

# Final Traffic Memorandum

## Florida Department of Transportation - District VII

### County Line Road (C.R. 578) Project Development and Environment Study From U.S. 19 (S.R. 55) to U.S. 41 (S.R. 45)

*Work Program Item Segment Number: 257291 1*

*Federal-Aid Program Number: 7822 001 S*

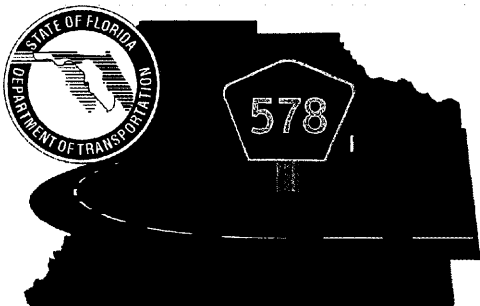
*Pasco and Hernando Counties, Florida*

*The proposed project involves improving County Line Road (C.R. 578) to a multi-lane facility from U.S. 19 (S.R. 55) to east of U.S. 41 (S.R. 45) in Pasco and Hernando Counties, a distance of approximately 19.3 kilometers (12.0 miles). The project includes a segment of roadway along a new alignment. This segment is referred to as the Ayers Road Extension and extends from the interchange of C.R. 578 and the Suncoast Parkway to east of U.S. 41, a distance of approximately 5.6 kilometers (3.5 miles).*

***Prepared by:***

***URS Corporation Southern***

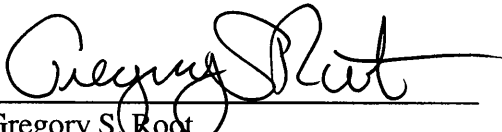
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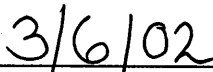


**TRAFFIC TECHNICAL MEMORANDUM  
CERTIFICATION**

**County Line Road (C.R. 578)  
From U.S. 19 (S.R. 55) to U.S. 41 (S.R. 45)  
Pasco and Hernando Counties, Florida**

I, Gregory Root, have prepared and reviewed the Traffic Technical Memorandum for the above-referenced Florida Department of Transportation Project Development and Environment (PD&E) Study. The traffic projections have been developed using the data available at the time of the study in accordance with the Project Traffic Forecasting Procedures adopted by the Florida Department of Transportation. The analyses have been conducted using traffic engineering methodologies and procedures supported by the Florida Department of Transportation

  
\_\_\_\_\_  
Gregory S. Root  
URS Corporation

  
\_\_\_\_\_  
Date

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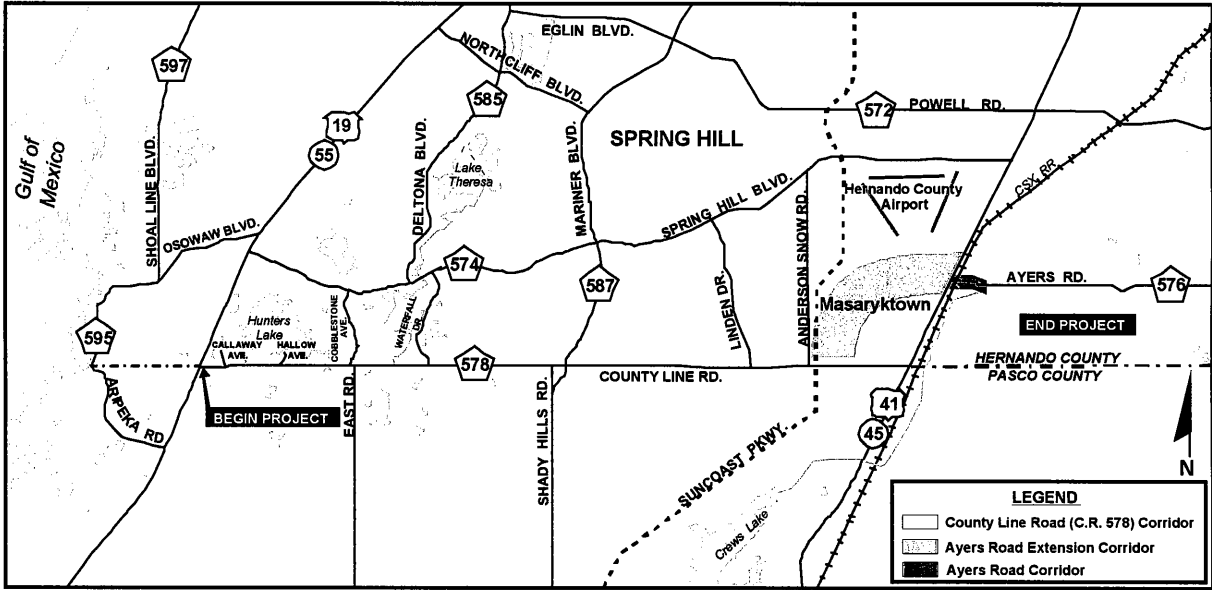
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# Section 1.0

## INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvement alternatives for County Line Road (C.R. 578) in Pasco and Hernando Counties, as shown in Figure 1-1. The proposed project involves improving C.R. 578 from a primarily two-lane roadway to a multi-lane facility from the vicinity of U.S. 19 (S.R. 55) to the vicinity of U.S. 41 (S.R. 45), a distance of approximately 19.3 kilometers (km) [12.0 miles (mi)]. A segment of roadway on new alignment, referred to as the Ayers Road Extension, is being evaluated as one of the alternatives from the C.R. 578/Suncoast Parkway interchange to the vicinity of U.S. 41 and Ayers Road (C.R. 576), a distance of approximately 5.6 km (3.5 mi). The Ayers Road Extension provides continuous travel to the east of U.S. 41 and would improve access to the Hernando County Airport.

**FIGURE 1-1  
PROJECT LOCATION MAP**



## **1.1 PURPOSE**

The objective of the PD&E Study is to provide documented environmental and engineering analyses that will assist the FDOT and the Federal Highway Administration (FHWA) in reaching a decision on the location and conceptual design for improvements to C.R. 578. This study will also comply with the requirements of the National Environmental Policy Act (NEPA) to qualify the transportation improvements for Federal-aid funding.

The purpose of this Traffic Memorandum is to document both the existing travel demand and the future travel demand in the C.R. 578 corridor. A discussion of the existing daily volumes, peak hour volumes and levels of service is presented first followed by a discussion of the traffic forecasting methodology and resulting design year (2025) daily traffic projections. The existing traffic characteristics in the study corridor are documented and future year design hour parameters are used to develop year 2025 design hour volumes. The results of the design hour level of service analyses conducted for the Build and No-Build alternatives are then presented.

## **1.2 PROJECT DESCRIPTION**

The C.R. 578 corridor is an east/west facility with a functional classification of a major collector. The project is located within Sections 1 through 6 of Township 24 South, Range 17 East and Sections 1 through 6 of Township 24 South, Range 18 East in Pasco County, and Sections 31 through 36 of Township 23 South, Range 17 East; Sections 25, 26, 31 through 36 of Township 23 South, Range 18 East; and Section 30 of Township 23 South, Range 19 East in Hernando County.

C.R. 578 is currently a two-lane rural roadway from U.S. 19 to Callaway Avenue and from Hallow Avenue to U.S. 41. From the vicinity of Callaway Avenue to Hallow Avenue, C.R. 578 has been expanded to a four-lane divided suburban facility with an open drainage system. In addition, for 0.8 km (0.5 mi) west and east of the interchange at the Suncoast Parkway, C.R. 578 is currently under construction to be expanded to a four-lane divided facility. The existing posted speed limit along C.R. 578 ranges from 60 to 90 kilometers per hour (km/h) [40 to 55 miles per hour (mph)]. The existing right-of-way (ROW) width ranges from 15.24 meters (m) [50 feet (ft)] to 51.82 m (170 ft) except at the Suncoast Parkway interchange where the ROW width is 77.42 m (254 ft).

Primary land uses along C.R. 578 include numerous residential subdivisions, individual residences, commercial development, the Spring Hill Regional Hospital, the Suncoast Elementary School, the Hernando County Airport, and numerous religious facilities.

## *Section 2.0*

# *EXISTING TRAFFIC CONDITIONS*

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### *2.1 EXISTING ROADWAY CHARACTERISTICS*

As stated in Section 1.2 – Project Description, the C.R. 578 corridor is primarily a two-lane undivided east/west rural roadway. From the vicinity of Callaway Avenue to Hallow Avenue, C.R. 578 has been improved to a four-lane divided suburban roadway. Also, for approximately 0.8km (0.5mi) west and east of the new Suncoast Parkway interchange, C.R. 578 is currently under construction to be expanded to a four-lane divided rural facility.

There are currently two signalized intersections located in the study corridor and these are as follows:

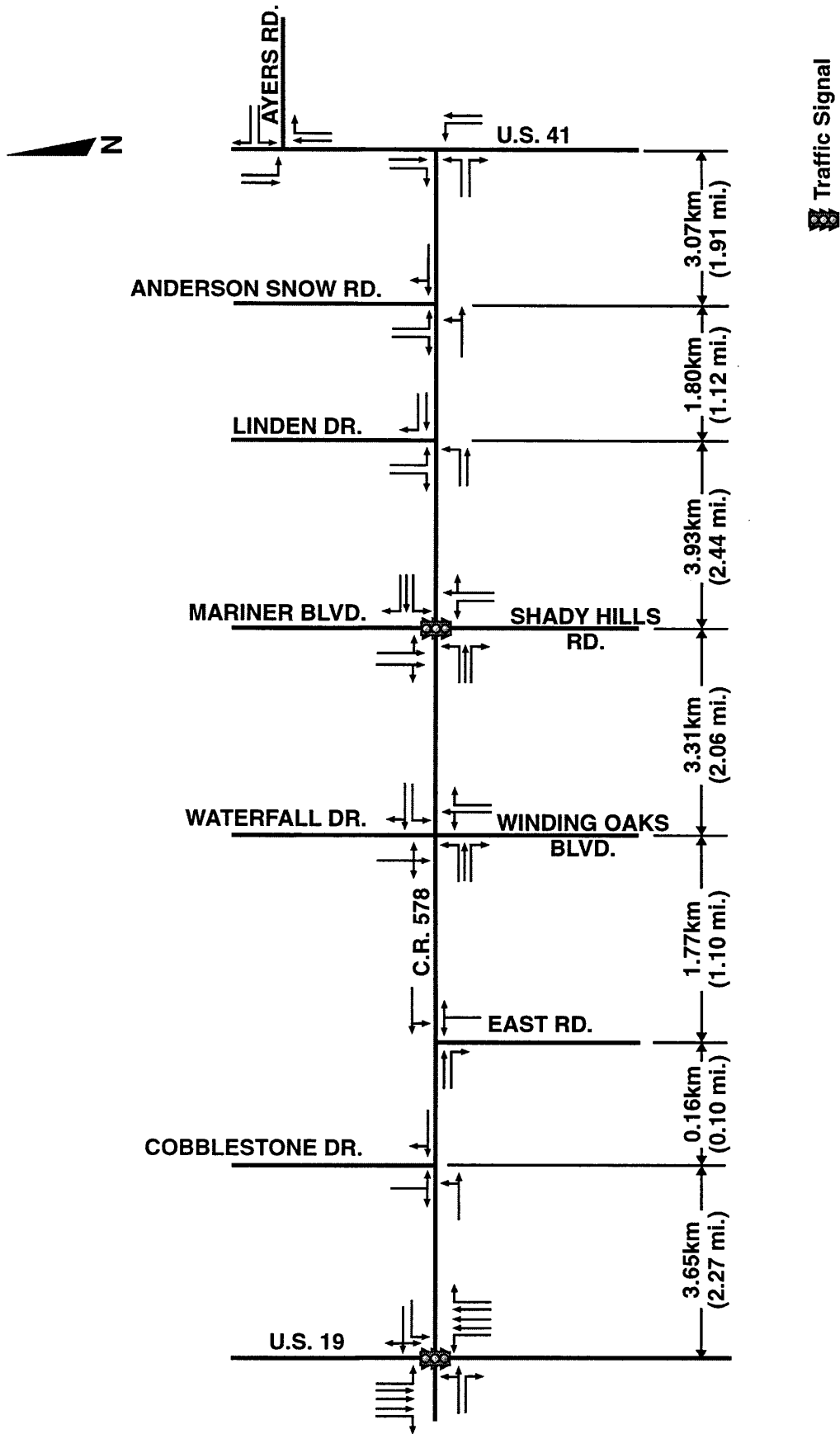
- C.R. 578/U.S. 19; and
- C.R. 578/Mariner Boulevard.

In addition, seven unsignalized intersections were identified for analysis in this study. These unsignalized intersections are all stop sign controlled and are listed below along with the individual approaches that are controlled by the stop signs:

- C.R. 578/Cobblestone Drive (southbound approach);
- C.R. 578/East Road (northbound approach);
- C.R. 578/Waterfall Drive (northbound and southbound approaches);
- C.R. 578/Linden Drive (southbound approach);
- C.R. 578/Anderson Snow Road (southbound approach);
- C.R. 578/U.S. 41 (eastbound approach); and
- U.S. 41/Ayers Road (westbound approach).

The existing lane geometry at each intersection along with the intersection spacing is illustrated on Figure 2-1. The existing posted speed limit in the study corridor varies from 40 miles/hour to 55 miles/hour, although a majority of the corridor has a posted speed limit of 45 miles/hour.

FIGURE 2-1  
EXISTING (2000) INTERSECTION GEOMETRY



## 2.2 EXISTING TRAFFIC COUNT PROGRAM

A two-phase traffic count program was conducted for the C.R. 578 PD&E Study. The first phase of the traffic count program was conducted during the period from October 5, 1999 through October 11, 1999. This phase of the count program consisted of 7-day, 24-hour vehicle classification counts (recorded in 15-minute intervals by direction) at the following three locations:

- Between U.S. 19 and Cobblestone Drive;
- Between Waterfall Drive and Mariner Boulevard; and
- Between Mariner Boulevard and Linden Drive.

The locations of the 7-day classification counts were reviewed and approved by the FDOT prior to initiating the traffic count program.

The second phase of the traffic count program included manual turning movement counts and 24-hour machine traffic counts at all intersection approaches. Eight-hour turning movement counts were conducted from 7:00 a.m. to 10:00 a.m. and from 2:00 p.m. to 7:00 p.m. on January 4, 2000 and January 5, 2000 at the following intersections:

- C.R. 578/U.S. 19;
- C.R. 578/Cobblestone Drive;
- C.R. 578/East Road;
- C.R. 578/Waterfall Drive;
- C.R. 578/Mariner Boulevard;
- C.R. 578/Linden Drive;
- C.R. 578/Anderson Snow Road;
- C.R. 578/U.S. 41; and
- U.S. 41/Ayers Road.

These hours correspond to the eight highest volume hours as determined from the 7-day, 24-hour vehicle classification counts. Pedestrians and bicyclists were also counted during these hours at all of these intersections. The intersection approach counts and turning movement counts were summarized by 15-minute time increments. Hourly totals and all of the traffic count data obtained for this project is contained in Appendix A.

## 2.3 EXISTING DAILY TRAFFIC VOLUMES

The existing (2000) Average Annual Daily Traffic (AADT) volumes for the study corridor were developed from the traffic count data. The traffic counts were multiplied by the most recent (i.e., 1998) FDOT seasonal adjustment and axle adjustment factors. The Pasco County and Hernando County 1998 seasonal adjustment factors for the week of January 4th through January 10th are 0.98. The axle adjustment factor for S.R. 52 between U.S. 19 and C.R. 578 in Pasco County is 0.98 while the axle adjustment factor for S.R. 50 between U.S. 19 and S.R. 50A in Hernando County is 0.84. Since the countywide axle adjustment factor of 0.90 for Hernando County is approximately equal to the average values for S.R. 52 and S.R. 50, the countywide value was used to help derive the AADT volumes. The FDOT weekly seasonal adjustment factors and axle adjustment factors are provided in Appendix A.

The existing AADT volumes are illustrated on Figure 2-2. In general, the AADT volumes increase from east to west along the C.R. 578 study corridor ranging from a low of approximately 7,000 vehicles/day (just west of U.S. 41) to a high of approximately 16,000 vehicles/day (just east of U.S. 19). The AADT volume on Ayers Road just to the east of U.S. 41 is approximately 3,000 vehicles/day.

## 2.4 EXISTING TRAFFIC CHARACTERISTICS

The percentage of daily traffic occurring during the peak hour and the percentage of peak hour traffic traveling in the peak direction were calculated for 12 locations on C.R. 578 between U.S. 19 and U.S. 41 using the traffic count data obtained on January 4, 2000 and January 5, 2000. These values are provided in Table 2-1. Table 2-1 also contains the a.m. and p.m. peak hour directional volumes and the two-way daily volumes used in the calculations. As indicated in Table 2-1, the a.m. peak hour peak-to-daily volume percentage ranges from 5.8% (just east of Mariner Boulevard) to 7.1% (between Cobblestone Drive and East Road) with an average value of 6.7%. The peak hour-to-daily volume ratio in the p.m. peak hour ranges from 7.9% (just east of Waterfall Drive) to 10.4% (just east of Linden Drive) with an average value of 9.0%. These results indicate that there is a higher proportion of the daily traffic volume occurring in the p.m. peak hour than in the a.m. peak hour.

The directional distribution factor ranges from 52.6% to 68.5% in the a.m. peak hour and from 50.4% to 66.7% in the p.m. peak hour. In general, the peak directions of travel along C.R. 578 are westbound in the a.m. peak hour and eastbound in the p.m. peak hour. It should be noted, however, that the eastbound direction is the peak travel direction in the a.m. peak hour between Linden Drive and U.S. 41.

For comparison purposes,  $K_{30}$ -factors and  $D_{30}$ -factors were obtained from the 1998 Annual Daily Traffic Report prepared by FDOT's Transportation Statistics Office. The  $K_{30}$ -factor is the percentage of the average annual daily traffic volume that occurs during the 30th highest hour of the year while the  $D_{30}$ -factor is the percentage of the 30th highest hourly volume that occurs in the peak travel direction. The  $K_{30}$ -factors and  $D_{30}$ -factors for the state roadways located in the vicinity of the study corridor are provided in Table 2-2. The  $K_{30}$ -factor and  $D_{30}$ -factor for the roadways in Pasco County (i.e., S.R. 52 and U.S. 41) are 10.28% and 58.69%, respectively.





TABLE 2-1  
EXISTING (2000) PEAK HOUR TRAFFIC CHARACTERISTICS

Location	Traffic Volumes						Traffic Characteristics (Expressed as a %)				
	AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour		
	EB	WB	Total	EB	WB	Total	Peak-to-Daily Volume Ratio	Directional Distribution	Peak-to-Daily Volume Ratio	Directional Distribution	
							Two-Way Daily				
East of U.S. 19	399	869	1,268	999	498	1,497	18,112	7.0	68.5 (WB)	8.3	66.7 (EB)
West of Cobblestone Drive	400	811	1,211	951	498	1,449	17,071	7.1	67.0 (WB)	8.5	65.6 (EB)
East of East Road	436	754	1,190	853	533	1,386	16,663	7.1	63.4 (WB)	8.3	61.5 (EB)
West of Waterfall Drive	464	707	1,171	841	525	1,366	16,804	7.0	60.4 (WB)	8.1	61.6 (EB)
East of Waterfall Drive	504	670	1,174	781	601	1,382	17,554	6.7	57.1 (WB)	7.9	56.5 (EB)
West of Mariner Boulevard	494	595	1,089	752	674	1,426	16,261	6.7	54.6 (WB)	8.8	52.7 (EB)
East of Mariner Boulevard	322	443	765	637	533	1,170	13,135	5.8	57.9 (WB)	8.9	54.4 (EB)
West of Linden Drive	347	385	732	610	486	1,096	11,150	6.6	52.6 (WB)	9.8	55.7 (EB)
East of Linden Drive	376	291	667	521	468	989	9,544	7.0	56.4 (EB)	10.4	52.7 (EB)
West of Anderson Snow Road	381	274	655	488	445	933	9,732	6.7	58.2 (EB)	9.6	52.3 (EB)
East of Anderson Snow Road	315	257	572	419	379	798	8,385	6.8	55.1 (EB)	9.5	52.5 (EB)
West of U.S. 41	324	174	498	385	391	776	7,801	6.4	65.1 (EB)	9.9	50.4 (WB)
AVERAGE								6.7			9.0

The  $K_{30}$ -factor and  $D_{30}$ -factor for the roadways in Hernando County (i.e., S.R. 50 and U.S. 19) are 9.73% and 57.07%, respectively. The average  $K_{30}$ -factor is 10.0% while the average  $D_{30}$ -factor is 57.88%. These values are slightly higher than the average peak hour-to-daily volume ratio (expressed as a percentage of the daily volume) and directional distribution calculated from the existing p.m. peak hour traffic count data. This is to be expected since the traffic counts were not conducted during the 30th highest hour of the year.

**TABLE 2-2**  
**1998 TRAFFIC CHARACTERISTICS FOR ADJACENT ROADWAYS<sup>1</sup>**

County	Roadway	Site	Location	K-Factor (%)	D-Factor (%)
Pasco	SR52	5309	East of Ridgedale Drive	10.28	58.69
Pasco	SR 52	0107	East of Fivay Road	10.28	58.69
Pasco	SR 52	5120	West of CR 581	10.28	58.69
Pasco	SR 52	0006	East of U.S. 41	10.28	58.69
Pasco	U.S. 41	5301	South of Hernando County Line	10.28	58.69
Hernando	SR 50	0019	West of CR 541	9.73	57.07
Hernando	SR 50	5310	West of CR 493	9.73	57.07
Hernando	U.S. 19	5300	North of Pasco County Line	9.73	57.07

<sup>1</sup> Data obtained from FDOT's Transportation Statistics Office 1998 Annual Average Daily Traffic Report.

A review of the eight-hour turning movement count data indicated that the a.m. peak hour generally occurs between 7:15 a.m. and 8:15 a.m. for the portion of the corridor from U.S. 19 to Mariner Boulevard and between 7:00 a.m. and 8:00 a.m. for the portion east of Mariner Boulevard. The p.m. peak hour generally occurs from 4:30 p.m. and 5:30 p.m. throughout the entire C.R. 578 corridor. Peak hour volumes that represent the 30th highest hour were derived using the following procedure:

- First, the AADT volumes illustrated on Figure 2-2 were multiplied by a  $K_{30}$ -factor of 10.00% to provide an estimate of the two-way peak hour volumes in the 30th highest hour of the year.
- Second, the two-way peak hour volumes were multiplied by a  $D_{30}$ -factor of 57.88% to yield an estimate of the peak direction peak hour volume. The non-peak direction volume was obtained by subtracting the peak direction volume from the two-way peak hour volume.
- Third, the turning movement volumes at the intersections were obtained by multiplying the directional link volumes by the turning movement percentages calculated from the count data. Some adjustments to these turning movement percentages were required since the existing directional distribution (i.e., based on the count data) at the western end of the corridor was higher than 57.88% and since the peak direction of travel in the a.m. peak hour changes from westbound to eastbound east of Linden Drive.

The estimated a.m. and p.m. peak hour volumes for the 30th highest hour of the year are illustrated on Figure 2-3.

Table 2-3 summarizes the daily vehicle classification count data obtained for the five weekdays. As indicated in this table, the percentage of trucks present in the daily traffic volume is higher for the eastern portion of the study corridor than for the western portion of the study corridor. The five-day weekday average 24-hour truck percentage on C.R. 578 between Mariner Boulevard and Linden Drive is 7.58%. The five-day weekday average 24-hour truck percentage on C.R. 578 between U.S. 19 and Cobblestone Drive and between Waterfall Drive and Mariner Boulevard are 4.98% and 4.65%, respectively.

**TABLE 2-3  
EXISTING (2000) DAILY HEAVY VEHICLE PERCENTAGES**

Location	Count Date	Heavy Vehicles			Total Vehicles	% Heavy Vehicles
		EB	WB	Total		
Between U.S. 19 and Cobblestone Dr.	10/5/99	448	401	849	16,331	5.20
	10/6/99	440	421	861	16,851	5.11
	10/7/99	444	421	865	17,092	5.06
	10/8/99	454	416	870	18,258	4.77
	10/11/99	369	436	805	16,778	4.80
	5-Day Avg.					
Between Waterfall Dr. and Mariner Blvd.	10/5/99	334	350	684	15,430	4.4
	10/6/99	379	385	764	15,975	4.8
	10/7/99	384	357	741	16,215	4.6
	10/8/99	393	369	762	17,216	4.4
	10/11/99	415	388	803	15,831	5.1
	5-Day Avg.					
Between Mariner Blvd. and Linden Dr.	10/5/99	342	305	647	8,568	7.6
	10/6/99	223	325	548	8,838	6.2
	10/7/99	416	324	740	9,242	8.0
	10/8/99	391	298	689	9,453	7.3
	10/11/99	421	369	790	8,924	8.9
	5-Day Avg.					

Table 2-4 summarizes the peak hour vehicle classification count data obtained for the five weekdays. This table illustrates the fact that there is no appreciable decrease in the percentage of trucks traveling in the C.R. 578 corridor during the a.m. and p.m. peak hours as compared to the percentage of trucks traveling in the corridor during an entire day. Between Mariner Boulevard and Linden Drive the truck volume is 6.85% of the total a.m. peak hour volume and 7.21% of the total p.m. peak hour volume. Between U.S. 19 and Cobblestone Drive the truck volume is 5.06% of the total a.m. peak hour volume and 3.98% of the total p.m. peak hour volume. Lastly, for the portion of the study corridor between Waterfall Drive and Mariner Boulevard, the a.m. and p.m. peak hour truck volumes are 4.90% and 3.30%, respectively. Usually, in the absence of any detailed peak hour data, the peak hour truck percentages are assumed to be equal to one-half the daily truck percentages. The C.R. 578 vehicle classification count data indicates that this type of assumption would result in a significant underestimation of the peak hour truck volumes.



TABLE 2-4  
EXISTING (2000) PEAK HOUR HEAVY VEHICLE PERCENTAGES

Location	Count Date	AM Peak Hour					PM Peak Hour					
		Heavy Vehicles			Total Vehicles	% Heavy Vehicles	Heavy Vehicles			Total Vehicles	% Heavy Vehicles	
		EB	WB	Total			EB	WB	Total			
Between U.S. 19 and Cobblestone Dr.	10/5/99	27	43	70	1,261	5.55	39	17	56	1,347	4.16	
	10/6/99	33	37	70	1,335	5.24	27	26	53	1,391	3.81	
	10/7/99	26	43	69	1,341	5.15	36	30	66	1,418	4.65	
	10/8/99	23	38	61	1,300	4.69	38	25	63	1,417	4.45	
	10/11/99	23	43	66	1,400	4.71	23	15	38	1,367	2.78	
	5-Day Average					5.06						3.98
Between Waterfall Dr. and Mariner Blvd.	10/5/99	26	31	57	1,117	5.10	11	19	30	1,314	2.28	
	10/6/99	23	26	49	1,156	4.24	20	28	48	1,334	3.60	
	10/7/99	18	30	48	1,142	4.20	30	23	53	1,377	3.85	
	10/8/99	30	29	59	1,137	5.19	27	24	51	1,337	3.81	
	10/11/99	28	38	66	1,140	5.79	22	17	39	1,331	2.93	
	5-Day Avg.					4.90						3.30
Between Mariner Blvd. and Linden Dr.	10/5/99	27	22	49	589	8.32	23	17	40	757	5.28	
	10/6/99	2	27	29	519	5.59	20	24	44	756	5.82	
	10/7/99	11	25	36	497	7.24	43	22	65	728	8.93	
	10/8/99	4	16	20	453	4.42	46	14	60	770	7.79	
	10/11/99	8	32	40	481	8.32	43	19	62	750	8.27	
	5-Day Avg.					6.85						7.21

## 2.5 EXISTING LEVELS OF SERVICE

The existing peak hour levels of service in the C.R. 578 corridor were determined using Release 3.1c of the 1997 Highway Capacity Manual Software (HCS). Level of service evaluations were conducted for the roadway segments as well as the signalized and unsignalized intersections.

### 2.5.1 EXISTING ROADWAY SEGMENT LEVELS OF SERVICE

The existing two-lane highway segment level of service evaluations were conducted in accordance with the methodology documented in Chapter 8 of the 1997 Highway Capacity Manual using a design speed of 50 miles/hour and a Peak Hour Factor (PHF) of 0.90. The design speed was based on the fact that the posted speed limit throughout the majority of the corridor is 45 miles/hour. The PHF of 0.90 represents the average of all the eastbound and westbound intersection approach PHF's. An a.m. peak hour truck percentage of 5.0% was used for the portion of C.R. 578 between U.S. 19 and Mariner Boulevard while a 7.0% a.m. peak hour truck percentage was used for the portion from Mariner Boulevard to U.S. 41. The truck percentages used in the p.m. peak hour analyses were 4.0% (from U.S. 19 to Mariner Boulevard) and 7.0% (from Mariner Boulevard to U.S. 41). The percentage of no passing zones varies between segments and was calculated based on field observations.

The two-lane highway segment levels of service are summarized in Table 2-5. The portion of C.R. 578 from U.S. 19 to Mariner Boulevard is currently operating at Level of Service E in both the a.m. and p.m. peak hours. In the a.m. peak hour, the segment from Mariner Boulevard to Linden Drive is operating at Level of Service D while the remaining portion from Linden Drive to U.S. 41 is operating at Level of Service C. In the p.m. peak hour, the entire portion from Mariner Boulevard to U.S. 41 is operating at Level of Service D. The two-lane highway HCS analyses are provided in Appendix B.

TABLE 2-5  
EXISTING (2000) ROADWAY SEGMENT PEAK HOUR LEVELS OF SERVICE

Roadway Segment		Level of Service	
From	To	AM Peak Hour	PM Peak Hour
U.S. 19	Cobblestone Drive	E	E
Cobblestone Drive	East Road	E	E
East Road	Waterfall Drive	E	E
Waterfall Drive	Mariner Boulevard	E	E
Mariner Boulevard	Linden Drive	D	D
Linden Drive	Anderson Snow Road	C	D
Anderson Snow Road	U.S. 41	C	D

### 2.5.2 EXISTING INTERSECTION LEVELS OF SERVICE

Signalized intersection analyses were conducted for the C.R. 578/U.S. 19 and C.R. 578/Mariner Boulevard intersections. These analyses were conducted using the peak hour volumes depicted on Figure 2-3 and the intersection geometry depicted on Figure 2-1. The existing signal phasings observed in the field during the traffic count program were used in the analyses. The existing

PHF's were calculated for each intersection approach using the turning movement count data and included in the analyses. The results of the signalized intersection analyses are summarized in Table 2-6. The average delay and level of service for each intersection approach as well as for the overall intersection are provided in Table 2-6. The C.R. 578/U.S. 19 intersection is currently operating at Level of Service E overall in both the a.m. and p.m. peak hours with average delay values of 60.3 seconds/vehicle and 63.3 seconds/vehicle, respectively. In the a.m. peak hour, the westbound C.R. 578 approach is operating at Level of Service F with an average delay of 148.5 seconds/vehicle. In the p.m. peak hour, the westbound C.R. 578 approach is operating at Level of Service F with an average delay of 176.9 seconds/vehicle and the northbound U.S. 19 approach is operating at Level of Service E with an average vehicle delay of 56.7 seconds/vehicle.

**TABLE 2-6  
EXISTING (2000) SIGNALIZED INTERSECTION PEAK HOUR OPERATIONS**

Intersection	Approach	AM Peak Hour		PM Peak Hour	
		Average Delay (in sec/veh)	Level of Service	Average Delay (in sec/veh)	Level of Service
C.R. 578/U.S. 19	Eastbound	54.2	D	53.2	D
	Westbound	148.5	F	176.9	F
	Northbound	37.1	D	56.7	E
	Southbound	32.8	C	23.1	C
	Overall	42.3	D	50.0	D
C.R. 578/Mariner Boulevard	Eastbound	20.9	C	22.6	C
	Westbound	22.9	C	20.9	C
	Northbound	29.9	C	49.7	D
	Southbound	63.5	E	73.0	E
	Overall	35.4	D	39.0	D

The C.R. 578/Mariner Boulevard intersection is also currently operating at Level of Service D overall during both peak hours. The southbound Mariner Boulevard approach is operating at Level of Service E in both the a.m. and p.m. peak hours with average delays of 63.5 seconds/vehicle and 73.0 seconds/vehicle, respectively. The HCS analyses for the signalized intersections are provided in Appendix C.

Unsignalized intersection analyses were conducted for the seven unsignalized intersections where turning movement counts were conducted. The results of the unsignalized intersection analyses are summarized in Table 2-7. As indicated in this table, four of the seven intersections analyzed have one or more movements currently operating at Level of Service F during both the a.m. and p.m. peak hours. With one exception, all of the movements that are currently operating at Level of Service F are cross street movements. The one exception is the eastbound C.R. 578 left-turn movement at the C.R. 578/U.S. 41 intersection. The cross street movements that are operating at Level of Service F include the following:

- C.R. 578/Cobblestone Drive – Southbound left-turn/right-turn movements;
- C.R. 578/Waterfall Drive – Northbound left-turn/through movements;
- C.R. 578/Waterfall Drive – Southbound left-turn/through/right-turn movements; and
- U.S. 41/Ayers Road – Westbound left-turn movement.

**TABLE 2-7  
EXISTING (2000) UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE**

Intersection	Approach	Movement	A.M. Peak Hour		P.M. Peak Hour	
			Volume (in veh/hr)	Level of Service	Volume (in veh/hr)	Level of Service
C.R. 578/Cobblestone Drive	Eastbound	Left	70	B	94	A
	Southbound	Left/Right	172	F	119	F
C.R. 578/East Road	Westbound	Left	17	A	46	B
	Northbound	Left/Right	75	E	48	E
C.R. 578/Waterfall Drive	Eastbound	Left	42	B	77	B
	Westbound	Left	12	A	27	A
	Northbound	Left/Thru	17	F	19	F
		Right	20	B	25	B
Southbound	Left/Thru/Right	146	F <sup>1</sup>	158	F <sup>1</sup>	
C.R. 578/Linden Drive	Eastbound	Left	24	A	117	A
	Southbound	Left	107	C	28	D
		Right	226	B	61	B
C.R. 578/Anderson Snow Road	Eastbound	Left	164	A	118	A
	Southbound	Left	95	E	49	D
		Right	97	B	120	B
C.R. 578/U.S. 41	Eastbound	Left	193	F <sup>1</sup>	159	F <sup>1</sup>
		Right	205	B	226	C
	Northbound	Left	136	A	216	B
U.S. 41/Ayers Road	Westbound	Left	62	F	102	F <sup>1</sup>
		Right	163	C	114	B
	Southbound	Left	147	B	101	A

<sup>1</sup> The volume-to-capacity (v/c) ratio for this movement exceeds 1.00

It should also be noted that the existing peak hour volumes exceed the available capacity for three movements. Those movements are as follows:

- The southbound left-turn/thru/right-turn movements at the C.R. 578/Waterfall Drive intersection (a.m. and p.m. peak hours);
- The eastbound left-turn movement at the C.R. 578/U.S. 41 intersection (a.m. and p.m. peak hours); and



- The westbound left-turn movement at the U.S. 41/Ayers Road intersection (p.m. peak hour only).

The unsignalized intersection HCS analyses are provided in Appendix C.

## 2.6 EXISTING CRASH HISTORY

Existing crash data was obtained from the Hernando County Office of the County Engineer for the most recent three-year period 1997 to 1999 and from FDOT District VII for the period 1997 to 1998. Since data was obtained from two different sources, the data was checked to ensure that there was no duplicate information. Table 2-8 provides information on the number of crashes, the number of vehicles involved in the crashes, the number of injuries, the number of fatalities and the estimated economic damages for each of the three years 1997, 1998 and 1999 as well as the three-year totals. As indicated in the table, 147 total crashes have occurred over the three-year period 1997 to 1999. These 147 crashes have involved 301 vehicles and resulted in 127 injuries along with two fatalities. The total economic damage for this three-year period was estimated to be \$665,430.

**TABLE 2-8  
EXISTING CRASH HISTORY  
NUMBER OF CRASHES AND CRASH CONSEQUENCES BY YEAR**

Year	Crashes	Vehicles	Injuries	Fatalities	Economic Damages
1997	46	93	47	0	\$157,800
1998	68	144	66	2	\$385,050
1999	33	64	14	0	\$122,580
3-Year Total	147	301	127	2	\$665,430

Table 2-9 provides a summary of the types of crashes that have occurred within the C.R. 578 corridor. Rear-end collisions are the most prevalent type of crash occurring in the corridor and represent approximately 45.6% of the total crashes reported between 1997 and 1999. Right-angle collisions and left-turn collisions are the next most frequent types of crashes occurring in the corridor, accounting for approximately 17.0% and 12.9% of the total crashes, respectively.

Table 2-10 summarizes the lighting conditions and pavement conditions that were associated with the crashes. Approximately 24.5% of the total crashes occurred during non-daylight hours (i.e., dawn, dusk or at night) and approximately 69.4% of the total crashes occurred under dry pavement conditions. One additional analysis of the existing crash data was conducted to identify the individual locations that experienced the highest number of crashes during the period from 1997 to 1999. The three intersections that had the most crashes were Mariner Boulevard (33 total crashes), Commercial Way (17 total crashes) and Cobblestone Drive (11 total crashes). Table 2-11 provides a summary of the crash frequency by individual intersection location.

**TABLE 2-9  
EXISTING CRASH HISTORY  
FREQUENCY OF CRASHES BY TYPE**

Type of Crash	No. of Occurrences
Rear End Collision	67
Right Angle Collision	25
Left Turn Collision	19
Sideswipe Collision	8
Head On Collision	7
Vehicle Hit Tree/Shrubbery	4
Vehicle Hit Sign/Signpost	2
Backing into Collision	1
Collision with Bicycle	1
Vehicle Hit Utility Pole/Light Pole	1
Vehicle Hit Guardrail	1
Vehicle Hit Barrier Wall	1
Vehicle Ran Into Ditch/Culvert	1
Vehicle Overturned	1
Vehicle Fire	1
All Other Types	7
<b>TOTAL</b>	<b>147</b>

**TABLE 2-10  
EXISTING CRASH HISTORY  
LIGHTING AND PAVEMENT CONDITIONS**

Lighting Conditions	No. of Crashes	Pavement Conditions	No. of Crashes s
Daylight	95	Dry	102
Dusk	2	Wet	29
Dawn	3	Slippery	1
Dark (Street Lights)	10	Not Specified	15
Dark (No Street Lights)	21		
Not Specified	16		

**TABLE 2-11  
EXISTING CRASH HISTORY  
FREQUENCY OF CRASHES BY LOCATION**

<b>Location</b>	<b>No. of Occurrences</b>
Mariner Boulevard	33
Commercial Way	17
Cobblestone Drive	11
Broad Street	9
Spring Time Street	7
Anderson Snow Road	6
Kostka Drive	5
U.S. 19	4
Holden Drive	4
Medical Boulevard	4
Waterfall Drive	3
U.S. 41	2
Ackson Street	2
Baine Avenue	2
Belrose Road	2
Cabot Avenue	2
Dartmouth Avenue	2
East Road	2
Hallam Court	2
Linden Drive	2
Oak Lane Drive	2
Paris Avenue	2
Peach Tree Drive	2
Preston Hollow Drive	2
Randolph Avenue	2
Shady Hills Road	2
Austin Avenue	1
Dandelion Court	1
Fargo Court	1
Furman Road	1
Galena Avenue	1
Long Lake Avenue	1
Mapleleaf Court	1
Old Shady Hills Road	1
Partridge Street	1
Rosephil Street	1
Ruskin Avenue	1
Shelby Avenue	1
Sparks Road	1
Suncoast Boulevard	1

## Section 3.0

# ***DESIGN YEAR TRAFFIC PROJECTIONS***

The design year (2025) daily travel demand in the C.R 578 corridor was estimated using the FDOT District VII Tampa Bay Regional Planning Model (TBRPM) Version 3.2. Both the base year (1995) validated TBRPM and the future year (2020) TBRPM were reviewed with FDOT District VII Planning Staff to evaluate the reasonableness of the traffic volume assignments produced by the models for the C.R. 578 study corridor. The 1995 Peak Season Weekday Average Daily Traffic (PSWADT) volumes forecast by the base year model were compared to the 1995 PSWADT counts at the eight locations where 1995 traffic counts were available. As indicated in Table 3-1, the base year model replicates the 1995 traffic volumes within an acceptable level of accuracy. In addition, the existing (2000) traffic counts were converted to PSWADT volumes using a peak season conversion factor of 1.04 and were compared to the 1995 volumes to further assess the reasonableness of the base year model. The 2000 PSWADT volumes are also provided in Table 3-1. Based on the results of these comparisons, the FDOT District VII Planning Staff agreed that the base year TBRPM did not need to be revalidated for use in the C.R. 578 study corridor.

**TABLE 3-1  
TBRPM CORRIDOR VALIDATION SUMMARY**

Roadway	Location	1995 TBRPM Volume	1995 Actual Volume	2000 Actual Volume
U.S. 19	South of C.R. 578	36,930	38,400	39,630
C.R. 578	West of Cobblestone Drive	16,720	18,170	17,750
C.R. 578	Between Waterfall Dr. and Mariner Blvd.	14,080	16,650	16,910
C.R. 578	West of Anderson Snow Road	10,350	10,480	10,120
C.R. 578	West of U.S. 41	7,090	6,460	8,110
U.S. 41	South of C.R. 578	10,020	10,950	13,450
U.S. 41	North of C.R. 578	13,750	11,490	12,890
Ayers Road	East of C.R. 578	2,540	2,140	3,330

Note: All volumes are Peak Season Weekday Average Daily Traffic (PSWADT) volumes.

The 2020 PSWADT volumes obtained from the future year TBRPM were then reviewed and it was determined that the 2020 projections were too low when compared to the existing traffic volumes. On average, the original 2020 projections for C.R. 578 from U.S. 19 to Anderson Snow Road represented an average corridor growth rate of less than 2.0%/year. Therefore, it was decided to examine the land use forecasts for the traffic analysis zones (TAZ's) located adjacent to C.R. 578.

Currently, the six TAZ's in Pasco County that are located immediately adjacent to C.R. 578 are characterized as either being undeveloped or having low density land use. In contrast, the eleven

TAZ's in Hernando County that are located immediately adjacent to C.R. 578 are more developed and exhibit higher land use densities. The future year (2020) land use data included in the TBRPM for the Pasco County traffic analysis zones located immediately to the south of C.R. 578 indicated that by the year 2020 this area was anticipated to achieve a dwelling unit density of 0.37 dwelling units/acre. The 2020 land use data included in the TBRPM for the Hernando County traffic analysis zones located immediately to the north of C.R. 578 indicated that by the year 2020 this area was expected to achieve a dwelling unit density of 1.14 dwelling units/acre which is approximately 200 percent greater than the projected residential density on the south side of C.R. 578.

A review of the land use data that is included in the 1995 TBRPM indicated that the dwelling unit densities are 0.25 dwelling units/acre for the Pasco County TAZ's and 0.74 dwelling units/acre for the Hernando County TAZ's. The 1995 residential density for Hernando County is twice as large as the 2020 residential density for Pasco County. Although the increase in residential density projected to occur in Hernando County over the next 25 years is reasonable, the 25-year increase in residential density projected to occur in Pasco County was low. Based on the maximum residential densities allowed by current Pasco County zoning standards (as documented in the Pasco County Comprehensive Plan), the traffic analysis zones on the south side of C.R. 578 could have an average density of 1.91 dwelling units/acre by the year 2020. Using the maximum residential densities currently documented in the Hernando County Comprehensive Plan, the average number of dwelling units/acre for the traffic analysis zones on the north side of C.R. 578 could be as high as 1.41 dwelling units/acre by the year 2020.

Given the large amount of currently undeveloped land that exists in the area south of C.R. 578 and the magnitudes of both the current and projected future residential densities in the area north of C.R. 578, it was decided that a more appropriate future year land use density for the Pasco County traffic analysis zones immediately to the south of C.R. 578 would be a value in between the existing (1995) Hernando County density and the current maximum allowable Pasco County density. Based on a meeting held with FDOT District VII Planning Staff, it was agreed that the 2020 Hernando County dwelling unit density of 1.14 dwelling units/acre would also be used in the TBRPM for the Pasco County zones immediately to the south of C.R. 578.

The 1.14 dwelling units/acre value was multiplied by the number of acres of developable land in each of the Pasco County TAZ's to calculate the maximum number of dwelling units for each Pasco County TAZ in the year 2020. The number of dwelling units currently included in the TBRPM were subtracted from the maximum number of dwelling units forecasted to determine the number of additional dwelling units that needed to be added to each TAZ. These additional dwelling units are listed in Table 3-2.

**TABLE 3-2  
YEAR 2020 LAND USE MODIFICATIONS FOR SELECTED PASCO COUNTY  
TRAFFIC ANALYSIS ZONES**

Pasco County TAZ No.	Additional 2020 Dwelling Units	Additional 2020 Population
1589	12,036	20,298
1590	4,152	9,402
1613	4,369	10,787
1616	1,158	2,861
1617	9,171	22,262
1619	481	920
Total	31,367	66,530

The additional 2020 population that was added to each of these TAZ's was calculated by multiplying the additional dwelling units by the ratio of population/dwelling unit that was obtained from the original 2020 TBRPM. The additional population that was added to each of the Pasco County TAZ's is also listed in Table 3-2.

The 2020 TBRPM was then executed with the Pasco County land use changes and the resulting 2020 PSWADT volume forecast was reviewed. Along the western portion of the C.R. 578 corridor (i.e., from U.S. 19 to Mariner Boulevard) the revised 2020 PSWADT projections ranged from approximately 30,600 vehicles/day to 39,500 vehicles/day. Along the eastern portion of the corridor (between Mariner Boulevard and U.S. 41), the revised 2020 PSWADT projections ranged from 22,100 vehicles/day to 28,900 vehicles/day. A review of the TBRPM centroid connectors associated with the Pasco County and Hernando County TAZ's located along the C.R. 578 corridor indicated that the magnitude of some of the centroid connector loadings (i.e., volumes) were extremely high (i.e., in the range of 30,000 to 40,000 vehicles). This would normally indicate the need to subdivide the TAZ's and increase the number of centroid connectors, however, based on the discussions with District VII Planning staff it was decided that the TAZ's would not be subdivided. In addition, the TBRPM roadway network was overlaid onto rastered aerials and it was determined that the locations of some of the centroid connectors did not correspond to the actual locations of the local streets. Based on discussions with District VII Planning staff it was decided that the TBRPM centroid connectors would not be modified and manual adjustments would be made to account for any irregularities in centroid connector loadings.

Average Annual Daily Traffic (AADT) volumes for the design year 2025 were derived by first converting the 2020 PSWADT volumes to 2020 AADT volumes, and then applying a growth rate to the 2020 AADT volumes. The 2020 PSWADT volumes were multiplied by the Pasco/Hernando County model conversion factor (MOCF) of 0.94 to obtain an estimate of the 2020 AADT volumes. A 2.0%/year growth rate was then applied to the 2020 AADT volumes to obtain an estimate of the 2025 AADT volumes. The 2.0%/year growth rate was estimated based on historical traffic count data provided by Pasco County for the periods from 1995 to 1998 for three locations along the C.R. 578 corridor. The average yearly growth rates were calculated for each of these three individual locations and then the three individual growth rates were averaged to yield an overall value of approximately 2.0%/year. The traffic count data provided by Pasco County and the average growth rate calculation is summarized in Appendix A. The 2025 AADT volumes estimated for the C.R. 578 corridor are illustrated on Figures 3-1 and 3-2.

FIGURE 3-1  
DESIGN YEAR (2025) AVERAGE ANNUAL DAILY TRAFFIC VOLUMES - NO-BUILD ALTERNATIVE

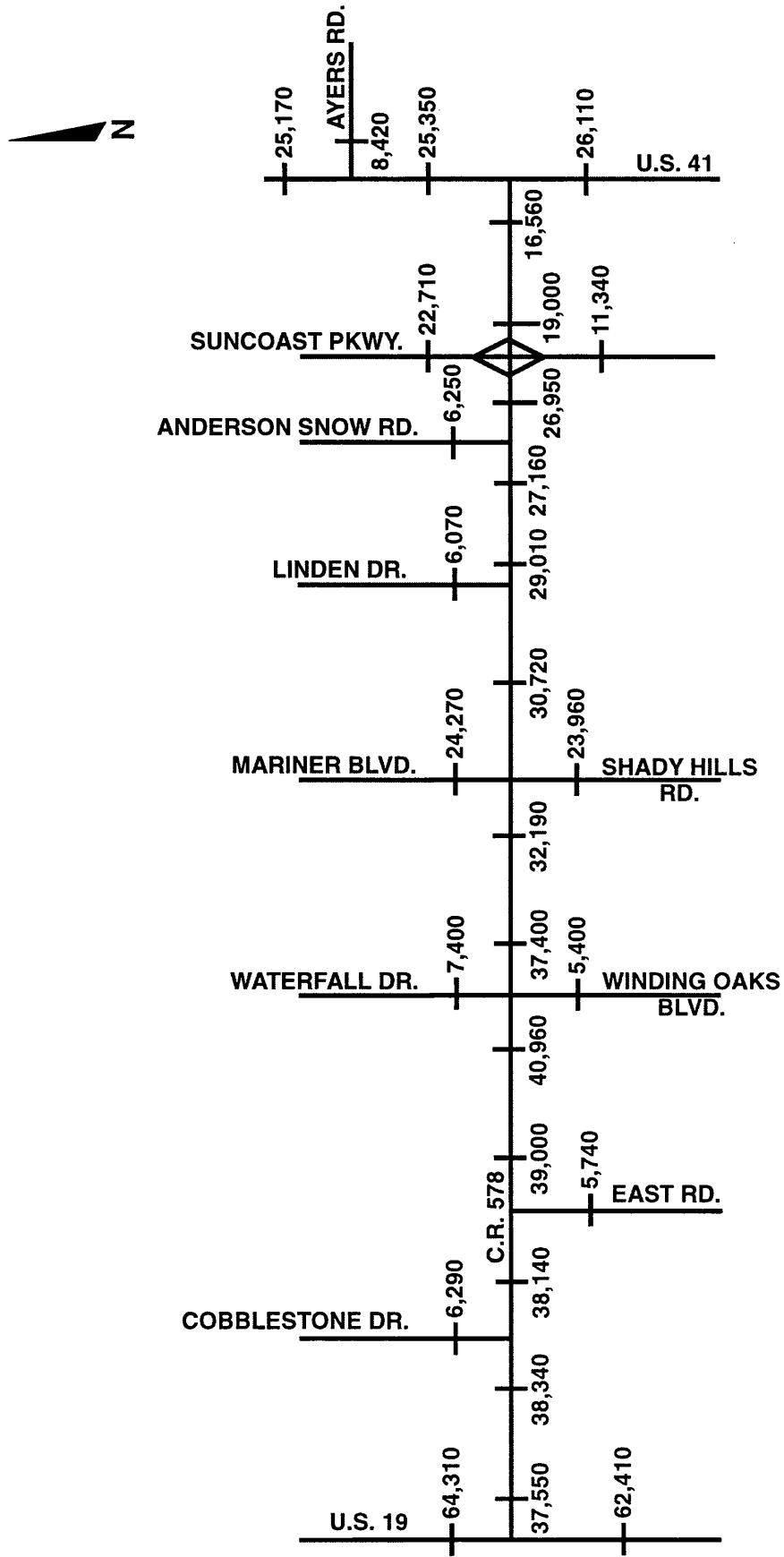
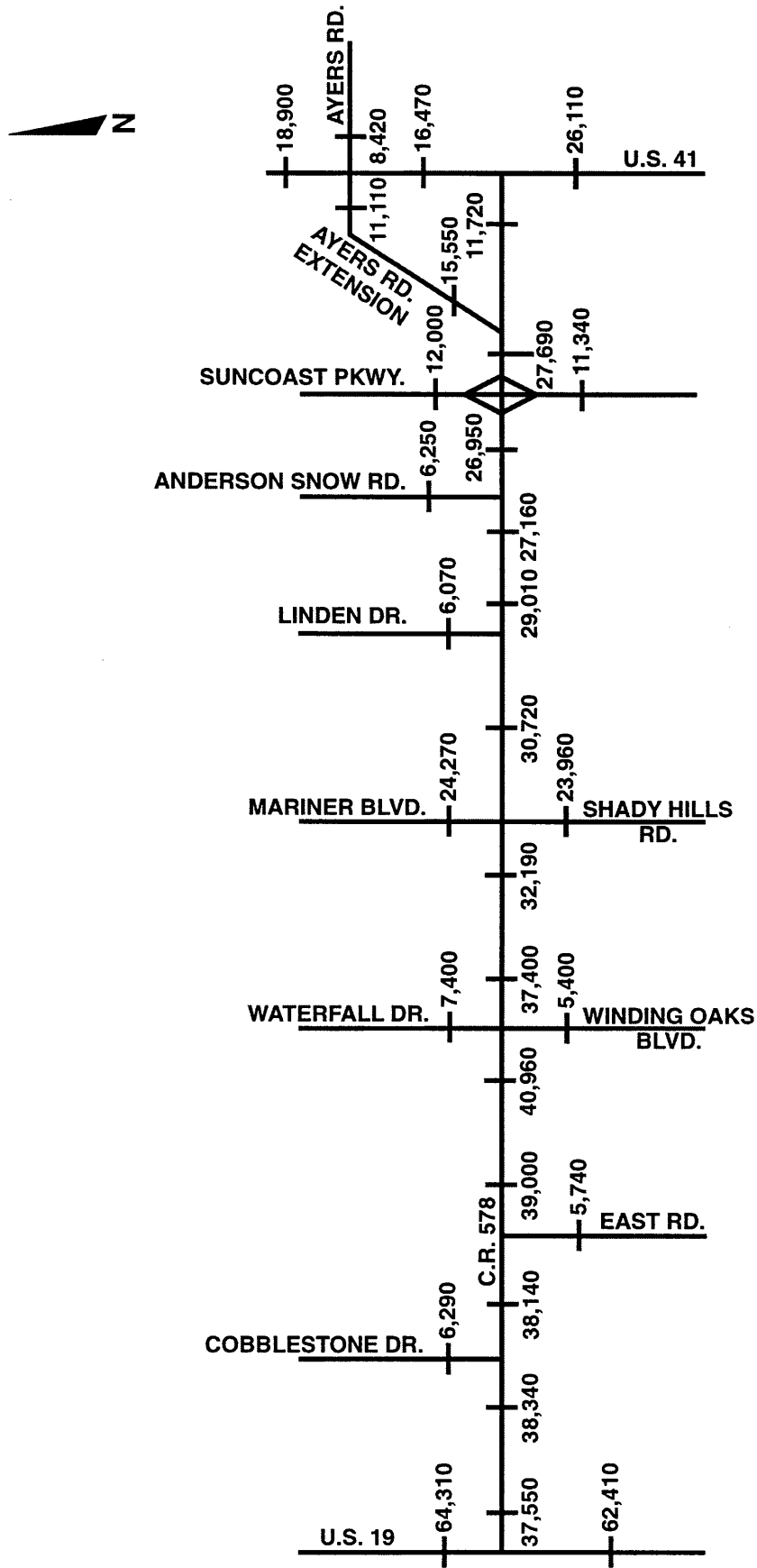


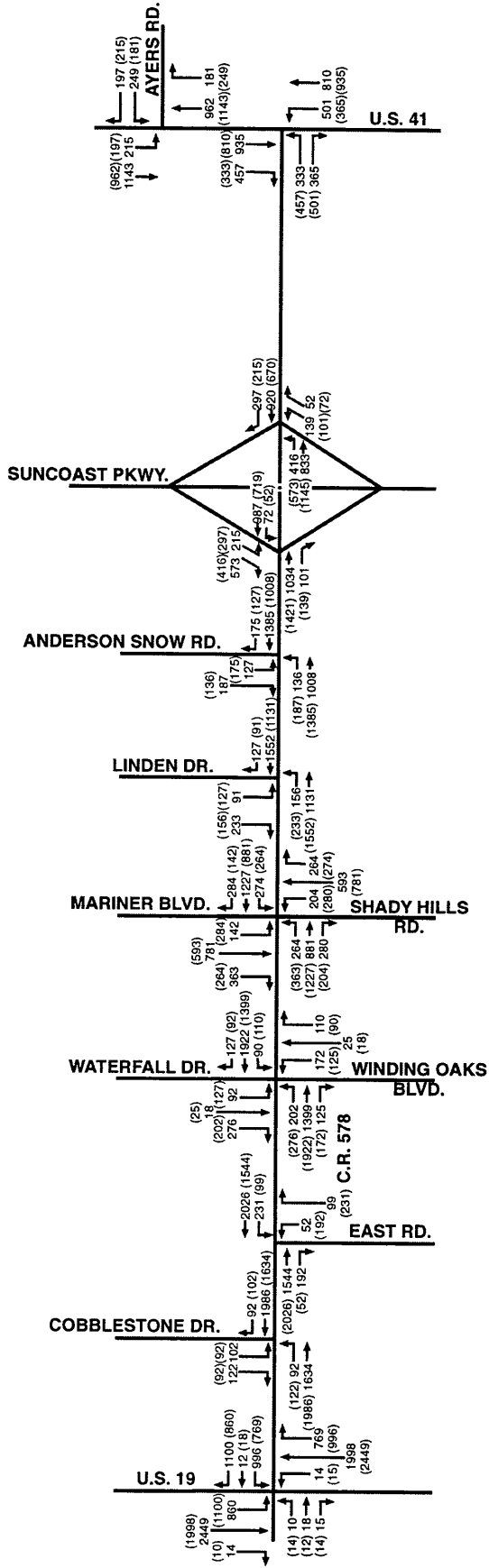
FIGURE 3-2  
DESIGN YEAR (2025) AVERAGE ANNUAL DAILY TRAFFIC VOLUMES - BUILD ALTERNATIVE





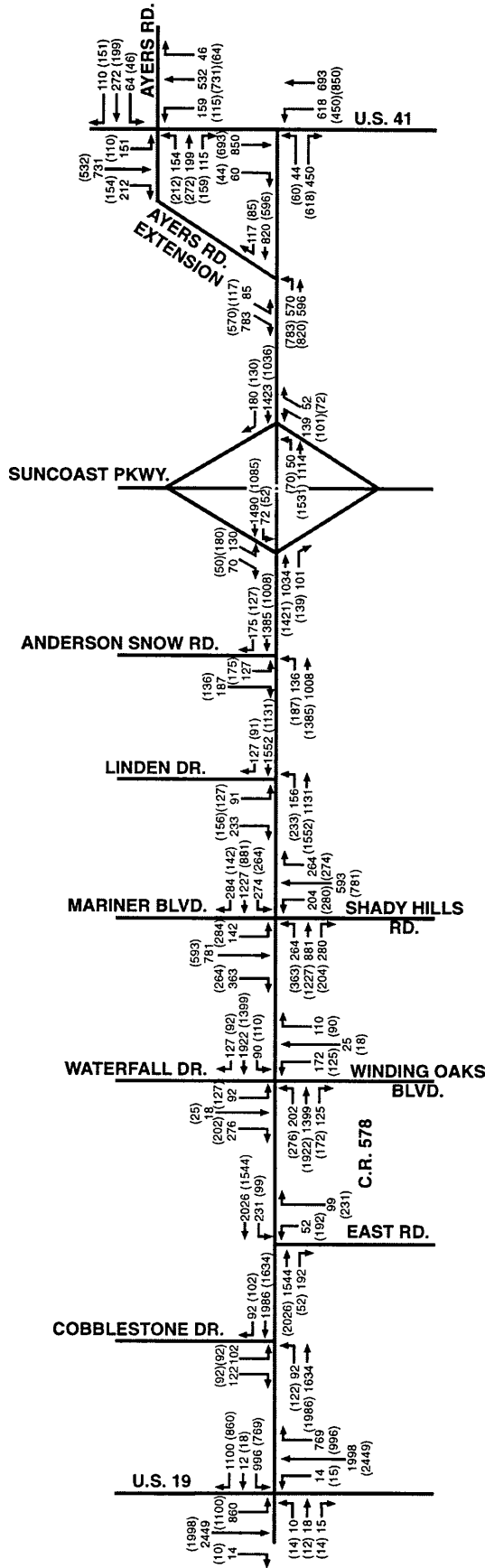
Year 2025 a.m. and p.m. peak hour volumes were subsequently derived by first multiplying the AADT volumes by a  $K_{30}$ -factor of 10.00% and a  $D_{30}$ -factor of 57.88% and then distributing the peak and off-peak direction link volumes in accordance with the future year TBRPM daily turning movement distribution. The TBRPM forecasted daily turning movements were used instead of the existing intersection turning movement volumes to help derive the 2025 peak hour intersection turning movements due to the impact that the significant increase in Pasco County future year land use density and the construction of the Suncoast Parkway is expected to have on the future travel patterns. It was assumed that the peak travel directions in the year 2025 were westbound in the a.m. peak hour and eastbound in the p.m. peak hour. For the cross streets that primarily provide access to established residential developments, the peak travel directions were assumed to be outbound in the a.m. peak hour and inbound in the p.m. peak hour. The 2025 peak hour volumes developed for the C.R. 578 corridor are illustrated in Figures 3-3 and 3-4.

FIGURE 3-3  
 DESIGN YEAR (2025) PEAK HOUR TRAFFIC VOLUMES - NO-BUILD ALTERNATIVE



1399 = AM Peak Hour Volume  
 (1922) = PM Peak Hour Volume

FIGURE 3-4  
DESIGN YEAR (2025) PEAK HOUR TRAFFIC VOLUMES – BUILD ALTERNATIVE



1399 = AM Peak Hour Volume  
(1922) = PM Peak Hour Volume

# Section 4.0

## **DESIGN YEAR TRAFFIC CONDITIONS**

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Using the 2025 design hour volumes discussed in Section 3.0 of this report, level of service analyses were conducted for both the No-Build Alternative and the Build Alternative. Level of service analyses were conducted for the mainline C.R. 578 segments as well as the signalized and unsignalized intersections using the 1997 HCS. The following sections discuss the results of these analyses.

### **4.1 NO-BUILD ALTERNATIVE**

A No-Build Alternative analysis was conducted for the C.R. 578 corridor to document the level of service that would be expected to occur in the year 2025 if no corridor improvements are made. For the purposes of this study, the No-Build Alternative is defined to be the existing two-lane undivided C.R. 578 facility. The Suncoast Parkway was included in the No-Build Alternative.

The roadway segment level of service analyses were conducted using the methodology documented in Chapter 8 of the 1997 Highway Capacity Manual. The two-lane highway HCS analyses are provided in Appendix D and the results are summarized in Table 4-1. As indicated in Table 4-1, all of the two-lane roadway segments between U.S. 19 and the Suncoast Parkway are projected to operate at Level of Service F during the a.m. and p.m. peak hours. The portion of C.R. 578 from the Suncoast Parkway to U.S. 41 is projected to operate at Level of Service E during both the a.m. and p.m. peak hours. Given the severe over capacity conditions that are projected to occur along the C.R. 578 mainline in the design year, intersection analyses were not conducted for the No-Build Alternative.

**TABLE 4-1**  
**DESIGN YEAR (2025) ROADWAY SEGMENT PEAK HOUR**  
**LEVELS OF SERVICE – NO-BUILD ALTERNATIVE**

Roadway Segment		Level of Service	
From	To	AM Peak Hour	PM Peak Hour
U.S. 19	Cobblestone Drive	F	F
Cobblestone Drive	East Road	F	F
East Road	Waterfall Drive	F	F
Waterfall Drive	Mariner Boulevard	F	F
Mariner Boulevard	Linden Drive	F	F
Linden Drive	Anderson Snow Road	F	F
Anderson Snow Road	Suncoast Parkway	F	F
Suncoast Parkway	U.S. 41	E	E

## 4.2 BUILD ALTERNATIVE

The Level of Service F conditions projected to occur with the No-Build Alternative documents the need to provide additional capacity throughout the C.R. 578 corridor. The current Pasco and Hernando County Metropolitan Planning Organizations (MPO's) Year 2020 Long Range Transportation Plans (LRTP's) include a four-lane divided roadway on C.R. 578 from U.S. 19 to Mariner Boulevard. The Hernando County MPO's 2020 LRTP also includes a proposed new roadway alignment, the Ayers Road Extension, from just east of the C.R. 578/ Suncoast Parkway interchange to the U.S. 41/Ayers Road intersection. This new roadway is included in the 2020 LRTP as a four-lane facility and is also included in the Hernando County MPO's Year 2010 Interim Plan as a two-lane facility. In addition, the Hernando County MPO's Year 2020 LRTP has designated the existing two-lane portion of C.R. 578 from east of the Suncoast Parkway to U.S. 41 as a constrained facility. This constrained designation is based on the existing scenic/aesthetic characteristics associated with this canopied segment of the corridor. No multi-lane improvements are to be considered for this segment of C.R. 578.

The roadway segment level of service analyses for the Build Alternative were conducted using the methodology documented in Chapter 7 - Multi-Lane Highways of the 1997 Highway Capacity Manual. The multi-lane highway HCS analyses are provided in Appendix D and the results are summarized in Table 4-2. As indicated in Table 4-2, all of the C.R. 578 segments from U.S. 19 to the Ayers Road Extension are projected to operate at Level of Service C or better in the a.m. and p.m. peak hours if a four-lane divided roadway is provided for this portion of the corridor. A four-lane divided Ayers Road Extension is projected to operate at Level of Service A in the design year during the a.m. and p.m. peak hours. Table 4-2 also indicates that with the implementation of the Ayers Road Extension, the existing two-lane portion of C.R. 578 from the Ayers Road Extension to U.S. 41 is projected to operate at Level of Service D during the a.m. and p.m. peak hours. As was previously discussed in Section 4.1 of this report, without the implementation of the Ayers Road Extension the two-lane portion of C.R. 578 from the Suncoast Parkway to U.S. 41 is projected to operate at Level of Service E during the a.m. and p.m. peak hours. Therefore, the implementation of the Ayers Road Extension is expected to result in an improvement in the level of service for this constrained roadway segment. It is also important to note that although the portion of C.R. 578 from Mariner Boulevard to the vicinity of the Suncoast Parkway is not currently planned for expansion according to the Pasco County and Hernando County Year 2020 LRTP's, results of the 2025 peak hour level of service analyses conducted for the No-Build and Build Alternatives indicate that this section of C.R. 578 will also need to be widened to four lanes to provide acceptable levels of service.

An additional analysis was conducted to provide an estimate of the approximate year that each existing two-lane segment of C.R. 578 would be expected to begin operating at Level of Service F. For the purposes of this analysis, a maximum Level of Service E volume equal to 15,600 vehicles/day was used. This volume was obtained from the 1998 FDOT Level of Service Handbook and corresponds to the maximum Level of Service E volume for a two-lane undivided Class I, interrupted flow arterial in a transitioning urban area.

The existing year (2000) and design year (2025) AADT volumes for each roadway segment were interpolated to determine the future year when the AADT volume would be approximately equal to 15,600 vehicles/day. The results of this analysis indicate that the portion of existing C.R. 578 from U.S. 19 to Mariner Boulevard is projected to begin operating at Level of Service F by the year 2001 while the portion of C.R. 578 from the Suncoast Parkway to U.S. 41 is projected to begin operating at Level of Service F in the year 2010. The remaining segments of C.R. 578 from Mariner Boulevard to the Suncoast Parkway are projected to begin operating at Level of Service F during the years between 2006 and 2010.

**TABLE 4-2  
DESIGN YEAR (2025) ROADWAY SEGMENT PEAK HOUR  
LEVELS OF SERVICE - BUILD ALTERNATIVE**

Roadway Segment		Peak Direction	
		Level of Service	
From	To	AM Peak Hour	PM Peak Hour
U.S. 19	Cobblestone Drive	C	C
Cobblestone Drive	East Road	C	C
East Road	Waterfall Drive	C	C
Waterfall Drive	Mariner Boulevard	B	B
Mariner Boulevard	Linden Drive	B	B
Linden Drive	Anderson Snow Road	B	B
Anderson Snow Road	Suncoast Parkway	B	B
Suncoast Parkway	Ayers Road Extension	B	B
C.R. 578 <sup>1</sup>	U.S. 41 <sup>1</sup>	A	A
Ayers Road Extension	U.S. 41	D	D

<sup>1</sup> This segment is the Ayers Road Extension.

Unsignalized intersection analyses were initially conducted for the following seven intersections:

- C.R. 578/Cobblestone Drive;
- C.R. 578/East Road
- C.R. 578/Waterfall Drive;
- C.R. 578/Linden Drive;
- C.R. 578/Anderson Snow Road;
- C.R. 578/Ayers Road Extension; and
- Ayers Road Extension/U.S. 41.

Although the C.R. 578/U.S. 41 intersection is currently unsignalized, it was assumed that this intersection would be signalized by the design year 2025. In addition, it was also assumed that the Suncoast Parkway interchange ramp terminal intersections with C.R. 578 would be signalized by the design year 2025.

Initially, the intersections at the western and eastern termini of the Ayers Road Extension (i.e., C.R. 578 and U.S. 41) were analyzed as unsignalized intersections. The unsignalized intersection analysis results indicated that both of these intersections were projected to provide insufficient capacity for many of the movements to/from this proposed new facility. Although these intersections may initially not require (or warrant) signalization and may operate as unsignalized intersections for some period of time after the Ayers Road Extension is open to traffic, the 2025 peak hour unsignalized intersection analysis results indicate that traffic signals will be required at these locations by the design year to provide acceptable levels of service for all movements. Based on these results, the C.R. 578/Ayers Road Extension and the Ayers Road Extension/U.S. 41 intersections were re-analyzed as signalized intersections.

The results of the other unsignalized intersection analyses are summarized in Table 4-3. As indicated in this table, these five intersections are all projected to have one or more movements operating at Level of Service F during both the a.m. and p.m. peak hours. However, with one exception, all of the movements that are projected to operate at Level of Service F are cross street movements. The one exception is the eastbound C.R. 578 left-turn at the Waterfall Drive intersection during the a.m. peak hour. It should be noted that although this movement is projected to operate at Level of Service F, the left-turn volume does not exceed the estimated capacity of this movement. The westbound left-turn at the C.R. 578/East Road intersection is projected to operate at Level of Service E during the a.m. peak hour. All of the other C.R. 578 left-turn movements at these five intersections are projected to operate at Level of Service D or better.

**TABLE 4-3  
DESIGN YEAR (2025) UNSIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE**

Intersection	Approach	Movement	A.M. Peak Hour		P.M. Peak Hour	
			Volume (in veh/hour)	Level of Service	Volume (in veh/hour)	Level of Service
C.R. 578/ Cobblestone Drive	Eastbound	Left	92	D	122	C
	Southbound	Left	102	F <sup>1</sup>	92	F <sup>1</sup>
		Right	122	E	92	C
C.R. 578/East Road	Westbound	Left	231	E	99	D
	Northbound	Left	52	F <sup>1</sup>	192	F <sup>1</sup>
		Right	99	C	231	F <sup>1</sup>
C.R. 578/Waterfall Drive	Eastbound	Left	202	F	276	D
	Westbound	Left	90	C	110	D
	Northbound	Left	172	F <sup>1</sup>	125	F <sup>1</sup>
		Through/Right	135	F <sup>1</sup>	108	F <sup>1</sup>
	Southbound	Left	92	F <sup>1</sup>	127	F <sup>1</sup>
		Through/Right	294	F <sup>1</sup>	227	F <sup>1</sup>
C.R. 578/Linden Drive	Eastbound	Left	156	D	233	C
	Southbound	Left	91	F <sup>1</sup>	127	F <sup>1</sup>
		Right	233	E	156	C
C.R. 578/Anderson Snow Road	Eastbound	Left	136	D	187	C
	Southbound	Left	127	F <sup>1</sup>	175	F <sup>1</sup>
		Right	187	B	136	B

<sup>1</sup> The volume-to-capacity (v/c) ratio for this movement exceeds 1.00.

Table 4-4 summarizes the results of the design year (2025) signalized intersection analyses. Although traffic signal warrant studies will need to be conducted at the unsignalized intersections along C.R. 578 prior to making a decision to signalize a given location, the signalized intersection analyses were conducted to determine the design year intersection geometrics (including exclusive turn lane storage lengths) that should be provided throughout the corridor and to document that acceptable peak hour levels of service are projected to occur at all of the key intersections along the corridor in the design year. The recommended design year intersection geometry for C.R. 578 and the Ayers Road Extension is illustrated in Figure 4-1.

**TABLE 4-4  
DESIGN YEAR (2025) SIGNALIZED INTERSECTION PEAK HOUR OPERATIONS**

Intersection	Approach	Lane Group	A.M. Peak Hour		P.M. Peak Hour	
			Average Delay (in sec/veh)	Level of Service	Average Delay (in sec/veh)	Level of Service
C.R. 578/U.S. 19	Eastbound	Left	66.8	E	69.8	E
		Through/Right	70.2	E	71.8	E
		Overall	69.4	E	71.1	E
	Westbound	Left	62.6	E	107.8	F
		Through	33.4	C	46.1	D
		Right	100.1	F	53.3	D
		Overall	81.1	F	80.3	F
	Northbound	Left	64.9	E	67.5	E
		Through	98.9	F	78.1	E
		Right	35.9	D	136.0	F
	Southbound	Overall	81.3	F	94.7	F
		Left	92.9	F	127.1	F
		Through/Right	33.9	C	19.3	B
	Overall	49.2	D	57.5	E	
	Overall		68.1	E	77.7	E
C.R. 578/ Cobblestone Drive	Eastbound	Left	23.2	C	13.9	B
		Through	3.7	A	6.4	A
		Overall	4.7	A	6.8	A
	Westbound	Through	12.3	B	11.0	B
		Right	1.1	A	1.4	A
		Overall	11.8	B	10.4	B
	Southbound	Left	52.8	D	38.1	D
		Right	38.1	D	26.8	C
		Overall	44.8	D	32.5	C
	Overall		10.6	B	9.5	A
C.R. 578/East Road	Eastbound	Left	8.8	A	25.5	C
		Through	1.4	A	1.3	A
		Overall	8.0	A	24.9	C
	Westbound	Through	40.5	D	21.9	C
		Right	5.1	A	5.4	A
		Overall	8.7	A	6.4	A
	Northbound	Left	47.1	D	47.3	D
		Right	37.5	D	28.3	C
		Overall	40.8	D	36.9	D
	Overall		9.6	A	18.8	B



**TABLE 4-4 (CONTINUED)**  
**DESIGN YEAR (2025) SIGNALIZED INTERSECTION PEAK HOUR OPERATIONS**

Intersection	Approach	Lane Group	A.M. Peak Hour		P.M. Peak Hour	
			Average Delay (in sec/veh)	Level of Service	Average Delay (in sec/veh)	Level of Service
C.R. 578/Waterfall Drive	Eastbound	Left	72.2	E	59.5	E
		Through	16.0	B	31.0	C
		Right	5.0	A	9.8	A
		Overall	21.8	C	32.8	C
	Westbound	Left	11.9	B	20.0	C
		Through	32.1	C	15.5	B
		Right	5.0	A	9.3	A
		Overall	29.6	C	15.4	B
	Northbound	Left	42.3	D	32.0	C
		Through/Right	74.2	E	30.7	C
		Overall	56.3	E	31.4	C
	Southbound	Left	39.0	D	33.2	C
		Through	44.8	D	28.5	C
		Right	50.2	D	21.6	C
		Overall	47.3	D	26.2	C
	Overall		29.6	C	26.1	C
C.R. 578/Mariner Boulevard	Eastbound	Left	59.7	E	70.4	E
		Through	27.4	C	45.7	D
		Right	18.6	B	12.3	B
		Overall	31.7	C	46.9	D
	Westbound	Left	52.4	D	45.1	D
		Through	34.0	C	26.9	C
		Right	14.9	B	11.7	B
		Overall	33.7	C	29.0	C
	Northbound	Left	79.4	E	66.0	E
		Through	38.9	D	63.2	E
		Right	27.1	C	20.8	C
		Overall	43.8	D	55.1	E
	Southbound	Left	28.9	C	70.5	E
		Through	50.6	D	35.7	D
		Right	29.4	C	20.6	C
		Overall	42.2	D	40.9	D
Overall		37.1	D	43.5	D	
C.R. 578/Linden Drive	Eastbound	Left	20.7	C	9.4	A
		Through	3.8	A	4.2	A
		Overall	5.8	A	4.8	A
	Westbound	Through	10.7	B	7.8	A
		Right	1.1	A	1.4	A
		Overall	10.0	B	7.3	A
	Southbound	Left	44.6	D	43.6	D
		Right	41.1	D	28.6	C
		Overall	42.1	D	35.3	D
	Overall		11.5	B	8.4	A

**TABLE 4-4 (CONTINUED)**  
**DESIGN YEAR (2025) SIGNALIZED INTERSECTION PEAK HOUR OPERATIONS**

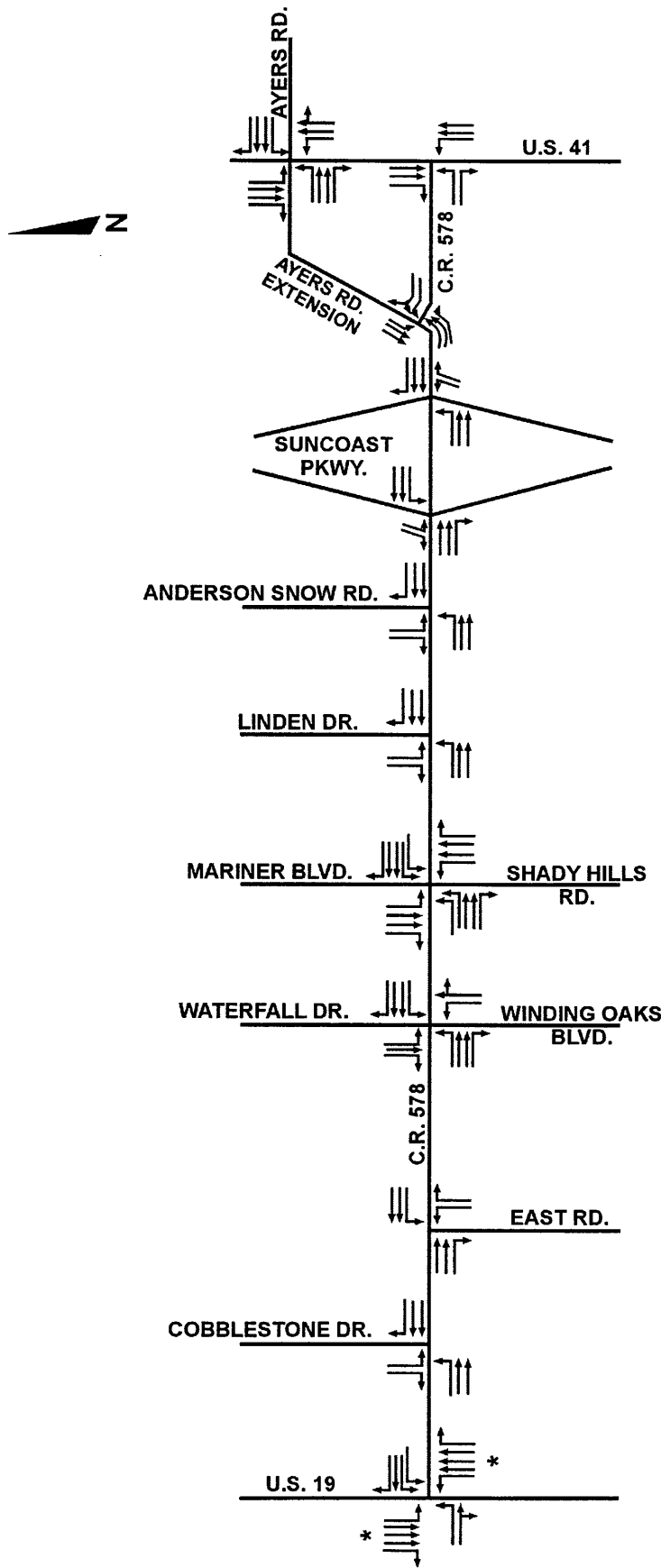
Intersection	Approach	Lane Group	A.M. Peak Hour		P.M. Peak Hour	
			Average Delay (in sec/veh)	Level of Service	Average Delay (in sec/veh)	Level of Service
C.R. 578/Anderson Snow Road	Eastbound	Left	15.8	B	5.4	A
		Through	3.3	A	4.4	A
		Overall	4.8	A	4.5	A
	Westbound	Through	9.5	A	8.3	A
		Right	1.4	A	1.4	A
		Overall	8.6	A	7.6	A
	Southbound	Left	50.4	D	47.4	D
		Right	38.4	D	26.3	C
		Overall	43.3	D	38.2	D
	Overall		10.8	B	9.1	A
C.R. 578/Suncoast Parkway (West Side)	Eastbound	Through	7.8	A	10.0	A
		Right	1.3	A	1.6	A
		Overall	7.2	A	9.2	A
	Westbound	Left	6.3	A	10.3	B
		Through	4.3	A	3.1	A
		Overall	4.4	A	3.4	A
	Southbound	Left	49.5	D	65.2	E
		Right	45.0	D	36.6	D
		Overall	47.9	D	58.9	E
	Overall		8.5	A	10.9	B
C.R. 578/Suncoast Parkway (East Side)	Eastbound	Left	4.9	A	3.5	A
		Through	2.6	A	4.0	A
		Overall	2.7	A	4.0	A
	Westbound	Through	7.6	A	7.4	A
		Right	1.2	A	1.4	A
		Overall	6.8	A	6.7	A
	Northbound	Left	71.4	E	38.5	D
		Right	47.4	D	37.6	D
		Overall	64.8	E	38.1	D
	Overall		8.9	A	7.1	A
C.R. 578/Ayers Road Extension	Eastbound	Through	20.0	B	13.6	B
		Right	3.7	A	5.5	A
		Overall	11.7	B	9.5	A
	Westbound	Left	45.3	D	41.3	D
		Through	10.7	B	5.7	A
		Overall	14.0	B	11.8	B
	Northbound	Left	38.0	D	53.0	D
		Left/Right	37.2	D	51.6	D
		Overall	37.6	D	52.3	D
	Overall		20.5	C	19.8	B

**TABLE 4-4 (CONTINUED)**  
**DESIGN YEAR (2025) SIGNALIZED INTERSECTION PEAK HOUR OPERATIONS**

Intersection	Approach	Lane Group	A.M. Peak Hour		P.M. Peak Hour	
			Average Delay (in sec/veh)	Level of Service	Average Delay (in sec/veh)	Level of Service
Ayers Road Extension /U.S. 41	Eastbound	Left	29.2	C	22.7	C
		Through	25.9	C	27.4	C
		Right	20.3	C	19.1	B
		Overall	25.6	C	23.8	C
	Westbound	Left	26.3	C	18.3	B
		Through	27.3	C	26.7	C
		Right	19.0	B	19.0	B
		Overall	25.1	C	22.8	C
	Northbound	Left	31.5	C	11.6	B
		Through/Right	25.9	C	21.3	C
		Overall	27.1	C	20.1	C
	Southbound	Left	25.4	C	13.3	B
		Through	27.8	C	18.8	B
		Right	16.9	B	10.5	B
		Overall	25.3	C	16.4	B
	Overall		25.8	C	20.3	C
C.R. 578/U.S. 41	Eastbound	Left	50.6	D	44.0	D
		Right	15.5	B	15.3	B
		Overall	32.2	C	29.0	C
	Northbound	Left	52.2	D	33.1	C
		Through	7.5	A	10.2	B
		Overall	24.6	C	16.6	B
	Southbound	Through	30.7	C	24.3	C
		Right	8.9	A	4.3	A
		Overall	23.5	C	18.4	B
	Overall		25.7	C	20.7	C

Table 4-4 indicates that with one exception, all of the intersections analyzed are projected to operate at Level of Service D or better overall during both the a.m. and p.m. peak hours with the intersection geometry depicted in Figure 4-1. A majority of the intersections are projected to operate at Level of Service C or better including the C.R. 578/Ayers Road Extension intersection, the Ayers Road Extension/U.S. 41 intersection and the C.R. 578/U.S. 41 intersection. The C.R. 578/U.S. 19 intersection is projected to operate at Level of Service E overall in the a.m. and p.m. peak hours, however, many of the critical movements are projected to operate at Level of Service F. The C.R. 578/U.S.19 intersection analysis was conducted using maximum at-grade geometry and consequently, the analysis results indicate that some type of grade separation will likely be required for U.S. 19 by the year 2025. The specific future year geometric improvements that should be implemented on U.S. 19 will not be determined as a part of the C.R. 578 PD&E Study, but will be determined at some later time when a PD&E study is conducted for this portion of U.S. 19.

FIGURE 4-1  
DESIGN YEAR (2025) INTERSECTION GEOMETRY – BUILD ALTERNATIVE



\*Note: The lane geometry depicted on US19 at the US19 / CR578 intersection is the existing (2000) lane geometry. The required future year geometry at this location will be determined as a part of a future US19 PD&E Study.

Queue lengths were estimated for all of the major intersections in the C.R. 578 study corridor for both the a.m. and p.m. peak hours. First, a TRANSYT-7F analysis was conducted to obtain estimates of the peak hour queue lengths. The TRANSYT-7F analyses are provided in Appendix F. The TRANSYT-7F output files were then used as input for a second arterial analysis conducted using SYNCHRO- a microscopic traffic simulation model. The SYNCHRO analyses are provided in Appendix G.

A review of the individual intersection signal timings estimated by the TRANSYT-7F analysis indicated that some of the green times estimated for the protected eastbound and westbound left-turn movements from C.R. 578 were too short (i.e., five or six seconds) to be considered practical. At some locations, protected left-turn phases were not included because the TRANSYT-7F analysis indicated that acceptable operations were projected to occur with permitted left-turn phasing. Although protected and permitted left-turn phasing was not always determined to be necessary by the TRANSYT-7F analysis, the HCS analyses were conducted assuming that a protected left-turn phase would be provided. This was done in recognition of the fact that there is a significant number of older drivers traveling in the C.R. 578 corridor due to the large retired population living in Hernando County and western Pasco County (in the vicinity of U.S. 19) and protected phasing would provide a higher degree of safety for these drivers. A minimum seven second protected left-turn green phase (along with a four second yellow phase) was analyzed for the left-turn movements unless the HCS analysis results indicated that Level of Service F conditions were projected to occur with this minimum timing. In those cases, the length of the protected left-turn green phase was increased until Level of Service E or better operations were obtained.

The HCS analyses also indicated that unacceptable operations were projected to occur for some of the cross street movements using the signal timings obtained from the TRANSYT-7F analysis. Since TRANSYT-7F is primarily a signalized arterial progression optimization program it will maximize the progression along the primary arterial and limit the amount of green time that is provided for cross street movements. For those intersections where Level of Service F conditions were projected for the cross street movements, the length of the green phase was increased until Level of Service E or better operations were obtained.

Queue lengths were also estimated with the SIGNAL94 methodology using the results (i.e., G/C ratios) from the HCS signalized intersection analyses and these queue length estimates are provided in Appendix H. The queue lengths estimated using the SIGNAL94 methodology reflect the protected and permitted left-turn phasing as well as the minimum green times required to eliminate Level of Service F conditions on the cross streets. The recommended storage lengths for the exclusive left-turn and right-turn lanes were determined by comparing the TRANSYT-7F queue lengths, the SYNCHRO queue lengths (both the 50th percentile and the 95<sup>th</sup> percentile queues) and the SIGNAL94 queue lengths. The through movement queue lengths were also compared to the left-and right-turn queue lengths and the magnitude of the peak hour turning volumes were used in conjunction with the magnitude of the differences between the through movement and the turning movement queues to help determine the most appropriate storage lengths. The recommended turn-lane storage lengths are summarized in Table 4-5.

**TABLE 4-5  
RECOMMENDED DESIGN YEAR (2025) TURN LANE STORAGE LENGTHS**

<b>Intersection</b>	<b>Turn Lane</b>	<b>Storage Length (in feet)</b>
C.R. 578/U.S. 19	Westbound Left	650
C.R. 578/ Cobblestone Drive	Eastbound Left	175
	Westbound Right	175
	Southbound Left	150
C.R. 578/East Road	Eastbound Right	500
	Westbound Left	300
	Northbound Left	225
C.R. 578/Waterfall Drive	Eastbound Left	350
	Eastbound Right	350
	Westbound Left	325
	Westbound Right	325
	Northbound Left	225
	Southbound Left	150
	Southbound Right	350
C.R. 578/Mariner Boulevard	Eastbound Left	475
	Eastbound Right	250
	Westbound Left	475
	Westbound Right	225
	Northbound Left	400
	Northbound Right	400
	Southbound Left	375
	Southbound Right	375
C.R. 578/Linden Drive	Eastbound Left	225
	Westbound Right	250
	Southbound Left	200
C.R. 578/Anderson Snow Road	Eastbound Left	225
	Westbound Right	100
	Southbound Left	200
C.R. 578/Ayers Road Extension	Northbound Right	300
	Southbound Left	150
Ayers Road Extension/U.S. 41	Eastbound Left	200
	Eastbound Right	150
	Westbound Left	200
	Westbound Right	200
	Northbound Left	225
	Southbound Left	125
	Southbound Right	375

## *Section 5.0*

# *SUMMARY*

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Existing and design year (2025) traffic analyses were conducted as part of the C.R. 578 PD&E study to document the existing levels of service in the corridor as well as the anticipated future levels of service in the corridor. A traffic count program was conducted during the period from October 5, 1999 to October 11, 1999 and from January 4, 2000 to January 5, 2000 to obtain existing daily and peak hour traffic volumes. The existing traffic characteristics (peak hour-to-daily volume ratio, directional distribution, daily and peak hour truck percentages, and peak hour factors) were then determined from the count data. Results of the existing conditions level of service analyses indicate that the portion of C.R. 578 from U.S. 19 to Mariner Boulevard is currently operating at Level of Service E in both the a.m. and p.m. peak hours. The entire portion of the C.R. 578 corridor from Mariner Boulevard to U.S. 41 is operating at Level of Service D in the p.m. peak hour. In the a.m. peak hour, the segment from Mariner Boulevard to Linden Drive is operating at Level of Service D while the remaining portion from Linden Drive to U.S. 41 is operating at Level of Service C.

Design year (2025) daily and peak hour traffic projections were developed through the use of the FDOT District VII TBRPM in combination with the use of a historic growth rate methodology. The results of the No-Build Alternative analyses indicate that a majority of the existing two-lane undivided roadway is projected to operate at Level of Service F if no improvements are made. The results of the Build Alternative analyses indicate that if C.R. 578 is widened to a four-lane divided roadway from U.S. 19 to the Suncoast Parkway, this portion of the corridor is projected to operate at Level of Service C or better in the design year. The results of the Build Alternative analysis also indicate that the implementation of the proposed Ayers Road Extension from just east of the Suncoast Parkway to U.S. 41 (at the existing U.S. 41/Ayers Road intersection) is projected to improve the level of service for the constrained C.R. 578 segment from the Suncoast Parkway to U.S. 41. Signalized intersection analyses were conducted for all of the major intersections along the C.R. 578 corridor including the eastern and western termini of the Ayers Road Extension. These analyses were conducted to determine the design year intersection geometrics that should be provided throughout the corridor. Acceptable peak hour levels of service are projected to occur at all of the C.R. 578 intersections in the design year with the recommended geometry.

The four-lane divided facility that was analyzed for the Build Alternative from U.S. 19 to Mariner Boulevard along with the Ayers Road Extension is consistent with the Pasco County and Hernando County MPO's 2020 LRTP's. Although the four-laning of C.R. 578 from Mariner Boulevard to the Suncoast Parkway is not currently included in the Pasco County and Hernando County MPO's 2020 LRTP's, the results of the traffic analyses indicate that this improvement will also be needed.

**APPENDIX A**  
**Existing Traffic Count Data**

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**Existing Vehicle Classification Count Data**

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Data File : D1005005.PRN  
 Station : 000000000013  
 Identification : 000000000013 Interval : 15 minutes  
 Start date : Oct 5, 99 Start time : 00:00  
 Stop date : Oct 5, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

\*\*\*\*\*

Lanes 1-1 are Westbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
00:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
01:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
02:15	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
02:30	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
02:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Totals	0	11	4	0	1	0	0	0	1	0	0	0	0	0	0	17
03:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:30	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
03:45	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	24	0	0	1	0	0	0	1	0	0	0	0	0	0	26
04:15	0	6	0	0	2	0	0	0	0	0	0	0	0	0	0	8
04:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
04:45	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
05:00	0	12	3	0	0	0	0	0	2	0	0	0	0	0	0	17
Hour Totals	0	44	7	0	2	0	0	0	2	0	0	0	0	0	0	55
05:15	0	27	4	0	1	0	0	1	0	0	0	0	0	0	0	33
05:30	0	37	3	0	2	1	0	0	0	0	0	0	0	0	0	43
05:45	0	55	9	0	1	0	0	0	0	0	0	0	0	0	0	65
06:00	0	51	17	0	1	1	0	1	3	1	0	0	0	0	0	75
Hour Totals	0	170	33	0	5	2	0	2	3	1	0	0	0	0	0	216

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 Data File : D1005005.PRN  
 Station : 000000000013  
 Identification : 000000000013  
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Lanes 1-1 are Westbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	84	21	0	4	0	0	4	0	0	0	0	0	0	0	113
06:30	0	91	18	1	2	0	0	1	1	0	0	0	0	0	0	114
06:45	0	137	37	0	4	1	1	0	1	0	0	0	0	0	0	181
07:00	0	127	32	1	3	1	0	3	0	0	0	0	0	0	1	168
Hour Totals	0	439	108	2	13	2	1	8	2	0	0	0	0	0	1	576
07:15	0	134	38	2	4	3	1	2	1	0	0	0	0	0	0	185
07:30	0	190	53	6	1	2	0	2	2	0	0	0	0	0	0	256
07:45	0	166	42	0	8	2	0	1	2	0	0	0	1	0	0	222
08:00	0	175	33	1	6	2	0	1	1	0	0	0	0	0	0	219
Hour Totals	0	665	166	9	19	9	1	6	6	0	0	0	1	0	0	882
08:15	0	166	34	0	3	0	0	2	0	0	0	0	0	0	0	205
08:30	0	141	32	0	2	1	0	2	2	0	0	0	0	0	0	180
08:45	1	147	25	0	2	0	0	2	2	0	0	0	0	0	0	179
09:00	0	151	27	3	3	1	0	1	1	0	0	0	0	0	0	187
Hour Totals	1	605	118	3	10	2	0	7	5	0	0	0	0	0	0	751
09:15	0	119	22	1	7	1	1	1	0	0	0	0	0	0	0	152
09:30	0	116	17	0	2	0	0	3	2	0	0	0	0	0	0	140
09:45	0	117	17	2	1	0	0	2	1	0	0	0	0	0	1	141
10:00	0	120	20	0	5	2	0	4	0	0	0	0	0	0	0	151
Hour Totals	0	472	76	3	15	3	1	10	3	0	0	0	0	0	1	584
10:15	0	108	26	1	2	4	1	2	1	0	0	0	0	0	0	145
10:30	0	104	23	0	5	0	5	1	1	0	0	0	0	0	0	139
10:45	0	95	22	1	5	1	0	1	0	0	0	0	0	0	0	125
11:00	0	91	20	0	1	1	0	0	0	0	0	0	0	0	0	113
Hour Totals	0	398	91	2	13	6	6	4	2	0	0	0	0	0	0	522
11:15	0	111	19	0	4	0	3	0	2	0	0	0	0	0	0	139
11:30	0	111	16	1	3	2	1	5	0	0	0	0	0	0	0	139
11:45	0	84	16	0	0	1	2	1	2	0	0	0	0	0	0	106
12:00	1	112	33	2	7	2	1	2	1	0	0	0	0	0	1	162
Hour Totals	1	418	84	3	14	5	7	8	5	0	0	0	0	0	1	546
12:15	0	87	23	0	0	2	2	0	0	0	0	0	0	0	0	114
12:30	0	81	15	0	2	0	0	2	0	0	0	0	0	0	0	100
12:45	0	92	21	0	3	0	3	4	0	0	0	0	0	0	0	123

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Data File : D1005005.PRN  
Station : 00000000013  
Identification : 00000000013  
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Lanes 1-1 are Westbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	100	16	0	4	1	0	0	1	1	0	0	0	0	0	123
Hour Totals	0	360	75	0	9	3	5	6	1	1	0	0	0	0	0	460
13:15	0	90	19	1	1	2	0	1	0	0	0	0	0	0	0	114
13:30	0	90	12	1	4	1	5	0	0	0	0	0	0	0	0	113
13:45	1	86	16	1	2	1	0	2	1	0	0	0	0	0	0	110
14:00	0	92	26	1	4	0	0	0	1	0	0	0	0	0	0	124
Hour Totals	1	358	73	4	11	4	5	3	2	0	0	0	0	0	0	461
14:15	0	84	28	0	3	1	0	3	0	0	0	0	0	0	0	119
14:30	0	85	14	1	2	0	1	1	1	1	0	0	0	0	0	106
14:45	0	101	15	0	3	1	0	1	3	0	0	0	0	0	0	124
15:00	0	104	15	3	5	1	0	1	0	0	0	0	0	0	0	129
Hour Totals	0	374	72	4	13	3	1	6	4	1	0	0	0	0	0	478
15:15	0	106	21	2	3	2	1	1	0	0	0	0	0	0	0	136
15:30	0	86	23	3	0	0	0	1	0	0	0	0	0	0	0	113
15:45	0	91	20	1	1	0	1	2	2	0	0	0	0	0	0	118
16:00	0	109	13	2	2	0	0	3	0	0	0	0	0	0	0	129
Hour Totals	0	392	77	8	6	2	2	7	2	0	0	0	0	0	0	496
16:15	0	95	25	0	0	0	0	3	1	0	0	0	0	0	0	124
16:30	0	82	15	1	1	0	0	4	0	0	0	0	0	0	0	103
16:45	0	101	21	2	3	0	0	0	0	0	0	0	0	0	0	127
17:00	0	93	15	0	2	0	0	0	0	0	0	0	0	0	0	110
Hour Totals	0	371	76	3	6	0	0	7	1	0	0	0	0	0	0	464
17:15	0	89	18	1	3	0	0	1	1	0	0	0	0	0	0	113
17:30	0	105	15	1	0	0	0	2	1	0	0	0	0	0	0	125
17:45	0	99	22	1	2	0	0	0	0	0	0	0	0	0	0	124
18:00	0	83	19	0	2	3	0	0	2	0	0	0	0	0	0	109
Hour Totals	0	376	74	3	7	3	0	3	4	0	0	0	0	0	1	471
18:15	0	91	17	0	0	0	0	0	0	0	0	0	0	0	0	108
18:30	0	96	16	0	1	0	0	0	0	0	0	0	0	0	0	113
18:45	0	72	8	0	1	0	0	1	0	0	0	0	0	0	0	82
19:00	0	107	14	0	1	0	0	0	0	0	0	0	0	0	0	122
Hour Totals	0	366	55	0	3	0	0	1	0	0	0	0	0	0	0	425

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

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Data File : D1005005.PRN  
Station : 000000000013  
Identification : 000000000013  
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Lanes 1-1 are Westbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	1	80	9	0	1	0	0	0	1	0	0	0	0	0	0	92
19:30	0	60	12	0	0	0	0	1	0	0	0	0	0	0	0	73
19:45	0	45	13	0	0	0	0	0	1	0	0	0	0	0	0	59
20:00	0	37	8	0	1	0	0	0	0	0	0	0	0	0	0	46
Hour Totals	1	222	42	0	2	0	0	1	2	0	0	0	0	0	0	270
20:15	0	44	7	0	0	0	0	1	1	0	0	0	0	0	0	53
20:30	0	33	4	0	0	0	0	0	0	0	0	0	0	0	0	37
20:45	0	44	3	0	1	0	0	0	1	0	0	0	0	0	0	49
21:00	0	30	5	0	0	0	0	0	1	0	0	0	0	0	0	36
Hour Totals	0	151	19	0	1	0	0	1	3	0	0	0	0	0	0	175
21:15	0	43	5	0	0	0	0	0	0	0	0	0	0	0	0	48
21:30	0	32	3	0	0	0	0	0	0	0	0	0	0	0	0	35
21:45	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29
22:00	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29
Hour Totals	0	128	13	0	0	0	0	0	0	0	0	0	0	0	0	141
22:15	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
22:30	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
22:45	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Totals	0	82	4	0	0	0	0	0	0	0	0	0	0	0	0	86
23:15	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
23:30	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
23:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
24:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Totals	0	59	3	0	0	0	0	0	0	0	0	0	0	0	0	62
Grand Totals	4	6535	1273	44	151	44	29	80	49	3	0	0	1	0	4	8217
Percentages	0.0	79.5	15.5	0.5	1.8	0.5	0.4	1.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	

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 Data File : D1006001.PRN  
 Station : 000000000013  
 Identification : 000000000013 Interval : 15 minutes  
 Start date : Oct 6, 99 Start time : 00:00  
 Stop date : Oct 6, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone  
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Lanes 1-1 are Westbound

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 Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
00:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
01:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
02:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	19	3	0	2	0	0	0	0	0	0	0	0	0	0	24
03:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
04:15	0	4	1	0	1	0	0	1	0	0	0	0	0	0	0	7
04:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
04:45	0	13	2	0	1	0	0	0	1	0	0	0	0	0	0	17
05:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Totals	0	48	5	0	2	0	0	1	1	0	0	0	0	0	0	57
05:15	0	22	3	0	2	0	0	1	0	0	0	0	0	0	0	28
05:30	0	35	6	0	0	0	0	1	0	0	0	0	0	0	0	42
05:45	0	38	5	0	0	1	0	0	4	0	0	0	0	0	0	48
06:00	0	55	12	0	1	0	0	1	1	0	0	0	0	0	0	70
Hour Totals	0	150	26	0	3	1	0	3	5	0	0	0	0	0	0	188

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Data File : D1006001.PRN  
Station : 00000000013  
Identification : 00000000013  
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Lanes 1-1 are Westbound

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Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	58	30	0	3	0	0	2	2	0	0	0	0	0	0	95
06:30	1	97	19	1	4	0	0	3	2	0	0	0	0	0	0	127
06:45	0	127	32	1	2	0	1	1	0	0	0	0	0	0	0	164
07:00	0	134	36	1	4	1	0	0	0	0	0	0	0	0	0	176
Hour Totals	1	416	117	3	13	1	1	6	4	0	0	0	0	0	0	562
07:15	0	152	41	4	6	5	0	1	2	0	0	0	0	0	1	212
07:30	0	195	48	4	4	0	0	3	1	0	0	0	0	0	0	255
07:45	0	188	41	0	6	1	0	0	1	0	0	0	0	0	0	237
08:00	0	184	43	0	2	2	0	3	0	0	0	0	0	0	0	234
Hour Totals	0	719	173	8	18	8	0	7	4	0	0	0	0	0	1	938
08:15	0	158	33	1	3	0	1	2	2	1	0	0	0	0	0	201
08:30	0	144	36	1	3	1	0	1	1	1	0	0	0	0	0	188
08:45	0	156	27	1	4	1	0	2	1	0	0	0	0	0	0	192
09:00	0	131	24	3	4	4	0	0	1	0	0	0	0	0	0	167
Hour Totals	0	589	120	6	14	6	1	5	5	2	0	0	0	0	0	748
09:15	0	113	22	1	3	2	1	3	2	0	0	0	0	0	0	147
09:30	0	134	18	1	2	0	1	0	0	0	0	0	0	0	1	157
09:45	0	116	21	0	3	0	0	1	0	1	0	0	0	0	0	142
10:00	0	107	13	0	3	2	0	4	1	0	0	0	0	0	0	130
Hour Totals	0	470	74	2	11	4	2	8	3	1	0	0	0	0	1	576
10:15	0	118	13	0	3	3	0	0	1	0	0	0	0	0	0	138
10:30	0	87	20	1	7	4	0	3	0	0	0	0	0	0	0	122
10:45	0	107	17	1	3	2	0	2	0	0	0	0	0	0	0	132
11:00	0	105	24	0	0	0	0	3	0	0	0	0	0	0	0	132
Hour Totals	0	417	74	2	13	9	0	8	1	0	0	0	0	0	0	524
11:15	0	91	11	1	0	3	0	0	0	0	0	0	0	0	0	106
11:30	0	104	18	2	4	1	0	1	1	0	0	0	0	0	0	131
11:45	1	101	28	1	3	2	3	4	3	0	0	0	0	0	0	146
12:00	0	100	22	0	3	0	0	3	1	0	0	0	0	0	0	129
Hour Totals	1	396	79	4	10	6	3	8	5	0	0	0	0	0	0	512
12:15	0	89	20	0	2	0	0	4	1	0	0	0	0	0	0	116
12:30	0	86	16	1	3	1	1	5	1	0	0	0	0	0	0	114
12:45	0	118	18	0	3	2	0	1	0	0	0	0	0	0	0	142

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1006001.PRN  
 Station : 00000000013  
 Identification : 00000000013  
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Lanes 1-1 are Westbound

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 Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	90	21	1	2	2	1	2	2	0	0	0	0	0	0	121
Hour Totals	0	383	75	2	10	5	2	12	4	0	0	0	0	0	0	493
13:15	0	100	17	1	6	2	0	1	0	0	0	0	0	0	0	127
13:30	0	86	17	0	1	0	0	0	2	0	0	0	0	0	0	106
13:45	0	90	19	0	2	4	1	1	0	0	0	0	0	0	0	117
14:00	0	111	20	0	6	2	0	0	1	0	0	0	0	0	0	140
Hour Totals	0	387	73	1	15	8	1	2	3	0	0	0	0	0	0	490
14:15	0	95	15	0	2	2	0	0	1	0	0	0	0	0	0	115
14:30	0	66	14	0	4	0	0	0	0	0	0	0	0	0	1	85
14:45	1	98	15	1	1	2	0	0	2	0	0	0	0	0	0	120
15:00	0	107	18	3	4	2	1	2	0	0	0	0	0	0	0	137
Hour Totals	1	366	62	4	11	6	1	2	3	0	0	0	0	0	1	457
15:15	0	94	19	2	3	1	0	2	1	0	0	0	0	0	0	122
15:30	0	115	28	2	1	0	0	3	0	0	0	0	0	0	0	149
15:45	0	103	22	0	2	2	0	1	1	1	0	0	0	0	0	132
16:00	0	96	23	0	3	1	2	1	1	0	0	0	0	0	0	127
Hour Totals	0	408	92	4	9	4	2	7	3	1	0	0	0	0	0	530
16:15	0	97	20	0	4	1	0	3	0	0	0	0	0	0	0	125
16:30	0	111	31	0	1	1	0	1	0	0	0	0	0	0	0	145
16:45	0	98	19	3	1	2	2	0	1	0	0	0	0	0	0	126
17:00	0	106	19	0	2	1	0	1	0	0	0	0	0	0	0	129
Hour Totals	0	412	89	3	8	5	2	5	1	0	0	0	0	0	0	525
17:15	0	99	16	0	3	0	0	2	1	0	0	0	0	0	0	121
17:30	0	111	18	1	3	1	0	2	1	0	0	0	0	0	0	137
17:45	0	89	18	0	3	0	0	2	0	0	0	0	0	0	0	112
18:00	0	94	15	0	1	1	0	2	0	0	0	0	0	0	0	113
Hour Totals	0	393	67	1	10	2	0	8	2	0	0	0	0	0	0	483
18:15	0	98	10	1	1	0	0	0	0	0	0	0	0	0	0	110
18:30	0	102	14	0	1	0	0	0	0	0	0	0	0	0	0	117
18:45	0	87	11	0	3	0	0	1	0	0	0	0	0	0	0	102
19:00	0	79	8	0	0	1	0	0	0	0	0	0	0	0	0	88
Hour Totals	0	366	43	1	5	1	0	1	0	0	0	0	0	0	0	417

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Data File : D1006001.PRN  
Station : 00000000013  
Identification : 00000000013  
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Lanes 1-1 are Westbound

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Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	74	12	0	2	0	0	0	0	0	0	0	0	0	0	88
19:30	0	58	7	0	0	0	0	0	0	0	0	0	0	0	0	65
19:45	0	54	7	0	0	0	0	0	1	0	0	0	0	0	0	62
20:00	0	49	6	0	2	0	0	0	0	0	0	0	0	0	0	57
Hour Totals	0	235	32	0	4	0	0	0	1	0	0	0	0	0	0	272
20:15	0	39	3	0	0	0	0	0	0	0	0	0	0	0	0	42
20:30	0	59	5	0	1	0	0	0	0	0	0	0	0	0	0	65
20:45	0	34	9	0	0	0	0	0	0	0	0	0	0	0	0	43
21:00	0	30	6	0	2	0	0	0	0	1	0	0	0	0	0	39
Hour Totals	0	162	23	0	3	0	0	0	0	1	0	0	0	0	0	189
21:15	0	35	9	0	1	0	0	0	1	1	0	0	0	0	0	47
21:30	0	26	5	0	0	1	0	0	0	0	0	0	0	0	0	32
21:45	0	35	3	0	0	0	0	0	0	0	0	0	0	0	0	38
22:00	0	37	4	0	0	1	0	0	0	0	0	0	0	0	0	42
Hour Totals	0	133	21	0	1	2	0	0	1	1	0	0	0	0	0	159
22:15	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
22:30	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
22:45	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Totals	0	78	13	0	0	0	0	0	0	0	0	0	0	0	0	91
23:15	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
23:30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
23:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
24:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Totals	0	48	9	0	0	0	0	0	0	0	0	0	0	0	0	57
Grand Totals	3	6664	1280	41	162	68	15	83	46	6	0	0	0	0	3	8371
Percentages	0.0	79.6	15.3	0.5	1.9	0.8	0.2	1.0	0.5	0.1	0.0	0.0	0.0	0.0	0.0	

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Data File : D1007001.PRN  
 Station : 000000000013  
 Identification : 000000000013 Interval : 15 minutes  
 Start date : Oct 7, 99 Start time : 00:00  
 Stop date : Oct 7, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

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Lanes 1-1 are Westbound

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 Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	18	1	1	0	0	0	0	0	0	0	0	0	0	0	20
01:15	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	20	0	0	0	0	0	0	1	0	0	0	0	0	0	21
02:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
02:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	14	3	0	3	0	0	0	0	0	0	0	0	0	0	20
03:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	2	2	0	0	1	0	0	1	0	0	0	0	0	0	6
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	22	4	0	0	1	0	0	1	0	0	0	0	0	0	28
04:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
04:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
04:45	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
05:00	0	15	2	0	1	0	0	0	0	0	0	0	0	0	0	18
Hour Totals	0	42	6	0	3	0	0	0	0	0	0	0	0	0	0	51
05:15	0	18	2	0	1	0	0	1	0	0	0	0	0	0	0	22
05:30	0	30	5	0	0	0	0	0	0	1	0	0	0	0	0	36
05:45	0	35	12	0	0	0	0	0	1	0	0	0	0	0	0	48
06:00	0	63	13	0	0	0	0	1	0	0	0	0	0	0	0	77
Hour Totals	0	146	32	0	1	0	0	2	1	1	0	0	0	0	0	183

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

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Data File : D1007001.PRN  
Station : 00000000013  
Identification : 00000000013  
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Lanes 1-1 are Westbound

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Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	74	25	0	1	1	0	1	1	0	0	0	0	0	0	103
06:30	1	108	28	0	3	0	0	2	0	0	0	0	0	0	0	142
06:45	0	114	32	0	3	0	0	0	0	0	0	0	0	0	0	149
07:00	0	140	35	1	2	0	1	0	1	0	0	0	0	0	0	180
Hour Totals	1	436	120	1	9	1	1	3	2	0	0	0	0	0	0	574
07:15	0	156	40	5	3	2	0	1	2	0	0	0	0	0	0	209
07:30	0	181	41	4	2	3	0	3	1	0	0	0	0	0	1	236
07:45	0	181	53	0	7	1	0	2	2	1	0	0	0	0	0	247
08:00	0	196	33	0	4	2	0	1	0	0	0	0	0	0	0	236
Hour Totals	0	714	167	9	16	8	0	7	5	1	0	0	0	0	1	928
08:15	0	189	29	1	5	0	2	0	2	0	0	0	0	0	0	228
08:30	0	143	29	0	1	1	0	1	2	0	0	0	0	0	0	177
08:45	0	151	36	0	4	1	0	3	0	0	0	0	0	0	0	195
09:00	1	150	21	2	2	1	0	1	1	1	0	0	0	0	0	180
Hour Totals	1	633	115	3	12	3	2	5	5	1	0	0	0	0	0	780
09:15	0	128	21	0	5	2	1	0	1	0	0	0	0	0	0	158
09:30	0	132	20	0	2	2	0	2	2	0	0	0	0	0	0	160
09:45	0	139	38	0	6	0	0	3	1	1	0	0	0	0	0	188
10:00	0	106	22	2	5	2	0	1	1	0	0	0	0	0	2	141
Hour Totals	0	505	101	2	18	6	1	6	5	1	0	0	0	0	2	647
10:15	0	104	19	0	1	3	0	2	0	0	0	0	0	0	0	129
10:30	0	86	36	0	4	0	0	4	0	1	0	0	0	0	0	131
10:45	0	98	15	0	5	1	2	1	1	0	0	0	0	0	0	123
11:00	0	93	15	0	4	2	0	2	1	0	0	0	0	0	0	117
Hour Totals	0	381	85	0	14	6	2	9	2	1	0	0	0	0	0	500
11:15	1	84	12	0	2	2	0	2	1	0	0	0	0	0	0	104
11:30	0	87	18	0	2	0	0	1	0	0	0	0	0	0	0	108
11:45	0	81	17	0	1	0	6	0	1	0	0	0	0	0	1	107
12:00	0	83	18	0	3	3	0	0	1	0	0	0	0	0	0	108
Hour Totals	1	335	65	0	8	5	6	3	3	0	0	0	0	0	1	427
12:15	0	111	16	0	3	1	0	3	0	0	0	0	0	0	0	134
12:30	0	104	26	0	8	0	0	3	3	0	0	0	0	0	0	144
12:45	0	102	18	1	6	0	0	1	0	0	0	0	0	0	0	128

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Data File : D1007001.PRN  
 Station : 000000000013  
 Identification : 000000000013

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Lanes 1-1 are Westbound

Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	101	14	0	1	0	0	1	1	0	0	0	0	0	0	118
Hour Totals	0	418	74	1	18	1	0	8	4	0	0	0	0	0	0	524
13:15	1	89	15	1	3	3	0	1	1	0	0	0	0	0	0	114
13:30	0	92	17	0	3	0	2	2	1	0	0	0	0	0	0	117
13:45	0	80	14	2	2	4	0	1	2	0	0	0	0	0	0	105
14:00	0	104	18	1	3	0	1	6	0	0	0	0	0	0	0	133
Hour Totals	1	365	64	4	11	7	3	10	4	0	0	0	0	0	0	469
14:15	0	93	12	0	0	1	1	4	0	0	0	0	0	0	0	111
14:30	0	93	19	0	3	2	1	3	1	0	0	0	0	0	0	122
14:45	0	102	15	2	1	1	3	2	2	0	0	0	0	0	0	128
15:00	0	102	20	3	5	4	0	1	0	0	0	0	0	0	0	135
Hour Totals	0	390	66	5	9	8	5	10	3	0	0	0	0	0	0	496
15:15	0	121	20	1	3	1	0	2	1	0	0	0	0	0	0	149
15:30	0	102	29	2	1	3	0	0	2	0	0	0	0	0	0	139
15:45	0	112	21	1	3	0	0	4	1	0	0	0	0	0	0	142
16:00	0	95	24	2	2	2	2	0	0	0	0	0	0	0	0	127
Hour Totals	0	430	94	6	9	6	2	6	4	0	0	0	0	0	0	557
16:15	0	106	16	1	0	2	0	0	1	0	0	0	0	0	0	126
16:30	0	106	22	0	4	0	1	1	2	0	0	0	0	0	0	136
16:45	0	102	22	2	3	0	1	1	0	0	0	0	0	0	0	131
17:00	0	103	19	1	3	3	0	4	0	0	0	0	0	0	0	133
Hour Totals	0	417	79	4	10	5	2	6	3	0	0	0	0	0	0	526
17:15	0	98	17	0	0	0	0	3	0	0	0	0	0	0	1	119
17:30	0	111	12	1	4	1	0	3	0	0	0	0	0	0	0	132
17:45	0	104	14	0	1	2	0	0	1	0	0	0	0	0	0	122
18:00	0	94	17	0	0	0	0	0	0	0	0	0	0	0	0	111
Hour Totals	0	407	60	1	5	3	0	6	1	0	0	0	0	0	1	484
18:15	0	94	20	1	1	0	0	0	0	0	0	0	0	0	0	116
18:30	0	95	13	0	2	0	0	1	0	0	0	0	0	0	0	111
18:45	0	96	18	0	0	0	0	0	0	0	0	0	0	0	0	114
19:00	0	79	15	0	1	0	0	0	0	0	0	0	0	0	0	95
Hour Totals	0	364	66	1	4	0	0	1	0	0	0	0	0	0	0	436

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

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Data File : D1007001.PRN  
Station : 00000000013  
Identification : 00000000013  
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Lanes 1-1 are Westbound

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Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	1	80	11	0	0	0	0	0	0	0	0	0	0	0	0	92
19:30	0	82	17	0	0	0	0	0	1	0	0	0	0	0	0	100
19:45	0	51	12	0	2	0	0	0	0	0	0	0	0	0	0	65
20:00	0	56	8	0	2	0	0	0	0	0	0	0	0	0	0	66
Hour Totals	1	269	48	0	4	0	0	0	1	0	0	0	0	0	0	323
20:15	0	56	3	0	1	0	0	1	0	0	0	0	0	0	0	61
20:30	0	45	7	0	0	0	0	0	0	0	0	0	0	0	0	52
20:45	0	50	6	0	1	0	0	0	0	0	0	0	0	0	0	57
21:00	0	37	5	0	2	0	0	0	0	0	0	0	0	0	0	44
Hour Totals	0	188	21	0	4	0	0	1	0	0	0	0	0	0	0	214
21:15	0	43	6	1	0	0	0	0	0	0	0	0	0	0	0	50
21:30	0	26	3	0	1	0	0	0	0	0	0	0	0	0	0	30
21:45	0	35	4	0	0	0	0	1	0	0	0	0	0	0	0	40
22:00	0	41	4	0	0	0	0	0	1	0	0	0	0	0	0	46
Hour Totals	0	145	17	1	1	0	0	1	1	0	0	0	0	0	0	166
22:15	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	31
22:30	0	31	6	0	0	0	0	0	1	0	0	0	0	0	0	38
22:45	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
23:00	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Totals	0	101	10	0	0	0	0	0	1	0	0	0	0	0	0	112
23:15	0	16	1	0	1	0	0	0	0	0	0	0	0	0	0	18
23:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	17	2	0	1	0	0	0	1	0	0	0	0	0	0	21
24:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Totals	0	59	3	0	2	0	0	0	1	0	0	0	0	0	0	65
Grand Totals	5	6819	1301	39	161	60	24	84	48	5	0	0	0	0	5	8551
Percentages	0.1	79.7	15.2	0.5	1.9	0.7	0.3	1.0	0.6	0.1	0.0	0.0	0.0	0.0	0.1	

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 Data File : D1008001.PRM  
 Station : 000000000013  
 Identification : 000000000013 Interval : 15 minutes  
 Start date : Oct 8, 99 Start time : 00:00  
 Stop date : Oct 8, 99 Stop time : 24:00  
 City/Town : PASCO / HERNANDO County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone  
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Lanes 1-1 are Westbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	12
Hour Totals	0	28	5	0	0	0	0	0	1	0	0	0	0	0	0	34
01:15	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	10
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	27	1	0	0	1	0	0	0	0	0	0	0	0	0	29
02:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	4	1	0	1	1	0	0	0	0	0	0	0	0	0	7
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Totals	0	10	4	0	1	1	0	0	0	0	0	0	0	0	0	16
03:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
03:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	22	4	0	2	0	0	0	0	0	0	0	0	0	0	28
04:15	0	8	3	0	1	0	0	1	0	0	0	0	0	0	0	13
04:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
04:45	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
05:00	0	19	4	0	0	0	0	1	1	0	0	0	0	0	0	25
Hour Totals	0	46	11	0	1	0	0	2	1	0	0	0	0	0	0	61
05:15	0	22	5	0	1	0	0	1	1	0	0	0	0	0	0	30
05:30	0	26	7	0	1	0	0	1	1	0	0	0	0	0	0	36
05:45	0	36	10	0	0	0	0	0	0	0	0	0	0	0	0	46
06:00	0	60	17	0	2	2	0	0	0	0	0	0	0	0	0	81
Hour Totals	0	144	39	0	4	2	0	2	2	0	0	0	0	0	0	193

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Data File : D1008001.PRN

Station : 000000000013

Identification : 000000000013  
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Lanes 1-1 are Westbound  
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Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	74	26	0	0	1	0	0	1	0	0	0	0	0	0	102
06:30	0	109	25	0	1	0	0	0	0	0	0	0	1	0	0	136
06:45	0	99	35	0	5	3	0	1	1	0	0	0	0	0	0	144
07:00	0	153	31	0	1	3	0	1	0	0	0	0	0	0	0	189
Hour Totals	0	435	117	0	7	7	0	2	2	0	0	0	1	0	0	571
07:15	0	148	38	4	5	4	0	1	0	0	0	0	0	0	0	200
07:30	0	175	40	5	3	1	0	0	0	0	0	0	0	0	0	224
07:45	0	201	51	2	6	3	0	2	1	0	0	0	0	0	0	266
08:00	0	181	36	0	2	1	1	1	2	0	0	0	0	0	0	224
Hour Totals	0	705	165	11	16	9	1	4	3	0	0	0	0	0	0	914
08:15	0	176	31	0	5	1	0	0	2	0	0	0	0	0	0	215
08:30	0	138	23	0	2	1	0	3	1	0	0	0	0	0	0	168
08:45	0	130	33	1	1	2	0	1	0	1	0	0	0	0	0	169
09:00	0	153	25	3	3	3	0	0	2	0	0	0	0	0	0	189
Hour Totals	0	597	112	4	11	7	0	4	5	1	0	0	0	0	0	741
09:15	0	114	26	1	5	1	0	3	3	0	0	0	0	0	0	153
09:30	2	121	28	1	4	2	0	4	3	0	0	0	0	0	0	165
09:45	0	119	22	1	5	1	2	4	1	0	0	0	0	0	0	155
10:00	0	126	18	0	1	1	0	1	0	0	0	0	0	0	1	148
Hour Totals	2	480	94	3	15	5	2	12	7	0	0	0	0	0	1	621
10:15	0	121	18	1	4	2	0	1	1	0	0	0	0	0	0	148
10:30	0	100	20	0	1	2	0	1	2	0	0	0	0	0	0	126
10:45	0	116	19	0	4	2	1	3	0	0	0	0	0	0	0	145
11:00	0	118	19	1	3	0	0	2	0	0	0	0	0	0	0	143
Hour Totals	0	455	76	2	12	6	1	7	3	0	0	0	0	0	0	562
11:15	0	119	27	1	3	1	0	1	1	0	0	0	0	0	1	154
11:30	0	119	20	2	5	1	0	0	2	0	0	0	0	0	0	149
11:45	0	108	19	1	3	3	0	1	1	0	0	0	0	0	0	136
12:00	0	91	22	0	2	3	2	0	2	0	0	0	0	0	0	122
Hour Totals	0	437	88	4	13	8	2	2	6	0	0	0	0	0	1	561
12:15	0	76	21	1	6	0	0	2	2	0	0	0	0	0	0	108
12:30	0	92	16	0	3	2	0	1	0	0	0	0	0	0	0	114
12:45	0	115	18	0	3	0	0	1	0	0	0	0	0	0	1	138

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1008001.PRN  
Station : 00000000013  
Identification : 00000000013  
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Lanes 1-1 are Westbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	1	108	15	0	4	3	4	0	0	0	0	0	0	0	0	135
Hour Totals	1	391	70	1	16	5	4	4	2	0	0	0	0	0	1	495
13:15	0	100	24	0	3	2	0	2	1	0	0	0	0	0	0	132
13:30	0	112	18	2	3	3	1	0	0	0	0	0	0	0	0	139
13:45	0	83	22	1	1	2	0	1	1	0	0	0	0	0	0	111
14:00	0	79	19	2	4	0	0	0	0	0	0	0	0	0	0	104
Hour Totals	0	374	83	5	11	7	1	3	2	0	0	0	0	0	0	486
14:15	0	87	25	1	3	4	2	2	0	0	0	0	0	0	0	124
14:30	0	92	25	2	0	2	0	0	0	0	0	0	0	0	0	121
14:45	0	112	23	0	4	1	0	2	1	0	0	0	0	0	0	143
15:00	0	115	25	4	2	2	1	2	0	0	0	0	0	0	0	151
Hour Totals	0	406	98	7	9	9	3	6	1	0	0	0	0	0	0	539
15:15	0	105	27	3	3	2	0	1	2	0	0	0	0	0	0	143
15:30	0	123	21	1	0	1	2	4	0	0	0	0	0	0	0	152
15:45	0	108	18	1	4	0	0	3	0	0	0	0	0	0	1	135
16:00	0	127	20	1	1	3	0	0	1	0	0	0	0	0	0	153
Hour Totals	0	463	86	6	8	6	2	8	3	0	0	0	0	0	1	583
16:15	0	139	22	2	1	1	0	0	1	0	0	0	0	0	0	166
16:30	0	107	24	0	2	1	0	1	1	0	0	0	0	0	0	136
16:45	1	119	19	2	2	3	0	1	1	0	0	0	0	0	0	148
17:00	0	115	24	1	1	2	0	0	0	0	0	0	0	0	0	143
Hour Totals	1	480	89	5	6	7	0	2	3	0	0	0	0	0	0	593
17:15	0	96	15	0	3	0	0	3	1	0	0	0	0	0	0	118
17:30	0	115	16	0	4	0	0	1	0	0	0	0	0	0	0	136
17:45	0	70	14	0	2	0	0	0	0	0	0	0	0	0	0	86
18:00	0	116	16	0	0	0	0	1	0	0	0	0	0	0	0	133
Hour Totals	0	397	61	0	9	0	0	5	1	0	0	0	0	0	0	473
18:15	0	106	20	0	3	0	0	0	0	0	0	0	0	0	0	129
18:30	0	130	16	0	2	0	0	0	0	0	0	0	0	0	0	148
18:45	0	98	21	0	1	1	0	0	0	0	0	0	0	0	0	121
19:00	0	100	22	1	0	0	0	0	0	0	0	0	0	0	0	123
Hour Totals	0	434	79	1	6	1	0	0	0	0	0	0	0	0	0	521

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Data File : D1008001.PRN  
 Station : 00000000013  
 Identification : 00000000013

\*\*\*\*\*  
 Lanes 1-1 are Westbound  
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Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	86	14	0	1	1	0	1	0	0	0	0	0	0	0	103
19:30	0	92	11	0	2	0	0	1	0	0	0	0	0	0	0	106
19:45	0	79	10	0	0	0	0	0	0	0	0	0	0	0	0	89
20:00	0	67	9	0	0	0	0	0	0	0	0	0	0	0	0	76
Hour Totals	0	324	44	0	3	1	0	2	0	0	0	0	0	0	0	374
20:15	0	76	15	0	0	0	0	0	0	0	0	0	0	0	0	91
20:30	0	73	9	1	0	0	0	0	1	0	0	0	0	0	0	84
20:45	0	60	6	0	0	0	0	0	0	0	0	0	0	0	0	66
21:00	0	48	9	0	0	0	0	0	0	0	0	0	0	0	0	57
Hour Totals	0	257	39	1	0	0	0	0	1	0	0	0	0	0	0	298
21:15	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
21:30	0	50	5	0	0	0	0	0	0	0	0	0	0	0	0	55
21:45	0	37	5	0	1	0	0	0	0	0	0	0	0	0	0	43
22:00	0	46	2	0	0	0	0	1	0	0	0	0	0	0	0	49
Hour Totals	0	170	21	0	1	0	0	1	0	0	0	0	0	0	0	193
22:15	0	38	5	0	0	0	0	1	0	0	0	0	0	0	0	44
22:30	0	36	10	0	0	0	0	0	1	0	0	0	0	0	0	47
22:45	0	38	2	0	0	0	0	0	0	0	0	0	0	0	0	40
23:00	0	38	6	0	2	0	0	0	0	0	0	0	0	0	0	46
Hour Totals	0	150	23	0	2	0	0	1	1	0	0	0	0	0	0	177
23:15	0	24	3	0	0	0	0	1	0	0	0	0	0	0	0	28
23:30	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	28
23:45	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31
24:00	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	93	13	0	1	0	0	1	0	0	0	0	0	0	0	108
Grand Totals	4	7325	1422	50	154	82	16	68	44	1	0	0	1	0	4	9171
Percentages	0.0	79.9	15.5	0.5	1.7	0.9	0.2	0.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	

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Data File : D1009001.PRN  
 Station : 000000000013  
 Identification : 000000000013 Interval : 15 minutes  
 Start date : Oct 9, 99 Start time : 00:00  
 Stop date : Oct 9, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

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Lanes 1-1 are Westbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
00:30	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
00:45	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
01:00	0	11	2	0	0	0	0	1	0	0	0	0	0	0	0	14
Hour Totals	0	77	8	0	0	0	0	1	0	0	0	0	0	0	0	86
01:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	11	0	0	0	0	0	0	1	0	0	0	0	0	0	12
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	38	5	0	0	0	0	0	1	0	0	0	0	0	0	44
02:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
02:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	24	5	0	1	0	0	0	0	0	0	0	0	0	0	30
03:15	0	4	1	0	2	0	0	0	0	0	0	0	0	0	0	7
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	19	3	0	2	0	0	0	0	0	0	0	0	0	0	24
04:15	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
04:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	11	0	0	0	0	0	0	1	0	0	0	0	0	0	12
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	28	2	0	0	1	0	0	1	0	0	0	0	0	0	32
05:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
05:30	0	10	1	0	1	0	0	1	1	0	0	0	0	0	0	14
05:45	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
06:00	0	26	8	0	0	0	0	1	0	0	0	0	0	0	0	35
Hour Totals	0	77	14	0	1	0	0	2	1	0	0	0	0	0	0	95

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Data File : D1009001.PRN  
 Station : 00000000013  
 Identification : 00000000013

\*\*\*\*\*  
 Lanes 1-1 are Westbound  
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Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	42	7	0	2	0	0	0	1	0	0	0	0	0	0	52
06:30	0	43	15	0	1	0	0	0	0	0	0	0	0	0	0	59
06:45	0	55	13	0	1	0	0	0	0	0	0	0	0	0	0	69
07:00	0	55	11	1	2	1	0	0	0	0	0	0	0	0	0	70
Hour Totals	0	195	46	1	6	1	0	0	1	0	0	0	0	0	0	250
07:15	0	41	15	0	0	3	0	2	1	0	0	0	0	0	0	62
07:30	0	67	13	0	2	2	0	1	0	0	0	0	0	0	0	85
07:45	0	82	13	0	0	1	0	1	0	0	0	0	0	0	0	97
08:00	0	76	20	0	4	1	0	1	0	0	0	0	0	0	0	102
Hour Totals	0	266	61	0	6	7	0	5	1	0	0	0	0	0	0	346
08:15	0	80	21	0	2	1	0	0	1	0	0	0	0	0	0	105
08:30	0	95	15	0	0	1	0	1	0	0	0	0	0	0	0	112
08:45	0	100	20	0	3	2	0	0	0	0	0	0	0	0	0	125
09:00	0	123	29	0	3	0	0	2	0	0	0	0	0	0	0	157
Hour Totals	0	398	85	0	8	4	0	3	1	0	0	0	0	0	0	499
09:15	0	110	28	0	4	2	0	0	1	0	0	0	0	0	0	145
09:30	0	130	17	0	1	1	0	0	0	1	0	0	0	0	0	150
09:45	1	128	12	1	0	0	0	0	0	0	0	0	0	0	0	142
10:00	0	130	18	0	2	1	0	0	0	0	0	0	0	0	0	151
Hour Totals	1	498	75	1	7	4	0	0	1	1	0	0	0	0	0	588
10:15	0	124	20	0	1	1	0	0	0	0	0	0	0	0	0	146
10:30	0	121	24	0	2	0	0	3	0	0	0	0	0	0	0	150
10:45	0	124	16	0	5	2	0	0	0	0	0	0	0	0	0	147
11:00	0	137	17	0	0	1	0	2	0	0	0	0	0	0	0	157
Hour Totals	0	506	77	0	8	4	0	5	0	0	0	0	0	0	0	600
11:15	0	141	25	2	1	0	0	1	2	0	0	0	0	0	0	172
11:30	0	118	26	0	0	0	0	1	0	0	0	0	0	0	0	145
11:45	0	129	19	0	1	0	0	1	0	0	0	0	0	0	0	150
12:00	0	100	21	0	0	1	0	1	0	0	0	0	0	0	0	123
Hour Totals	0	488	91	2	2	1	0	4	2	0	0	0	0	0	0	590
12:15	0	117	27	0	4	1	0	0	0	0	0	0	0	0	0	149
12:30	0	144	14	0	1	0	0	2	0	0	0	0	0	0	1	162
12:45	0	111	11	0	1	0	0	1	2	0	0	0	0	0	0	126

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Data File : D1009001.PRN  
 Station : 00000000013  
 Identification : 00000000013

\*\*\*\*\*  
 Lanes 1-1 are Westbound  
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Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	125	23	0	2	0	0	0	1	0	0	0	0	0	0	151
Hour Totals	0	497	75	0	8	1	0	3	3	0	0	0	0	0	1	588
13:15	0	117	21	0	3	0	0	0	0	0	0	0	0	0	0	141
13:30	1	119	17	0	2	1	0	2	0	0	0	0	0	0	0	142
13:45	0	136	15	0	3	0	0	0	0	0	0	0	0	0	0	154
14:00	0	96	15	0	1	0	0	0	0	0	0	0	0	0	0	112
Hour Totals	1	468	68	0	9	1	0	2	0	0	0	0	0	0	0	549
14:15	0	106	17	0	0	0	0	0	1	0	0	0	0	0	0	124
14:30	0	97	14	0	3	0	0	0	0	0	0	0	0	0	0	114
14:45	0	109	16	0	3	0	0	1	0	0	0	0	0	0	0	129
15:00	0	104	13	0	1	2	0	0	0	0	0	0	0	0	0	120
Hour Totals	0	416	60	0	7	2	0	1	1	0	0	0	0	0	0	487
15:15	0	97	15	0	0	0	0	1	0	0	0	0	0	0	0	113
15:30	0	102	11	1	2	0	0	0	0	0	0	0	0	0	0	116
15:45	0	91	12	0	1	0	0	0	0	0	0	0	0	0	0	104
16:00	0	112	19	0	0	1	0	1	0	0	0	0	0	0	0	133
Hour Totals	0	402	57	1	3	1	0	2	0	0	0	0	0	0	0	466
16:15	0	96	19	0	1	0	0	0	0	0	0	0	0	0	0	116
16:30	0	111	18	0	2	0	0	0	0	0	0	0	0	0	0	131
16:45	0	121	14	0	0	0	0	0	0	0	0	0	0	0	0	135
17:00	0	110	14	0	1	0	0	0	0	0	0	0	0	0	0	125
Hour Totals	0	438	65	0	4	0	0	0	0	0	0	0	0	0	0	507
17:15	0	118	8	0	0	0	0	0	0	0	0	0	0	0	1	127
17:30	0	92	9	0	1	0	0	1	0	0	0	0	0	0	0	103
17:45	0	116	16	0	0	0	0	0	2	0	0	0	0	0	0	134
18:00	0	92	6	0	2	0	0	2	0	0	0	0	0	0	0	102
Hour Totals	0	418	39	0	3	0	0	3	2	0	0	0	0	0	1	466
18:15	0	100	17	0	0	0	0	1	0	0	0	0	0	0	0	118
18:30	0	83	15	0	2	0	0	2	0	0	0	0	0	0	0	102
18:45	0	90	18	1	0	0	0	3	0	0	0	0	0	0	0	112
19:00	0	97	11	0	1	0	0	0	0	0	0	0	0	0	0	109
Hour Totals	0	370	61	1	3	0	0	6	0	0	0	0	0	0	0	441

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Data File : D1009001.PRN  
 Station : 00000000013  
 Identification : 00000000013

\*\*\*\*\*  
 Lanes 1-1 are Westbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	88	17	0	1	0	0	0	0	0	0	0	0	0	0	106
19:30	0	90	8	0	2	0	0	0	0	0	0	0	0	0	0	100
19:45	0	57	10	0	0	0	0	0	0	0	0	0	0	0	0	67
20:00	0	60	13	0	0	0	0	0	0	0	0	0	0	0	0	73
Hour Totals	0	295	48	0	3	0	0	0	0	0	0	0	0	0	0	346
20:15	0	50	4	0	0	0	0	0	0	0	0	0	0	0	0	54
20:30	0	46	8	0	0	0	0	0	0	0	0	0	0	0	0	54
20:45	0	53	8	0	0	0	0	0	0	0	0	0	0	0	0	61
21:00	0	47	4	0	0	0	0	0	0	0	0	0	0	0	0	51
Hour Totals	0	196	24	0	0	0	0	0	0	0	0	0	0	0	0	220
21:15	0	55	8	0	1	0	0	0	0	0	0	0	0	0	0	64
21:30	0	45	6	0	0	1	0	0	0	0	0	0	0	0	0	52
21:45	0	38	5	0	0	0	0	0	0	0	0	0	0	0	0	43
22:00	0	38	2	0	1	0	0	0	0	0	0	0	0	0	0	41
Hour Totals	0	176	21	0	2	1	0	0	0	0	0	0	0	0	0	200
22:15	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	34
22:30	0	39	7	0	1	0	0	0	0	0	0	0	0	0	0	47
22:45	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
23:00	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Totals	0	119	18	0	1	0	0	0	0	0	0	0	0	0	0	138
23:15	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	36
23:30	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27
23:45	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
24:00	0	15	3	0	0	0	0	1	0	0	0	0	0	0	0	19
Hour Totals	0	97	14	0	0	0	0	1	0	0	0	0	0	0	0	112
Grand Totals	2	6506	1022	6	84	28	0	38	15	1	0	0	0	0	2	7704
Percentages	0.0	84.4	13.3	0.1	1.1	0.4	0.0	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	

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Data File : D1010001.PRM  
 Station : 00000000013  
 Identification : 00000000013 Interval : 15 minutes  
 Start date : Oct 10, 99 Start time : 00:00  
 Stop date : Oct 10, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

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Lanes 1-1 are Westbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
00:30	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
00:45	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
01:00	0	16	5	0	1	0	0	0	0	0	0	0	0	0	0	22
Hour Totals	0	63	11	0	1	0	0	0	0	0	0	0	0	0	0	75
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	34	1	0	0	0	0	0	0	0	0	0	0	0	0	35
02:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	20	2	0	2	0	0	0	0	0	0	0	0	0	0	24
03:15	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
03:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	21	3	0	0	0	0	0	1	0	0	0	0	0	0	25
04:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:30	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
04:45	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	8
05:00	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0	13
Hour Totals	0	26	2	0	1	0	0	1	2	0	0	0	0	0	0	32
05:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
05:45	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	42	4	0	0	0	0	0	0	0	0	0	0	0	0	46

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Data File : D1010001.PRN  
 Station : 00000000013  
 Identification : 00000000013

\*\*\*\*\*  
 Lanes 1-1 are Westbound  
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Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	21	5	1	0	0	0	0	0	0	0	0	0	0	0	27
06:30	0	34	2	0	0	0	0	0	1	0	0	0	0	0	0	37
06:45	0	34	3	0	1	0	0	2	0	0	0	0	0	0	0	40
07:00	0	28	5	0	0	0	0	1	0	0	0	0	0	0	0	34
Hour Totals	0	117	15	1	1	0	0	3	1	0	0	0	0	0	0	138
07:15	0	12	2	0	0	0	0	0	1	0	0	0	0	0	0	15
07:30	0	38	3	0	0	0	0	0	0	0	0	0	0	0	0	41
07:45	0	42	10	0	0	0	0	1	0	0	0	0	0	0	0	53
08:00	0	48	10	0	1	0	0	1	0	0	0	0	0	0	0	60
Hour Totals	0	140	25	0	1	0	0	2	1	0	0	0	0	0	0	169
08:15	1	31	13	0	1	0	0	1	0	0	0	0	0	0	0	47
08:30	0	37	14	0	2	0	0	1	0	0	0	0	0	0	0	54
08:45	0	40	11	0	0	0	0	2	0	0	0	0	0	0	0	53
09:00	0	63	8	0	0	0	0	1	0	0	0	0	0	0	0	72
Hour Totals	1	171	46	0	3	0	0	5	0	0	0	0	0	0	0	226
09:15	0	79	9	0	1	0	0	1	0	0	0	0	0	0	1	91
09:30	0	82	10	0	1	0	0	5	0	0	0	0	0	0	0	98
09:45	0	94	13	0	1	0	0	4	0	0	0	0	0	0	0	112
10:00	0	108	11	0	0	0	0	0	0	0	0	0	0	0	0	119
Hour Totals	0	363	43	0	3	0	0	10	0	0	0	0	0	0	1	420
10:15	0	88	17	1	0	0	0	1	1	0	0	0	0	0	0	108
10:30	0	109	17	0	1	0	0	1	0	0	0	0	0	0	0	128
10:45	0	108	19	0	1	0	0	2	0	0	0	0	0	0	0	130
11:00	0	97	13	1	1	0	0	3	0	0	0	0	0	0	0	115
Hour Totals	0	402	66	2	3	0	0	7	1	0	0	0	0	0	0	481
11:15	0	109	11	1	0	0	0	2	0	0	0	0	0	0	0	123
11:30	0	104	14	0	1	0	0	0	0	0	0	0	0	0	0	119
11:45	0	114	18	0	2	1	0	1	0	0	0	0	0	0	0	136
12:00	0	132	14	0	1	0	0	1	0	0	0	0	0	0	0	148
Hour Totals	0	459	57	1	4	1	0	4	0	0	0	0	0	0	0	526
12:15	0	105	12	0	0	0	0	2	0	0	0	0	0	0	0	119
12:30	0	145	8	0	0	0	0	0	1	0	0	0	0	0	0	154
12:45	0	131	13	0	1	0	0	0	0	0	0	0	0	0	0	145

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Data File : D1010001.PRN  
 Station : 00000000013  
 Identification : 00000000013

\*\*\*\*\*  
 Lanes 1-1 are Westbound  
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Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	132	15	0	0	0	0	1	0	0	0	0	0	0	0	148
Hour Totals	0	513	48	0	1	0	0	3	1	0	0	0	0	0	0	566
13:15	0	121	11	0	0	0	0	0	0	0	0	0	0	0	0	132
13:30	0	122	7	0	0	0	0	0	0	0	0	0	0	0	0	129
13:45	0	107	13	0	1	0	0	0	0	0	0	0	0	0	0	121
14:00	1	115	17	0	2	0	0	0	0	0	0	0	0	0	1	136
Hour Totals	1	465	48	0	3	0	0	0	0	0	0	0	0	0	1	518
14:15	0	121	14	0	1	0	0	0	0	0	0	0	0	0	0	136
14:30	0	97	9	0	1	0	0	0	0	0	0	0	0	0	0	107
14:45	0	97	16	0	1	0	0	0	0	0	0	0	0	0	0	114
15:00	0	65	14	0	2	0	0	0	0	0	0	0	0	0	0	81
Hour Totals	0	380	53	0	5	0	0	0	0	0	0	0	0	0	0	438
15:15	0	86	13	0	0	0	0	0	0	0	0	0	0	0	0	99
15:30	0	94	10	0	3	0	0	2	0	0	0	0	0	0	0	109
15:45	0	89	10	0	0	0	0	1	0	0	0	0	0	0	0	100
16:00	0	81	9	0	0	0	0	0	1	0	0	0	0	0	0	91
Hour Totals	0	350	42	0	3	0	0	3	1	0	0	0	0	0	0	399
16:15	0	94	11	0	0	0	0	0	0	0	0	0	0	0	0	105
16:30	0	99	8	0	2	0	0	0	1	0	0	0	0	0	0	110
16:45	0	109	9	0	1	0	0	0	0	0	0	0	0	0	0	119
17:00	0	91	9	0	2	0	0	0	1	0	0	0	0	0	0	103
Hour Totals	0	393	37	0	5	0	0	0	2	0	0	0	0	0	0	437
17:15	0	86	8	0	2	0	0	0	0	0	0	0	0	0	0	96
17:30	0	77	10	0	1	0	0	0	0	0	0	0	0	0	0	88
17:45	0	86	18	0	0	0	0	1	0	0	0	0	0	0	0	105
18:00	0	93	5	0	0	0	0	0	0	0	0	0	0	0	0	98
Hour Totals	0	342	41	0	3	0	0	1	0	0	0	0	0	0	0	387
18:15	0	91	2	0	1	0	0	0	0	0	0	0	0	0	0	94
18:30	0	108	14	0	1	0	0	0	0	0	0	0	0	0	0	123
18:45	0	88	14	0	1	0	0	0	0	0	0	0	0	0	0	103
19:00	1	67	11	0	1	0	0	0	0	0	0	0	0	0	0	80
Hour Totals	1	354	41	0	4	0	0	0	0	0	0	0	0	0	0	400

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Data File : D1010001.PRN  
 Station : 00000000013  
 Identification : 00000000013

\*\*\*\*\*  
 Lanes 1-1 are Westbound  
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Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	54	8	0	1	0	0	1	0	0	0	0	0	0	0	64
19:30	0	57	9	0	0	0	0	0	0	0	0	0	0	0	0	66
19:45	0	55	4	0	0	0	0	0	0	0	0	0	0	0	0	59
20:00	0	74	9	0	0	0	0	0	0	0	0	0	0	0	0	83
Hour Totals	0	240	30	0	1	0	0	1	0	0	0	0	0	0	0	272
20:15	0	51	4	0	0	0	0	0	1	0	0	0	0	0	0	56
20:30	0	38	3	0	0	0	0	0	1	0	0	0	0	0	0	42
20:45	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
21:00	0	24	6	0	2	0	0	0	0	0	0	0	0	0	0	32
Hour Totals	0	152	20	0	2	0	0	0	2	0	0	0	0	0	0	176
21:15	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	33
21:30	0	31	3	0	0	0	0	0	1	0	0	0	0	0	0	35
21:45	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
22:00	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Totals	0	104	5	0	0	0	0	0	1	0	0	0	0	0	0	110
22:15	0	37	0	0	1	0	0	0	0	0	0	0	0	0	0	38
22:30	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	32
22:45	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
23:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	111	5	0	1	0	0	0	0	0	0	0	0	0	0	117
23:15	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
23:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
24:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Totals	0	54	6	0	0	0	0	0	0	0	0	0	0	0	0	60
Grand Totals	3	5316	651	4	47	1	0	40	13	0	0	0	0	0	2	6077
Percentages	0.0	87.5	10.7	0.1	0.8	0.0	0.0	0.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	

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Data File : D1011001.PRN  
 Station : 000000000013  
 Identification : 000000000013 Interval : 15 minutes  
 Start date : Oct 11, 99 Start time : 00:00  
 Stop date : Oct 11, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

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Lanes 1-1 are Westbound

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 Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	13
00:30	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	9
00:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	33	4	0	1	0	0	0	1	0	0	0	0	0	0	39
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
02:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	13	2	0	2	0	0	0	0	0	0	0	0	0	0	17
03:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
03:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
03:45	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	20	5	0	1	0	0	0	1	0	0	0	0	0	0	27
04:15	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
04:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
04:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
05:00	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Totals	0	47	9	0	1	0	0	0	0	0	0	0	0	0	0	57
05:15	0	22	5	0	2	0	0	2	0	0	0	0	0	0	0	31
05:30	0	26	4	0	0	0	0	0	2	0	0	0	0	0	0	32
05:45	0	37	14	0	3	0	0	0	0	0	0	0	0	0	0	54
06:00	0	59	11	1	0	0	0	1	0	0	0	0	0	0	0	72
Hour Totals	0	144	34	1	5	0	0	3	2	0	0	0	0	0	0	189

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Data File : D1011001.PRN  
 Station : 00000000013  
 Identification : 00000000013

\*\*\*\*\*  
 Lanes 1-1 are Westbound  
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Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	79	25	0	2	1	0	0	1	0	0	0	0	0	0	108
06:30	0	90	24	0	2	1	0	1	0	0	0	0	0	0	0	118
06:45	0	131	27	1	4	0	0	2	0	0	0	0	0	0	2	167
07:00	0	111	44	1	0	0	0	0	2	0	0	0	0	0	0	158
Hour Totals	0	411	120	2	8	2	0	3	3	0	0	0	0	0	2	551
07:15	0	142	33	4	2	3	0	5	0	0	0	0	0	0	0	189
07:30	1	178	28	5	2	1	0	1	0	0	0	0	0	0	0	216
07:45	0	169	42	2	6	0	0	1	1	0	0	0	0	0	0	221
08:00	0	183	50	1	1	3	0	2	0	0	0	0	0	0	0	240
Hour Totals	1	672	153	12	11	7	0	9	1	0	0	0	0	0	0	866
08:15	0	162	43	1	7	2	0	5	2	0	0	0	0	0	0	222
08:30	0	151	29	1	2	1	0	2	2	0	0	0	0	0	0	188
08:45	0	129	22	1	3	2	0	3	1	0	0	0	0	0	0	161
09:00	0	135	27	2	4	2	0	4	2	0	0	0	0	0	0	176
Hour Totals	0	577	121	5	16	7	0	14	7	0	0	0	0	0	0	747
09:15	0	128	24	2	3	4	0	1	0	0	0	0	0	0	0	162
09:30	0	113	27	0	2	3	0	5	2	0	0	0	0	0	0	152
09:45	0	127	17	1	2	1	0	4	2	0	0	0	0	0	0	154
10:00	0	117	18	0	5	4	0	5	0	0	0	0	0	0	0	149
Hour Totals	0	485	86	3	12	12	0	15	4	0	0	0	0	0	0	617
10:15	0	115	30	1	1	3	0	4	0	0	0	0	0	0	0	154
10:30	0	115	13	0	3	2	0	1	1	1	0	0	0	0	0	136
10:45	0	86	22	0	4	2	0	0	0	0	0	0	0	0	0	114
11:00	0	112	20	1	2	4	0	0	0	0	0	0	0	0	0	139
Hour Totals	0	428	85	2	10	11	0	5	1	1	0	0	0	0	0	543
11:15	0	113	17	1	2	3	0	8	0	0	0	0	0	0	0	144
11:30	0	98	22	0	1	1	0	1	0	0	0	0	0	0	0	123
11:45	0	119	30	1	4	3	0	2	2	0	0	0	0	0	0	161
12:00	0	102	16	0	1	2	0	3	0	0	0	0	0	0	0	124
Hour Totals	0	432	85	2	8	9	0	14	2	0	0	0	0	0	0	552
12:15	0	85	17	0	4	0	0	1	1	0	0	0	0	0	0	108
12:30	0	106	21	1	3	1	2	7	0	1	0	0	0	0	1	143
12:45	0	107	19	0	3	0	0	2	0	0	0	0	0	0	0	131

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Data File : D1011001.PRN  
 Station : 00000000013  
 Identification : 00000000013

\*\*\*\*\*  
 Lanes 1-1 are Westbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	80	18	0	5	3	0	4	1	0	0	0	0	0	0	111
Hour Totals	0	378	75	1	15	4	2	14	2	1	0	0	0	0	1	493
13:15	0	100	18	0	2	1	0	1	1	0	0	0	0	0	0	123
13:30	0	73	16	0	4	2	0	1	1	1	0	0	0	0	0	98
13:45	0	81	19	0	3	3	0	4	0	0	0	0	0	0	0	110
14:00	0	86	15	0	2	4	0	2	0	0	0	0	0	0	0	109
Hour Totals	0	340	68	0	11	10	0	8	2	1	0	0	0	0	0	440
14:15	0	87	19	0	5	0	0	1	1	0	0	0	0	0	0	113
14:30	0	99	22	1	4	2	0	0	0	0	0	0	0	0	0	128
14:45	0	110	19	0	2	1	0	1	1	0	0	0	0	0	0	134
15:00	0	98	15	4	4	1	1	3	0	0	0	0	0	0	0	126
Hour Totals	0	394	75	5	15	4	1	5	2	0	0	0	0	0	0	501
15:15	0	112	16	3	3	2	1	0	0	0	0	0	0	0	0	137
15:30	0	105	30	2	2	1	0	2	1	0	0	0	0	0	0	143
15:45	0	118	22	1	0	2	1	5	2	0	0	0	0	0	0	151
16:00	0	98	24	1	2	3	1	4	1	0	0	0	0	0	0	134
Hour Totals	0	433	92	7	7	8	3	11	4	0	0	0	0	0	0	565
16:15	0	104	20	1	0	2	1	0	0	0	0	0	0	0	0	128
16:30	0	105	20	0	2	0	0	1	2	0	0	0	0	0	0	130
16:45	0	88	21	2	3	0	0	0	3	0	0	0	0	0	1	118
17:00	0	99	19	1	2	0	0	0	0	0	0	0	0	0	0	121
Hour Totals	0	396	80	4	7	2	1	1	5	0	0	0	0	0	1	497
17:15	0	87	14	0	0	0	0	0	0	0	0	0	0	0	0	101
17:30	0	109	12	0	2	0	0	2	0	0	0	0	0	0	0	125
17:45	0	92	20	0	0	1	0	0	0	0	0	0	0	0	0	113
18:00	0	111	17	0	1	0	0	0	0	0	0	0	0	0	0	129
Hour Totals	0	399	63	0	3	1	0	2	0	0	0	0	0	0	0	468
18:15	0	76	11	0	2	0	0	0	0	0	0	0	0	0	0	89
18:30	1	90	9	0	1	2	0	2	0	1	0	0	0	0	0	106
18:45	0	87	10	0	3	1	0	0	1	0	0	0	0	0	0	102
19:00	0	80	19	0	3	0	0	0	0	0	0	0	0	0	0	102
Hour Totals	1	333	49	0	9	3	0	2	1	1	0	0	0	0	0	399

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Data File : D1011001.PRM  
 Station : 00000000013  
 Identification : 00000000013

\*\*\*\*\*  
 Lanes 1-1 are Westbound  
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Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	73	13	0	1	0	0	0	0	0	0	0	0	0	0	87
19:30	0	70	7	0	2	0	0	0	1	0	0	0	0	0	0	80
19:45	0	67	10	0	1	0	0	0	0	0	0	0	0	0	0	78
20:00	0	53	9	0	0	0	0	1	1	0	0	0	0	0	0	64
Hour Totals	0	263	39	0	4	0	0	1	2	0	0	0	0	0	0	309
20:15	0	57	7	0	0	0	0	2	1	0	0	0	0	0	0	67
20:30	0	43	4	0	0	0	0	0	0	0	0	0	0	0	0	47
20:45	0	46	7	0	0	0	0	1	0	0	0	0	0	0	0	54
21:00	0	35	6	0	0	0	0	0	1	0	0	0	0	0	1	43
Hour Totals	0	181	24	0	0	0	0	3	2	0	0	0	0	0	1	211
21:15	0	30	4	0	1	0	0	0	1	0	0	0	0	0	0	36
21:30	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
21:45	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	34
22:00	0	22	1	0	0	0	0	0	0	1	0	0	0	0	0	24
Hour Totals	0	107	9	0	1	0	0	0	1	1	0	0	0	0	0	119
22:15	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
22:30	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
22:45	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Totals	0	78	11	0	0	0	0	0	0	0	0	0	0	0	0	89
23:15	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
23:30	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
23:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
24:00	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	54	10	0	0	0	0	0	0	0	0	0	0	0	0	64
Grand Totals	2	6633	1300	44	147	80	7	110	43	5	0	0	0	0	5	8376
Percentages	0.0	79.2	15.5	0.5	1.8	1.0	0.1	1.3	0.5	0.1	0.0	0.0	0.0	0.0	0.1	

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Data File : D1005006.PRN  
 Station : 000000000017  
 Identification : 000000000017 Interval : 15 minutes  
 Start date : Oct 5, 99 Start time : 00:00  
 Stop date : Oct 5, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

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Lanes 1-1 are Eastbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	26	2	0	0	2	0	0	0	0	0	0	0	0	0	30
00:30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
00:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	59	6	0	0	2	0	0	0	0	0	0	0	0	0	67
01:15	0	7	1	0	0	0	0	0	0	1	0	0	0	0	0	9
01:30	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
01:45	0	11	0	0	2	0	0	0	0	0	0	0	0	0	0	13
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	38	4	0	2	0	0	0	0	1	0	0	0	0	0	45
02:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
02:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	23	2	0	1	0	0	0	1	0	0	0	0	0	0	27
03:15	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
03:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	17	3	0	0	1	0	0	1	0	0	0	0	0	0	22
04:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
05:00	0	11	4	0	2	0	0	0	0	0	0	0	0	0	0	17
Hour Totals	0	33	9	0	2	0	0	0	0	0	0	0	0	0	0	44
05:15	0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	7
05:30	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
05:45	0	22	4	0	0	0	0	0	0	0	0	0	1	0	0	27
06:00	0	12	5	0	0	0	0	1	0	0	0	0	0	0	0	18
Hour Totals	0	52	14	0	1	1	0	1	0	0	0	0	1	0	0	70

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Data File : D1005006.PRN  
 Station : 00000000017  
 Identification : 00000000017

\*\*\*\*\*  
 Lanes 1-1 are Eastbound  
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Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	20	5	0	1	0	0	0	0	0	0	0	0	0	1	27
06:30	0	29	9	0	2	0	0	1	2	0	0	0	0	0	0	43
06:45	0	39	12	2	3	0	0	4	0	0	0	0	0	0	0	60
07:00	1	48	8	4	1	2	0	0	0	0	0	0	0	0	0	64
Hour Totals	1	136	34	6	7	2	0	5	2	0	0	0	0	0	1	194
07:15	0	44	9	0	0	3	0	0	0	0	0	0	0	0	0	56
07:30	0	67	9	1	1	1	1	1	0	0	0	0	0	0	0	81
07:45	0	72	22	0	1	4	0	4	1	0	0	0	0	0	0	104
08:00	0	66	15	2	1	2	0	1	0	0	0	0	0	0	0	87
Hour Totals	0	249	55	3	3	10	1	6	1	0	0	0	0	0	0	328
08:15	0	58	23	0	2	1	2	1	0	0	0	0	0	0	0	87
08:30	0	78	18	2	3	1	0	0	0	0	0	0	0	0	0	102
08:45	0	77	17	0	3	2	0	4	1	0	0	0	0	0	0	104
09:00	0	62	19	1	1	0	0	8	1	0	0	0	0	0	0	92
Hour Totals	0	275	77	3	9	4	2	13	2	0	0	0	0	0	0	385
09:15	0	63	12	1	3	2	1	1	2	0	0	0	0	0	1	86
09:30	0	62	25	0	3	1	0	4	1	1	0	0	2	0	0	99
09:45	0	68	19	0	5	2	1	0	0	0	0	0	0	0	0	95
10:00	0	51	21	0	3	1	0	0	0	0	0	0	0	0	0	76
Hour Totals	0	244	77	1	14	6	2	5	3	1	0	0	2	0	1	356
10:15	1	66	19	1	5	3	0	6	1	0	0	0	0	0	0	102
10:30	0	54	20	1	1	1	2	1	1	0	0	0	0	0	0	81
10:45	0	57	26	0	2	1	0	2	1	0	0	0	0	0	0	89
11:00	0	76	22	1	6	3	0	2	1	0	0	0	0	0	0	111
Hour Totals	1	253	87	3	14	8	2	11	4	0	0	0	0	0	0	383
11:15	1	68	18	0	2	2	0	3	0	0	0	0	0	0	0	94
11:30	0	90	14	0	3	2	0	4	1	0	0	0	0	0	0	114
11:45	0	96	12	0	4	2	0	1	0	0	0	0	0	0	0	115
12:00	0	92	24	0	2	3	1	1	0	0	0	0	0	0	1	124
Hour Totals	1	346	68	0	11	9	1	9	1	0	0	0	0	0	1	447
12:15	0	74	20	0	3	0	0	0	0	0	0	0	0	0	0	97
12:30	0	94	8	1	2	2	0	2	1	1	0	0	0	0	0	111
12:45	0	86	12	2	1	2	0	2	0	0	0	0	1	0	0	106

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Data File : D1005006.PRN  
 Station : 00000000017  
 Identification : 00000000017

\*\*\*\*\*  
 Lanes 1-1 are Eastbound  
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Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	88	22	0	2	2	0	1	0	0	0	0	0	0	0	115
Hour Totals	0	342	62	3	8	6	0	5	1	1	0	0	1	0	0	429
13:15	0	99	24	0	0	2	0	3	0	0	0	0	1	0	0	129
13:30	0	85	21	0	4	2	0	3	0	0	0	0	0	0	0	115
13:45	0	81	15	0	0	0	0	4	0	0	1	0	0	0	0	101
14:00	0	99	20	0	0	4	0	3	2	0	0	0	0	0	0	128
Hour Totals	0	364	80	0	4	8	0	13	2	0	1	0	1	0	0	473
14:15	1	89	23	0	0	0	0	4	1	0	0	0	0	0	0	118
14:30	0	89	14	0	0	2	1	12	0	0	0	0	0	0	0	118
14:45	0	118	21	0	0	2	0	9	0	0	0	0	0	0	0	150
15:00	0	107	18	0	1	1	0	4	0	0	0	0	0	0	0	131
Hour Totals	1	403	76	0	1	5	1	29	1	0	0	0	0	0	0	517
15:15	0	114	19	1	0	0	0	3	0	0	0	0	0	0	0	137
15:30	0	145	26	0	1	0	0	4	0	0	0	0	0	0	0	176
15:45	0	140	20	0	1	2	0	4	0	0	0	0	0	0	0	167
16:00	0	133	23	0	0	1	0	2	0	0	0	0	0	0	0	159
Hour Totals	0	532	88	1	2	3	0	13	0	0	0	0	0	0	0	639
16:15	0	145	23	0	1	3	1	2	0	2	0	0	0	0	0	177
16:30	0	129	18	0	1	2	1	4	0	0	0	0	0	0	0	155
16:45	0	172	25	0	0	2	1	5	0	0	0	0	0	0	0	205
17:00	0	188	31	0	0	4	0	5	0	0	0	0	0	0	0	228
Hour Totals	0	634	97	0	2	11	3	16	0	2	0	0	0	0	0	765
17:15	0	179	27	0	1	3	0	7	0	0	0	0	0	0	0	217
17:30	0	175	36	0	1	2	0	8	0	0	0	0	0	0	0	222
17:45	0	212	29	0	1	4	0	1	0	0	0	0	0	0	0	247
18:00	0	156	24	0	1	3	0	4	0	0	0	0	2	0	0	190
Hour Totals	0	722	116	0	4	12	0	20	0	0	0	0	2	0	0	876
18:15	0	165	25	0	0	3	0	3	0	0	0	0	0	0	0	196
18:30	0	128	25	0	4	1	0	4	0	0	0	0	0	0	2	164
18:45	0	122	20	0	1	3	0	2	0	0	0	0	0	0	0	148
19:00	0	99	15	0	0	2	0	2	0	0	0	0	0	0	0	118
Hour Totals	0	514	85	0	5	9	0	11	0	0	0	0	0	0	2	626

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Data File : D1005006.PRN  
 Station : 00000000017  
 Identification : 00000000017

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 Lanes 1-1 are Eastbound  
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Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	103	15	0	0	2	0	3	0	0	0	0	0	0	0	123
19:30	0	112	8	0	0	1	0	0	0	0	0	0	0	0	0	121
19:45	2	99	20	0	1	2	0	0	0	0	0	0	0	0	0	124
20:00	0	97	16	0	0	0	0	0	0	0	0	0	0	0	0	113
Hour Totals	2	411	59	0	1	5	0	3	0	0	0	0	0	0	0	481
20:15	0	71	16	0	1	3	0	0	0	0	0	0	0	0	0	91
20:30	1	78	8	0	2	1	0	0	0	0	0	0	0	0	0	90
20:45	0	68	7	0	2	3	0	1	1	0	0	0	0	0	0	82
21:00	0	72	6	0	0	0	0	1	0	0	0	0	0	0	0	79
Hour Totals	1	289	37	0	5	7	0	2	1	0	0	0	0	0	0	342
21:15	0	69	11	0	1	1	0	0	0	0	0	0	0	0	0	82
21:30	0	84	10	0	0	1	0	0	1	0	0	0	0	0	0	96
21:45	0	69	6	0	1	3	0	0	0	0	0	0	0	0	0	79
22:00	0	47	6	0	0	1	0	0	0	0	0	0	0	0	0	54
Hour Totals	0	269	33	0	2	6	0	0	1	0	0	0	0	0	0	311
22:15	0	59	8	0	0	0	0	1	0	0	0	0	0	0	0	68
22:30	0	47	3	0	0	2	0	0	0	0	0	0	0	0	0	52
22:45	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
23:00	0	29	5	0	0	1	0	0	0	0	0	0	0	0	0	35
Hour Totals	0	164	19	0	0	3	0	1	0	0	0	0	0	0	0	187
23:15	0	27	4	0	0	1	0	0	0	0	0	0	0	0	0	32
23:30	0	26	1	0	0	0	0	1	0	0	0	0	0	0	0	28
23:45	0	16	3	0	1	0	0	0	0	0	0	0	0	0	0	20
24:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Totals	0	86	11	0	1	1	0	1	0	0	0	0	0	0	0	100
Grand Totals	7	6455	1199	20	99	119	12	164	21	5	1	0	7	0	5	8114
Percentages	0.1	79.6	14.8	0.2	1.2	1.5	0.1	2.0	0.3	0.1	0.0	0.0	0.1	0.0	0.1	

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Data File : D1006002.PRN  
 Station : 000000000017  
 Identification : 000000000017 Interval : 15 minutes  
 Start date : Oct 6, 99 Start time : 00:00  
 Stop date : Oct 6, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

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Lanes 1-1 are Eastbound

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 Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
00:30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
00:45	0	22	1	0	1	0	0	0	0	0	0	0	0	0	0	24
01:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	61	4	0	2	0	0	0	0	0	0	0	0	0	0	67
01:15	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
01:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
02:00	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	34	2	0	0	1	0	1	0	0	0	0	0	0	0	38
02:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27
03:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	8
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Hour Totals	0	16	3	0	0	1	0	0	1	0	0	0	0	0	0	21
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	3	4	0	1	0	0	0	0	0	0	0	0	0	0	8
04:45	0	8	0	0	0	0	0	0	0	1	0	0	0	0	0	9
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	20	6	0	1	0	0	0	0	1	0	0	0	0	0	28
05:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
05:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45	0	19	3	0	0	1	0	1	0	0	0	0	0	0	0	24
06:00	0	16	6	0	1	1	0	0	0	0	0	0	0	0	0	24
Hour Totals	0	50	13	0	1	2	0	1	0	0	0	0	0	0	0	67

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Data File : D1006002.PRN  
 Station : 00000000017  
 Identification : 00000000017

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 Lanes 1-1 are Eastbound  
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Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	22	7	0	0	1	0	0	0	0	0	0	0	0	0	30
06:30	0	33	6	0	1	0	1	0	0	0	0	0	0	0	0	41
06:45	1	57	12	2	1	1	0	3	0	0	0	0	0	0	0	77
07:00	0	50	15	2	1	2	1	3	0	0	0	0	0	0	0	74
Hour Totals	1	162	40	4	3	4	2	6	0	0	0	0	0	0	0	222
07:15	0	48	5	0	3	1	1	0	0	1	0	0	0	0	0	59
07:30	0	73	14	0	0	1	1	0	0	0	0	0	0	0	0	89
07:45	0	80	11	0	0	3	1	5	0	0	0	0	0	0	0	100
08:00	0	89	17	0	3	3	0	1	0	1	0	0	0	0	2	116
Hour Totals	0	290	47	0	6	8	3	6	0	2	0	0	0	0	2	364
08:15	0	62	27	0	3	3	2	3	2	1	0	0	0	0	0	103
08:30	0	100	17	2	3	2	1	3	0	0	0	0	0	0	0	128
08:45	0	66	23	0	2	1	0	5	0	0	0	0	2	0	0	99
09:00	0	77	14	0	0	2	0	6	0	0	0	0	0	0	0	99
Hour Totals	0	305	81	2	8	8	3	17	2	1	0	0	2	0	0	429
09:15	0	66	16	0	0	2	0	5	1	1	0	0	0	0	0	91
09:30	2	61	6	0	0	3	1	1	0	0	0	0	0	0	0	74
09:45	0	71	15	0	0	1	1	4	1	0	0	0	1	0	0	94
10:00	0	65	9	0	0	1	0	5	0	1	0	0	1	0	0	82
Hour Totals	2	263	46	0	0	7	2	15	2	2	0	0	2	0	0	341
10:15	0	71	18	0	0	0	0	2	0	0	0	0	0	0	0	91
10:30	0	82	22	0	0	0	0	3	0	1	0	0	0	0	0	108
10:45	0	81	17	0	0	0	0	2	1	0	0	0	0	0	0	101
11:00	0	72	17	0	0	0	0	3	1	1	0	0	0	0	0	94
Hour Totals	0	306	74	0	0	0	0	10	2	2	0	0	0	0	0	394
11:15	0	85	11	0	0	1	1	4	0	0	0	0	0	0	0	102
11:30	0	104	21	0	0	1	1	1	0	0	1	0	0	0	0	129
11:45	0	79	19	0	0	0	0	2	3	0	0	0	0	0	1	104
12:00	0	85	19	0	2	0	0	5	0	0	0	0	0	0	0	111
Hour Totals	0	353	70	0	2	2	2	12	3	0	1	0	0	0	1	446
12:15	1	101	17	0	2	0	1	3	0	1	1	0	0	0	0	127
12:30	0	98	21	0	0	0	0	5	1	1	0	0	0	0	0	126
12:45	0	81	19	0	0	2	0	3	0	0	1	0	1	0	0	107

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Data File : D1006002.PRN  
 Station : 00000000017  
 Identification : 00000000017

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Lanes 1-1 are Eastbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	89	19	0	0	1	1	4	0	2	1	0	0	0	0	117
Hour Totals	1	369	76	0	2	3	2	15	1	4	3	0	1	0	0	477
13:15	0	99	18	0	1	0	0	8	0	0	0	0	1	0	0	127
13:30	0	103	15	0	1	2	2	2	0	2	0	0	0	0	0	127
13:45	0	94	18	0	0	2	1	8	0	0	0	0	1	0	2	126
14:00	0	82	17	0	0	1	0	6	0	0	0	0	2	0	0	108
Hour Totals	0	378	68	0	2	5	3	24	0	2	0	0	4	0	2	488
14:15	0	93	15	0	0	1	0	2	1	0	0	0	0	0	0	112
14:30	0	111	19	0	0	1	0	6	1	0	0	0	0	0	0	138
14:45	0	133	25	0	0	0	0	6	0	0	0	0	1	0	0	165
15:00	0	125	22	0	0	2	0	6	1	0	0	0	1	0	0	157
Hour Totals	0	462	81	0	0	4	0	20	3	0	0	0	2	0	0	572
15:15	0	124	26	0	0	1	0	4	1	0	0	0	0	0	0	156
15:30	0	133	24	0	0	0	1	6	1	0	0	0	0	0	0	165
15:45	0	147	35	0	1	2	1	11	1	0	0	0	0	0	0	198
16:00	0	124	30	0	0	0	0	4	2	0	0	0	3	0	0	163
Hour Totals	0	528	115	0	1	3	2	25	5	0	0	0	3	0	0	682
16:15	0	163	29	0	0	0	1	4	1	1	0	0	0	0	0	199
16:30	0	154	24	0	1	1	1	9	1	0	0	0	1	0	1	193
16:45	0	150	31	0	0	0	0	0	2	0	0	0	1	0	0	184
17:00	0	173	34	0	1	3	1	2	2	0	0	0	0	0	0	216
Hour Totals	0	640	118	0	2	4	3	15	6	1	0	0	2	0	1	792
17:15	0	183	33	0	2	1	0	4	1	2	0	0	0	0	0	226
17:30	0	208	39	0	2	2	0	1	0	0	0	0	0	0	0	252
17:45	1	205	29	0	0	0	0	7	0	0	0	0	0	0	0	242
18:00	0	169	27	0	3	4	0	3	0	0	0	0	0	0	0	206
Hour Totals	1	765	128	0	7	7	0	15	1	2	0	0	0	0	0	926
18:15	0	149	23	0	2	0	1	3	0	1	0	0	0	0	0	179
18:30	0	147	26	0	1	3	0	4	0	0	0	0	0	0	0	181
18:45	0	145	20	0	1	1	0	2	0	0	0	0	0	0	0	169
19:00	0	104	24	0	1	1	0	4	0	0	0	0	1	0	0	135
Hour Totals	0	545	93	0	5	5	1	13	0	1	0	0	1	0	0	664

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Data File : D1006002.PRN  
 Station : 00000000017  
 Identification : 00000000017

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 Lanes 1-1 are Eastbound  
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Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	81	9	0	0	1	0	4	0	0	0	0	0	0	0	95
19:30	0	85	13	0	0	0	0	1	1	0	0	0	0	0	0	100
19:45	0	92	6	0	0	0	0	2	0	0	0	0	0	0	0	100
20:00	0	88	10	0	1	0	0	4	0	0	0	0	1	0	0	104
Hour Totals	0	346	38	0	1	1	0	11	1	0	0	0	1	0	0	399
20:15	0	75	9	0	0	1	0	5	0	0	0	0	0	0	0	90
20:30	0	79	4	0	1	2	1	1	0	0	0	0	0	0	1	89
20:45	0	76	12	0	0	2	0	0	0	0	0	0	0	0	0	90
21:00	0	88	10	0	0	0	0	1	1	0	0	0	0	0	0	100
Hour Totals	0	318	35	0	1	5	1	7	1	0	0	0	0	0	1	369
21:15	0	71	11	0	1	0	0	1	0	0	0	0	0	0	0	84
21:30	0	88	10	0	0	1	0	1	0	0	0	0	0	0	0	100
21:45	0	72	6	0	0	1	0	1	0	0	0	0	0	0	0	80
22:00	0	59	2	0	0	0	0	0	0	0	0	0	1	0	0	62
Hour Totals	0	290	29	0	1	2	0	3	0	0	0	0	1	0	0	326
22:15	0	66	11	0	0	0	0	2	0	0	0	0	0	0	0	79
22:30	0	50	5	0	0	1	0	0	0	0	0	0	0	0	0	56
22:45	0	38	7	0	1	0	0	0	0	0	0	0	0	0	0	46
23:00	0	34	5	0	0	2	0	0	0	0	0	0	0	0	0	41
Hour Totals	0	188	28	0	1	3	0	2	0	0	0	0	0	0	0	222
23:15	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
23:30	0	28	2	0	0	1	0	0	0	0	0	0	0	0	0	31
23:45	0	33	4	0	0	0	0	0	0	0	0	0	0	0	0	37
24:00	0	20	0	0	0	1	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	107	10	0	0	2	0	0	0	0	0	0	0	0	0	119
Grand Totals	5	6822	1206	6	46	77	24	218	28	18	4	0	19	0	7	8480
Percentages	0.1	80.4	14.2	0.1	0.5	0.9	0.3	2.6	0.3	0.2	0.0	0.0	0.2	0.0	0.1	

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Data File : D1007002.PRN  
 Station : 000000000017  
 Identification : 000000000017 Interval : 15 minutes  
 Start date : Oct 7, 99 Start time : 00:00  
 Stop date : Oct 7, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

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Lanes 1-1 are Eastbound

Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
00:30	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
00:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	13	1	0	0	1	0	0	0	0	0	0	0	0	0	15
Hour Totals	0	52	6	0	0	1	0	0	0	0	0	0	0	0	0	59
01:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
01:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Totals	0	25	2	0	1	0	0	0	0	0	0	0	0	0	0	28
02:15	0	11	0	0	0	0	0	1	0	0	0	0	0	0	0	12
02:30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
02:45	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	27	1	0	1	0	0	2	0	0	0	0	0	0	0	31
03:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
03:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	24	4	0	0	1	0	0	0	0	0	0	0	0	0	29
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	4	2	0	0	0	0	0	0	1	0	0	0	0	0	7
Hour Totals	0	12	7	1	0	0	0	0	0	1	0	0	0	0	0	21
05:15	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	10
05:30	0	11	3	0	0	1	0	0	0	0	0	0	0	0	0	15
05:45	0	14	2	0	1	1	0	0	0	0	0	0	0	0	0	18
06:00	0	10	5	0	0	1	0	0	1	0	0	0	0	0	0	17
Hour Totals	0	44	10	0	1	3	0	1	1	0	0	0	0	0	0	60

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Data File : D1007002.PRN  
 Station : 00000000017  
 Identification : 00000000017

\*\*\*\*\*  
 Lanes 1-1 are Eastbound  
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Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
06:30	0	28	5	0	1	2	0	1	0	0	0	0	0	0	0	37
06:45	0	52	15	2	1	1	0	7	0	0	0	0	0	0	0	78
07:00	0	49	11	1	1	2	1	0	0	0	0	0	0	0	0	65
Hour Totals	0	146	36	3	4	5	1	8	0	0	0	0	0	0	0	203
07:15	0	50	7	1	1	2	0	0	1	0	0	0	0	0	1	63
07:30	0	61	11	0	0	3	0	0	0	0	0	0	0	0	0	75
07:45	0	93	14	0	1	1	0	3	0	0	0	0	0	0	0	112
08:00	0	88	14	1	0	3	1	1	1	0	0	0	0	0	0	109
Hour Totals	0	292	46	2	2	9	1	4	2	0	0	0	0	0	1	359
08:15	0	63	24	2	2	3	2	1	0	1	0	0	0	0	0	98
08:30	0	100	19	1	0	0	0	3	0	2	0	0	0	0	0	125
08:45	0	77	15	0	1	2	1	6	1	0	0	0	0	0	0	103
09:00	0	70	19	0	0	0	0	9	0	0	0	0	0	0	0	98
Hour Totals	0	310	77	3	3	5	3	19	1	3	0	0	0	0	0	424
09:15	0	74	12	0	0	0	0	4	1	1	0	0	0	0	0	92
09:30	1	56	16	0	0	4	0	6	1	0	0	0	0	0	2	86
09:45	0	61	18	0	0	0	2	1	1	0	0	0	1	0	0	84
10:00	0	58	20	0	0	1	0	3	0	0	0	0	0	0	0	82
Hour Totals	1	249	66	0	0	5	2	14	3	1	0	0	1	0	2	344
10:15	0	65	12	0	0	1	0	10	0	0	0	0	0	0	0	88
10:30	0	85	19	0	0	0	0	2	0	0	0	0	2	0	0	108
10:45	0	67	19	0	2	0	1	9	1	0	0	0	1	0	0	100
11:00	0	77	18	0	0	1	1	1	0	0	0	0	0	0	0	98
Hour Totals	0	294	68	0	2	2	2	22	1	0	0	0	3	0	0	394
11:15	0	77	11	0	2	0	0	4	0	0	0	0	1	0	0	95
11:30	0	88	16	0	0	1	0	3	0	0	1	0	0	0	1	110
11:45	0	91	19	0	0	1	1	2	0	0	0	0	0	0	0	114
12:00	0	87	14	0	0	0	0	1	1	0	0	0	0	0	0	103
Hour Totals	0	343	60	0	2	2	1	10	1	0	1	0	1	0	1	422
12:15	0	85	19	0	1	3	0	3	1	0	0	0	1	0	0	113
12:30	1	93	16	0	1	0	1	6	0	0	0	0	1	0	0	119
12:45	0	102	26	0	1	1	1	4	0	0	0	0	2	0	0	137

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Data File : D1007002.PRM  
 Station : 00000000017  
 Identification : 00000000017

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 Lanes 1-1 are Eastbound  
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Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	84	18	0	1	0	0	5	0	1	0	0	0	0	0	109
Hour Totals	1	364	79	0	4	4	2	18	1	1	0	0	4	0	0	478
13:15	0	98	18	0	1	1	0	2	0	0	0	0	0	0	0	120
13:30	0	87	20	0	0	0	0	6	1	0	0	0	0	0	0	114
13:45	0	102	28	0	0	0	2	5	1	0	0	0	0	0	0	138
14:00	0	109	22	0	0	1	1	3	1	0	0	1	1	0	0	139
Hour Totals	0	396	88	0	1	2	3	16	3	0	0	1	1	0	0	511
14:15	0	93	25	0	1	0	1	5	0	1	0	0	1	0	0	127
14:30	0	121	19	0	0	2	0	6	0	0	0	0	1	0	0	149
14:45	0	112	18	0	0	0	0	5	2	0	0	0	0	0	0	137
15:00	1	120	20	0	0	1	1	3	0	0	0	0	0	0	0	146
Hour Totals	1	446	82	0	1	3	2	19	2	1	0	0	2	0	0	559
15:15	0	134	18	0	0	1	2	10	2	1	0	0	0	0	0	168
15:30	0	166	26	0	1	0	0	3	0	0	0	0	1	0	0	197
15:45	0	139	35	0	1	0	0	4	0	0	0	0	1	0	0	180
16:00	0	142	30	0	1	0	0	5	0	0	0	0	0	0	0	178
Hour Totals	0	581	109	0	3	1	2	22	2	1	0	0	2	0	0	723
16:15	0	138	21	0	1	1	1	6	1	0	0	0	0	0	0	169
16:30	0	151	28	0	2	2	1	3	1	0	0	0	0	0	0	188
16:45	0	152	28	0	1	0	2	7	1	0	0	0	1	0	0	192
17:00	0	171	31	0	0	1	3	4	2	0	0	0	1	0	1	214
Hour Totals	0	612	108	0	4	4	7	20	5	0	0	0	2	0	1	763
17:15	0	199	44	0	0	1	0	4	2	1	0	0	0	0	0	251
17:30	0	212	29	0	2	0	0	3	0	0	0	0	0	0	0	246
17:45	0	183	37	0	0	0	0	5	0	0	0	0	0	0	0	225
18:00	0	185	41	0	2	0	1	2	0	0	0	0	0	0	0	231
Hour Totals	0	779	151	0	4	1	1	14	2	1	0	0	0	0	0	953
18:15	0	161	25	0	2	2	0	3	0	1	1	0	0	0	0	195
18:30	0	123	28	0	0	0	1	6	0	0	0	0	0	0	0	158
18:45	0	132	21	0	0	0	2	3	0	0	0	0	0	0	0	158
19:00	1	109	19	0	0	0	0	3	0	0	0	0	0	0	0	132
Hour Totals	1	525	93	0	2	2	3	15	0	1	1	0	0	0	0	643

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Data File : D1007002.PRN  
 Station : 00000000017  
 Identification : 00000000017

\*\*\*\*\*  
 Lanes 1-1 are Eastbound  
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Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	85	11	0	0	1	2	5	0	0	0	0	0	0	0	104
19:30	0	130	14	0	0	0	1	5	0	0	0	0	0	0	0	150
19:45	0	94	14	0	0	0	2	6	0	0	0	0	1	0	0	117
20:00	0	91	16	0	0	0	0	3	0	0	0	0	0	0	0	110
Hour Totals	0	400	55	0	0	1	5	19	0	0	0	0	1	0	0	481
20:15	0	89	14	0	0	3	0	3	0	0	0	0	0	0	0	109
20:30	0	74	12	0	0	1	0	1	0	0	0	0	0	0	0	88
20:45	0	73	9	0	0	0	0	2	0	0	0	0	0	0	1	85
21:00	0	77	11	0	1	1	0	4	0	0	0	0	0	0	0	94
Hour Totals	0	313	46	0	1	5	0	10	0	0	0	0	0	0	1	376
21:15	0	72	13	0	1	0	0	1	0	0	0	0	0	0	0	87
21:30	0	76	7	0	0	3	0	0	0	0	0	0	0	0	0	86
21:45	0	60	6	0	0	1	0	0	0	0	0	0	0	0	0	67
22:00	0	80	7	0	1	2	0	1	0	0	0	0	0	0	0	91
Hour Totals	0	288	33	0	2	6	0	2	0	0	0	0	0	0	0	331
22:15	0	63	12	0	1	0	0	1	0	0	0	0	0	0	0	77
22:30	0	39	6	0	0	1	0	0	0	0	0	0	0	0	0	46
22:45	0	47	6	0	0	1	0	1	0	0	0	0	0	0	0	55
23:00	0	39	2	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Totals	0	188	26	0	1	2	0	2	0	0	0	0	0	0	0	219
23:15	0	34	1	0	1	0	0	0	0	0	0	0	0	0	0	36
23:30	0	30	6	0	0	0	0	2	0	1	0	0	0	0	0	39
23:45	0	26	3	0	0	1	0	0	0	0	0	0	0	0	0	30
24:00	0	18	6	0	0	0	0	1	0	0	0	0	0	0	0	25
Hour Totals	0	108	16	0	1	1	0	3	0	1	0	0	0	0	0	130
Grand Totals	4	6818	1269	9	40	65	35	240	24	11	2	1	17	0	6	8541
Percentages	0.0	79.8	14.9	0.1	0.5	0.8	0.4	2.8	0.3	0.1	0.0	0.0	0.2	0.0	0.1	

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Data File : D1008002.PRM  
 Station : 00000000017  
 Identification : 00000000017 Interval : 15 minutes  
 Start date : Oct 8, 99 Start time : 00:00  
 Stop date : Oct 8, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

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Lanes 1-1 are Eastbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
00:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
00:45	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
01:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Totals	0	65	8	0	0	0	0	0	0	0	0	0	0	0	0	73
01:15	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	10
01:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
01:45	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	36	4	0	0	1	0	1	0	0	0	0	0	0	0	42
02:15	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	26	4	0	1	0	0	0	0	0	0	0	0	0	0	31
03:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	4	2	0	3	0	0	0	0	0	0	0	0	0	0	9
05:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Totals	0	19	4	0	3	0	0	0	0	0	0	0	0	0	0	26
05:15	0	10	2	0	0	0	0	1	0	0	0	0	0	0	0	13
05:30	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
05:45	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
06:00	0	15	5	1	0	1	0	0	0	0	0	0	0	0	0	22
Hour Totals	0	53	14	1	0	1	0	1	0	0	0	0	0	0	0	70

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Data File : D1008002.PRN  
 Station : 00000000017  
 Identification : 00000000017

\*\*\*\*\*  
 Lanes 1-1 are Eastbound  
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Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	22
06:30	0	26	10	0	1	2	1	1	0	0	0	0	1	0	0	42
06:45	0	47	16	1	2	0	0	2	0	0	0	0	0	0	0	68
07:00	0	50	13	2	4	1	0	0	1	1	0	0	0	0	0	72
Hour Totals	0	144	39	4	7	3	1	3	1	1	0	0	1	0	0	204
07:15	0	44	13	0	1	3	0	2	0	1	0	0	0	0	0	64
07:30	0	56	12	1	1	1	0	0	1	1	0	0	0	0	1	74
07:45	0	73	9	0	1	0	0	1	1	0	0	0	0	0	0	85
08:00	0	84	18	0	3	0	0	2	1	0	0	0	0	0	0	108
Hour Totals	0	257	52	1	6	4	0	5	3	2	0	0	0	0	1	331
08:15	0	77	18	0	1	3	0	4	1	0	0	0	0	0	0	104
08:30	0	91	19	1	3	1	2	5	0	1	0	0	0	0	0	123
08:45	0	71	28	0	2	2	1	5	1	0	0	0	0	0	0	110
09:00	0	76	23	0	0	1	1	4	0	2	0	0	0	0	2	109
Hour Totals	0	315	88	1	6	7	4	18	2	3	0	0	0	0	2	446
09:15	0	76	16	0	1	0	1	1	1	0	0	0	1	0	0	97
09:30	1	83	11	0	2	1	0	2	0	0	0	0	0	0	0	100
09:45	0	61	26	0	2	0	0	1	0	1	0	0	0	0	0	91
10:00	0	94	18	0	0	1	0	6	2	0	1	0	1	0	0	123
Hour Totals	1	314	71	0	5	2	1	10	3	1	1	0	2	0	0	411
10:15	0	74	30	0	0	0	0	2	0	0	0	0	0	0	0	106
10:30	0	67	18	0	0	0	1	5	1	0	0	0	1	0	0	93
10:45	0	77	12	0	0	0	1	2	0	0	0	0	0	0	0	92
11:00	0	103	11	0	0	3	1	8	1	1	0	0	0	0	0	128
Hour Totals	0	321	71	0	0	3	3	17	2	1	0	0	1	0	0	419
11:15	0	77	17	0	1	0	0	3	0	0	0	0	0	0	0	98
11:30	0	104	18	0	0	1	0	6	0	0	1	0	0	0	0	130
11:45	0	86	19	0	1	0	1	3	0	0	0	0	0	0	0	110
12:00	0	89	22	0	0	0	0	6	0	1	0	0	0	0	1	119
Hour Totals	0	356	76	0	2	1	1	18	0	1	1	0	0	0	1	457
12:15	1	93	13	0	0	1	1	6	0	0	0	0	0	0	0	115
12:30	0	90	21	0	0	0	2	7	1	1	0	0	0	0	0	122
12:45	0	78	21	0	1	3	1	2	0	0	0	0	0	0	0	106

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Data File : D1008002.PRN  
 Station : 00000000017  
 Identification : 00000000017

\*\*\*\*\*  
 Lanes 1-1 are Eastbound  
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Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	98	20	0	0	0	0	1	1	0	0	0	1	0	0	121
Hour Totals	1	359	75	0	1	4	4	16	2	1	0	0	1	0	0	464
13:15	0	96	19	0	0	0	1	4	0	1	0	0	0	0	0	121
13:30	0	100	21	0	0	1	1	4	2	0	0	0	0	0	0	129
13:45	0	110	21	0	1	0	0	0	0	0	1	0	0	0	0	133
14:00	0	99	22	0	0	0	1	5	0	0	0	0	0	0	0	127
Hour Totals	0	405	83	0	1	1	3	13	2	1	1	0	0	0	0	510
14:15	0	103	30	0	0	2	0	5	1	0	0	0	0	0	1	142
14:30	0	123	15	0	0	4	0	8	0	1	0	0	0	0	0	151
14:45	0	142	24	0	1	1	1	7	1	1	0	0	1	0	0	179
15:00	0	141	33	0	2	1	0	2	0	0	0	0	0	0	0	179
Hour Totals	0	509	102	0	3	8	1	22	2	2	0	0	1	0	1	651
15:15	0	145	38	0	1	2	0	4	2	2	0	0	0	0	0	194
15:30	0	153	26	0	0	3	1	3	0	0	0	0	1	0	0	187
15:45	0	140	29	0	0	2	3	9	0	0	0	0	0	0	0	183
16:00	1	161	21	0	1	0	1	4	2	1	0	0	1	0	0	193
Hour Totals	1	599	114	0	2	7	5	20	4	3	0	0	2	0	0	757
16:15	0	156	26	0	1	1	1	3	1	0	0	0	1	0	0	190
16:30	0	176	20	0	2	3	0	3	1	0	0	0	3	0	0	208
16:45	0	164	28	0	0	1	1	6	2	0	0	0	0	0	0	202
17:00	0	177	31	0	1	1	0	9	0	0	0	0	0	0	0	219
Hour Totals	0	673	105	0	4	6	2	21	4	0	0	0	4	0	0	819
17:15	0	172	35	0	1	2	1	3	0	0	0	0	0	0	1	215
17:30	0	187	39	0	1	0	2	6	0	0	1	0	0	0	0	236
17:45	0	182	29	0	0	3	0	7	0	0	0	0	3	0	0	224
18:00	0	178	24	0	1	0	0	4	0	0	0	0	0	0	0	207
Hour Totals	0	719	127	0	3	5	3	20	0	0	1	0	3	0	1	882
18:15	1	135	24	0	1	1	1	6	0	0	0	0	0	0	0	169
18:30	0	143	24	0	1	3	0	2	0	0	0	0	0	0	0	173
18:45	0	112	19	0	0	2	0	4	0	0	0	0	0	0	1	138
19:00	0	124	19	0	3	1	0	2	0	0	0	0	0	0	0	149
Hour Totals	1	514	86	0	5	7	1	14	0	0	0	0	0	0	1	629

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Data File : D1008002.PRN  
 Station : 00000000017  
 Identification : 00000000017

\*\*\*\*\*  
 Lanes 1-1 are Eastbound  
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Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	123	14	0	0	2	0	2	0	0	0	0	0	0	0	141
19:30	0	128	16	0	0	2	0	4	0	0	0	0	0	0	0	150
19:45	0	76	21	0	1	0	1	1	0	0	0	0	0	0	0	100
20:00	0	109	16	0	0	2	0	0	0	0	0	0	1	0	0	128
Hour Totals	0	436	67	0	1	6	1	7	0	0	0	0	1	0	0	519
20:15	0	96	12	0	1	1	0	1	0	0	0	0	0	0	0	111
20:30	0	85	18	0	1	0	0	0	0	0	0	0	0	0	0	104
20:45	0	102	20	1	1	1	0	1	0	0	0	0	0	0	0	126
21:00	0	80	11	0	1	3	0	0	0	0	0	0	1	0	0	96
Hour Totals	0	363	61	1	4	5	0	2	0	0	0	0	1	0	0	437
21:15	0	87	11	0	0	2	0	1	0	0	0	0	0	0	0	101
21:30	0	80	12	0	0	1	0	2	0	0	0	0	0	0	0	95
21:45	0	69	12	0	1	0	0	0	0	0	0	0	0	0	0	82
22:00	0	70	6	0	1	1	0	1	0	0	0	0	0	0	0	79
Hour Totals	0	306	41	0	2	4	0	4	0	0	0	0	0	0	0	357
22:15	0	73	8	0	0	3	0	0	0	0	0	0	0	0	0	84
22:30	0	66	11	0	1	1	0	0	0	0	0	0	0	0	0	79
22:45	0	65	8	0	0	2	0	0	0	0	0	0	0	0	0	75
23:00	0	52	8	0	0	1	0	0	0	0	0	0	0	0	0	61
Hour Totals	0	256	35	0	1	7	0	0	0	0	0	0	0	0	0	299
23:15	0	61	5	0	0	0	0	0	0	0	0	0	0	0	0	66
23:30	0	44	7	0	0	0	0	0	0	0	0	0	0	0	0	51
23:45	0	55	2	0	0	1	0	0	0	0	0	0	0	0	0	58
24:00	0	43	5	1	0	0	0	1	0	0	0	0	0	0	0	50
Hour Totals	0	203	19	1	0	1	0	1	0	0	0	0	0	0	0	225
Grand Totals	4	7274	1348	9	57	83	30	213	25	16	4	0	17	0	7	9087
Percentages	0.0	80.0	14.8	0.1	0.6	0.9	0.3	2.3	0.3	0.2	0.0	0.0	0.2	0.0	0.1	

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Data File : D1009002.PRN  
 Station : 00000000017  
 Identification : 00000000017 Interval : 15 minutes  
 Start date : Oct 9, 99 Start time : 00:00  
 Stop date : Oct 9, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone  
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Lanes 1-1 are Eastbound

Sat - Oct 9, 99																
Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	40	6	0	1	0	0	0	0	0	0	0	0	0	0	47
00:30	0	33	4	0	0	2	0	0	0	0	0	0	0	0	0	39
00:45	0	34	3	0	0	0	0	0	0	0	0	0	0	0	0	37
01:00	0	27	4	0	0	1	0	1	0	0	0	0	0	0	0	33
Hour Totals	0	134	17	0	1	3	0	1	0	0	0	0	0	0	0	156
01:15	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
01:30	0	19	3	0	1	0	0	1	0	0	0	0	0	0	0	24
01:45	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
02:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Totals	0	79	13	0	1	0	0	1	0	0	0	0	0	0	0	94
02:15	0	21	0	0	0	2	0	0	0	0	0	0	0	0	0	23
02:30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
02:45	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
03:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Totals	0	66	2	0	0	2	0	0	0	0	0	0	0	0	0	70
03:15	0	8	0	0	0	0	0	2	0	0	0	0	0	0	0	10
03:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
03:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	34	3	0	0	0	0	2	0	0	0	0	0	0	0	39
04:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
04:30	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
04:45	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	9
05:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	25	4	0	3	0	0	1	0	0	0	0	0	0	0	33
05:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
05:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	45

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Data File : D1009002.PRN  
 Station : 00000000017  
 Identification : 00000000017

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 Lanes 1-1 are Eastbound  
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Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
06:30	0	16	5	0	0	1	0	0	0	0	0	0	0	0	0	22
06:45	0	19	7	0	0	1	0	0	0	0	0	0	0	0	0	27
07:00	0	20	4	0	1	0	0	0	0	0	0	0	0	0	0	25
Hour Totals	0	69	19	0	1	2	0	0	0	0	0	0	0	0	0	91
07:15	0	32	8	0	0	0	0	1	0	0	0	0	0	0	0	41
07:30	0	27	6	1	0	0	0	1	0	0	0	0	0	0	0	35
07:45	0	39	7	0	1	0	1	1	0	0	0	0	0	0	0	49
08:00	0	35	8	0	0	0	0	1	0	0	0	0	0	0	0	44
Hour Totals	0	133	29	1	1	0	1	4	0	0	0	0	0	0	0	169
08:15	0	34	6	0	1	0	1	1	0	0	0	0	0	0	1	44
08:30	0	40	7	0	2	0	1	3	0	0	0	0	2	0	0	55
08:45	1	43	11	0	0	0	0	2	0	0	0	0	0	0	0	57
09:00	0	52	9	0	1	0	0	3	0	0	0	0	0	0	0	65
Hour Totals	1	169	33	0	4	0	2	9	0	0	0	0	2	0	1	221
09:15	0	67	14	0	1	0	1	0	0	0	0	0	0	0	0	83
09:30	0	38	10	0	0	0	0	6	0	0	0	0	0	0	0	54
09:45	0	73	15	0	0	0	0	3	0	0	0	0	0	0	0	91
10:00	0	71	20	0	1	0	0	2	0	0	0	1	0	0	0	95
Hour Totals	0	249	59	0	2	0	1	11	0	0	0	1	0	0	0	323
10:15	0	66	14	0	1	0	0	2	0	1	0	0	1	0	0	85
10:30	0	82	13	0	1	0	0	0	0	0	0	0	0	0	0	96
10:45	0	81	16	0	1	1	0	0	0	0	0	0	0	0	0	99
11:00	0	96	10	0	1	0	0	2	0	0	0	0	0	0	0	109
Hour Totals	0	325	53	0	4	1	0	4	0	1	0	0	1	0	0	389
11:15	0	96	14	0	0	0	0	6	0	1	0	0	1	0	0	118
11:30	0	104	14	0	0	0	0	3	0	0	0	0	0	0	0	121
11:45	0	114	24	0	3	0	1	2	1	0	0	0	0	0	0	145
12:00	0	100	12	0	0	0	0	1	0	0	0	0	0	0	0	113
Hour Totals	0	414	64	0	3	0	1	12	1	1	0	0	1	0	0	497
12:15	0	121	15	0	0	0	0	3	1	1	0	0	1	0	0	142
12:30	0	135	25	0	0	0	0	2	0	0	0	0	1	0	0	163
12:45	0	107	17	0	2	0	0	6	2	0	0	0	0	0	0	134

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Data File : D1009002.PRN  
 Station : 00000000017  
 Identification : 00000000017

\*\*\*\*\*  
 Lanes 1-1 are Eastbound  
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Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	114	19	0	1	0	1	1	0	0	0	0	0	0	0	136
Hour Totals	0	477	76	0	3	0	1	12	3	1	0	0	2	0	0	575
13:15	0	109	17	0	0	0	0	2	0	0	0	0	0	0	0	128
13:30	0	109	16	1	1	0	0	1	0	0	0	0	0	0	2	130
13:45	0	129	21	0	0	0	0	3	0	0	0	0	0	0	0	153
14:00	0	126	34	0	1	0	1	5	0	0	0	0	0	0	0	167
Hour Totals	0	473	88	1	2	0	1	11	0	0	0	0	0	0	2	578
14:15	0	112	21	0	0	0	0	0	0	0	0	0	0	0	0	133
14:30	0	117	16	0	1	0	0	0	0	0	0	0	0	0	0	134
14:45	1	114	15	0	0	0	0	2	1	0	0	0	0	0	0	133
15:00	0	126	14	1	0	0	0	3	0	0	0	0	0	0	0	144
Hour Totals	1	469	66	1	1	0	0	5	1	0	0	0	0	0	0	544
15:15	0	98	16	0	1	0	0	2	0	0	0	0	0	0	0	117
15:30	0	123	15	0	0	0	0	1	0	0	0	0	0	0	0	139
15:45	0	124	18	0	1	1	0	2	0	0	0	0	0	0	0	146
16:00	0	106	27	0	0	0	0	2	0	0	0	0	0	0	1	136
Hour Totals	0	451	76	0	2	1	0	7	0	0	0	0	0	0	1	538
16:15	0	135	21	0	0	0	0	1	0	0	0	0	0	0	0	157
16:30	0	133	20	0	0	0	0	2	0	0	0	0	0	0	0	155
16:45	0	123	13	0	0	0	0	2	0	0	0	0	0	0	0	138
17:00	0	120	20	0	0	0	0	1	0	0	0	0	0	0	0	141
Hour Totals	0	511	74	0	0	0	0	6	0	0	0	0	0	0	0	591
17:15	0	127	16	0	0	1	0	3	0	0	0	0	0	0	0	147
17:30	0	132	21	0	0	0	0	0	0	0	0	0	0	0	0	153
17:45	0	114	10	0	0	0	0	1	0	0	0	0	0	0	0	125
18:00	0	119	18	0	1	0	1	0	0	0	0	0	0	0	0	139
Hour Totals	0	492	65	0	1	1	1	4	0	0	0	0	0	0	0	564
18:15	0	112	15	0	0	0	0	0	0	0	0	0	0	0	0	127
18:30	0	129	14	0	0	0	0	2	0	0	0	0	0	0	0	145
18:45	0	118	15	0	1	0	1	0	0	0	0	0	0	0	0	135
19:00	0	89	22	0	0	0	0	2	0	0	0	0	0	0	0	113
Hour Totals	0	448	66	0	1	0	1	4	0	0	0	0	0	0	0	520

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Data File : D1009002.PRN  
 Station : 00000000017  
 Identification : 00000000017

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 Lanes 1-1 are Eastbound  
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Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	91	15	0	0	0	1	2	0	1	0	0	0	0	0	110
19:30	0	123	15	0	0	0	1	5	0	0	0	0	0	0	0	144
19:45	0	106	16	0	0	2	0	2	0	0	0	0	0	0	0	126
20:00	0	103	12	0	0	2	0	2	0	0	0	0	0	0	0	119
Hour Totals	0	423	58	0	0	4	2	11	0	1	0	0	0	0	0	499
20:15	0	80	8	0	0	0	0	0	0	0	0	0	0	0	0	88
20:30	0	81	15	0	0	1	1	0	0	0	0	0	0	0	0	98
20:45	0	96	9	0	0	0	0	1	0	0	0	0	0	0	0	106
21:00	0	75	13	0	0	1	0	1	0	0	0	0	0	0	0	90
Hour Totals	0	332	45	0	0	2	1	2	0	0	0	0	0	0	0	382
21:15	0	100	13	0	0	2	0	1	0	0	0	0	0	0	0	116
21:30	0	91	10	0	0	0	0	1	0	0	0	0	0	0	0	102
21:45	0	73	10	0	0	2	0	0	0	0	0	0	0	0	0	85
22:00	0	69	5	0	0	1	0	2	0	0	0	0	0	0	0	77
Hour Totals	0	333	38	0	0	5	0	4	0	0	0	0	0	0	0	380
22:15	0	67	6	0	1	0	0	1	0	0	0	0	0	0	0	75
22:30	0	47	8	0	1	1	0	0	0	0	0	0	0	0	0	57
22:45	0	72	7	0	2	1	0	1	0	0	0	0	0	0	0	83
23:00	0	55	8	0	0	1	0	0	0	0	0	0	0	0	0	64
Hour Totals	0	241	29	0	4	3	0	2	0	0	0	0	0	0	0	279
23:15	0	41	3	0	1	0	0	0	0	0	0	0	0	0	0	45
23:30	0	40	13	0	0	1	0	0	0	0	0	0	0	0	0	54
23:45	0	44	4	0	1	0	0	0	0	0	0	0	0	0	0	49
24:00	0	26	2	0	1	0	0	0	0	0	0	0	0	0	0	29
Hour Totals	0	151	22	0	3	1	0	0	0	0	0	0	0	0	0	177
Grand Totals	2	6538	1004	3	37	25	12	113	5	4	0	1	6	0	4	7754
Percentages	0.0	84.3	12.9	0.0	0.5	0.3	0.2	1.5	0.1	0.1	0.0	0.0	0.1	0.0	0.1	

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Data File : D1010002.PRN  
 Station : 00000000017  
 Identification : 00000000017 Interval : 15 minutes  
 Start date : Oct 10, 99 Start time : 00:00  
 Stop date : Oct 10, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

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Lanes 1-1 are Eastbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	38	5	0	0	1	0	0	0	0	0	0	0	0	0	44
00:30	0	36	3	0	0	0	1	0	0	0	0	0	0	0	0	40
00:45	0	28	6	0	0	2	0	0	0	0	0	0	0	0	0	36
01:00	0	27	0	0	0	1	0	0	0	0	0	0	0	0	0	28
Hour Totals	0	129	14	0	0	4	1	0	0	0	0	0	0	0	0	148
01:15	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
01:30	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
01:45	0	18	2	0	0	1	0	0	0	0	0	0	0	0	0	21
02:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Totals	0	76	10	0	0	1	0	0	0	0	0	0	0	0	0	87
02:15	0	22	1	0	0	1	0	0	0	0	0	0	0	0	0	24
02:30	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
02:45	0	13	1	0	0	0	0	1	0	0	0	0	0	0	0	15
03:00	0	12	0	0	0	0	0	1	0	0	0	0	0	0	0	13
Hour Totals	0	69	3	0	0	1	0	2	0	0	0	0	0	0	0	75
03:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
04:15	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	9
04:30	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
04:45	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	9
Hour Totals	0	24	3	1	1	2	0	1	0	0	0	0	0	0	0	32
05:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45	0	8	0	1	1	0	0	0	0	0	0	0	0	0	0	10
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	30	1	1	1	0	0	0	0	0	0	0	0	0	0	33

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Data File : D1010002.PRN  
 Station : 00000000017  
 Identification : 00000000017

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 Lanes 1-1 are Eastbound  
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Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
06:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
06:45	0	8	3	0	0	0	0	1	0	0	0	0	0	0	0	12
07:00	1	12	1	0	0	0	0	0	0	0	0	0	0	0	1	15
Hour Totals	1	38	6	0	0	0	0	1	0	0	0	0	0	0	1	47
07:15	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
07:30	0	18	6	0	1	0	0	1	0	0	0	0	0	0	0	26
07:45	0	27	3	0	0	0	0	1	0	0	0	0	0	0	0	31
08:00	0	28	1	0	0	0	0	0	0	0	0	0	0	0	0	29
Hour Totals	0	88	12	0	1	0	0	2	0	0	0	0	0	0	0	103
08:15	0	24	3	0	1	0	0	0	0	0	0	0	0	0	0	28
08:30	0	32	3	0	0	0	0	0	0	0	0	0	0	0	0	35
08:45	0	31	3	0	0	1	0	0	0	0	0	0	0	0	0	35
09:00	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
Hour Totals	0	119	14	0	1	1	0	0	0	0	0	0	0	0	0	135
09:15	0	40	7	0	1	0	0	0	0	0	0	0	0	0	0	48
09:30	0	51	7	0	1	0	0	1	0	0	0	0	0	0	0	60
09:45	0	39	10	0	0	0	0	0	0	0	0	0	0	0	0	49
10:00	0	52	4	0	0	0	0	1	0	0	0	0	0	0	0	57
Hour Totals	0	182	28	0	2	0	0	2	0	0	0	0	0	0	0	214
10:15	0	61	5	0	0	0	0	0	0	0	0	0	0	0	0	66
10:30	0	67	8	0	0	0	0	0	0	0	0	0	0	0	0	75
10:45	0	83	5	0	0	0	0	0	0	0	0	0	0	0	0	88
11:00	0	86	14	0	0	0	0	2	0	0	0	0	0	0	0	102
Hour Totals	0	297	32	0	0	0	0	2	0	0	0	0	0	0	0	331
11:15	0	50	10	0	1	0	0	4	0	0	0	0	0	0	0	65
11:30	0	69	7	0	2	0	0	1	0	0	0	0	0	0	0	79
11:45	0	59	8	0	1	0	0	2	0	0	0	0	0	0	0	70
12:00	0	75	14	0	0	0	0	4	0	0	0	0	0	0	0	93
Hour Totals	0	253	39	0	4	0	0	11	0	0	0	0	0	0	0	307
12:15	0	94	10	0	0	0	0	0	0	0	0	0	0	0	0	104
12:30	0	126	14	0	0	0	0	1	0	0	0	0	0	0	0	141
12:45	0	99	13	0	0	0	0	0	0	0	0	0	0	0	0	112

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Data File : D1010002.PRN  
 Station : 00000000017  
 Identification : 00000000017

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Lanes 1-1 are Eastbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	95	10	0	0	0	0	1	0	0	0	0	0	0	0	106
Hour Totals	0	414	47	0	0	0	0	2	0	0	0	0	0	0	0	463
13:15	0	101	13	0	0	0	0	2	0	0	0	0	0	0	0	116
13:30	0	102	18	0	2	1	0	0	0	0	0	0	0	0	0	123
13:45	0	115	20	0	1	0	0	1	0	0	0	0	1	0	0	138
14:00	0	109	15	0	0	0	1	1	0	0	0	0	0	0	0	126
Hour Totals	0	427	66	0	3	1	1	4	0	0	0	0	1	0	0	503
14:15	0	97	22	0	0	0	0	1	0	0	0	0	0	0	1	121
14:30	0	104	10	0	0	0	0	3	0	0	0	0	0	0	0	117
14:45	0	101	16	0	0	1	0	3	0	0	0	0	0	0	0	121
15:00	0	95	24	0	2	0	0	1	0	0	0	0	0	0	0	122
Hour Totals	0	397	72	0	2	1	0	8	0	0	0	0	0	0	1	481
15:15	0	113	19	0	1	0	0	5	0	0	0	0	0	0	0	138
15:30	0	119	9	0	0	0	0	1	0	0	0	0	0	0	0	129
15:45	0	102	12	0	0	0	0	0	0	0	0	0	0	0	0	114
16:00	0	116	14	0	1	0	0	3	0	0	0	0	0	0	0	134
Hour Totals	0	450	54	0	2	0	0	9	0	0	0	0	0	0	0	515
16:15	0	118	17	0	0	0	0	1	0	0	0	0	0	0	0	136
16:30	0	132	14	0	0	0	0	3	0	0	0	0	0	0	0	149
16:45	0	118	13	0	0	0	0	3	0	0	0	0	0	0	0	134
17:00	0	102	12	0	0	0	0	3	0	1	0	0	0	0	0	118
Hour Totals	0	470	56	0	0	0	0	10	0	1	0	0	0	0	0	537
17:15	0	118	14	0	0	0	1	2	0	0	0	0	0	0	0	135
17:30	0	112	16	0	0	0	0	3	0	0	0	0	0	0	0	131
17:45	0	103	19	0	0	0	0	3	0	0	0	0	0	0	0	125
18:00	0	97	12	0	0	0	0	3	0	0	0	0	0	0	0	112
Hour Totals	0	430	61	0	0	0	1	11	0	0	0	0	0	0	0	503
18:15	0	110	18	0	0	0	0	1	0	0	0	0	0	0	0	129
18:30	0	102	5	0	2	0	0	2	0	0	0	0	0	0	0	111
18:45	0	112	8	0	0	1	0	3	0	0	0	0	0	0	0	124
19:00	0	81	14	0	0	2	0	3	1	0	0	0	0	0	0	101
Hour Totals	0	405	45	0	2	3	0	9	1	0	0	0	0	0	0	465

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Data File : D1010002.PRN  
 Station : 00000000017  
 Identification : 00000000017

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 Lanes 1-1 are Eastbound

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 Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	1	96	11	0	0	2	0	1	0	0	0	0	0	0	0	111
19:30	0	106	11	0	0	2	1	0	0	0	0	0	0	0	0	120
19:45	0	65	15	0	0	0	0	1	0	0	0	0	0	0	0	81
20:00	0	78	6	0	0	2	0	2	0	0	0	0	0	0	1	89
Hour Totals	1	345	43	0	0	6	1	4	0	0	0	0	0	0	1	401
20:15	0	72	15	0	0	0	0	0	0	0	0	0	0	0	0	87
20:30	0	73	10	0	0	1	0	2	0	0	0	0	0	0	0	86
20:45	0	58	6	0	2	1	0	1	0	0	0	0	0	0	0	68
21:00	0	65	7	0	0	0	0	1	0	0	0	0	0	0	0	73
Hour Totals	0	268	38	0	2	2	0	4	0	0	0	0	0	0	0	314
21:15	0	58	4	0	1	1	0	1	0	0	0	0	0	0	0	65
21:30	0	67	8	0	0	0	0	0	0	0	0	0	1	0	0	76
21:45	0	49	3	0	0	1	0	1	0	0	0	0	0	0	0	54
22:00	0	31	4	0	1	1	0	1	0	0	0	0	0	0	0	38
Hour Totals	0	205	19	0	2	3	0	3	0	0	0	0	1	0	0	233
22:15	0	45	5	0	0	0	0	0	0	0	0	0	0	0	0	50
22:30	0	36	4	0	0	1	0	0	0	0	0	0	0	0	0	41
22:45	0	104	3	0	0	0	0	1	0	0	0	0	0	0	0	108
23:00	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
Hour Totals	0	210	12	0	0	1	0	1	0	0	0	0	0	0	0	224
23:15	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
23:30	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
23:45	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
24:00	0	15	0	0	0	1	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	72	6	0	0	1	0	0	0	0	0	0	0	0	0	79
Grand Totals	2	5425	685	2	23	27	4	86	1	1	0	0	2	0	3	6261
Percentages	0.0	86.6	10.9	0.0	0.4	0.4	0.1	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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Data File : D1011002.PRN  
 Station : 00000000017  
 Identification : 00000000017 Interval : 15 minutes  
 Start date : Oct 11, 99 Start time : 00:00  
 Stop date : Oct 11, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between US19/Cobblestone

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Lanes 1-1 are Eastbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	19	2	0	0	1	0	0	0	0	0	0	0	0	0	22
00:30	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
00:45	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	10
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	52	5	0	0	2	0	0	0	0	0	0	0	0	0	59
01:15	0	11	1	0	1	1	0	0	0	0	0	0	0	0	0	14
01:30	0	8	2	0	0	1	0	0	0	0	0	0	0	0	0	11
01:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	29	5	0	1	2	0	0	0	0	0	0	0	0	0	37
02:15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
02:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	24	2	0	1	0	0	0	0	0	0	0	0	0	0	27
03:15	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	14	1	0	0	0	0	0	1	0	0	0	0	0	0	16
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	5	2	0	1	0	0	0	0	0	0	0	1	0	0	9
04:45	0	7	0	0	0	0	0	1	1	0	0	0	0	0	0	9
05:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Totals	0	28	2	0	1	0	0	1	1	0	0	0	1	0	0	34
05:15	0	10	2	0	0	2	0	0	0	0	0	0	0	0	0	14
05:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
05:45	0	12	4	0	2	1	0	0	0	0	0	0	0	0	0	19
06:00	0	10	12	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Totals	0	45	21	0	2	3	0	0	0	0	0	0	0	0	0	71

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Data File : D1011002.PRN  
 Station : 00000000017  
 Identification : 00000000017

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 Lanes 1-1 are Eastbound  
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Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	21	7	0	0	1	0	0	0	0	0	0	0	0	0	29
06:30	0	32	9	0	0	1	0	2	0	0	0	0	1	0	0	45
06:45	0	51	18	1	0	0	0	3	0	0	0	0	0	0	0	73
07:00	0	55	6	2	2	2	0	2	0	0	0	0	0	0	0	69
Hour Totals	0	159	40	3	2	4	0	7	0	0	0	0	1	0	0	216
07:15	0	46	7	0	2	0	1	3	0	0	0	0	0	0	0	59
07:30	0	67	6	0	0	3	0	1	0	0	0	0	0	0	0	77
07:45	0	82	18	0	0	0	0	1	1	0	0	1	0	0	0	103
08:00	0	86	13	0	0	4	0	1	0	0	0	0	0	0	0	104
Hour Totals	0	281	44	0	2	7	1	6	1	0	0	1	0	0	0	343
08:15	0	75	17	0	1	3	0	7	0	0	0	0	0	0	0	103
08:30	1	91	9	0	2	2	0	1	0	0	0	0	0	0	0	106
08:45	0	70	23	0	1	1	1	6	0	0	0	0	0	0	0	102
09:00	0	71	20	0	1	0	1	2	0	0	0	0	2	0	0	97
Hour Totals	1	307	69	0	5	6	2	16	0	0	0	0	2	0	0	408
09:15	1	61	20	0	0	1	1	6	0	0	0	0	0	0	0	90
09:30	0	70	16	0	2	0	0	5	0	1	0	0	0	0	0	94
09:45	0	62	17	0	2	0	2	3	0	0	0	0	1	0	0	87
10:00	0	68	15	0	1	0	1	1	1	0	0	0	0	0	0	87
Hour Totals	1	261	68	0	5	1	4	15	1	1	0	0	1	0	0	358
10:15	0	63	15	0	0	0	0	4	0	1	0	0	0	0	0	83
10:30	0	89	24	0	0	0	0	2	1	0	0	0	0	0	0	116
10:45	0	81	18	0	1	0	0	4	0	0	0	0	1	0	0	105
11:00	0	73	17	0	0	0	3	7	0	0	0	0	1	0	0	101
Hour Totals	0	306	74	0	1	0	3	17	1	1	0	0	2	0	0	405
11:15	0	83	24	0	2	1	1	3	0	0	1	0	1	0	0	116
11:30	0	99	20	0	0	1	0	3	2	1	0	0	1	0	0	127
11:45	0	89	25	0	0	0	0	5	0	0	0	0	0	0	1	120
12:00	0	123	24	0	0	0	0	6	0	0	0	0	0	0	0	153
Hour Totals	0	394	93	0	2	2	1	17	2	1	1	0	2	0	1	516
12:15	3	105	16	0	0	1	0	5	0	0	0	0	1	0	0	131
12:30	0	71	18	0	0	0	0	4	1	0	0	0	0	0	0	94
12:45	0	108	21	0	0	0	1	3	0	0	0	0	0	0	0	133

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Data File : D1011002.PRM  
 Station : 00000000017  
 Identification : 00000000017

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Lanes 1-1 are Eastbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	97	24	0	0	0	1	7	1	0	0	0	0	0	0	130
Hour Totals	3	381	79	0	0	1	2	19	2	0	0	0	1	0	0	488
13:15	0	89	18	0	1	0	2	5	0	0	0	0	0	0	0	115
13:30	0	99	24	0	0	1	1	1	0	1	0	0	0	0	0	127
13:45	0	100	20	0	2	0	0	2	1	0	0	0	0	0	0	125
14:00	0	88	16	0	1	1	0	6	0	1	0	0	0	0	0	113
Hour Totals	0	376	78	0	4	2	3	14	1	2	0	0	0	0	0	480
14:15	0	84	15	1	0	0	2	2	0	0	0	0	1	0	0	105
14:30	1	127	19	0	0	0	0	7	0	0	0	0	0	0	0	154
14:45	0	134	25	0	1	0	0	7	1	0	0	0	0	0	0	168
15:00	0	124	24	0	1	0	0	7	0	0	0	0	0	0	0	156
Hour Totals	1	469	83	1	2	0	2	23	1	0	0	0	1	0	0	583
15:15	0	142	28	0	1	0	1	6	0	0	1	0	0	0	0	179
15:30	0	130	27	0	0	0	0	3	0	0	0	0	0	0	0	160
15:45	0	139	28	0	0	0	0	3	1	0	0	0	0	0	0	171
16:00	0	162	33	0	1	1	0	2	2	0	0	0	1	0	0	202
Hour Totals	0	573	116	0	2	1	1	14	3	0	1	0	1	0	0	712
16:15	0	129	23	1	3	0	0	4	0	1	0	0	0	0	0	161
16:30	0	173	29	0	1	0	1	4	0	0	0	0	0	0	0	208
16:45	0	166	39	0	0	0	0	3	0	1	1	0	0	0	0	210
17:00	0	162	31	0	0	0	0	2	1	0	0	0	0	0	0	196
Hour Totals	0	630	122	1	4	0	1	13	1	2	1	0	0	0	0	775
17:15	0	191	42	0	3	0	0	5	0	1	0	0	0	0	1	243
17:30	0	204	43	0	0	1	0	4	1	0	0	0	0	0	0	253
17:45	0	174	26	0	0	0	0	4	0	0	0	0	0	0	0	204
18:00	0	159	35	0	1	0	0	2	1	0	0	0	0	0	0	198
Hour Totals	0	728	146	0	4	1	0	15	2	1	0	0	0	0	1	898
18:15	0	148	23	0	0	0	1	0	2	0	0	0	0	0	0	174
18:30	0	117	35	0	1	1	0	3	0	0	0	0	0	0	1	158
18:45	1	114	27	0	0	1	0	3	0	0	0	0	0	0	0	146
19:00	0	128	11	0	0	0	0	3	0	0	0	0	1	0	0	143
Hour Totals	1	507	96	0	1	2	1	9	2	0	0	0	1	0	1	621

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Data File : D1011002.PRN  
 Station : 00000000017  
 Identification : 00000000017

\*\*\*\*\*  
 Lanes 1-1 are Eastbound  
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Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	92	13	0	1	0	1	4	0	0	1	0	0	0	0	112
19:30	0	95	13	0	0	1	0	1	0	0	0	0	0	0	0	110
19:45	0	84	14	0	0	0	0	1	0	0	0	0	0	0	0	99
20:00	0	81	17	0	1	0	0	0	0	1	0	0	0	0	0	100
Hour Totals	0	352	57	0	2	1	1	6	0	1	1	0	0	0	0	421
20:15	0	84	10	0	0	1	0	0	0	0	0	0	0	0	0	95
20:30	0	75	12	0	1	0	0	1	0	0	0	0	0	0	0	89
20:45	0	72	13	0	2	0	0	4	1	0	0	0	0	0	0	92
21:00	0	72	8	0	1	1	0	0	0	0	0	0	0	0	0	82
Hour Totals	0	303	43	0	4	2	0	5	1	0	0	0	0	0	0	358
21:15	0	73	9	0	0	1	0	0	0	0	0	0	0	0	0	83
21:30	0	81	7	0	0	0	0	0	0	0	0	0	0	0	0	88
21:45	0	47	7	0	0	1	0	1	0	0	0	0	0	0	0	56
22:00	0	55	3	0	0	0	0	2	0	0	0	0	0	0	0	60
Hour Totals	0	256	26	0	0	2	0	3	0	0	0	0	0	0	0	287
22:15	0	49	7	0	0	0	0	1	0	0	0	0	0	0	0	57
22:30	0	47	4	0	1	2	0	1	0	0	0	0	0	0	0	55
22:45	0	31	3	0	1	0	0	1	0	0	0	0	0	0	0	36
23:00	0	27	4	0	0	0	0	2	0	0	0	0	1	0	0	34
Hour Totals	0	154	18	0	2	2	0	5	0	0	0	0	1	0	0	182
23:15	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	33
23:30	0	21	2	0	0	1	0	0	0	0	0	0	0	0	0	24
23:45	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
24:00	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Totals	0	98	8	0	0	1	0	0	0	0	0	0	0	0	0	107
Grand Totals	7	6727	1296	5	47	42	22	205	20	9	4	1	14	0	3	8402
Percentages	0.1	80.1	15.4	0.1	0.6	0.5	0.3	2.4	0.2	0.1	0.0	0.0	0.2	0.0	0.0	

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County Line Rd between US19/Cobblestone (Westbound)

(WESTBOUND)  
WEEKDAY  
Averages  
15 Min Hourly

County Line Rd between US19/Cobblestone (Eastbound)

(EASTBOUND)  
WEEKDAY  
Averages  
15 Min Hourly

(Non Dir  
WEEK  
Ave  
15 Min

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
15	13	11	6	3	9	28	21	8
30	9	7	9	2	5	24	15	6
45	12	7	5	10	8	20	17	8
100	5	7	8	5	12	14	22	7
115	6	6	9	10	10	16	6	8
130	6	6	7	4	5	7	9	6
145	1	5	4	4	6	12	10	4
200	3	4	4	3	8	9	10	4
215	5	6	5	5	5	7	10	5
230	3	5	4	7	7	10	1	5
245	5	5	11	3	2	7	6	5
300	4	1	4	5	2	6	7	3
315	4	8	5	8	6	7	6	6
330	7	8	4	4	5	6	9	6
345	8	6	9	6	10	7	4	8
400	8	4	9	10	7	4	6	8
415	8	8	7	9	13	7	4	9
430	10	12	14	12	8	7	7	11
445	14	18	17	12	15	12	8	15
500	25	17	19	18	25	6	13	21
515	31	33	28	22	30	13	7	29
530	32	43	42	36	36	14	13	38
545	54	65	48	48	46	33	21	52
600	72	75	70	77	81	35	5	75
615	108	113	95	103	102	52	27	104
630	118	114	127	142	136	59	37	127
645	167	181	184	149	144	69	40	161
700	158	188	176	180	189	70	34	174
715	189	185	212	209	200	62	15	199
730	216	256	255	236	224	85	41	237
745	221	222	237	247	266	97	53	239
800	240	219	234	236	224	102	60	231
815	222	205	201	228	215	105	47	214
830	188	180	188	177	168	112	54	180
845	161	179	182	195	169	125	53	179
900	178	187	167	180	189	157	72	180
915	162	152	147	158	153	145	91	154
930	152	140	157	160	165	150	98	155
945	154	141	142	188	155	142	112	156
1000	149	151	130	141	148	151	119	144
1015	154	145	138	129	148	148	108	143
1030	136	139	122	131	126	150	128	131
1045	114	125	132	123	145	147	130	128
1100	139	113	132	117	143	157	115	129
1115	144	139	106	104	154	172	123	129
1130	123	139	131	108	149	145	119	130
1145	161	106	146	107	136	150	136	131
1200	124	162	129	108	122	123	148	129
1215	108	114	116	134	108	149	119	116
1230	143	100	114	144	114	162	154	123
1245	131	123	142	128	138	126	145	132
1300	111	123	121	118	135	151	148	122
1315	123	114	127	114	132	141	132	122
1330	98	113	106	117	139	142	129	115
1345	110	110	117	105	111	154	121	111
1400	109	124	140	133	104	112	136	122

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15 22 30 19 17 21 47 44

30 20 16 15 18 20 39 40

45 10 13 24 9 19 37 36

100 7 8 9 15 13 33 28

115 14 9 13 7 10 25 26

130 11 14 9 13 14 24 20

145 7 13 8 6 8 22 21

200 5 9 8 2 10 23 20

215 12 9 6 12 11 23 24

230 3 2 4 9 5 16 23

245 8 8 9 6 9 16 15

300 4 8 8 4 6 15 13

315 5 7 5 9 10 10 7

330 3 6 8 6 5 13 8

345 4 5 4 6 8 8 13

400 4 4 4 8 5 8 3

415 5 6 5 3 4 9 9

430 9 8 8 6 2 6 10

445 9 13 9 5 9 9 4

500 11 17 6 7 11 9 9

515 14 7 11 10 13 6 10

530 16 18 8 15 13 16 7

545 19 27 24 18 22 14 10

600 22 18 24 17 22 9 6

615 29 27 30 23 22 17 7

630 45 43 41 37 42 22 13

645 73 60 77 78 68 27 12

700 69 64 74 65 72 25 15

715 59 56 59 63 64 41 17

730 77 81 89 75 74 35 28

745 103 104 100 112 85 49 31

800 104 87 116 109 108 44 29

815 103 87 103 98 104 44 29

830 106 102 128 125 123 55 35

845 102 104 99 103 110 57 35

900 97 92 99 98 109 65 37

915 90 86 91 92 87 83 48

930 94 99 74 86 100 54 60

945 87 95 94 84 91 91 49

1000 87 76 82 82 123 95 57

1015 83 102 91 88 106 85 66

1030 116 81 108 108 93 96 75

1045 105 89 101 100 92 99 88

1100 101 111 94 98 128 109 102

1115 116 94 102 95 98 118 85

1130 127 114 128 110 130 121 79

1145 120 115 104 114 110 145 70

1200 153 124 111 103 119 113 93

1215 131 97 127 113 115 142 104

1230 94 111 126 119 122 163 141

1245 133 106 107 137 106 134 112

1300 130 115 117 109 121 136 106

1315 115 129 127 120 121 128 116

1330 127 115 127 114 129 130 123

1345 125 101 126 138 133 153 138

1400 113 126 108 139 127 167 126

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County Line Rd between US19/Cobblestone (Westbound)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	(WESTBOUND) WEEKDAY Averages 15 Min Hourly
	1415	113	119	115	111	124	124	
1430	128	106	85	122	121	114	107	112
1445	134	124	120	128	143	129	114	130
1500	126	129	137	135	151	120	81	136
1515	137	136	122	149	143	113	89	137
1530	143	113	149	139	152	116	109	139
1545	151	118	132	142	135	104	100	136
1600	134	129	127	127	153	133	81	134
1615	128	124	125	126	166	116	105	134
1630	130	103	145	136	136	131	110	130
1645	118	127	126	131	148	135	119	130
1700	121	110	129	133	143	125	103	127
1715	101	113	121	119	118	127	96	114
1730	125	125	137	132	136	103	88	131
1745	113	124	112	122	86	134	105	111
1800	129	109	113	111	133	102	98	119
1815	89	108	110	116	129	118	94	110
1830	106	113	117	111	148	102	123	119
1845	102	82	102	114	121	112	103	104
1900	102	122	88	95	123	109	80	106
1915	87	82	88	92	103	106	64	92
1930	80	73	65	100	106	100	66	85
1945	78	59	62	65	89	67	59	71
2000	64	46	57	66	76	73	83	62
2015	67	53	42	61	91	54	56	63
2030	47	37	65	52	84	54	42	57
2045	54	49	43	57	66	61	46	54
2100	43	36	39	44	57	51	32	44
2115	36	48	47	50	46	64	33	45
2130	25	35	32	30	55	52	35	35
2145	34	29	38	40	43	43	23	37
2200	24	29	42	46	49	41	19	38
2215	28	24	26	31	44	34	38	31
2230	25	25	28	38	47	47	32	33
2245	23	12	26	24	40	33	26	25
2300	13	25	11	19	46	24	21	23
2315	17	22	19	18	28	36	13	21
2330	21	18	15	14	28	27	18	19
2345	10	11	12	21	31	30	12	17
2400	16	11	11	12	21	19	17	14
Total	8376	8217	8371	8551	9171	7704	6077	8537

(WESTBOUND)  
WEEKDAY  
Averages  
15 Min Hourly

County Line Rd between US19/Cobblestone (Eastbound)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	(EASTBOUND) WEEKDAY Averages 15 Min Hourly
	1415	105	118	112	127	142	133	
1430	154	118	138	149	151	134	117	142
1445	168	150	165	137	179	133	121	160
1500	156	131	157	146	179	144	122	154
1515	179	137	156	168	194	117	138	167
1530	160	176	165	197	187	139	129	177
1545	171	167	198	180	183	146	114	180
1600	202	159	163	178	193	136	134	179
1615	161	177	199	169	190	157	136	179
1630	208	155	193	188	208	155	149	190
1645	210	205	184	192	202	138	134	199
1700	196	228	216	214	219	141	118	215
1715	243	217	226	251	215	147	135	230
1730	253	222	252	246	236	153	131	242
1745	204	247	242	225	224	125	125	228
1800	198	190	206	231	207	139	112	206
1815	174	196	179	195	169	127	129	183
1830	158	164	181	158	173	145	111	167
1845	146	148	169	158	138	135	124	152
1900	143	118	135	132	149	113	101	135
1915	112	123	95	104	141	110	111	115
1930	110	121	100	150	150	144	120	126
1945	99	124	100	117	100	126	81	108
2000	100	113	104	110	128	119	89	111
2015	95	91	90	109	111	88	87	99
2030	89	90	89	88	104	98	86	92
2045	92	82	90	85	126	106	68	95
2100	82	79	100	94	96	90	73	90
2115	83	82	84	87	101	116	65	87
2130	88	96	100	86	95	102	76	93
2145	56	79	80	67	82	85	54	73
2200	60	54	62	91	79	77	38	69
2215	57	68	79	77	84	75	50	73
2230	55	52	56	46	79	57	41	58
2245	38	32	46	55	75	83	108	49
2300	34	35	41	41	61	64	25	42
2315	33	32	30	36	66	45	17	39
2330	24	28	31	39	51	54	24	35
2345	26	20	37	30	58	49	22	34
2400	24	20	21	25	50	29	16	28
Total	8402	8114	8480	8541	9087	7754	6261	8525

(EASTBOUND)  
WEEKDAY  
Averages  
15 Min Hourly

(Non Di  
WEI  
Ave  
15 Min

1415	237
1430	254
1445	290
1500	286
1515	304
1530	316
1545	316
1600	313
1615	313
1630	320
1645	329
1700	342
1715	346
1730	373
1745	340
1800	325
1815	293
1830	286
1845	256
1900	241
1915	207
1930	211
1945	179
2000	173
2015	162
2030	149
2045	149
2100	134
2115	133
2130	128
2145	110
2200	107
2215	104
2230	90
2245	74
2300	65
2315	60
2330	54
2345	51
2400	42

Total

URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1005003.PRN  
 Station : 000000000024  
 Identification : 000000000024 Interval : 15 minutes  
 Start date : Oct 5, 99 Start time : 00:00  
 Stop date : Oct 5, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Waterfall/Mariner  
 \*\*\*\*\*

Lanes 1-1 are Westbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	36
01:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
01:30	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	10
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	32	0	0	1	0	0	0	0	0	0	0	0	0	0	33
02:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
02:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Totals	0	12	5	0	0	0	0	0	1	0	0	0	0	0	0	18
03:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	20	0	0	0	0	0	0	1	0	0	0	0	0	0	21
04:15	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
04:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
04:45	0	6	2	0	0	0	0	0	0	1	0	0	0	0	0	9
05:00	0	8	2	0	1	0	0	0	1	0	0	0	0	0	0	12
Hour Totals	0	29	7	0	3	0	0	0	1	1	0	0	0	0	0	41
05:15	0	14	4	0	0	1	0	1	0	0	0	0	0	0	0	20
05:30	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
05:45	0	32	7	0	1	0	0	0	0	0	0	0	0	0	0	40
06:00	0	31	9	0	1	3	0	1	3	0	0	0	0	0	1	49
Hour Totals	0	100	23	0	2	4	0	2	3	0	0	0	0	0	1	135

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1005003.PRN  
 Station : 00000000024  
 Identification : 00000000024  
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Lanes 1-1 are Westbound  
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Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	49	6	0	1	0	0	3	0	0	0	0	0	0	0	59
06:30	0	72	13	1	0	3	0	1	2	0	0	0	0	0	0	92
06:45	0	90	27	2	1	0	0	3	0	0	0	0	0	0	0	123
07:00	0	84	20	0	3	3	1	0	0	0	0	0	0	0	0	111
Hour Totals	0	295	66	3	5	6	1	7	2	0	0	0	0	0	0	385
07:15	0	96	35	2	0	1	0	1	1	0	0	0	0	0	0	136
07:30	0	121	36	0	3	2	0	0	2	0	0	0	0	0	0	164
07:45	0	100	29	1	4	2	0	0	1	0	0	0	0	0	0	137
08:00	0	117	31	0	4	2	0	1	1	0	0	0	0	0	0	156
Hour Totals	0	434	131	3	11	7	0	2	5	0	0	0	0	0	0	593
08:15	0	114	19	4	2	0	0	2	0	0	0	0	0	0	1	142
08:30	0	92	24	0	2	0	0	2	2	0	0	0	1	0	0	123
08:45	0	121	19	2	2	0	0	2	1	0	0	0	0	0	0	147
09:00	0	109	18	2	3	1	1	1	1	0	0	0	0	0	0	136
Hour Totals	0	436	80	8	9	1	1	7	4	0	0	0	1	0	1	548
09:15	0	97	19	0	3	0	1	1	0	0	0	0	0	0	1	122
09:30	0	95	19	0	0	0	0	2	2	0	0	0	0	0	0	118
09:45	0	96	19	3	2	0	0	3	0	1	0	0	0	0	0	124
10:00	0	100	22	0	4	1	0	5	1	0	0	0	0	0	0	133
Hour Totals	0	388	79	3	9	1	1	11	3	1	0	0	0	0	1	497
10:15	0	81	19	0	1	4	1	0	1	0	0	0	0	0	0	107
10:30	0	76	19	0	4	0	5	1	1	0	0	0	0	0	0	106
10:45	0	71	20	1	3	2	0	1	0	0	0	0	0	0	0	98
11:00	1	76	13	0	1	0	1	0	1	0	0	0	0	0	1	94
Hour Totals	1	304	71	1	9	6	7	2	3	0	0	0	0	0	1	405
11:15	0	94	20	0	2	1	2	0	1	0	0	0	0	0	0	120
11:30	0	95	11	2	1	4	1	5	0	0	0	0	0	0	0	119
11:45	0	93	13	2	1	0	3	1	2	0	0	0	0	0	0	115
12:00	0	92	28	0	2	3	1	2	1	0	0	0	0	0	0	129
Hour Totals	0	374	72	4	6	8	7	8	4	0	0	0	0	0	0	483
12:15	0	93	26	0	0	1	1	1	0	0	0	0	0	0	0	122
12:30	0	83	21	0	2	0	0	2	0	0	0	0	0	0	0	108
12:45	0	83	16	1	4	0	3	3	0	0	0	0	0	0	0	110

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1005003.PRN  
 Station : 00000000024  
 Identification : 00000000024  
 \*\*\*\*\*

Lanes 1-1 are Westbound  
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Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	99	15	0	4	2	0	0	2	0	0	0	0	0	0	122
Hour Totals	0	358	78	1	10	3	4	6	2	0	0	0	0	0	0	462
13:15	0	85	14	1	2	1	1	1	0	0	0	0	0	0	0	105
13:30	0	90	14	1	2	1	4	0	0	0	0	0	0	0	0	112
13:45	0	92	21	1	2	1	0	2	2	0	0	0	0	0	0	121
14:00	0	93	19	2	1	0	0	3	0	0	0	0	0	0	0	118
Hour Totals	0	360	68	5	7	3	5	6	2	0	0	0	0	0	0	456
14:15	0	84	15	0	2	1	1	0	0	1	0	0	0	0	0	104
14:30	0	80	13	0	2	1	0	1	2	0	0	0	0	0	1	100
14:45	0	109	20	1	3	1	0	3	2	0	0	0	0	0	0	139
15:00	0	96	19	0	0	0	1	0	1	0	0	0	0	0	0	117
Hour Totals	0	369	67	1	7	3	2	4	5	1	0	0	0	0	1	460
15:15	0	102	23	4	2	2	1	0	0	0	0	0	0	0	0	134
15:30	0	108	23	0	3	0	0	2	0	1	0	0	0	0	0	137
15:45	0	97	21	0	1	1	0	2	1	0	0	0	0	0	0	123
16:00	0	99	18	1	2	0	0	4	1	0	0	0	0	0	0	125
Hour Totals	0	406	85	5	8	3	1	8	2	1	0	0	0	0	0	519
16:15	0	118	16	0	2	0	0	0	0	0	0	0	0	0	0	136
16:30	0	113	24	2	2	0	0	4	0	0	0	0	0	0	0	145
16:45	0	121	20	3	2	0	0	0	0	0	0	0	0	0	0	146
17:00	0	119	23	0	4	0	0	1	0	0	0	0	0	0	0	147
Hour Totals	0	471	83	5	10	0	0	5	0	0	0	0	0	0	0	574
17:15	0	134	25	1	2	0	0	0	2	0	0	0	0	0	0	164
17:30	0	118	20	1	2	0	0	1	0	0	0	0	0	0	0	142
17:45	0	120	21	0	2	3	0	0	0	0	0	0	0	0	0	146
18:00	0	108	23	0	0	0	0	0	2	0	0	0	0	0	0	133
Hour Totals	0	480	89	2	6	3	0	1	4	0	0	0	0	0	0	585
18:15	0	113	20	0	2	0	0	0	0	0	0	0	0	0	0	135
18:30	0	114	16	0	0	0	0	0	0	0	0	0	0	0	1	131
18:45	0	88	14	0	0	0	0	0	0	0	0	0	0	0	0	102
19:00	0	98	7	0	2	1	0	0	0	0	0	0	0	0	0	108
Hour Totals	0	413	57	0	4	1	0	0	0	0	0	0	0	0	1	476

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1005003.PRN  
 Station : 000000000024  
 Identification : 000000000024  
 \*\*\*\*\*

Lanes 1-1 are Westbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	77	14	0	0	0	0	0	1	0	0	0	0	0	0	92
19:30	0	65	9	0	0	0	0	0	0	0	0	0	0	0	0	74
19:45	0	72	9	0	0	0	0	0	1	0	0	0	0	0	0	82
20:00	0	63	7	0	0	0	0	0	0	0	0	0	0	0	0	70
Hour Totals	0	277	39	0	0	0	0	0	2	0	0	0	0	0	0	318
20:15	0	50	7	0	1	0	0	1	1	0	0	0	0	0	0	60
20:30	0	46	3	0	0	0	0	0	0	0	0	0	0	0	0	49
20:45	0	64	6	0	1	0	0	0	1	0	0	0	0	0	0	72
21:00	0	50	6	0	0	0	0	0	1	0	0	0	0	0	0	57
Hour Totals	0	210	22	0	2	0	0	1	3	0	0	0	0	0	0	238
21:15	0	52	4	0	0	0	0	0	0	0	0	0	0	0	0	56
21:30	0	49	3	0	0	0	0	0	0	0	0	0	0	0	0	52
21:45	0	42	7	0	0	0	0	0	0	0	0	0	0	0	0	49
22:00	0	34	2	0	0	0	0	0	0	0	0	0	0	0	0	36
Hour Totals	0	177	16	0	0	0	0	0	0	0	0	0	0	0	0	193
22:15	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	25
22:30	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
22:45	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	28
23:00	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Totals	0	106	3	0	0	0	0	0	0	0	0	0	0	0	0	109
23:15	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
23:30	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
23:45	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
24:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Totals	0	62	6	0	0	0	0	0	0	0	0	0	0	0	0	68
Grand Totals	1	6148	1148	41	109	49	29	70	47	4	0	0	1	0	6	7653
Percentages	0.0	80.3	15.0	0.5	1.4	0.6	0.4	0.9	0.6	0.1	0.0	0.0	0.0	0.0	0.1	

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Data File : D1006003.PRN  
 Station : 000000000024  
 Identification : 000000000024  
 Interval : 15 minutes  
 Start date : Oct 6, 99  
 Start time : 00:00  
 Stop date : Oct 6, 99  
 Stop time : 24:00  
 City/Town :  
 County : PASCO / HERNANDO  
 Location : County Line Rd between Waterfall/Mariner  
 \*\*\*\*\*

Lanes 1-1 are Westbound

Vehicle Type	00:15	00:30	00:45	01:00	Hour Totals	01:15	01:30	01:45	02:00	Hour Totals	02:15	02:30	02:45	03:00	Hour Totals	03:15	03:30	03:45	04:00	Hour Totals	04:15	04:30	04:45	05:00	Hour Totals	05:15	05:30	05:45	06:00	Hour Totals	
Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cars	10	10	5	8	33	2	7	4	2	21	4	2	8	4	22	4	4	9	8	25	3	11	6	4	24	21	23	22	28	94	
2a-4t Buses	1	0	0	0	6	0	0	0	0	4	0	0	0	0	2	0	0	0	0	2	0	1	1	0	3	1	0	0	0	17	0
2A-SU	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3A-SU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4A-SU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4A-ST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5A-ST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6A-ST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5A-MT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6A-MT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7A-MT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	10	10	10	39	10	8	5	2	25	4	4	8	5	25	4	4	5	8	27	6	12	8	5	31	23	30	28	42	123	



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 Data File : D1006003.PRN  
 Station : 000000000024  
 Identification : 000000000024  
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Lanes 1-1 are Westbound

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 Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	41	14	0	1	0	0	0	3	0	0	0	0	0	0	59
06:30	0	60	12	2	0	0	1	3	1	0	0	0	0	0	0	79
06:45	0	80	24	1	0	1	0	1	0	0	0	0	0	0	0	107
07:00	0	91	30	1	2	3	0	0	1	0	0	0	0	0	0	128
Hour Totals	0	272	80	4	3	4	1	4	5	0	0	0	0	0	0	373
07:15	1	115	28	2	4	3	0	0	2	0	0	0	0	0	0	155
07:30	0	125	29	0	1	0	0	2	0	0	0	0	0	0	0	157
07:45	0	132	28	0	3	3	0	0	1	0	0	0	0	0	0	167
08:00	0	109	31	1	2	1	0	3	0	0	0	0	0	0	0	147
Hour Totals	1	481	116	3	10	7	0	5	3	0	0	0	0	0	0	626
08:15	0	119	20	4	2	0	0	0	2	1	0	0	0	0	1	149
08:30	0	91	27	1	3	2	0	2	2	1	0	0	0	0	0	129
08:45	1	126	21	1	3	3	0	2	0	0	0	0	0	0	0	157
09:00	0	110	17	4	2	7	0	0	1	0	0	0	0	0	0	141
Hour Totals	1	446	85	10	10	12	0	4	5	2	0	0	0	0	1	576
09:15	0	96	18	1	2	1	2	2	1	0	0	0	0	0	0	123
09:30	0	93	17	0	2	0	0	0	0	1	0	0	0	0	0	113
09:45	0	93	17	0	3	1	0	1	1	0	0	0	0	0	0	116
10:00	0	89	16	0	2	0	0	5	1	0	0	0	0	0	0	113
Hour Totals	0	371	68	1	9	2	2	8	3	1	0	0	0	0	0	465
10:15	0	81	14	1	2	4	0	1	0	1	0	0	0	0	0	104
10:30	0	98	14	0	4	3	0	2	0	0	0	0	0	0	1	122
10:45	0	90	13	1	3	2	0	2	0	0	0	0	0	0	0	111
11:00	0	80	19	0	0	1	0	1	0	0	0	0	0	0	0	101
Hour Totals	0	349	60	2	9	10	0	6	0	1	0	0	0	0	1	438
11:15	0	84	13	2	2	1	0	0	0	0	0	0	0	0	0	102
11:30	0	98	15	3	4	1	2	3	2	0	0	0	0	0	0	128
11:45	2	81	24	0	1	2	1	4	2	0	0	0	0	0	0	117
12:00	0	103	21	0	0	0	0	3	1	0	0	0	0	0	0	128
Hour Totals	2	366	73	5	7	4	3	10	5	0	0	0	0	0	0	475
12:15	0	82	17	1	3	0	0	5	2	0	0	0	0	0	0	110
12:30	0	98	18	0	4	1	0	2	0	0	0	0	0	0	0	123
12:45	0	88	19	0	2	3	0	2	0	0	0	0	0	0	0	114

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1006003.PRN  
 Station : 00000000024  
 Identification : 00000000024  
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Lanes 1-1 are Westbound  
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Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	86	16	1	5	0	1	0	2	0	0	0	0	0	0	111
Hour Totals	0	354	70	2	14	4	1	9	4	0	0	0	0	0	0	458
13:15	0	89	18	0	4	2	0	1	1	0	0	0	0	0	0	115
13:30	0	91	24	0	1	0	1	1	1	0	0	0	0	0	0	119
13:45	0	88	18	0	3	6	0	1	1	0	0	0	0	0	1	118
14:00	0	109	14	0	2	1	0	0	0	0	0	0	0	0	0	126
Hour Totals	0	377	74	0	10	9	1	3	3	0	0	0	0	0	1	478
14:15	0	100	19	0	3	2	0	0	1	0	0	0	0	0	0	125
14:30	0	79	20	0	1	0	0	0	0	0	0	0	0	0	0	100
14:45	0	118	16	1	1	2	2	0	2	0	0	0	0	0	0	142
15:00	0	99	19	1	4	2	0	2	0	0	0	0	0	0	0	127
Hour Totals	0	396	74	2	9	6	2	2	3	0	0	0	0	0	0	494
15:15	0	97	19	3	2	1	0	2	1	1	0	0	0	0	0	126
15:30	0	105	33	0	2	1	0	1	0	0	0	0	1	0	0	143
15:45	0	125	12	0	2	2	0	2	2	0	0	0	0	0	0	145
16:00	0	125	24	1	2	0	1	1	0	0	0	0	0	0	0	154
Hour Totals	0	452	88	4	8	4	1	6	3	1	0	0	1	0	0	568
16:15	0	126	25	0	1	2	0	1	0	0	0	0	0	0	0	155
16:30	0	115	27	0	2	2	2	2	1	0	0	0	0	0	1	152
16:45	0	128	24	1	1	2	0	1	1	0	0	0	0	0	0	158
17:00	0	110	17	0	4	0	0	1	0	0	0	0	0	0	0	132
Hour Totals	0	479	93	1	8	6	2	5	2	0	0	0	0	0	1	597
17:15	0	145	21	1	2	1	0	2	1	0	0	0	0	0	0	173
17:30	0	121	22	0	6	1	0	2	1	0	0	0	0	0	0	153
17:45	0	109	21	0	0	0	0	3	0	0	0	0	0	0	0	133
18:00	0	118	19	0	2	1	0	0	0	0	0	0	0	0	0	140
Hour Totals	0	493	83	1	10	3	0	7	2	0	0	0	0	0	0	599
18:15	0	115	17	2	3	0	0	1	0	0	0	0	0	0	0	138
18:30	0	104	19	0	1	0	0	1	0	0	0	0	0	0	0	125
18:45	0	109	15	0	2	1	0	1	1	0	0	0	0	0	0	129
19:00	0	91	12	0	0	0	0	0	0	0	0	0	0	0	0	103
Hour Totals	0	419	63	2	6	1	0	3	1	0	0	0	0	0	0	495

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1006003.PRN  
Station : 000000000024  
Identification : 000000000024  
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Lanes 1-1 are Westbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	89	16	0	1	0	0	0	0	0	0	0	0	0	0	106
19:30	0	67	13	0	0	0	0	0	1	0	0	0	0	0	0	81
19:45	0	75	9	0	1	0	0	0	0	0	0	0	0	0	0	85
20:00	0	55	7	0	1	0	0	0	0	0	0	0	0	0	0	63
Hour Totals	0	286	45	0	3	0	0	0	1	0	0	0	0	0	0	335
20:15	0	59	8	0	1	0	0	0	0	0	0	0	0	0	0	68
20:30	0	63	14	0	1	0	0	0	0	0	0	0	0	0	0	78
20:45	0	39	6	0	0	0	0	0	0	0	0	0	0	0	0	45
21:00	0	43	8	0	2	0	0	0	1	0	0	0	0	0	0	54
Hour Totals	0	204	36	0	4	0	0	0	1	0	0	0	0	0	0	245
21:15	0	48	10	0	0	1	0	0	2	0	0	0	0	0	0	61
21:30	0	38	3	0	0	0	0	0	0	0	0	0	0	0	0	41
21:45	0	46	6	0	1	1	0	0	0	0	0	0	0	0	0	54
22:00	0	43	6	0	0	0	0	0	0	0	0	0	0	0	0	49
Hour Totals	0	175	25	0	1	2	0	0	2	0	0	0	0	0	0	205
22:15	0	23	2	0	0	1	0	0	0	0	0	0	0	0	0	26
22:30	0	34	7	0	1	0	0	0	0	0	0	0	0	0	0	42
22:45	0	32	1	0	0	0	0	0	0	0	0	0	0	0	0	33
23:00	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Totals	0	113	12	0	1	1	0	0	0	0	0	0	0	0	0	127
23:15	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
23:30	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
23:45	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
24:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	56	7	0	0	0	0	0	0	0	0	0	0	0	0	63
Grand Totals	4	6308	1186	37	128	76	13	76	49	5	0	0	1	0	4	7887
Percentages	0.1	80.0	15.0	0.5	1.6	1.0	0.2	1.0	0.6	0.1	0.0	0.0	0.0	0.0	0.1	

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report Page 1

```
*****
Data File      : D1007003.PRN
Station       : 000000000024
Identification : 000000000024      Interval   : 15 minutes
Start date    : Oct 7, 99          Start time : 00:00
Stop date     : Oct 7, 99          Stop time  : 24:00
City/Town    :                    County     : PASCO / HERNANDO
Location     : County Line Rd between Waterfall/Mariner
*****
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Lanes 1-1 are Westbound

Thu - Oct 7, 99	Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15		0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
00:30		0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45		0	12	1	1	0	0	0	0	0	0	0	0	0	0	0	14
01:00		0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
Hour Totals		0	29	2	1	0	0	0	0	1	0	0	0	0	0	0	33
01:15		0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
01:30		0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45		0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00		0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals		0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	26
02:15		0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30		0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45		0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
03:00		0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Totals		0	15	4	0	1	0	0	0	0	0	0	0	0	0	0	20
03:15		0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30		0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45		0	4	2	0	0	1	0	0	1	0	0	0	0	0	0	8
04:00		0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Totals		0	23	3	0	0	1	0	0	1	0	0	0	0	0	0	28
04:15		0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
04:30		0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
04:45		0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
05:00		0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals		0	20	5	0	1	1	0	0	0	0	0	0	0	0	0	27
05:15		0	14	1	0	0	0	0	1	0	0	0	0	1	0	0	17
05:30		0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
05:45		0	24	7	0	0	0	0	0	1	0	0	0	0	0	0	32
06:00		0	38	7	0	0	1	0	1	0	0	0	0	0	0	0	47
Hour Totals		0	97	19	0	0	1	0	2	1	0	0	0	1	0	0	121

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1007003.PRN  
Station : 00000000024  
Identification : 00000000024  
\*\*\*\*\*

Lanes 1-1 are Westbound

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Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	41	12	0	1	0	0	0	1	0	0	0	0	0	0	55
06:30	0	71	20	0	1	0	0	2	0	0	0	0	0	0	0	94
06:45	0	84	19	1	0	1	1	0	0	0	0	0	0	0	0	106
07:00	0	101	24	1	3	0	0	0	1	0	0	0	0	0	0	130
Hour Totals	0	297	75	2	5	1	1	2	2	0	0	0	0	0	0	385
07:15	0	110	34	2	0	4	0	1	2	0	0	0	0	0	0	153
07:30	0	113	26	0	2	1	0	1	1	0	0	0	0	0	0	144
07:45	0	125	43	0	2	1	0	1	2	1	0	0	0	0	0	175
08:00	0	125	23	1	4	1	0	0	0	0	0	0	0	0	0	154
Hour Totals	0	473	126	3	8	7	0	3	5	1	0	0	0	0	0	626
08:15	0	129	25	4	3	0	2	1	2	0	0	0	0	0	1	167
08:30	0	108	31	0	2	0	0	0	1	0	0	0	0	0	0	142
08:45	0	118	21	0	4	2	0	3	0	0	0	0	0	0	0	148
09:00	1	122	16	2	0	0	1	0	1	2	0	0	2	0	0	147
Hour Totals	1	477	93	6	9	2	3	4	4	2	0	0	2	0	1	604
09:15	0	101	18	0	3	0	1	2	2	0	0	0	0	0	0	127
09:30	0	103	25	0	2	3	0	1	1	0	0	0	0	0	0	135
09:45	0	92	25	0	4	0	0	0	2	1	0	0	0	0	0	124
10:00	0	90	16	2	3	3	0	2	1	0	0	0	0	0	0	117
Hour Totals	0	386	84	2	12	6	1	5	6	1	0	0	0	0	0	503
10:15	0	88	17	1	2	2	0	1	0	0	0	0	0	0	0	111
10:30	0	85	17	0	1	0	0	4	0	1	0	0	0	0	0	108
10:45	0	100	15	0	5	2	2	0	2	0	0	0	0	0	0	126
11:00	0	85	18	0	4	1	0	1	0	0	0	0	0	0	0	109
Hour Totals	0	358	67	1	12	5	2	6	2	1	0	0	0	0	0	454
11:15	0	73	10	0	1	2	0	1	1	0	0	0	0	0	0	88
11:30	0	80	13	0	2	0	5	1	1	0	0	0	0	0	1	103
11:45	0	70	19	0	0	2	1	1	1	0	0	0	0	0	0	94
12:00	1	83	25	0	2	2	0	2	1	0	0	0	0	0	0	116
Hour Totals	1	306	67	0	5	6	6	5	4	0	0	0	0	0	1	401
12:15	0	97	14	0	3	1	0	2	2	0	0	0	0	0	0	119
12:30	0	94	25	1	5	0	0	2	1	0	0	0	0	0	0	128
12:45	0	82	20	0	7	0	0	1	0	0	0	0	0	0	0	110

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1007003.PRN  
 Station : 000000000024  
 Identification : 000000000024  
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Lanes 1-1 are Westbound  
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Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	86	10	0	0	1	0	2	0	0	0	0	0	0	0	99
Hour Totals	0	359	69	1	15	2	0	7	3	0	0	0	0	0	0	456
13:15	0	97	16	1	3	2	0	2	0	0	0	0	0	0	0	121
13:30	0	82	13	0	1	2	2	1	2	0	0	0	0	0	0	103
13:45	0	98	11	2	3	2	0	1	2	0	0	0	0	0	0	119
14:00	0	92	23	0	1	1	1	6	0	0	0	0	0	0	0	124
Hour Totals	0	369	63	3	8	7	3	10	4	0	0	0	0	0	0	467
14:15	0	97	14	0	1	1	1	4	0	0	0	0	0	0	0	118
14:30	1	107	20	0	3	2	1	0	1	0	0	0	0	0	0	135
14:45	0	109	19	1	1	2	3	2	1	0	0	0	0	0	1	139
15:00	1	119	23	1	3	5	0	2	1	0	0	0	0	0	0	155
Hour Totals	2	432	76	2	8	10	5	8	3	0	0	0	0	0	1	547
15:15	0	127	25	3	2	0	0	0	0	0	0	0	0	0	0	157
15:30	0	111	21	0	0	3	0	3	2	0	0	0	0	0	0	140
15:45	0	116	23	1	4	1	0	1	1	0	0	0	0	0	0	147
16:00	0	124	17	2	0	3	2	0	0	0	0	0	0	0	0	148
Hour Totals	0	478	86	6	6	7	2	4	3	0	0	0	0	0	0	592
16:15	0	144	23	2	1	1	0	0	1	0	0	0	0	0	0	172
16:30	0	104	27	0	2	0	1	0	2	0	0	0	0	0	0	136
16:45	0	131	25	2	3	1	1	1	0	0	0	0	0	0	0	164
17:00	0	115	20	0	1	1	0	2	0	0	0	0	0	0	0	139
Hour Totals	0	494	95	4	7	3	2	3	3	0	0	0	0	0	0	611
17:15	0	129	25	0	3	1	0	3	0	0	0	0	0	0	0	161
17:30	0	124	20	0	2	1	0	1	0	0	0	0	0	0	0	148
17:45	0	133	27	0	0	2	0	0	1	0	0	0	0	0	0	163
18:00	0	110	18	0	1	0	0	0	0	0	0	0	0	0	0	129
Hour Totals	0	496	90	0	6	4	0	4	1	0	0	0	0	0	0	601
18:15	0	95	30	0	1	0	0	0	0	0	0	0	0	0	0	126
18:30	0	114	20	0	3	0	0	0	0	0	0	0	0	0	0	137
18:45	0	116	22	0	1	0	0	1	0	0	0	0	0	0	0	140
19:00	0	90	22	0	0	0	0	0	0	0	0	0	0	0	0	112
Hour Totals	0	415	94	0	5	0	0	1	0	0	0	0	0	0	0	515

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1007003.PRN  
Station : 000000000024  
Identification : 000000000024  
\*\*\*\*\*

Lanes 1-1 are Westbound

Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	1	90	15	0	0	0	0	0	0	0	0	0	0	0	0	106
19:30	0	75	20	0	1	0	0	0	1	0	0	0	0	0	0	97
19:45	0	69	17	0	1	0	0	0	0	0	0	0	0	0	0	87
20:00	0	68	9	0	1	0	0	0	0	0	0	0	0	0	0	78
Hour Totals	1	302	61	0	3	0	0	0	1	0	0	0	0	0	0	368
20:15	0	73	13	0	1	0	0	0	0	0	0	0	0	0	0	87
20:30	0	63	12	0	1	0	0	0	0	0	0	0	0	0	0	76
20:45	0	58	6	0	0	0	0	0	0	0	0	0	0	0	0	64
21:00	0	63	9	0	2	0	0	0	0	0	0	0	0	0	0	74
Hour Totals	0	257	40	0	4	0	0	0	0	0	0	0	0	0	0	301
21:15	0	39	8	1	1	0	0	0	0	0	0	0	0	0	0	49
21:30	0	45	8	0	1	0	0	0	0	0	0	0	0	0	0	54
21:45	0	44	4	0	0	0	0	0	0	0	0	0	0	0	0	48
22:00	0	33	3	0	0	0	0	0	1	0	0	0	0	0	0	37
Hour Totals	0	161	23	1	2	0	0	0	1	0	0	0	0	0	0	188
22:15	0	38	6	0	0	0	0	0	0	0	0	0	0	0	0	44
22:30	0	33	4	0	0	0	0	0	1	0	0	0	0	0	0	38
22:45	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	120	14	0	0	0	0	0	1	0	0	0	0	0	0	135
23:15	0	17	2	0	0	1	0	0	0	0	0	0	0	0	0	20
23:30	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
23:45	0	13	2	0	0	0	0	0	1	0	0	0	0	0	0	16
24:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Totals	0	66	7	0	0	1	0	0	1	0	0	0	0	0	0	75
Grand Totals	5	6456	1263	32	117	64	25	64	47	5	0	0	3	0	3	8084
Percentages	0.1	79.9	15.6	0.4	1.4	0.8	0.3	0.8	0.6	0.1	0.0	0.0	0.0	0.0	0.0	

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1008003.PRN  
 Station : 000000000024  
 Identification : 000000000024 Interval : 15 minutes  
 Start date : Oct 8, 99 Start time : 00:00  
 Stop date : Oct 8, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Waterfall/Mariner  
 \*\*\*\*\*

Lanes 1-1 are Westbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	14	2	0	0	0	0	0	0	1	0	0	0	0	0	17
Hour Totals	0	43	5	0	0	0	0	0	0	1	0	0	0	0	0	49
01:15	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	11
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	28	0	0	0	1	0	0	0	0	0	0	0	0	0	29
02:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	5	2	0	0	1	0	0	0	0	0	0	0	0	0	8
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	21	4	0	0	1	0	0	0	0	0	0	0	0	0	26
03:15	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
03:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
04:00	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	27	4	0	2	1	0	0	0	0	0	0	0	0	0	34
04:15	0	8	3	0	0	0	0	1	0	0	0	0	0	0	0	12
04:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
04:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	4	3	0	1	0	0	2	2	0	0	0	0	0	0	12
Hour Totals	0	27	8	0	1	0	0	3	2	0	0	0	0	0	0	41
05:15	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
05:30	0	13	7	0	0	0	0	1	1	0	0	0	0	0	0	22
05:45	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
06:00	0	29	11	0	1	4	0	0	0	0	0	0	0	0	0	45
Hour Totals	0	92	25	0	1	4	0	1	1	0	0	0	0	0	0	124

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1008003.PRM  
Station : 000000000024  
Identification : 000000000024  
\*\*\*\*\*

Lanes 1-1 are Westbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	44	9	0	0	2	0	0	2	0	0	0	0	0	0	57
06:30	1	65	16	0	2	1	0	1	0	0	0	0	0	0	0	86
06:45	0	79	28	1	0	2	0	1	1	0	0	0	0	0	0	112
07:00	0	104	24	0	0	2	1	1	0	0	0	0	0	0	1	133
Hour Totals	1	292	77	1	2	7	1	3	3	0	0	0	0	0	1	388
07:15	0	100	28	3	3	6	0	0	0	0	0	0	0	0	0	140
07:30	0	124	25	0	4	1	0	2	2	0	0	0	0	0	0	158
07:45	0	128	34	2	1	1	1	1	2	0	0	0	0	0	0	170
08:00	0	121	28	0	1	1	0	1	1	1	0	0	0	0	0	154
Hour Totals	0	473	115	5	9	9	1	4	5	1	0	0	0	0	0	622
08:15	0	112	22	3	2	0	0	0	2	0	0	0	0	0	0	141
08:30	0	91	19	3	4	1	0	3	1	1	0	0	0	0	0	123
08:45	0	114	19	0	2	4	0	2	2	0	0	0	0	0	0	143
09:00	0	127	25	4	3	2	0	0	2	0	0	0	0	0	0	163
Hour Totals	0	444	85	10	11	7	0	5	7	1	0	0	0	0	0	570
09:15	0	122	20	1	4	1	0	2	3	0	0	0	0	0	0	153
09:30	1	75	18	1	1	2	2	4	2	0	0	0	0	0	0	106
09:45	0	90	18	0	3	1	0	4	0	0	0	0	0	0	0	116
10:00	0	93	21	0	1	1	1	1	0	0	0	0	0	0	1	119
Hour Totals	1	380	77	2	9	5	3	11	5	0	0	0	0	0	1	494
10:15	0	105	15	0	2	3	0	1	2	1	0	0	0	0	0	129
10:30	0	90	20	0	2	2	1	1	1	0	0	0	0	0	0	117
10:45	0	95	17	0	2	1	0	4	0	0	0	0	0	0	0	119
11:00	0	134	23	1	3	0	0	1	0	0	0	0	0	0	0	162
Hour Totals	0	424	75	1	9	6	1	7	3	1	0	0	0	0	0	527
11:15	0	91	11	1	3	0	0	1	2	0	0	0	0	0	0	109
11:30	0	110	14	2	2	2	1	0	2	0	0	0	0	0	0	133
11:45	0	108	20	0	5	2	0	1	0	0	0	0	0	0	0	136
12:00	0	72	18	0	0	3	2	2	2	0	0	0	0	0	0	99
Hour Totals	0	381	63	3	10	7	3	4	6	0	0	0	0	0	0	477
12:15	1	107	21	0	4	1	0	1	1	0	0	0	0	0	0	136
12:30	0	96	20	0	3	0	0	1	0	0	0	0	0	0	1	121
12:45	0	102	21	0	3	0	3	1	0	0	0	0	0	0	0	130

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1008003.PRN  
 Station : 000000000024  
 Identification : 000000000024  
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Lanes 1-1 are Westbound  
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Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	98	12	1	2	2	1	0	1	0	0	0	0	0	0	117
Hour Totals	1	403	74	1	12	3	4	3	2	0	0	0	0	0	1	504
13:15	0	100	22	1	3	4	0	1	0	0	0	0	0	0	0	131
13:30	0	103	22	2	2	2	1	1	0	0	0	0	0	0	0	133
13:45	0	69	16	0	0	1	0	0	0	0	0	0	0	0	0	86
14:00	0	94	20	2	3	2	0	0	0	0	0	0	0	0	0	121
Hour Totals	0	366	80	5	8	9	1	2	0	0	0	0	0	0	0	471
14:15	0	91	26	1	1	1	2	1	0	0	0	0	0	0	1	124
14:30	0	101	15	1	2	1	0	2	0	0	0	0	0	0	0	122
14:45	0	101	29	1	2	2	0	1	1	0	0	0	0	0	0	137
15:00	0	120	28	2	2	3	1	2	0	0	0	0	0	0	0	158
Hour Totals	0	413	98	5	7	7	3	6	1	0	0	0	0	0	1	541
15:15	0	109	19	3	1	1	0	3	1	0	0	0	0	0	1	138
15:30	0	121	21	0	1	0	2	2	0	0	0	0	0	0	0	147
15:45	0	111	21	0	1	2	0	3	1	0	0	0	0	0	0	139
16:00	0	141	29	1	2	0	0	1	0	0	0	0	0	0	0	174
Hour Totals	0	482	90	4	5	3	2	9	2	0	0	0	0	0	1	598
16:15	0	142	25	1	2	1	0	0	1	0	0	0	0	0	0	172
16:30	0	113	30	0	1	0	0	1	0	1	0	0	0	0	0	146
16:45	1	115	16	3	3	1	0	2	1	0	0	0	0	0	0	142
17:00	0	138	27	0	3	2	0	1	0	0	0	0	0	0	0	171
Hour Totals	1	508	98	4	9	4	0	4	2	1	0	0	0	0	0	631
17:15	0	130	25	0	4	0	0	2	1	0	0	0	0	0	0	162
17:30	0	132	21	0	1	0	0	0	0	0	0	0	0	0	0	154
17:45	0	118	22	0	1	0	0	0	0	0	0	0	0	0	0	141
18:00	0	124	16	0	1	0	0	1	0	0	0	0	0	0	1	143
Hour Totals	0	504	84	0	7	0	0	3	1	0	0	0	0	0	1	600
18:15	0	117	24	0	2	0	0	0	0	0	0	0	0	0	0	143
18:30	1	135	13	0	1	1	0	1	0	0	0	0	0	0	0	152
18:45	0	121	21	0	2	0	0	0	0	0	0	0	0	0	0	144
19:00	0	107	17	1	2	0	0	0	0	0	0	0	0	0	0	127
Hour Totals	1	480	75	1	7	1	0	1	0	0	0	0	0	0	0	566

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1008003.PRN  
 Station : 000000000024  
 Identification : 000000000024  
 \*\*\*\*\*

Lanes 1-1 are Westbound

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 Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	2	82	16	0	1	1	0	0	0	0	0	0	0	0	0	102
19:30	0	105	12	0	1	0	0	0	0	0	0	0	0	0	0	118
19:45	0	72	10	0	1	0	0	0	0	0	0	0	0	0	0	83
20:00	0	74	12	0	1	0	0	0	0	0	0	0	0	0	0	87
Hour Totals	2	333	50	0	4	1	0	0	0	0	0	0	0	0	0	390
20:15	0	104	8	1	0	0	0	0	0	0	0	0	0	0	0	113
20:30	0	64	10	0	0	0	0	0	1	0	0	0	0	0	0	75
20:45	0	80	6	0	0	0	0	0	0	0	0	0	0	0	0	86
21:00	0	52	13	0	0	0	0	0	0	0	0	0	0	0	0	65
Hour Totals	0	300	37	1	0	0	0	0	1	0	0	0	0	0	0	339
21:15	0	58	6	0	0	0	0	0	0	0	0	0	0	0	0	64
21:30	0	45	8	0	0	0	0	0	0	0	0	0	0	0	0	53
21:45	0	38	5	0	1	0	0	0	0	0	0	0	0	0	0	44
22:00	0	46	3	0	0	0	0	1	0	0	0	0	0	0	0	50
Hour Totals	0	187	22	0	1	0	0	1	0	0	0	0	0	0	0	211
22:15	0	39	8	0	0	0	0	0	1	0	0	0	0	0	0	48
22:30	0	46	5	0	0	0	0	0	0	0	0	0	0	0	0	51
22:45	0	52	5	0	0	0	0	0	1	0	0	0	0	0	0	58
23:00	0	32	7	0	0	0	0	1	0	0	0	0	0	0	0	40
Hour Totals	0	169	25	0	0	0	0	1	2	0	0	0	0	0	0	197
23:15	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	38
23:30	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	38
23:45	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
24:00	0	35	4	0	1	0	0	0	0	0	0	0	0	0	0	40
Hour Totals	0	122	15	0	1	0	0	0	0	0	0	0	0	0	0	138
Grand Totals	7	6899	1286	43	115	76	19	68	43	5	0	0	0	0	6	8567
Percentages	0.1	80.5	15.0	0.5	1.3	0.9	0.2	0.8	0.5	0.1	0.0	0.0	0.0	0.0	0.1	

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1009003.PRN  
Station : 000000000024  
Identification : 000000000024 Interval : 15 minutes  
Start date : Oct 9, 99 Start time : 00:00  
Stop date : Oct 9, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Waterfall/Mariner  
\*\*\*\*\*

Lanes 1-1 are Westbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	38
00:30	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	28
00:45	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
01:00	0	7	3	0	0	0	0	1	0	0	0	0	0	0	0	11
Hour Totals	0	85	8	0	0	0	0	1	0	0	0	0	0	0	0	94
01:15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
01:30	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
01:45	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	13
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	43	3	0	0	0	0	0	1	0	0	0	0	0	0	47
02:15	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
02:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	7	1	0	2	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	36	3	0	2	0	0	0	0	0	0	0	0	0	0	41
03:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29
04:15	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	8
04:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
05:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	23	3	0	0	1	0	0	1	0	0	0	0	0	0	28
05:15	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
05:30	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
05:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Totals	0	46	9	0	0	0	0	0	1	0	0	0	0	0	0	56

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

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Data File : D1009003.PRN  
Station : 00000000024  
Identification : 00000000024  
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Lanes 1-1 are Westbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	25	6	0	2	0	0	0	2	0	0	0	0	0	0	35
06:30	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
06:45	0	43	7	1	1	0	0	0	0	0	0	0	0	0	0	52
07:00	0	40	7	0	0	0	0	1	0	0	0	0	0	0	0	48
Hour Totals	0	126	27	1	3	0	0	1	2	0	0	0	0	0	0	160
07:15	0	42	10	0	0	4	0	0	1	0	0	0	0	0	0	57
07:30	0	48	9	0	1	0	0	1	0	0	0	0	1	0	0	60
07:45	0	58	9	0	1	1	0	1	0	0	0	0	0	0	0	70
08:00	0	57	15	0	1	0	0	0	0	0	0	0	0	0	0	73
Hour Totals	0	205	43	0	3	5	0	2	1	0	0	0	1	0	0	260
08:15	0	59	17	1	1	1	0	0	1	0	0	0	0	0	0	80
08:30	0	67	12	0	0	1	0	1	0	0	0	0	0	0	0	81
08:45	0	90	15	0	1	0	0	0	0	0	0	0	0	0	0	107
09:00	0	100	22	0	1	1	0	1	0	0	0	0	0	0	0	125
Hour Totals	0	316	66	1	3	3	0	2	1	0	0	0	0	0	1	393
09:15	0	87	22	0	2	0	0	0	1	1	0	0	0	0	0	113
09:30	0	96	12	0	0	2	0	0	0	0	0	0	0	0	0	110
09:45	1	87	14	1	0	0	0	0	0	0	0	0	0	0	0	103
10:00	0	123	20	0	3	2	0	0	0	0	0	0	0	0	0	148
Hour Totals	1	393	68	1	5	4	0	0	1	1	0	0	0	0	0	474
10:15	0	97	20	1	1	1	0	1	0	0	0	0	0	0	0	121
10:30	0	107	21	0	2	0	0	0	2	0	0	0	0	0	0	132
10:45	0	102	25	0	2	1	0	1	0	0	0	0	0	0	0	131
11:00	0	119	23	1	0	1	0	0	1	0	0	0	0	0	0	145
Hour Totals	0	425	89	2	5	3	0	2	3	0	0	0	0	0	0	529
11:15	0	113	30	0	0	0	0	1	1	0	0	0	0	0	0	145
11:30	0	115	16	0	1	0	0	1	0	0	0	0	0	0	0	133
11:45	0	111	21	0	1	2	0	0	0	0	0	0	0	0	0	135
12:00	0	113	15	0	1	2	0	0	0	0	0	0	0	0	0	131
Hour Totals	0	452	82	0	3	4	0	2	1	0	0	0	0	0	0	544
12:15	0	128	22	0	4	0	0	1	0	0	0	0	0	0	0	155
12:30	0	118	16	0	1	0	0	1	0	0	0	0	0	0	0	136
12:45	0	110	23	0	1	1	0	1	2	0	0	0	0	0	0	138

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1009003.PRN  
 Station : 00000000024  
 Identification : 00000000024  
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Lanes 1-1 are Westbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	126	19	0	1	0	0	0	0	0	0	0	0	0	0	146
Hour Totals	0	482	80	0	7	1	0	3	2	0	0	0	0	0	0	575
13:15	0	101	25	0	2	1	0	0	0	0	0	0	0	0	0	129
13:30	0	122	11	0	0	0	0	1	0	0	0	0	0	0	0	134
13:45	0	119	18	0	1	0	0	1	1	0	0	0	0	0	1	141
14:00	0	115	17	0	0	1	0	0	0	0	0	0	0	0	0	133
Hour Totals	0	457	71	0	3	2	0	2	1	0	0	0	0	0	1	537
14:15	0	109	14	1	2	0	0	0	0	0	0	0	0	0	0	126
14:30	0	92	8	0	5	0	0	0	0	0	0	0	0	0	0	105
14:45	0	113	22	0	1	1	0	0	0	0	0	0	0	0	0	137
15:00	0	105	14	0	2	1	0	0	0	0	0	0	0	0	0	122
Hour Totals	0	419	58	1	10	2	0	0	0	0	0	0	0	0	0	490
15:15	0	90	14	0	0	0	0	1	0	0	0	0	0	0	0	105
15:30	0	114	14	0	2	0	0	1	0	0	0	0	0	0	0	131
15:45	0	100	15	0	3	0	0	0	0	0	0	0	0	0	0	118
16:00	0	96	16	0	0	0	0	1	0	0	0	0	0	0	0	113
Hour Totals	0	400	59	0	5	0	0	3	0	0	0	0	0	0	0	467
16:15	0	111	25	0	1	0	0	0	0	0	0	0	0	0	0	137
16:30	1	109	14	0	0	0	0	0	0	0	0	0	0	0	0	124
16:45	0	81	15	0	0	0	0	0	0	0	0	0	0	0	0	96
17:00	0	108	15	0	2	0	0	0	0	0	0	0	0	0	0	125
Hour Totals	1	409	69	0	3	0	0	0	0	0	0	0	0	0	0	482
17:15	0	113	14	0	1	0	1	2	0	0	0	0	0	0	1	132
17:30	0	106	16	0	1	0	0	0	1	0	0	0	0	0	0	124
17:45	0	106	14	0	0	0	0	0	1	0	0	0	0	0	0	121
18:00	0	106	7	0	2	0	0	0	0	0	0	0	0	0	0	115
Hour Totals	0	431	51	0	4	0	1	2	2	0	0	0	0	0	1	492
18:15	0	112	19	0	0	0	0	1	0	0	0	0	0	0	0	132
18:30	0	72	16	0	1	0	0	0	0	0	0	0	0	0	0	89
18:45	0	80	16	0	0	0	0	3	0	0	0	0	0	0	0	99
19:00	0	92	13	0	2	0	0	0	0	0	0	0	0	0	0	107
Hour Totals	0	356	64	0	3	0	0	4	0	0	0	0	0	0	0	427

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1009003.PRN  
 Station : 00000000024  
 Identification : 00000000024  
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Lanes 1-1 are Westbound  
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Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	85	16	0	0	0	0	0	0	0	0	0	0	0	0	101
19:30	0	84	8	0	3	0	0	0	0	0	0	0	0	0	0	95
19:45	0	71	14	0	0	0	0	0	0	0	0	0	0	0	0	85
20:00	0	70	9	0	0	0	0	0	0	0	0	0	0	0	0	79
Hour Totals	0	310	47	0	3	0	0	0	0	0	0	0	0	0	0	360
20:15	0	54	9	0	2	0	0	0	0	0	0	0	0	0	0	65
20:30	0	69	6	0	1	0	0	0	0	0	0	0	0	0	0	76
20:45	0	52	5	0	0	0	0	0	0	0	0	0	0	0	0	57
21:00	0	53	5	0	0	0	0	0	0	0	0	0	0	0	0	58
Hour Totals	0	228	25	0	3	0	0	0	0	0	0	0	0	0	0	256
21:15	0	41	5	0	0	0	0	0	0	0	0	0	0	0	0	46
21:30	0	53	9	0	0	0	0	0	0	0	0	0	0	0	0	62
21:45	0	40	6	0	0	0	0	0	0	0	0	0	0	0	0	46
22:00	0	34	3	0	0	0	0	0	0	0	0	0	0	0	0	37
Hour Totals	0	168	23	0	0	0	0	0	0	0	0	0	0	0	0	191
22:15	0	39	4	0	1	0	0	0	0	0	0	0	0	0	0	44
22:30	0	40	6	0	1	0	0	0	0	0	0	0	0	0	0	47
22:45	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
23:00	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35
Hour Totals	0	131	20	0	2	0	0	0	0	0	0	0	0	0	0	153
23:15	0	28	2	0	0	0	0	0	1	0	0	0	0	0	0	31
23:30	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
23:45	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
24:00	0	22	4	0	0	0	0	1	0	0	0	0	0	0	0	27
Hour Totals	0	106	13	0	0	0	0	1	1	0	0	0	0	0	0	121
Grand Totals	2	6074	983	6	67	25	1	25	18	1	0	0	1	0	3	7206
Percentages	0.0	84.3	13.6	0.1	0.9	0.3	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1010003.PRN  
Station : 000000000024  
Identification : 000000000024 Interval : 15 minutes  
Start date : Oct 10, 99 Start time : 00:00  
Stop date : Oct 10, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Waterfall/Mariner  
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Lanes 1-1 are Westbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
00:30	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
00:45	0	17	3	0	1	0	0	0	0	0	0	0	0	0	0	21
01:00	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Totals	0	81	9	0	1	0	0	0	0	0	0	0	0	0	0	91
01:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
01:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
01:45	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
02:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Totals	0	47	1	0	0	0	0	0	0	0	0	0	0	0	0	48
02:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
02:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	22	3	0	1	0	0	0	0	0	0	0	0	0	0	26
03:15	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
03:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	27	3	0	0	0	0	0	1	0	0	0	0	0	0	31
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
Hour Totals	0	22	0	0	0	0	0	0	2	0	0	0	0	0	0	24
05:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26

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 Data File : D1010003.PRN  
 Station : 00000000024  
 Identification : 00000000024  
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Lanes 1-1 are Westbound  
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Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	14	3	1	1	0	0	0	1	0	0	0	0	0	0	20
06:30	0	16	0	0	0	0	0	1	0	0	0	0	0	0	0	17
06:45	0	24	5	0	0	0	0	1	0	0	0	0	0	0	0	30
07:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Totals	0	70	11	1	1	0	0	2	1	0	0	0	0	0	0	86
07:15	0	16	1	0	0	0	0	0	1	0	0	0	0	0	0	18
07:30	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
07:45	0	28	6	0	0	0	0	1	0	0	0	0	0	0	0	35
08:00	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Totals	0	103	18	0	0	0	0	1	1	0	0	0	0	0	0	123
08:15	0	27	14	0	0	1	0	1	0	0	0	0	0	0	0	43
08:30	0	22	5	0	1	0	0	0	0	0	0	0	0	0	0	28
08:45	0	42	7	0	0	0	0	1	0	0	0	0	0	0	0	50
09:00	1	48	3	0	0	0	0	2	0	0	0	0	0	0	0	54
Hour Totals	1	139	29	0	1	1	0	4	0	0	0	0	0	0	0	175
09:15	0	51	7	0	0	0	0	0	0	0	0	0	0	0	0	58
09:30	0	66	13	0	1	0	0	3	0	0	0	0	0	0	0	83
09:45	0	67	13	0	1	0	0	1	0	0	0	0	0	0	0	82
10:00	0	74	12	0	0	0	0	0	0	0	0	0	0	0	0	86
Hour Totals	0	258	45	0	2	0	0	4	0	0	0	0	0	0	0	309
10:15	0	93	19	0	0	0	0	0	1	0	0	0	0	0	0	113
10:30	0	93	12	0	1	0	0	2	0	0	0	0	0	0	0	108
10:45	0	93	13	0	0	0	0	1	0	0	0	0	0	0	0	107
11:00	0	87	12	1	0	0	0	0	0	0	0	0	0	0	0	100
Hour Totals	0	366	56	1	1	0	0	3	1	0	0	0	0	0	0	428
11:15	0	92	11	1	0	0	0	1	0	0	0	0	0	0	0	105
11:30	2	98	11	0	1	0	0	1	0	0	0	0	0	0	0	113
11:45	0	93	17	0	1	1	0	1	0	0	0	0	0	0	0	113
12:00	0	89	9	0	0	0	0	0	0	0	0	0	0	0	0	98
Hour Totals	2	372	48	1	2	1	0	3	0	0	0	0	0	0	0	429
12:15	0	128	14	0	2	0	0	1	0	0	0	0	0	0	0	145
12:30	0	127	13	0	1	0	0	0	1	0	0	0	0	0	1	143
12:45	0	125	13	0	1	0	0	0	0	0	0	0	0	0	0	139

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1010003.PRN  
Station : 000000000024  
Identification : 000000000024  
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Lanes 1-1 are Westbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	124	15	0	0	1	0	0	0	0	0	0	0	0	0	140
Hour Totals	0	504	55	0	4	1	0	1	1	0	0	0	0	0	1	567
13:15	0	109	10	0	0	0	0	0	0	0	0	0	0	0	0	119
13:30	0	101	15	0	0	0	0	0	0	0	0	0	0	0	0	116
13:45	0	93	11	0	1	0	0	0	0	0	0	0	0	0	0	105
14:00	0	124	21	0	0	0	0	0	0	0	0	0	0	0	0	145
Hour Totals	0	427	57	0	1	0	0	0	0	0	0	0	0	0	0	485
14:15	0	106	7	0	2	0	0	0	0	0	0	0	0	0	0	115
14:30	0	84	15	0	0	0	0	0	0	0	0	0	0	0	0	99
14:45	0	95	15	0	1	0	0	0	0	0	0	0	0	0	0	111
15:00	0	77	13	0	1	0	0	0	0	0	0	0	0	0	0	91
Hour Totals	0	362	50	0	4	0	0	0	0	0	0	0	0	0	0	416
15:15	0	90	10	0	1	0	0	1	0	0	0	0	0	0	1	103
15:30	0	90	15	0	1	0	0	1	0	0	0	0	0	0	0	107
15:45	0	86	11	0	1	0	0	1	0	0	0	0	0	0	0	99
16:00	0	82	7	0	1	0	0	1	1	0	0	0	0	0	0	92
Hour Totals	0	348	43	0	4	0	0	4	1	0	0	0	0	0	1	401
16:15	0	86	10	0	1	0	0	1	1	0	0	0	0	0	0	99
16:30	0	88	8	0	0	0	0	0	0	0	0	0	0	0	0	96
16:45	0	96	10	0	3	0	0	0	0	0	0	0	0	0	0	109
17:00	0	95	14	0	0	1	0	0	1	0	0	0	0	0	1	112
Hour Totals	0	365	42	0	4	1	0	1	2	0	0	0	0	0	1	416
17:15	0	83	11	0	0	0	0	0	0	0	0	0	0	0	0	94
17:30	0	69	16	0	2	0	0	1	0	0	0	0	0	0	0	88
17:45	0	82	14	0	0	1	0	0	0	0	0	0	0	0	0	97
18:00	0	90	8	0	1	0	0	2	0	0	0	0	0	0	0	101
Hour Totals	0	324	49	0	3	1	0	3	0	0	0	0	0	0	0	380
18:15	0	110	10	0	1	0	0	0	0	0	0	0	0	0	0	121
18:30	0	121	9	0	1	0	0	0	0	0	0	0	0	0	0	131
18:45	0	87	8	0	1	0	0	0	0	0	0	0	0	0	0	96
19:00	0	76	16	0	0	0	0	0	0	0	0	0	0	0	0	92
Hour Totals	0	394	43	0	3	0	0	0	0	0	0	0	0	0	0	440

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1010003.PRN  
 Station : 00000000024  
 Identification : 00000000024  
 \*\*\*\*\*

Lanes 1-1 are Westbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	61	7	0	1	0	0	0	0	0	0	0	0	0	0	69
19:30	0	63	7	0	1	0	0	0	0	0	0	0	0	0	0	71
19:45	0	77	8	0	0	0	0	0	0	0	0	0	0	0	0	85
20:00	0	67	6	0	0	0	0	0	0	0	0	0	0	0	0	73
Hour Totals	0	268	28	0	2	0	0	0	0	0	0	0	0	0	0	298
20:15	0	63	7	0	1	0	0	0	1	0	0	0	0	0	0	72
20:30	0	40	9	0	0	0	0	0	0	0	0	0	0	0	0	49
20:45	0	40	8	0	0	0	0	1	0	0	0	0	0	0	0	49
21:00	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Totals	0	171	26	0	1	0	0	1	1	0	0	0	0	0	0	200
21:15	0	35	5	0	0	0	0	0	1	0	0	0	0	0	0	41
21:30	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	38
21:45	0	39	3	0	0	0	0	0	0	0	0	0	0	0	0	42
22:00	0	25	1	0	1	0	0	0	0	0	0	0	0	0	0	27
Hour Totals	0	133	13	0	1	0	0	0	1	0	0	0	0	0	0	148
22:15	0	24	1	0	0	0	0	1	0	0	0	0	0	0	0	26
22:30	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	31
22:45	0	22	4	0	0	1	0	0	0	0	0	0	0	0	0	27
23:00	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	96	7	0	0	1	0	1	0	0	0	0	0	0	0	105
23:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
23:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
24:00	0	16	1	0	0	0	0	0	1	0	0	0	0	0	0	18
Hour Totals	0	49	8	0	0	0	0	0	1	0	0	0	0	0	0	58
Grand Totals	3	4970	648	3	36	6	0	28	13	0	0	0	0	0	3	5710
Percentages	0.1	87.0	11.3	0.1	0.6	0.1	0.0	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.1	

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1011003.PRN  
Station : 000000000024  
Identification : 000000000024 Interval : 15 minutes  
Start date : Oct 11, 99 Start time : 00:00  
Stop date : Oct 11, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Waterfall/Mariner  
\*\*\*\*\*

Lanes 1-1 are Westbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	12	0	0	1	0	0	1	0	0	0	0	0	0	0	14
00:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	35	2	0	1	0	0	1	0	0	0	0	0	0	0	39
01:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
03:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	18	2	0	0	0	0	0	1	0	0	0	0	0	0	21
04:15	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
04:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
04:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	9	3	0	1	0	0	2	0	0	0	0	0	0	0	15
Hour Totals	0	29	9	0	2	0	0	2	0	0	0	0	0	0	0	42
05:15	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
05:30	0	21	4	0	0	0	0	0	2	0	0	0	0	0	0	27
05:45	0	18	5	0	3	0	0	1	0	0	0	0	0	0	0	27
06:00	0	32	6	1	0	0	0	0	1	0	0	0	0	0	0	40
Hour Totals	0	86	16	1	3	0	0	1	3	0	0	0	0	0	0	110

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1011003.PRN  
 Station : 000000000024  
 Identification : 000000000024  
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Lanes 1-1 are Westbound

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 Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	48	15	0	1	2	0	0	0	0	0	0	0	0	0	66
06:30	0	66	12	1	0	1	0	2	0	0	0	0	0	0	0	82
06:45	0	82	25	1	0	0	0	2	1	0	0	0	0	0	0	111
07:00	0	64	29	1	1	0	0	0	1	0	0	0	0	0	0	96
Hour Totals	0	260	81	3	2	3	0	4	2	0	0	0	0	0	0	355
07:15	1	105	21	2	3	3	0	5	0	0	0	0	0	0	0	140
07:30	0	110	22	0	4	0	0	1	0	0	0	0	0	0	0	137
07:45	0	114	32	1	3	2	0	0	0	1	0	0	0	0	0	153
08:00	0	138	41	1	2	1	0	5	0	0	0	0	0	0	0	188
Hour Totals	1	467	116	4	12	6	0	11	0	1	0	0	0	0	0	618
08:15	0	110	30	5	3	2	0	3	4	0	0	0	0	0	1	158
08:30	0	97	17	1	2	0	0	2	0	0	0	0	0	0	0	119
08:45	0	114	12	0	1	1	0	0	3	0	0	0	0	0	0	131
09:00	0	127	19	3	2	1	0	3	1	0	0	0	0	0	0	156
Hour Totals	0	448	78	9	8	4	0	8	8	0	0	0	0	0	1	564
09:15	0	97	17	1	3	5	0	1	0	0	0	0	0	0	0	124
09:30	0	94	25	0	2	1	0	6	2	0	0	0	0	0	0	130
09:45	0	92	12	0	2	0	0	3	2	0	0	0	0	0	0	111
10:00	0	87	21	0	0	4	0	5	0	0	0	0	0	0	0	117
Hour Totals	0	370	75	1	7	10	0	15	4	0	0	0	0	0	0	482
10:15	0	97	21	2	2	2	0	3	0	1	0	0	0	0	0	128
10:30	0	86	14	0	5	1	0	1	1	0	0	0	0	0	0	108
10:45	0	81	22	1	3	3	0	1	0	0	0	0	0	0	0	111
11:00	0	108	20	0	1	3	0	3	0	0	0	0	0	0	0	135
Hour Totals	0	372	77	3	11	9	0	8	1	1	0	0	0	0	0	482
11:15	0	101	21	0	2	3	0	4	0	0	0	0	0	0	0	131
11:30	0	88	22	0	2	1	0	3	0	0	0	0	0	0	0	116
11:45	1	106	23	1	3	3	0	2	3	0	0	0	0	0	0	142
12:00	0	104	14	0	3	1	0	0	1	0	0	0	0	0	0	123
Hour Totals	1	399	80	1	10	8	0	9	4	0	0	0	0	0	0	512
12:15	0	91	17	0	5	1	0	2	0	0	0	0	0	0	0	116
12:30	0	98	22	0	2	1	2	7	0	0	0	0	1	0	0	133
12:45	0	93	15	0	3	1	0	0	0	0	0	0	0	0	0	112

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Data File : D1011003.PRN  
Station : 00000000024  
Identification : 00000000024  
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Lanes 1-1 are Westbound

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Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	94	16	0	5	2	0	3	0	0	0	0	0	0	0	120
Hour Totals	0	376	70	0	15	5	2	12	0	0	0	0	1	0	0	481
13:15	0	92	20	0	1	1	0	1	0	0	0	0	0	0	0	115
13:30	0	83	11	0	6	2	0	1	1	1	0	0	0	0	0	105
13:45	0	74	16	0	2	5	0	5	0	0	0	0	0	0	0	102
14:00	0	88	21	0	1	0	0	1	0	0	0	0	0	0	0	111
Hour Totals	0	337	68	0	10	8	0	8	1	1	0	0	0	0	0	433
14:15	0	93	18	1	6	1	0	0	1	0	0	0	0	0	0	120
14:30	0	98	23	0	1	2	0	1	1	0	0	0	0	0	0	126
14:45	0	108	14	1	3	2	0	0	0	0	0	0	0	0	0	128
15:00	0	114	19	0	2	1	1	2	0	0	0	0	0	0	1	140
Hour Totals	0	413	74	2	12	6	1	3	2	0	0	0	0	0	1	514
15:15	0	117	17	4	2	0	1	0	0	0	0	0	0	0	0	141
15:30	0	133	25	0	0	1	0	4	2	0	0	0	0	0	0	165
15:45	0	122	20	1	0	4	1	3	0	0	0	0	0	0	0	151
16:00	0	122	28	0	3	2	2	4	1	0	0	0	0	0	0	162
Hour Totals	0	494	90	5	5	7	4	11	3	0	0	0	0	0	0	619
16:15	0	132	16	1	3	1	0	0	0	0	0	0	0	0	0	153
16:30	0	119	30	0	0	0	0	0	2	0	0	0	0	0	0	151
16:45	0	121	20	2	3	0	0	1	4	0	0	0	0	0	0	151
17:00	0	119	20	1	2	0	0	0	0	0	0	0	0	0	0	142
Hour Totals	0	491	86	4	8	1	0	1	6	0	0	0	0	0	0	597
17:15	0	118	23	0	1	1	0	0	0	0	0	0	0	0	0	143
17:30	0	121	22	0	0	0	0	2	0	0	0	0	0	0	0	145
17:45	0	96	21	0	2	0	0	0	1	0	0	0	0	0	1	121
18:00	0	118	15	0	2	0	0	0	0	0	0	0	0	0	0	135
Hour Totals	0	453	81	0	5	1	0	2	1	0	0	0	0	0	1	544
18:15	0	83	17	0	1	1	0	1	0	1	0	0	0	0	0	104
18:30	0	99	14	0	2	3	0	2	0	0	0	0	0	0	0	120
18:45	1	89	15	0	4	1	0	2	1	0	0	0	0	0	0	113
19:00	0	102	16	0	1	0	0	0	0	0	0	0	0	0	0	119
Hour Totals	1	373	62	0	8	5	0	5	1	1	0	0	0	0	0	456

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1011003.PRN  
Station : 000000000024  
Identification : 000000000024  
\*\*\*\*\*

Lanes 1-1 are Westbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	81	14	0	1	0	0	0	0	0	0	0	0	0	0	96
19:30	0	83	11	0	2	0	0	0	1	0	0	0	0	0	0	97
19:45	0	75	18	0	0	0	0	1	0	0	0	0	0	0	0	94
20:00	0	57	7	0	1	0	0	0	2	0	0	0	0	0	0	67
Hour Totals	0	296	50	0	4	0	0	1	3	0	0	0	0	0	0	354
20:15	0	67	11	0	0	0	0	0	0	0	0	0	0	0	0	78
20:30	0	43	6	0	0	0	0	1	0	0	0	0	0	0	0	50
20:45	0	42	9	0	0	0	0	0	0	0	0	0	0	0	2	53
21:00	0	57	6	0	0	0	0	0	1	0	0	0	0	0	0	64
Hour Totals	0	209	32	0	0	0	0	1	1	0	0	0	0	0	2	245
21:15	0	42	5	0	0	0	0	0	1	0	0	0	0	0	0	48
21:30	0	28	7	0	0	0	0	0	0	0	0	0	0	0	0	35
21:45	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
22:00	0	33	3	0	0	0	0	0	0	1	0	0	0	0	0	37
Hour Totals	0	139	17	0	0	0	0	0	1	1	0	0	0	0	0	158
22:15	0	33	2	0	0	0	0	0	0	0	0	0	0	0	0	35
22:30	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
22:45	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	85	10	0	0	0	0	0	0	0	0	0	0	0	0	95
23:15	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
23:30	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	31
23:45	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
24:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	70	11	0	0	0	0	0	0	0	0	0	0	0	0	81
Grand Totals	3	6256	1191	33	124	73	7	103	42	5	0	0	1	0	5	7843
Percentages	0.0	79.8	15.2	0.4	1.6	0.9	0.1	1.3	0.5	0.1	0.0	0.0	0.0	0.0	0.1	

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*****
Data File      : D1005004.PRN
Station       : 000000000048
Identification : 000000000048      Interval   : 15 minutes
Start date    : Oct 5, 99           Start time  : 00:00
Stop date     : Oct 5, 99           Stop time   : 24:00
City/Town     :                     County     : PASCO / HERNANDO
Location      : County Line Rd between Waterfall/Mariner
*****
  
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Lanes 1-1 are Eastbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
00:30	0	16	2	0	0	1	0	0	0	0	0	0	0	0	0	19
00:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	53	4	0	0	1	0	0	0	0	0	0	0	0	0	58
01:15	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	25	3	0	2	1	0	0	0	0	0	0	0	0	0	31
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
Hour Totals	0	18	2	0	0	0	0	0	1	0	0	0	0	0	0	21
03:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:30	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
03:45	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
04:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	25	5	0	1	0	0	0	1	0	0	0	0	0	0	32
04:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
04:45	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
05:00	0	15	4	0	2	0	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	36	10	0	3	0	0	0	1	0	0	0	0	0	0	50
05:15	0	15	4	0	1	1	0	0	0	0	0	0	0	0	0	21
05:30	0	16	9	1	0	1	0	0	0	0	0	0	0	0	0	27
05:45	0	38	8	0	1	0	0	2	1	0	0	0	0	0	0	50
06:00	0	42	15	0	0	0	0	0	0	0	0	0	0	0	0	57
Hour Totals	0	111	36	1	2	2	0	2	1	0	0	0	0	0	0	155

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1005004.PRM  
 Station : 00000000048  
 Identification : 00000000048  
 \*\*\*\*\*

Lanes 1-1 are Eastbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	38	10	0	1	0	0	0	0	0	0	0	0	0	0	49
06:30	0	55	14	0	1	0	0	0	1	0	0	0	0	0	0	71
06:45	0	72	17	4	0	2	0	1	0	0	0	0	0	0	0	96
07:00	1	78	10	6	2	1	0	2	0	0	0	0	0	0	0	100
Hour Totals	1	243	51	10	4	3	0	3	1	0	0	0	0	0	0	316
07:15	0	75	20	0	0	0	0	0	1	0	0	0	0	0	0	96
07:30	0	95	20	1	3	0	1	0	0	0	0	0	0	0	0	120
07:45	0	113	24	0	2	4	0	0	0	0	0	0	0	0	0	143
08:00	0	89	23	2	3	2	0	0	2	0	0	0	0	0	0	121
Hour Totals	0	372	87	3	8	6	1	0	3	0	0	0	0	0	0	480
08:15	0	96	32	0	4	1	1	0	0	0	0	0	0	0	0	134
08:30	0	108	21	1	0	0	0	1	0	0	0	0	0	0	1	132
08:45	0	108	20	3	5	1	0	1	0	1	0	0	0	0	0	139
09:00	0	84	25	0	4	3	0	1	2	0	0	0	0	0	0	119
Hour Totals	0	396	98	4	13	5	1	3	2	1	0	0	0	0	1	524
09:15	0	82	17	2	6	2	1	1	2	0	0	0	0	0	0	113
09:30	0	66	14	0	0	0	1	2	0	1	0	0	0	0	0	84
09:45	0	81	19	0	3	0	1	0	1	0	0	0	0	0	0	105
10:00	0	67	18	0	1	1	0	0	0	0	0	0	0	0	0	87
Hour Totals	0	296	68	2	10	3	3	3	3	1	0	0	0	0	0	389
10:15	0	77	20	1	5	3	0	4	1	0	0	0	0	0	1	112
10:30	0	58	22	0	3	1	2	0	1	0	0	0	0	0	0	87
10:45	0	63	17	0	3	2	0	1	1	0	0	0	0	0	0	87
11:00	0	82	21	1	6	2	0	2	0	0	0	0	0	0	0	114
Hour Totals	0	280	80	2	17	8	2	7	3	0	0	0	0	0	1	400
11:15	1	79	10	0	0	5	0	1	1	0	0	0	0	0	0	97
11:30	0	83	20	1	5	0	0	0	2	0	0	0	0	0	0	111
11:45	0	80	15	0	4	2	0	0	0	0	0	0	0	0	0	101
12:00	0	116	12	0	4	0	1	0	0	0	0	0	0	0	0	133
Hour Totals	1	358	57	1	13	7	1	1	3	0	0	0	0	0	0	442
12:15	0	75	17	0	2	0	0	0	0	0	0	0	0	0	0	94
12:30	0	87	9	1	3	2	0	3	1	1	0	0	0	0	0	107
12:45	0	88	11	1	2	1	1	0	1	0	0	0	0	0	0	105

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Data File : D1005004.PRN  
Station : 000000000048  
Identification : 000000000048  
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Lanes 1-1 are Eastbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	78	22	1	1	0	0	0	0	0	0	0	0	0	0	102
Hour Totals	0	328	59	3	8	3	1	3	2	1	0	0	0	0	0	408
13:15	0	95	25	1	2	0	1	0	0	0	0	0	0	0	0	124
13:30	0	76	22	1	1	1	0	2	0	0	0	0	0	0	0	103
13:45	0	83	23	1	2	1	0	0	0	0	0	0	0	0	0	110
14:00	0	91	19	0	2	4	0	2	0	0	0	0	0	0	0	118
Hour Totals	0	345	89	3	7	6	1	4	0	0	0	0	0	0	0	455
14:15	0	89	22	0	2	2	0	2	0	0	0	0	0	0	0	117
14:30	0	78	14	4	4	1	0	2	0	0	0	0	0	0	0	103
14:45	0	112	23	1	2	0	0	2	0	0	0	0	0	0	0	140
15:00	0	94	18	2	4	1	0	4	0	1	0	0	0	0	0	124
Hour Totals	0	373	77	7	12	4	0	10	0	1	0	0	0	0	0	484
15:15	0	99	10	1	0	0	0	2	0	0	0	0	0	0	0	112
15:30	0	108	17	1	3	0	0	1	2	0	0	0	0	0	0	132
15:45	0	119	21	2	5	0	0	0	1	0	0	0	0	0	0	148
16:00	0	131	29	0	2	0	0	2	0	0	0	0	0	0	0	164
Hour Totals	0	457	77	4	10	0	0	5	3	0	0	0	0	0	0	556
16:15	1	115	18	2	0	2	0	0	4	0	0	0	0	0	1	143
16:30	0	121	26	1	3	0	0	2	0	0	0	0	0	0	0	153
16:45	0	124	27	0	2	0	0	0	0	0	0	0	0	0	0	153
17:00	0	163	26	0	0	2	0	0	0	0	0	0	0	0	0	191
Hour Totals	1	523	97	3	5	4	0	2	4	0	0	0	0	0	1	640
17:15	0	146	34	0	0	1	0	0	0	0	0	0	0	0	0	181
17:30	0	149	35	0	3	1	0	1	1	0	0	0	0	0	0	190
17:45	0	146	23	0	1	3	0	0	0	0	0	0	0	0	0	173
18:00	0	149	29	0	3	0	0	1	1	0	0	0	0	0	0	183
Hour Totals	0	590	121	0	7	5	0	2	2	0	0	0	0	0	0	727
18:15	0	129	29	0	0	2	0	0	0	0	0	0	0	0	0	160
18:30	0	111	25	1	4	0	0	1	0	0	0	0	0	0	0	142
18:45	0	100	17	0	1	0	0	0	0	0	0	0	0	0	0	118
19:00	0	91	13	0	0	0	0	0	0	0	0	0	0	0	0	104
Hour Totals	0	431	84	1	5	2	0	1	0	0	0	0	0	0	0	524

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 Data File : D1005004.PRN  
 Station : 000000000048  
 Identification : 000000000048  
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Lanes 1-1 are Eastbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	1	79	12	0	2	0	0	1	0	0	0	0	0	0	0	95
19:30	0	99	7	0	1	0	0	0	0	0	0	0	0	0	0	107
19:45	0	79	13	0	0	0	0	0	0	0	0	0	0	0	0	92
20:00	0	69	14	0	0	0	0	0	0	0	0	0	0	0	0	83
Hour Totals	1	326	46	0	3	0	0	1	0	0	0	0	0	0	0	377
20:15	0	62	8	0	0	0	0	0	0	0	0	0	0	0	0	70
20:30	0	53	12	0	1	0	0	0	0	0	0	0	0	0	0	66
20:45	0	62	8	0	0	0	0	0	1	0	0	0	0	0	0	71
21:00	0	53	3	0	0	0	0	0	0	0	0	0	0	0	0	56
Hour Totals	0	230	31	0	1	0	0	0	1	0	0	0	0	0	0	263
21:15	0	45	7	0	1	0	0	0	0	0	0	0	0	0	0	53
21:30	0	70	9	0	0	0	0	0	2	0	0	0	0	0	0	81
21:45	0	53	7	0	0	0	0	0	0	0	0	0	0	0	0	60
22:00	0	38	4	0	0	0	0	0	1	0	0	0	0	0	0	43
Hour Totals	0	206	27	0	1	0	0	0	3	0	0	0	0	0	0	237
22:15	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	36
22:30	0	32	2	0	0	0	0	1	0	0	0	0	0	0	0	35
22:45	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
23:00	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Totals	0	116	13	0	0	0	0	1	0	0	0	0	0	0	0	130
23:15	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27
23:30	0	16	4	0	0	0	0	1	0	0	0	0	0	0	0	21
23:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
24:00	0	11	2	0	1	0	0	0	0	0	0	0	0	0	0	14
Hour Totals	0	67	9	0	1	0	0	1	0	0	0	0	0	0	0	78
Grand Totals	4	6205	1231	44	133	60	10	49	34	4	0	0	0	0	3	7777
Percentages	0.1	79.8	15.8	0.6	1.7	0.8	0.1	0.6	0.4	0.1	0.0	0.0	0.0	0.0	0.0	

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

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 Data File : D1006004.PRN  
 Station : 000000000048  
 Identification : 000000000048 Interval : 15 minutes  
 Start date : Oct 6, 99 Start time : 00:00  
 Stop date : Oct 6, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Waterfall/Mariner  
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Lanes 1-1 are Eastbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	16	1	1	0	0	0	0	0	0	0	0	0	0	0	18
00:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
00:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	48	3	1	0	0	0	0	0	0	0	0	0	0	0	52
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	16	2	0	0	1	0	0	0	0	0	0	0	0	0	19
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	4	1	0	0	1	0	0	1	0	0	0	0	0	0	7
03:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
Hour Totals	0	16	4	0	0	1	0	0	2	0	0	0	0	0	0	23
04:15	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
04:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
05:00	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
Hour Totals	0	31	11	0	1	0	0	0	1	0	0	0	0	0	0	44
05:15	0	15	6	0	0	0	0	0	0	0	0	0	0	0	0	21
05:30	0	20	8	0	0	0	1	0	0	0	0	0	0	0	0	29
05:45	0	40	7	0	1	0	0	1	0	0	0	0	0	0	0	49
06:00	0	36	14	1	0	2	0	1	0	0	0	0	0	0	0	54
Hour Totals	0	111	35	1	1	2	1	2	0	0	0	0	0	0	0	153

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 Data File : D1006004.PRN  
 Station : 000000000048  
 Identification : 000000000048  
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Lanes 1-1 are Eastbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	41	7	0	0	0	0	0	0	0	0	0	0	0	0	48
06:30	0	56	14	0	1	0	0	0	0	0	0	0	0	0	0	71
06:45	1	87	19	5	1	0	0	3	0	0	0	0	0	0	0	116
07:00	0	76	22	5	0	1	0	1	0	0	0	0	0	0	0	105
Hour Totals	1	260	62	10	2	1	0	4	0	0	0	0	0	0	0	340
07:15	0	79	15	1	1	2	2	0	1	0	0	0	1	0	0	102
07:30	0	103	20	1	2	0	0	0	0	0	0	0	0	0	1	127
07:45	0	123	25	0	3	0	2	1	0	0	0	0	0	0	0	154
08:00	0	102	23	0	4	0	1	0	0	0	0	0	0	0	0	130
Hour Totals	0	407	83	2	10	2	5	1	1	0	0	0	1	0	1	513
08:15	0	90	26	1	3	0	4	0	1	0	0	0	0	0	0	125
08:30	0	121	29	3	2	3	1	3	0	0	0	0	0	0	0	162
08:45	0	103	25	2	6	4	0	1	3	0	0	0	0	0	0	144
09:00	0	102	24	1	3	2	0	0	0	0	0	0	0	0	0	132
Hour Totals	0	416	104	7	14	9	5	4	4	0	0	0	0	0	0	563
09:15	0	75	20	0	5	0	1	1	1	1	0	0	0	0	0	104
09:30	1	81	16	2	1	2	1	1	0	0	0	0	0	0	0	105
09:45	0	73	13	0	2	3	1	0	2	0	0	0	0	0	0	94
10:00	0	91	14	0	2	1	0	1	3	0	0	0	0	0	0	112
Hour Totals	1	320	63	2	10	6	3	3	6	1	0	0	0	0	0	415
10:15	0	80	15	0	5	1	0	0	0	0	0	0	0	0	1	102
10:30	0	83	23	0	0	0	0	3	1	0	0	0	0	0	0	110
10:45	0	87	16	0	3	1	0	0	1	1	0	0	0	0	0	109
11:00	0	75	16	0	2	2	1	0	0	0	0	0	0	0	0	96
Hour Totals	0	325	70	0	10	4	1	3	2	1	0	0	0	0	1	417
11:15	0	62	10	0	2	0	2	0	0	0	0	0	0	0	0	76
11:30	0	98	16	3	1	1	0	2	0	0	0	0	0	0	0	121
11:45	0	76	18	1	2	3	0	1	1	0	0	0	0	0	0	102
12:00	0	69	16	0	4	0	0	2	0	0	0	0	0	0	0	91
Hour Totals	0	305	60	4	9	4	2	5	1	0	0	0	0	0	0	390
12:15	0	95	12	0	3	1	2	0	0	0	0	0	0	0	0	113
12:30	0	77	25	0	3	1	0	2	2	0	0	0	0	0	0	110
12:45	0	95	22	1	4	1	0	4	1	0	0	0	0	0	0	128

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1006004.PRN  
Station : 000000000048  
Identification : 000000000048  
\*\*\*\*\*

Lanes 1-1 are Eastbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	93	25	0	1	0	0	4	3	0	0	0	0	0	0	126
Hour Totals	0	360	84	1	11	3	2	10	6	0	0	0	0	0	0	477
13:15	0	73	19	0	5	0	0	1	1	1	0	0	0	0	0	100
13:30	0	86	11	2	2	1	2	1	1	1	0	0	0	0	0	107
13:45	0	74	17	1	1	1	0	2	1	0	0	0	0	0	0	97
14:00	0	92	24	2	2	0	0	0	0	0	0	0	0	0	0	120
Hour Totals	0	325	71	5	10	2	2	4	3	2	0	0	0	0	0	424
14:15	1	76	12	0	1	2	1	0	2	0	0	0	0	0	0	95
14:30	0	87	18	1	1	2	0	0	0	0	0	0	0	0	1	110
14:45	0	118	18	2	3	1	0	0	1	0	0	0	0	0	0	143
15:00	0	125	24	2	2	1	0	0	1	0	0	0	0	0	0	155
Hour Totals	1	406	72	5	7	6	1	0	4	0	0	0	0	0	1	503
15:15	0	115	24	1	3	3	0	1	1	0	0	0	0	0	0	148
15:30	0	111	24	0	2	2	1	1	1	0	0	0	0	0	0	142
15:45	0	109	28	4	2	2	0	0	0	0	0	0	0	0	0	145
16:00	0	131	28	1	4	2	0	1	1	1	0	0	0	0	0	169
Hour Totals	0	466	104	6	11	9	1	3	3	1	0	0	0	0	0	604
16:15	0	117	23	1	2	1	0	1	1	0	0	0	0	0	0	146
16:30	0	154	20	1	5	3	1	1	0	0	0	0	0	0	0	185
16:45	0	137	27	0	2	0	0	0	1	0	0	0	0	0	0	167
17:00	0	141	29	0	1	4	0	1	0	0	0	0	0	0	0	176
Hour Totals	0	549	99	2	10	8	1	3	2	0	0	0	0	0	0	674
17:15	0	154	26	0	4	3	0	0	2	0	0	0	0	0	0	189
17:30	0	151	33	0	1	0	0	1	0	0	0	0	0	0	0	186
17:45	0	145	29	1	4	0	0	1	2	0	0	0	0	0	1	183
18:00	0	149	25	0	4	0	0	2	0	0	0	0	0	0	0	180
Hour Totals	0	599	113	1	13	3	0	4	4	0	0	0	0	0	1	738
18:15	0	134	18	1	5	1	0	1	1	0	0	0	0	0	0	161
18:30	0	140	23	0	1	0	0	0	0	0	0	0	0	0	0	164
18:45	0	110	23	0	2	0	0	0	0	0	0	0	0	0	0	135
19:00	0	95	19	0	0	0	0	0	0	0	0	0	0	0	0	114
Hour Totals	0	479	83	1	8	1	0	1	1	0	0	0	0	0	0	574

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1006004.PRN  
Station : 000000000048  
Identification : 000000000048  
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Lanes 1-1 are Eastbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	63	8	0	2	2	0	0	0	0	0	0	0	0	0	75
19:30	0	71	15	0	2	1	0	0	0	0	0	0	0	0	0	89
19:45	0	89	8	0	1	0	0	0	0	0	0	0	0	0	0	98
20:00	0	61	8	0	3	0	0	0	0	0	0	0	0	0	0	72
Hour Totals	0	284	39	0	8	3	0	0	0	0	0	0	0	0	0	334
20:15	0	74	14	0	3	0	0	0	0	0	0	0	0	0	0	91
20:30	0	66	10	0	2	0	0	0	0	0	0	0	0	0	0	78
20:45	0	56	13	0	1	0	0	0	0	0	0	0	0	0	0	70
21:00	0	61	4	0	1	0	0	0	2	0	0	0	0	0	0	68
Hour Totals	0	257	41	0	7	0	0	0	2	0	0	0	0	0	0	307
21:15	0	55	8	0	0	0	0	1	0	0	0	0	0	0	0	64
21:30	0	60	7	0	0	0	0	0	0	0	0	0	0	0	0	67
21:45	0	54	2	1	0	0	0	0	0	0	0	0	0	0	0	57
22:00	0	49	5	0	0	0	0	0	1	0	0	0	0	0	0	55
Hour Totals	0	218	22	1	0	0	0	1	1	0	0	0	0	0	0	243
22:15	0	56	7	0	0	0	0	1	0	0	0	0	0	0	0	64
22:30	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
22:45	0	31	3	0	1	0	0	0	0	0	0	0	0	0	0	35
23:00	0	24	6	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Totals	0	147	18	0	1	0	0	1	0	0	0	0	0	0	0	167
23:15	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
23:30	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
23:45	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
24:00	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Totals	0	84	7	0	0	0	0	0	0	0	0	0	0	0	0	91
Grand Totals	3	6450	1252	49	143	65	24	49	43	5	0	0	1	0	4	8088
Percentages	0.0	79.7	15.5	0.6	1.8	0.8	0.3	0.6	0.5	0.1	0.0	0.0	0.0	0.0	0.0	

\*\*\*\*\*

URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1007004.PRN  
 Station : 000000000048  
 Identification : 000000000048 Interval : 15 minutes  
 Start date : Oct 7, 99 Start time : 00:00  
 Stop date : Oct 7, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Waterfall/Mariner  
 \*\*\*\*\*

Lanes 1-1 are Eastbound

Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	14
00:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	35	3	0	0	0	0	0	0	1	0	0	0	0	0	39
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Totals	0	17	1	0	0	1	0	0	0	0	0	0	0	0	0	19
02:15	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	5
02:30	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	5
02:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	13	3	0	2	1	0	0	0	1	0	0	0	0	0	20
03:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
03:45	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	22	6	1	1	0	0	0	0	0	0	0	0	0	0	30
04:15	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
04:30	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	10
04:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	10	5	0	0	0	0	0	1	0	0	0	0	0	0	16
Hour Totals	0	27	12	1	0	0	0	0	2	0	0	0	0	0	0	42
05:15	0	16	3	0	1	0	0	0	0	0	0	0	0	0	0	20
05:30	0	16	8	1	0	1	0	0	0	0	0	0	0	0	0	26
05:45	0	36	6	0	1	1	0	1	0	0	0	0	0	0	0	45
06:00	0	44	15	0	0	1	0	0	1	0	0	0	0	0	0	61
Hour Totals	0	112	32	1	2	3	0	1	1	0	0	0	0	0	0	152

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1007004.PRN  
 Station : 00000000048  
 Identification : 00000000048  
 \*\*\*\*\*

Lanes 1-1 are Eastbound

Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	43	6	0	1	0	0	0	0	0	0	0	0	0	0	50
06:30	0	49	8	0	1	4	0	0	0	0	0	0	0	0	0	62
06:45	0	71	19	4	1	1	0	2	0	0	0	0	0	0	0	98
07:00	0	77	22	5	0	0	0	1	0	0	0	0	0	0	0	105
Hour Totals	0	240	55	9	3	5	0	3	0	0	0	0	0	0	0	315
07:15	0	87	12	1	3	2	0	1	1	0	0	0	0	0	0	107
07:30	1	85	19	1	3	0	0	0	1	0	0	0	0	0	0	110
07:45	0	116	25	0	3	0	0	1	0	0	0	0	0	0	0	145
08:00	0	110	20	1	1	0	1	0	1	0	0	0	0	0	0	134
Hour Totals	1	398	76	3	10	2	1	2	3	0	0	0	0	0	0	496
08:15	0	82	26	1	4	0	0	0	0	0	0	0	0	0	0	113
08:30	0	103	24	3	4	0	2	1	0	1	0	0	0	0	0	138
08:45	0	125	14	2	6	2	1	1	1	0	0	0	0	0	1	153
09:00	0	104	21	0	1	3	0	0	0	1	0	0	1	0	0	131
Hour Totals	0	414	85	6	15	5	3	2	1	2	0	0	1	0	1	535
09:15	0	92	19	3	1	3	1	3	2	0	0	0	0	0	0	124
09:30	1	73	24	0	3	1	0	0	2	0	0	0	0	0	0	104
09:45	0	85	14	0	0	1	1	1	2	0	0	0	0	0	0	104
10:00	0	78	18	0	0	1	0	1	0	0	0	0	1	0	0	99
Hour Totals	1	328	75	3	4	6	2	5	6	0	0	0	1	0	0	431
10:15	0	56	18	0	4	0	0	0	1	0	0	0	0	0	0	79
10:30	0	76	22	0	2	0	0	1	3	0	0	0	0	0	0	104
10:45	0	86	21	1	4	2	2	2	0	0	0	0	0	0	0	118
11:00	0	88	20	1	3	0	0	0	2	0	0	0	0	0	0	114
Hour Totals	0	306	81	2	13	2	2	3	6	0	0	0	0	0	0	415
11:15	0	88	14	1	1	1	0	0	0	1	0	0	0	0	0	106
11:30	0	67	21	0	3	0	0	3	0	0	0	0	0	0	0	94
11:45	0	86	16	1	0	3	2	0	0	0	0	0	0	0	0	108
12:00	0	75	12	1	1	2	0	0	0	0	0	0	0	0	0	91
Hour Totals	0	316	63	3	5	6	2	3	0	1	0	0	0	0	0	399
12:15	0	73	22	0	1	5	0	2	0	0	0	0	0	0	0	103
12:30	1	87	15	0	3	3	2	2	0	0	0	0	0	0	0	113
12:45	0	96	15	0	2	0	1	0	3	0	0	0	0	0	0	117

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

Page 3

\*\*\*\*\*  
Data File : D1007004.PRN  
Station : 000000000048  
Identification : 000000000048  
\*\*\*\*\*

Lanes 1-1 are Eastbound

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Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	92	17	1	1	1	1	4	1	0	0	0	0	0	0	118
Hour Totals	1	348	69	1	7	9	4	8	4	0	0	0	0	0	0	451
13:15	0	93	15	0	1	2	0	2	0	0	0	0	0	0	0	113
13:30	0	73	17	1	5	0	0	0	0	1	0	0	0	0	0	97
13:45	0	96	29	2	4	1	2	0	1	0	0	0	0	0	0	135
14:00	0	88	16	0	1	4	0	0	3	0	0	0	0	0	0	112
Hour Totals	0	350	77	3	11	7	2	2	4	1	0	0	0	0	0	457
14:15	0	96	25	1	1	0	0	1	3	0	0	0	0	0	0	127
14:30	0	101	17	2	0	2	1	3	0	1	0	0	0	0	0	127
14:45	0	105	23	2	1	1	0	0	1	0	0	0	0	0	0	133
15:00	0	108	17	2	1	2	1	2	0	0	0	0	0	0	0	133
Hour Totals	0	410	82	7	3	5	2	6	4	1	0	0	0	0	0	520
15:15	0	118	13	2	5	5	0	2	2	0	0	0	0	0	0	147
15:30	0	137	23	1	2	0	1	1	0	1	0	0	0	0	0	166
15:45	0	116	22	3	1	1	0	2	0	0	0	0	0	0	0	145
16:00	0	121	25	0	3	0	0	2	0	0	0	0	0	0	0	151
Hour Totals	0	492	83	6	11	6	1	7	2	1	0	0	0	0	0	609
16:15	0	97	28	2	4	1	1	0	0	0	0	0	0	0	0	133
16:30	0	139	22	0	4	2	0	0	1	0	0	0	0	0	0	168
16:45	0	123	20	1	2	2	0	1	3	0	0	0	0	0	0	152
17:00	0	138	21	0	4	2	0	0	2	0	0	0	0	0	0	167
Hour Totals	0	497	91	3	14	7	1	1	6	0	0	0	0	0	0	620
17:15	0	188	37	0	1	3	1	0	1	0	0	0	0	0	0	231
17:30	0	177	31	0	4	2	0	0	1	0	0	0	0	0	0	215
17:45	0	157	35	1	1	0	0	0	0	0	0	0	0	0	0	194
18:00	0	138	31	0	2	0	0	0	1	0	0	0	0	0	0	172
Hour Totals	0	660	134	1	8	5	1	0	3	0	0	0	0	0	0	812
18:15	0	136	21	0	4	0	0	0	1	0	0	0	0	0	0	162
18:30	0	120	24	0	2	0	0	0	0	0	0	0	0	0	0	146
18:45	0	99	23	0	2	0	0	0	1	0	0	0	0	0	0	125
19:00	0	87	13	0	4	0	0	0	0	0	0	0	0	0	0	104
Hour Totals	0	442	81	0	12	0	0	0	2	0	0	0	0	0	0	537

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1007004.PRN  
 Station : 00000000048  
 Identification : 00000000048  
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Lanes 1-1 are Eastbound

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 Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	88	11	0	2	0	0	0	0	0	0	0	0	0	0	101
19:30	0	97	20	0	0	1	0	0	0	0	0	0	0	0	0	118
19:45	1	71	21	0	3	0	0	0	0	0	0	0	0	0	0	96
20:00	0	86	14	0	1	0	1	1	0	0	0	0	0	0	0	103
Hour Totals	1	342	66	0	6	1	1	1	0	0	0	0	0	0	0	418
20:15	0	70	13	0	2	0	0	0	0	0	0	0	0	0	0	85
20:30	0	62	11	0	2	0	0	0	0	0	0	0	0	0	0	75
20:45	0	59	17	0	1	0	0	0	0	0	0	0	0	0	0	77
21:00	0	61	12	0	0	0	0	0	0	0	0	0	0	0	0	73
Hour Totals	0	252	53	0	5	0	0	0	0	0	0	0	0	0	0	310
21:15	0	47	13	0	2	0	0	1	0	0	0	0	0	0	0	63
21:30	0	49	4	0	0	0	0	1	0	0	0	0	0	0	0	54
21:45	0	40	4	0	0	0	0	0	0	0	0	0	0	0	0	44
22:00	0	54	3	0	1	0	0	0	0	0	0	0	0	0	0	58
Hour Totals	0	190	24	0	3	0	0	2	0	0	0	0	0	0	0	219
22:15	0	48	7	0	1	0	0	0	0	0	0	0	0	0	0	56
22:30	0	49	6	0	1	0	0	0	0	0	0	0	0	0	0	56
22:45	0	32	6	0	1	0	0	0	0	0	0	0	0	0	0	39
23:00	0	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Totals	0	158	23	0	3	0	0	0	0	0	0	0	0	0	0	184
23:15	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	31
23:30	0	21	2	0	1	0	0	0	1	0	0	0	0	0	0	25
23:45	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
24:00	0	15	4	1	0	0	0	0	0	0	0	0	0	0	0	20
Hour Totals	0	86	12	1	1	0	0	0	1	0	0	0	0	0	0	101
Grand Totals	4	6455	1287	51	139	71	22	46	45	8	0	0	2	0	1	8131
Percentages	0.0	79.4	15.8	0.6	1.7	0.9	0.3	0.6	0.6	0.1	0.0	0.0	0.0	0.0	0.0	

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1009006.PRN  
 Station : 000000000048  
 Identification : 000000000048 Interval : 15 minutes  
 Start date : Oct 9, 99 Start time : 00:00  
 Stop date : Oct 9, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Waterfall/Mariner  
 \*\*\*\*\*

Lanes 1-1 are Eastbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	31	3	1	0	0	0	0	0	0	0	0	0	0	0	35
00:30	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
00:45	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	30
01:00	0	20	4	0	0	0	0	1	0	0	0	0	0	0	0	25
Hour Totals	0	101	13	1	0	0	0	1	0	0	0	0	0	0	0	116
01:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
01:30	0	17	4	0	2	0	0	0	0	0	0	0	0	0	0	23
01:45	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Totals	0	56	8	0	2	0	0	0	0	0	0	0	0	0	0	66
02:15	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	18
02:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
02:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Totals	0	45	4	0	1	0	0	0	0	0	0	0	0	0	0	50
03:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
03:45	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	27	5	1	2	0	0	0	0	0	0	0	0	0	0	35
04:15	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	9
04:30	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
04:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	10	5	0	1	0	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	29	6	0	2	0	0	1	0	0	0	0	0	0	0	38
05:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
05:45	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
06:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Totals	0	55	8	0	0	0	0	0	0	0	0	0	0	0	0	63

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1009006.PRN  
Station : 000000000048  
Identification : 000000000048  
\*\*\*\*\*

Lanes 1-1 are Eastbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	21	3	0	1	0	0	0	0	0	0	0	0	0	0	25
06:30	0	23	7	0	0	0	0	1	0	0	0	0	0	0	0	31
06:45	0	36	13	0	0	0	0	0	1	0	0	0	0	0	0	50
07:00	0	30	9	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Totals	0	110	32	0	1	0	0	1	1	0	0	0	0	0	0	145
07:15	0	40	7	0	1	0	0	0	0	0	0	0	0	0	0	48
07:30	0	42	13	1	0	0	1	0	0	0	0	0	0	0	0	57
07:45	0	52	10	0	0	0	0	0	0	0	0	0	0	0	0	62
08:00	0	60	17	0	3	0	1	0	0	0	0	0	0	0	0	81
Hour Totals	0	194	47	1	4	0	2	0	0	0	0	0	0	0	0	248
08:15	0	41	10	0	0	1	0	0	0	0	0	0	0	0	0	52
08:30	0	63	15	0	2	1	1	1	1	0	0	0	0	0	0	84
08:45	0	67	17	0	0	0	0	1	1	0	0	0	0	0	0	86
09:00	0	77	11	0	1	0	1	1	0	0	0	0	0	0	0	91
Hour Totals	0	248	53	0	3	2	2	3	2	0	0	0	0	0	0	313
09:15	0	69	18	0	0	0	0	3	0	0	0	0	0	0	0	90
09:30	1	67	19	0	3	0	0	1	0	0	0	0	0	0	1	92
09:45	0	85	17	0	2	0	0	0	0	0	0	0	0	0	0	104
10:00	0	85	25	0	0	2	1	1	0	0	0	0	0	0	0	114
Hour Totals	1	306	79	0	5	2	1	5	0	0	0	0	0	0	1	400
10:15	0	77	16	0	0	1	0	0	0	1	0	0	0	0	0	95
10:30	0	94	23	0	4	0	0	0	0	0	0	0	0	0	0	121
10:45	0	114	15	0	0	0	0	0	0	0	0	0	0	0	0	129
11:00	0	99	20	1	4	1	0	0	1	0	0	0	0	0	0	126
Hour Totals	0	384	74	1	8	2	0	0	1	1	0	0	0	0	0	471
11:15	0	92	17	0	5	0	1	1	0	0	0	0	0	0	0	116
11:30	0	119	10	0	1	0	0	0	1	0	0	0	0	0	0	131
11:45	0	104	17	0	3	0	0	1	1	0	0	0	0	0	0	126
12:00	0	114	23	0	2	1	0	0	0	0	0	0	0	0	0	140
Hour Totals	0	429	67	0	11	1	1	2	2	0	0	0	0	0	0	513
12:15	0	123	22	0	4	0	2	0	2	0	0	0	0	0	0	153
12:30	0	132	21	0	0	1	1	1	0	0	0	0	0	0	0	156
12:45	0	117	20	1	1	1	0	1	0	0	0	0	0	0	0	141

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Data File : D1008004.PRN  
Station : 000000000048  
Identification : 000000000048  
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Lanes 1-1 are Eastbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	79	22	0	2	2	1	0	1	0	0	0	0	0	0	107
Hour Totals	0	351	82	3	12	9	2	2	2	0	0	0	1	0	0	464
13:15	0	109	18	0	2	1	0	2	1	0	0	0	0	0	0	133
13:30	0	98	20	0	0	4	0	0	1	0	0	0	0	0	0	123
13:45	1	89	22	0	1	0	0	4	0	0	0	0	0	0	0	117
14:00	0	103	17	0	3	2	0	0	0	0	0	0	0	0	0	125
Hour Totals	1	399	77	0	6	7	0	6	2	0	0	0	0	0	0	498
14:15	0	96	27	0	4	0	1	0	0	0	0	0	0	0	1	129
14:30	0	114	22	0	1	1	0	0	0	0	0	0	0	0	0	138
14:45	0	109	18	2	5	1	0	2	1	0	0	0	0	0	0	138
15:00	0	129	28	2	3	2	0	1	1	0	0	0	0	0	0	166
Hour Totals	0	448	95	4	13	4	1	3	2	0	0	0	0	0	1	571
15:15	0	132	24	0	6	1	0	4	2	0	0	0	0	0	0	169
15:30	0	124	25	1	1	0	2	1	0	1	0	0	0	0	0	155
15:45	0	119	26	2	3	3	1	0	0	0	0	0	0	0	0	154
16:00	0	150	16	2	3	2	0	1	2	1	0	0	0	0	0	177
Hour Totals	0	525	91	5	13	6	3	6	4	2	0	0	0	0	0	655
16:15	2	136	23	0	3	1	0	0	0	0	0	0	0	0	0	165
16:30	0	146	29	1	4	2	0	3	2	0	0	0	0	0	0	187
16:45	0	128	30	0	0	5	0	2	1	1	0	0	0	0	1	168
17:00	0	145	28	0	5	3	0	1	0	0	0	0	0	0	0	182
Hour Totals	2	555	110	1	12	11	0	6	3	1	0	0	0	0	1	702
17:15	0	151	21	0	4	1	0	1	1	0	0	0	0	0	0	179
17:30	0	137	40	0	1	0	0	1	0	0	0	0	0	0	0	179
17:45	0	140	23	0	2	0	0	2	0	0	0	0	0	0	0	167
18:00	0	164	29	0	1	0	0	0	0	0	0	0	0	0	0	194
Hour Totals	0	592	113	0	8	1	0	4	1	0	0	0	0	0	0	719
18:15	0	116	27	0	2	0	0	0	0	0	0	0	0	0	0	145
18:30	0	115	18	0	1	0	0	0	0	0	0	0	0	0	0	134
18:45	0	91	16	0	3	0	0	0	0	0	0	0	0	0	2	112
19:00	0	105	17	1	2	0	0	0	0	0	0	0	0	0	0	125
Hour Totals	0	427	78	1	8	0	0	0	0	0	0	0	0	0	2	516

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Data File : D1008004.PRN  
Station : 000000000048  
Identification : 000000000048  
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Lanes 1-1 are Eastbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	110	15	0	1	0	0	1	0	0	0	0	0	0	0	127
19:30	1	82	13	0	2	0	0	0	0	0	0	0	0	0	0	98
19:45	0	87	8	0	1	0	0	0	0	0	0	0	0	0	0	96
20:00	0	90	14	0	1	1	0	0	0	0	0	0	0	0	0	106
Hour Totals	1	369	50	0	5	1	0	1	0	0	0	0	0	0	0	427
20:15	0	94	13	0	0	0	0	0	1	0	0	0	0	0	0	108
20:30	0	75	14	0	1	0	0	0	0	0	0	0	0	0	0	90
20:45	0	85	19	1	1	0	0	0	0	0	0	0	0	0	0	106
21:00	0	72	9	0	0	0	0	1	0	0	0	0	0	0	0	82
Hour Totals	0	326	55	1	2	0	0	1	1	0	0	0	0	0	0	386
21:15	0	70	10	0	2	0	0	0	0	0	0	0	0	0	0	82
21:30	0	50	10	0	0	0	0	1	0	0	0	0	0	0	0	61
21:45	0	57	10	0	1	0	0	0	0	0	0	0	0	0	0	68
22:00	0	48	8	0	1	0	0	0	0	0	0	0	0	0	0	57
Hour Totals	0	225	38	0	4	0	0	1	0	0	0	0	0	0	0	268
22:15	0	53	7	0	0	0	0	0	0	0	0	0	0	0	0	60
22:30	0	52	7	0	1	0	0	0	0	0	0	0	0	0	0	60
22:45	0	64	5	0	0	0	0	0	0	0	0	0	0	0	0	69
23:00	0	44	5	0	0	0	0	0	0	0	0	0	0	0	0	49
Hour Totals	0	213	24	0	1	0	0	0	0	0	0	0	0	0	0	238
23:15	0	56	9	0	0	0	0	0	0	0	0	0	0	0	0	65
23:30	0	29	4	0	0	0	0	1	0	0	0	0	0	0	0	34
23:45	0	46	2	0	0	0	0	0	0	0	0	0	0	0	0	48
24:00	0	32	5	0	0	0	0	0	0	0	0	0	0	0	0	37
Hour Totals	0	163	20	0	0	0	0	1	0	0	0	0	0	0	0	184
Grand Totals	9	6912	1328	39	157	75	17	62	35	7	0	0	1	0	7	8649
Percentages	0.1	79.9	15.4	0.5	1.8	0.9	0.2	0.7	0.4	0.1	0.0	0.0	0.0	0.0	0.1	

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

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Data File : D1008004.PRN  
Station : 000000000048  
Identification : 000000000048 Interval : 15 minutes  
Start date : Oct 8, 99 Start time : 00:00  
Stop date : Oct 8, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Waterfall/Mariner  
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Lanes 1-1 are Eastbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
00:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	40	2	0	0	0	0	0	0	0	0	0	0	0	0	42
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	10
01:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	24	3	0	1	1	0	0	0	0	0	0	0	0	0	29
02:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	6	2	0	0	0	0	0	0	1	0	0	0	0	0	9
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	19	5	0	0	0	0	0	0	1	0	0	0	0	0	25
03:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
03:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
04:45	0	9	2	0	4	0	0	0	0	0	0	0	0	0	0	15
05:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Totals	0	30	8	0	5	0	0	0	0	0	0	0	0	0	0	43
05:15	0	17	5	0	0	1	0	0	0	0	0	0	0	0	0	23
05:30	0	22	9	1	1	1	0	0	0	0	0	0	0	0	0	34
05:45	0	40	6	0	0	0	0	0	0	0	0	0	0	0	1	47
06:00	0	43	12	1	0	0	0	0	0	0	0	0	0	0	0	56
Hour Totals	0	122	32	2	1	2	0	0	0	0	0	0	0	0	1	160

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\*\*\*\*\*  
Data File : D1008004.PRN  
Station : 000000000048  
Identification : 000000000048  
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Lanes 1-1 are Eastbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	40	6	0	0	0	1	0	1	0	0	0	0	0	0	48
06:30	0	53	8	0	3	1	0	2	0	0	0	0	0	0	0	67
06:45	0	61	20	2	3	1	1	0	0	0	0	0	0	0	0	88
07:00	0	67	21	6	4	0	0	2	1	0	0	0	0	0	0	101
Hour Totals	0	221	55	8	10	2	2	4	2	0	0	0	0	0	0	304
07:15	0	67	15	0	0	0	1	1	0	0	0	0	0	0	0	84
07:30	1	91	22	1	3	0	1	2	0	0	0	0	0	0	0	121
07:45	0	115	15	0	0	1	1	0	0	1	0	0	0	0	0	133
08:00	0	97	19	0	5	1	0	2	2	0	0	0	0	0	0	126
Hour Totals	1	370	71	1	8	2	3	5	2	1	0	0	0	0	0	464
08:15	1	103	20	1	7	1	0	0	1	0	0	0	0	0	0	134
08:30	1	110	20	3	2	4	2	1	2	0	0	0	0	0	0	145
08:45	0	93	24	2	8	2	0	3	1	0	0	0	0	0	0	133
09:00	0	105	23	2	4	1	0	0	2	1	0	0	0	0	0	138
Hour Totals	2	411	87	8	21	8	2	4	6	1	0	0	0	0	0	550
09:15	0	84	25	0	2	1	0	3	1	0	0	0	0	0	0	116
09:30	0	91	12	0	2	1	2	0	2	1	0	0	0	0	0	111
09:45	0	85	15	0	0	1	0	3	2	0	0	0	0	0	1	107
10:00	0	74	19	0	4	2	0	1	1	0	0	0	0	0	0	101
Hour Totals	0	334	71	0	8	5	2	7	6	1	0	0	0	0	1	435
10:15	0	82	17	1	1	2	0	3	0	0	0	0	0	0	0	106
10:30	0	94	28	1	1	1	0	0	1	0	0	0	0	0	0	126
10:45	0	83	19	1	0	1	0	1	1	0	0	0	0	0	0	106
11:00	0	100	16	0	5	3	1	3	2	0	0	0	0	0	0	130
Hour Totals	0	359	80	3	7	7	1	7	4	0	0	0	0	0	0	468
11:15	0	77	18	0	5	1	0	1	0	0	0	0	0	0	0	102
11:30	0	101	10	2	2	5	0	1	0	0	0	0	0	0	1	122
11:45	0	83	26	0	4	0	1	0	0	0	0	0	0	0	0	114
12:00	2	103	23	0	1	3	0	2	0	0	0	0	0	0	0	134
Hour Totals	2	364	77	2	12	9	1	4	0	0	0	0	0	0	1	472
12:15	0	90	20	1	6	2	0	2	0	0	0	0	0	0	0	121
12:30	0	95	19	2	4	3	0	0	1	0	0	0	0	0	0	124
12:45	0	87	21	0	0	2	1	0	0	0	0	0	1	0	0	112

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1009006.PRN  
 Station : 000000000048  
 Identification : 000000000048  
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Lanes 1-1 are Eastbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	97	12	0	1	0	0	0	0	0	0	0	0	0	0	110
Hour Totals	0	469	75	1	6	2	3	2	2	0	0	0	0	0	0	560
13:15	0	90	16	0	2	0	0	0	0	0	0	0	0	0	0	108
13:30	0	108	14	0	2	0	0	0	0	0	0	0	0	0	0	124
13:45	0	106	18	0	1	0	0	2	0	0	0	0	0	0	0	127
14:00	0	107	25	0	2	1	0	1	0	0	0	0	0	0	0	136
Hour Totals	0	411	73	0	7	1	0	3	0	0	0	0	0	0	0	495
14:15	0	104	22	0	0	1	0	1	0	0	0	0	0	0	0	128
14:30	0	110	13	0	1	0	0	1	0	0	0	0	0	0	0	125
14:45	0	111	19	0	0	1	0	0	0	0	0	0	0	0	0	131
15:00	0	96	16	0	1	0	0	0	0	0	0	0	0	0	0	113
Hour Totals	0	421	70	0	2	2	0	2	0	0	0	0	0	0	0	497
15:15	0	87	19	1	2	0	0	0	0	0	0	0	0	0	0	109
15:30	0	99	15	0	0	0	0	0	0	0	0	0	0	0	0	114
15:45	0	110	20	0	1	1	0	0	0	0	0	0	0	0	0	132
16:00	0	99	28	0	0	0	0	0	0	0	0	0	0	0	0	127
Hour Totals	0	395	82	1	3	1	0	0	0	0	0	0	0	0	0	482
16:15	0	109	16	0	2	0	1	1	0	0	0	0	0	0	0	129
16:30	1	121	15	0	0	0	0	1	0	0	0	0	0	0	0	138
16:45	0	114	14	0	1	0	0	1	0	0	0	0	0	0	0	130
17:00	0	110	15	0	0	1	0	0	0	0	0	0	0	0	1	127
Hour Totals	1	454	60	0	3	1	1	3	0	0	0	0	0	0	1	524
17:15	0	106	22	0	3	0	0	0	0	0	0	0	0	0	0	131
17:30	0	114	11	0	0	0	0	0	0	0	0	0	0	0	0	125
17:45	0	97	12	0	1	0	0	0	0	0	0	0	0	0	0	110
18:00	0	112	14	0	0	0	0	0	0	0	0	0	0	0	0	126
Hour Totals	0	429	59	0	4	0	0	0	0	0	0	0	0	0	0	492
18:15	0	99	12	0	0	0	0	0	0	0	0	0	0	0	0	111
18:30	0	117	14	0	1	0	0	0	0	0	0	0	0	0	0	132
18:45	0	108	15	0	2	0	0	0	0	0	0	0	0	0	0	125
19:00	0	97	16	0	1	0	0	0	0	0	0	0	0	0	0	114
Hour Totals	0	421	57	0	4	0	0	0	0	0	0	0	0	0	0	482

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1009006.PRN  
 Station : 00000000048  
 Identification : 00000000048  
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Lanes 1-1 are Eastbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	88	16	0	1	0	0	0	0	0	0	0	0	0	0	105
19:30	0	100	16	0	3	0	0	0	0	0	0	0	0	0	0	119
19:45	0	82	15	0	1	0	0	0	0	0	0	0	0	0	0	98
20:00	0	93	8	0	1	0	0	0	0	0	0	0	0	0	0	102
Hour Totals	0	363	55	0	6	0	0	0	0	0	0	0	0	0	0	424
20:15	0	70	12	0	1	0	0	0	0	0	0	0	0	0	0	83
20:30	0	55	12	0	0	0	0	0	0	0	0	0	0	0	0	67
20:45	0	83	3	0	0	0	0	0	0	0	0	0	0	0	0	86
21:00	0	79	10	0	0	0	0	0	0	0	0	0	0	0	0	89
Hour Totals	0	287	37	0	1	0	0	0	0	0	0	0	0	0	0	325
21:15	0	71	17	0	2	0	0	1	0	0	0	0	0	0	0	91
21:30	0	77	5	0	0	0	0	0	0	0	0	0	0	0	0	82
21:45	0	64	12	0	0	0	0	0	0	0	0	0	0	0	0	76
22:00	0	56	7	0	0	0	0	0	0	0	0	0	0	0	0	63
Hour Totals	0	268	41	0	2	0	0	1	0	0	0	0	0	0	0	312
22:15	0	49	6	0	1	0	0	1	0	0	0	0	0	0	0	57
22:30	0	43	9	0	0	0	0	0	0	0	0	0	0	0	0	52
22:45	0	62	7	0	3	0	0	0	0	0	0	0	0	0	0	72
23:00	0	49	8	0	0	0	0	0	0	0	0	0	0	0	0	57
Hour Totals	0	203	30	0	4	0	0	1	0	0	0	0	0	0	0	238
23:15	0	42	2	0	1	0	0	0	0	0	0	0	0	0	0	45
23:30	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	36
23:45	0	33	2	0	1	0	0	0	0	0	0	0	0	0	0	36
24:00	0	20	1	0	1	0	0	0	0	0	0	0	0	0	0	22
Hour Totals	0	124	12	0	3	0	0	0	0	0	0	0	0	0	0	139
Grand Totals	2	6229	1047	6	84	14	10	25	8	1	0	0	0	0	2	7428
Percentages	0.0	83.9	14.1	0.1	1.1	0.2	0.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	

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*****
Data File      : D1010004.PRN
Station       : 000000000048
Identification : 000000000048          Interval : 15 minutes
Start date    : Oct 10, 99             Start time : 00:00
Stop date     : Oct 10, 99             Stop time  : 24:00
City/Town    :                          County   : PASCO / HERNANDO
Location     : County Line Rd between Waterfall/Mariner
*****
```

Lanes 1-1 are Eastbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	23	2	0	0	1	0	0	0	0	0	0	0	0	0	26
00:30	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
00:45	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
01:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Totals	0	89	10	0	0	1	0	0	0	0	0	0	0	0	0	100
01:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
01:30	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
01:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Totals	0	55	4	0	0	0	0	0	0	0	0	0	0	0	0	59
02:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
02:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
02:45	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	8
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	35	3	0	0	0	0	1	0	0	0	0	0	0	0	39
03:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	8	3	0	0	1	0	0	0	0	0	0	0	0	0	12
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	25	4	0	0	1	0	0	0	0	0	0	0	0	0	30
04:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:30	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
04:45	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	11	1	0	0	0	0	1	1	0	0	0	0	0	0	14
Hour Totals	0	31	5	0	2	0	0	1	1	0	0	0	0	0	0	40
05:15	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	10
05:30	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
05:45	0	10	0	1	2	0	0	0	0	0	0	0	0	0	0	13
06:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	35	1	1	2	0	0	1	1	0	0	0	0	0	0	41

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\*\*\*\*\*  
Data File : D1010004.PRN

Station : 000000000048

Identification : 000000000048  
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Lanes 1-1 are Eastbound  
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Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
06:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
06:45	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	16
07:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	40	11	0	0	0	0	0	1	0	0	0	0	0	0	52
07:15	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
07:30	0	21	7	0	1	0	0	1	0	0	0	0	0	0	0	30
07:45	0	28	9	0	0	0	0	0	0	0	0	0	0	0	0	37
08:00	0	30	4	0	0	0	0	0	1	0	0	0	0	0	0	35
Hour Totals	0	98	22	0	1	0	0	1	1	0	0	0	0	0	0	123
08:15	0	41	6	0	1	0	0	0	0	0	0	0	0	0	0	48
08:30	0	33	5	0	0	0	0	0	0	0	0	0	0	0	0	38
08:45	0	60	8	0	0	1	0	0	0	0	0	0	0	0	0	69
09:00	1	52	8	0	0	0	0	0	0	0	0	0	0	0	0	61
Hour Totals	1	186	27	0	1	1	0	0	0	0	0	0	0	0	0	216
09:15	0	39	14	0	1	0	0	0	0	0	0	0	0	0	0	54
09:30	0	50	6	0	1	0	0	0	0	0	0	0	0	0	0	57
09:45	0	49	11	0	1	0	0	0	0	0	0	0	0	0	0	61
10:00	0	73	5	0	1	0	0	0	0	0	0	0	0	0	0	79
Hour Totals	0	211	36	0	4	0	0	0	0	0	0	0	0	0	0	251
10:15	0	78	9	0	0	0	0	0	0	0	0	0	0	0	1	88
10:30	0	79	13	0	0	0	0	0	0	0	0	0	0	0	0	92
10:45	0	102	10	0	0	0	0	0	0	0	0	0	0	0	0	112
11:00	0	73	11	0	1	0	0	0	0	0	0	0	0	0	0	85
Hour Totals	0	332	43	0	1	0	0	0	0	0	0	0	0	0	1	377
11:15	0	75	13	0	3	0	0	1	0	0	0	0	0	0	0	92
11:30	0	59	7	0	1	0	0	1	0	0	0	0	0	0	0	68
11:45	0	66	10	0	2	0	0	0	0	0	0	0	0	0	0	78
12:00	0	87	13	0	2	0	0	0	0	0	0	0	0	0	0	102
Hour Totals	0	287	43	0	8	0	0	2	0	0	0	0	0	0	0	340
12:15	0	77	9	0	1	0	0	0	0	0	0	0	0	0	0	87
12:30	0	107	15	0	0	0	0	0	0	0	0	0	0	0	0	122
12:45	0	107	14	0	0	0	0	1	0	0	0	0	0	0	0	122

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1010004.PRN  
 Station : 000000000048  
 Identification : 000000000048  
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Lanes 1-1 are Eastbound

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 Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	86	13	0	0	1	0	0	0	0	0	0	0	0	0	100
Hour Totals	0	377	51	0	1	1	0	1	0	0	0	0	0	0	0	431
13:15	0	95	14	0	0	0	0	0	0	0	0	0	0	0	0	109
13:30	0	102	12	0	1	0	0	0	0	0	0	0	0	0	0	115
13:45	0	113	19	0	1	0	0	0	1	0	0	0	0	0	0	134
14:00	0	106	19	0	0	0	0	0	0	0	0	0	0	0	0	125
Hour Totals	0	416	64	0	2	0	0	0	1	0	0	0	0	0	0	483
14:15	0	97	16	0	0	0	0	0	0	0	0	0	0	0	0	113
14:30	0	91	10	0	0	0	0	2	0	0	0	0	0	0	0	103
14:45	0	94	8	0	1	0	0	1	0	0	0	0	0	0	0	104
15:00	1	89	19	0	1	0	0	0	0	0	0	0	0	0	0	110
Hour Totals	1	371	53	0	2	0	0	3	0	0	0	0	0	0	0	430
15:15	0	107	19	0	4	0	0	1	0	0	0	0	0	0	0	131
15:30	0	92	6	0	0	0	0	0	0	0	0	0	0	0	0	98
15:45	0	99	10	0	1	0	0	0	0	0	0	0	0	0	0	110
16:00	0	101	14	0	0	0	0	1	0	0	0	0	0	0	0	116
Hour Totals	0	399	49	0	5	0	0	2	0	0	0	0	0	0	0	455
16:15	0	98	14	0	1	0	0	1	0	0	0	0	0	0	0	114
16:30	0	95	22	0	0	0	0	3	0	0	0	0	0	0	1	121
16:45	0	103	10	0	0	0	0	1	0	0	0	0	0	0	0	114
17:00	0	85	14	0	2	0	0	0	1	0	0	0	0	0	0	102
Hour Totals	0	381	60	0	3	0	0	5	1	0	0	0	0	0	1	451
17:15	1	99	9	0	0	0	0	2	0	0	0	0	0	0	0	111
17:30	0	93	13	0	1	0	0	1	0	0	0	0	0	0	0	108
17:45	0	92	13	0	0	0	0	3	1	0	0	0	0	0	0	109
18:00	0	95	12	0	1	0	0	0	0	0	0	0	0	0	0	108
Hour Totals	1	379	47	0	2	0	0	6	1	0	0	0	0	0	0	436
18:15	0	99	17	0	1	0	0	0	0	0	0	0	0	0	0	117
18:30	0	84	13	0	4	0	0	1	0	0	0	0	0	0	0	102
18:45	0	104	6	0	0	0	0	1	0	0	0	0	0	0	0	111
19:00	0	75	9	0	1	0	0	0	0	0	0	0	0	0	0	85
Hour Totals	0	362	45	0	6	0	0	2	0	0	0	0	0	0	0	415

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1010004.PRN  
 Station : 000000000048  
 Identification : 000000000048  
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Lanes 1-1 are Eastbound  
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Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	73	14	0	1	0	0	0	0	0	0	0	0	0	0	88
19:30	0	102	19	0	0	0	0	0	0	0	0	0	0	0	0	121
19:45	0	79	9	0	0	0	0	1	0	0	0	0	0	0	0	89
20:00	0	77	10	0	0	0	0	1	0	0	0	0	0	0	0	88
Hour Totals	0	331	52	0	1	0	0	2	0	0	0	0	0	0	0	386
20:15	0	70	12	0	1	0	0	0	0	0	0	0	0	0	0	83
20:30	0	54	8	0	2	0	0	0	0	0	0	0	0	0	0	64
20:45	0	43	5	0	1	0	0	1	0	0	0	0	0	0	0	50
21:00	0	57	5	0	2	0	0	0	0	0	0	0	0	0	0	64
Hour Totals	0	224	30	0	6	0	0	1	0	0	0	0	0	0	0	261
21:15	0	56	5	0	2	0	0	0	1	0	0	0	0	0	0	64
21:30	0	56	4	0	0	0	0	0	0	0	0	0	0	0	0	60
21:45	0	35	2	0	0	1	0	1	0	0	0	0	0	0	0	39
22:00	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Totals	0	175	14	0	2	1	0	1	1	0	0	0	0	0	0	194
22:15	0	34	8	0	0	0	0	0	1	0	0	0	0	0	0	43
22:30	0	47	2	0	0	0	0	0	0	0	0	0	0	0	0	49
22:45	0	103	2	0	0	0	0	0	0	0	0	0	0	0	0	105
23:00	0	23	1	0	1	0	0	0	1	0	0	0	0	0	0	26
Hour Totals	0	207	13	0	1	0	0	0	2	0	0	0	0	0	0	223
23:15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
23:30	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
23:45	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
24:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	59	6	0	0	0	0	0	0	0	0	0	0	0	0	65
Grand Totals	3	5105	693	1	50	5	0	29	10	0	0	0	0	0	2	5898
Percentages	0.1	86.6	11.7	0.0	0.8	0.1	0.0	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1011006.PRN  
 Station : 000000000048  
 Identification : 000000000048 Interval : 15 minutes  
 Start date : Oct 11, 99 Start time : 00:00  
 Stop date : Oct 11, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Waterfall/Mariner  
 \*\*\*\*\*

Lanes 1-1 are Eastbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	18	2	1	0	0	0	0	0	0	0	0	0	0	0	21
00:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	43	4	1	0	0	0	0	0	0	0	0	0	0	0	48
01:15	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	9
01:30	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
01:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	24	1	0	1	1	0	0	0	0	0	0	0	0	0	27
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Totals	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
03:15	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
03:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	7	2	0	0	1	0	0	0	0	0	0	0	0	0	10
04:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	19	3	0	1	1	0	0	1	0	0	0	0	0	0	25
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	8	2	0	1	0	0	0	1	0	0	0	0	0	0	12
04:45	0	10	1	0	3	0	0	0	1	1	0	0	0	0	0	16
05:00	0	20	1	0	1	0	0	0	0	0	0	0	0	0	0	22
Hour Totals	0	43	4	0	5	0	0	0	2	1	0	0	0	0	0	55
05:15	0	13	4	1	0	0	0	0	0	0	0	0	0	0	0	18
05:30	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
05:45	0	33	11	1	0	1	0	0	0	0	0	0	0	0	0	46
06:00	0	39	18	0	1	1	0	0	0	0	0	0	0	0	0	59
Hour Totals	0	107	37	2	1	2	0	0	0	0	0	0	0	0	0	149

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1011006.PRN  
 Station : 00000000048  
 Identification : 00000000048  
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Lanes 1-1 are Eastbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	36	11	0	2	1	0	0	0	0	0	0	0	0	0	50
06:30	1	67	11	0	1	3	0	1	1	0	0	0	0	0	0	85
06:45	0	60	21	2	0	0	0	1	0	0	0	0	0	0	0	84
07:00	0	87	17	6	5	3	1	0	0	0	0	0	0	0	0	119
Hour Totals	1	250	60	8	8	7	1	2	1	0	0	0	0	0	0	338
07:15	0	81	19	0	2	0	0	1	1	0	0	0	0	0	0	104
07:30	0	87	12	1	2	0	1	2	0	1	0	0	0	0	1	107
07:45	0	122	24	0	1	4	1	0	2	1	0	0	0	0	0	155
08:00	0	98	21	0	1	0	1	0	1	0	0	0	0	0	0	122
Hour Totals	0	388	76	1	6	4	3	3	4	2	0	0	0	0	1	488
08:15	0	89	22	0	8	0	0	1	0	0	0	0	0	0	0	120
08:30	0	107	17	2	1	0	1	1	0	0	0	0	0	0	0	129
08:45	0	96	22	5	7	0	1	2	0	0	0	0	0	0	0	133
09:00	0	103	28	1	0	0	0	2	1	1	0	0	0	0	0	136
Hour Totals	0	395	89	8	16	0	2	6	1	1	0	0	0	0	0	518
09:15	0	75	23	1	2	1	1	1	0	0	0	0	0	0	0	104
09:30	0	80	22	0	3	0	1	1	0	0	0	0	0	0	0	107
09:45	0	74	19	2	4	0	0	0	1	0	0	0	0	0	0	100
10:00	0	79	18	0	1	2	0	3	1	0	0	0	0	0	0	104
Hour Totals	0	308	82	3	10	3	2	5	2	0	0	0	0	0	0	415
10:15	0	74	12	0	4	0	1	0	0	1	0	0	0	0	0	92
10:30	0	80	24	1	1	1	0	3	1	0	0	0	0	0	0	111
10:45	0	90	18	0	5	1	0	3	0	0	0	0	0	0	0	117
11:00	0	72	13	2	5	1	2	1	1	0	0	0	0	0	2	99
Hour Totals	0	316	67	3	15	3	3	7	2	1	0	0	0	0	2	419
11:15	0	79	22	0	3	0	1	0	1	0	0	0	0	0	0	106
11:30	1	88	16	0	7	2	1	3	1	0	0	0	0	0	0	119
11:45	0	97	26	0	0	3	0	4	1	0	0	0	0	0	0	131
12:00	0	122	19	0	3	1	0	2	0	1	0	0	0	0	0	148
Hour Totals	1	386	83	0	13	6	2	9	3	1	0	0	0	0	0	504
12:15	2	110	18	0	5	2	0	0	2	0	0	0	0	0	0	139
12:30	0	86	18	0	5	1	0	1	0	0	0	0	0	0	0	111
12:45	0	93	21	0	1	0	0	3	0	0	0	0	0	0	0	118

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

Page 3

\*\*\*\*\*  
Data File : D1011006.PRN  
Station : 000000000048  
Identification : 000000000048  
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Lanes 1-1 are Eastbound

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Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	74	25	1	5	4	1	3	1	0	0	0	0	0	0	114
Hour Totals	2	363	82	1	16	7	1	7	3	0	0	0	0	0	0	482
13:15	0	83	13	1	1	1	1	6	0	0	0	0	0	0	0	106
13:30	0	86	21	1	2	1	0	3	0	1	0	0	0	0	0	115
13:45	0	98	24	0	1	0	1	2	0	0	0	0	0	0	0	126
14:00	0	77	17	0	2	3	0	0	4	0	0	0	0	0	0	103
Hour Totals	0	344	75	2	6	5	2	11	4	1	0	0	0	0	0	450
14:15	0	88	14	2	1	1	1	3	0	0	0	0	0	0	0	110
14:30	0	116	18	0	2	2	0	2	0	0	0	0	0	0	0	140
14:45	0	111	21	1	3	3	0	2	0	0	0	0	0	0	0	141
15:00	0	108	26	4	2	2	0	1	0	0	0	0	0	0	0	143
Hour Totals	0	423	79	7	8	8	1	8	0	0	0	0	0	0	0	534
15:15	0	100	24	1	6	0	2	1	1	0	0	0	0	0	0	135
15:30	0	120	19	1	2	1	0	1	0	0	0	0	0	0	0	144
15:45	1	109	25	2	4	0	0	3	0	0	0	0	0	0	0	144
16:00	0	124	20	0	3	2	0	0	3	0	0	0	0	0	0	152
Hour Totals	1	453	88	4	15	3	2	5	4	0	0	0	0	0	0	575
16:15	0	126	22	1	3	0	2	3	1	0	0	0	0	0	0	158
16:30	0	130	26	1	4	1	0	2	0	0	0	0	0	0	0	164
16:45	0	136	32	1	1	0	0	3	1	0	0	0	0	0	0	174
17:00	0	137	23	0	1	2	0	1	2	0	0	0	0	0	0	166
Hour Totals	0	529	103	3	9	3	2	9	4	0	0	0	0	0	0	662
17:15	0	179	37	0	2	1	0	1	0	0	0	0	0	0	0	220
17:30	0	162	22	0	0	1	1	0	3	1	0	0	0	0	0	190
17:45	0	139	22	0	3	3	0	0	0	0	0	0	0	0	0	167
18:00	0	129	33	1	3	1	0	1	1	0	0	0	0	0	0	169
Hour Totals	0	609	114	1	8	6	1	2	4	1	0	0	0	0	0	746
18:15	0	114	23	0	1	0	0	0	0	0	0	0	0	0	0	138
18:30	0	98	23	0	1	1	0	0	0	0	0	0	0	0	0	123
18:45	0	106	26	1	3	0	0	0	0	0	0	0	0	0	1	137
19:00	0	103	15	0	0	0	0	3	0	0	0	0	0	0	0	121
Hour Totals	0	421	87	1	5	1	0	3	0	0	0	0	0	0	1	519

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

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 Data File : D1011006.PRN  
 Station : 000000000048  
 Identification : 000000000048  
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Lanes 1-1 are Eastbound

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 Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	80	10	0	0	0	0	0	0	0	0	0	0	0	0	90
19:30	0	77	15	0	1	0	0	2	0	0	0	0	0	0	0	95
19:45	0	64	9	1	0	0	0	0	0	0	0	0	0	0	0	74
20:00	0	67	14	0	0	0	0	1	1	0	0	0	0	0	0	83
Hour Totals	0	288	48	1	1	0	0	3	1	0	0	0	0	0	0	342
20:15	0	61	9	0	0	0	0	0	0	0	0	0	0	0	0	70
20:30	0	60	10	0	1	0	0	0	0	0	0	0	0	0	0	71
20:45	0	53	5	0	5	0	0	0	1	0	0	0	0	0	0	64
21:00	0	52	4	0	1	0	0	0	0	1	0	0	0	0	0	58
Hour Totals	0	226	28	0	7	0	0	0	1	1	0	0	0	0	0	263
21:15	0	46	6	0	1	0	0	0	0	0	0	0	0	0	0	53
21:30	0	58	7	0	0	0	0	0	0	0	0	0	0	0	0	65
21:45	0	48	5	0	0	0	0	0	0	0	0	0	0	0	0	53
22:00	0	31	3	0	1	1	0	0	0	0	0	0	0	0	0	36
Hour Totals	0	183	21	0	2	1	0	0	0	0	0	0	0	0	0	207
22:15	0	30	5	0	0	0	0	0	0	0	0	0	0	0	1	36
22:30	0	34	2	0	1	0	0	0	0	0	0	0	0	0	0	37
22:45	0	23	4	0	1	0	0	0	0	0	0	0	0	0	0	28
23:00	0	20	4	0	2	0	0	0	0	0	0	0	0	0	0	26
Hour Totals	0	107	15	0	4	0	0	0	0	0	0	0	0	0	1	127
23:15	0	23	2	0	0	0	0	0	0	1	0	0	0	0	0	26
23:30	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
23:45	0	12	2	0	0	0	0	0	1	0	0	0	0	0	0	15
24:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Totals	0	73	9	0	0	0	0	0	1	1	0	0	0	0	0	84
Grand Totals	5	6307	1256	46	158	61	22	80	38	10	0	0	0	0	5	7988
Percentages	0.1	79.0	15.7	0.6	2.0	0.8	0.3	1.0	0.5	0.1	0.0	0.0	0.0	0.0	0.1	

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County Line Rd. between Waterfall/Maeriner (Westbound)								(WESTBOUND) WEEKDAY Averages		County Line Rd. between Waterfall/Maeriner (Eastbound)								(EASTBOUND) WEEKDAY Averages		(Non Directional) WEEKDAY Averages	
Mon	Tue	Wed	Thu	Fri	Sat	Sun	15 Min	Hourly	Mon	Tue	Wed	Thu	Fri	Sat	Sun	15 Min	Hourly	15 Min	Hourly		
15	12	12	11	9	12	38	22	11	15	21	20	18	10	20	35	28	18	15	29		
30	14	7	10	5	5	28	25	8	30	14	19	11	14	7	28	28	13	30	21		
45	8	7	8	14	15	17	21	10	45	8	9	15	9	8	30	33	10	45	20		
100	5	10	10	5	17	11	23	9	100	5	10	8	6	7	25	15	7	100	17	87	
115	9	10	10	10	11	15	10	10	115	9	6	4	6	4	15	14	6	115	16		
130	8	10	8	7	5	13	14	8	130	7	6	6	7	10	23	18	7	130	15		
145	3	5	5	4	4	13	13	4	145	7	9	3	4	8	15	14	6	145	10		
200	4	8	2	5	9	6	11	6	200	4	10	6	2	7	13	13	6	200	11	52	
215	3	6	4	3	6	13	9	4	215	4	6	4	5	6	18	11	5	215	9		
230	4	6	6	6	8	12	7	6	230	4	4	5	5	9	10	14	5	230	12		
245	3	4	8	4	4	6	3	5	245	2	6	8	7	4	8	8	5	245	10		
300	7	2	5	7	8	10	7	6	300	1	5	6	3	6	14	6	4	300	10	41	
315	6	6	4	7	11	7	8	7	315	4	8	3	6	7	7	7	6	315	12		
330	5	5	5	6	6	5	7	5	330	5	7	7	7	8	12	5	7	330	12		
345	5	5	10	8	10	9	7	8	345	10	12	7	9	10	9	12	10	345	17		
400	5	5	8	7	7	8	9	6	400	6	5	6	8	4	7	6	6	400	12	54	
415	8	10	6	9	12	8	5	9	415	5	4	8	7	3	9	9	5	415	14		
430	9	10	12	8	10	3	6	10	430	12	8	6	10	7	7	12	9	430	18		
445	10	9	8	5	7	8	3	8	445	16	17	18	9	15	6	5	15	445	23		
500	15	12	5	5	12	9	10	10	500	22	21	12	16	18	16	14	18	500	28	83	
515	16	20	23	17	22	9	5	20	515	18	21	21	20	23	8	10	21	515	40		
530	27	26	30	25	22	12	8	26	530	26	27	29	26	34	17	8	28	530	54		
545	27	40	28	32	35	13	9	32	545	46	50	49	45	47	20	13	47	545	80		
600	40	49	42	47	45	22	4	45	600	59	57	54	61	56	18	10	57	600	102	276	
615	66	59	59	55	57	35	20	59	615	50	49	48	50	48	25	11	49	615	108		
630	82	92	79	94	86	25	17	87	630	85	71	71	82	67	31	9	71	630	158		
645	111	123	107	106	112	52	30	112	645	84	96	116	98	88	50	16	96	645	208		
700	96	111	128	130	133	48	19	120	700	119	100	105	105	101	39	16	106	700	226	700	
715	140	136	155	153	140	57	18	145	715	104	96	102	107	84	48	21	99	715	243		
730	137	164	157	144	158	60	30	152	730	107	120	127	110	121	57	30	117	730	269		
745	153	137	167	175	170	70	35	160	745	155	143	154	145	133	62	37	146	745	306		
800	188	156	147	154	154	73	40	160	800	122	121	130	134	126	81	35	127	800	286	1105	
815	158	142	149	187	141	80	43	151	815	120	134	125	113	134	52	48	125	815	277		
830	119	123	129	142	123	81	28	127	830	129	132	162	138	145	84	38	141	830	268		
845	131	147	157	148	143	107	50	145	845	133	139	144	153	133	86	69	140	845	286		
900	156	136	141	147	163	125	54	149	900	136	119	132	131	138	91	61	131	900	280	1110	
915	124	122	123	127	153	113	58	130	915	104	113	104	124	116	90	54	112	915	242		
930	130	118	113	135	106	110	83	120	930	107	84	105	104	111	92	57	102	930	223		
945	111	124	116	124	116	103	82	118	945	100	105	94	104	107	104	61	102	945	220		
1000	117	133	113	117	119	148	86	120	1000	104	87	112	99	101	114	79	101	1000	220	905	
1015	128	107	104	111	129	121	113	116	1015	92	112	102	79	106	95	88	98	1015	214		
1030	108	106	122	108	117	132	108	112	1030	111	87	110	104	126	121	92	108	1030	220		
1045	111	98	111	126	119	131	107	113	1045	117	87	109	118	106	129	112	107	1045	220		
1100	135	94	101	109	162	145	100	120	1100	99	114	96	114	130	126	85	111	1100	231	885	
1115	131	120	102	98	109	145	105	110	1115	106	97	76	106	102	116	92	97	1115	207		
1130	116	119	128	103	133	133	113	120	1130	119	111	121	94	122	131	68	113	1130	233		
1145	142	115	117	94	136	135	113	121	1145	131	101	102	108	114	126	78	111	1145	232		
1200	123	129	128	116	99	131	98	119	1200	148	133	91	91	134	140	102	119	1200	238	911	
1215	116	122	110	119	136	155	145	121	1215	139	94	113	103	121	153	87	114	1215	235		
1230	133	108	123	126	121	136	143	123	1230	111	107	110	113	124	156	122	113	1230	236		
1245	112	110	114	110	130	138	139	115	1245	118	105	128	117	112	141	122	116	1245	231		
1300	120	122	111	99	117	146	140	114	1300	114	102	126	118	107	110	100	113	1300	227	929	
1315	115	105	115	121	131	129	119	117	1315	106	124	100	113	133	108	109	115	1315	233		
1330	105	112	119	103	133	134	116	114	1330	115	103	107	87	123	124	115	109	1330	223		
1345	102	121	118	119	86	141	105	109	1345	126	110	97	135	117	127	134	117	1345	226		
1400	111	118	126	124	121	133	145	120	1400	103	118	120	112	125	136	125	116	1400	236	918	

County Line Rd between US19/Cobblestone (Westbound)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
1415	120	104	125	118	124	126	116
1430	126	100	100	135	122	105	99
1445	128	139	142	139	137	137	111
1500	140	117	127	155	158	122	91
1515	141	134	126	157	138	105	103
1530	165	137	143	140	147	131	107
1545	151	123	145	147	139	118	99
1600	162	125	154	148	174	113	92
1615	153	136	155	172	172	137	99
1630	151	145	152	136	146	124	96
1645	151	146	158	164	142	98	109
1700	142	147	132	139	171	125	112
1715	143	164	173	161	162	132	94
1730	145	142	153	148	154	124	88
1745	121	146	133	163	141	121	97
1800	135	133	140	129	143	115	101
1815	104	135	138	126	143	132	121
1830	120	131	125	137	152	89	131
1845	113	102	129	140	144	99	98
1900	119	108	103	112	127	107	92
1915	96	92	106	106	102	101	69
1930	97	74	81	97	118	95	71
1945	94	82	85	87	83	85	85
2000	67	70	63	78	87	79	73
2015	78	60	68	87	113	65	72
2030	50	49	78	76	75	76	49
2045	53	72	45	64	86	57	49
2100	64	57	54	74	65	58	30
2115	48	56	61	49	64	46	41
2130	35	52	41	54	53	62	38
2145	38	49	54	48	44	46	42
2200	37	36	49	37	50	37	27
2215	35	25	26	44	48	44	26
2230	20	28	42	38	51	47	31
2245	19	26	33	32	58	27	27
2300	21	28	26	21	40	35	21
2315	23	16	19	20	38	31	14
2330	31	17	15	27	38	32	14
2345	21	18	20	16	22	31	12
2400	6	17	9	12	40	27	18
<b>Total</b>	<b>7843</b>	<b>7853</b>	<b>7887</b>	<b>8084</b>	<b>8567</b>	<b>7206</b>	<b>5710</b>

(WESTBOUND)  
WEEKDAY  
Averages  
15 Min Hourly

8007

County Line Rd between US19/Cobblestone (Eastbound)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
1415	110	117	95	127	129	128	113
1430	140	103	110	127	138	125	103
1445	141	140	143	133	138	131	104
1500	143	124	155	133	166	113	110
1515	135	112	148	147	169	109	131
1530	144	132	142	166	155	114	98
1545	144	148	145	145	154	132	110
1600	152	164	169	151	177	127	116
1615	156	143	146	133	165	129	114
1630	164	153	185	168	187	138	121
1645	174	153	167	152	168	130	114
1700	166	191	176	167	182	127	102
1715	220	181	189	231	179	131	111
1730	180	190	186	215	179	125	108
1745	167	173	183	194	167	110	109
1800	169	183	180	172	194	126	108
1815	138	160	161	162	145	111	117
1830	123	142	164	146	134	132	102
1845	137	118	135	125	112	125	111
1900	121	104	114	104	125	114	85
1915	90	95	75	101	127	105	88
1930	85	107	89	118	98	119	121
1945	74	92	98	96	98	98	89
2000	83	83	72	103	106	102	88
2015	70	70	91	85	108	83	83
2030	71	66	78	75	90	67	64
2045	64	71	70	77	106	86	50
2100	58	56	68	73	82	89	64
2115	53	53	64	63	82	91	64
2130	65	81	67	54	61	82	60
2145	53	60	57	44	68	76	39
2200	36	43	55	58	57	63	31
2215	36	36	64	56	60	57	43
2230	37	35	38	56	60	52	49
2245	28	37	35	39	69	72	105
2300	26	22	30	33	48	57	26
2315	26	27	28	31	65	45	15
2330	24	21	23	25	34	36	17
2345	15	16	22	25	48	36	17
2400	19	14	18	20	37	22	16
<b>Total</b>	<b>7988</b>	<b>7777</b>	<b>8088</b>	<b>8131</b>	<b>8649</b>	<b>7428</b>	<b>5898</b>

(EASTBOUND)  
WEEKDAY  
Averages  
15 Min Hourly

8127

(Non Directional)  
WEEKDAY  
Averages  
15 Min Hourly

Total 16133

URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1005001.PRN  
Station : 000000000011  
Identification : 000000000011 Interval : 15 minutes  
Start date : Oct 5, 99 Start time : 00:00  
Stop date : Oct 5, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Mariner/Linden  
\*\*\*\*\*

Lanes 1-1 are Westbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	22	2	0	0	1	0	0	0	0	0	0	0	0	0	25
01:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
01:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
02:15	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	7	4	0	0	0	0	0	1	0	0	0	0	0	0	12
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
05:00	0	9	0	0	2	0	0	0	0	0	0	0	0	0	0	11
Hour Totals	0	14	2	0	2	0	0	0	1	0	0	0	0	0	0	19
05:15	0	13	0	0	0	1	0	1	0	0	0	0	0	0	0	15
05:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
05:45	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
06:00	0	18	7	0	1	0	0	0	3	1	0	0	0	0	0	30
Hour Totals	0	52	13	0	1	1	0	1	3	1	0	0	0	0	0	72

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Data File : D1005001.PRN  
Station : 000000000011  
Identification : 000000000011  
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Lanes 1-1 are Westbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	22	2	0	0	0	0	2	2	0	0	0	0	0	0	28
06:30	0	30	10	1	0	1	0	1	0	0	0	0	1	0	0	44
06:45	0	45	13	2	4	0	0	2	0	0	0	0	0	0	0	66
07:00	0	45	9	0	1	1	0	2	1	0	0	0	0	0	0	59
Hour Totals	0	142	34	3	5	2	0	7	3	0	0	0	1	0	0	197
07:15	0	49	14	1	0	0	0	0	0	0	0	0	0	0	0	64
07:30	0	54	18	0	1	1	0	0	3	1	0	0	0	0	0	78
07:45	0	53	19	0	2	2	0	1	1	1	0	0	0	0	0	79
08:00	0	72	19	0	1	0	0	1	0	0	0	0	0	0	0	93
Hour Totals	0	228	70	1	4	3	0	2	4	2	0	0	0	0	0	314
08:15	0	60	13	0	2	2	1	1	1	0	0	0	0	0	0	80
08:30	0	59	14	3	3	3	0	2	0	1	0	0	0	0	0	85
08:45	0	77	17	7	4	0	0	1	1	0	0	0	0	0	0	107
09:00	0	63	12	0	0	0	0	2	1	0	0	0	0	0	0	78
Hour Totals	0	259	56	10	9	5	1	6	3	1	0	0	0	0	0	350
09:15	0	46	21	1	1	2	0	1	1	0	0	0	0	0	0	73
09:30	0	60	10	0	1	0	0	0	1	0	0	0	0	0	0	72
09:45	0	52	14	0	3	0	0	3	1	0	0	0	0	0	0	73
10:00	0	55	20	1	2	3	1	2	1	0	0	0	0	0	0	85
Hour Totals	0	213	65	2	7	5	1	6	4	0	0	0	0	0	0	303
10:15	0	48	12	0	2	0	0	0	1	0	0	0	0	0	1	64
10:30	0	43	11	0	3	0	3	1	2	0	0	0	0	0	0	63
10:45	0	49	8	1	2	0	0	1	0	0	0	0	0	0	0	61
11:00	0	43	10	0	0	0	2	0	1	0	0	0	0	0	0	56
Hour Totals	0	183	41	1	7	0	5	2	4	0	0	0	0	0	1	244
11:15	0	47	7	1	1	1	1	2	0	0	0	0	0	0	2	62
11:30	0	47	9	1	0	3	0	3	0	0	0	0	0	0	0	63
11:45	0	44	15	2	0	0	2	1	1	2	0	0	0	0	0	67
12:00	0	49	9	0	1	2	1	3	0	0	0	0	0	0	0	65
Hour Totals	0	187	40	4	2	6	4	9	1	2	0	0	0	0	2	257
12:15	0	42	12	0	1	0	0	2	0	0	0	0	0	0	0	57
12:30	0	51	10	0	4	0	0	6	0	0	0	0	0	0	0	71
12:45	0	39	10	1	4	0	3	0	1	1	0	0	0	0	0	59

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1005001.PRN  
Station : 000000000011  
Identification : 000000000011  
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Lanes 1-1 are Westbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	40	7	0	1	3	0	0	1	0	0	0	0	0	0	52
Hour Totals	0	172	39	1	10	3	3	8	2	1	0	0	0	0	0	239
13:15	0	47	11	0	1	2	3	0	0	0	0	0	0	0	0	64
13:30	0	43	11	0	3	0	3	0	0	0	0	0	0	0	0	60
13:45	0	51	7	1	0	1	0	1	2	0	0	0	0	0	0	63
14:00	0	48	12	1	0	1	0	2	0	1	0	0	0	0	0	65
Hour Totals	0	189	41	2	4	4	6	3	2	1	0	0	0	0	0	252
14:15	0	39	5	0	1	0	1	0	1	0	0	0	0	0	0	47
14:30	0	47	11	1	4	0	0	2	2	0	0	0	0	0	0	67
14:45	0	54	22	0	3	0	0	1	0	1	0	0	0	0	1	82
15:00	0	53	17	8	1	0	1	0	1	0	0	0	0	0	0	81
Hour Totals	0	193	55	9	9	0	2	3	4	1	0	0	0	0	1	277
15:15	0	61	19	2	0	2	0	1	0	0	0	0	0	0	0	85
15:30	0	62	11	2	2	1	0	2	1	0	0	0	0	0	0	81
15:45	0	56	14	1	2	2	0	3	0	0	0	0	0	0	0	78
16:00	0	69	8	0	2	0	0	2	1	0	0	0	0	0	0	82
Hour Totals	0	248	52	5	6	5	0	8	2	0	0	0	0	0	0	326
16:15	0	55	6	0	0	0	0	1	0	0	0	0	0	0	0	62
16:30	0	68	10	2	0	0	0	2	0	0	0	0	0	0	0	82
16:45	0	72	12	2	1	0	0	0	1	0	0	0	0	0	0	88
17:00	0	89	22	1	3	0	0	0	0	0	0	0	0	0	2	117
Hour Totals	0	284	50	5	4	0	0	3	1	0	0	0	0	0	2	349
17:15	0	82	17	0	5	0	0	0	3	0	0	0	0	0	0	107
17:30	0	82	17	0	0	0	0	1	0	0	0	0	0	0	0	100
17:45	0	71	12	0	0	1	0	0	2	0	0	0	0	0	0	86
18:00	1	70	11	0	1	0	0	1	0	0	0	0	0	0	0	84
Hour Totals	1	305	57	0	6	1	0	2	5	0	0	0	0	0	0	377
18:15	0	70	19	0	1	0	0	0	1	0	0	0	0	0	0	91
18:30	0	70	7	0	0	0	0	0	0	0	0	0	0	0	0	77
18:45	0	51	7	0	0	0	0	0	0	0	0	0	0	0	1	59
19:00	0	49	2	0	1	0	0	0	2	1	0	0	0	0	0	55
Hour Totals	0	240	35	0	2	0	0	0	3	1	0	0	0	0	1	282

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Data File : D1005001.PRN  
Station : 00000000011  
Identification : 00000000011  
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Lanes 1-1 are Westbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	35	6	0	0	0	0	0	1	0	0	0	0	0	0	42
19:30	0	36	7	0	0	0	0	0	0	0	0	0	0	0	0	43
19:45	0	33	6	0	0	0	0	0	1	0	0	0	0	0	0	40
20:00	0	24	3	0	0	1	0	0	0	0	0	0	0	0	0	28
Hour Totals	0	128	22	0	0	1	0	0	2	0	0	0	0	0	0	153
20:15	0	24	5	0	0	0	0	0	1	0	0	0	0	0	0	30
20:30	0	21	3	0	0	0	0	1	0	0	0	0	0	0	0	25
20:45	0	22	1	0	2	0	0	0	1	0	0	0	0	0	0	26
21:00	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
Hour Totals	0	92	11	0	2	0	0	1	2	0	0	0	0	0	0	108
21:15	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
21:30	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	25
21:45	0	22	0	0	1	0	0	0	0	0	0	0	0	0	0	23
22:00	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
Hour Totals	0	92	5	0	1	0	0	0	0	0	0	0	0	0	0	98
22:15	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
22:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
22:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	58	7	0	0	0	0	0	0	0	0	0	0	0	0	65
23:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	12	0	0	0	0	0	0	2	0	0	0	0	0	0	14
23:45	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
24:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	38	3	0	0	0	0	0	2	0	0	0	0	0	0	43
Grand Totals	1	3380	705	43	81	37	22	61	50	10	0	0	1	0	7	4398
Percentages	0.0	76.9	16.0	1.0	1.8	0.8	0.5	1.4	1.1	0.2	0.0	0.0	0.0	0.0	0.2	

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

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Data File : D1006005.PRN  
Station : 000000000011  
Identification : 000000000011 Interval : 15 minutes  
Start date : Oct 6, 99 Start time : 00:00  
Stop date : Oct 6, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Mariner/Linden  
\*\*\*\*\*

Lanes 1-1 are Westbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	7	0	0	1	0	0	0	0	1	0	0	0	0	0	9
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	17	2	0	1	0	0	0	0	1	0	0	0	0	0	21
01:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
01:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Totals	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	11	3	0	1	0	0	0	1	0	0	0	0	0	0	16
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour Totals	0	10	3	0	0	0	0	1	0	0	0	0	0	0	0	14
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	15	2	0	0	0	0	1	0	0	0	0	0	0	0	18
05:15	0	8	0	0	1	0	0	1	1	0	0	0	0	0	0	11
05:30	0	8	5	0	0	0	0	1	2	0	0	0	0	0	0	16
05:45	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
06:00	0	18	6	0	1	0	0	1	0	0	0	0	0	0	0	26
Hour Totals	0	53	12	0	2	0	0	3	3	0	0	0	0	0	0	73

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1006005.PRN  
Station : 00000000011  
Identification : 00000000011  
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Lanes 1-1 are Westbound

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Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	17	8	1	0	0	0	3	3	1	0	0	0	0	0	33
06:30	1	43	9	0	0	0	0	0	1	0	0	0	0	0	0	54
06:45	0	41	12	2	1	0	0	1	0	0	0	0	0	0	0	57
07:00	0	41	16	0	2	5	0	0	0	0	0	0	0	0	0	64
Hour Totals	1	142	45	3	3	5	0	4	4	1	0	0	0	0	0	208
07:15	0	54	12	0	2	0	0	0	1	0	0	0	0	0	0	69
07:30	0	55	15	0	2	0	0	2	0	0	0	0	2	0	0	76
07:45	0	75	13	0	1	0	1	1	0	0	0	0	0	0	0	91
08:00	0	63	17	0	5	0	0	2	1	0	0	0	0	0	0	88
Hour Totals	0	247	57	0	10	0	1	5	2	0	0	0	2	0	0	324
08:15	0	57	14	0	2	0	0	5	1	1	0	0	1	0	0	81
08:30	0	54	15	3	4	0	0	1	2	1	0	0	0	0	0	80
08:45	0	94	14	5	3	1	0	2	0	0	0	0	0	0	0	119
09:00	0	59	22	2	2	2	0	0	1	0	0	0	0	0	0	88
Hour Totals	0	264	65	10	11	3	0	8	4	2	0	0	1	0	0	368
09:15	0	53	10	1	0	2	0	1	2	0	0	0	0	0	0	69
09:30	0	57	8	0	0	0	0	1	0	1	0	0	0	0	0	67
09:45	0	63	15	0	2	0	0	1	1	0	0	0	0	0	0	82
10:00	0	55	7	1	1	0	1	4	1	1	0	0	0	0	0	71
Hour Totals	0	228	40	2	3	2	1	7	4	2	0	0	0	0	0	289
10:15	0	40	11	0	1	5	0	2	0	0	0	0	0	0	0	59
10:30	0	57	7	0	2	1	1	1	0	0	0	0	0	0	0	69
10:45	0	39	10	3	1	3	0	2	0	0	0	0	0	0	0	58
11:00	0	38	11	1	0	0	0	0	0	0	0	0	0	0	0	50
Hour Totals	0	174	39	4	4	9	1	5	0	0	0	0	0	0	0	236
11:15	0	39	7	0	3	2	0	1	1	0	0	0	0	0	0	53
11:30	0	48	10	0	1	1	3	3	2	0	0	0	0	0	0	68
11:45	0	45	9	0	1	0	1	1	1	0	0	0	0	0	1	59
12:00	0	52	14	0	2	3	0	2	1	0	0	0	0	0	0	74
Hour Totals	0	184	40	0	7	6	4	7	5	0	0	0	0	0	1	254
12:15	1	36	13	1	4	3	0	4	1	0	0	0	0	0	0	63
12:30	0	51	10	0	1	1	0	0	0	0	0	0	0	0	0	63
12:45	0	38	9	0	0	0	0	1	1	0	0	0	0	0	0	49

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1006005.PRN  
 Station : 00000000011  
 Identification : 00000000011  
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Lanes 1-1 are Westbound  
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Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	38	14	0	4	0	0	1	0	0	0	0	0	0	0	57
Hour Totals	1	163	46	1	9	4	0	6	2	0	0	0	0	0	0	232
13:15	0	38	10	0	2	1	0	1	0	0	0	0	0	0	0	52
13:30	0	58	13	0	1	2	0	0	1	0	0	0	0	0	1	76
13:45	0	51	12	0	3	2	1	0	3	0	0	0	0	0	0	72
14:00	0	47	13	0	1	0	0	0	1	0	0	0	0	0	0	62
Hour Totals	0	194	48	0	7	5	1	1	5	0	0	0	0	0	1	262
14:15	0	42	14	0	1	2	0	2	0	0	0	0	0	0	0	61
14:30	0	58	9	0	1	0	0	1	2	0	0	0	0	0	0	71
14:45	0	59	16	1	4	0	0	2	0	0	0	0	0	0	0	82
15:00	0	64	12	4	2	1	0	0	2	0	0	0	0	0	0	85
Hour Totals	0	223	51	5	8	3	0	5	4	0	0	0	0	0	0	299
15:15	0	59	12	3	1	1	1	1	1	0	0	0	0	0	0	79
15:30	0	41	13	1	1	0	0	0	0	1	0	0	0	0	0	57
15:45	0	83	13	2	3	1	2	1	1	0	0	0	0	0	0	106
16:00	0	66	16	0	1	0	0	2	1	0	0	0	0	0	0	86
Hour Totals	0	249	54	6	6	2	3	4	3	1	0	0	0	0	0	328
16:15	0	63	11	0	2	2	0	2	0	0	0	0	0	0	0	80
16:30	1	62	21	0	2	2	2	1	1	0	0	0	0	0	1	93
16:45	0	77	17	2	2	0	0	1	1	0	0	0	0	0	0	100
17:00	0	107	17	0	2	0	1	0	2	0	0	0	0	0	0	129
Hour Totals	1	309	66	2	8	4	3	4	4	0	0	0	0	0	1	402
17:15	0	89	19	0	2	2	0	3	0	0	0	0	0	0	0	115
17:30	0	74	13	0	3	1	0	1	1	0	0	0	0	0	0	93
17:45	0	74	15	0	0	0	0	2	0	0	0	0	0	0	0	91
18:00	0	76	17	0	2	0	0	0	0	0	0	0	0	0	0	95
Hour Totals	0	313	64	0	7	3	0	6	1	0	0	0	0	0	0	394
18:15	0	69	18	1	2	1	0	1	0	0	0	0	0	0	0	92
18:30	0	63	7	0	0	0	0	2	1	0	0	0	0	0	0	73
18:45	0	51	10	0	0	1	0	0	0	0	0	0	0	0	0	62
19:00	0	55	10	0	0	0	0	0	0	0	0	0	0	0	0	65
Hour Totals	0	238	45	1	2	2	0	3	1	0	0	0	0	0	0	292

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

Page 4

\*\*\*\*\*  
Data File : D1006005.PRN  
Station : 000000000011  
Identification : 000000000011  
\*\*\*\*\*

Lanes 1-1 are Westbound

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Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	48	9	0	1	0	0	0	0	0	0	0	0	0	0	58
19:30	0	44	12	0	0	0	0	1	1	0	0	0	0	0	0	58
19:45	0	37	9	0	0	0	0	0	0	0	0	0	0	0	0	46
20:00	0	35	5	0	3	0	0	0	0	0	0	0	0	0	0	43
Hour Totals	0	164	35	0	4	0	0	1	1	0	0	0	0	0	0	205
20:15	0	34	6	0	0	0	0	0	0	0	0	0	0	0	0	40
20:30	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
20:45	0	16	3	0	0	0	0	0	1	0	0	0	0	0	0	20
21:00	0	24	3	0	3	0	0	0	2	0	0	0	0	0	0	32
Hour Totals	0	98	14	0	3	0	0	0	3	0	0	0	0	0	0	118
21:15	0	24	7	0	0	1	0	0	0	0	0	0	0	0	0	32
21:30	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
21:45	0	23	0	0	1	2	0	0	1	0	0	0	0	0	0	27
22:00	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Totals	0	93	13	0	1	3	0	0	1	0	0	0	0	0	0	111
22:15	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
22:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Totals	0	70	6	0	0	0	0	0	0	0	0	0	0	0	0	76
23:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
Grand Totals	3	3516	754	34	97	51	14	71	48	7	0	0	3	0	3	4601
Percentages	0.1	76.4	16.4	0.7	2.1	1.1	0.3	1.5	1.0	0.2	0.0	0.0	0.1	0.0	0.1	

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\*\*\*\*\*  
Data File : D1007005.PRN  
Station : 000000000011  
Identification : 000000000011 Interval : 15 minutes  
Start date : Oct 7, 99 Start time : 00:00  
Stop date : Oct 7, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Mariner/Linden  
\*\*\*\*\*

Lanes 1-1 are Westbound

Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4
Hour Totals	0	21	1	0	1	0	0	0	1	0	0	0	0	0	0	24
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Totals	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	10	2	0	1	0	0	0	1	0	0	0	0	0	0	14
04:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
05:00	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
Hour Totals	0	14	3	0	1	1	0	1	0	0	0	0	0	0	0	20
05:15	0	8	0	0	1	0	0	0	2	0	0	0	0	0	0	11
05:30	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
05:45	0	23	2	0	0	1	0	0	0	0	0	0	0	0	0	26
06:00	0	20	9	0	1	0	0	1	1	0	0	0	0	0	0	32
Hour Totals	0	61	15	0	2	1	0	1	3	0	0	0	0	0	0	83

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1007005.PRN  
 Station : 000000000011  
 Identification : 000000000011  
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Lanes 1-1 are Westbound

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 Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	14	8	0	0	0	0	0	1	0	0	0	0	0	0	23
06:30	1	27	9	1	0	2	0	1	0	0	0	0	0	0	0	41
06:45	0	51	11	2	1	1	1	0	1	0	0	0	0	0	0	68
07:00	0	43	9	0	1	2	1	0	0	1	0	0	0	0	0	57
Hour Totals	1	135	37	3	2	5	2	1	2	1	0	0	0	0	0	189
07:15	0	59	17	2	0	1	0	2	1	0	0	0	0	0	0	82
07:30	0	67	12	0	0	1	1	1	0	0	0	0	0	0	1	83
07:45	0	60	28	0	1	2	0	3	3	1	0	0	0	0	0	98
08:00	0	68	14	1	1	0	2	1	0	0	0	0	0	0	0	87
Hour Totals	0	254	71	3	2	4	3	7	4	1	0	0	0	0	1	350
08:15	0	68	16	0	2	1	0	1	3	0	0	0	0	0	0	91
08:30	0	60	10	3	3	0	0	1	0	0	0	0	0	0	0	77
08:45	0	67	16	4	4	3	0	1	1	0	0	0	0	0	0	96
09:00	0	76	11	0	2	0	1	0	0	0	0	0	0	0	0	90
Hour Totals	0	271	53	7	11	4	1	3	4	0	0	0	0	0	0	354
09:15	0	60	14	0	1	2	2	2	2	0	0	0	0	0	1	84
09:30	0	59	18	0	1	3	0	1	2	0	0	0	0	0	0	84
09:45	0	53	17	2	4	0	0	0	2	0	0	0	0	0	0	78
10:00	0	65	9	1	0	2	1	1	2	1	0	0	0	0	0	82
Hour Totals	0	237	58	3	6	7	3	4	8	1	0	0	0	0	1	328
10:15	0	46	7	0	1	0	0	4	0	0	0	0	0	0	0	58
10:30	0	49	12	0	3	2	0	0	1	1	0	0	0	0	0	68
10:45	1	38	15	0	1	3	2	0	1	0	0	0	0	0	0	61
11:00	0	39	7	0	3	1	0	0	0	0	0	0	0	0	0	50
Hour Totals	1	172	41	0	8	6	2	4	2	1	0	0	0	0	0	237
11:15	0	50	9	0	2	1	0	3	0	0	0	0	0	0	0	65
11:30	0	43	11	0	0	1	5	1	0	0	0	0	0	0	0	61
11:45	0	46	13	0	1	4	0	0	0	0	0	0	0	0	0	64
12:00	0	55	10	0	1	1	0	2	0	0	0	0	0	0	0	69
Hour Totals	0	194	43	0	4	7	5	6	0	0	0	0	0	0	0	259
12:15	0	43	12	1	4	1	0	3	3	0	0	0	0	0	0	67
12:30	0	46	15	0	3	0	0	2	0	0	0	0	0	0	1	67
12:45	0	29	12	0	1	3	0	1	2	0	0	0	0	0	0	48

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1007005.PRN  
Station : 00000000011  
Identification : 00000000011  
\*\*\*\*\*

Lanes 1-1 are Westbound

Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	41	8	0	0	2	0	2	0	0	0	0	0	0	0	53
Hour Totals	0	159	47	1	8	6	0	8	5	0	0	0	0	0	1	235
13:15	0	51	14	0	1	0	2	2	1	0	0	0	0	0	0	71
13:30	0	42	11	0	2	0	1	1	4	0	0	0	0	0	0	61
13:45	0	56	7	0	2	1	0	2	0	0	0	0	0	0	0	68
14:00	0	53	13	0	1	3	2	3	0	0	0	0	0	0	0	75
Hour Totals	0	202	45	0	6	4	5	8	5	0	0	0	0	0	0	275
14:15	0	50	13	0	1	1	4	4	0	0	0	0	0	0	0	73
14:30	0	43	16	0	3	2	0	1	2	0	0	0	0	0	0	67
14:45	0	69	12	0	2	2	0	0	0	0	0	0	0	0	0	85
15:00	0	66	14	4	4	2	1	2	1	0	0	0	0	0	0	94
Hour Totals	0	228	55	4	10	7	5	7	3	0	0	0	0	0	0	319
15:15	0	70	18	3	0	0	0	0	1	0	0	0	0	0	0	92
15:30	0	74	22	2	0	1	0	1	1	1	0	0	0	0	0	102
15:45	0	67	12	0	0	0	2	2	2	0	0	0	0	0	0	85
16:00	1	70	23	1	1	1	0	1	1	0	0	0	0	0	0	99
Hour Totals	1	281	75	6	1	2	2	4	5	1	0	0	0	0	0	378
16:15	0	69	19	0	2	1	1	1	1	0	0	0	0	0	0	94
16:30	0	64	17	0	1	0	0	0	0	0	0	0	0	0	0	82
16:45	0	76	17	3	1	0	1	2	0	0	0	0	0	0	0	100
17:00	0	71	11	0	1	0	0	3	1	0	0	0	0	0	0	87
Hour Totals	0	280	64	3	5	1	2	6	2	0	0	0	0	0	0	363
17:15	0	85	14	0	2	0	0	3	0	0	0	0	0	0	0	104
17:30	0	75	24	0	1	1	0	2	1	0	0	0	0	0	0	104
17:45	0	92	23	0	1	1	2	1	1	0	0	0	0	0	0	121
18:00	0	63	16	0	1	0	0	0	0	0	0	0	0	0	0	80
Hour Totals	0	315	77	0	5	2	2	6	2	0	0	0	0	0	0	409
18:15	0	64	17	0	1	0	0	0	0	0	0	0	0	0	0	82
18:30	0	74	15	0	0	0	0	0	0	0	0	0	0	0	0	89
18:45	0	55	13	0	1	0	0	1	0	1	0	0	0	0	0	71
19:00	0	52	12	0	0	0	0	0	0	0	0	0	0	0	0	64
Hour Totals	0	245	57	0	2	0	0	1	0	1	0	0	0	0	0	306

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Data File : D1007005.PRN

Station : 000000000011

Identification : 000000000011  
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Lanes 1-1 are Westbound  
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Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	48	10	0	1	0	0	0	1	0	0	0	0	0	0	60
19:30	0	53	12	0	0	0	0	0	0	0	0	0	0	0	0	65
19:45	0	30	6	0	1	0	0	0	0	0	0	0	0	0	0	37
20:00	0	32	4	0	1	0	0	0	0	0	0	0	0	0	0	37
Hour Totals	0	163	32	0	3	0	0	0	1	0	0	0	0	0	0	199
20:15	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
20:30	0	44	6	0	0	0	0	0	0	0	0	0	0	0	0	50
20:45	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
21:00	0	24	2	0	2	0	0	0	0	0	0	0	0	0	0	28
Hour Totals	0	117	14	0	2	0	0	0	0	0	0	0	0	0	0	133
21:15	0	22	2	0	0	0	0	1	0	0	0	0	0	0	0	25
21:30	0	34	2	0	1	1	0	0	0	0	0	0	0	0	0	38
21:45	0	27	2	0	0	0	0	0	1	0	0	0	0	0	0	30
22:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	99	6	0	1	1	0	1	1	0	0	0	0	0	0	109
22:15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
22:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	43	8	0	0	0	0	0	0	0	0	0	0	0	0	51
23:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
23:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
24:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	42
Grand Totals	3	3560	811	30	81	58	32	68	49	6	0	0	0	0	3	4701
Percentages	0.1	75.7	17.3	0.6	1.7	1.2	0.7	1.4	1.0	0.1	0.0	0.0	0.0	0.0	0.1	

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

Page 1

\*\*\*\*\*  
Data File : D1008005.PRN  
Station : 000000000011  
Identification : 000000000011 Interval : 15 minutes  
Start date : Oct 8, 99 Start time : 00:00  
Stop date : Oct 8, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Mariner/Linden  
\*\*\*\*\*

Lanes 1-1 are Westbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	25	3	0	0	0	0	0	1	0	0	0	0	0	0	29
01:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	6	0	0	1	1	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	17	1	1	1	1	0	0	0	0	0	0	0	0	0	21
02:15	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
02:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	19	2	0	1	1	0	0	0	0	0	0	0	0	0	23
03:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	3	2	0	0	1	0	1	0	0	0	0	0	0	0	7
Hour Totals	0	15	5	0	0	1	0	1	0	0	0	0	0	0	0	22
04:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
04:30	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
04:45	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
05:00	0	6	0	0	0	0	0	1	1	0	0	0	0	0	0	8
Hour Totals	0	18	3	0	2	0	0	1	2	0	0	0	0	0	0	26
05:15	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
05:30	0	13	5	0	0	0	0	1	0	0	0	0	0	0	0	19
05:45	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
06:00	0	15	4	0	1	0	0	0	0	0	0	0	0	0	0	20
Hour Totals	0	58	14	0	1	0	0	1	1	0	0	0	0	0	0	75

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1008005.PRN  
 Station : 000000000011  
 Identification : 000000000011  
 \*\*\*\*\*

Lanes 1-1 are Westbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	25	6	0	0	1	0	1	4	0	0	0	0	0	0	37
06:30	0	33	11	1	0	1	0	0	0	0	0	0	0	0	0	46
06:45	0	35	13	1	0	2	0	2	2	0	0	0	0	0	0	55
07:00	0	53	13	2	1	2	1	0	0	0	0	0	0	0	0	72
Hour Totals	0	146	43	4	1	6	1	3	6	0	0	0	0	0	0	210
07:15	0	53	10	0	3	0	0	0	0	0	0	0	0	0	0	66
07:30	1	70	12	0	1	1	0	0	1	0	0	0	0	0	1	87
07:45	0	77	16	1	1	0	1	1	1	0	0	0	0	0	0	98
08:00	0	63	10	0	3	0	0	1	2	0	0	0	0	0	0	79
Hour Totals	1	263	48	1	8	1	1	2	4	0	0	0	0	0	1	330
08:15	0	53	10	1	1	0	0	0	0	0	0	0	0	0	0	65
08:30	0	53	10	3	2	1	0	3	1	0	0	0	0	0	0	73
08:45	0	83	14	4	3	1	0	0	3	0	0	0	0	0	1	109
09:00	0	70	20	0	2	1	0	4	2	0	0	0	0	0	0	99
Hour Totals	0	259	54	8	8	3	0	7	6	0	0	0	0	0	1	346
09:15	0	43	7	1	2	1	0	1	3	0	0	0	0	0	0	58
09:30	0	44	15	1	1	0	3	3	2	0	0	0	0	0	0	69
09:45	1	51	11	0	1	0	0	4	0	0	0	0	0	0	0	68
10:00	0	70	7	0	1	1	0	1	0	0	0	0	0	0	0	80
Hour Totals	1	208	40	2	5	2	3	9	5	0	0	0	0	0	0	275
10:15	0	57	12	0	1	1	0	0	2	0	0	0	0	0	0	73
10:30	0	60	7	0	0	1	1	3	0	0	0	0	0	0	0	72
10:45	0	41	15	0	4	0	0	2	0	0	0	0	0	0	0	62
11:00	0	54	9	0	3	0	0	1	1	0	0	0	0	0	0	68
Hour Totals	0	212	43	0	8	2	1	6	3	0	0	0	0	0	0	275
11:15	0	56	7	1	1	3	0	0	2	0	0	0	0	0	0	70
11:30	0	50	5	1	1	0	0	2	0	0	0	0	0	0	2	61
11:45	0	43	14	0	0	2	2	1	2	0	0	0	0	0	0	64
12:00	0	58	11	0	1	1	0	1	1	0	0	0	0	0	0	73
Hour Totals	0	207	37	2	3	6	2	4	5	0	0	0	0	0	2	268
12:15	0	53	13	0	3	0	0	2	2	1	0	0	0	0	0	74
12:30	0	61	9	0	3	0	0	0	0	0	0	0	0	0	0	73
12:45	0	56	14	0	1	0	1	1	0	0	0	0	0	0	0	73

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1008005.PRN  
 Station : 00000000011  
 Identification : 00000000011  
 \*\*\*\*\*

Lanes 1-1 are Westbound  
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Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	47	8	0	1	2	1	1	2	0	0	0	0	0	0	62
Hour Totals	0	217	44	0	8	2	2	4	4	1	0	0	0	0	0	282
13:15	0	46	8	2	2	5	0	1	1	0	0	0	0	0	0	65
13:30	0	48	13	0	1	2	0	0	2	0	0	0	0	0	0	66
13:45	0	38	9	1	1	2	0	0	0	0	0	0	0	0	0	51
14:00	1	49	14	1	0	2	0	1	0	0	0	0	0	0	0	68
Hour Totals	1	181	44	4	4	11	0	2	3	0	0	0	0	0	0	250
14:15	0	46	13	0	0	1	2	0	3	0	0	0	0	0	0	65
14:30	0	47	12	0	1	0	0	1	1	0	0	0	0	0	0	62
14:45	0	50	15	1	1	1	0	2	0	0	0	0	0	0	0	70
15:00	0	65	19	6	4	1	1	0	0	0	0	0	0	0	1	97
Hour Totals	0	208	59	7	6	3	3	3	4	0	0	0	0	0	1	294
15:15	0	77	19	2	0	0	0	1	2	0	0	0	0	0	0	101
15:30	0	69	23	0	2	1	0	2	0	0	0	0	0	0	0	97
15:45	0	70	10	0	2	1	0	3	4	0	0	0	0	0	0	90
16:00	0	77	18	1	1	1	0	1	2	0	0	0	0	0	0	101
Hour Totals	0	293	70	3	5	3	0	7	8	0	0	0	0	0	0	389
16:15	0	55	16	0	1	2	0	1	1	0	0	0	0	0	0	76
16:30	0	58	12	0	2	1	0	1	1	0	0	0	0	0	0	75
16:45	0	94	20	3	0	1	0	1	0	0	0	0	0	0	0	119
17:00	0	79	13	0	1	1	0	1	0	0	0	0	0	0	1	96
Hour Totals	0	286	61	3	4	5	0	4	2	0	0	0	0	0	1	366
17:15	1	99	15	0	2	0	0	2	1	0	0	0	0	0	0	120
17:30	0	84	19	0	1	0	0	0	0	0	0	0	0	0	0	104
17:45	0	89	13	0	1	0	0	0	0	1	0	0	0	0	0	104
18:00	0	81	7	0	0	0	0	0	0	0	0	0	0	0	0	88
Hour Totals	1	353	54	0	4	0	0	2	1	1	0	0	0	0	0	416
18:15	0	70	17	0	1	0	0	1	0	0	0	0	0	0	0	89
18:30	0	70	10	0	3	1	0	0	0	0	0	0	0	0	0	84
18:45	0	61	9	0	0	0	0	0	0	0	0	0	0	0	0	70
19:00	0	71	11	1	2	0	0	1	1	0	0	0	0	0	0	87
Hour Totals	0	272	47	1	6	1	0	2	1	0	0	0	0	0	0	330

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1008005.PRN  
 Station : 00000000011  
 Identification : 00000000011  
 \*\*\*\*\*

Lanes 1-1 are Westbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	61	13	0	0	0	0	0	0	0	0	0	0	0	0	74
19:30	0	52	7	0	1	0	0	0	0	0	0	0	0	0	0	60
19:45	0	46	8	0	0	0	0	0	0	0	0	0	0	0	0	54
20:00	0	44	2	0	0	0	0	0	0	0	0	0	0	0	0	46
Hour Totals	0	203	30	0	1	0	0	0	0	0	0	0	0	0	0	234
20:15	0	43	8	0	1	0	0	0	0	0	0	0	0	0	0	52
20:30	0	32	8	0	0	0	0	0	1	0	0	0	0	0	0	41
20:45	0	48	6	0	0	0	0	0	0	0	0	0	0	0	0	54
21:00	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
Hour Totals	0	148	28	0	1	0	0	0	1	0	0	0	0	0	0	178
21:15	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	32
21:30	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
21:45	0	35	0	0	0	1	0	0	0	0	0	0	0	0	0	36
22:00	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	103	7	0	1	1	0	0	0	0	0	0	0	0	0	112
22:15	0	16	0	0	0	0	0	0	1	0	0	0	0	0	0	17
22:30	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
22:45	0	22	1	0	0	0	0	0	1	0	0	0	0	0	0	24
23:00	0	25	4	0	0	0	0	1	0	0	0	0	0	0	0	30
Hour Totals	0	87	9	0	0	0	0	1	2	0	0	0	0	0	0	99
23:15	0	15	2	0	0	0	0	1	0	0	0	0	0	0	0	18
23:30	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
23:45	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
24:00	0	23	1	0	1	0	0	0	0	0	0	0	0	0	0	25
Hour Totals	0	68	9	0	1	0	0	1	0	0	0	0	0	0	0	79
Grand Totals	4	3866	755	36	79	49	13	60	59	2	0	0	0	0	6	4929
Percentages	0.1	78.4	15.3	0.7	1.6	1.0	0.3	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.1	

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1009004.PRN  
Station : 000000000011  
Identification : 000000000011 Interval : 15 minutes  
Start date : Oct 9, 99 Start time : 00:00  
Stop date : Oct 9, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Mariner/Linden  
\*\*\*\*\*

Lanes 1-1 are Westbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	20	1	1	0	0	0	0	0	0	0	0	0	0	0	22
00:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	10
Hour Totals	0	48	3	1	0	0	0	1	0	0	0	0	0	0	0	53
01:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:30	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
01:45	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
02:00	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	18	2	0	2	0	0	0	2	0	0	0	0	0	0	24
02:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
02:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
03:00	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	20	3	0	3	0	0	0	1	0	0	0	0	0	0	27
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0	13
05:15	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
05:30	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
05:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	14	2	0	1	0	0	0	2	0	0	0	0	0	0	19
Hour Totals	0	33	8	0	2	0	0	0	3	0	0	0	0	0	0	46

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1009004.PRN  
 Station : 00000000011  
 Identification : 00000000011  
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Lanes 1-1 are Westbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
06:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
06:45	0	25	9	1	1	0	0	0	0	0	0	0	0	0	0	36
07:00	0	20	4	0	0	0	0	2	0	0	0	0	0	0	0	26
Hour Totals	0	69	17	1	1	0	0	2	0	0	0	0	0	0	0	90
07:15	0	18	5	0	0	0	0	0	1	0	0	0	0	0	0	24
07:30	0	28	3	0	1	0	0	0	0	0	0	0	0	0	0	32
07:45	0	24	5	0	1	1	0	0	0	0	0	0	0	0	0	31
08:00	0	36	10	0	1	1	0	1	1	0	0	0	0	0	0	50
Hour Totals	0	106	23	0	3	2	0	1	2	0	0	0	0	0	0	137
08:15	0	22	9	1	0	0	0	0	1	0	0	0	0	0	0	33
08:30	0	46	9	0	0	1	0	0	0	0	0	0	0	0	0	56
08:45	0	46	6	0	0	0	0	0	0	0	0	0	0	0	0	52
09:00	1	58	6	0	0	2	0	0	0	0	0	0	0	0	0	67
Hour Totals	1	172	30	1	0	3	0	0	1	0	0	0	0	0	0	208
09:15	0	51	9	0	1	1	0	0	0	1	0	0	0	0	0	63
09:30	0	53	8	0	1	2	0	1	0	0	0	0	0	0	0	65
09:45	0	61	6	1	1	0	0	0	0	0	0	0	0	0	0	69
10:00	0	65	11	0	1	1	0	0	0	0	0	0	0	0	1	79
Hour Totals	0	230	34	1	4	4	0	1	0	1	0	0	0	0	1	276
10:15	0	48	16	0	0	0	0	1	0	0	0	0	0	0	0	65
10:30	0	51	11	0	2	5	0	0	2	0	0	0	0	0	0	71
10:45	0	66	6	1	0	1	0	1	1	0	0	0	0	0	0	76
11:00	0	62	10	0	2	1	0	1	1	0	0	0	0	0	0	77
Hour Totals	0	227	43	1	4	7	0	3	4	0	0	0	0	0	0	289
11:15	0	59	6	0	0	2	0	0	0	0	0	0	0	0	0	67
11:30	0	67	10	0	1	0	0	1	0	0	0	0	0	0	0	79
11:45	0	73	12	0	1	1	0	0	0	0	0	0	0	0	0	87
12:00	0	75	18	0	1	0	0	0	0	0	0	0	0	0	0	94
Hour Totals	0	274	46	0	3	3	0	1	0	0	0	0	0	0	0	327
12:15	0	65	9	0	1	1	0	0	0	0	0	0	0	0	1	77
12:30	0	58	11	0	2	0	0	0	0	0	0	0	0	0	0	71
12:45	0	58	9	0	3	1	0	0	1	0	0	0	0	0	0	72

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1009004.PRN  
 Station : 00000000011  
 Identification : 00000000011  
 \*\*\*\*\*

Lanes 1-1 are Westbound  
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Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	74	12	0	0	2	0	0	0	0	0	0	0	0	0	88
Hour Totals	0	255	41	0	6	4	0	0	1	0	0	0	0	0	1	308
13:15	0	70	7	0	1	3	0	1	0	0	0	0	0	0	0	82
13:30	0	59	14	0	0	0	0	0	0	0	0	0	0	0	0	73
13:45	0	58	12	0	2	0	0	0	0	0	0	0	0	0	0	72
14:00	0	56	9	0	0	1	0	0	0	0	0	0	0	0	0	66
Hour Totals	0	243	42	0	3	4	0	1	0	0	0	0	0	0	0	293
14:15	1	68	12	1	1	0	0	0	0	0	0	0	0	0	0	83
14:30	0	51	5	0	3	0	0	0	0	0	0	0	0	0	0	59
14:45	0	69	11	0	0	0	0	0	0	0	0	0	0	0	0	80
15:00	0	49	11	0	1	0	0	0	0	0	0	0	0	0	0	61
Hour Totals	1	237	39	1	5	0	0	0	0	0	0	0	0	0	0	283
15:15	0	48	10	0	0	0	0	0	0	0	0	0	0	0	0	58
15:30	0	48	7	0	0	0	0	1	0	0	0	0	0	0	0	56
15:45	0	61	10	0	2	0	0	1	1	0	0	0	0	0	0	75
16:00	0	63	11	0	1	0	0	0	0	0	0	0	0	0	0	75
Hour Totals	0	220	38	0	3	0	0	2	1	0	0	0	0	0	0	264
16:15	0	50	14	0	1	0	0	0	0	0	0	0	0	0	1	66
16:30	0	62	13	0	0	0	0	0	1	0	0	0	0	0	0	76
16:45	0	51	8	0	0	1	0	1	1	0	0	0	0	0	0	62
17:00	0	71	9	0	1	0	0	1	0	0	0	0	0	0	0	82
Hour Totals	0	234	44	0	2	1	0	2	2	0	0	0	0	0	1	286
17:15	0	57	12	0	0	0	0	2	0	0	0	0	0	0	0	71
17:30	0	46	5	0	0	0	0	0	0	0	0	0	0	0	0	51
17:45	0	45	11	0	1	0	0	3	1	0	0	0	0	0	0	61
18:00	0	79	3	0	0	1	0	0	0	0	0	0	0	0	0	83
Hour Totals	0	227	31	0	1	1	0	5	1	0	0	0	0	0	0	266
18:15	0	54	10	0	0	0	0	2	0	0	0	0	0	0	0	66
18:30	0	38	9	0	1	0	0	0	0	0	0	0	0	0	0	48
18:45	0	51	10	0	0	0	0	2	0	0	0	0	0	0	0	63
19:00	0	56	6	0	3	0	0	0	0	0	0	0	0	0	0	65
Hour Totals	0	199	35	0	4	0	0	4	0	0	0	0	0	0	0	242

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\*\*\*\*\*  
 Data File : D1009004.PRN  
 Station : 00000000011  
 Identification : 00000000011  
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Lanes 1-1 are Westbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	55	11	0	3	0	0	0	0	0	0	0	0	0	0	69
19:30	0	39	7	0	0	1	0	0	0	0	0	0	0	0	0	47
19:45	0	43	5	0	0	0	0	0	0	0	0	0	0	0	0	48
20:00	0	33	7	0	1	0	0	1	0	0	0	0	0	0	0	42
Hour Totals	0	170	30	0	4	1	0	1	0	0	0	0	0	0	0	206
20:15	0	38	10	0	0	1	0	0	0	0	0	0	0	0	0	49
20:30	0	39	4	0	1	0	0	0	0	0	0	0	0	0	0	44
20:45	0	29	2	0	0	0	0	0	1	0	0	0	0	0	0	32
21:00	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Totals	0	131	17	0	1	1	0	0	1	0	0	0	0	0	0	151
21:15	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29
21:30	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29
21:45	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
22:00	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Totals	0	94	12	0	0	0	0	0	0	0	0	0	0	0	0	106
22:15	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
22:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
22:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	61	10	0	0	0	0	0	0	0	0	0	0	0	0	71
23:15	0	15	1	0	1	0	0	0	1	0	0	0	0	0	0	18
23:30	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27
23:45	0	12	2	0	0	0	0	2	0	0	0	0	0	0	0	16
24:00	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	69	9	0	1	0	0	2	1	0	0	0	0	0	0	82
Grand Totals	2	3360	561	6	53	31	0	26	21	1	0	0	0	0	3	4064
Percentages	0.0	82.7	13.8	0.1	1.3	0.8	0.0	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.1	

\*\*\*\*\*

URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1010005.PRN  
Station : 000000000011  
Identification : 000000000011 Interval : 15 minutes  
Start date : Oct 10, 99 Start time : 00:00  
Stop date : Oct 10, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Mariner/Linden  
\*\*\*\*\*

Lanes 1-1 are Westbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
00:30	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
00:45	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
01:00	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Totals	0	56	9	0	2	0	0	0	0	0	0	0	0	0	0	67
01:15	0	11	2	0	0	0	0	1	0	0	0	0	0	0	0	14
01:30	0	11	2	0	0	0	0	1	0	0	0	0	0	0	0	14
01:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
02:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	45	5	0	1	0	0	2	0	0	0	0	0	0	0	53
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	0	0	1	0	0	0	1	0	0	0	0	0	0	7
Hour Totals	0	15	1	0	1	0	0	0	1	0	0	0	0	0	0	18
03:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
04:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Totals	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1010005.PRN  
Station : 00000000011  
Identification : 00000000011  
\*\*\*\*\*

Lanes 1-1 are Westbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	7	0	0	0	1	0	0	1	0	0	0	0	0	0	9
06:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
07:00	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
Hour Totals	0	27	4	0	0	1	0	0	2	0	0	0	0	0	0	34
07:15	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
07:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
07:45	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
08:00	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	60	10	0	0	0	0	0	0	0	0	0	0	0	0	70
08:15	0	21	6	0	0	0	0	1	0	0	0	0	0	0	0	28
08:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
08:45	0	20	3	0	1	0	0	0	0	0	0	0	0	0	0	24
09:00	1	39	6	0	0	0	0	0	0	0	0	0	0	0	0	46
Hour Totals	1	99	16	0	1	0	0	1	0	0	0	0	0	0	0	118
09:15	0	33	8	0	0	0	0	1	0	0	0	0	0	0	0	42
09:30	0	46	4	0	0	0	0	0	1	0	0	0	0	0	1	52
09:45	0	33	10	0	0	0	0	1	0	0	0	0	0	0	0	44
10:00	0	40	6	0	0	0	0	0	1	0	0	0	0	0	0	47
Hour Totals	0	152	28	0	0	0	0	2	2	0	0	0	0	0	1	185
10:15	0	46	8	0	2	0	0	2	0	0	0	0	0	0	0	58
10:30	0	56	9	0	0	0	0	0	0	0	0	0	0	0	0	65
10:45	0	56	7	0	1	0	0	1	0	0	0	0	0	0	0	65
11:00	0	54	8	0	0	0	0	0	0	0	0	0	0	0	0	62
Hour Totals	0	212	32	0	3	0	0	3	0	0	0	0	0	0	0	250
11:15	0	47	1	0	1	0	0	1	0	0	0	0	0	0	0	50
11:30	0	52	6	0	1	0	0	0	0	0	0	0	0	0	0	59
11:45	0	58	11	0	1	0	0	1	0	0	0	0	0	0	0	71
12:00	0	67	9	0	0	0	0	0	0	0	0	0	0	0	0	76
Hour Totals	0	224	27	0	3	0	0	2	0	0	0	0	0	0	0	256
12:15	0	65	12	0	0	0	0	0	0	0	0	0	0	0	0	77
12:30	0	64	4	0	0	0	0	0	0	0	0	0	0	0	0	68
12:45	0	82	8	0	2	0	0	0	0	0	0	0	0	0	0	92

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1010005.PRN  
Station : 00000000011  
Identification : 00000000011  
\*\*\*\*\*

Lanes 1-1 are Westbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	70	8	0	0	0	0	0	0	0	0	0	0	0	0	78
Hour Totals	0	281	32	0	2	0	0	0	0	0	0	0	0	0	0	315
13:15	0	76	6	0	1	0	0	0	0	0	0	0	0	0	0	83
13:30	0	56	6	0	0	0	0	0	0	0	0	0	0	0	0	62
13:45	0	66	8	0	1	0	0	0	0	0	0	0	0	0	0	75
14:00	0	62	15	0	2	0	0	1	0	0	0	0	0	0	0	80
Hour Totals	0	260	35	0	4	0	0	1	0	0	0	0	0	0	0	300
14:15	0	56	6	0	0	0	0	0	0	0	0	0	0	0	0	62
14:30	1	50	11	0	1	0	0	0	0	0	0	0	0	0	0	63
14:45	0	43	5	0	1	0	0	0	0	0	0	0	0	0	1	50
15:00	0	49	4	0	0	0	0	0	0	0	0	0	0	0	0	53
Hour Totals	1	198	26	0	2	0	0	0	0	0	0	0	0	0	1	228
15:15	0	54	12	0	1	0	0	1	0	0	0	0	0	0	0	68
15:30	0	51	8	0	0	0	0	1	0	0	0	0	0	0	0	60
15:45	0	50	6	0	0	0	0	0	0	0	0	0	0	0	0	56
16:00	0	56	7	0	0	0	0	2	1	0	0	0	0	0	0	66
Hour Totals	0	211	33	0	1	0	0	4	1	0	0	0	0	0	0	250
16:15	0	70	2	0	0	0	0	0	0	0	0	0	0	0	0	72
16:30	0	58	3	0	0	0	0	0	0	0	0	0	0	0	0	61
16:45	0	76	11	0	0	0	0	1	1	0	0	0	0	0	0	89
17:00	0	59	5	0	0	0	0	0	0	0	0	0	0	0	0	64
Hour Totals	0	263	21	0	0	0	0	1	1	0	0	0	0	0	0	286
17:15	0	40	6	0	1	0	0	0	0	0	0	0	0	0	0	47
17:30	0	43	10	0	0	0	0	1	0	0	0	0	0	0	0	54
17:45	0	31	8	0	1	0	0	1	0	0	0	0	0	0	0	41
18:00	0	42	9	0	0	0	0	2	0	0	0	0	0	0	0	53
Hour Totals	0	156	33	0	2	0	0	4	0	0	0	0	0	0	0	195
18:15	0	49	7	0	0	0	0	0	0	0	0	0	0	0	0	56
18:30	0	40	6	0	1	0	0	0	0	0	0	0	0	0	0	47
18:45	0	59	6	0	1	0	0	0	0	0	0	0	0	0	0	66
19:00	0	39	6	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Totals	0	187	25	0	2	0	0	0	0	0	0	0	0	0	0	214

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\*\*\*\*\*  
 Data File : D1010005.PRN  
 Station : 000000000011  
 Identification : 000000000011  
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Lanes 1-1 are Westbound  
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Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	39	5	0	0	0	0	0	0	0	0	0	0	0	0	44
19:30	0	38	3	0	0	0	0	1	0	0	0	0	0	0	0	42
19:45	0	52	6	0	0	0	0	0	0	0	0	0	0	0	0	58
20:00	0	34	10	0	0	0	0	0	1	0	0	0	0	0	0	45
Hour Totals	0	163	24	0	0	0	0	1	1	0	0	0	0	0	0	189
20:15	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0	36
20:30	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
20:45	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
21:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
Hour Totals	0	103	14	0	1	0	0	0	0	0	0	0	0	0	0	118
21:15	0	24	4	0	0	0	0	0	1	0	0	0	0	0	0	29
21:30	0	16	1	0	0	0	0	0	1	0	0	0	0	0	0	18
21:45	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
22:00	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	74	7	0	0	0	0	0	2	0	0	0	0	0	0	83
22:15	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
22:30	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0	12
22:45	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Totals	0	54	5	0	0	1	0	0	0	0	0	0	0	0	0	60
23:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
23:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
24:00	0	10	0	0	0	0	0	0	1	0	0	0	0	0	0	11
Hour Totals	0	32	4	0	1	0	0	0	1	0	0	0	0	0	0	38
Grand Totals	2	2916	400	0	26	2	0	21	12	0	0	0	0	0	2	3381
Percentages	0.1	86.2	11.8	0.0	0.8	0.1	0.0	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.1	

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1011004.PRN  
 Station : 000000000011  
 Identification : 000000000011 Interval : 15 minutes  
 Start date : Oct 11, 99 Start time : 00:00  
 Stop date : Oct 11, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Mariner/Linden  
 \*\*\*\*\*

Lanes 1-1 are Westbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
00:30	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	7
00:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	24	3	0	1	0	0	1	0	0	0	0	0	0	0	29
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Totals	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
02:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
04:15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	7	2	0	0	0	0	0	0	1	0	0	0	0	0	10
05:00	0	4	1	0	0	0	0	1	1	0	0	0	0	0	0	7
Hour Totals	0	16	3	0	0	1	0	1	1	1	0	0	0	0	0	23
05:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
05:30	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
05:45	0	15	5	1	0	0	0	0	0	0	0	0	0	0	0	21
06:00	0	22	7	0	0	0	0	0	1	0	0	0	0	0	0	30
Hour Totals	0	52	14	1	1	0	0	0	2	0	0	0	0	0	0	70

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1011004.PRN  
 Station : 000000000011  
 Identification : 000000000011  
 \*\*\*\*\*

Lanes 1-1 are Westbound

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 Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	24	7	0	1	1	0	0	2	0	0	0	0	0	0	35
06:30	0	24	2	2	1	0	0	3	1	0	0	0	0	0	0	33
06:45	0	42	17	1	0	4	0	3	0	0	0	0	0	0	0	67
07:00	0	38	8	1	0	1	0	1	1	1	0	0	0	0	0	51
Hour Totals	0	128	34	4	2	6	0	7	4	1	0	0	0	0	0	186
07:15	0	43	3	1	2	1	0	3	0	0	0	0	0	0	0	53
07:30	0	58	9	0	2	0	0	0	0	0	0	0	0	0	0	69
07:45	0	61	19	0	1	3	1	2	1	0	0	0	1	0	0	89
08:00	0	85	16	1	3	1	1	3	2	0	0	0	0	0	0	112
Hour Totals	0	247	47	2	8	5	2	8	3	0	0	0	1	0	0	323
08:15	0	48	10	1	2	2	0	3	2	0	0	0	0	0	1	69
08:30	0	45	6	2	3	1	0	2	0	0	0	0	0	0	0	59
08:45	2	64	9	4	0	1	0	0	2	0	0	0	0	0	0	82
09:00	0	77	15	1	1	4	0	0	1	0	0	0	0	0	0	99
Hour Totals	2	234	40	8	6	8	0	5	5	0	0	0	0	0	1	309
09:15	0	50	14	1	1	3	0	5	2	0	0	0	0	0	0	76
09:30	0	46	16	0	1	2	0	2	0	0	0	0	0	0	0	67
09:45	0	45	8	1	3	2	0	3	2	0	0	0	0	0	0	64
10:00	0	51	8	0	1	3	0	5	1	0	0	0	0	0	0	69
Hour Totals	0	192	46	2	6	10	0	15	5	0	0	0	0	0	0	276
10:15	0	47	7	2	0	2	0	0	1	1	0	0	0	0	0	60
10:30	0	47	12	0	3	2	0	1	1	0	0	0	0	0	0	66
10:45	0	42	15	0	0	1	0	3	0	0	0	0	0	0	0	61
11:00	0	60	13	0	0	2	0	2	0	0	0	0	0	0	0	77
Hour Totals	0	196	47	2	3	7	0	6	2	1	0	0	0	0	0	264
11:15	0	49	15	0	1	2	0	3	0	0	0	0	0	0	0	70
11:30	0	44	10	0	1	2	0	4	1	0	0	0	0	0	0	62
11:45	0	46	13	0	2	2	0	2	0	0	0	0	0	0	0	65
12:00	0	45	8	0	4	1	0	0	1	0	0	0	0	0	0	59
Hour Totals	0	184	46	0	8	7	0	9	2	0	0	0	0	0	0	256
12:15	0	57	18	0	4	0	2	3	0	0	0	0	0	0	0	84
12:30	0	51	14	0	1	1	0	4	0	0	0	0	0	0	0	71
12:45	0	44	12	1	0	1	0	1	0	0	0	0	0	0	0	59

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Data File : D1011004.PRN  
Station : 00000000011  
Identification : 00000000011  
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Lanes 1-1 are Westbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	35	11	0	1	1	0	2	0	0	0	0	0	0	0	50
Hour Totals	0	187	55	1	6	3	2	10	0	0	0	0	0	0	0	264
13:15	0	39	7	0	4	0	0	2	0	1	0	0	0	0	0	53
13:30	0	41	10	0	5	0	0	6	1	0	0	0	0	0	1	64
13:45	0	37	7	1	0	3	0	2	0	0	0	0	0	0	0	50
14:00	0	53	14	0	2	0	0	0	2	0	0	0	0	0	0	71
Hour Totals	0	170	38	1	11	3	0	10	3	1	0	0	0	0	1	238
14:15	0	57	15	0	2	1	0	1	2	0	0	0	0	0	0	78
14:30	0	56	14	2	2	1	0	1	1	2	0	0	0	0	0	79
14:45	0	53	9	0	2	1	0	2	0	0	0	0	0	0	0	67
15:00	1	50	8	5	1	2	1	0	0	0	0	0	0	0	0	68
Hour Totals	1	216	46	7	7	5	1	4	3	2	0	0	0	0	0	292
15:15	0	60	17	3	0	0	1	2	3	0	0	0	0	0	0	86
15:30	0	77	16	1	3	2	0	3	1	0	0	0	0	0	0	103
15:45	0	73	20	0	1	1	1	5	1	0	0	0	0	0	0	102
16:00	0	83	14	0	1	2	2	1	0	0	0	0	0	0	0	103
Hour Totals	0	293	67	4	5	5	4	11	5	0	0	0	0	0	0	394
16:15	0	81	16	0	2	0	0	0	1	0	0	0	0	0	0	100
16:30	0	83	12	2	3	1	0	1	2	0	0	0	0	0	0	104
16:45	0	70	27	1	1	2	0	0	3	0	0	0	0	0	0	104
17:00	0	74	14	0	1	1	0	0	1	0	0	0	0	0	0	91
Hour Totals	0	308	69	3	7	4	0	1	7	0	0	0	0	0	0	399
17:15	0	90	23	0	2	0	0	2	1	0	0	0	0	0	0	118
17:30	0	87	17	0	2	1	0	1	0	0	0	0	0	0	0	108
17:45	0	77	19	0	2	1	0	0	0	0	0	0	0	0	0	99
18:00	0	77	14	0	4	0	0	0	0	0	0	0	0	0	0	95
Hour Totals	0	331	73	0	10	2	0	3	1	0	0	0	0	0	0	420
18:15	0	73	11	0	0	2	0	2	0	1	0	0	0	0	0	89
18:30	0	72	14	0	3	2	0	1	1	0	0	0	0	0	0	93
18:45	1	42	11	0	1	0	0	1	0	0	0	0	0	0	0	56
19:00	0	54	9	0	0	0	0	0	0	0	0	0	0	0	0	63
Hour Totals	1	241	45	0	4	4	0	4	1	1	0	0	0	0	0	301

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1011004.PRN  
 Station : 000000000011  
 Identification : 000000000011  
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Lanes 1-1 are Westbound  
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Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	33	10	0	1	0	0	1	1	0	0	0	0	0	0	46
19:30	0	47	10	0	0	0	0	1	0	0	0	0	0	0	1	59
19:45	0	31	8	0	0	2	0	1	0	0	0	0	0	0	0	42
20:00	0	29	3	0	1	0	0	1	1	0	0	0	0	0	0	35
Hour Totals	0	140	31	0	2	2	0	4	2	0	0	0	0	0	1	182
20:15	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	36
20:30	0	25	3	0	0	0	0	1	0	0	0	0	0	0	0	29
20:45	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
21:00	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Totals	0	105	13	0	0	0	0	1	0	0	0	0	0	0	0	119
21:15	0	21	4	0	0	0	0	0	1	0	0	0	0	0	0	26
21:30	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
21:45	0	13	1	0	0	1	0	1	1	0	0	0	0	0	0	17
22:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Hour Totals	0	69	11	0	0	1	0	1	2	0	0	0	0	0	0	84
22:15	0	15	2	0	1	0	0	0	1	0	0	0	0	0	0	19
22:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
22:45	0	15	2	0	1	0	0	1	1	0	0	0	0	0	0	20
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	46	7	0	2	0	0	1	2	0	0	0	0	0	0	58
23:15	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
23:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
Hour Totals	0	29	2	0	1	0	0	0	1	0	0	0	0	0	0	33
Grand Totals	4	3434	741	35	91	73	9	102	51	7	0	0	1	0	3	4551
Percentages	0.1	75.5	16.3	0.8	2.0	1.6	0.2	2.2	1.1	0.2	0.0	0.0	0.0	0.0	0.1	

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

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 Data File : D1005002.PRN  
 Station : 000000000002  
 Identification : 000000000002 Interval : 15 minutes  
 Start date : Oct 5, 99 Start time : 00:00  
 Stop date : Oct 5, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Mariner/Linden  
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Lanes 1-1 are Eastbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
00:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	25	2	0	1	0	0	0	0	0	0	0	0	0	0	28
01:15	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
01:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	13	2	1	0	0	0	0	1	0	0	0	0	0	0	17
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Hour Totals	0	13	1	0	0	0	0	0	1	0	0	0	0	0	0	15
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	5
03:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hour Totals	0	10	3	0	2	0	0	0	1	0	0	0	0	0	0	16
04:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	4
04:45	0	3	2	0	1	1	0	0	1	0	0	0	0	0	0	8
05:00	0	8	3	0	0	1	0	0	0	0	0	0	0	0	0	12
Hour Totals	0	16	7	0	1	3	0	0	2	0	0	0	0	0	0	29
05:15	0	10	8	0	0	0	0	0	1	0	0	0	0	0	0	19
05:30	0	14	7	0	0	0	1	0	1	0	0	0	0	0	0	23
05:45	0	15	8	0	1	0	0	1	0	0	0	0	0	0	0	25
06:00	0	28	12	0	1	0	0	0	0	0	0	0	0	0	0	41
Hour Totals	0	67	35	0	2	0	1	1	2	0	0	0	0	0	0	108

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Data File : D1005002.PRN  
Station : 000000000002  
Identification : 000000000002  
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Lanes 1-1 are Eastbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	27	9	0	1	1	0	0	1	0	0	0	0	0	0	39
06:30	0	45	14	0	2	0	0	0	0	0	0	0	0	0	0	61
06:45	0	52	12	0	1	0	0	0	0	0	0	0	0	0	0	65
07:00	0	41	12	2	3	0	0	1	0	0	0	0	0	0	0	59
Hour Totals	0	165	47	2	7	1	0	1	1	0	0	0	0	0	0	224
07:15	0	46	16	1	3	0	0	0	1	0	0	0	0	0	0	67
07:30	0	47	13	0	3	1	0	2	0	0	0	0	0	0	0	66
07:45	0	50	10	1	5	1	0	1	0	0	0	0	0	0	0	68
08:00	0	52	12	1	3	2	0	0	1	0	0	0	0	0	0	71
Hour Totals	0	195	51	3	14	4	0	3	2	0	0	0	0	0	0	272
08:15	0	40	8	2	1	3	0	0	0	0	0	0	0	0	0	54
08:30	0	46	19	0	1	0	0	1	1	1	0	0	0	0	0	69
08:45	0	47	13	1	7	0	1	0	0	0	0	0	0	0	0	69
09:00	0	57	19	4	3	4	0	1	2	0	0	0	0	0	0	90
Hour Totals	0	190	59	7	12	7	1	2	3	1	0	0	0	0	0	282
09:15	0	43	14	4	6	2	0	2	2	0	0	0	0	0	0	73
09:30	0	28	18	0	5	0	1	1	1	1	0	0	0	0	1	56
09:45	0	39	13	0	2	1	2	0	1	0	0	0	0	0	0	58
10:00	1	41	11	0	2	0	0	0	0	0	0	0	0	0	0	55
Hour Totals	1	151	56	4	15	3	3	3	4	1	0	0	0	0	1	242
10:15	0	36	6	1	2	1	0	2	1	0	0	0	0	0	0	49
10:30	0	24	14	0	2	1	0	1	1	0	0	0	0	0	0	43
10:45	0	29	12	0	0	2	1	1	1	0	0	0	0	0	0	46
11:00	0	33	6	0	0	1	0	1	0	0	0	0	0	0	0	41
Hour Totals	0	122	38	1	4	5	1	5	3	0	0	0	0	0	0	179
11:15	0	28	14	0	1	4	0	0	0	0	0	0	0	0	1	48
11:30	0	38	7	1	1	0	0	2	2	0	0	0	0	0	0	51
11:45	0	32	7	0	1	1	0	0	3	0	0	0	0	0	0	44
12:00	0	30	11	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Totals	0	128	39	1	3	5	0	2	5	0	0	0	0	0	1	184
12:15	0	49	5	1	1	1	0	0	1	0	0	0	0	0	0	58
12:30	0	37	17	0	6	1	0	0	0	0	0	0	0	0	0	61
12:45	0	50	17	0	2	0	0	0	1	0	0	0	0	0	0	70

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1005002.PRN  
 Station : 000000000002  
 Identification : 000000000002  
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Lanes 1-1 are Eastbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	55	11	1	3	0	0	1	1	0	0	0	0	0	0	72
Hour Totals	0	191	50	2	12	2	0	1	3	0	0	0	0	0	0	261
13:15	0	38	13	0	4	1	0	0	1	0	0	0	0	0	0	57
13:30	0	39	17	1	3	0	0	1	1	0	0	0	0	0	0	62
13:45	0	38	10	0	1	1	0	1	0	0	0	0	0	0	0	51
14:00	0	39	12	2	2	0	0	1	1	0	0	0	0	0	0	57
Hour Totals	0	154	52	3	10	2	0	3	3	0	0	0	0	0	0	227
14:15	0	41	14	0	1	0	0	2	0	0	0	0	0	0	0	58
14:30	0	47	11	0	6	2	0	2	2	0	0	0	0	0	0	70
14:45	0	43	13	1	1	0	0	1	3	0	0	0	0	0	0	62
15:00	0	42	15	1	4	0	0	1	0	0	0	0	0	0	2	65
Hour Totals	0	173	53	2	12	2	0	6	5	0	0	0	0	0	2	255
15:15	0	55	16	0	1	0	0	1	0	0	0	0	0	0	1	74
15:30	0	73	23	2	4	0	0	0	1	0	0	0	0	0	0	103
15:45	0	50	8	5	5	1	0	4	2	0	0	0	0	0	0	75
16:00	0	53	23	0	6	1	0	1	0	0	0	0	0	0	0	84
Hour Totals	0	231	70	7	16	2	0	6	3	0	0	0	0	0	1	336
16:15	0	71	19	1	4	0	0	2	1	0	0	0	0	0	0	98
16:30	0	64	17	1	4	0	0	0	1	0	0	0	0	0	0	87
16:45	0	55	12	1	3	0	0	1	0	0	0	0	0	0	0	72
17:00	0	67	13	1	3	0	0	0	0	0	0	0	0	0	0	84
Hour Totals	0	257	61	4	14	0	0	3	2	0	0	0	0	0	0	341
17:15	0	63	11	0	2	0	0	0	0	0	0	0	0	0	0	76
17:30	0	77	24	0	6	3	0	2	0	1	0	0	0	0	0	113
17:45	0	78	17	1	5	0	0	0	0	0	1	0	0	0	0	102
18:00	0	57	13	0	6	0	0	4	0	0	0	0	0	0	1	81
Hour Totals	0	275	65	1	19	3	0	6	0	1	1	0	0	0	1	372
18:15	0	57	20	0	0	0	0	1	0	0	0	0	0	0	0	78
18:30	0	54	18	0	1	0	0	1	0	0	0	0	0	0	0	74
18:45	0	36	14	0	0	1	0	0	0	0	0	0	0	0	0	51
19:00	0	43	12	0	2	0	0	0	0	0	0	0	0	0	0	57
Hour Totals	0	190	64	0	3	1	0	2	0	0	0	0	0	0	0	260

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 Data File : D1005002.PRN  
 Station : 000000000002  
 Identification : 000000000002  
 \*\*\*\*\*

Lanes 1-1 are Eastbound

Tue - Oct 5, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	44	5	0	2	0	0	0	0	0	0	0	0	0	0	51
19:30	0	35	6	0	3	0	0	0	0	0	0	0	0	0	0	44
19:45	0	22	5	0	1	0	0	0	0	0	0	0	0	0	0	28
20:00	0	22	5	0	1	0	0	0	0	0	0	0	0	0	0	28
Hour Totals	0	123	21	0	7	0	0	0	0	0	0	0	0	0	0	151
20:15	0	49	1	0	0	0	0	0	0	0	0	0	0	0	0	50
20:30	0	35	3	0	0	0	0	2	0	0	0	0	0	0	0	40
20:45	0	28	5	0	3	0	0	0	0	0	0	0	0	0	0	36
21:00	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	28
Hour Totals	0	134	15	0	3	0	0	2	0	0	0	0	0	0	0	154
21:15	0	18	5	0	4	0	0	0	0	0	0	0	0	0	0	27
21:30	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
21:45	0	21	1	0	2	0	0	0	1	0	0	0	0	0	0	25
22:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
Hour Totals	0	79	11	0	6	0	0	0	1	0	0	0	0	0	0	97
22:15	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
22:30	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
22:45	0	16	5	0	0	0	0	0	0	0	0	0	0	0	0	21
23:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Totals	0	70	10	0	0	0	0	0	0	0	0	0	0	0	0	80
23:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
23:45	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
24:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	33	4	0	1	0	0	0	2	0	0	0	0	0	0	40
Grand Totals	1	3005	816	38	164	40	6	46	44	3	1	0	0	0	6	4170
Percentages	0.0	72.1	19.6	0.9	3.9	1.0	0.1	1.1	1.1	0.1	0.0	0.0	0.0	0.0	0.1	

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1006006.PRN  
 Station : 000000000002  
 Identification : 000000000002 Interval : 15 minutes  
 Start date : Oct 6, 99 Start time : 00:00  
 Stop date : Oct 6, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Mariner/Linden  
 \*\*\*\*\*

Lanes 1-1 are Eastbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	18	2	0	1	0	0	1	0	0	0	0	0	0	0	22
00:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
00:45	0	13	1	0	0	0	0	1	0	0	0	0	0	0	0	15
01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	50	6	0	1	0	0	2	0	0	0	0	0	0	0	59
01:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	33	3	0	1	0	0	0	0	0	0	0	0	0	0	37
02:15	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	17	3	0	0	0	0	2	0	0	0	0	0	0	0	22
03:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	14	4	0	1	0	0	0	0	0	0	0	0	0	0	19
04:15	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	13	4	0	0	0	0	1	1	0	0	0	0	0	0	19
05:15	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
05:30	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
05:45	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
06:00	0	17	6	0	1	0	0	0	0	0	0	0	0	0	0	24
Hour Totals	0	47	20	0	1	0	0	0	0	0	0	0	0	0	0	68

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\*\*\*\*\*  
Data File : D1006006.PRN  
Station : 000000000002  
Identification : 000000000002  
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Lanes 1-1 are Eastbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	16	5	0	0	0	0	1	0	0	0	0	0	0	0	22
06:30	0	23	8	0	0	0	0	0	0	0	0	0	0	0	0	31
06:45	0	29	6	0	0	0	0	0	1	0	0	0	0	0	1	37
07:00	0	26	7	0	0	0	0	0	0	0	0	0	0	0	0	33
Hour Totals	0	94	26	0	0	0	0	1	1	0	0	0	0	0	1	123
07:15	0	28	11	0	0	0	0	0	0	0	0	0	0	0	0	39
07:30	0	32	13	0	0	0	0	0	0	0	0	0	0	0	0	45
07:45	0	38	8	0	0	0	0	0	0	0	0	0	0	0	0	46
08:00	0	37	12	0	1	1	0	0	0	0	0	0	0	0	0	51
Hour Totals	0	135	44	0	1	1	0	0	0	0	0	0	0	0	0	181
08:15	0	34	7	0	0	0	0	0	0	0	0	0	0	0	0	41
08:30	0	42	16	0	1	0	0	0	0	0	0	0	0	0	0	59
08:45	0	53	13	1	0	0	0	0	0	0	0	0	0	0	0	67
09:00	0	50	19	0	2	0	1	0	1	0	0	0	0	0	0	73
Hour Totals	0	179	55	1	3	0	1	0	1	0	0	0	0	0	0	240
09:15	0	41	14	1	0	1	0	1	1	0	0	0	0	0	0	59
09:30	0	35	15	0	3	2	0	0	2	0	0	0	0	0	0	57
09:45	0	49	12	0	0	1	0	0	0	0	0	0	0	0	0	62
10:00	0	54	16	0	0	0	0	1	1	1	0	0	0	0	0	73
Hour Totals	0	179	57	1	3	4	0	2	4	1	0	0	0	0	0	251
10:15	0	36	14	1	2	1	0	0	0	0	0	0	0	0	0	54
10:30	0	39	17	0	0	2	0	0	1	0	0	0	0	0	0	59
10:45	0	43	15	0	4	2	1	2	2	0	0	0	0	0	0	69
11:00	0	44	12	0	0	1	0	1	0	0	0	0	0	0	1	59
Hour Totals	0	162	58	1	6	6	1	3	3	0	0	0	0	0	1	241
11:15	0	32	16	0	0	0	0	0	0	0	0	0	0	0	0	48
11:30	0	39	9	0	0	0	0	1	0	0	0	0	0	0	0	49
11:45	0	35	12	0	0	1	0	0	1	1	0	0	0	0	0	50
12:00	1	35	14	0	0	0	0	0	1	2	0	0	0	0	0	53
Hour Totals	1	141	51	0	0	1	0	1	2	3	0	0	0	0	0	200
12:15	0	42	10	0	0	1	0	0	0	0	0	0	0	0	0	53
12:30	0	36	13	0	1	2	0	0	1	0	0	0	0	0	0	53
12:45	0	47	12	0	1	1	0	0	0	0	0	0	0	0	0	61

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Data File : D1006006.PRN  
Station : 000000000002  
Identification : 000000000002

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Lanes 1-1 are Eastbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	47	10	2	0	1	0	0	0	0	0	0	0	0	0	60
Hour Totals	0	172	45	2	2	5	0	0	1	0	0	0	0	0	0	227
13:15	0	41	13	1	3	3	0	0	0	0	0	0	0	0	0	61
13:30	0	37	11	1	0	0	0	0	1	0	0	0	0	0	0	50
13:45	0	41	9	0	3	2	0	2	0	0	0	0	0	0	2	59
14:00	0	37	7	0	1	2	1	2	0	0	0	0	0	0	0	50
Hour Totals	0	156	40	2	7	7	1	4	1	0	0	0	0	0	2	220
14:15	0	42	7	1	0	2	0	2	0	0	0	0	0	0	0	54
14:30	0	46	14	0	2	0	0	0	1	0	0	0	0	0	0	63
14:45	0	44	2	1	0	0	0	1	1	0	0	0	0	0	0	49
15:00	1	42	12	0	1	3	0	1	3	0	0	0	0	0	0	63
Hour Totals	1	174	35	2	3	5	0	4	5	0	0	0	0	0	0	229
15:15	0	57	10	0	2	0	0	1	1	1	0	0	0	0	0	72
15:30	0	62	6	1	0	0	1	0	2	1	0	0	0	0	0	73
15:45	1	53	11	2	0	0	0	1	1	0	0	0	0	0	0	69
16:00	0	54	16	1	0	0	0	0	0	0	0	0	0	0	0	71
Hour Totals	1	226	43	4	2	0	1	2	4	2	0	0	0	0	0	285
16:15	0	16	18	1	3	0	0	0	2	0	0	0	0	0	0	40
16:30	0	67	14	0	0	1	0	0	1	0	0	0	0	0	0	83
16:45	0	52	7	1	0	1	0	0	0	0	0	0	0	0	0	61
17:00	0	59	11	1	0	2	0	0	1	0	0	0	0	0	0	74
Hour Totals	0	194	50	3	3	4	0	0	4	0	0	0	0	0	0	258
17:15	0	60	14	1	0	3	0	2	0	0	0	0	0	0	0	80
17:30	0	78	18	5	0	1	0	1	1	0	0	0	0	0	0	104
17:45	0	73	20	2	2	3	0	0	1	0	0	0	0	0	0	101
18:00	0	56	15	0	0	2	0	1	1	1	0	0	0	0	0	76
Hour Totals	0	267	67	8	2	9	0	4	3	1	0	0	0	0	0	361
18:15	0	54	13	1	3	1	0	1	1	0	0	0	0	0	0	74
18:30	0	62	12	1	3	2	0	1	0	0	0	0	0	0	0	81
18:45	0	53	16	0	0	0	0	0	1	0	0	0	0	0	0	70
19:00	0	50	13	0	0	2	0	0	1	0	0	0	0	0	1	67
Hour Totals	0	219	54	2	6	5	0	2	3	0	0	0	0	0	1	292

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1006006.PRN  
Station : 000000000002  
Identification : 000000000002  
\*\*\*\*\*

Lanes 1-1 are Eastbound

Wed - Oct 6, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	71	14	0	0	3	0	0	0	0	0	0	0	0	0	88
19:30	0	54	13	1	0	0	0	1	0	0	0	0	0	0	0	69
19:45	0	36	77	0	0	0	0	2	2	0	0	0	0	0	0	117
20:00	0	38	11	0	1	0	0	0	1	0	0	0	0	0	0	51
Hour Totals	0	199	115	1	1	3	0	3	3	0	0	0	0	0	0	325
20:15	0	56	9	2	0	0	0	3	1	0	0	0	0	0	0	71
20:30	0	53	10	0	0	0	0	1	0	0	0	0	0	0	0	64
20:45	0	36	8	0	1	0	0	0	0	0	0	0	0	0	0	45
21:00	0	29	6	0	1	0	0	0	0	0	0	0	0	0	0	36
Hour Totals	0	174	33	2	2	0	0	4	1	0	0	0	0	0	0	216
21:15	0	28	5	0	1	0	0	0	0	0	0	0	0	0	0	34
21:30	0	36	6	0	2	0	0	0	0	0	0	0	0	0	0	44
21:45	0	33	5	0	1	0	0	0	0	0	0	0	0	0	0	39
22:00	0	28	7	0	3	0	0	0	0	0	0	0	0	0	0	38
Hour Totals	0	125	23	0	7	0	0	0	0	0	0	0	0	0	0	155
22:15	0	26	6	0	1	0	0	0	0	0	0	0	0	0	0	33
22:30	0	31	5	0	3	0	0	0	0	0	0	0	0	0	0	39
22:45	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
23:00	0	19	5	0	0	0	0	0	1	0	0	0	0	0	0	25
Hour Totals	0	100	20	0	4	0	0	0	1	0	0	0	0	0	0	125
23:15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
23:30	0	20	4	0	2	0	0	0	0	0	0	0	0	0	0	26
23:45	0	16	5	0	1	0	0	0	0	0	0	0	0	0	0	22
24:00	0	17	4	0	0	0	0	0	1	0	0	0	0	0	0	22
Hour Totals	0	64	16	0	3	0	0	0	1	0	0	0	0	0	0	84
Grand Totals	3	3134	872	29	59	50	4	35	39	7	0	0	0	0	5	4237
Percentages	0.1	74.0	20.6	0.7	1.4	1.2	0.1	0.8	0.9	0.2	0.0	0.0	0.0	0.0	0.1	

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1007006.PRN  
 Station : 000000000002  
 Identification : 000000000002 Interval : 15 minutes  
 Start date : Oct 7, 99 Start time : 00:00  
 Stop date : Oct 7, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Mariner/Linden  
 \*\*\*\*\*

Lanes 1-1 are Eastbound

-----  
 Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	31	2	0	1	0	0	1	0	0	0	0	0	0	0	35
00:30	0	11	2	0	0	0	0	1	0	0	0	0	0	0	0	14
00:45	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Totals	0	73	8	0	1	0	0	2	0	0	0	0	0	0	0	84
01:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
01:30	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	13
01:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	52	2	0	1	0	0	0	0	0	0	0	0	0	0	55
02:15	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	18	3	0	0	0	0	1	0	0	0	0	0	0	0	22
03:15	0	6	2	0	1	0	0	1	0	0	0	0	0	0	0	10
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	5
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Totals	0	15	3	0	1	1	0	1	1	0	0	0	0	0	0	22
04:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
04:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Totals	0	7	0	0	0	1	0	0	1	0	0	0	0	0	0	9
05:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
05:30	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	18	3	0	2	0	0	0	1	0	0	0	0	0	0	24

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1007006.PRN  
 Station : 000000000002  
 Identification : 000000000002  
 \*\*\*\*\*

Lanes 1-1 are Eastbound

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 Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	4	1	0	0	2	0	0	2	0	0	0	0	0	0	9
06:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
07:00	0	11	1	0	1	0	0	1	1	0	0	0	0	0	0	15
Hour Totals	0	21	4	0	1	3	0	1	3	0	0	0	0	0	0	33
07:15	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
07:30	0	16	12	0	0	0	0	0	0	0	0	0	0	0	0	28
07:45	0	25	6	1	3	1	0	0	1	0	0	0	0	0	0	37
08:00	0	22	12	0	1	0	0	0	1	0	0	0	0	0	0	36
Hour Totals	0	72	35	1	4	1	0	0	2	0	0	0	0	0	0	115
08:15	0	28	6	0	2	1	0	0	0	0	0	0	0	0	0	37
08:30	0	37	12	0	0	1	0	0	0	0	0	0	0	0	0	50
08:45	0	57	13	1	2	1	0	0	1	0	0	0	0	0	0	75
09:00	0	42	18	1	2	1	0	1	1	0	0	0	0	0	0	66
Hour Totals	0	164	49	2	6	4	0	1	2	0	0	0	0	0	0	228
09:15	0	39	14	2	3	1	0	0	0	0	0	0	0	0	0	59
09:30	0	42	12	0	4	1	0	0	0	1	0	0	1	0	0	61
09:45	0	59	19	2	4	1	0	2	0	0	0	0	0	0	0	87
10:00	1	67	17	0	1	1	1	0	0	0	0	0	0	0	0	88
Hour Totals	1	207	62	4	12	4	1	2	0	1	0	0	1	0	0	295
10:15	0	36	21	0	4	2	1	2	2	0	0	0	0	0	0	68
10:30	1	54	19	0	2	2	2	1	0	1	0	0	0	0	0	82
10:45	0	57	15	2	5	3	0	4	1	0	0	0	0	0	0	87
11:00	0	55	24	5	2	1	0	0	0	0	0	0	0	0	0	87
Hour Totals	1	202	79	7	13	8	3	7	3	1	0	0	0	0	0	324
11:15	0	36	16	3	4	1	1	0	2	0	0	0	0	0	0	63
11:30	0	40	7	0	2	3	1	0	2	0	0	0	0	0	0	55
11:45	0	38	16	1	1	4	1	3	0	0	0	0	0	0	2	66
12:00	0	39	16	0	0	1	0	2	2	0	0	0	0	0	0	60
Hour Totals	0	153	55	4	7	9	3	5	6	0	0	0	0	0	2	244
12:15	0	35	15	0	1	1	0	0	1	0	0	0	0	0	0	53
12:30	0	35	8	1	3	1	0	2	4	0	0	0	0	0	0	54
12:45	0	44	6	0	4	2	1	1	0	0	0	0	0	0	0	58

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1007006.PRN  
 Station : 000000000002  
 Identification : 000000000002  
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Lanes 1-1 are Eastbound

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 Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	39	16	0	2	1	0	1	1	0	0	0	0	0	0	60
Hour Totals	0	153	45	1	10	5	1	4	6	0	0	0	0	0	0	225
13:15	0	43	6	2	5	3	0	1	0	1	0	0	0	0	0	61
13:30	0	35	9	0	4	1	0	0	0	0	0	0	0	0	0	49
13:45	1	44	11	1	2	3	0	1	0	0	0	0	0	0	0	63
14:00	0	35	10	1	2	2	0	0	0	0	0	0	0	0	0	50
Hour Totals	1	157	36	4	13	9	0	2	0	1	0	0	0	0	0	223
14:15	0	43	8	0	0	8	0	2	0	0	0	0	0	0	1	62
14:30	0	44	8	0	3	1	0	0	0	1	0	0	0	0	0	57
14:45	0	44	7	0	3	1	0	4	3	0	0	0	0	0	0	62
15:00	0	42	8	0	2	2	0	3	0	0	0	0	0	0	0	57
Hour Totals	0	173	31	0	8	12	0	9	3	1	0	0	0	0	1	238
15:15	0	59	15	0	4	3	0	3	0	0	0	0	0	0	0	84
15:30	0	51	8	0	2	3	0	1	0	2	0	0	0	0	0	67
15:45	0	56	20	1	1	0	1	0	1	0	0	0	0	0	0	80
16:00	0	52	11	0	1	4	0	1	1	0	0	0	0	0	0	70
Hour Totals	0	218	54	1	8	10	1	5	2	2	0	0	0	0	0	301
16:15	0	55	13	1	3	0	0	1	1	0	0	0	0	0	0	74
16:30	0	41	12	1	2	1	0	1	1	0	0	0	0	0	0	59
16:45	1	50	17	1	7	3	0	0	1	0	0	0	0	0	0	80
17:00	0	46	15	1	2	2	1	2	0	0	0	0	0	0	0	69
Hour Totals	1	192	57	4	14	6	1	4	3	0	0	0	0	0	0	282
17:15	0	60	9	0	6	5	0	0	3	0	0	0	0	0	0	83
17:30	0	79	13	6	1	1	0	1	0	0	0	0	0	0	0	101
17:45	0	68	14	3	2	0	0	1	1	0	0	0	0	0	0	89
18:00	0	55	17	0	2	1	0	3	1	0	0	0	0	0	0	79
Hour Totals	0	262	53	9	11	7	0	5	5	0	0	0	0	0	0	352
18:15	0	55	21	3	6	2	0	3	1	0	0	0	0	0	0	91
18:30	0	72	13	0	3	0	0	0	1	0	0	0	0	0	0	89
18:45	0	68	15	1	2	2	0	2	3	0	0	0	0	0	1	94
19:00	0	56	11	0	6	0	0	2	2	0	0	0	0	0	0	77
Hour Totals	0	251	60	4	17	4	0	7	7	0	0	0	0	0	1	351

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

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 Data File : D1007006.PRM  
 Station : 000000000002  
 Identification : 000000000002  
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Lanes 1-1 are Eastbound

Thu - Oct 7, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	96	18	0	6	1	1	1	1	0	0	0	0	0	0	124
19:30	0	72	22	1	3	2	0	0	1	0	0	0	0	0	0	101
19:45	0	49	20	0	1	0	0	1	0	0	0	0	0	0	0	71
20:00	0	54	16	0	2	0	0	0	0	0	0	0	0	0	0	72
Hour Totals	0	271	76	1	12	3	1	2	2	0	0	0	0	0	0	368
20:15	0	63	17	0	2	0	0	1	1	0	0	0	0	0	0	84
20:30	0	71	15	0	0	0	0	0	0	0	0	0	0	0	0	86
20:45	0	43	8	0	0	0	0	0	1	0	0	0	0	0	0	52
21:00	0	36	4	0	2	0	0	0	0	0	0	0	0	0	0	42
Hour Totals	0	213	44	0	4	0	0	1	2	0	0	0	0	0	0	264
21:15	0	38	10	0	1	0	0	0	0	0	0	0	0	0	0	49
21:30	0	47	8	0	1	0	0	0	0	0	0	0	0	0	0	56
21:45	0	45	10	0	3	0	0	0	0	0	0	0	0	0	0	58
22:00	0	40	10	0	0	1	0	0	0	0	0	0	0	0	0	51
Hour Totals	0	170	38	0	5	1	0	0	0	0	0	0	0	0	0	214
22:15	0	33	6	0	2	0	0	0	1	0	0	0	0	0	0	42
22:30	0	39	7	0	1	0	0	0	0	0	0	0	0	0	0	47
22:45	0	32	3	0	1	0	0	1	0	0	0	0	0	0	0	37
23:00	0	24	6	0	1	0	0	0	0	0	0	0	0	0	0	31
Hour Totals	0	128	22	0	5	0	0	1	1	0	0	0	0	0	0	157
23:15	0	14	7	0	1	0	0	1	0	0	0	0	0	0	0	23
23:30	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
23:45	0	24	6	0	1	0	0	0	0	0	0	0	0	0	0	31
24:00	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
Hour Totals	0	89	19	0	2	0	0	1	0	0	0	0	0	0	0	111
Grand Totals	4	3279	838	42	157	88	11	61	50	6	0	0	1	0	4	4541
Percentages	0.1	72.2	18.5	0.9	3.5	1.9	0.2	1.3	1.1	0.1	0.0	0.0	0.0	0.0	0.1	

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Data File : D1008006.PRN  
Station : 000000000002  
Identification : 000000000002 Interval : 15 minutes  
Start date : Oct 8, 99 Start time : 00:00  
Stop date : Oct 8, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Mariner/Linden  
\*\*\*\*\*

Lanes 1-1 are Eastbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	26	1	0	3	0	0	0	0	0	0	0	0	0	0	30
00:30	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
00:45	0	16	2	0	1	0	0	0	0	0	0	0	0	0	0	19
01:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	70	9	0	5	0	0	0	0	0	0	0	0	0	0	84
01:15	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
01:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
01:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Totals	0	32	4	0	1	0	0	0	0	0	0	0	0	0	0	37
02:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
03:15	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Totals	0	14	0	0	0	1	0	1	0	0	0	0	0	0	0	16
04:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Totals	0	7	1	0	1	0	0	0	0	1	0	0	0	0	0	10
05:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
05:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
05:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
Hour Totals	0	20	5	0	1	0	0	0	1	0	0	0	0	0	0	27

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

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Data File : D1008006.PRN  
Station : 000000000002  
Identification : 000000000002  
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Lanes 1-1 are Eastbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
06:45	0	6	1	0	2	1	0	0	1	0	0	0	0	0	0	11
07:00	0	13	2	0	0	1	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	27	4	0	3	2	0	0	1	0	0	0	0	0	0	37
07:15	0	11	5	0	0	0	0	0	2	0	0	0	0	0	0	18
07:30	0	13	7	0	0	0	0	0	0	0	0	0	0	0	0	20
07:45	0	25	8	0	1	1	0	0	0	0	0	0	0	0	0	35
08:00	0	28	5	0	1	0	0	0	0	0	0	0	0	0	0	34
Hour Totals	0	77	25	0	2	1	0	0	2	0	0	0	0	0	0	107
08:15	0	26	8	0	0	0	0	0	1	0	0	0	0	0	0	35
08:30	0	25	14	0	2	1	0	1	0	0	0	0	0	0	0	43
08:45	0	40	12	1	3	3	0	0	0	0	0	0	0	0	0	59
09:00	0	38	16	1	7	0	0	3	1	1	0	0	0	0	0	67
Hour Totals	0	129	50	2	12	4	0	4	2	1	0	0	0	0	0	204
09:15	0	59	13	1	2	0	0	1	0	0	0	0	0	0	0	76
09:30	0	50	13	0	8	0	1	1	0	0	0	0	0	0	0	73
09:45	0	63	14	2	1	0	0	1	0	1	0	0	0	0	0	82
10:00	0	52	16	0	2	1	0	2	3	0	0	0	0	0	0	76
Hour Totals	0	224	56	3	13	1	1	5	3	1	0	0	0	0	0	307
10:15	0	37	15	0	9	4	0	0	1	0	0	0	0	0	0	66
10:30	0	43	13	0	2	3	0	0	2	0	0	0	0	0	0	63
10:45	0	44	14	2	4	0	0	1	1	0	0	0	0	0	0	66
11:00	0	47	25	7	5	2	0	0	1	1	0	0	0	0	0	88
Hour Totals	0	171	67	9	20	9	0	1	5	1	0	0	0	0	0	283
11:15	0	44	15	1	2	1	0	3	3	0	0	0	0	0	1	70
11:30	0	35	10	0	1	2	0	0	3	0	0	0	0	0	0	51
11:45	0	54	11	0	0	1	0	3	1	0	0	0	0	0	0	70
12:00	0	46	16	0	2	0	0	1	2	0	0	0	0	0	0	67
Hour Totals	0	179	52	1	5	4	0	7	9	0	0	0	0	0	1	258
12:15	0	47	12	0	1	3	0	3	0	0	0	0	0	0	0	66
12:30	0	50	21	1	2	1	0	1	1	0	0	0	0	0	0	77
12:45	0	45	15	3	1	1	0	0	1	0	0	0	0	0	0	66

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Data File : D1008006.PRN  
Station : 000000000002  
Identification : 000000000002  
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Lanes 1-1 are Eastbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	27	14	0	2	3	0	1	1	1	0	0	0	0	0	49
Hour Totals	0	169	62	4	6	8	0	5	3	1	0	0	0	0	0	258
13:15	0	40	7	0	1	0	0	1	0	0	0	0	0	0	0	49
13:30	0	36	8	1	4	3	0	1	0	0	0	0	0	0	0	53
13:45	0	32	6	0	3	0	0	0	1	0	0	0	0	0	0	42
14:00	2	63	13	0	2	2	0	2	0	0	0	0	0	0	0	84
Hour Totals	2	171	34	1	10	5	0	4	1	0	0	0	0	0	0	228
14:15	0	41	10	1	2	2	0	1	0	0	0	0	0	0	0	57
14:30	0	45	6	1	4	2	0	0	2	0	0	0	0	0	0	60
14:45	0	47	14	1	1	1	0	1	1	1	0	0	1	0	0	68
15:00	0	48	12	0	4	2	1	0	3	0	0	0	0	0	0	70
Hour Totals	0	181	42	3	11	7	1	2	6	1	0	0	1	0	0	255
15:15	0	39	19	0	1	3	0	0	1	0	0	0	0	0	0	63
15:30	0	32	17	0	4	3	0	1	1	0	0	0	0	0	0	58
15:45	0	57	14	0	5	1	0	2	1	0	0	0	0	0	0	80
16:00	0	46	13	2	1	0	0	0	1	0	0	0	0	0	0	63
Hour Totals	0	174	63	2	11	7	0	3	4	0	0	0	0	0	0	264
16:15	0	46	14	0	0	0	1	0	0	1	0	0	0	0	0	62
16:30	0	48	14	0	4	1	0	0	0	0	0	0	0	0	0	67
16:45	0	47	13	0	6	0	0	0	1	0	0	0	0	0	0	67
17:00	0	55	18	1	4	0	0	3	1	0	0	0	0	0	0	82
Hour Totals	0	196	59	1	14	1	1	3	2	1	0	0	0	0	0	278
17:15	0	50	18	1	7	3	0	5	2	0	0	0	0	0	0	86
17:30	0	66	18	6	4	0	2	0	0	0	0	0	0	0	0	96
17:45	0	67	18	0	2	2	1	0	1	1	0	0	0	0	0	92
18:00	0	53	12	3	3	0	0	1	1	0	0	0	0	0	0	73
Hour Totals	0	236	66	10	16	5	3	6	4	1	0	0	0	0	0	347
18:15	0	65	9	0	1	1	0	0	0	0	0	0	0	0	0	76
18:30	0	75	18	2	2	3	0	3	1	0	0	0	0	0	0	104
18:45	0	70	13	0	1	6	0	2	2	1	0	0	0	0	0	95
19:00	0	65	17	0	2	1	1	1	1	0	0	0	0	0	1	89
Hour Totals	0	275	57	2	6	11	1	6	4	1	0	0	0	0	1	364

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

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Data File : D1008006.PRN  
Station : 000000000002  
Identification : 000000000002  
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Lanes 1-1 are Eastbound

Fri - Oct 8, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	66	10	1	1	1	0	1	1	0	0	0	0	0	0	81
19:30	0	56	22	0	2	0	0	3	0	0	0	0	0	0	0	83
19:45	0	66	8	0	2	0	0	2	0	0	0	0	0	0	0	78
20:00	0	69	19	0	3	0	0	1	0	0	0	0	0	0	0	92
Hour Totals	0	257	59	1	8	1	0	7	1	0	0	0	0	0	0	334
20:15	0	60	14	0	0	0	0	0	0	0	0	0	0	0	0	74
20:30	0	57	11	0	3	0	0	0	0	0	0	0	0	0	0	71
20:45	0	51	10	0	2	0	0	0	0	0	0	0	0	0	0	63
21:00	0	49	7	1	1	0	0	0	0	0	0	0	0	0	0	58
Hour Totals	0	217	42	1	6	0	0	0	0	0	0	0	0	0	0	266
21:15	0	56	7	0	0	0	0	0	0	0	0	0	0	0	0	63
21:30	0	49	11	0	2	0	0	0	0	0	0	0	0	0	0	62
21:45	0	40	8	0	0	0	0	1	0	0	0	0	0	0	0	49
22:00	0	35	5	0	0	0	0	0	0	0	0	0	0	0	0	40
Hour Totals	0	180	31	0	2	0	0	1	0	0	0	0	0	0	0	214
22:15	0	50	6	0	0	1	0	0	1	0	0	0	0	0	0	58
22:30	0	34	9	0	3	0	0	0	0	0	0	0	0	0	0	46
22:45	0	36	12	0	0	0	0	0	0	0	0	0	0	0	0	48
23:00	0	26	7	1	1	0	0	0	0	0	0	0	0	0	0	35
Hour Totals	0	146	34	1	4	1	0	0	1	0	0	0	0	0	0	187
23:15	0	21	2	0	1	0	0	0	0	0	0	0	0	0	0	24
23:30	0	27	5	0	1	0	0	1	0	0	0	0	0	0	0	34
23:45	0	31	6	0	0	0	0	0	0	0	0	0	0	0	0	37
24:00	0	30	9	0	1	0	0	0	0	0	0	0	0	0	0	40
Hour Totals	0	109	22	0	3	0	0	1	0	0	0	0	0	0	0	135
Grand Totals	2	3282	847	41	160	68	7	56	49	9	0	0	1	0	2	4524
Percentages	0.0	72.5	18.7	0.9	3.5	1.5	0.2	1.2	1.1	0.2	0.0	0.0	0.0	0.0	0.0	

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1009005.PRN  
Station : 000000000002  
Identification : 000000000002 Interval : 15 minutes  
Start date : Oct 9, 99 Start time : 00:00  
Stop date : Oct 9, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Mariner/Linden  
\*\*\*\*\*

Lanes 1-1 are Eastbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
00:30	0	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33
00:45	0	26	2	0	1	0	0	1	0	0	0	0	0	0	0	30
01:00	0	22	1	0	1	0	0	0	0	0	0	0	0	0	0	24
Hour Totals	0	103	11	0	2	0	0	1	0	0	0	0	0	0	0	117
01:15	0	19	6	0	1	0	0	0	0	0	0	0	0	0	0	26
01:30	0	20	2	0	0	0	0	1	0	0	0	0	0	0	0	23
01:45	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
02:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Totals	0	76	12	0	1	0	0	1	0	0	0	0	0	0	0	90
02:15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
02:30	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
02:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Totals	0	37	12	0	0	0	0	0	0	0	0	0	0	0	0	49
03:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
03:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
04:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
04:30	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	8
04:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	25	2	1	1	0	0	0	0	0	0	0	0	0	0	29
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	4	1	0	2	0	0	0	0	0	0	0	0	0	0	7
05:45	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
Hour Totals	0	12	2	1	2	0	0	0	1	0	0	0	0	0	0	18

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1009005.PRN  
 Station : 000000000002  
 Identification : 000000000002  
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Lanes 1-1 are Eastbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	6
06:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Totals	0	13	4	0	2	1	0	0	0	0	0	0	0	0	0	20
07:15	0	6	3	0	0	0	0	1	0	0	0	0	0	0	0	10
07:30	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
07:45	0	10	0	0	1	1	0	0	0	0	0	0	0	0	0	12
08:00	0	19	5	0	1	0	0	0	0	0	0	0	0	0	0	25
Hour Totals	0	48	12	0	2	1	0	1	0	0	0	0	0	0	0	64
08:15	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
08:30	0	16	5	0	1	2	0	0	0	0	0	0	0	0	0	24
08:45	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
09:00	0	20	5	0	2	1	0	0	0	0	0	0	0	0	0	28
Hour Totals	0	68	20	0	4	3	0	0	0	0	0	0	0	0	0	95
09:15	0	21	7	0	1	0	0	1	0	0	0	0	0	0	0	30
09:30	0	29	5	0	1	1	1	0	0	0	0	0	0	0	1	38
09:45	1	36	7	0	1	0	0	0	0	0	0	0	0	0	0	45
10:00	0	32	8	0	0	0	1	0	0	0	0	0	0	0	0	41
Hour Totals	1	118	27	0	3	1	2	1	0	0	0	0	0	0	1	154
10:15	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
10:30	0	28	7	0	1	1	1	1	1	0	0	0	0	0	0	40
10:45	0	27	8	0	4	0	0	0	1	0	0	0	0	0	0	40
11:00	0	27	5	0	4	1	1	0	0	0	0	0	0	0	0	38
Hour Totals	0	107	27	0	9	2	2	1	2	0	0	0	0	0	0	150
11:15	0	38	15	0	1	0	0	3	0	0	0	0	0	0	1	58
11:30	0	26	7	0	3	0	1	2	0	0	0	0	0	0	0	39
11:45	0	38	14	0	4	0	0	0	0	0	0	0	0	0	0	56
12:00	0	43	9	0	1	1	1	1	0	0	0	0	0	0	0	56
Hour Totals	0	145	45	0	9	1	2	6	0	0	0	0	0	0	1	209
12:15	0	46	8	0	0	1	1	1	0	0	0	0	0	0	0	57
12:30	0	38	10	0	1	0	0	0	1	1	0	0	0	0	0	51
12:45	0	55	13	0	0	0	0	0	0	0	0	0	0	0	0	68

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Data File : D1009005.PRN  
Station : 000000000002  
Identification : 000000000002  
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Lanes 1-1 are Eastbound

Sat - Oct 9, 99																
Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	50	12	0	2	2	0	0	1	0	0	0	0	0	0	67
Hour Totals	0	189	43	0	3	3	1	1	2	1	0	0	0	0	0	243
13:15	0	47	15	0	3	0	1	1	0	0	0	0	0	0	0	67
13:30	0	51	9	1	2	0	0	1	1	0	0	0	0	0	0	65
13:45	0	49	9	0	0	2	0	0	1	0	0	0	0	0	0	61
14:00	0	54	14	0	1	0	0	1	0	0	0	0	0	0	0	70
Hour Totals	0	201	47	1	6	2	1	3	2	0	0	0	0	0	0	263
14:15	0	53	14	0	1	0	2	0	1	0	0	0	0	0	0	71
14:30	0	65	8	0	4	0	1	0	1	0	0	0	0	0	0	79
14:45	0	57	8	1	0	1	0	1	0	0	0	0	0	0	0	68
15:00	0	45	10	0	2	0	0	1	0	0	0	0	0	0	0	58
Hour Totals	0	220	40	1	7	1	3	2	2	0	0	0	0	0	0	276
15:15	0	55	15	0	4	0	0	0	0	0	0	0	0	0	0	74
15:30	0	49	6	1	1	1	0	0	0	0	0	0	0	0	0	58
15:45	0	57	14	0	1	0	0	1	0	0	0	0	0	0	0	73
16:00	0	45	16	0	2	0	0	2	0	0	0	0	0	0	0	65
Hour Totals	0	206	51	1	8	1	0	3	0	0	0	0	0	0	0	270
16:15	0	48	17	0	4	1	0	1	0	0	0	0	0	0	0	71
16:30	0	56	8	0	2	0	0	1	0	0	0	0	0	0	0	67
16:45	0	49	7	0	0	0	0	1	0	0	0	0	0	0	0	57
17:00	0	53	14	0	3	0	0	0	0	0	0	0	0	0	1	71
Hour Totals	0	206	46	0	9	1	0	3	0	0	0	0	0	0	1	266
17:15	0	52	10	0	3	0	0	0	0	0	0	0	0	0	0	65
17:30	0	57	14	0	2	0	0	0	0	0	0	0	0	0	0	73
17:45	0	63	12	0	3	0	0	1	0	0	0	0	0	0	0	79
18:00	0	39	11	0	2	0	0	1	0	0	0	0	0	0	0	53
Hour Totals	0	211	47	0	10	0	0	2	0	0	0	0	0	0	0	270
18:15	0	65	7	1	2	0	1	2	0	0	0	0	0	0	0	78
18:30	0	62	8	0	0	0	0	2	0	0	0	0	0	0	0	72
18:45	0	55	11	0	1	0	0	0	0	0	0	0	0	0	0	67
19:00	0	52	15	0	0	0	0	0	0	0	0	0	0	0	0	67
Hour Totals	0	234	41	1	3	0	1	4	0	0	0	0	0	0	0	284

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

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 Data File : D1009005.PRN  
 Station : 000000000002  
 Identification : 000000000002  
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Lanes 1-1 are Eastbound

Sat - Oct 9, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	54	13	0	3	0	0	0	0	0	0	0	0	0	0	70
19:30	0	53	9	0	0	0	0	0	1	0	0	0	0	0	0	63
19:45	0	45	7	0	0	0	0	0	0	0	0	0	0	0	0	52
20:00	0	48	8	0	0	0	0	0	1	0	0	0	0	0	0	57
Hour Totals	0	200	37	0	3	0	0	0	2	0	0	0	0	0	0	242
20:15	0	50	7	1	2	0	0	0	0	0	0	0	0	0	0	60
20:30	0	56	5	0	1	1	0	0	0	0	0	0	0	0	0	63
20:45	0	49	9	0	2	0	0	0	0	0	0	0	0	0	0	60
21:00	0	53	8	1	1	0	0	1	0	0	0	0	0	0	0	64
Hour Totals	0	208	29	2	6	1	0	1	0	0	0	0	0	0	0	247
21:15	0	45	5	0	2	1	0	0	0	0	0	0	0	0	0	53
21:30	0	49	9	0	3	0	0	0	0	0	0	0	0	0	0	61
21:45	0	42	10	0	2	0	0	0	0	0	0	0	0	0	0	54
22:00	0	58	4	0	2	0	0	0	0	0	0	0	0	0	0	64
Hour Totals	0	194	28	0	9	1	0	0	0	0	0	0	0	0	0	232
22:15	0	43	6	0	1	0	0	0	0	0	0	0	0	0	0	50
22:30	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
22:45	0	35	7	0	1	0	0	0	0	0	0	0	0	0	0	43
23:00	0	38	7	0	0	0	0	0	0	0	0	0	0	0	0	45
Hour Totals	0	152	22	0	2	0	0	0	0	0	0	0	0	0	0	176
23:15	0	27	7	0	1	0	0	0	1	0	0	0	0	0	0	36
23:30	0	28	2	0	1	0	0	0	0	0	0	0	0	0	0	31
23:45	0	36	3	0	2	0	0	0	0	0	0	0	0	0	0	41
24:00	0	29	6	0	2	0	0	0	0	0	0	0	0	0	0	37
Hour Totals	0	120	18	0	6	0	0	0	1	0	0	0	0	0	0	145
Grand Totals	1	3117	628	8	107	19	12	30	12	1	0	0	0	0	3	3938
Percentages	0.0	79.2	15.9	0.2	2.7	0.5	0.3	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.1	

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 Data File : D1010006.PRN  
 Station : 000000000002  
 Identification : 000000000002 Interval : 15 minutes  
 Start date : Oct 10, 99 Start time : 00:00  
 Stop date : Oct 10, 99 Stop time : 24:00  
 City/Town : County : PASCO / HERNANDO  
 Location : County Line Rd between Mariner/Linden  
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Lanes 1-1 are Eastbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	30	3	0	2	0	0	2	0	0	0	0	0	0	0	37
00:30	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
00:45	0	27	5	0	1	0	0	0	0	0	0	0	0	0	0	33
01:00	0	26	1	0	2	0	0	0	0	0	0	0	0	0	0	29
Hour Totals	0	108	12	0	5	0	0	2	0	0	0	0	0	0	0	127
01:15	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	15
01:30	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
01:45	0	9	3	0	1	0	0	0	0	0	0	0	0	0	0	13
02:00	0	10	2	1	0	0	0	0	0	0	0	0	0	0	0	13
Hour Totals	0	40	10	1	2	0	0	0	0	0	0	0	0	0	0	53
02:15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
02:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
03:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
Hour Totals	0	38	10	0	0	0	0	0	0	0	0	0	0	0	0	48
03:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
03:30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
03:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
04:45	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	6
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	17	2	0	1	0	0	1	0	0	0	0	0	0	0	21
05:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1010006.PRN  
 Station : 000000000002  
 Identification : 000000000002  
 \*\*\*\*\*

Lanes 1-1 are Eastbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
06:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
Hour Totals	0	18	3	0	0	0	0	1	0	0	0	0	0	0	0	22
07:15	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	10
07:30	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
07:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Totals	0	27	4	0	0	0	0	1	1	0	0	0	0	0	0	33
08:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
08:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
08:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
09:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hour Totals	0	28	8	0	0	0	0	0	0	0	0	0	0	0	0	36
09:15	1	13	3	0	0	0	0	0	0	0	0	0	0	0	0	17
09:30	0	15	3	0	2	0	0	2	0	0	0	0	0	0	0	22
09:45	0	14	6	0	1	0	0	1	0	0	0	0	0	0	0	22
10:00	0	15	3	0	0	0	0	0	1	0	0	0	0	0	0	19
Hour Totals	1	57	15	0	3	0	0	3	1	0	0	0	0	0	0	80
10:15	0	19	4	0	1	0	0	0	0	0	0	0	0	0	0	24
10:30	0	25	5	0	1	0	0	1	0	0	0	0	0	0	0	32
10:45	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	28
11:00	0	19	8	0	0	0	0	2	0	0	0	0	0	0	0	29
Hour Totals	0	88	20	0	2	0	0	3	0	0	0	0	0	0	0	113
11:15	0	26	7	0	2	0	0	0	0	0	0	0	0	0	0	35
11:30	0	22	6	0	2	0	0	0	0	0	0	0	0	0	0	30
11:45	0	22	5	0	2	0	0	0	0	0	0	0	0	0	0	29
12:00	0	35	10	0	1	0	0	0	0	0	0	0	0	0	1	47
Hour Totals	0	105	28	0	7	0	0	0	0	0	0	0	0	0	1	141
12:15	0	58	4	0	0	0	0	0	0	0	0	0	0	0	0	62
12:30	0	38	5	0	1	0	0	0	0	0	0	0	0	0	0	44
12:45	0	46	7	0	1	1	0	0	0	0	0	0	0	0	0	55

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1010006.PRN  
 Station : 000000000002  
 Identification : 000000000002  
 \*\*\*\*\*

Lanes 1-1 are Eastbound  
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Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	46	7	0	1	0	0	0	1	0	0	0	0	0	0	55
Hour Totals	0	188	23	0	3	1	0	0	1	0	0	0	0	0	0	216
13:15	0	54	10	0	2	0	0	0	0	0	0	0	0	0	0	66
13:30	0	47	5	0	3	0	0	1	0	0	0	0	0	0	0	56
13:45	0	48	8	0	2	0	0	0	0	0	0	0	0	0	0	58
14:00	0	41	8	1	2	0	0	0	0	0	0	0	0	0	0	52
Hour Totals	0	190	31	1	9	0	0	1	0	0	0	0	0	0	0	232
14:15	0	50	11	0	2	0	0	0	0	0	0	0	0	0	0	63
14:30	0	54	11	0	0	0	0	0	0	0	0	0	0	0	0	65
14:45	0	50	5	0	1	0	0	1	0	0	0	0	0	0	1	58
15:00	0	57	6	0	1	0	0	0	0	0	0	0	0	0	0	64
Hour Totals	0	211	33	0	4	0	0	1	0	0	0	0	0	0	1	250
15:15	0	69	11	0	1	0	0	0	0	0	0	0	0	0	0	81
15:30	0	61	12	0	0	0	0	0	0	0	0	0	0	0	0	73
15:45	0	58	13	0	1	0	0	0	0	0	0	0	0	0	0	72
16:00	0	60	16	0	0	0	0	0	0	0	0	0	0	0	0	76
Hour Totals	0	248	52	0	2	0	0	0	0	0	0	0	0	0	0	302
16:15	0	51	8	0	1	0	0	1	0	0	0	0	0	0	0	61
16:30	0	51	4	0	2	0	0	0	0	0	0	0	0	0	0	57
16:45	0	43	8	0	1	0	0	0	0	0	0	0	0	0	0	52
17:00	0	46	10	0	3	0	0	2	0	0	0	0	0	0	0	61
Hour Totals	0	191	30	0	7	0	0	3	0	0	0	0	0	0	0	231
17:15	0	49	10	0	2	0	0	0	0	0	0	0	0	0	0	61
17:30	0	45	5	0	2	0	0	2	0	0	0	0	0	0	1	55
17:45	0	52	6	0	1	0	0	0	0	0	0	0	0	0	0	59
18:00	0	40	4	0	2	0	0	0	0	0	0	0	0	0	0	46
Hour Totals	0	186	25	0	7	0	0	2	0	0	0	0	0	0	1	221
18:15	0	54	5	0	1	0	0	1	0	0	0	0	0	0	0	61
18:30	0	54	6	0	1	0	0	0	0	0	0	0	0	0	0	61
18:45	0	54	11	0	1	0	0	0	0	0	0	0	0	0	0	66
19:00	0	54	5	0	3	0	0	1	1	0	0	0	0	0	0	64
Hour Totals	0	216	27	0	6	0	0	2	1	0	0	0	0	0	0	252

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1010006.PRN  
 Station : 000000000002  
 Identification : 000000000002  
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Lanes 1-1 are Eastbound

Sun - Oct 10, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	54	10	0	2	0	0	0	0	0	0	0	0	0	0	66
19:30	0	40	9	0	1	0	0	0	0	0	0	0	0	0	0	50
19:45	0	34	5	0	0	0	0	1	1	0	0	0	0	0	0	41
20:00	1	37	8	0	1	0	0	0	0	0	0	0	0	0	0	47
Hour Totals	1	165	32	0	4	0	0	1	1	0	0	0	0	0	0	204
20:15	0	39	4	0	1	0	0	0	0	0	0	0	0	0	0	44
20:30	0	32	5	1	1	0	0	1	0	0	0	0	0	0	0	40
20:45	0	50	10	0	0	1	0	0	0	0	0	0	0	0	0	61
21:00	0	40	10	0	1	0	0	2	0	0	0	0	0	0	0	53
Hour Totals	0	161	29	1	3	1	0	3	0	0	0	0	0	0	0	198
21:15	0	44	6	0	1	0	0	0	0	0	0	0	0	0	0	51
21:30	0	45	12	0	1	0	0	0	0	0	0	0	0	0	0	58
21:45	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	45
22:00	0	34	8	0	0	0	0	1	0	0	0	0	0	0	0	43
Hour Totals	0	163	31	0	2	0	0	1	0	0	0	0	0	0	0	197
22:15	0	41	7	0	1	0	0	0	0	0	0	0	0	0	0	49
22:30	0	22	10	0	1	0	0	0	0	0	0	0	0	0	0	33
22:45	0	25	4	0	1	0	0	1	0	0	0	0	0	0	0	31
23:00	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
Hour Totals	0	108	24	0	3	0	0	1	0	0	0	0	0	0	0	136
23:15	0	23	4	0	1	0	0	0	1	0	0	0	0	0	0	29
23:30	0	23	1	0	1	0	0	0	0	0	0	0	0	0	0	25
23:45	0	22	1	0	0	1	0	1	1	0	0	0	0	0	0	26
24:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hour Totals	0	84	9	0	2	1	0	1	2	0	0	0	0	0	0	99
Grand Totals	2	2675	465	3	72	3	0	27	7	0	0	0	0	0	3	3257
Percentages	0.1	82.1	14.3	0.1	2.2	0.1	0.0	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.1	

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Data File : D1011005.PRN  
Station : 000000000002  
Identification : 000000000002 Interval : 15 minutes  
Start date : Oct 11, 99 Start time : 00:00  
Stop date : Oct 11, 99 Stop time : 24:00  
City/Town : County : PASCO / HERNANDO  
Location : County Line Rd between Mariner/Linden  
\*\*\*\*\*

Lanes 1-1 are Eastbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15	0	13	1	0	0	0	0	0	2	0	0	0	0	0	0	16
00:30	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
00:45	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
01:00	0	11	2	0	0	0	0	0	1	0	0	0	0	0	0	14
Hour Totals	0	59	6	0	0	0	0	0	3	0	0	0	0	0	0	68
01:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
01:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
01:45	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Totals	0	28	3	0	2	0	0	0	0	0	0	0	0	0	0	33
02:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Totals	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
03:15	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Totals	0	15	0	0	1	0	0	0	0	0	0	0	0	0	0	16
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
Hour Totals	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
05:15	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
05:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
06:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
Hour Totals	0	13	4	0	1	1	0	0	1	0	0	0	0	0	0	20

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URS Greiner Inc.  
 Data Collection  
 Volume by Vehicle Type Report

\*\*\*\*\*  
 Data File : D1011005.PRN  
 Station : 000000000002  
 Identification : 000000000002  
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Lanes 1-1 are Eastbound

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 Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:15	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8
06:30	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
06:45	0	4	2	0	1	1	0	0	2	1	0	0	0	0	0	11
07:00	0	10	2	0	1	0	0	1	0	0	0	0	0	0	0	14
Hour Totals	0	23	6	0	3	2	0	1	3	1	0	0	0	0	0	39
07:15	0	16	3	0	1	0	0	0	0	0	0	0	0	0	0	20
07:30	0	18	8	0	0	0	0	0	1	0	0	0	0	0	0	27
07:45	0	24	9	0	1	1	0	0	0	0	0	0	0	0	0	35
08:00	0	27	12	0	1	0	0	0	0	0	0	0	0	0	0	40
Hour Totals	0	85	32	0	3	1	0	0	1	0	0	0	0	0	0	122
08:15	0	26	10	0	2	2	0	0	0	0	0	0	0	0	0	40
08:30	0	46	9	0	0	1	0	0	1	0	0	0	0	0	0	57
08:45	2	41	17	1	1	0	0	0	0	0	0	0	0	0	0	62
09:00	0	39	12	1	5	1	0	0	0	0	0	0	0	0	0	58
Hour Totals	2	152	48	2	8	4	0	0	1	0	0	0	0	0	0	217
09:15	0	47	21	1	1	0	0	2	2	0	0	0	0	0	0	74
09:30	0	34	12	0	3	0	1	2	0	0	0	0	0	0	0	52
09:45	0	70	12	1	1	2	1	0	4	0	0	0	0	0	0	91
10:00	0	54	13	0	1	1	0	0	0	0	0	0	0	0	1	70
Hour Totals	0	205	58	2	6	3	2	4	6	0	0	0	0	0	1	287
10:15	0	37	13	1	4	2	1	1	0	0	0	0	0	0	0	59
10:30	0	40	14	0	3	4	1	3	1	0	0	0	0	0	0	66
10:45	0	57	14	4	2	0	1	4	0	0	0	0	0	0	0	82
11:00	0	50	24	5	2	1	0	1	1	0	0	0	0	0	0	84
Hour Totals	0	184	65	10	11	7	3	9	2	0	0	0	0	0	0	291
11:15	0	40	15	2	1	3	1	2	0	0	0	0	0	0	0	64
11:30	0	57	8	0	3	1	1	4	0	0	0	0	0	0	0	74
11:45	0	37	16	0	2	3	0	1	2	0	0	0	0	0	0	61
12:00	0	37	19	0	1	1	0	4	1	0	0	0	0	0	0	63
Hour Totals	0	171	58	2	7	8	2	11	3	0	0	0	0	0	0	262
12:15	0	37	14	0	0	3	0	0	1	0	0	0	0	0	0	55
12:30	0	43	10	0	0	1	0	4	1	0	0	0	0	0	0	59
12:45	0	37	11	0	5	2	0	3	2	0	0	0	0	0	0	60

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URS Greiner Inc.  
Data Collection  
Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1011005.PRN  
Station : 000000000002  
Identification : 000000000002  
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Lanes 1-1 are Eastbound  
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Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00	0	25	10	2	4	2	0	0	0	0	0	0	0	0	0	43
Hour Totals	0	142	45	2	9	8	0	7	4	0	0	0	0	0	0	217
13:15	0	41	11	1	0	1	1	0	1	1	0	0	0	0	0	57
13:30	0	35	16	1	4	2	1	1	2	0	0	0	0	0	0	62
13:45	0	58	14	0	3	1	0	4	0	0	0	0	0	0	0	80
14:00	0	47	11	1	3	0	0	2	1	1	0	0	0	0	0	66
Hour Totals	0	181	52	3	10	4	2	7	4	2	0	0	0	0	0	265
14:15	0	29	23	0	3	2	0	0	2	0	0	0	0	0	1	60
14:30	0	39	9	0	4	2	0	1	0	0	0	0	0	0	0	55
14:45	0	61	13	0	4	0	0	3	0	0	0	0	0	0	0	81
15:00	0	47	10	2	6	2	0	4	1	0	0	0	0	0	0	72
Hour Totals	0	176	55	2	17	6	0	8	3	0	0	0	0	0	1	268
15:15	0	30	13	1	0	0	1	6	0	0	0	0	0	0	0	51
15:30	0	43	11	1	4	2	0	0	0	1	0	0	0	0	0	62
15:45	0	31	14	0	2	0	0	5	1	0	0	0	0	0	0	53
16:00	0	39	9	0	5	1	0	0	3	0	0	0	0	0	0	57
Hour Totals	0	143	47	2	11	3	1	11	4	1	0	0	0	0	0	223
16:15	0	43	7	1	1	1	1	2	0	0	0	0	0	0	0	56
16:30	0	38	13	0	5	2	0	2	0	0	0	0	0	0	0	60
16:45	0	46	10	1	10	3	0	3	1	0	0	0	0	0	0	74
17:00	0	57	13	2	5	0	0	1	0	0	0	0	0	0	0	78
Hour Totals	0	184	43	4	21	6	1	8	1	0	0	0	0	0	0	268
17:15	0	68	14	1	3	0	1	1	1	0	0	0	0	0	0	89
17:30	0	62	16	6	3	0	0	1	0	0	0	0	0	0	0	88
17:45	0	55	12	2	3	0	0	3	0	0	0	0	0	0	0	75
18:00	0	68	20	0	5	1	0	1	3	0	0	0	0	0	0	98
Hour Totals	0	253	62	9	14	1	1	6	4	0	0	0	0	0	0	350
18:15	0	59	16	1	2	1	2	2	0	0	0	0	0	0	2	85
18:30	0	62	10	1	2	0	0	2	1	0	0	0	0	0	0	78
18:45	0	66	14	1	1	0	0	2	3	0	0	0	0	0	0	87
19:00	0	58	19	0	4	1	0	1	2	0	0	0	0	0	0	85
Hour Totals	0	245	59	3	9	2	2	7	6	0	0	0	0	0	2	335

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URS Greiner Inc.  
Data Collection

Volume by Vehicle Type Report

\*\*\*\*\*  
Data File : D1011005.PRN  
Station : 000000000002  
Identification : 000000000002  
\*\*\*\*\*

Lanes 1-1 are Eastbound

Mon - Oct 11, 99

Vehicle Type	Cycle	Cars	2a-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:15	0	75	20	0	4	0	0	0	0	0	0	0	0	0	0	99
19:30	0	76	19	0	0	1	0	0	2	1	0	0	0	0	0	99
19:45	0	52	15	0	1	2	0	0	0	0	0	0	0	0	0	70
20:00	0	60	12	1	3	2	0	0	1	0	0	0	0	0	0	79
Hour Totals	0	263	66	1	8	5	0	0	3	1	0	0	0	0	0	347
20:15	0	61	13	0	3	0	0	0	0	0	0	0	0	0	0	77
20:30	0	37	16	0	1	1	0	0	0	0	0	0	0	0	0	55
20:45	0	50	12	1	0	0	0	0	0	0	0	0	0	0	0	63
21:00	0	50	15	0	3	0	0	2	0	0	0	0	0	0	0	70
Hour Totals	0	198	56	1	7	1	0	2	0	0	0	0	0	0	0	265
21:15	0	47	7	0	3	0	0	0	0	0	0	0	0	0	0	57
21:30	0	36	6	0	1	0	0	1	0	0	0	0	0	0	0	44
21:45	0	37	11	1	2	0	0	0	0	0	0	0	0	0	1	52
22:00	1	32	8	0	0	0	0	0	0	0	0	0	0	0	0	41
Hour Totals	1	152	32	1	6	0	0	1	0	0	0	0	0	0	1	194
22:15	0	41	5	0	1	0	0	0	0	0	0	0	0	0	0	47
22:30	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	31
22:45	0	22	6	0	2	0	0	0	0	0	0	0	0	0	0	30
23:00	0	36	5	0	2	0	0	1	0	0	0	0	0	0	0	44
Hour Totals	0	123	23	0	5	0	0	1	0	0	0	0	0	0	0	152
23:15	0	28	3	0	1	0	0	0	0	0	0	0	0	0	0	32
23:30	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	21
23:45	0	23	2	0	0	0	0	0	1	0	0	0	0	0	0	26
24:00	0	12	3	0	0	1	0	0	0	0	0	0	0	0	0	16
Hour Totals	0	81	10	0	2	1	0	0	1	0	0	0	0	0	0	95
Grand Totals	3	3110	834	44	161	63	14	83	51	5	0	0	0	0	5	4373
Percentages	0.1	71.1	19.1	1.0	3.7	1.4	0.3	1.9	1.2	0.1	0.0	0.0	0.0	0.0	0.1	

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County Line Rd. between Maeriner/Linden (Westbound)

(WESTBOUND)

County Line Rd. between Maeriner/Linden (Eastbound)

(EASTBOUND)

(Non Directional)

County Line Rd.	Westbound							WEEKDAY Averages		Eastbound							WEEKDAY Averages		WEEKDAY Averages			
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	15 Min	Hourly	Mon	Tue	Wed	Thu	Fri	Sat	Sun	15 Min	Hourly	15 Min	Hourly		
	15	11	4	9	5	6	22	13	7		15	16	6	22	35	30	30	37	22		15	29
30	7	4	4	4	10	8	18	6		30	20	10	12	14	19	33	28	15		30	21	
45	6	10	5	11	7	13	12	8		45	18	6	15	21	19	30	33	16		45	24	
100	5	7	3	4	6	10	24	5	26	100	14	6	10	14	16	24	29	12	65	100	17	90
115	3	10	9	6	3	9	14	6		115	7	4	7	11	11	28	15	8		115	14	
130	3	8	7	3	7	5	14	6		130	9	5	9	13	10	23	12	9		130	15	
145	1	1	6	4	3	4	17	3		145	10	5	11	15	8	22	13	10		145	13	
200	2	3	1	3	8	6	8	3	18	200	7	3	10	16	8	19	13	9	36	200	12	54
215	5	4	0	1	5	7	4	3		215	15	4	7	7	6	15	14	8		215	11	
230	2	2	3	4	8	5	3	4		230	1	2	3	3	8	11	7	3		230	7	
245	1	2	5	1	2	5	4	2		245	6	5	5	2	5	12	14	5		245	7	
300	6	4	8	2	8	10	7	6	15	300	5	4	7	10	5	11	13	6	22	300	12	37
315	2	2	5	2	7	2	7	4		315	8	5	7	10	4	5	8	7		315	10	
330	2	5	3	3	3	7	5	3		330	2	5	5	3	4	11	9	4		330	7	
345	0	2	5	3	5	4	1	3		345	5	4	4	5	5	8	6	5		345	8	
400	4	5	1	6	7	3	4	5	14	400	1	2	3	4	3	5	5	3	18	400	7	32
415	3	1	1	8	5	1	1	4		415	4	5	4	1	4	10	2	4		415	7	
430	3	2	7	2	6	4	5	4		430	1	4	2	2	2	8	8	2		430	6	
445	10	5	4	7	7	4	5	7		445	3	8	7	6	2	6	6	5		445	12	
500	7	11	6	3	8	4	3	7	21	500	4	12	6	0	2	5	5	5	16	500	12	37
515	7	15	11	11	8	7	2	10		515	4	19	14	9	10	2	6	11		515	22	
530	12	10	16	14	19	11	5	14		530	5	23	13	6	7	7	2	11		530	25	
545	21	17	20	26	28	9	4	22		545	5	25	17	3	3	5	3	11		545	33	
600	30	30	26	32	20	19	12	28	75	600	6	41	24	6	7	4	6	17	49	600	44	124
615	35	28	33	23	37	15	9	31		615	8	39	22	9	4	6	9	16		615	48	
630	33	44	54	41	46	13	5	44		630	6	61	31	3	6	3	4	21		630	65	
645	67	66	57	68	55	36	12	63		645	11	65	37	6	11	2	3	26		645	89	
700	51	59	64	57	72	26	8	61	198	700	14	59	33	15	16	9	6	27	91	700	88	289
715	53	64	69	82	66	24	10	67		715	20	67	39	14	18	10	10	32		715	98	
730	69	78	76	83	87	32	11	79		730	27	66	45	28	20	17	8	37		730	116	
745	89	79	91	98	98	31	28	91		745	35	68	46	37	35	12	5	44		745	135	
800	112	93	88	87	79	50	21	92	328	800	40	71	51	36	34	25	10	46	159	800	138	488
815	69	80	81	91	65	33	28	77		815	40	54	41	37	35	23	9	41		815	119	
830	59	85	80	77	73	56	20	75		830	57	69	59	50	43	24	9	56		830	130	
845	82	107	119	96	109	52	24	103		845	62	69	67	75	59	20	7	66		845	169	
900	99	78	88	90	99	67	46	91	345	900	58	90	73	66	67	28	11	71	234	900	162	580
915	76	73	69	84	58	63	42	72		915	74	73	59	59	76	30	17	68		915	140	
930	67	72	67	84	69	65	52	72		930	52	56	57	61	73	38	22	60		930	132	
945	64	73	82	78	68	69	44	73		945	91	58	62	87	82	45	22	76		945	149	
1000	69	85	71	82	80	79	47	77	294	1000	70	55	73	88	76	41	19	72	276	1000	150	571
1015	60	64	59	58	73	65	58	63		1015	59	49	54	68	66	32	24	59		1015	122	
1030	66	63	69	68	72	71	65	68		1030	66	43	59	82	63	40	32	63		1030	130	
1045	61	61	58	61	62	76	65	61		1045	82	46	69	87	66	40	28	70		1045	131	
1100	77	56	50	50	68	77	62	80	251	1100	84	41	59	87	88	38	29	72	264	1100	132	515
1115	70	62	53	65	70	67	50	64		1115	64	48	48	63	70	58	35	59		1115	123	
1130	62	63	68	61	61	79	59	63		1130	74	51	49	55	51	39	30	56		1130	119	
1145	65	67	59	64	64	87	71	64		1145	61	44	50	66	70	56	29	58		1145	122	
1200	59	65	74	69	73	94	76	68	259	1200	63	41	53	60	67	56	47	57	230	1200	125	488
1215	84	57	63	67	74	77	77	69		1215	55	58	53	53	66	57	62	57		1215	126	
1230	71	71	63	67	73	71	68	69		1230	59	61	53	54	77	51	44	61		1230	130	
1245	59	59	49	48	73	72	92	58		1245	60	70	61	58	66	66	55	63		1245	121	
1300	50	52	57	53	62	88	78	55	250	1300	43	72	60	60	49	67	55	57	238	1300	112	488
1315	53	64	52	71	65	82	63	61		1315	57	57	61	61	49	67	66	57		1315	118	
1330	64	60	76	61	66	73	62	65		1330	62	62	50	49	53	65	56	55		1330	121	
1345	50	63	72	68	51	72	75	61		1345	60	51	59	63	42	61	58	59		1345	120	
1400	71	65	62	75	68	66	80	68	255	1400	66	57	50	50	84	70	52	61	233	1400	130	488

County Line Rd between US19/Cobblestone (Westbound)								(WESTBOUND) WEEKDAY Averages		County Line Rd between US19/Cobblestone (Eastbound)								(EASTBOUND) WEEKDAY Averages		(Non Directional) WEEKDAY Averages		
Mon	Tue	Wed	Thu	Fri	Sat	Sun		15 Min	Hourly	Mon	Tue	Wed	Thu	Fri	Sat	Sun		15 Min	Hourly	15 Min	Hourly	
1415	78	47	61	73	65	83	62	65		1415	60	58	54	62	57	71	63	58		1415	123	
1430	79	67	71	67	82	59	63	69		1430	55	70	63	57	60	79	65	61		1430	130	
1445	67	82	82	85	70	80	50	77		1445	81	62	49	62	68	68	58	64		1445	142	
1500	68	81	85	94	97	61	53	85	296	1500	72	65	63	57	70	58	64	65	249	1500	150	545
1515	86	85	79	92	101	58	68	89		1515	51	74	72	84	63	74	81	69		1515	157	
1530	103	81	57	102	97	58	60	88		1530	82	103	73	67	58	58	73	73		1530	161	
1545	102	78	106	85	90	75	56	92		1545	53	75	69	80	80	73	72	71		1545	164	
1600	103	82	86	99	101	75	66	94	363	1600	57	84	71	70	63	65	78	69	282	1600	163	645
1615	100	62	80	94	76	66	72	82		1615	56	98	40	74	62	71	61	66		1615	148	
1630	104	82	93	82	75	76	61	87		1630	60	87	83	59	67	67	57	71		1630	158	
1645	104	88	100	100	119	62	89	102		1645	74	72	61	80	67	57	52	71		1645	173	
1700	91	117	129	87	96	82	64	104	376	1700	78	84	74	69	82	71	61	77	285	1700	181	661
1715	118	107	115	104	120	71	47	113		1715	89	78	80	83	86	65	61	83		1715	196	
1730	108	100	93	104	104	51	54	102		1730	88	113	104	101	96	73	55	100		1730	202	
1745	99	86	91	121	104	61	41	100		1745	75	102	101	89	92	79	59	92		1745	192	
1800	95	84	95	80	88	83	53	88	403	1800	98	81	78	79	73	53	46	81	356	1800	170	760
1815	89	91	92	82	89	66	56	89		1815	85	78	74	91	76	78	61	81		1815	169	
1830	93	77	73	89	84	48	47	83		1830	78	74	81	89	104	72	61	85		1830	168	
1845	56	59	62	71	70	63	66	64		1845	87	51	70	94	95	67	66	79		1845	143	
1900	63	55	65	64	87	65	45	67	302	1900	85	57	67	77	89	67	64	75	320	1900	142	623
1915	46	42	58	60	74	69	44	56		1915	99	51	88	124	81	70	66	89		1915	145	
1930	59	43	58	65	60	47	42	57		1930	99	44	69	101	83	63	50	79		1930	136	
1945	42	40	46	37	54	48	58	44		1945	70	28	117	71	78	52	41	73		1945	117	
2000	35	28	43	37	46	42	45	38	195	2000	79	28	51	72	92	57	47	64	305	2000	102	500
2015	36	30	40	26	52	49	36	37		2015	77	50	71	84	74	60	44	71		2015	108	
2030	29	25	26	50	41	44	26	34		2030	55	40	64	86	71	63	40	63		2030	97	
2045	31	26	20	29	54	32	35	32		2045	63	36	45	52	63	60	61	52		2045	84	
2100	23	27	32	28	31	26	21	28	131	2100	70	28	36	42	58	64	53	47	233	2100	75	364
2115	26	30	32	25	32	29	29	29		2115	57	27	34	49	63	53	51	46		2115	75	
2130	26	25	28	38	28	29	18	29		2130	44	27	44	56	62	61	58	47		2130	76	
2145	17	23	27	30	36	20	20	27		2145	52	25	39	58	49	54	45	45		2145	71	
2200	15	20	24	16	16	28	16	18	103	2200	41	18	38	51	40	64	43	38	175	2200	56	278
2215	19	19	21	14	17	25	17	18		2215	47	22	33	42	58	50	49	40		2215	58	
2230	10	16	32	16	28	8	12	20		2230	31	23	39	47	46	38	33	37		2230	58	
2245	20	14	12	11	24	17	18	16		2245	30	21	28	37	48	43	31	33		2245	49	
2300	9	16	11	10	30	21	13	15	70	2300	44	14	25	31	35	45	23	30	140	2300	45	210
2315	12	9	9	13	18	18	11	12		2315	32	9	14	23	24	36	29	20		2315	33	
2330	11	14	14	12	19	27	9	14		2330	21	12	26	33	34	31	25	25		2330	39	
2345	2	11	11	10	17	16	7	10		2345	26	11	22	31	37	41	26	25		2345	36	
2400	8	9	4	7	25	21	11	11	47	2400	16	8	22	24	40	37	19	22	93	2400	33	140
Total	4551	4398	4601	4701	4929	4064	3381	4636		Total	4373	4170	4237	4541	4524	3938	3257	4369		Total	9005	

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**Existing Intersection Approach Count Data**



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104001.PRN
Station        : 000000000029
Identification  : 000000000029
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : US 19 North of County Line Rd 1=NB 2=SB
Count ratio    : 2.00
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
Lane 1 is Northbound - Lane 2 is Southbound
*****
```

Tue - Jan 4, 00

Lane	1	2	Total
00:15	31	30	61
00:30	32	37	69
00:45	27	24	51
01:00	23	16	39
<b>Hour Totals</b>	<b>113</b>	<b>107</b>	<b>220</b>
01:15	27	16	43
01:30	28	15	43
01:45	26	14	40
02:00	32	7	39
<b>Hour Totals</b>	<b>113</b>	<b>52</b>	<b>165</b>
02:15	24	13	37
02:30	31	13	44
02:45	12	25	37
03:00	19	14	33
<b>Hour Totals</b>	<b>86</b>	<b>65</b>	<b>151</b>
03:15	8	28	36
03:30	14	19	33
03:45	11	14	25
04:00	8	13	21
<b>Hour Totals</b>	<b>41</b>	<b>74</b>	<b>115</b>
04:15	18	25	43
04:30	36	30	66
04:45	32	36	68
05:00	32	35	67
<b>Hour Totals</b>	<b>118</b>	<b>126</b>	<b>244</b>
05:15	39	47	86
05:30	35	80	115
05:45	39	103	142
06:00	58	130	188
<b>Hour Totals</b>	<b>171</b>	<b>360</b>	<b>531</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104001.PRN  
Station : 000000000029  
Identification : 000000000029  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
06:15	79	151	230
06:30	117	180	297
06:45	141	206	347
07:00	123	230	353
Hour Totals	460	767	1227
07:15	183	261	444
07:30	185	269	454
07:45	171	272	443
08:00	224	291	515
Hour Totals	763	1093	1856
08:15	243	268	511
08:30	194	225	419
08:45	203	248	451
09:00	204	217	421
Hour Totals	844	958	1802
09:15	178	259	437
09:30	186	232	418
09:45	204	235	439
10:00	194	251	445
Hour Totals	762	977	1739
10:15	241	251	492
10:30	240	296	536
10:45	237	263	500
11:00	235	267	502
Hour Totals	953	1077	2030
11:15	216	281	497
11:30	266	252	518
11:45	249	240	489
12:00	301	272	573
Hour Totals	1032	1045	2077
12:15	289	271	560
12:30	240	258	498
12:45	266	286	552

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URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104001.PRN  
Station : 000000000029  
Identification : 000000000029  
\*\*\*\*\*  
Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
13:00	224	274	498
Hour Totals	1019	1089	2108
13:15	274	305	579
13:30	259	251	510
13:45	239	268	507
14:00	260	212	472
Hour Totals	1032	1036	2068
14:15	227	169	396
14:30	241	191	432
14:45	317	247	564
15:00	302	240	542
Hour Totals	1087	847	1934
15:15	304	311	615
15:30	314	261	575
15:45	308	298	606
16:00	350	220	570
Hour Totals	1276	1090	2366
16:15	335	236	571
16:30	300	247	547
16:45	323	291	614
17:00	288	267	555
Hour Totals	1246	1041	2287
17:15	350	281	631
17:30	392	267	659
17:45	293	255	548
18:00	312	188	500
Hour Totals	1347	991	2338
18:15	275	200	475
18:30	323	181	504
18:45	236	184	420
19:00	218	163	381
Hour Totals	1052	728	1780

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104001.PRN  
Station : 000000000029  
Identification : 000000000029  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
-----	-----	-----	-----
19:15	179	160	339
19:30	173	173	346
19:45	128	118	246
20:00	136	109	245
=====	=====	=====	=====
Hour Totals	616	560	1176
20:15	134	94	228
20:30	124	83	207
20:45	122	80	202
21:00	111	63	174
=====	=====	=====	=====
Hour Totals	491	320	811
21:15	111	67	178
21:30	133	52	185
21:45	80	60	140
22:00	82	49	131
=====	=====	=====	=====
Hour Totals	406	228	634
22:15	85	71	156
22:30	71	54	125
22:45	55	52	107
23:00	42	33	75
=====	=====	=====	=====
Hour Totals	253	210	463
23:15	67	32	99
23:30	34	41	75
23:45	43	23	66
24:00	38	21	59
=====	=====	=====	=====
Hour Totals	182	117	299
=====	=====	=====	=====
Grand Totals	15463	14958	30421
Percentages	50.8	49.2	

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URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104005.PRN
Station        : 000000000035
Identification  : 000000000035
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : US 19 South of County Line Rd 1=NB 2=SB
Count ratio    : 2.00
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
Lane 1 is Northbound - Lane 2 is Southbound
*****
```

Tue - Jan 4, 00

Lane	1	2	Total
00:15	50	33	83
00:30	44	35	79
00:45	35	29	64
01:00	31	18	49
<b>Hour Totals</b>	<b>160</b>	<b>115</b>	<b>275</b>
01:15	47	19	66
01:30	30	20	50
01:45	32	15	47
02:00	46	10	56
<b>Hour Totals</b>	<b>155</b>	<b>64</b>	<b>219</b>
02:15	28	18	46
02:30	35	15	50
02:45	14	26	40
03:00	27	17	44
<b>Hour Totals</b>	<b>104</b>	<b>76</b>	<b>180</b>
03:15	14	27	41
03:30	14	31	45
03:45	19	22	41
04:00	13	22	35
<b>Hour Totals</b>	<b>60</b>	<b>102</b>	<b>162</b>
04:15	26	34	60
04:30	38	38	76
04:45	33	46	79
05:00	35	62	97
<b>Hour Totals</b>	<b>132</b>	<b>180</b>	<b>312</b>
05:15	56	75	131
05:30	43	113	156
05:45	43	164	207
06:00	70	192	262
<b>Hour Totals</b>	<b>212</b>	<b>544</b>	<b>756</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104005.PRN  
Station : 000000000035  
Identification : 000000000035

\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
06:15	99	229	328
06:30	131	281	412
06:45	153	330	483
07:00	186	384	570
<b>Hour Totals</b>	<b>569</b>	<b>1224</b>	<b>1793</b>
07:15	217	422	639
07:30	217	425	642
07:45	214	459	673
08:00	259	433	692
<b>Hour Totals</b>	<b>907</b>	<b>1739</b>	<b>2646</b>
08:15	255	383	638
08:30	220	355	575
08:45	220	378	598
09:00	229	330	559
<b>Hour Totals</b>	<b>924</b>	<b>1446</b>	<b>2370</b>
09:15	202	343	545
09:30	220	345	565
09:45	237	310	547
10:00	237	332	569
<b>Hour Totals</b>	<b>896</b>	<b>1330</b>	<b>2226</b>
10:15	264	321	585
10:30	258	396	654
10:45	247	339	586
11:00	243	310	553
<b>Hour Totals</b>	<b>1012</b>	<b>1366</b>	<b>2378</b>
11:15	225	340	565
11:30	276	334	610
11:45	258	309	567
12:00	293	335	628
<b>Hour Totals</b>	<b>1052</b>	<b>1318</b>	<b>2370</b>
12:15	295	350	645
12:30	256	301	557
12:45	271	338	609

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104005.PRN  
Station : 000000000035  
Identification : 000000000035  
\*\*\*\*\*  
Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00			
Lane	1	2	Total
13:00	274	327	601
Hour Totals	1096	1316	2412
13:15	288	361	649
13:30	269	317	586
13:45	256	308	564
14:00	284	259	543
Hour Totals	1097	1245	2342
14:15	293	221	514
14:30	334	230	564
14:45	409	297	706
15:00	390	328	718
Hour Totals	1426	1076	2502
15:15	372	335	707
15:30	406	336	742
15:45	444	348	792
16:00	470	273	743
Hour Totals	1692	1292	2984
16:15	428	294	722
16:30	437	287	724
16:45	452	325	777
17:00	458	306	764
Hour Totals	1775	1212	2987
17:15	524	314	838
17:30	570	310	880
17:45	461	311	772
18:00	462	241	703
Hour Totals	2017	1176	3193
18:15	376	238	614
18:30	420	241	661
18:45	314	227	541
19:00	292	175	467
Hour Totals	1402	881	2283

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URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104005.PRN  
Station : 000000000035  
Identification : 000000000035  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
-----	-----	-----	-----
19:15	187	180	367
19:30	181	188	369
19:45	139	128	267
20:00	142	112	254
=====	=====	=====	=====
Hour Totals	649	608	1257
20:15	139	94	233
20:30	130	105	235
20:45	129	92	221
21:00	120	71	191
=====	=====	=====	=====
Hour Totals	518	362	880
21:15	120	81	201
21:30	126	59	185
21:45	97	74	171
22:00	94	58	152
=====	=====	=====	=====
Hour Totals	437	272	709
22:15	90	74	164
22:30	83	64	147
22:45	64	58	122
23:00	51	44	95
=====	=====	=====	=====
Hour Totals	288	240	528
23:15	70	31	101
23:30	43	53	96
23:45	52	28	80
24:00	47	23	70
=====	=====	=====	=====
Hour Totals	212	135	347
=====	=====	=====	=====
Grand Totals	18792	19319	38111
Percentages	49.3	50.7	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

```
Data File      : D0104010.PRN
Station       : 000000007327
Identification : 000000007327
Start date    : Jan 4, 00
Stop date     : Jan 4, 00
City/Town     :
Location      : County Line Rd East of US 19 1=EB 2=WB
Interval      : 15 minutes
Start time    : 00:00
Stop time     : 24:00
County        : Pasco / Hernando
```

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

Tue - Jan 4, 00

Lane	1	2	Total
00:15	31	16	47
00:30	21	9	30
00:45	15	7	22
01:00	15	10	25
<b>Hour Totals</b>	<b>82</b>	<b>42</b>	<b>124</b>
01:15	16	8	24
01:30	9	8	17
01:45	12	5	17
02:00	14	7	21
<b>Hour Totals</b>	<b>51</b>	<b>28</b>	<b>79</b>
02:15	6	4	10
02:30	8	5	13
02:45	3	2	5
03:00	10	5	15
<b>Hour Totals</b>	<b>27</b>	<b>16</b>	<b>43</b>
03:15	6	3	9
03:30	3	11	14
03:45	5	10	15
04:00	9	14	23
<b>Hour Totals</b>	<b>23</b>	<b>38</b>	<b>61</b>
04:15	10	17	27
04:30	14	20	34
04:45	7	23	30
05:00	9	31	40
<b>Hour Totals</b>	<b>40</b>	<b>91</b>	<b>131</b>
05:15	21	38	59
05:30	16	44	60
05:45	16	75	91
06:00	29	85	114
<b>Hour Totals</b>	<b>82</b>	<b>242</b>	<b>324</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104010.PRN  
Station : 000000007327  
Identification : 000000007327  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

Tue - Jan 4, 00

Lane	1	2	Total
06:15	35	121	156
06:30	65	132	197
06:45	65	185	250
07:00	88	187	275
<b>Hour Totals</b>	<b>253</b>	<b>625</b>	<b>878</b>
07:15	73	201	274
07:30	82	205	287
07:45	102	246	348
08:00	114	216	330
<b>Hour Totals</b>	<b>371</b>	<b>868</b>	<b>1239</b>
08:15	101	202	303
08:30	102	205	307
08:45	84	197	281
09:00	99	178	277
<b>Hour Totals</b>	<b>386</b>	<b>782</b>	<b>1168</b>
09:15	90	154	244
09:30	95	175	270
09:45	101	140	241
10:00	103	140	243
<b>Hour Totals</b>	<b>389</b>	<b>609</b>	<b>998</b>
10:15	97	137	234
10:30	115	155	270
10:45	118	159	277
11:00	143	156	299
<b>Hour Totals</b>	<b>473</b>	<b>607</b>	<b>1080</b>
11:15	136	150	286
11:30	125	176	301
11:45	132	141	273
12:00	151	165	316
<b>Hour Totals</b>	<b>544</b>	<b>632</b>	<b>1176</b>
12:15	158	173	331
12:30	137	148	285
12:45	119	142	261

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104010.PRN  
Station : 000000007327  
Identification : 000000007327  
\*\*\*\*\*  
Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
13:00	151	131	282
Hour Totals	565	594	1159
13:15	149	147	296
13:30	150	151	301
13:45	157	149	306
14:00	143	132	275
Hour Totals	599	579	1178
14:15	127	120	247
14:30	157	106	263
14:45	176	143	319
15:00	173	176	349
Hour Totals	633	545	1178
15:15	186	144	330
15:30	180	166	346
15:45	218	134	352
16:00	194	133	327
Hour Totals	778	577	1355
16:15	175	144	319
16:30	217	118	335
16:45	237	144	381
17:00	234	105	339
Hour Totals	863	511	1374
17:15	263	120	383
17:30	265	129	394
17:45	242	131	373
18:00	222	126	348
Hour Totals	992	506	1498
18:15	158	97	255
18:30	148	110	258
18:45	138	106	244
19:00	132	72	204
Hour Totals	576	385	961

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URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104010.PRN  
Station : 000000007327  
Identification : 000000007327  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
19:15	114	67	181
19:30	115	73	188
19:45	118	52	170
20:00	105	44	149
===== Hour Totals	452	236	688
20:15	106	54	160
20:30	89	43	132
20:45	82	41	123
21:00	80	36	116
===== Hour Totals	357	174	531
21:15	79	40	119
21:30	93	21	114
21:45	60	27	87
22:00	55	30	85
===== Hour Totals	287	118	405
22:15	75	21	96
22:30	52	27	79
22:45	43	25	68
23:00	48	22	70
===== Hour Totals	218	95	313
23:15	29	12	41
23:30	32	18	50
23:45	29	14	43
24:00	26	11	37
===== Hour Totals	116	55	171
===== Grand Totals	9157	8955	18112
Percentages	50.6	49.4	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104014.PRN
Station        : 000000000013
Identification  : 000000000013
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : County Line Rd West of Cobblestone Dr
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
```

\*\*\*\*\*  
Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
00:15	22	11	33
00:30	13	13	26
00:45	16	9	25
01:00	10	7	17
=====			
Hour Totals	61	40	101
01:15	11	8	19
01:30	9	5	14
01:45	7	6	13
02:00	12	4	16
=====			
Hour Totals	39	23	62
02:15	6	5	11
02:30	4	2	6
02:45	3	3	6
03:00	7	2	9
=====			
Hour Totals	20	12	32
03:15	8	6	14
03:30	5	9	14
03:45	9	11	20
04:00	11	8	19
=====			
Hour Totals	33	34	67
04:15	15	12	27
04:30	16	15	31
04:45	12	21	33
05:00	13	29	42
=====			
Hour Totals	56	77	133
05:15	18	34	52
05:30	22	39	61
05:45	34	58	92
06:00	46	79	125
=====			
Hour Totals	120	210	330

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104014.PRN  
Station : 000000000013  
Identification : 000000000013

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

Tue - Jan 4, 00

Lane	1	2	Total
06:15	49	126	175
06:30	56	149	205
06:45	61	155	216
07:00	70	176	246
Hour Totals	236	606	842
07:15	77	197	274
07:30	86	216	302
07:45	107	220	327
08:00	97	198	295
Hour Totals	367	831	1198
08:15	110	177	287
08:30	104	167	271
08:45	88	206	294
09:00	96	171	267
Hour Totals	398	721	1119
09:15	98	159	257
09:30	100	180	280
09:45	96	145	241
10:00	99	149	248
Hour Totals	393	633	1026
10:15	106	148	254
10:30	94	150	244
10:45	113	146	259
11:00	115	141	256
Hour Totals	428	585	1013
11:15	119	122	241
11:30	111	139	250
11:45	113	120	233
12:00	120	138	258
Hour Totals	463	519	982
12:15	129	134	263
12:30	124	130	254
12:45	117	125	242

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104014.PRN  
Station : 000000000013  
Identification : 000000000013  
\*\*\*\*\*  
Lane 1 is Eastbound - Lane 2 is Westbound

Tue - Jan 4, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	126	140	266
=====	=====	=====	=====
Hour Totals	496	529	1025
13:15	132	138	270
13:30	134	129	263
13:45	145	126	271
14:00	136	120	256
=====	=====	=====	=====
Hour Totals	547	513	1060
14:15	124	113	237
14:30	153	129	282
14:45	164	132	296
15:00	155	134	289
=====	=====	=====	=====
Hour Totals	596	508	1104
15:15	171	152	323
15:30	181	145	326
15:45	199	138	337
16:00	187	129	316
=====	=====	=====	=====
Hour Totals	738	564	1302
16:15	173	134	307
16:30	193	125	318
16:45	239	145	384
17:00	231	108	339
=====	=====	=====	=====
Hour Totals	836	512	1348
17:15	236	128	364
17:30	245	117	362
17:45	236	100	336
18:00	195	107	302
=====	=====	=====	=====
Hour Totals	912	452	1364
18:15	164	101	265
18:30	149	109	258
18:45	137	107	244
19:00	125	85	210
=====	=====	=====	=====
Hour Totals	575	402	977

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104014.PRN  
Station : 000000000013  
Identification : 000000000013  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Tue - Jan 4, 00	1	2	Total
Lane	-----	-----	-----
19:15	116	77	193
19:30	98	76	174
19:45	94	79	173
20:00	89	73	162
===== Hour Totals	===== 397	===== 305	===== 702
20:15	80	68	148
20:30	74	56	130
20:45	63	57	120
21:00	59	51	110
===== Hour Totals	===== 276	===== 232	===== 508
21:15	61	46	107
21:30	78	34	112
21:45	52	36	88
22:00	43	31	74
===== Hour Totals	===== 234	===== 147	===== 381
22:15	49	28	77
22:30	41	29	70
22:45	36	26	62
23:00	34	21	55
===== Hour Totals	===== 160	===== 104	===== 264
23:15	21	16	37
23:30	16	17	33
23:45	20	15	35
24:00	15	11	26
===== Hour Totals	===== 72	===== 59	===== 131
===== Grand Totals	===== 8453	===== 8618	===== 17071
Percentages	49.5	50.5	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104012.PRN
Station        : 000000000007
Identification  : 000000000007
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : Cobblestone Dr North of County Line Rd
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
Lane 1 is Northbound - Lane 2 is Southbound
*****
```

Tue - Jan 4, 00

Lane	1	2	Total
00:15	13	2	15
00:30	7	4	11
00:45	3	3	6
01:00	3	3	6
<b>Hour Totals</b>	<b>26</b>	<b>12</b>	<b>38</b>
01:15	8	3	11
01:30	2	1	3
01:45	2	0	2
02:00	5	1	6
<b>Hour Totals</b>	<b>17</b>	<b>5</b>	<b>22</b>
02:15	2	1	3
02:30	2	1	3
02:45	2	0	2
03:00	0	2	2
<b>Hour Totals</b>	<b>6</b>	<b>4</b>	<b>10</b>
03:15	0	2	2
03:30	0	0	0
03:45	1	0	1
04:00	1	2	3
<b>Hour Totals</b>	<b>2</b>	<b>4</b>	<b>6</b>
04:15	0	4	4
04:30	2	3	5
04:45	2	3	5
05:00	1	6	7
<b>Hour Totals</b>	<b>5</b>	<b>16</b>	<b>21</b>
05:15	3	7	10
05:30	4	13	17
05:45	0	22	22
06:00	4	15	19
<b>Hour Totals</b>	<b>11</b>	<b>57</b>	<b>68</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104012.PRN

Station : 000000000007

Identification : 000000000007

\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
06:15	1	30	31
06:30	5	35	40
06:45	4	37	41
07:00	11	36	47
<b>Hour Totals</b>	<b>21</b>	<b>138</b>	<b>159</b>
07:15	9	22	31
07:30	9	27	36
07:45	17	43	60
08:00	18	31	49
<b>Hour Totals</b>	<b>53</b>	<b>123</b>	<b>176</b>
08:15	16	26	42
08:30	22	34	56
08:45	17	25	42
09:00	18	33	51
<b>Hour Totals</b>	<b>73</b>	<b>118</b>	<b>191</b>
09:15	25	35	60
09:30	14	22	36
09:45	24	23	47
10:00	16	24	40
<b>Hour Totals</b>	<b>79</b>	<b>104</b>	<b>183</b>
10:15	17	26	43
10:30	26	33	59
10:45	20	30	50
11:00	17	26	43
<b>Hour Totals</b>	<b>80</b>	<b>115</b>	<b>195</b>
11:15	19	28	47
11:30	24	21	45
11:45	18	33	51
12:00	24	29	53
<b>Hour Totals</b>	<b>85</b>	<b>111</b>	<b>196</b>
12:15	26	19	45
12:30	34	21	55
12:45	19	31	50

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URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104012.PRN  
Station : 000000000007  
Identification : 000000000007  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	23	25	48
=====	=====	=====	=====
Hour Totals	102	96	198
13:15	35	16	51
13:30	20	18	38
13:45	23	32	55
14:00	23	24	47
=====	=====	=====	=====
Hour Totals	101	90	191
14:15	30	26	56
14:30	29	27	56
14:45	21	20	41
15:00	29	37	66
=====	=====	=====	=====
Hour Totals	109	110	219
15:15	35	23	58
15:30	32	33	65
15:45	33	25	58
16:00	32	18	50
=====	=====	=====	=====
Hour Totals	132	99	231
16:15	29	29	58
16:30	43	16	59
16:45	35	31	66
17:00	44	17	61
=====	=====	=====	=====
Hour Totals	151	93	244
17:15	52	31	83
17:30	48	33	81
17:45	57	27	84
18:00	36	26	62
=====	=====	=====	=====
Hour Totals	193	117	310
18:15	50	26	76
18:30	37	19	56
18:45	27	19	46
19:00	23	16	39
=====	=====	=====	=====
Hour Totals	137	80	217

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104012.PRN  
Station : 000000000007  
Identification : 000000000007

\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
19:15	26	22	48
19:30	23	17	40
19:45	30	16	46
20:00	22	18	40
<b>Hour Totals</b>	<b>101</b>	<b>73</b>	<b>174</b>
20:15	18	13	31
20:30	18	5	23
20:45	7	8	15
21:00	17	14	31
<b>Hour Totals</b>	<b>60</b>	<b>40</b>	<b>100</b>
21:15	20	10	30
21:30	16	12	28
21:45	14	11	25
22:00	11	11	22
<b>Hour Totals</b>	<b>61</b>	<b>44</b>	<b>105</b>
22:15	11	10	21
22:30	12	11	23
22:45	12	5	17
23:00	8	5	13
<b>Hour Totals</b>	<b>43</b>	<b>31</b>	<b>74</b>
23:15	11	7	18
23:30	6	3	9
23:45	7	3	10
24:00	9	2	11
<b>Hour Totals</b>	<b>33</b>	<b>15</b>	<b>48</b>
<b>Grand Totals</b>	<b>1681</b>	<b>1695</b>	<b>3376</b>
<b>Percentages</b>	<b>49.8</b>	<b>50.2</b>	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File      : D0104011.PRN
Station       : 000000000033
Identification : 000000000033
Start date    : Jan 4, 00
Stop date     : Jan 4, 00
City/Town    :
Location     : East Rd South of County Line Rd 1=SB
Interval      : 15 minutes
Start time   : 00:00
Stop time    : 24:00
County       : Pasco / Hernando
*****
```

\*\*\*\*\*  
Lane 1 is Southbound - Lane 2 is Northbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
00:15	3	1	4
00:30	1	0	1
00:45	2	2	4
01:00	2	1	3
=====			
Hour Totals	8	4	12
01:15	2	0	2
01:30	0	0	0
01:45	1	0	1
02:00	1	1	2
=====			
Hour Totals	4	1	5
02:15	0	1	1
02:30	0	0	0
02:45	2	0	2
03:00	0	0	0
=====			
Hour Totals	2	1	3
03:15	1	0	1
03:30	0	1	1
03:45	0	1	1
04:00	0	0	0
=====			
Hour Totals	1	2	3
04:15	0	2	2
04:30	0	2	2
04:45	1	2	3
05:00	4	7	11
=====			
Hour Totals	5	13	18
05:15	0	4	4
05:30	3	2	5
05:45	1	6	7
06:00	3	5	8
=====			
Hour Totals	7	17	24

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104011.PRN  
Station : 000000000033  
Identification : 000000000033  
\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound

Tue - Jan 4, 00

Lane	1	2	Total
06:15	2	8	10
06:30	3	4	7
06:45	6	15	21
07:00	6	14	20
=====			
Hour Totals	17	41	58
07:15	8	15	23
07:30	5	13	18
07:45	9	16	25
08:00	10	17	27
=====			
Hour Totals	32	61	93
08:15	12	16	28
08:30	13	10	23
08:45	9	13	22
09:00	11	12	23
=====			
Hour Totals	45	51	96
09:15	7	4	11
09:30	7	16	23
09:45	8	3	11
10:00	26	10	36
=====			
Hour Totals	48	33	81
10:15	12	16	28
10:30	11	13	24
10:45	15	11	26
11:00	16	12	28
=====			
Hour Totals	54	52	106
11:15	13	9	22
11:30	14	25	39
11:45	10	12	22
12:00	21	11	32
=====			
Hour Totals	58	57	115
12:15	15	16	31
12:30	13	15	28
12:45	16	10	26

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104011.PRN  
Station : 000000000033  
Identification : 000000000033  
\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	12	14	26
=====	=====	=====	=====
Hour Totals	56	55	111
13:15	15	17	32
13:30	18	10	28
13:45	19	14	33
14:00	17	12	29
=====	=====	=====	=====
Hour Totals	69	53	122
14:15	20	10	30
14:30	25	16	41
14:45	22	15	37
15:00	26	17	43
=====	=====	=====	=====
Hour Totals	93	58	151
15:15	30	12	42
15:30	19	10	29
15:45	21	12	33
16:00	20	11	31
=====	=====	=====	=====
Hour Totals	90	45	135
16:15	21	11	32
16:30	27	7	34
16:45	32	9	41
17:00	27	11	38
=====	=====	=====	=====
Hour Totals	107	38	145
17:15	23	10	33
17:30	24	10	34
17:45	20	9	29
18:00	24	11	35
=====	=====	=====	=====
Hour Totals	91	40	131
18:15	15	12	27
18:30	20	6	26
18:45	14	8	22
19:00	10	5	15
=====	=====	=====	=====
Hour Totals	59	31	90

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104011.PRN  
Station : 000000000033  
Identification : 000000000033  
\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound

Tue - Jan 4, 00			
Lane	1	2	Total
19:15	15	8	23
19:30	15	17	32
19:45	15	13	28
20:00	11	5	16
===== Hour Totals	===== 56	===== 43	===== 99
20:15	14	3	17
20:30	9	4	13
20:45	9	4	13
21:00	13	6	19
===== Hour Totals	===== 45	===== 17	===== 62
21:15	9	3	12
21:30	8	2	10
21:45	4	3	7
22:00	4	2	6
===== Hour Totals	===== 25	===== 10	===== 35
22:15	3	5	8
22:30	6	3	9
22:45	3	1	4
23:00	3	2	5
===== Hour Totals	===== 15	===== 11	===== 26
23:15	4	5	9
23:30	3	0	3
23:45	2	1	3
24:00	2	3	5
===== Hour Totals	===== 11	===== 9	===== 20
===== Grand Totals	===== 998	===== 743	===== 1741
Percentages	57.3	42.7	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104003.PRN
Station        : 000000007291
Identification  : 000000007291
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : County Line Rd East of East Rd 1=WB 2=EB
Interval       : 15 minutes
Start time    : 00:00
Stop time     : 24:00
County        : Pasco / Hernando
*****
Lane 1 is Westbound - Lane 2 is Eastbound
*****
```

```
-----
```

Tue - Jan 4, 00			
Lane	1	2	Total
-----			
00:15	15	23	38
00:30	8	17	25
00:45	5	16	21
01:00	5	11	16
=====			
Hour Totals	33	67	100
01:15	7	8	15
01:30	8	10	18
01:45	4	3	7
02:00	8	15	23
=====			
Hour Totals	27	36	63
02:15	8	7	15
02:30	3	5	8
02:45	5	4	9
03:00	2	9	11
=====			
Hour Totals	18	25	43
03:15	1	6	7
03:30	11	4	15
03:45	7	5	12
04:00	9	6	15
=====			
Hour Totals	28	21	49
04:15	13	18	31
04:30	16	13	29
04:45	21	11	32
05:00	26	12	38
=====			
Hour Totals	76	54	130
05:15	28	25	53
05:30	40	20	60
05:45	52	39	91
06:00	80	37	117
=====			
Hour Totals	200	121	321

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104003.PRN

Station : 000000007291

Identification : 000000007291

\*\*\*\*\*

Lane 1 is Westbound - Lane 2 is Eastbound

Tue - Jan 4, 00

Lane	1	2	Total
06:15	90	49	139
06:30	116	65	181
06:45	147	92	239
07:00	159	86	245
<b>Hour Totals</b>	<b>512</b>	<b>292</b>	<b>804</b>
07:15	188	88	276
07:30	198	94	292
07:45	203	123	326
08:00	185	104	289
<b>Hour Totals</b>	<b>774</b>	<b>409</b>	<b>1183</b>
08:15	168	115	283
08:30	156	102	258
08:45	196	90	286
09:00	164	105	269
<b>Hour Totals</b>	<b>684</b>	<b>412</b>	<b>1096</b>
09:15	144	90	234
09:30	166	103	269
09:45	147	92	239
10:00	148	90	238
<b>Hour Totals</b>	<b>605</b>	<b>375</b>	<b>980</b>
10:15	156	105	261
10:30	155	94	249
10:45	133	113	246
11:00	132	115	247
<b>Hour Totals</b>	<b>576</b>	<b>427</b>	<b>1003</b>
11:15	126	119	245
11:30	160	104	264
11:45	112	102	214
12:00	133	119	252
<b>Hour Totals</b>	<b>531</b>	<b>444</b>	<b>975</b>
12:15	126	130	256
12:30	135	120	255
12:45	127	111	238

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104003.PRN  
Station : 000000007291  
Identification : 000000007291  
\*\*\*\*\*

Lane 1 is Westbound - Lane 2 is Eastbound

Tue - Jan 4, 00

Lane	1	2	Total
13:00	132	128	260
Hour Totals	520	489	1009
13:15	144	121	265
13:30	126	139	265
13:45	143	151	294
14:00	110	134	244
Hour Totals	523	545	1068
14:15	119	116	235
14:30	128	141	269
14:45	127	151	278
15:00	127	147	274
Hour Totals	501	555	1056
15:15	160	149	309
15:30	137	165	302
15:45	144	188	332
16:00	132	167	299
Hour Totals	573	669	1242
16:15	136	165	301
16:30	149	170	319
16:45	153	220	373
17:00	121	201	322
Hour Totals	559	756	1315
17:15	138	212	350
17:30	121	220	341
17:45	107	202	309
18:00	115	180	295
Hour Totals	481	814	1295
18:15	119	155	274
18:30	131	139	270
18:45	113	129	242
19:00	94	122	216
Hour Totals	457	545	1002

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104003.PRN  
Station : 000000007291  
Identification : 000000007291

\*\*\*\*\*

Lane 1 is Westbound - Lane 2 is Eastbound

Tue - Jan 4, 00

Lane	1	2	Total
19:15	81	106	187
19:30	65	88	153
19:45	60	90	150
20:00	60	99	159
Hour Totals	266	383	649
20:15	55	87	142
20:30	50	79	129
20:45	52	54	106
21:00	43	62	105
Hour Totals	200	282	482
21:15	43	72	115
21:30	27	84	111
21:45	30	51	81
22:00	28	38	66
Hour Totals	128	245	373
22:15	24	62	86
22:30	26	51	77
22:45	29	38	67
23:00	17	33	50
Hour Totals	96	184	280
23:15	21	23	44
23:30	13	21	34
23:45	15	25	40
24:00	10	17	27
Hour Totals	59	86	145
Grand Totals	8427	8236	16663
Percentages	50.6	49.4	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

```

Data File       : D0104009.PRN
Station        : 000000000003
Identification  : 000000000003
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : County Line Rd West of Waterfall Dr
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
  
```

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----

Tue - Jan 4, 00

Lane	1	2	Total
00:15	24	14	38
00:30	18	12	30
00:45	14	5	19
01:00	13	6	19
=====			
Hour Totals	69	37	106
01:15	8	5	13
01:30	10	9	19
01:45	5	5	10
02:00	15	8	23
=====			
Hour Totals	38	27	65
02:15	7	8	15
02:30	6	4	10
02:45	5	4	9
03:00	6	3	9
=====			
Hour Totals	24	19	43
03:15	7	3	10
03:30	5	10	15
03:45	4	6	10
04:00	8	10	18
=====			
Hour Totals	24	29	53
04:15	18	13	31
04:30	13	14	27
04:45	12	24	36
05:00	12	26	38
=====			
Hour Totals	55	77	132
05:15	28	25	53
05:30	21	40	61
05:45	41	52	93
06:00	40	74	114
=====			
Hour Totals	130	191	321

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104009.PRN  
Station : 000000000003  
Identification : 000000000003  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

Tue - Jan 4, 00

Lane	1	2	Total
06:15	54	88	142
06:30	73	108	181
06:45	102	134	236
07:00	96	144	240
=====			
Hour Totals	325	474	799
07:15	98	184	282
07:30	98	182	280
07:45	138	190	328
08:00	108	176	284
=====			
Hour Totals	442	732	1174
08:15	120	159	279
08:30	121	159	280
08:45	99	177	276
09:00	122	158	280
=====			
Hour Totals	462	653	1115
09:15	92	151	243
09:30	102	156	258
09:45	111	143	254
10:00	91	142	233
=====			
Hour Totals	396	592	988
10:15	110	142	252
10:30	90	155	245
10:45	119	139	258
11:00	118	135	253
=====			
Hour Totals	437	571	1008
11:15	115	118	233
11:30	107	142	249
11:45	115	112	227
12:00	111	141	252
=====			
Hour Totals	448	513	961
12:15	137	132	269
12:30	121	129	250
12:45	111	117	228

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104009.PRN  
Station : 000000000003  
Identification : 000000000003  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

Tue - Jan 4, 00

Lane	1	2	Total
13:00	130	141	271
Hour Totals	499	519	1018
13:15	136	125	261
13:30	133	123	256
13:45	161	129	290
14:00	159	115	274
Hour Totals	589	492	1081
14:15	134	121	255
14:30	149	131	280
14:45	137	120	257
15:00	146	133	279
Hour Totals	566	505	1071
15:15	160	170	330
15:30	163	149	312
15:45	166	147	313
16:00	181	142	323
Hour Totals	670	608	1278
16:15	176	147	323
16:30	169	157	326
16:45	181	148	329
17:00	209	134	343
Hour Totals	735	586	1321
17:15	221	142	363
17:30	202	133	335
17:45	209	116	325
18:00	184	133	317
Hour Totals	816	524	1340
18:15	163	124	287
18:30	147	120	267
18:45	118	103	221
19:00	102	87	189
Hour Totals	530	434	964

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104009.PRN  
Station : 000000000003  
Identification : 000000000003  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Tue - Jan 4, 00 Lane	1	2	Total
19:15	106	86	192
19:30	95	73	168
19:45	93	74	167
20:00	92	70	162
=====			
Hour Totals	386	303	689
20:15	86	64	150
20:30	77	53	130
20:45	56	50	106
21:00	57	43	100
=====			
Hour Totals	276	210	486
21:15	66	43	109
21:30	82	29	111
21:45	49	30	79
22:00	36	35	71
=====			
Hour Totals	233	137	370
22:15	57	22	79
22:30	45	31	76
22:45	39	25	64
23:00	39	18	57
=====			
Hour Totals	180	96	276
23:15	24	22	46
23:30	18	14	32
23:45	24	16	40
24:00	14	13	27
=====			
Hour Totals	80	65	145
Grand Totals	8410	8394	16804
Percentages	50.0	50.0	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104006.PRN
Station        : 000000000027
Identification  : 000000000027
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : Waterfall Dr North of County Line Rd
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
```

\*\*\*\*\*  
Lane 1 is Northbound - Lane 2 is Southbound  
\*\*\*\*\*

Tue - Jan 4, 00

Lane	1	2	Total
00:15	3	1	4
00:30	1	2	3
00:45	3	1	4
01:00	1	2	3
=====			
Hour Totals	8	6	14
01:15	3	0	3
01:30	0	0	0
01:45	0	0	0
02:00	2	1	3
=====			
Hour Totals	5	1	6
02:15	0	0	0
02:30	0	0	0
02:45	0	0	0
03:00	1	0	1
=====			
Hour Totals	1	0	1
03:15	0	2	2
03:30	2	2	4
03:45	0	1	1
04:00	1	2	3
=====			
Hour Totals	3	7	10
04:15	3	0	3
04:30	2	4	6
04:45	0	2	2
05:00	0	9	9
=====			
Hour Totals	5	15	20
05:15	0	4	4
05:30	2	13	15
05:45	3	23	26
06:00	5	15	20
=====			
Hour Totals	10	55	65

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104006.PRN  
Station : 000000000027  
Identification : 000000000027  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
06:15	0	16	16
06:30	6	17	23
06:45	7	25	32
07:00	8	25	33
Hour Totals	21	83	104
07:15	8	42	50
07:30	12	31	43
07:45	10	28	38
08:00	12	20	32
Hour Totals	42	121	163
08:15	10	26	36
08:30	13	24	37
08:45	14	35	49
09:00	17	23	40
Hour Totals	54	108	162
09:15	11	23	34
09:30	10	25	35
09:45	7	26	33
10:00	15	31	46
Hour Totals	43	105	148
10:15	21	18	39
10:30	10	24	34
10:45	18	20	38
11:00	17	21	38
Hour Totals	66	83	149
11:15	15	19	34
11:30	18	28	46
11:45	24	26	50
12:00	19	16	35
Hour Totals	76	89	165
12:15	16	22	38
12:30	15	16	31
12:45	24	26	50

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104006.PRN  
Station : 000000000027  
Identification : 000000000027  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	21	25	46
=====	=====	=====	=====
Hour Totals	76	89	165
13:15	15	19	34
13:30	19	20	39
13:45	23	21	44
14:00	24	15	39
=====	=====	=====	=====
Hour Totals	81	75	156
14:15	17	12	29
14:30	21	14	35
14:45	29	21	50
15:00	21	20	41
=====	=====	=====	=====
Hour Totals	88	67	155
15:15	26	29	55
15:30	32	23	55
15:45	42	25	67
16:00	32	15	47
=====	=====	=====	=====
Hour Totals	132	92	224
16:15	22	24	46
16:30	24	27	51
16:45	32	20	52
17:00	32	17	49
=====	=====	=====	=====
Hour Totals	110	88	198
17:15	35	15	50
17:30	37	19	56
17:45	36	20	56
18:00	34	16	50
=====	=====	=====	=====
Hour Totals	142	70	212
18:15	27	18	45
18:30	25	16	41
18:45	15	12	27
19:00	10	8	18
=====	=====	=====	=====
Hour Totals	77	54	131

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104006.PRN

Station : 000000000027

Identification : 000000000027

\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
19:15	11	11	22
19:30	14	11	25
19:45	12	12	24
20:00	17	11	28
Hour Totals	54	45	99
20:15	19	11	30
20:30	14	7	21
20:45	16	3	19
21:00	12	9	21
Hour Totals	61	30	91
21:15	14	5	19
21:30	11	3	14
21:45	8	9	17
22:00	7	5	12
Hour Totals	40	22	62
22:15	6	7	13
22:30	5	5	10
22:45	3	1	4
23:00	6	1	7
Hour Totals	20	14	34
23:15	3	1	4
23:30	5	4	9
23:45	3	1	4
24:00	4	0	4
Hour Totals	15	6	21
Grand Totals	1230	1325	2555
Percentages	48.1	51.9	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104015.PRN
Station        : 000000000012
Identification  : 000000000012
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : Waterfall Dr South of County Line Rd
Interval       : 15 minutes
Start time    : 00:00
Stop time     : 24:00
County        : Pasco / Hernando
*****
Lane 1 is Northbound - Lane 2 is Southbound
*****
```

Tue - Jan 4, 00

Lane	1	2	Total
00:15	3	1	4
00:30	1	0	1
00:45	2	2	4
01:00	2	1	3
<b>Hour Totals</b>	<b>8</b>	<b>4</b>	<b>12</b>
01:15	2	0	2
01:30	0	0	0
01:45	1	0	1
02:00	1	1	2
<b>Hour Totals</b>	<b>4</b>	<b>1</b>	<b>5</b>
02:15	0	1	1
02:30	0	0	0
02:45	1	0	1
03:00	0	1	1
<b>Hour Totals</b>	<b>1</b>	<b>2</b>	<b>3</b>
03:15	1	0	1
03:30	0	0	0
03:45	1	0	1
04:00	0	1	1
<b>Hour Totals</b>	<b>2</b>	<b>1</b>	<b>3</b>
04:15	0	0	0
04:30	0	0	0
04:45	0	2	2
05:00	2	3	5
<b>Hour Totals</b>	<b>2</b>	<b>5</b>	<b>7</b>
05:15	2	2	4
05:30	1	3	4
05:45	2	2	4
06:00	3	1	4
<b>Hour Totals</b>	<b>8</b>	<b>8</b>	<b>16</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104015.PRN  
Station : 000000000012  
Identification : 000000000012  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00			
Lane	1	2	Total
06:15	1	3	4
06:30	2	2	4
06:45	4	3	7
07:00	6	4	10
===== Hour Totals	13	12	25
07:15	8	1	9
07:30	6	2	8
07:45	10	5	15
08:00	5	1	6
===== Hour Totals	29	9	38
08:15	5	2	7
08:30	4	0	4
08:45	2	2	4
09:00	7	7	14
===== Hour Totals	18	11	29
09:15	4	3	7
09:30	7	5	12
09:45	7	4	11
10:00	3	2	5
===== Hour Totals	21	14	35
10:15	5	5	10
10:30	9	6	15
10:45	6	4	10
11:00	8	5	13
===== Hour Totals	28	20	48
11:15	6	7	13
11:30	9	7	16
11:45	8	8	16
12:00	8	2	10
===== Hour Totals	31	24	55
12:15	7	3	10
12:30	9	4	13
12:45	6	6	12

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104015.PRN  
Station : 000000000012  
Identification : 000000000012  
\*\*\*\*\*  
Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
13:00	4	4	8
Hour Totals	26	17	43
13:15	5	5	10
13:30	8	7	15
13:45	2	2	4
14:00	4	3	7
Hour Totals	19	17	36
14:15	3	4	7
14:30	7	8	15
14:45	2	5	7
15:00	2	5	7
Hour Totals	14	22	36
15:15	7	6	13
15:30	6	10	16
15:45	6	10	16
16:00	3	5	8
Hour Totals	22	31	53
16:15	2	10	12
16:30	5	3	8
16:45	5	6	11
17:00	4	7	11
Hour Totals	16	26	42
17:15	4	8	12
17:30	4	7	11
17:45	9	17	26
18:00	4	7	11
Hour Totals	21	39	60
18:15	3	7	10
18:30	3	5	8
18:45	2	3	5
19:00	1	3	4
Hour Totals	9	18	27

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104015.PRN  
Station : 000000000012  
Identification : 000000000012  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
-----	-----	-----	-----
19:15	2	4	6
19:30	3	2	5
19:45	1	5	6
20:00	2	3	5
=====	=====	=====	=====
Hour Totals	8	14	22
20:15	2	3	5
20:30	1	2	3
20:45	3	5	8
21:00	4	3	7
=====	=====	=====	=====
Hour Totals	10	13	23
21:15	2	5	7
21:30	1	2	3
21:45	1	3	4
22:00	2	6	8
=====	=====	=====	=====
Hour Totals	6	16	22
22:15	5	2	7
22:30	3	5	8
22:45	4	3	7
23:00	2	4	6
=====	=====	=====	=====
Hour Totals	14	14	28
23:15	3	2	5
23:30	5	1	6
23:45	2	4	6
24:00	1	2	3
=====	=====	=====	=====
Hour Totals	11	9	20
=====	=====	=====	=====
Grand Totals	341	347	688
Percentages	49.6	50.4	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104008.PRN
Station        : 000000007294
Identification  : 000000007294
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : County Line Rd East of Waterfall Dr
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
```

Lane 1 is Westbound - Lane 2 is Eastbound

Tue - Jan 4, 00

Lane	1	2	Total
00:15	15	27	42
00:30	12	23	35
00:45	7	16	23
01:00	7	19	26
Hour Totals	41	85	126
01:15	8	12	20
01:30	9	14	23
01:45	5	7	12
02:00	7	16	23
Hour Totals	29	49	78
02:15	8	10	18
02:30	4	8	12
02:45	4	6	10
03:00	3	8	11
Hour Totals	19	32	51
03:15	7	10	17
03:30	11	9	20
03:45	6	8	14
04:00	8	12	20
Hour Totals	32	39	71
04:15	14	22	36
04:30	15	21	36
04:45	23	22	45
05:00	25	28	53
Hour Totals	77	93	170
05:15	25	43	68
05:30	36	47	83
05:45	43	68	111
06:00	72	76	148
Hour Totals	176	234	410

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104008.PRN  
Station : 000000007294  
Identification : 000000007294  
\*\*\*\*\*

Lane 1 is Westbound - Lane 2 is Eastbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
06:15	82	98	180
06:30	101	98	199
06:45	136	106	242
07:00	147	111	258
Hour Totals	466	413	879
07:15	161	116	277
07:30	171	110	281
07:45	178	149	327
08:00	170	114	284
Hour Totals	680	489	1169
08:15	151	131	282
08:30	151	128	279
08:45	176	119	295
09:00	159	129	288
Hour Totals	637	507	1144
09:15	142	96	238
09:30	146	109	255
09:45	136	126	262
10:00	145	111	256
Hour Totals	569	442	1011
10:15	143	119	262
10:30	155	120	275
10:45	140	125	265
11:00	143	117	260
Hour Totals	581	481	1062
11:15	131	134	265
11:30	150	122	272
11:45	121	119	240
12:00	142	114	256
Hour Totals	544	489	1033
12:15	140	129	269
12:30	136	128	264
12:45	123	118	241

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104008.PRN  
Station : 000000007294  
Identification : 000000007294  
\*\*\*\*\*

Lane 1 is Westbound - Lane 2 is Eastbound

Tue - Jan 4, 00

Lane	1	2	Total
13:00	140	119	259
Hour Totals	539	494	1033
13:15	137	124	261
13:30	127	117	244
13:45	140	140	280
14:00	117	135	252
Hour Totals	521	516	1037
14:15	121	128	249
14:30	133	143	276
14:45	127	133	260
15:00	139	148	287
Hour Totals	520	552	1072
15:15	168	162	330
15:30	162	163	325
15:45	162	160	322
16:00	161	181	342
Hour Totals	653	666	1319
16:15	153	176	329
16:30	157	174	331
16:45	155	175	330
17:00	138	195	333
Hour Totals	603	720	1323
17:15	158	213	371
17:30	150	198	348
17:45	130	199	329
18:00	140	170	310
Hour Totals	578	780	1358
18:15	135	161	296
18:30	131	147	278
18:45	108	119	227
19:00	93	104	197
Hour Totals	467	531	998

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104008.PRN  
Station : 000000007294  
Identification : 000000007294  
\*\*\*\*\*

Lane 1 is Westbound - Lane 2 is Eastbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
19:15	83	115	198
19:30	83	112	195
19:45	78	119	197
20:00	77	103	180
===== Hour Totals	321	449	770
20:15	69	103	172
20:30	68	86	154
20:45	53	62	115
21:00	41	62	103
===== Hour Totals	231	313	544
21:15	49	72	121
21:30	34	88	122
21:45	27	53	80
22:00	37	47	84
===== Hour Totals	147	260	407
22:15	25	65	90
22:30	30	56	86
22:45	29	51	80
23:00	19	40	59
===== Hour Totals	103	212	315
23:15	22	32	54
23:30	16	24	40
23:45	16	29	45
24:00	16	19	35
===== Hour Totals	70	104	174
===== Grand Totals	8604	8950	17554
Percentages	49.0	51.0	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104013.PRN
Station        : 000000000025
Identification : 000000000025
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : County Line Rd West of Mariner Blvd
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
Lane 1 is Eastbound - Lane 2 is Westbound
-----
```

Tue - Jan 4, 00

Lane	1	2	Total
00:15	18	16	34
00:30	17	18	35
00:45	14	9	23
01:00	18	16	34
=====			
Hour Totals	67	59	126
01:15	9	10	19
01:30	7	12	19
01:45	5	5	10
02:00	14	14	28
=====			
Hour Totals	35	41	76
02:15	6	6	12
02:30	3	3	6
02:45	7	7	14
03:00	6	4	10
=====			
Hour Totals	22	20	42
03:15	6	9	15
03:30	9	7	16
03:45	8	10	18
04:00	6	9	15
=====			
Hour Totals	29	35	64
04:15	14	19	33
04:30	17	15	32
04:45	15	19	34
05:00	18	25	43
=====			
Hour Totals	64	78	142
05:15	27	25	52
05:30	35	43	78
05:45	53	56	109
06:00	46	79	125
=====			
Hour Totals	161	203	364

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104013.PRN

Station : 000000000025

Identification : 000000000025

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

Tue - Jan 4, 00

Lane	1	2	Total
06:15	71	84	155
06:30	87	118	205
06:45	103	122	225
07:00	94	137	231
=====			
Hour Totals	355	461	816
07:15	99	149	248
07:30	117	149	266
07:45	139	149	288
08:00	129	163	292
=====			
Hour Totals	484	610	1094
08:15	109	134	243
08:30	132	120	252
08:45	129	153	282
09:00	129	151	280
=====			
Hour Totals	499	558	1057
09:15	114	123	237
09:30	93	132	225
09:45	122	133	255
10:00	107	118	225
=====			
Hour Totals	436	506	942
10:15	94	113	207
10:30	84	114	198
10:45	96	117	213
11:00	104	120	224
=====			
Hour Totals	378	464	842
11:15	89	131	220
11:30	83	128	211
11:45	63	135	198
12:00	61	141	202
=====			
Hour Totals	296	535	831
12:15	87	133	220
12:30	63	118	181
12:45	76	128	204

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104013.PRN  
Station : 000000000025  
Identification : 000000000025  
\*\*\*\*\*  
Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Tue - Jan 4, 00			
Lane	1	2	Total
13:00	84	145	229
Hour Totals	310	524	834
13:15	85	156	241
13:30	88	141	229
13:45	75	138	213
14:00	96	136	232
Hour Totals	344	571	915
14:15	116	151	267
14:30	131	143	274
14:45	126	134	260
15:00	145	141	286
Hour Totals	518	569	1087
15:15	156	152	308
15:30	154	160	314
15:45	152	163	315
16:00	175	142	317
Hour Totals	637	617	1254
16:15	169	159	328
16:30	165	164	329
16:45	169	161	330
17:00	192	166	358
Hour Totals	695	650	1345
17:15	202	177	379
17:30	189	170	359
17:45	194	141	335
18:00	163	142	305
Hour Totals	748	630	1378
18:15	154	145	299
18:30	144	120	264
18:45	114	93	207
19:00	105	93	198
Hour Totals	517	451	968

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104013.PRN  
Station : 000000000025  
Identification : 000000000025  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

Tue - Jan 4, 00			
Lane	1	2	Total
19:15	98	84	182
19:30	78	90	168
19:45	99	93	192
20:00	71	83	154
<b>Hour Totals</b>	<b>346</b>	<b>350</b>	<b>696</b>
20:15	90	90	180
20:30	68	79	147
20:45	46	55	101
21:00	55	52	107
<b>Hour Totals</b>	<b>259</b>	<b>276</b>	<b>535</b>
21:15	53	68	121
21:30	66	50	116
21:45	52	40	92
22:00	28	38	66
<b>Hour Totals</b>	<b>199</b>	<b>196</b>	<b>395</b>
22:15	52	32	84
22:30	40	40	80
22:45	37	35	72
23:00	27	25	52
<b>Hour Totals</b>	<b>156</b>	<b>132</b>	<b>288</b>
23:15	26	24	50
23:30	25	27	52
23:45	22	16	38
24:00	11	19	30
<b>Hour Totals</b>	<b>84</b>	<b>86</b>	<b>170</b>
<b>Grand Totals</b>	<b>7639</b>	<b>8622</b>	<b>16261</b>
<b>Percentages</b>	<b>47.0</b>	<b>53.0</b>	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104007.PRN
Station        : 000000000030
Identification  : 000000000030
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : Mariner Blvd North of County Line Rd
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
Lane 1 is Northbound - Lane 2 is Southbound
*****
```

```
-----
Tue - Jan 4, 00
Lane
```

	1	2	Total
00:15	27	12	39
00:30	15	7	22
00:45	24	9	33
01:00	20	11	31
=====			
Hour Totals	86	39	125
01:15	13	6	19
01:30	14	5	19
01:45	6	3	9
02:00	12	10	22
=====			
Hour Totals	45	24	69
02:15	8	9	17
02:30	0	1	1
02:45	10	4	14
03:00	10	5	15
=====			
Hour Totals	28	19	47
03:15	15	3	18
03:30	6	4	10
03:45	5	11	16
04:00	11	11	22
=====			
Hour Totals	37	29	66
04:15	5	19	24
04:30	13	13	26
04:45	7	21	28
05:00	15	26	41
=====			
Hour Totals	40	79	119
05:15	15	31	46
05:30	10	47	57
05:45	32	75	107
06:00	23	72	95
=====			
Hour Totals	80	225	305

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104007.PRN  
Station : 000000000030  
Identification : 000000000030  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
06:15	41	106	147
06:30	55	91	146
06:45	59	115	174
07:00	83	116	199
=====			
Hour Totals	238	428	666
07:15	83	109	192
07:30	97	128	225
07:45	97	113	210
08:00	109	137	246
=====			
Hour Totals	386	487	873
08:15	100	124	224
08:30	105	133	238
08:45	106	102	208
09:00	128	102	230
=====			
Hour Totals	439	461	900
09:15	102	95	197
09:30	87	110	197
09:45	126	114	240
10:00	111	96	207
=====			
Hour Totals	426	415	841
10:15	126	100	226
10:30	128	91	219
10:45	131	112	243
11:00	123	105	228
=====			
Hour Totals	508	408	916
11:15	106	107	213
11:30	95	96	191
11:45	84	99	183
12:00	91	96	187
=====			
Hour Totals	376	398	774
12:15	85	116	201
12:30	84	103	187
12:45	76	84	160

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104007.PRN  
Station : 000000000030  
Identification : 000000000030  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	60	120	180
=====	=====	=====	=====
Hour Totals	305	423	728
13:15	84	113	197
13:30	62	96	158
13:45	74	103	177
14:00	75	102	177
=====	=====	=====	=====
Hour Totals	295	414	709
14:15	77	103	180
14:30	87	106	193
14:45	87	108	195
15:00	102	115	217
=====	=====	=====	=====
Hour Totals	353	432	785
15:15	91	119	210
15:30	83	131	214
15:45	91	86	177
16:00	118	98	216
=====	=====	=====	=====
Hour Totals	383	434	817
16:15	116	111	227
16:30	164	98	262
16:45	132	111	243
17:00	162	109	271
=====	=====	=====	=====
Hour Totals	574	429	1003
17:15	160	78	238
17:30	200	116	316
17:45	196	86	282
18:00	199	74	273
=====	=====	=====	=====
Hour Totals	755	354	1109
18:15	153	89	242
18:30	141	94	235
18:45	128	63	191
19:00	106	87	193
=====	=====	=====	=====
Hour Totals	528	333	861

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104007.PRN  
Station : 000000000030  
Identification : 000000000030  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
19:15	121	75	196
19:30	101	74	175
19:45	119	66	185
20:00	77	65	142
===== Hour Totals	418	280	698
20:15	100	49	149
20:30	69	57	126
20:45	72	55	127
21:00	71	44	115
===== Hour Totals	312	205	517
21:15	56	57	113
21:30	48	45	93
21:45	46	36	82
22:00	48	42	90
===== Hour Totals	198	180	378
22:15	57	26	83
22:30	60	25	85
22:45	33	24	57
23:00	35	13	48
===== Hour Totals	185	88	273
23:15	44	17	61
23:30	34	13	47
23:45	23	11	34
24:00	21	14	35
===== Hour Totals	122	55	177
===== Grand Totals	7117	6639	13756
Percentages	51.7	48.3	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104004.PRN
Station        : 000000000034
Identification  : 000000000034
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : Shady Hills Rd South of County Line Rd
Count ratio    : 2.00
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
```

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
00:15	14	3	17
00:30	7	8	15
00:45	8	8	16
01:00	12	9	21
<b>Hour Totals</b>	<b>41</b>	<b>28</b>	<b>69</b>
01:15	11	2	13
01:30	7	4	11
01:45	4	3	7
02:00	3	9	12
<b>Hour Totals</b>	<b>25</b>	<b>18</b>	<b>43</b>
02:15	3	5	8
02:30	2	3	5
02:45	3	3	6
03:00	5	1	6
<b>Hour Totals</b>	<b>13</b>	<b>12</b>	<b>25</b>
03:15	6	5	11
03:30	2	5	7
03:45	3	6	9
04:00	14	7	21
<b>Hour Totals</b>	<b>25</b>	<b>23</b>	<b>48</b>
04:15	7	16	23
04:30	12	18	30
04:45	10	25	35
05:00	11	26	37
<b>Hour Totals</b>	<b>40</b>	<b>85</b>	<b>125</b>
05:15	8	37	45
05:30	8	52	60
05:45	22	82	104
06:00	22	72	94
<b>Hour Totals</b>	<b>60</b>	<b>243</b>	<b>303</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104004.PRN  
Station : 000000000034  
Identification : 000000000034

\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
06:15	29	115	144
06:30	46	95	141
06:45	61	113	174
07:00	58	98	156
=====			
Hour Totals	194	421	615
07:15	57	80	137
07:30	60	106	166
07:45	64	101	165
08:00	75	89	164
=====			
Hour Totals	256	376	632
08:15	67	89	156
08:30	52	102	154
08:45	79	75	154
09:00	79	84	163
=====			
Hour Totals	277	350	627
09:15	62	82	144
09:30	52	82	134
09:45	63	77	140
10:00	53	65	118
=====			
Hour Totals	230	306	536
10:15	66	82	148
10:30	71	90	161
10:45	53	85	138
11:00	82	94	176
=====			
Hour Totals	272	351	623
11:15	63	76	139
11:30	64	91	155
11:45	76	80	156
12:00	79	81	160
=====			
Hour Totals	282	328	610
12:15	97	92	189
12:30	68	94	162
12:45	83	92	175

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104004.PRN  
Station : 000000000034  
Identification : 000000000034  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
13:00	82	93	175
Hour Totals	330	371	701
13:15	89	84	173
13:30	96	80	176
13:45	101	101	202
14:00	106	95	201
Hour Totals	392	360	752
14:15	108	83	191
14:30	108	79	187
14:45	107	80	187
15:00	152	96	248
Hour Totals	475	338	813
15:15	129	98	227
15:30	117	107	224
15:45	132	76	208
16:00	142	95	237
Hour Totals	520	376	896
16:15	140	98	238
16:30	186	92	278
16:45	167	118	285
17:00	178	102	280
Hour Totals	671	410	1081
17:15	165	110	275
17:30	201	115	316
17:45	173	100	273
18:00	176	90	266
Hour Totals	715	415	1130
18:15	149	78	227
18:30	157	92	249
18:45	145	67	212
19:00	108	83	191
Hour Totals	559	320	879

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104004.PRN  
Station : 000000000034  
Identification : 000000000034

\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Tue - Jan 4, 00

Lane	1	2	Total
19:15	76	67	143
19:30	60	65	125
19:45	61	61	122
20:00	54	53	107
Hour Totals	251	246	497
20:15	56	56	112
20:30	42	46	88
20:45	40	39	79
21:00	43	42	85
Hour Totals	181	183	364
21:15	33	34	67
21:30	33	31	64
21:45	22	32	54
22:00	35	24	59
Hour Totals	123	121	244
22:15	46	28	74
22:30	39	27	66
22:45	20	27	47
23:00	33	14	47
Hour Totals	138	96	234
23:15	22	15	37
23:30	23	22	45
23:45	12	8	20
24:00	17	14	31
Hour Totals	74	59	133
Grand Totals	6144	5836	11980
Percentages	51.3	48.7	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0104002.PRN
Station        : 000000000024
Identification  : 000000000024
Start date     : Jan 4, 00
Stop date      : Jan 4, 00
City/Town      :
Location       : County Line Rd East of Mariner Blvd
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
Lane 1 is Eastbound - Lane 2 is Westbound
*****
```

Tue - Jan 4, 00

Lane	1	2	Total
00:15	13	13	26
00:30	11	17	28
00:45	13	8	21
01:00	11	7	18
=====			
Hour Totals	48	45	93
01:15	10	9	19
01:30	6	16	22
01:45	5	4	9
02:00	7	10	17
=====			
Hour Totals	28	39	67
02:15	11	6	17
02:30	6	2	8
02:45	5	3	8
03:00	3	1	4
=====			
Hour Totals	25	12	37
03:15	2	9	11
03:30	4	5	9
03:45	7	6	13
04:00	5	3	8
=====			
Hour Totals	18	23	41
04:15	17	9	26
04:30	8	11	19
04:45	14	19	33
05:00	10	25	35
=====			
Hour Totals	49	64	113
05:15	26	15	41
05:30	22	31	53
05:45	29	34	63
06:00	43	53	96
=====			
Hour Totals	120	133	253

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104002.PRN  
Station : 000000000024  
Identification : 000000000024  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
06:15	46	52	98
06:30	57	67	124
06:45	78	98	176
07:00	76	103	179
<b>Hour Totals</b>	<b>257</b>	<b>320</b>	<b>577</b>
07:15	64	111	175
07:30	71	118	189
07:45	87	118	205
08:00	93	113	206
<b>Hour Totals</b>	<b>315</b>	<b>460</b>	<b>775</b>
08:15	71	94	165
08:30	77	87	164
08:45	82	106	188
09:00	57	110	167
<b>Hour Totals</b>	<b>287</b>	<b>397</b>	<b>684</b>
09:15	55	91	146
09:30	57	103	160
09:45	72	109	181
10:00	59	97	156
<b>Hour Totals</b>	<b>243</b>	<b>400</b>	<b>643</b>
10:15	84	126	210
10:30	82	121	203
10:45	75	103	178
11:00	88	70	158
<b>Hour Totals</b>	<b>329</b>	<b>420</b>	<b>749</b>
11:15	96	106	202
11:30	92	114	206
11:45	75	116	191
12:00	92	125	217
<b>Hour Totals</b>	<b>355</b>	<b>461</b>	<b>816</b>
12:15	132	121	253
12:30	101	111	212
12:45	85	101	186

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0104002.PRN  
Station : 000000000024  
Identification : 000000000024  
\*\*\*\*\*  
Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Tue - Jan 4, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	97	96	193
=====	=====	=====	=====
Hour Totals	415	429	844
13:15	108	107	215
13:30	109	93	202
13:45	95	104	199
14:00	108	102	210
=====	=====	=====	=====
Hour Totals	420	406	826
14:15	126	110	236
14:30	143	107	250
14:45	142	102	244
15:00	191	118	309
=====	=====	=====	=====
Hour Totals	602	437	1039
15:15	189	126	315
15:30	177	125	302
15:45	169	129	298
16:00	188	128	316
=====	=====	=====	=====
Hour Totals	723	508	1231
16:15	168	121	289
16:30	154	125	279
16:45	161	125	286
17:00	169	120	289
=====	=====	=====	=====
Hour Totals	652	491	1143
17:15	157	159	316
17:30	150	129	279
17:45	123	107	230
18:00	84	102	186
=====	=====	=====	=====
Hour Totals	514	497	1011
18:15	99	83	182
18:30	103	61	164
18:45	80	46	126
19:00	75	57	132
=====	=====	=====	=====
Hour Totals	357	247	604

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0104002.PRN  
Station : 000000000024  
Identification : 000000000024

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

Tue - Jan 4, 00

Lane	1	2	Total
19:15	83	65	148
19:30	64	62	126
19:45	79	62	141
20:00	67	58	125
<b>Hour Totals</b>	<b>293</b>	<b>247</b>	<b>540</b>
20:15	64	72	136
20:30	61	44	105
20:45	48	50	98
21:00	43	33	76
<b>Hour Totals</b>	<b>216</b>	<b>199</b>	<b>415</b>
21:15	46	35	81
21:30	57	24	81
21:45	49	24	73
22:00	30	14	44
<b>Hour Totals</b>	<b>182</b>	<b>97</b>	<b>279</b>
22:15	34	22	56
22:30	36	30	66
22:45	28	21	49
23:00	25	28	53
<b>Hour Totals</b>	<b>123</b>	<b>101</b>	<b>224</b>
23:15	20	18	38
23:30	18	25	43
23:45	10	10	20
24:00	14	16	30
<b>Hour Totals</b>	<b>62</b>	<b>69</b>	<b>131</b>
<b>Grand Totals</b>	<b>6633</b>	<b>6502</b>	<b>13135</b>
<b>Percentages</b>	<b>50.5</b>	<b>49.5</b>	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0105004.PRN
Station        : 000000000010
Identification  : 000000000010
Start date     : Jan 5, 00
Stop date      : Jan 5, 00
City/Town      :
Location       : County Line Rd West of Linden Dr 1=EB
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
```

\*\*\*\*\*  
Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
00:15	7	6	13
00:30	3	6	9
00:45	3	5	8
01:00	7	5	12
=====			
Hour Totals	20	22	42
01:15	7	6	13
01:30	3	5	8
01:45	3	3	6
02:00	5	2	7
=====			
Hour Totals	18	16	34
02:15	5	1	6
02:30	15	4	19
02:45	8	3	11
03:00	4	3	7
=====			
Hour Totals	32	11	43
03:15	3	4	7
03:30	4	7	11
03:45	10	3	13
04:00	16	4	20
=====			
Hour Totals	33	18	51
04:15	15	5	20
04:30	11	4	15
04:45	8	4	12
05:00	14	7	21
=====			
Hour Totals	48	20	68
05:15	16	14	30
05:30	27	23	50
05:45	30	33	63
06:00	39	32	71
=====			
Hour Totals	112	102	214

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105004.PRN  
Station : 000000000010  
Identification : 000000000010  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
06:15	46	46	92
06:30	67	61	128
06:45	86	92	178
07:00	75	81	156
Hour Totals	274	280	554
07:15	77	91	168
07:30	96	95	191
07:45	89	102	191
08:00	85	97	182
Hour Totals	347	385	732
08:15	75	85	160
08:30	73	96	169
08:45	98	102	200
09:00	93	96	189
Hour Totals	339	379	718
09:15	68	81	149
09:30	56	92	148
09:45	51	95	146
10:00	54	81	135
Hour Totals	229	349	578
10:15	62	91	153
10:30	90	87	177
10:45	77	70	147
11:00	69	75	144
Hour Totals	298	323	621
11:15	78	66	144
11:30	75	70	145
11:45	79	88	167
12:00	70	67	137
Hour Totals	302	291	593
12:15	65	86	151
12:30	82	68	150
12:45	86	85	171

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105004.PRN  
Station : 000000000010  
Identification : 000000000010  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	75	74	149
=====	=====	=====	=====
Hour Totals	308	313	621
13:15	65	90	155
13:30	83	86	169
13:45	92	83	175
14:00	97	99	196
=====	=====	=====	=====
Hour Totals	337	358	695
14:15	112	93	205
14:30	121	92	213
14:45	129	100	229
15:00	166	102	268
=====	=====	=====	=====
Hour Totals	528	387	915
15:15	172	108	280
15:30	163	93	256
15:45	161	108	269
16:00	164	114	278
=====	=====	=====	=====
Hour Totals	660	423	1083
16:15	159	100	259
16:30	152	113	265
16:45	153	114	267
17:00	166	101	267
=====	=====	=====	=====
Hour Totals	630	428	1058
17:15	149	134	283
17:30	142	137	279
17:45	120	122	242
18:00	96	86	182
=====	=====	=====	=====
Hour Totals	507	479	986
18:15	105	85	190
18:30	94	56	150
18:45	76	45	121
19:00	64	38	102
=====	=====	=====	=====
Hour Totals	339	224	563

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105004.PRN  
Station : 000000000010  
Identification : 000000000010  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
-----	-----	-----	-----
19:15	59	40	99
19:30	47	44	91
19:45	30	43	73
20:00	29	44	73
=====	=====	=====	=====
Hour Totals	165	171	336
20:15	32	33	65
20:30	32	35	67
20:45	32	35	67
21:00	19	32	51
=====	=====	=====	=====
Hour Totals	115	135	250
21:15	24	21	45
21:30	24	18	42
21:45	20	20	40
22:00	26	6	32
=====	=====	=====	=====
Hour Totals	94	65	159
22:15	26	39	65
22:30	18	15	33
22:45	18	10	28
23:00	14	10	24
=====	=====	=====	=====
Hour Totals	76	74	150
23:15	16	11	27
23:30	12	13	25
23:45	9	8	17
24:00	10	7	17
=====	=====	=====	=====
Hour Totals	47	39	86
=====	=====	=====	=====
Grand Totals	5858	5292	11150
Percentages	52.5	47.5	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0105002.PRN
Station        : 000000000011
Identification  : 000000000011
Start date     : Jan 5, 00
Stop date      : Jan 5, 00
City/Town      :
Location       : Linden Dr North of County Line Rd 1=NB
Count ratio    : 2.00
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
```

Lane 1 is Northbound - Lane 2 is Southbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
00:15	1	2	3
00:30	1	2	3
00:45	2	0	2
01:00	5	0	5
=====			
Hour Totals	9	4	13
01:15	0	3	3
01:30	3	2	5
01:45	2	1	3
02:00	2	1	3
=====			
Hour Totals	7	7	14
02:15	0	0	0
02:30	1	1	2
02:45	0	0	0
03:00	0	0	0
=====			
Hour Totals	1	1	2
03:15	0	1	1
03:30	0	1	1
03:45	2	3	5
04:00	1	0	1
=====			
Hour Totals	3	5	8
04:15	2	0	2
04:30	0	7	7
04:45	0	3	3
05:00	1	5	6
=====			
Hour Totals	3	15	18
05:15	4	9	13
05:30	2	6	8
05:45	0	15	15
06:00	1	22	23
=====			
Hour Totals	7	52	59

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105002.PRN  
Station : 000000000011  
Identification : 000000000011  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

```

-----
Wed - Jan 5, 00
Lane              1              2              Total
-----
06:15             0              15             15
06:30             5              25             30
06:45             4              40             44
07:00             6              38             44
=====
Hour Totals      15             118            133

07:15             5              47             52
07:30             9              28             37
07:45             8              44             52
08:00            12              38             50
=====
Hour Totals      34             157            191

08:15            15              32             47
08:30            11              41             52
08:45            20              43             63
09:00            24              37             61
=====
Hour Totals      70             153            223

09:15             8              30             38
09:30             9              31             40
09:45            17              28             45
10:00            14              26             40
=====
Hour Totals      48             115            163

10:15            14              27             41
10:30            15              21             36
10:45             9              29             38
11:00            12              23             35
=====
Hour Totals      50             100            150

11:15            20              17             37
11:30            22              13             35
11:45             9              22             31
12:00            16              17             33
=====
Hour Totals      67             69             136

12:15            17              22             39
12:30            19              23             42
12:45            21              24             45

```

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105002.PRN  
Station : 00000000011  
Identification : 00000000011  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	15	20	35
=====	=====	=====	=====
Hour Totals	72	89	161
13:15	18	28	46
13:30	21	17	38
13:45	14	20	34
14:00	15	14	29
=====	=====	=====	=====
Hour Totals	68	79	147
14:15	19	21	40
14:30	23	23	46
14:45	17	30	47
15:00	23	27	50
=====	=====	=====	=====
Hour Totals	82	101	183
15:15	28	29	57
15:30	38	27	65
15:45	26	20	46
16:00	32	24	56
=====	=====	=====	=====
Hour Totals	124	100	224
16:15	28	23	51
16:30	40	22	62
16:45	38	25	63
17:00	35	19	54
=====	=====	=====	=====
Hour Totals	141	89	230
17:15	43	23	66
17:30	44	22	66
17:45	44	29	73
18:00	32	18	50
=====	=====	=====	=====
Hour Totals	163	92	255
18:15	39	25	64
18:30	34	13	47
18:45	27	7	34
19:00	22	4	26
=====	=====	=====	=====
Hour Totals	122	49	171

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0105002.PRN  
Station : 000000000011  
Identification : 000000000011

\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
-----	-----	-----	-----
19:15	26	6	32
19:30	19	7	26
19:45	18	4	22
20:00	12	8	20
=====	=====	=====	=====
Hour Totals	75	25	100
20:15	17	8	25
20:30	14	3	17
20:45	16	10	26
21:00	14	7	21
=====	=====	=====	=====
Hour Totals	61	28	89
21:15	15	4	19
21:30	10	1	11
21:45	14	3	17
22:00	7	4	11
=====	=====	=====	=====
Hour Totals	46	12	58
22:15	18	4	22
22:30	10	3	13
22:45	5	2	7
23:00	7	2	9
=====	=====	=====	=====
Hour Totals	40	11	51
23:15	7	2	9
23:30	8	2	10
23:45	4	2	6
24:00	4	0	4
=====	=====	=====	=====
Hour Totals	23	6	29
=====	=====	=====	=====
Grand Totals	1331	1477	2808
Percentages	47.4	52.6	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File      : D0105005.PRN
Station       : 000000000022
Identification : 000000000022
Start date    : Jan 5, 00
Stop date     : Jan 5, 00
City/Town    :
Location     : County Line Rd East of Linden Dr 1=EB
Interval      : 15 minutes
Start time    : 00:00
Stop time     : 24:00
County       : Pasco / Hernando
*****
```

Lane 1 is Eastbound - Lane 2 is Westbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
00:15	8	5	13
00:30	4	7	11
00:45	2	6	8
01:00	10	9	19
=====			
Hour Totals	24	27	51
01:15	6	3	9
01:30	2	5	7
01:45	3	4	7
02:00	4	3	7
=====			
Hour Totals	15	15	30
02:15	5	1	6
02:30	12	2	14
02:45	8	2	10
03:00	4	3	7
=====			
Hour Totals	29	8	37
03:15	4	2	6
03:30	5	5	10
03:45	8	3	11
04:00	15	2	17
=====			
Hour Totals	32	12	44
04:15	14	4	18
04:30	13	0	13
04:45	10	4	14
05:00	19	10	29
=====			
Hour Totals	56	18	74
05:15	18	14	32
05:30	23	17	40
05:45	40	28	68
06:00	41	15	56
=====			
Hour Totals	122	74	196

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105005.PRN  
Station : 000000000022  
Identification : 000000000022  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
06:15	53	37	90
06:30	74	42	116
06:45	93	45	138
07:00	87	62	149
===== Hour Totals	307	186	493
07:15	92	64	156
07:30	100	80	180
07:45	96	73	169
08:00	88	74	162
===== Hour Totals	376	291	667
08:15	72	65	137
08:30	67	60	127
08:45	82	63	145
09:00	77	67	144
===== Hour Totals	298	255	553
09:15	66	57	123
09:30	51	65	116
09:45	46	79	125
10:00	45	60	105
===== Hour Totals	208	261	469
10:15	54	61	115
10:30	64	60	124
10:45	75	53	128
11:00	64	64	128
===== Hour Totals	257	238	495
11:15	56	48	104
11:30	59	58	117
11:45	75	75	150
12:00	66	60	126
===== Hour Totals	256	241	497
12:15	51	63	114
12:30	74	57	131
12:45	75	60	135

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105005.PRN  
Station : 000000000022  
Identification : 000000000022  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	67	57	124
=====	=====	=====	=====
Hour Totals	267	237	504
13:15	52	70	122
13:30	71	65	136
13:45	89	69	158
14:00	96	73	169
=====	=====	=====	=====
Hour Totals	308	277	585
14:15	101	80	181
14:30	102	73	175
14:45	120	78	198
15:00	149	81	230
=====	=====	=====	=====
Hour Totals	472	312	784
15:15	150	85	235
15:30	130	71	201
15:45	141	94	235
16:00	145	103	248
=====	=====	=====	=====
Hour Totals	566	353	919
16:15	145	91	236
16:30	126	105	231
16:45	130	104	234
17:00	147	98	245
=====	=====	=====	=====
Hour Totals	548	398	946
17:15	123	128	251
17:30	121	138	259
17:45	99	116	215
18:00	79	83	162
=====	=====	=====	=====
Hour Totals	422	465	887
18:15	84	78	162
18:30	77	60	137
18:45	62	51	113
19:00	51	43	94
=====	=====	=====	=====
Hour Totals	274	232	506

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105005.PRN  
Station : 000000000022  
Identification : 000000000022  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
19:15	45	42	87
19:30	31	40	71
19:45	22	52	74
20:00	20	39	59
===== Hour Totals	118	173	291
20:15	22	27	49
20:30	19	34	53
20:45	23	32	55
21:00	11	31	42
===== Hour Totals	75	124	199
21:15	13	18	31
21:30	13	14	27
21:45	13	22	35
22:00	19	6	25
===== Hour Totals	58	60	118
22:15	19	44	63
22:30	11	9	20
22:45	12	10	22
23:00	10	14	24
===== Hour Totals	52	77	129
23:15	11	13	24
23:30	9	7	16
23:45	9	9	18
24:00	5	7	12
===== Hour Totals	34	36	70
===== Grand Totals	5174	4370	9544
Percentages	54.2	45.8	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```

*****
Data File       : D0105001.PRN
Station        : 000000007317
Identification  : 000000007317
Start date     : Jan 5, 00
Stop date      : Jan 5, 00
City/Town      :
Location       : County Line Rd West of Anderson Snow Rd
Interval       : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
Lane 1 is Eastbound - Lane 2 is Westbound
  
```

-----  
Wed - Jan 5, 00

Lane	1	2	Total
00:15	8	8	16
00:30	2	8	10
00:45	3	7	10
01:00	7	10	17
=====			
Hour Totals	20	33	53
01:15	8	6	14
01:30	2	6	8
01:45	2	6	8
02:00	6	6	12
=====			
Hour Totals	18	24	42
02:15	5	4	9
02:30	12	4	16
02:45	9	5	14
03:00	4	5	9
=====			
Hour Totals	30	18	48
03:15	3	4	7
03:30	3	5	8
03:45	10	7	17
04:00	13	8	21
=====			
Hour Totals	29	24	53
04:15	15	10	25
04:30	14	7	21
04:45	9	9	18
05:00	19	19	38
=====			
Hour Totals	57	45	102
05:15	18	21	39
05:30	25	28	53
05:45	34	44	78
06:00	42	37	79
=====			
Hour Totals	119	130	249

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0105001.PRN  
Station : 000000007317  
Identification : 000000007317

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
06:15	50	62	112
06:30	69	74	143
06:45	76	85	161
07:00	95	80	175
===== Hour Totals	290	301	591
07:15	91	57	148
07:30	106	74	180
07:45	89	75	164
08:00	95	68	163
===== Hour Totals	381	274	655
08:15	68	61	129
08:30	76	65	141
08:45	69	61	130
09:00	85	60	145
===== Hour Totals	298	247	545
09:15	63	52	115
09:30	51	67	118
09:45	48	73	121
10:00	44	53	97
===== Hour Totals	206	245	451
10:15	47	69	116
10:30	81	78	159
10:45	80	79	159
11:00	55	78	133
===== Hour Totals	263	304	567
11:15	61	78	139
11:30	54	66	120
11:45	71	94	165
12:00	61	80	141
===== Hour Totals	247	318	565
12:15	55	77	132
12:30	66	79	145
12:45	73	82	155

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105001.PRN  
Station : 000000007317  
Identification : 000000007317  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
13:00	49	78	127
Hour Totals	243	316	559
13:15	60	83	143
13:30	67	84	151
13:45	49	87	136
14:00	56	79	135
Hour Totals	232	333	565
14:15	91	71	162
14:30	91	63	154
14:45	108	71	179
15:00	140	78	218
Hour Totals	430	283	713
15:15	144	74	218
15:30	123	68	191
15:45	130	82	212
16:00	135	91	226
Hour Totals	532	315	847
16:15	137	81	218
16:30	119	104	223
16:45	121	101	222
17:00	131	110	241
Hour Totals	508	396	904
17:15	118	108	226
17:30	118	126	244
17:45	86	90	176
18:00	82	82	164
Hour Totals	404	406	810
18:15	73	80	153
18:30	74	59	133
18:45	54	53	107
19:00	49	47	96
Hour Totals	250	239	489

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0105001.PRN  
Station : 000000007317  
Identification : 000000007317

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
19:15	35	46	81
19:30	28	49	77
19:45	21	58	79
20:00	21	50	71
===== Hour Totals	105	203	308
20:15	21	39	60
20:30	22	40	62
20:45	22	35	57
21:00	12	37	49
===== Hour Totals	77	151	228
21:15	12	25	37
21:30	14	19	33
21:45	10	28	38
22:00	23	15	38
===== Hour Totals	59	87	146
22:15	17	54	71
22:30	10	14	24
22:45	13	17	30
23:00	9	19	28
===== Hour Totals	49	104	153
23:15	12	17	29
23:30	9	11	20
23:45	9	15	24
24:00	6	10	16
===== Hour Totals	36	53	89
===== Grand Totals	4883	4849	9732
Percentages	50.2	49.8	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0105007.PRN
Station        : 000000000031
Identification  : 000000000031
Start date     : Jan 5, 00
Stop date      : Jan 5, 00
City/Town      :
Location       : Anderson Snow Rd North of County Line Rd
Interval       : 15 minutes
Start time    : 00:00
Stop time     : 24:00
County        : Pasco / Hernando
*****
```

\*\*\*\*\*  
Lane 1 is Southbound - Lane 2 is Northbound  
\*\*\*\*\*

Wed - Jan 5, 00

Lane	1	2	Total
00:15	1	3	4
00:30	3	5	8
00:45	1	1	2
01:00	0	1	1
<b>Hour Totals</b>	<b>5</b>	<b>10</b>	<b>15</b>
01:15	2	1	3
01:30	0	1	1
01:45	1	1	2
02:00	1	2	3
<b>Hour Totals</b>	<b>4</b>	<b>5</b>	<b>9</b>
02:15	0	0	0
02:30	0	3	3
02:45	1	3	4
03:00	1	2	3
<b>Hour Totals</b>	<b>2</b>	<b>8</b>	<b>10</b>
03:15	0	3	3
03:30	3	1	4
03:45	4	3	7
04:00	1	3	4
<b>Hour Totals</b>	<b>8</b>	<b>10</b>	<b>18</b>
04:15	4	2	6
04:30	1	0	1
04:45	7	2	9
05:00	13	6	19
<b>Hour Totals</b>	<b>25</b>	<b>10</b>	<b>35</b>
05:15	7	3	10
05:30	23	8	31
05:45	27	5	32
06:00	19	7	26
<b>Hour Totals</b>	<b>76</b>	<b>23</b>	<b>99</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105007.PRN  
Station : 000000000031  
Identification : 000000000031  
\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
06:15	20	10	30
06:30	30	15	45
06:45	47	33	80
07:00	39	29	68
===== Hour Totals	136	87	223
07:15	29	35	64
07:30	31	48	79
07:45	29	42	71
08:00	27	40	67
===== Hour Totals	116	165	281
08:15	30	28	58
08:30	22	21	43
08:45	25	19	44
09:00	27	29	56
===== Hour Totals	104	97	201
09:15	31	23	54
09:30	34	21	55
09:45	30	21	51
10:00	26	15	41
===== Hour Totals	121	80	201
10:15	31	19	50
10:30	27	24	51
10:45	26	20	46
11:00	18	22	40
===== Hour Totals	102	85	187
11:15	27	23	50
11:30	23	20	43
11:45	21	21	42
12:00	30	25	55
===== Hour Totals	101	89	190
12:15	30	24	54
12:30	18	24	42
12:45	23	17	40

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
 Data File : D0105007.PRN  
 Station : 000000000031  
 Identification : 000000000031  
 \*\*\*\*\*  
 Lane 1 is Southbound - Lane 2 is Northbound  
 -----

Wed - Jan 5, 00

Lane	1	2	Total
13:00	18	24	42
Hour Totals	89	89	178
13:15	25	30	55
13:30	20	19	39
13:45	19	16	35
14:00	21	24	45
Hour Totals	85	89	174
14:15	20	30	50
14:30	26	36	62
14:45	34	39	73
15:00	43	34	77
Hour Totals	123	139	262
15:15	29	39	68
15:30	26	35	61
15:45	30	39	69
16:00	39	36	75
Hour Totals	124	149	273
16:15	33	44	77
16:30	35	49	84
16:45	40	46	86
17:00	54	58	112
Hour Totals	162	197	359
17:15	35	37	72
17:30	40	56	96
17:45	37	53	90
18:00	29	37	66
Hour Totals	141	183	324
18:15	19	40	59
18:30	27	36	63
18:45	20	31	51
19:00	15	28	43
Hour Totals	81	135	216

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0105007.PRN  
Station : 000000000031  
Identification : 000000000031

\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound

-----

Wed - Jan 5, 00

Lane	1	2	Total
19:15	13	21	34
19:30	7	16	23
19:45	11	11	22
20:00	13	11	24
===== Hour Totals	===== 44	===== 59	===== 103
20:15	12	13	25
20:30	8	9	17
20:45	7	13	20
21:00	4	11	15
===== Hour Totals	===== 31	===== 46	===== 77
21:15	8	10	18
21:30	8	6	14
21:45	2	12	14
22:00	3	6	9
===== Hour Totals	===== 21	===== 34	===== 55
22:15	11	16	27
22:30	5	3	8
22:45	1	5	6
23:00	3	4	7
===== Hour Totals	===== 20	===== 28	===== 48
23:15	0	6	6
23:30	2	7	9
23:45	3	6	9
24:00	2	5	7
===== Hour Totals	===== 7	===== 24	===== 31
===== Grand Totals	===== 1728	===== 1841	===== 3569
Percentages	48.4	51.6	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

```

Data File      : D0105012.PRN
Station       : 000000000019
Identification : 000000000019
Start date    : Jan 5, 00
Stop date     : Jan 5, 00
City/Town     :
Location      : County Line Rd East Anderson Snow Rd
Interval      : 15 minutes
Start time    : 00:00
Stop time     : 24:00
County       : Pasco / Hernando
    
```

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----

Wed - Jan 5, 00

Lane	1	2	Total
00:15	6	6	12
00:30	5	4	9
00:45	3	2	5
01:00	7	5	12
<b>Hour Totals</b>	<b>21</b>	<b>17</b>	<b>38</b>
01:15	9	4	13
01:30	4	7	11
01:45	2	9	11
02:00	5	5	10
<b>Hour Totals</b>	<b>20</b>	<b>25</b>	<b>45</b>
02:15	7	6	13
02:30	10	4	14
02:45	7	4	11
03:00	8	3	11
<b>Hour Totals</b>	<b>32</b>	<b>17</b>	<b>49</b>
03:15	5	5	10
03:30	6	6	12
03:45	9	5	14
04:00	12	4	16
<b>Hour Totals</b>	<b>32</b>	<b>20</b>	<b>52</b>
04:15	15	8	23
04:30	14	5	19
04:45	12	9	21
05:00	16	10	26
<b>Hour Totals</b>	<b>57</b>	<b>32</b>	<b>89</b>
05:15	17	13	30
05:30	26	18	44
05:45	38	22	60
06:00	34	21	55
<b>Hour Totals</b>	<b>115</b>	<b>74</b>	<b>189</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0105012.PRN  
Station : 000000000019  
Identification : 000000000019

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

Wed - Jan 5, 00

Lane	1	2	Total
06:15	48	27	75
06:30	67	34	101
06:45	72	46	118
07:00	80	51	131
Hour Totals	267	158	425
07:15	85	57	142
07:30	89	74	163
07:45	68	67	135
08:00	73	59	132
Hour Totals	315	257	572
08:15	58	49	107
08:30	70	58	128
08:45	66	52	118
09:00	72	49	121
Hour Totals	266	208	474
09:15	58	39	97
09:30	51	54	105
09:45	41	57	98
10:00	41	39	80
Hour Totals	191	189	380
10:15	34	42	76
10:30	58	57	115
10:45	67	54	121
11:00	61	59	120
Hour Totals	220	212	432
11:15	60	50	110
11:30	67	46	113
11:45	70	67	137
12:00	69	69	138
Hour Totals	266	232	498
12:15	64	61	125
12:30	62	59	121
12:45	67	64	131

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105012.PRN  
Station : 000000000019  
Identification : 000000000019  
\*\*\*\*\*  
Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
13:00	69	61	130
Hour Totals	262	245	507
13:15	54	68	122
13:30	61	70	131
13:45	67	66	133
14:00	70	64	134
Hour Totals	252	268	520
14:15	77	67	144
14:30	75	57	132
14:45	85	53	138
15:00	130	59	189
Hour Totals	367	236	603
15:15	122	62	184
15:30	104	58	162
15:45	102	63	165
16:00	126	79	205
Hour Totals	454	262	716
16:15	119	74	193
16:30	96	95	191
16:45	106	92	198
17:00	115	98	213
Hour Totals	436	359	795
17:15	102	94	196
17:30	96	120	216
17:45	74	94	168
18:00	65	73	138
Hour Totals	337	381	718
18:15	56	84	140
18:30	67	61	128
18:45	41	51	92
19:00	35	46	81
Hour Totals	199	242	441

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0105012.PRN  
Station : 000000000019  
Identification : 000000000019

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
19:15	36	42	78
19:30	34	46	80
19:45	28	50	78
20:00	24	43	67
===== Hour Totals	122	181	303
20:15	26	37	63
20:30	22	32	54
20:45	16	29	45
21:00	13	24	37
===== Hour Totals	77	122	199
21:15	15	21	36
21:30	14	19	33
21:45	18	16	34
22:00	16	11	27
===== Hour Totals	63	67	130
22:15	17	27	44
22:30	14	19	33
22:45	13	14	27
23:00	15	16	31
===== Hour Totals	59	76	135
23:15	12	12	24
23:30	10	10	20
23:45	8	8	16
24:00	7	8	15
===== Hour Totals	37	38	75
===== Grand Totals	4467	3918	8385
Percentages	53.3	46.7	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

```
Data File      : D0105008.PRN
Station       : 000000000016
Identification : 000000000016
Start date    : Jan 5, 00
Stop date     : Jan 5, 00
City/Town     :
Location      : County Line Rd West of US 41 1=EB 2=WB
Interval      : 15 minutes
Start time    : 00:00
Stop time     : 24:00
County        : Pasco / Hernando
```

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
00:15	6	6	12
00:30	5	12	17
00:45	2	7	9
01:00	7	5	12
Hour Totals	20	30	50
01:15	8	4	12
01:30	0	4	4
01:45	2	4	6
02:00	6	2	8
Hour Totals	16	14	30
02:15	5	2	7
02:30	8	7	15
02:45	7	2	9
03:00	3	4	7
Hour Totals	23	15	38
03:15	2	3	5
03:30	5	5	10
03:45	12	2	14
04:00	14	4	18
Hour Totals	33	14	47
04:15	16	5	21
04:30	16	3	19
04:45	18	2	20
05:00	27	11	38
Hour Totals	77	21	98
05:15	27	14	41
05:30	38	13	51
05:45	49	19	68
06:00	58	15	73
Hour Totals	172	61	233

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105008.PRN  
Station : 000000000016  
Identification : 000000000016  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
06:15	60	42	102
06:30	78	50	128
06:45	85	49	134
07:00	84	42	126
Hour Totals	307	183	490
07:15	86	36	122
07:30	92	52	144
07:45	73	45	118
08:00	73	41	114
Hour Totals	324	174	498
08:15	53	41	94
08:30	59	51	110
08:45	70	38	108
09:00	66	46	112
Hour Totals	248	176	424
09:15	45	33	78
09:30	49	58	107
09:45	35	41	76
10:00	44	45	89
Hour Totals	173	177	350
10:15	47	49	96
10:30	64	52	116
10:45	64	37	101
11:00	47	58	105
Hour Totals	222	196	418
11:15	51	57	108
11:30	49	46	95
11:45	55	67	122
12:00	76	56	132
Hour Totals	231	226	457
12:15	49	66	115
12:30	55	55	110
12:45	61	55	116

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0105008.PRN  
Station : 000000000016  
Identification : 000000000016

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	49	69	118
=====	=====	=====	=====
Hour Totals	214	245	459
13:15	33	51	84
13:30	54	43	97
13:45	39	54	93
14:00	56	49	105
=====	=====	=====	=====
Hour Totals	182	197	379
14:15	67	46	113
14:30	70	71	141
14:45	72	50	122
15:00	131	49	180
=====	=====	=====	=====
Hour Totals	340	216	556
15:15	110	58	168
15:30	109	51	160
15:45	97	53	150
16:00	114	73	187
=====	=====	=====	=====
Hour Totals	430	235	665
16:15	110	70	180
16:30	93	93	186
16:45	100	93	193
17:00	93	94	187
=====	=====	=====	=====
Hour Totals	396	350	746
17:15	93	98	191
17:30	99	106	205
17:45	70	91	161
18:00	72	69	141
=====	=====	=====	=====
Hour Totals	334	364	698
18:15	45	76	121
18:30	58	59	117
18:45	43	54	97
19:00	26	52	78
=====	=====	=====	=====
Hour Totals	172	241	413

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0105008.PRN  
Station : 000000000016  
Identification : 000000000016

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

Wed - Jan 5, 00

Lane	1	2	Total
19:15	22	49	71
19:30	25	45	70
19:45	18	39	57
20:00	14	35	49
Hour Totals	79	168	247
20:15	20	32	52
20:30	16	31	47
20:45	19	28	47
21:00	9	27	36
Hour Totals	64	118	182
21:15	13	20	33
21:30	10	17	27
21:45	11	21	32
22:00	18	23	41
Hour Totals	52	81	133
22:15	19	21	40
22:30	9	9	18
22:45	9	18	27
23:00	11	19	30
Hour Totals	48	67	115
23:15	7	11	18
23:30	9	14	23
23:45	6	18	24
24:00	5	5	10
Hour Totals	27	48	75
Grand Totals	4184	3617	7801
Percentages	53.6	46.4	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

```

Data File       : D0105011.PRN
Station        : 000000007330
Identification  : 000000007330
Start date     : Jan 5, 00
Stop date      : Jan 5, 00
City/Town      :
Location       : US 41 North of County Line Rd 1=SB
Interval      : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County        : Pasco / Hernando
  
```

\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
00:15	17	8	25
00:30	6	12	18
00:45	7	9	16
01:00	15	13	28
-----	-----	-----	-----
Hour Totals	45	42	87
01:15	7	16	23
01:30	5	15	20
01:45	8	11	19
02:00	5	9	14
-----	-----	-----	-----
Hour Totals	25	51	76
02:15	9	9	18
02:30	3	13	16
02:45	3	18	21
03:00	4	28	32
-----	-----	-----	-----
Hour Totals	19	68	87
03:15	3	19	22
03:30	3	19	22
03:45	6	22	28
04:00	7	27	34
-----	-----	-----	-----
Hour Totals	19	87	106
04:15	12	36	48
04:30	21	40	61
04:45	26	42	68
05:00	19	37	56
-----	-----	-----	-----
Hour Totals	78	155	233
05:15	51	42	93
05:30	45	35	80
05:45	43	48	91
06:00	62	59	121
-----	-----	-----	-----
Hour Totals	201	184	385

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105011.PRN  
Station : 000000007330  
Identification : 000000007330  
\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
06:15	77	67	144
06:30	71	84	155
06:45	98	96	194
07:00	88	106	194
===== Hour Totals	334	353	687
07:15	82	102	184
07:30	112	102	214
07:45	101	94	195
08:00	74	121	195
===== Hour Totals	369	419	788
08:15	78	65	143
08:30	95	84	179
08:45	78	101	179
09:00	76	87	163
===== Hour Totals	327	337	664
09:15	66	80	146
09:30	93	89	182
09:45	69	66	135
10:00	68	81	149
===== Hour Totals	296	316	612
10:15	75	94	169
10:30	81	106	187
10:45	109	111	220
11:00	107	113	220
===== Hour Totals	372	424	796
11:15	103	90	193
11:30	110	102	212
11:45	86	104	190
12:00	112	97	209
===== Hour Totals	411	393	804
12:15	108	89	197
12:30	103	89	192
12:45	110	78	188

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105011.PRN  
Station : 000000007330  
Identification : 000000007330  
\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
-----	-----	-----	-----
13:00	113	89	202
=====	=====	=====	=====
Hour Totals	434	345	779
13:15	92	96	188
13:30	101	113	214
13:45	85	106	191
14:00	93	90	183
=====	=====	=====	=====
Hour Totals	371	405	776
14:15	88	98	186
14:30	93	108	201
14:45	86	86	172
15:00	95	117	212
=====	=====	=====	=====
Hour Totals	362	409	771
15:15	104	125	229
15:30	96	114	210
15:45	95	106	201
16:00	130	163	293
=====	=====	=====	=====
Hour Totals	425	508	933
16:15	121	154	275
16:30	129	140	269
16:45	106	149	255
17:00	86	137	223
=====	=====	=====	=====
Hour Totals	442	580	1022
17:15	146	123	269
17:30	132	129	261
17:45	119	134	253
18:00	88	107	195
=====	=====	=====	=====
Hour Totals	485	493	978
18:15	80	100	180
18:30	63	91	154
18:45	66	79	145
19:00	61	65	126
=====	=====	=====	=====
Hour Totals	270	335	605

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0105011.PRN  
Station : 000000007330  
Identification : 000000007330

\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
-----	-----	-----	-----
19:15	65	47	112
19:30	52	39	91
19:45	49	36	85
20:00	51	32	83
=====	=====	=====	=====
Hour Totals	217	154	371
20:15	63	38	101
20:30	50	30	80
20:45	46	26	72
21:00	36	29	65
=====	=====	=====	=====
Hour Totals	195	123	318
21:15	34	16	50
21:30	26	20	46
21:45	25	24	49
22:00	23	27	50
=====	=====	=====	=====
Hour Totals	108	87	195
22:15	28	30	58
22:30	25	24	49
22:45	53	21	74
23:00	18	11	29
=====	=====	=====	=====
Hour Totals	124	86	210
23:15	29	9	38
23:30	18	13	31
23:45	18	8	26
24:00	11	10	21
=====	=====	=====	=====
Hour Totals	76	40	116
=====	=====	=====	=====
Grand Totals	6005	6394	12399
Percentages	48.4	51.6	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File      : D0105003.PRN
Station       : 000000002962
Identification : 000000002962
Start date    : Jan 5, 00
Stop date     : Jan 5, 00
City/Town    :
Location      : US 41 South of County Line Rd 1=NB 2=SB
Interval     : 15 minutes
Start time    : 00:00
Stop time     : 24:00
County       : Pasco / Hernando
*****
```

\*\*\*\*\*  
Lane 1 is Northbound - Lane 2 is Southbound  
\*\*\*\*\*

-----  
Wed - Jan 5, 00

Lane	1	2	Total
00:15	13	11	24
00:30	17	17	34
00:45	11	12	23
01:00	16	15	31
<b>Hour Totals</b>	<b>57</b>	<b>55</b>	<b>112</b>
01:15	17	13	30
01:30	18	17	35
01:45	10	12	22
02:00	10	12	22
<b>Hour Totals</b>	<b>55</b>	<b>54</b>	<b>109</b>
02:15	8	11	19
02:30	20	15	35
02:45	13	16	29
03:00	17	22	39
<b>Hour Totals</b>	<b>58</b>	<b>64</b>	<b>122</b>
03:15	20	23	43
03:30	24	21	45
03:45	15	24	39
04:00	32	30	62
<b>Hour Totals</b>	<b>91</b>	<b>98</b>	<b>189</b>
04:15	34	40	74
04:30	30	43	73
04:45	47	39	86
05:00	25	35	60
<b>Hour Totals</b>	<b>136</b>	<b>157</b>	<b>293</b>
05:15	33	40	73
05:30	40	37	77
05:45	52	52	104
06:00	45	57	102
<b>Hour Totals</b>	<b>170</b>	<b>186</b>	<b>356</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105003.PRN  
Station : 000000002962  
Identification : 000000002962  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Wed - Jan 5, 00

Lane	1	2	Total
06:15	83	70	153
06:30	80	87	167
06:45	84	102	186
07:00	79	111	190
Hour Totals	326	370	696
07:15	80	110	190
07:30	84	134	218
07:45	75	110	185
08:00	105	90	195
Hour Totals	344	444	788
08:15	60	85	145
08:30	83	102	185
08:45	77	86	163
09:00	86	95	181
Hour Totals	306	368	674
09:15	85	83	168
09:30	97	92	189
09:45	71	68	139
10:00	79	65	144
Hour Totals	332	308	640
10:15	84	78	162
10:30	96	83	179
10:45	91	91	182
11:00	94	92	186
Hour Totals	365	344	709
11:15	109	75	184
11:30	89	95	184
11:45	103	96	199
12:00	116	96	212
Hour Totals	417	362	779
12:15	103	87	190
12:30	115	85	200
12:45	104	83	187

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105003.PRN  
Station : 000000002962  
Identification : 000000002962  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
13:00	105	79	184
Hour Totals	427	334	761
13:15	99	88	187
13:30	105	88	193
13:45	95	114	209
14:00	88	90	178
Hour Totals	387	380	767
14:15	92	103	195
14:30	110	94	204
14:45	79	101	180
15:00	87	147	234
Hour Totals	368	445	813
15:15	102	133	235
15:30	85	125	210
15:45	89	122	211
16:00	143	151	294
Hour Totals	419	531	950
16:15	139	146	285
16:30	137	126	263
16:45	156	120	276
17:00	159	107	266
Hour Totals	591	499	1090
17:15	127	145	272
17:30	153	149	302
17:45	148	112	260
18:00	120	104	224
Hour Totals	548	510	1058
18:15	110	59	169
18:30	107	78	185
18:45	95	71	166
19:00	82	52	134
Hour Totals	394	260	654

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105003.PRN  
Station : 000000002962  
Identification : 000000002962  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
19:15	86	45	131
19:30	91	33	124
19:45	72	40	112
20:00	55	34	89
Hour Totals	304	152	456
20:15	56	40	96
20:30	52	31	83
20:45	43	20	63
21:00	55	22	77
Hour Totals	206	113	319
21:15	46	18	64
21:30	41	23	64
21:45	51	26	77
22:00	30	28	58
Hour Totals	168	95	263
22:15	26	35	61
22:30	28	19	47
22:45	29	27	56
23:00	27	8	35
Hour Totals	110	89	199
23:15	28	10	38
23:30	29	12	41
23:45	23	7	30
24:00	20	12	32
Hour Totals	100	41	141
Grand Totals	6679	6259	12938
Percentages	51.6	48.4	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File       : D0105006.PRN
Station        : 000000000009
Identification  : 000000000009
Start date     : Jan 5, 00
Stop date      : Jan 5, 00
City/Town      :
Location       : US 41 North of Ayers Rd 1=SB 2=NB
Interval      : 15 minutes
Start time     : 00:00
Stop time      : 24:00
County         : Pasco / Hernando
*****
```

Lane 1 is Southbound - Lane 2 is Northbound

Wed - Jan 5, 00

Lane	1	2	Total
00:15	10	6	16
00:30	14	13	27
00:45	7	7	14
01:00	5	11	16
<b>Hour Totals</b>	<b>36</b>	<b>37</b>	<b>73</b>
01:15	6	17	23
01:30	5	14	19
01:45	10	10	20
02:00	3	8	11
<b>Hour Totals</b>	<b>24</b>	<b>49</b>	<b>73</b>
02:15	1	7	8
02:30	7	19	26
02:45	1	13	14
03:00	2	30	32
<b>Hour Totals</b>	<b>11</b>	<b>69</b>	<b>80</b>
03:15	6	18	24
03:30	8	21	29
03:45	22	20	42
04:00	11	32	43
<b>Hour Totals</b>	<b>47</b>	<b>91</b>	<b>138</b>
04:15	24	35	59
04:30	12	41	53
04:45	46	51	97
05:00	50	27	77
<b>Hour Totals</b>	<b>132</b>	<b>154</b>	<b>286</b>
05:15	40	45	85
05:30	61	30	91
05:45	77	53	130
06:00	77	61	138
<b>Hour Totals</b>	<b>255</b>	<b>189</b>	<b>444</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105006.PRN  
Station : 000000000009  
Identification : 000000000009  
\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
06:15	103	65	168
06:30	120	87	207
06:45	111	101	212
07:00	106	128	234
=====			
Hour Totals	440	381	821
07:15	102	139	241
07:30	120	109	229
07:45	113	123	236
08:00	94	149	243
=====			
Hour Totals	429	520	949
08:15	87	87	174
08:30	104	108	212
08:45	91	123	214
09:00	78	93	171
=====			
Hour Totals	360	411	771
09:15	75	96	171
09:30	105	103	208
09:45	81	83	164
10:00	94	85	179
=====			
Hour Totals	355	367	722
10:15	103	96	199
10:30	105	104	209
10:45	112	111	223
11:00	123	116	239
=====			
Hour Totals	443	427	870
11:15	109	104	213
11:30	119	115	234
11:45	120	105	225
12:00	144	112	256
=====			
Hour Totals	492	436	928
12:15	121	146	267
12:30	130	121	251
12:45	128	112	240

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105006.PRN  
Station : 000000000009  
Identification : 000000000009  
\*\*\*\*\*  
Lane 1 is Southbound - Lane 2 is Northbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
13:00	124	110	234
Hour Totals	503	489	992
13:15	109	106	215
13:30	123	101	224
13:45	99	94	193
14:00	102	98	200
Hour Totals	433	399	832
14:15	98	97	195
14:30	112	112	224
14:45	105	89	194
15:00	107	112	219
Hour Totals	422	410	832
15:15	118	111	229
15:30	100	102	202
15:45	126	113	239
16:00	145	140	285
Hour Totals	489	466	955
16:15	148	134	282
16:30	153	142	295
16:45	135	146	281
17:00	134	133	267
Hour Totals	570	555	1125
17:15	188	117	305
17:30	137	142	279
17:45	132	144	276
18:00	97	108	205
Hour Totals	554	511	1065
18:15	87	117	204
18:30	70	87	157
18:45	68	80	148
19:00	53	74	127
Hour Totals	278	358	636

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105006.PRN  
Station : 000000000009  
Identification : 000000000009  
\*\*\*\*\*

Lane 1 is Southbound - Lane 2 is Northbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
19:15	63	69	132
19:30	49	59	108
19:45	64	58	122
20:00	46	33	79
Hour Totals	222	219	441
20:15	49	43	92
20:30	38	37	75
20:45	44	45	89
21:00	30	28	58
Hour Totals	161	153	314
21:15	24	33	57
21:30	24	33	57
21:45	29	33	62
22:00	26	46	72
Hour Totals	103	145	248
22:15	38	78	116
22:30	22	20	42
22:45	28	23	51
23:00	14	24	38
Hour Totals	102	145	247
23:15	8	23	31
23:30	10	27	37
23:45	10	23	33
24:00	17	12	29
Hour Totals	45	85	130
Grand Totals	6906	7066	13972
Percentages	49.4	50.6	

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

```
*****
Data File      : D0105009.PRN
Station       : 000000000017
Identification : 000000000017
Start date    : Jan 5, 00
Stop date     : Jan 5, 00
City/Town     :
Location      : US 41 South of Ayers Rd 1=NB 2=SB
Interval      : 15 minutes
Start time    : 00:00
Stop time     : 24:00
County        : Pasco / Hernando
*****
```

\*\*\*\*\*  
Lane 1 is Northbound - Lane 2 is Southbound  
\*\*\*\*\*

-----  
Wed - Jan 5, 00

Lane	1	2	Total
00:15	8	11	19
00:30	11	15	26
00:45	7	7	14
01:00	9	4	13
=====			
Hour Totals	35	37	72
01:15	17	6	23
01:30	13	5	18
01:45	9	9	18
02:00	8	5	13
=====			
Hour Totals	47	25	72
02:15	6	3	9
02:30	20	12	32
02:45	17	5	22
03:00	27	10	37
=====			
Hour Totals	70	30	100
03:15	16	10	26
03:30	25	14	39
03:45	19	23	42
04:00	33	26	59
=====			
Hour Totals	93	73	166
04:15	42	31	73
04:30	40	24	64
04:45	57	54	111
05:00	25	48	73
=====			
Hour Totals	164	157	321
05:15	37	46	83
05:30	37	69	106
05:45	58	75	133
06:00	58	78	136
=====			
Hour Totals	190	268	458

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105009.PRN  
Station : 000000000017  
Identification : 000000000017  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
06:15	83	125	208
06:30	81	106	187
06:45	111	97	208
07:00	126	86	212
<b>Hour Totals</b>	<b>401</b>	<b>414</b>	<b>815</b>
07:15	134	84	218
07:30	107	110	217
07:45	124	98	222
08:00	129	89	218
<b>Hour Totals</b>	<b>494</b>	<b>381</b>	<b>875</b>
08:15	83	79	162
08:30	96	93	189
08:45	116	86	202
09:00	95	77	172
<b>Hour Totals</b>	<b>390</b>	<b>335</b>	<b>725</b>
09:15	91	65	156
09:30	104	96	200
09:45	80	68	148
10:00	88	96	184
<b>Hour Totals</b>	<b>363</b>	<b>325</b>	<b>688</b>
10:15	94	102	196
10:30	106	105	211
10:45	114	112	226
11:00	101	121	222
<b>Hour Totals</b>	<b>415</b>	<b>440</b>	<b>855</b>
11:15	100	128	228
11:30	116	136	252
11:45	96	118	214
12:00	116	144	260
<b>Hour Totals</b>	<b>428</b>	<b>526</b>	<b>954</b>
12:15	125	136	261
12:30	120	128	248
12:45	117	101	218

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105009.PRN  
Station : 000000000017  
Identification : 000000000017  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound

Wed - Jan 5, 00

Lane	1	2	Total
13:00	106	110	216
Hour Totals	468	475	943
13:15	102	95	197
13:30	123	100	223
13:45	104	97	201
14:00	97	89	186
Hour Totals	426	381	807
14:15	97	96	193
14:30	110	109	219
14:45	84	104	188
15:00	107	101	208
Hour Totals	398	410	808
15:15	108	118	226
15:30	99	99	198
15:45	107	130	237
16:00	127	152	279
Hour Totals	441	499	940
16:15	126	142	268
16:30	129	146	275
16:45	143	135	278
17:00	126	133	259
Hour Totals	524	556	1080
17:15	113	179	292
17:30	120	148	268
17:45	126	126	252
18:00	91	96	187
Hour Totals	450	549	999
18:15	110	90	200
18:30	81	74	155
18:45	76	68	144
19:00	70	54	124
Hour Totals	337	286	623

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105009.PRN  
Station : 000000000017  
Identification : 000000000017  
\*\*\*\*\*

Lane 1 is Northbound - Lane 2 is Southbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
19:15	75	62	137
19:30	62	60	122
19:45	51	54	105
20:00	32	52	84
===== Hour Totals	===== 220	===== 228	===== 448
20:15	37	54	91
20:30	36	51	87
20:45	41	39	80
21:00	30	33	63
===== Hour Totals	===== 144	===== 177	===== 321
21:15	28	23	51
21:30	33	35	68
21:45	32	41	73
22:00	27	20	47
===== Hour Totals	===== 120	===== 119	===== 239
22:15	72	38	110
22:30	15	26	41
22:45	19	33	52
23:00	20	20	40
===== Hour Totals	===== 126	===== 117	===== 243
23:15	17	12	29
23:30	19	12	31
23:45	18	16	34
24:00	12	14	26
===== Hour Totals	===== 66	===== 54	===== 120
===== Grand Totals	===== 6810	===== 6862	===== 13672
Percentages	49.8	50.2	

\*\*\*\*\*



URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

```

Data File      : D0105010.PRN
Station       : 000000000006
Identification : 000000000006
Start date    : Jan 5, 00
Stop date     : Jan 5, 00
City/Town     :
Location      : Ayers Rd East of US 41 1=EB 2=WB
Interval      : 15 minutes
Start time    : 00:00
Stop time     : 24:00
County       : Pasco / Hernando
    
```

\*\*\*\*\*  
Lane 1 is Eastbound - Lane 2 is Westbound  
-----

Wed - Jan 5, 00

Lane	1	2	Total
00:15	5	2	7
00:30	0	1	1
00:45	3	1	4
01:00	1	5	6
<b>Hour Totals</b>	<b>9</b>	<b>9</b>	<b>18</b>
01:15	3	1	4
01:30	1	6	7
01:45	5	1	6
02:00	0	2	2
<b>Hour Totals</b>	<b>9</b>	<b>10</b>	<b>19</b>
02:15	1	1	2
02:30	0	0	0
02:45	1	3	4
03:00	0	1	1
<b>Hour Totals</b>	<b>2</b>	<b>5</b>	<b>7</b>
03:15	0	1	1
03:30	0	0	0
03:45	0	1	1
04:00	2	0	2
<b>Hour Totals</b>	<b>2</b>	<b>2</b>	<b>4</b>
04:15	3	5	8
04:30	2	1	3
04:45	1	2	3
05:00	3	2	5
<b>Hour Totals</b>	<b>9</b>	<b>10</b>	<b>19</b>
05:15	12	0	12
05:30	5	3	8
05:45	10	2	12
06:00	14	12	26
<b>Hour Totals</b>	<b>41</b>	<b>17</b>	<b>58</b>

\*\*\*\*\*

URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105010.PRN  
Station : 000000000006  
Identification : 000000000006  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
06:15	22	8	30
06:30	24	13	37
06:45	31	16	47
07:00	35	36	71
===== Hour Totals	112	73	185
07:15	50	37	87
07:30	42	34	76
07:45	48	32	80
08:00	31	46	77
===== Hour Totals	171	149	320
08:15	36	32	68
08:30	29	30	59
08:45	30	32	62
09:00	21	18	39
===== Hour Totals	116	112	228
09:15	22	17	39
09:30	24	14	38
09:45	25	15	40
10:00	17	16	33
===== Hour Totals	88	62	150
10:15	19	17	36
10:30	11	22	33
10:45	14	25	39
11:00	23	20	43
===== Hour Totals	67	84	151
11:15	17	18	35
11:30	16	16	32
11:45	9	23	32
12:00	14	27	41
===== Hour Totals	56	84	140
12:15	19	15	34
12:30	13	25	38
12:45	17	16	33

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URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*

Data File : D0105010.PRN  
Station : 000000000006  
Identification : 000000000006

\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

-----  
Wed - Jan 5, 00

Lane	1	2	Total
13:00	16	15	31
Hour Totals	65	71	136
13:15	23	23	46
13:30	27	19	46
13:45	14	21	35
14:00	22	16	38
Hour Totals	86	79	165
14:15	20	18	38
14:30	25	24	49
14:45	24	28	52
15:00	23	22	45
Hour Totals	92	92	184
15:15	19	22	41
15:30	26	28	54
15:45	23	33	56
16:00	38	58	96
Hour Totals	106	141	247
16:15	32	34	66
16:30	33	39	72
16:45	43	46	89
17:00	36	42	78
Hour Totals	144	161	305
17:15	47	42	89
17:30	28	61	89
17:45	44	56	100
18:00	30	46	76
Hour Totals	149	205	354
18:15	20	30	50
18:30	15	25	40
18:45	15	19	34
19:00	10	15	25
Hour Totals	60	89	149

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URS - Greiner Inc.  
Data Collection  
Volume by Lane Report

\*\*\*\*\*  
Data File : D0105010.PRN  
Station : 000000000006  
Identification : 000000000006  
\*\*\*\*\*

Lane 1 is Eastbound - Lane 2 is Westbound

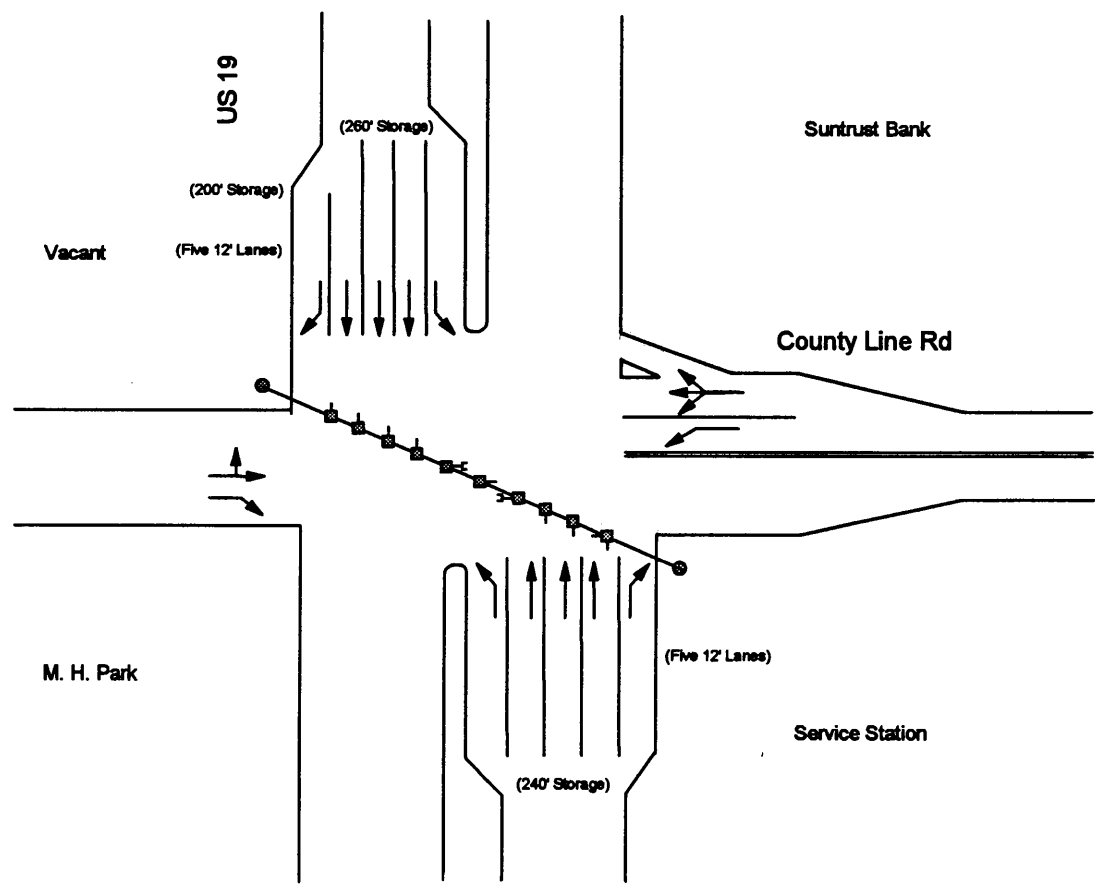
-----  
Wed - Jan 5, 00

Lane	1	2	Total
-----	-----	-----	-----
19:15	19	19	38
19:30	6	16	22
19:45	15	24	39
20:00	8	21	29
=====	=====	=====	=====
Hour Totals	48	80	128
20:15	16	16	32
20:30	6	17	23
20:45	14	8	22
21:00	5	7	12
=====	=====	=====	=====
Hour Totals	41	48	89
21:15	14	7	21
21:30	8	6	14
21:45	8	4	12
22:00	5	8	13
=====	=====	=====	=====
Hour Totals	35	25	60
22:15	6	9	15
22:30	6	12	18
22:45	9	4	13
23:00	1	5	6
=====	=====	=====	=====
Hour Totals	22	30	52
23:15	6	4	10
23:30	5	0	5
23:45	9	5	14
24:00	4	2	6
=====	=====	=====	=====
Hour Totals	24	11	35
=====	=====	=====	=====
Grand Totals	1554	1649	3203
Percentages	48.5	51.5	

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**Existing Intersection Turning Movement Count Data**



County Line Rd and US 19  
 January 4, 2000

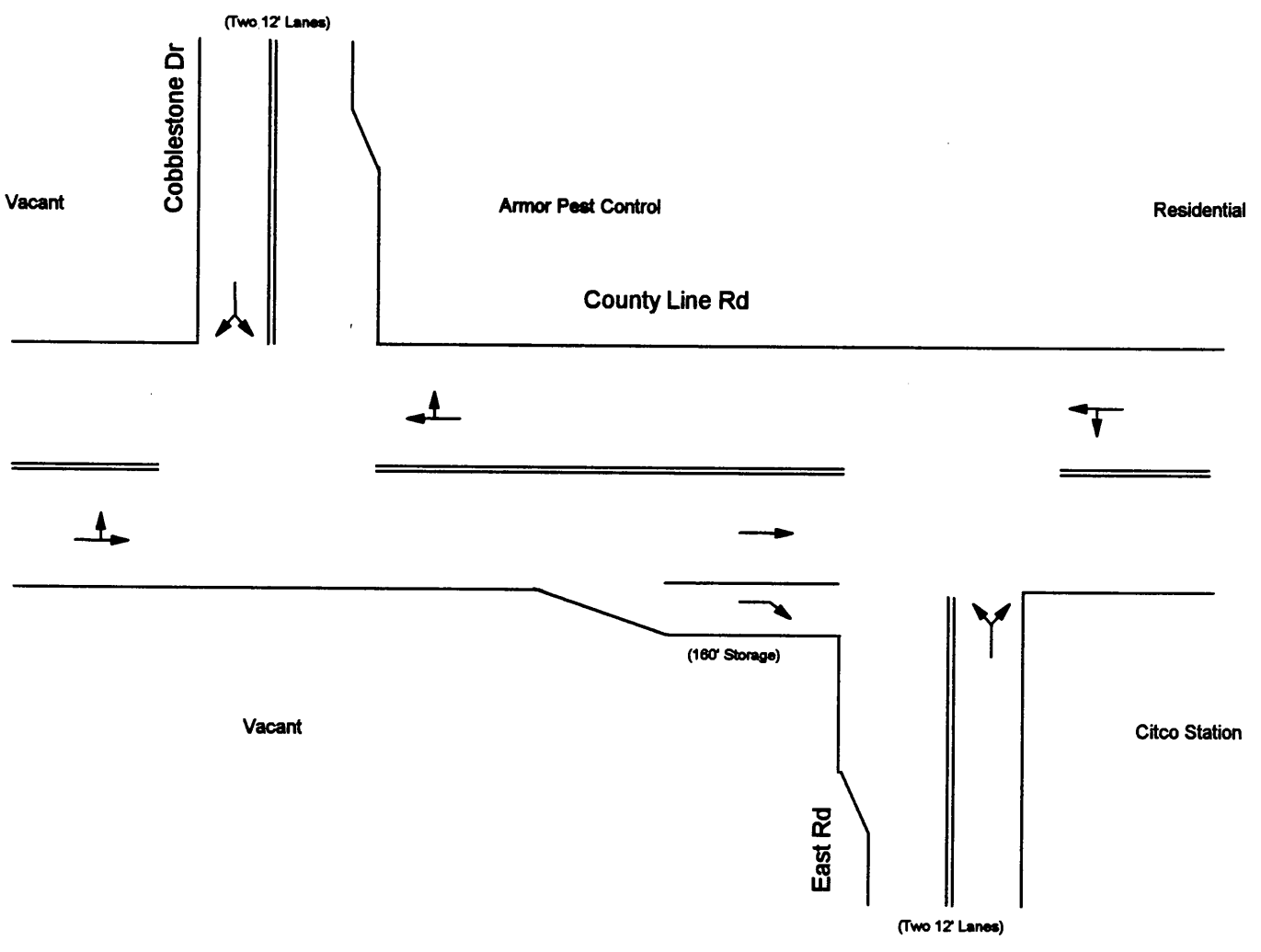
Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
07:15	0	163	54	19	241	1	1	0	0	181	1	19	680
07:30	0	156	61	21	248	0	3	0	0	177	2	26	694
07:45	0	133	81	21	250	1	1	0	0	209	0	37	733
08:00	0	181	78	33	257	1	1	3	2	174	0	42	772
08:15	0	189	66	35	232	1	2	0	1	150	0	52	728
08:30	2	151	67	35	188	2	3	0	2	165	0	40	655
08:45	0	160	60	23	220	5	1	1	3	155	0	42	670
09:00	1	159	69	26	191	0	6	4	1	138	1	39	635
09:15	2	149	51	39	215	5	3	0	1	127	1	26	619
09:30	3	146	71	23	208	1	3	1	0	137	1	37	631
09:45	0	170	67	32	198	5	5	2	2	110	1	29	621
10:00	1	168	68	35	214	2	4	0	1	117	1	22	633
Peak Hr Total	0	659	286	110	987	3	7	3	3	710	2	157	2927
Ct Total	9	1925	793	342	2662	24	33	11	13	1840	8	411	8071

County Line Rd and US 19  
January 4, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
14:15	4	189	100	27	139	3	0	0	0	82	0	38	582
14:30	3	207	124	33	156	2	1	0	1	73	0	33	633
14:45	6	266	137	39	203	5	2	0	1	93	1	49	802
15:00	3	249	138	35	198	7	4	0	3	127	0	49	813
15:15	1	256	115	69	239	3	0	2	1	95	1	48	830
15:30	3	267	136	44	211	6	6	0	2	123	2	41	841
15:45	4	280	160	57	240	1	2	1	0	108	0	26	879
16:00	4	309	157	37	179	4	2	0	1	93	1	39	826
16:15	3	287	138	37	195	4	3	0	0	99	0	45	811
16:30	2	270	165	51	194	2	2	1	3	90	0	28	808
16:45	1	274	177	58	230	3	1	2	0	95	1	48	890
17:00	5	263	190	42	224	1	2	2	1	81	1	23	835
17:15	1	319	204	59	220	2	3	0	2	92	0	28	930
17:30	1	351	218	47	220	0	0	0	2	88	0	41	968
17:45	1	263	197	44	209	2	2	1	0	102	1	28	850
18:00	1	279	182	39	146	3	2	1	0	95	0	31	779
18:15	4	242	130	28	170	2	4	0	0	68	0	29	677
18:30	3	288	129	19	161	1	2	0	3	77	0	33	716
18:45	1	207	106	32	150	2	1	0	0	77	1	28	605
19:00	0	191	101	31	128	4	1	0	1	46	0	26	529

Peak Hr Total	8	1207	789	206	894	6	6	4	5	356	2	140	3623
Ct Total	51	5257	3004	828	3812	57	40	10	21	1804	9	711	15604





County Line Rd and Cobblestone Dr  
January 4, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
07:15	0	0	0	9	0	13	3	74	0	0	184	6	289
07:30	0	0	0	8	0	19	5	81	0	0	197	4	314
07:45	0	0	0	17	0	26	5	102	0	0	194	12	356
08:00	0	0	0	10	0	21	6	91	0	0	177	12	317
08:15	0	0	0	12	0	14	6	104	0	0	163	10	309
08:30	0	0	0	12	0	22	8	96	0	0	145	14	297
08:45	0	0	0	15	0	10	12	76	0	0	196	5	314
09:00	0	0	0	17	0	16	5	91	0	0	155	13	297
09:15	0	0	0	12	0	23	15	83	0	0	136	10	279
09:30	0	0	0	13	0	9	7	93	0	0	171	7	300
09:45	0	0	0	13	0	10	12	84	0	0	135	12	266
10:00	0	0	0	13	0	11	6	93	0	0	138	10	271

Peak Hr Total	0	0	0	47	0	80	22	378	0	0	731	38	1296
Ct Total	0	0	0	151	0	194	90	1068	0	0	1991	115	3609

County Line Rd and Cobblestone Dr  
January 4, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
14:15	0	0	0	16	0	10	14	110	0	0	103	16	269
14:30	0	0	0	10	0	17	13	140	0	0	112	16	308
14:45	0	0	0	10	0	10	10	154	0	0	122	11	317
15:00	0	0	0	11	0	26	11	144	0	0	108	18	318
15:15	0	0	0	8	0	15	21	150	0	0	137	14	345
15:30	0	0	0	11	0	22	16	165	0	0	123	16	353
15:45	0	0	0	15	0	10	17	182	0	0	128	16	368
16:00	0	0	0	8	0	10	18	169	0	0	119	14	338
16:15	0	0	0	11	0	18	13	160	0	0	116	16	334
16:30	0	0	0	10	0	6	23	170	0	0	119	20	348
16:45	0	0	0	12	0	19	15	224	0	0	126	20	416
17:00	0	0	0	10	0	7	24	207	0	0	101	20	369
17:15	0	0	0	15	0	16	28	208	0	0	112	24	403
17:30	0	0	0	10	0	23	27	218	0	0	94	21	393
17:45	0	0	0	7	0	20	29	207	0	0	80	28	371
18:00	0	0	0	16	0	10	19	176	0	0	97	17	335
18:15	0	0	0	16	0	10	19	145	0	0	91	31	312
18:30	0	0	0	13	0	6	15	134	0	0	103	22	293
18:45	0	0	0	11	0	8	13	124	0	0	99	14	269
19:00	0	0	0	12	0	4	11	114	0	0	81	12	234

Peak Hr Total	0	0	0	47	0	65	94	857	0	0	433	85	1581
Ct Total	0	0	0	232	0	267	356	3301	0	0	2171	366	6693

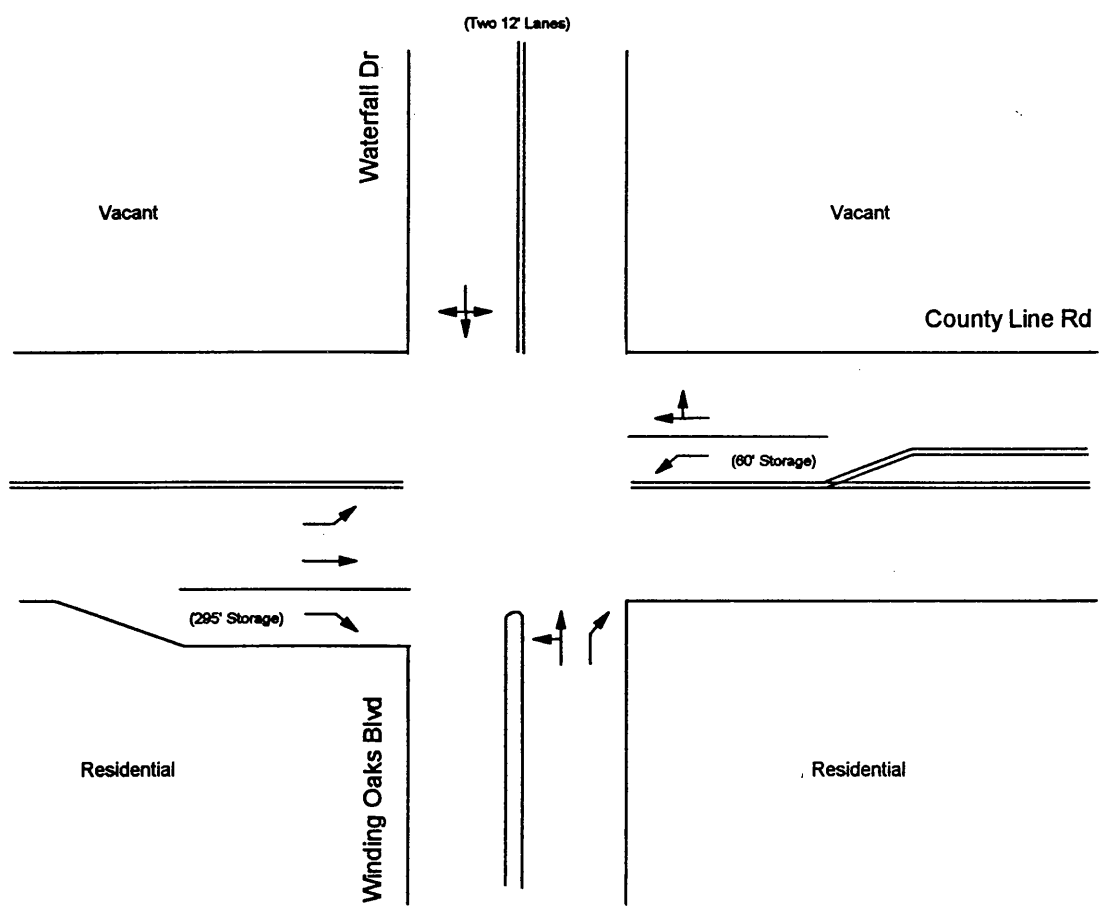
County Line Rd and East Rd  
January 4, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
07:15	6	0	9	0	0	0	0	79	4	4	184	0	286
07:30	5	0	8	0	0	0	0	86	3	2	196	0	300
07:45	9	0	7	0	0	0	0	116	3	6	197	0	338
08:00	8	0	9	0	0	0	0	95	6	4	181	0	303
08:15	7	0	9	0	0	0	0	106	10	2	166	0	300
08:30	6	0	4	0	0	0	0	98	10	3	153	0	274
08:45	9	0	4	0	0	0	0	86	5	4	192	0	300
09:00	8	0	4	0	0	0	0	101	7	4	160	0	284
09:15	3	0	1	0	0	0	0	89	6	1	143	0	243
09:30	13	0	3	0	0	0	0	100	6	1	165	0	288
09:45	3	0	0	0	0	0	0	92	5	3	144	0	247
10:00	6	0	4	0	0	0	0	86	20	6	142	0	264
Peak Hr Total	29	0	33	0	0	0	0	403	22	14	740	0	1241
Ct Total	83	0	62	0	0	0	0	1134	85	40	2023	0	3427

County Line Rd and East Rd  
January 4, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
14:15	5	0	5	0	0	0	0	111	15	5	114	0	255
14:30	7	0	9	0	0	0	0	132	18	7	121	0	294
14:45	9	0	6	0	0	0	0	145	19	3	124	0	306
15:00	9	0	8	0	0	0	0	139	16	10	117	0	299
15:15	6	0	6	0	0	0	0	143	15	15	145	0	330
15:30	6	0	4	0	0	0	0	161	15	4	133	0	323
15:45	6	0	6	0	0	0	0	182	15	6	138	0	353
16:00	6	0	5	0	0	0	0	162	15	5	127	0	320
16:15	4	0	7	0	0	0	0	158	13	8	128	0	318
16:30	3	0	4	0	0	0	0	166	14	13	136	0	336
16:45	4	0	5	0	0	0	0	215	21	11	142	0	398
17:00	7	0	4	0	0	0	0	197	20	7	114	0	349
17:15	5	0	5	0	0	0	0	207	16	7	131	0	371
17:30	4	0	6	0	0	0	0	214	14	10	111	0	359
17:45	6	0	3	0	0	0	0	199	15	5	102	0	330
18:00	5	0	6	0	0	0	0	174	18	6	109	0	318
18:15	7	0	5	0	0	0	0	150	11	4	115	0	292
18:30	2	0	4	0	0	0	0	135	12	8	123	0	284
18:45	5	0	3	0	0	0	0	126	9	5	108	0	256
19:00	2	0	3	0	0	0	0	119	7	3	91	0	225

Peak Hr Total	20	0	20	0	0	0	0	833	71	35	498	0	1477
Ct Total	108	0	104	0	0	0	0	3235	298	142	2429	0	6316



County Line Rd and Waterfall Dr / Winding Oaks Blvd  
 January 4, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
07:15	5	1	2	18	0	24	2	96	0	1	155	5	309
07:30	3	0	3	10	1	20	1	97	0	1	159	11	306
07:45	2	0	8	8	1	19	4	133	1	3	169	6	354
08:00	1	2	2	6	0	14	2	106	0	1	161	8	303
08:15	1	0	4	12	0	14	4	115	1	1	144	6	302
08:30	2	0	2	11	0	13	6	115	0	0	144	7	300
08:45	0	0	2	23	0	12	4	94	1	1	165	10	312
09:00	3	1	3	12	0	11	6	114	2	5	144	10	311
09:15	3	0	1	9	0	14	5	86	1	2	134	6	261
09:30	3	0	4	10	2	13	4	95	3	0	140	6	280
09:45	1	1	5	15	0	11	4	106	1	3	131	2	280
10:00	2	1	0	23	0	8	3	88	0	2	132	11	270

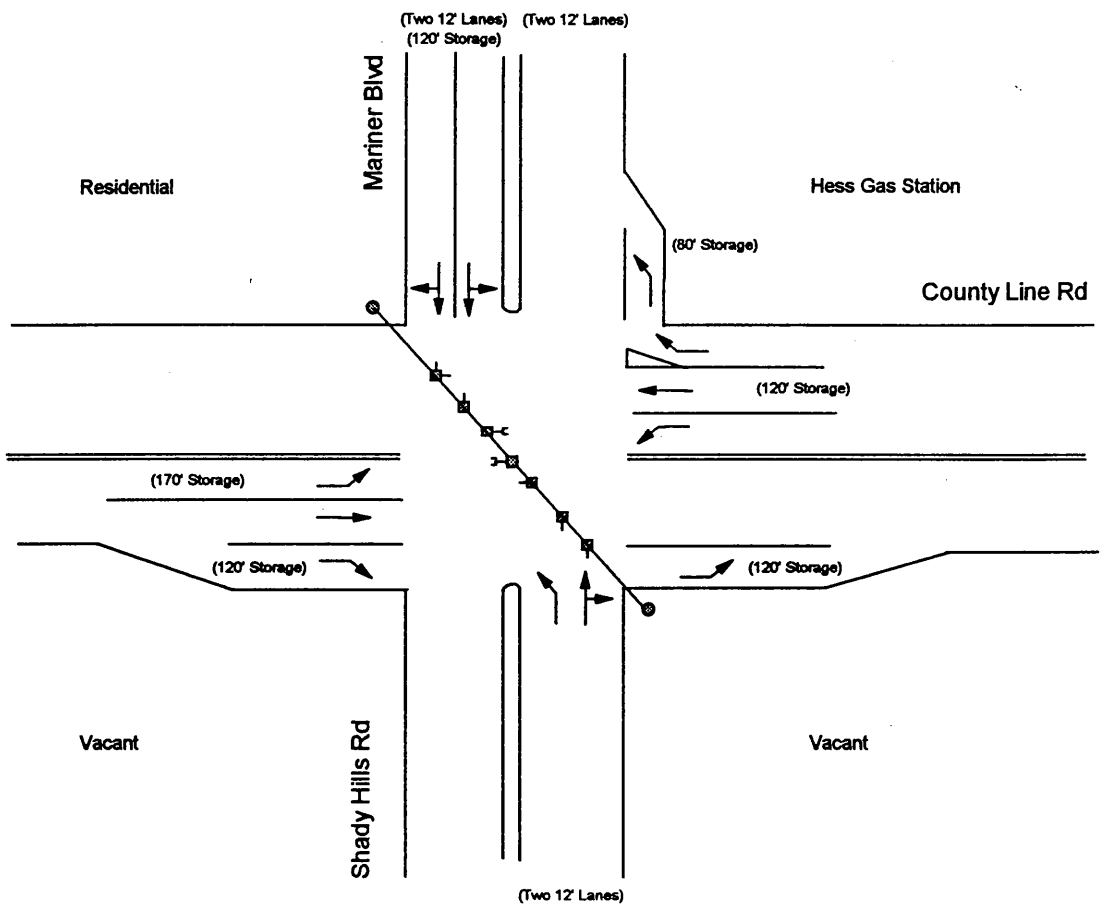
Peak Hr Total	11	3	15	42	2	77	9	432	1	6	644	30	1272
Ct Total	26	6	36	157	4	173	45	1245	10	20	1778	88	3588

County Line Rd and Waterfall Dr / Winding Oaks Blvd  
 January 4, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
14:15	2	0	1	6	1	5	12	121	1	2	114	5	270
14:30	5	0	2	8	2	4	14	133	2	4	122	7	303
14:45	0	0	2	9	1	11	14	122	1	3	109	15	287
15:00	0	0	2	9	1	10	7	137	2	2	123	14	307
15:15	1	2	4	14	2	13	14	144	2	2	156	10	364
15:30	0	3	3	12	2	9	12	148	3	5	140	17	354
15:45	3	0	3	15	1	9	23	142	1	8	135	19	359
16:00	0	0	3	13	1	1	13	165	3	1	141	19	360
16:15	1	1	0	16	0	8	12	160	4	6	138	9	355
16:30	2	0	3	14	2	11	11	157	1	0	144	13	358
16:45	3	0	2	10	2	8	17	163	1	3	137	15	361
17:00	3	1	0	8	0	9	20	187	2	5	122	11	368
17:15	3	0	1	10	0	5	17	202	2	6	134	18	398
17:30	1	1	2	12	0	7	16	184	2	5	125	20	375
17:45	1	0	8	8	3	9	20	183	6	8	106	16	368
18:00	2	2	0	8	0	8	19	162	3	4	123	13	344
18:15	1	0	2	13	0	5	14	146	3	4	118	13	319
18:30	1	2	0	11	0	5	8	136	3	2	114	15	297
18:45	0	1	1	7	0	5	5	111	2	1	98	9	240
19:00	0	0	1	5	0	3	3	98	1	2	84	7	204

Peak Hr Total	8	2	11	38	3	30	73	756	12	24	487	65	1509
Ct Total	29	13	40	208	18	145	271	3001	45	73	2483	265	6591





County Line Rd and Mariner Blvd / Shady Hills Rd  
 January 4, 2000

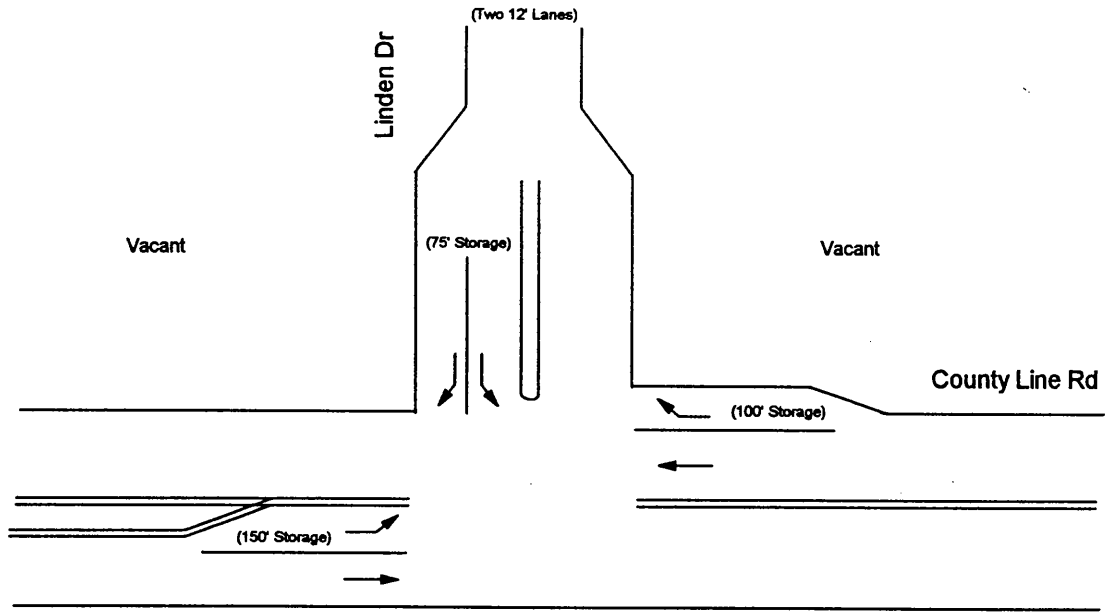
Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
07:15	10	32	15	10	43	56	41	39	19	18	83	10	376
07:30	8	35	17	9	56	63	47	45	25	25	78	15	423
07:45	21	30	13	11	50	52	50	63	26	25	76	17	434
08:00	15	47	13	18	54	65	51	62	16	19	83	11	454
08:15	15	40	12	12	50	62	43	47	19	20	57	17	394
08:30	11	36	5	14	61	58	52	58	22	19	51	17	404
08:45	18	39	22	7	40	55	54	53	22	13	80	13	416
09:00	22	48	9	11	38	53	66	37	26	20	76	14	420
09:15	13	42	7	7	40	48	49	41	24	18	62	11	362
09:30	7	36	9	9	43	58	33	39	21	18	67	18	358
09:45	13	41	9	15	45	54	58	48	16	16	66	27	408
10:00	9	38	6	11	39	46	51	42	14	12	63	22	353

Peak Hr Total	59	152	55	50	210	242	191	217	86	89	294	60	1705
Ct Total	162	464	137	134	559	670	595	574	250	223	842	192	4802

County Line Rd and Mariner Blvd / Shady Hills Rd  
 January 4, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
14:15	26	43	39	9	51	43	25	78	13	19	82	9	437
14:30	23	53	32	14	39	53	22	97	12	28	67	12	452
14:45	21	60	26	20	49	39	19	96	11	20	74	8	443
15:00	24	75	53	24	50	41	21	114	10	36	76	6	530
15:15	26	62	41	30	37	52	25	118	13	48	74	4	530
15:30	23	54	40	25	45	61	27	112	15	47	76	2	527
15:45	29	60	43	13	28	45	26	113	13	35	89	5	499
16:00	27	82	33	28	26	44	32	127	16	53	71	4	543
16:15	32	66	42	22	33	56	41	104	24	41	71	9	541
16:30	36	116	34	19	15	64	43	101	21	56	64	5	574
16:45	51	89	27	28	26	57	35	106	28	64	53	8	572
17:00	36	108	34	16	31	62	47	119	26	45	68	7	599
17:15	43	96	26	13	29	36	59	118	25	56	98	5	604
17:30	46	134	21	30	48	38	60	99	30	37	86	6	635
17:45	29	125	19	17	34	35	69	87	38	28	77	2	560
18:00	35	123	18	16	22	36	72	50	41	27	71	4	515
18:15	41	88	20	13	34	42	59	66	29	15	62	6	475
18:30	40	96	21	11	44	39	42	71	31	17	41	3	456
18:45	36	90	19	8	24	31	37	53	24	19	26	1	368
19:00	21	70	17	9	54	24	34	49	22	7	48	2	357

Peak Hr Total	176	427	108	87	134	193	201	442	109	202	305	26	2410
Ct Total	645	1690	605	365	719	898	795	1878	442	698	1374	108	10217



Vacant

Vacant

County Line Rd

Vacant

Residential

County Line Rd and Linden Dr  
 January 5, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
07:15	0	0	0	18	0	29	3	74	0	0	62	2	188
07:30	0	0	0	11	0	17	7	89	0	0	78	2	204
07:45	0	0	0	10	0	34	3	86	0	0	68	5	206
08:00	0	0	0	10	0	28	7	78	0	0	69	5	197
08:15	0	0	0	9	0	23	12	63	0	0	62	3	172
08:30	0	0	0	3	0	38	9	64	0	0	58	2	174
08:45	0	0	0	1	0	42	17	81	0	0	60	3	204
09:00	0	0	0	7	0	30	23	70	0	0	66	1	197
09:15	0	0	0	6	0	24	8	60	0	0	57	0	155
09:30	0	0	0	4	0	27	9	47	0	0	65	0	152
09:45	0	0	0	8	0	20	13	38	0	0	75	4	158
10:00	0	0	0	4	0	22	13	41	0	0	59	1	140

Peak Hr Total	0	0	0	49	0	108	20	327	0	0	277	14	795
Ct Total	0	0	0	91	0	334	124	791	0	0	779	28	2147

County Line Rd and Linden Dr  
January 5, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
14:15	0	0	0	2	0	19	13	99	0	0	74	6	213
14:30	0	0	0	0	0	23	19	102	0	0	69	4	217
14:45	0	0	0	3	0	27	12	117	0	0	73	5	237
15:00	0	0	0	1	0	26	18	148	0	0	76	5	274
15:15	0	0	0	2	0	27	24	148	0	0	81	4	286
15:30	0	0	0	4	0	23	37	126	0	0	70	1	261
15:45	0	0	0	3	0	17	23	138	0	0	91	3	275
16:00	0	0	0	4	0	20	23	141	0	0	94	9	291
16:15	0	0	0	9	0	14	23	136	0	0	86	5	273
16:30	0	0	0	5	0	17	31	121	0	0	96	9	279
16:45	0	0	0	7	0	18	30	123	0	0	96	8	282
17:00	0	0	0	5	0	14	24	142	0	0	87	11	283
17:15	0	0	0	6	0	17	32	117	0	0	117	11	300
17:30	0	0	0	10	0	12	31	111	0	0	125	13	302
17:45	0	0	0	7	0	22	28	92	0	0	100	16	265
18:00	0	0	0	4	0	14	21	75	0	0	72	11	197
18:15	0	0	0	3	0	22	24	81	0	0	63	15	208
18:30	0	0	0	6	0	7	23	71	0	0	49	11	167
18:45	0	0	0	4	0	3	18	58	0	0	42	9	134
19:00	0	0	0	2	0	2	15	49	0	0	36	7	111

Peak Hr Total	0	0	0	28	0	61	117	493	0	0	425	43	1167
Ct Total	0	0	0	87	0	344	469	2195	0	0	1597	163	4855



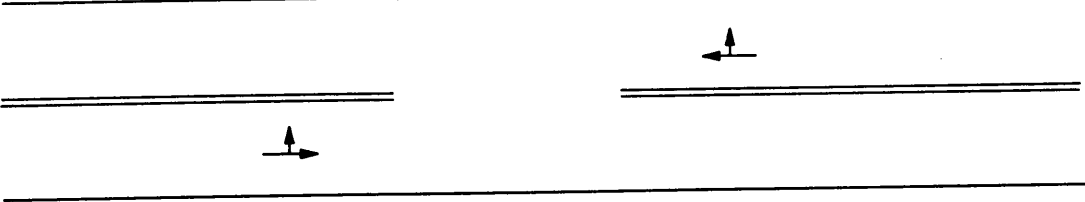
Vacant

Anderson Snow Rd

(350' Storage)

Vacant

County Line Rd



Vacant

County Line Rd and Anderson Snow Rd  
 January 5, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
07:15	0	0	0	20	0	9	26	65	0	0	48	9	177
07:30	0	0	0	19	0	12	36	70	0	0	62	12	211
07:45	0	0	0	11	0	18	32	57	0	0	57	10	185
08:00	0	0	0	11	0	16	33	62	0	0	52	7	181
08:15	0	0	0	13	0	17	23	45	0	0	44	5	147
08:30	0	0	0	10	0	12	16	60	0	0	53	5	156
08:45	0	0	0	11	0	14	14	55	0	0	47	5	146
09:00	0	0	0	10	0	17	23	62	0	0	43	6	161
09:15	0	0	0	12	0	19	17	46	0	0	33	6	133
09:30	0	0	0	12	0	22	12	39	0	0	45	9	139
09:45	0	0	0	7	0	23	14	34	0	0	50	7	135
10:00	0	0	0	8	0	18	11	33	0	0	35	4	109

Peak Hr Total            0    0    0    61   0    55   127   254   0    0    219   38    754  
 Ct Total                0    0    0    144   0    197   257   628   0    0    569   85   1880



County Line Rd and Anderson Snow Rd  
January 5, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
14:15	0	0	0	8	0	12	22	69	0	0	59	8	178
14:30	0	0	0	10	0	16	26	65	0	0	47	10	174
14:45	0	0	0	7	0	27	30	78	0	0	44	9	195
15:00	0	0	0	14	0	29	24	116	0	0	49	10	242
15:15	0	0	0	8	0	21	30	114	0	0	53	9	235
15:30	0	0	0	9	0	17	28	95	0	0	51	7	207
15:45	0	0	0	6	0	24	34	96	0	0	58	5	223
16:00	0	0	0	12	0	27	21	114	0	0	64	15	253
16:15	0	0	0	13	0	20	31	106	0	0	61	13	244
16:30	0	0	0	9	0	26	32	87	0	0	78	17	249
16:45	0	0	0	11	0	29	26	95	0	0	72	20	253
17:00	0	0	0	16	0	38	32	99	0	0	72	26	283
17:15	0	0	0	10	0	25	26	92	0	0	83	11	247
17:30	0	0	0	12	0	28	34	84	0	0	98	22	278
17:45	0	0	0	19	0	18	31	55	0	0	72	22	217
18:00	0	0	0	11	0	18	28	54	0	0	64	9	184
18:15	0	0	0	8	0	11	25	48	0	0	69	15	176
18:30	0	0	0	11	0	16	18	56	0	0	43	18	162
18:45	0	0	0	7	0	13	20	34	0	0	40	11	125
19:00	0	0	0	5	0	10	19	30	0	0	37	9	110

Peak Hr Total            0    0    0    49    0    120    118    370    0    0    325    79    1061  
 Ct Total                0    0    0    206    0    425    537    1587    0    0    1214    266    4235

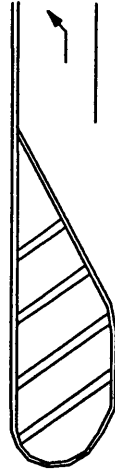


US 41

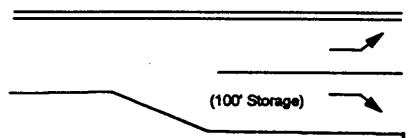
Hess Gas Station

(360' Storage)

County Line Rd



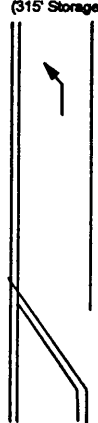
Residential



(100' Storage)

Vacant

(315' Storage)



County Line Rd and US 41  
January 5, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
07:15	14	66	0	0	60	22	36	0	50	0	0	0	248
07:30	25	59	0	0	85	27	43	0	49	0	0	0	288
07:45	23	52	0	0	79	22	42	0	31	0	0	0	249
08:00	20	85	0	0	53	21	36	0	37	0	0	0	252
08:15	15	45	0	0	52	26	20	0	33	0	0	0	191
08:30	22	61	0	0	66	29	23	0	36	0	0	0	237
08:45	18	59	0	0	58	20	42	0	28	0	0	0	225
09:00	23	63	0	0	53	23	24	0	42	0	0	0	228
09:15	22	63	0	0	55	11	17	0	28	0	0	0	196
09:30	28	69	0	0	63	30	20	0	29	0	0	0	239
09:45	18	53	0	0	46	23	13	0	22	0	0	0	175
10:00	20	59	0	0	43	25	22	0	22	0	0	0	191

Peak Hr Total	82	262	0	0	277	92	157	0	167	0	0	0	1037
Ct Total	248	734	0	0	713	279	338	0	407	0	0	0	2719

County Line Rd and US 41  
January 5, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
14:15	26	66	0	0	68	20	32	0	35	0	0	0	247
14:30	38	72	0	0	60	33	36	0	34	0	0	0	273
14:45	26	53	0	0	62	24	33	0	39	0	0	0	237
15:00	21	66	0	0	67	28	51	0	80	0	0	0	313
15:15	31	71	0	0	77	27	54	0	56	0	0	0	316
15:30	22	63	0	0	67	29	51	0	58	0	0	0	290
15:45	27	62	0	0	69	26	44	0	53	0	0	0	281
16:00	34	109	0	0	91	39	54	0	60	0	0	0	387
16:15	39	100	0	0	90	31	54	0	56	0	0	0	370
16:30	48	89	0	0	84	45	51	0	42	0	0	0	359
16:45	50	106	0	0	63	43	43	0	57	0	0	0	362
17:00	63	96	0	0	55	31	41	0	52	0	0	0	338
17:15	44	83	0	0	92	54	40	0	53	0	0	0	366
17:30	59	94	0	0	85	47	35	0	64	0	0	0	384
17:45	47	101	0	0	75	44	33	0	37	0	0	0	337
18:00	42	78	0	0	61	27	29	0	43	0	0	0	280
18:15	39	71	0	0	43	37	29	0	16	0	0	0	235
18:30	43	64	0	0	47	16	27	0	31	0	0	0	228
18:45	35	60	0	0	47	19	19	0	24	0	0	0	204
19:00	27	55	0	0	36	25	10	0	16	0	0	0	169

Peak Hr Total	171	404	0	0	328	158	202	0	215	0	0	0	1478
Ct Total	761	1559	0	0	1339	645	766	0	906	0	0	0	5976

N

US 41

(11' Lane) (12' Lane) (11' Lane)

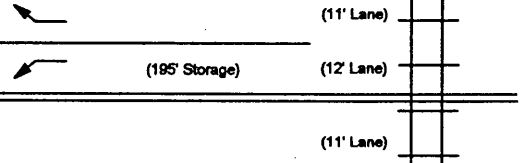
Vacant

Ayers Rd



(320' Storage)

Vacant



(11' Lane)

(195' Storage)

(12' Lane)

(11' Lane)



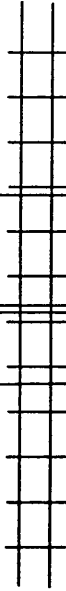
(11' Lane)

(11' Lane)

(12' Lane)

(305' Storage)

Vacant



County Line Rd and Ayers Rd  
January 5, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
07:15	0	115	19	31	71	0	0	0	0	13	0	24	273
07:30	0	90	17	25	95	0	0	0	0	15	0	19	261
07:45	0	100	24	24	89	0	0	0	0	9	0	23	269
08:00	0	117	12	19	75	0	0	0	0	14	0	32	269
08:15	0	67	16	20	67	0	0	0	0	12	0	20	202
08:30	0	87	9	20	84	0	0	0	0	9	0	21	230
08:45	0	101	15	15	76	0	0	0	0	10	0	22	239
09:00	0	83	12	9	69	0	0	0	0	8	0	10	191
09:15	0	83	8	14	61	0	0	0	0	4	0	13	183
09:30	0	96	8	16	89	0	0	0	0	7	0	7	223
09:45	0	73	7	18	63	0	0	0	0	5	0	10	176
10:00	0	76	12	5	89	0	0	0	0	7	0	9	198

Peak Hr Total	0	422	72	99	330	0	0	0	0	51	0	98	1072
Ct Total	0	1088	159	216	928	0	0	0	0	113	0	210	2714

County Line Rd and Ayers Rd  
January 5, 2000

Ending Time	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			Total
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
14:15	0	89	8	12	86	0	0	0	0	10	0	8	213
14:30	0	100	10	15	97	0	0	0	0	12	0	12	246
14:45	0	74	10	14	91	0	0	0	0	13	0	15	217
15:00	0	97	10	13	94	0	0	0	0	7	0	15	236
15:15	0	97	11	8	110	0	0	0	0	8	0	14	248
15:30	0	88	11	15	85	0	0	0	0	14	0	14	227
15:45	0	95	12	11	115	0	0	0	0	15	0	18	266
16:00	0	111	16	22	123	0	0	0	0	29	0	29	330
16:15	0	113	13	19	129	0	0	0	0	13	0	21	308
16:30	0	117	12	21	132	0	0	0	0	14	0	25	321
16:45	0	117	26	17	118	0	0	0	0	17	0	29	324
17:00	0	111	15	21	113	0	0	0	0	20	0	22	302
17:15	0	99	14	33	155	0	0	0	0	24	0	18	343
17:30	0	110	10	18	119	0	0	0	0	29	0	32	318
17:45	0	107	19	25	107	0	0	0	0	19	0	37	314
18:00	0	79	12	18	79	0	0	0	0	17	0	29	234
18:15	0	102	8	12	75	0	0	0	0	15	0	15	227
18:30	0	73	8	7	63	0	0	0	0	11	0	14	176
18:45	0	70	6	9	59	0	0	0	0	9	0	10	163
19:00	0	66	4	6	47	0	0	0	0	7	0	8	138

Peak Hr Total	0	444	67	92	518	0	0	0	0	75	0	94	1290
Ct Total	0	1915	235	316	1997	0	0	0	0	303	0	385	5151

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## Existing FDOT Adjustment Factors



Florida Department of Transportation  
 Transportation Statistics Office

1998 Peak Season Factor Category Report

MOCF 0.94

Week	Dates	SF	PSCF	MOCF
1	1/01/1998 - 01/03/1998	0.98	1.04	1.04
2	1/04/1998 - 01/10/1998	0.98	1.04	1.04
3	1/11/1998 - 01/17/1998	0.98	1.04	1.04
4	1/18/1998 - 01/24/1998	0.97	1.03	1.03
5	1/25/1998 - 01/31/1998	0.96	1.02	1.02
6	2/01/1998 - 02/07/1998	0.95	1.01	1.01
7	2/08/1998 - 02/14/1998	0.94	1.00	1.00
8	2/15/1998 - 02/21/1998	0.94	1.00	1.00
9	2/22/1998 - 02/28/1998	0.93	0.99	0.99
10	3/01/1998 - 03/07/1998	0.92	0.98	0.98
11	3/08/1998 - 03/14/1998	0.92	0.98	0.98
12	3/15/1998 - 03/21/1998	0.91	0.97	0.97
13	3/22/1998 - 03/28/1998	0.93	0.99	0.99
14	3/29/1998 - 04/04/1998	0.94	1.00	1.00
15	4/05/1998 - 04/11/1998	0.95	1.01	1.01
16	4/12/1998 - 04/18/1998	0.97	1.03	1.03
17	4/19/1998 - 04/25/1998	0.98	1.04	1.04
18	4/26/1998 - 05/02/1998	0.99	1.05	1.05
19	5/03/1998 - 05/09/1998	1.00	1.06	1.06
20	5/10/1998 - 05/16/1998	1.02	1.08	1.08
21	5/17/1998 - 05/23/1998	1.03	1.09	1.09
22	5/24/1998 - 05/30/1998	1.03	1.09	1.09
23	5/31/1998 - 06/06/1998	1.04	1.11	1.11
24	6/07/1998 - 06/13/1998	1.05	1.12	1.12
25	6/14/1998 - 06/20/1998	1.06	1.13	1.13
26	6/21/1998 - 06/27/1998	1.06	1.13	1.13
27	6/28/1998 - 07/04/1998	1.07	1.14	1.14
28	7/05/1998 - 07/11/1998	1.07	1.14	1.14
29	7/12/1998 - 07/18/1998	1.08	1.15	1.15
30	7/19/1998 - 07/25/1998	1.07	1.14	1.14
31	7/26/1998 - 08/01/1998	1.07	1.14	1.14
32	8/02/1998 - 08/08/1998	1.06	1.13	1.13
33	8/09/1998 - 08/15/1998	1.06	1.13	1.13
34	8/16/1998 - 08/22/1998	1.06	1.13	1.13
35	8/23/1998 - 08/29/1998	1.07	1.14	1.14
36	8/30/1998 - 09/05/1998	1.08	1.15	1.15
37	9/06/1998 - 09/12/1998	1.09	1.16	1.16
38	9/13/1998 - 09/19/1998	1.09	1.16	1.16
39	9/20/1998 - 09/26/1998	1.07	1.14	1.14
40	9/27/1998 - 10/03/1998	1.04	1.11	1.11
41	10/04/1998 - 10/10/1998	1.02	1.08	1.08
42	10/11/1998 - 10/17/1998	1.00	1.06	1.06
43	10/18/1998 - 10/24/1998	0.99	1.05	1.05
44	10/25/1998 - 10/31/1998	0.98	1.04	1.04
45	1/01/1998 - 11/07/1998	0.98	1.04	1.04
46	1/08/1998 - 11/14/1998	0.97	1.03	1.03
47	1/15/1998 - 11/21/1998	0.97	1.03	1.03
48	1/22/1998 - 11/28/1998	0.97	1.03	1.03
49	1/29/1998 - 12/05/1998	0.97	1.03	1.03
50	2/06/1998 - 12/12/1998	0.98	1.04	1.04
51	2/13/1998 - 12/19/1998	0.98	1.04	1.04
52	2/20/1998 - 12/26/1998	0.98	1.04	1.04
53	2/27/1998 - 12/31/1998	0.98	1.04	1.04

HERNANDO COUNTYWIDE  
 Category: 0800

Note: "\*" indicates peak season

Florida Department of Transportation  
 Transportation Statistics Office  
 1998 Peak Season Factor Category Report

Category: 1400  
 PASCO COUNTYWIDE

<u>Week</u>	<u>Dates</u>	<u>SF</u>	<u>PSCF</u>	<u>MOCF</u> 0.94
1	1/01/1998 - 01/03/1998	0.96	1.02	
2	1/04/1998 - 01/10/1998	0.98	1.04	
3	1/11/1998 - 01/17/1998	0.99	1.05	
4	1/18/1998 - 01/24/1998	0.98	1.04	
* 5	1/25/1998 - 01/31/1998	0.97	1.03	
* 6	2/01/1998 - 02/07/1998	0.97	1.03	
* 7	2/08/1998 - 02/14/1998	0.96	1.02	
* 8	2/15/1998 - 02/21/1998	0.95	1.01	
* 9	2/22/1998 - 02/28/1998	0.94	1.00	
* 10	3/01/1998 - 03/07/1998	0.94	1.00	
* 11	3/08/1998 - 03/14/1998	0.93	0.98	
* 12	3/15/1998 - 03/21/1998	0.92	0.97	
* 13	3/22/1998 - 03/28/1998	0.93	0.98	
* 14	3/29/1998 - 04/04/1998	0.93	0.98	
* 15	4/05/1998 - 04/11/1998	0.94	1.00	
* 16	4/12/1998 - 04/18/1998	0.94	1.00	
* 17	4/19/1998 - 04/25/1998	0.96	1.02	
18	4/26/1998 - 05/02/1998	0.98	1.04	
19	5/03/1998 - 05/09/1998	1.00	1.06	
20	5/10/1998 - 05/16/1998	1.02	1.08	
21	5/17/1998 - 05/23/1998	1.03	1.09	
22	5/24/1998 - 05/30/1998	1.03	1.09	
23	5/31/1998 - 06/06/1998	1.04	1.10	
24	6/07/1998 - 06/13/1998	1.04	1.10	
25	6/14/1998 - 06/20/1998	1.05	1.11	
26	6/21/1998 - 06/27/1998	1.05	1.11	
27	6/28/1998 - 07/04/1998	1.04	1.10	
28	7/05/1998 - 07/11/1998	1.04	1.10	
29	7/12/1998 - 07/18/1998	1.04	1.10	
30	7/19/1998 - 07/25/1998	1.05	1.11	
31	7/26/1998 - 08/01/1998	1.06	1.12	
32	8/02/1998 - 08/08/1998	1.07	1.13	
33	8/09/1998 - 08/15/1998	1.08	1.14	
34	8/16/1998 - 08/22/1998	1.09	1.15	
35	8/23/1998 - 08/29/1998	1.10	1.16	
36	8/30/1998 - 09/05/1998	1.12	1.19	
37	9/06/1998 - 09/12/1998	1.13	1.20	
38	9/13/1998 - 09/19/1998	1.14	1.21	
39	9/20/1998 - 09/26/1998	1.11	1.18	
40	9/27/1998 - 10/03/1998	1.08	1.14	
41	10/04/1998 - 10/10/1998	1.04	1.10	
42	10/11/1998 - 10/17/1998	1.01	1.07	
43	10/18/1998 - 10/24/1998	0.99	1.05	
44	10/25/1998 - 10/31/1998	0.98	1.04	
45	1/01/1998 - 11/07/1998	0.96	1.02	
46	1/08/1998 - 11/14/1998	0.95	1.01	
47	1/15/1998 - 11/21/1998	0.93	0.98	
48	1/22/1998 - 11/28/1998	0.94	1.00	
49	1/29/1998 - 12/05/1998	0.94	1.00	
50	2/06/1998 - 12/12/1998	0.95	1.01	
51	2/13/1998 - 12/19/1998	0.96	1.02	
52	2/20/1998 - 12/26/1998	0.98	1.04	
53	2/27/1998 - 12/31/1998	0.99	1.05	

Note: "\*" indicates peak season

Florida Department of Transportation  
 Transportation Statistics Office  
 1998 Weekly Axle Factor Category Report

County: 08 - HERNANDO

HERNANDO COUNTYWIDE  
 0802

Week	Dates	
1	1/01/1998 - 01/03/1998	0.90
2	1/04/1998 - 01/10/1998	0.90
3	1/11/1998 - 01/17/1998	0.90
4	1/18/1998 - 01/24/1998	0.91
5	1/25/1998 - 01/31/1998	0.93
6	2/01/1998 - 02/07/1998	0.94
7	2/08/1998 - 02/14/1998	0.96
8	2/15/1998 - 02/21/1998	0.97
9	2/22/1998 - 02/28/1998	0.96
10	3/01/1998 - 03/07/1998	0.96
11	3/08/1998 - 03/14/1998	0.95
12	3/15/1998 - 03/21/1998	0.94
13	3/22/1998 - 03/28/1998	0.93
14	3/29/1998 - 04/04/1998	0.93
15	4/05/1998 - 04/11/1998	0.92
16	4/12/1998 - 04/18/1998	0.91
17	4/19/1998 - 04/25/1998	0.91
18	4/26/1998 - 05/02/1998	0.92
19	5/03/1998 - 05/09/1998	0.92
20	5/10/1998 - 05/16/1998	0.92
21	5/17/1998 - 05/23/1998	0.92
22	5/24/1998 - 05/30/1998	0.92
23	5/31/1998 - 06/06/1998	0.92
24	6/07/1998 - 06/13/1998	0.93
25	6/14/1998 - 06/20/1998	0.93
26	6/21/1998 - 06/27/1998	0.93
27	6/28/1998 - 07/04/1998	0.93
28	7/05/1998 - 07/11/1998	0.93
29	7/12/1998 - 07/18/1998	0.93
30	7/19/1998 - 07/25/1998	0.94
31	7/26/1998 - 08/01/1998	0.94
32	8/02/1998 - 08/08/1998	0.94
33	8/09/1998 - 08/15/1998	0.94
34	8/16/1998 - 08/22/1998	0.93
35	8/23/1998 - 08/29/1998	0.92
36	8/30/1998 - 09/05/1998	0.92
37	9/06/1998 - 09/12/1998	0.91
38	9/13/1998 - 09/19/1998	0.90
39	9/20/1998 - 09/26/1998	0.89
40	9/27/1998 - 10/03/1998	0.89
41	10/04/1998 - 10/10/1998	0.88
42	10/11/1998 - 10/17/1998	0.87
43	10/18/1998 - 10/24/1998	0.89
44	10/25/1998 - 10/31/1998	0.91
45	11/01/1998 - 11/07/1998	0.93
46	11/08/1998 - 11/14/1998	0.95
47	11/15/1998 - 11/21/1998	0.97
48	11/22/1998 - 11/28/1998	0.96
49	11/29/1998 - 12/05/1998	0.95
50	12/06/1998 - 12/12/1998	0.93
51	12/13/1998 - 12/19/1998	0.92
52	12/20/1998 - 12/26/1998	0.91
53	12/27/1998 - 12/31/1998	0.90

Florida Department of Transportation  
 Transportation Statistics Office  
**1998 Weekly Axle Factor Category Report**

County: 08 - HERNANDO

<u>Week</u>	<u>Dates</u>	0810 SR50, US19 - SR50A
1	1/01/1998 - 01/03/1998	0.84
2	1/04/1998 - 01/10/1998	0.84
3	1/11/1998 - 01/17/1998	0.84
4	1/18/1998 - 01/24/1998	0.87
5	1/25/1998 - 01/31/1998	0.90
6	2/01/1998 - 02/07/1998	0.93
7	2/08/1998 - 02/14/1998	0.96
8	2/15/1998 - 02/21/1998	0.99
9	2/22/1998 - 02/28/1998	0.97
10	3/01/1998 - 03/07/1998	0.96
11	3/08/1998 - 03/14/1998	0.94
12	3/15/1998 - 03/21/1998	0.92
13	3/22/1998 - 03/28/1998	0.90
14	3/29/1998 - 04/04/1998	0.89
15	4/05/1998 - 04/11/1998	0.87
16	4/12/1998 - 04/18/1998	0.85
17	4/19/1998 - 04/25/1998	0.88
18	4/26/1998 - 05/02/1998	0.92
19	5/03/1998 - 05/09/1998	0.95
20	5/10/1998 - 05/16/1998	0.98
21	5/17/1998 - 05/23/1998	0.98
22	5/24/1998 - 05/30/1998	0.98
23	5/31/1998 - 06/06/1998	0.98
24	6/07/1998 - 06/13/1998	0.98
25	6/14/1998 - 06/20/1998	0.98
26	6/21/1998 - 06/27/1998	0.98
27	6/28/1998 - 07/04/1998	0.98
28	7/05/1998 - 07/11/1998	0.98
29	7/12/1998 - 07/18/1998	0.98
30	7/19/1998 - 07/25/1998	0.98
31	7/26/1998 - 08/01/1998	0.98
32	8/02/1998 - 08/08/1998	0.98
33	8/09/1998 - 08/15/1998	0.98
34	8/16/1998 - 08/22/1998	0.98
35	8/23/1998 - 08/29/1998	0.98
36	8/30/1998 - 09/05/1998	0.98
37	9/06/1998 - 09/12/1998	0.98
38	9/13/1998 - 09/19/1998	0.98
39	9/20/1998 - 09/26/1998	0.98
40	9/27/1998 - 10/03/1998	0.98
41	10/04/1998 - 10/10/1998	0.98
42	10/11/1998 - 10/17/1998	0.98
43	10/18/1998 - 10/24/1998	0.98
44	10/25/1998 - 10/31/1998	0.98
45	1/01/1998 - 11/07/1998	0.98
46	1/08/1998 - 11/14/1998	0.98
47	1/15/1998 - 11/21/1998	0.98
48	1/22/1998 - 11/28/1998	0.96
49	1/29/1998 - 12/05/1998	0.93
50	2/06/1998 - 12/12/1998	0.91
51	2/13/1998 - 12/19/1998	0.89
52	2/20/1998 - 12/26/1998	0.86
53	2/27/1998 - 12/31/1998	0.84

## ***Pasco County Historical Traffic Counts***

On	From	To	Date	ADT	SF	YEAR	AADT
CR 578	East Rd	Shady Hills	5/3/95	15,161	1.00	1995	15,161
			11/18/98	14,825	0.93	1998	13,787

**GROWTH RATE:** -3.12% per year

On	From	To	Date	ADT	SF	YEAR	AADT
CR 578	Shady Hills	N Suncoast	5/3/95	8,391	1.00	1995	8,391
			11/18/98	9,356	0.93	1998	8,701

**GROWTH RATE:** 1.22% per year

On	From	To	Date	ADT	SF	YEAR	AADT
CR 578	Ayers	US 41	5/3/95	5,271	1.00	1995	5,271
			11/18/98	7,183	0.93	1998	6,680

**GROWTH RATE:** 8.22% per year

**AVERAGE GROWTH RATE =  $(-3.12\% + 1.22\% + 8.22\%) / 3 = 2.11\%$  per year (use 2% per year)**

**CONVERSION FACTOR (2020→2025) =  $(1.02)^5 = 1.104$  (use 1.1)**

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**Existing Roadway Segment Level of Service Analyses**

**APPENDIX B**

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between US 19 and Cobblestone Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 40

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 1552  
 ACTUAL FLOW RATE: 1724

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	521	.21
C	893	.36
D	1507	.6
E	2512	1

LOS FOR GIVEN CONDITIONS: E

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Cobblestone Dr. and East Rd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 40

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 1505  
 ACTUAL FLOW RATE: 1672

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	521	.21
C	893	.36
D	1507	.6
E	2512	1

LOS FOR GIVEN CONDITIONS: E



1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between East Rd. and Waterfall Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 10

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 1482  
 ACTUAL FLOW RATE: 1647

LOS	SERVICE FLOW RATE	V/C
A	377	.15
B	670	.27
C	1066	.43
D	1608	.64
E	2512	1

LOS FOR GIVEN CONDITIONS: E

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Waterfall Dr. and Mariner Blvd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 20

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 1491  
 ACTUAL FLOW RATE: 1657

LOS	SERVICE FLOW RATE	V/C
A	301	.12
B	595	.24
C	967	.39
D	1558	.62
E	2512	1

LOS FOR GIVEN CONDITIONS: E

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Mariner Blvd. and Linden Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 1071  
 ACTUAL FLOW RATE: 1190

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	521	.21
C	893	.36
D	1507	.6
E	2512	1

LOS FOR GIVEN CONDITIONS: D

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Linden Dr. and Anderson Snow Rd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 30

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 858  
 ACTUAL FLOW RATE: 953

LOS	SERVICE FLOW RATE	V/C
A	301	.12
B	595	.24
C	967	.39
D	1558	.62
E	2512	1

LOS FOR GIVEN CONDITIONS: C

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Anderson Snow Rd. and US 41  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 70

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 714  
 ACTUAL FLOW RATE: 793

LOS	SERVICE FLOW RATE	V/C
A	176	.07
B	471	.19
C	843	.34
D	1482	.59
E	2512	1

LOS FOR GIVEN CONDITIONS: C

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between US 19 and Cobblestone Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 63 / 37  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 40

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 1552  
 ACTUAL FLOW RATE: 1724

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	521	.21
C	893	.36
D	1507	.6
E	2512	1

LOS FOR GIVEN CONDITIONS: E

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Cobblestone Dr. and East Rd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 60 / 40  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 40

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME (vph): 1505  
 ACTUAL FLOW RATE: 1672

LOS	SERVICE FLOW RATE	V/C
A	226	.09
B	521	.21
C	893	.36
D	1507	.6
E	2512	1

LOS FOR GIVEN CONDITIONS: E

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between East Rd. and Waterfall Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 10

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 1482  
 ACTUAL FLOW RATE: 1647

LOS	SERVICE FLOW RATE	V/C
A	377	.15
B	670	.27
C	1066	.43
D	1608	.64
E	2512	1

LOS FOR GIVEN CONDITIONS: E



1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Waterfall Dr. and Mariner Blvd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 56 / 44  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 20

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 1491  
 ACTUAL FLOW RATE: 1657

LOS	SERVICE FLOW RATE	V/C
A	303	.12
B	598	.24
C	971	.39
D	1564	.62
E	2523	1

LOS FOR GIVEN CONDITIONS: E

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Mariner Blvd. and Linden Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 55 / 45  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	1	1.8	2.2	1	.96	1
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME (vph): 1128  
 ACTUAL FLOW RATE: 1253

LOS	SERVICE FLOW RATE	V/C
A	242	.09
B	521	.21
C	893	.36
D	1507	.6
E	2512	1

LOS FOR GIVEN CONDITIONS: D

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Linden Dr. and Anderson Snow Rd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 52 / 48  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 30

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 962  
 ACTUAL FLOW RATE: 1069

LOS	SERVICE FLOW RATE	V/C
A	301	.12
B	595	.24
C	967	.39
D	1558	.62
E	2512	1

LOS FOR GIVEN CONDITIONS: D

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Anderson Snow Rd. and US 41  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 02/23/2000  
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 7  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .9  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 50 / 50  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 70

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.93
B	2.2	2	2.5	1	.96	.92
C	2.2	2	2.5	1	.96	.92
D	2	1.6	1.6	1	.96	.93
E	2	1.6	1.6	1	.96	.93

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 800  
 ACTUAL FLOW RATE: 889

LOS	SERVICE FLOW RATE	V/C
A	176	.07
B	471	.19
C	843	.34
D	1482	.59
E	2512	1

LOS FOR GIVEN CONDITIONS: D

**APPENDIX C**

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## Existing Signalized Intersection Analyses

HCS: Signalized Intersections Release 3.1c

Inter: US 19 / County Line Rd.  
 Analyst: URSG  
 Date: 10/10/00  
 E/W St: County Line Rd.

City/St: Tampa / FL  
 Proj #:  
 Period: AM Peak  
 N/S St: US 19

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	3	1	1	3	1
LGConfig		LT	R	L	LTR		L	T	R	L	T	R
Volume	12	7	6	463	301	161	3	1102	478	188	1659	6
Lane Width		12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			60			0

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
WB Left		A			SB Left	A	A	
Thru		A			Thru		A	A
Right		A			Right		A	A
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	8.0	31.0			8.0	7.0	43.0	
Yellow	4.0	4.0			4.0	4.0	4.0	
All Red	1.0	1.0			0.0	0.0	1.0	
Cycle Length:	120.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS

Eastbound

LT	122	1824	0.29	0.067	54.6	D	54.2	D
R	107	1599	0.10	0.067	53.1	D		
Westbound								
L	444	1719	1.18	0.258	148.4	F		
LTR	443	1715	1.19	0.258	148.6	F	148.5	F
Northbound								
L	115	1719	0.03	0.067	52.4	D		
T	1770	4940	0.68	0.358	33.8	C	37.1	D
R	551	1538	0.83	0.358	45.8	D		
Southbound								
L	272	1719	0.73	0.158	57.5	E		
T	2223	4940	0.79	0.450	30.0	C	32.8	C
R	692	1538	0.01	0.450	18.2	B		
Intersection Delay = 60.3 (sec/veh)					Intersection LOS = E			

HCS: Signalized Intersections Release 3.1c

URS Greiner Inc.  
 7650 W Courtney Campbell Causeway  
 Tampa, FL 33607

Phone: (813) 286-1711  
 E-Mail:

Fax:

OPERATIONAL ANALYSIS

Intersection: US 19 / County Line Rd.  
 City/State: Tampa / FL  
 Analyst: URSG  
 Project No:  
 Time Period Analyzed: AM Peak  
 Date: 10/10/00  
 East/West Street Name: County Line Rd.  
 North/South Street Name: US 19

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	12	7	6	463	301	161	3	1102	478	188	1659	6
PHF	0.55	0.55	0.55	0.88	0.88	0.88	0.91	0.91	0.91	0.95	0.95	0.95
PK 15 Vol	5	3	3	132	86	46	1	303	131	49	437	2
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900	1900	1900	1900		1900	1900	1900	1900	1900	1900
ParkExist												
NumPark												
% Heavy Veh	1	1	1	5	5	5	5	5	5	5	5	5
No. Lanes	0	1	1	1	1	0	1	3	1	1	3	1
LGConfig		LT	R	L	LTR		L	T	R	L	T	R
Lane Width		12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			60			0
Adj Flow		35	11	526	525		3	1211	459	198	1746	6
%InSharedLn				0								
Prop Turns	0.63			0.00		0.35						
NumPeds			0			0			0			0
NumBus		0	0	0	0		0	0	0	0	0	0

Duration 0.25 Area Type: All other areas



OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Arriv. Type	3	3		3	3		3	3	3	3	3	3
Unit Ext.	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
I Factor	1.000				1.000			1.000			1.000	
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Ext of g	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Ped Min g	3.0				3.0			3.0			3.0	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left Thru Right Peds		A A A			NB Left Thru Right Peds	A		A A
WB Left Thru Right Peds			A A A		SB Left Thru Right Peds	A	A A A	
NB Right					EB Right			
SB Right					WB Right			
Green	8.0	31.0			8.0	7.0	43.0	
Yellow	4.0	4.0			4.0	4.0	4.0	
All Red	1.0	1.0			0.0	0.0	1.0	
Cycle Length:	120.0		secs					



CAPACITY ANALYSIS WORKSHEET

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Pri.							
Sec.							
Left							
Thru	LT	35	1824	# 0.02	0.067	122	0.29
Right	R	11	1599	0.01	0.067	107	0.10
Westbound							
Pri.							
Sec.							
Left	L	526	1719	0.31	0.258	444	1.18
Thru	LTR	525	1715	# 0.31	0.258	443	1.19
Right							
Northbound							
Pri.							
Sec.							
Left	L	3	1719	0.00	0.067	115	0.03
Thru	T	1211	4940	0.25	0.358	1770	0.68
Right	R	459	1538	# 0.30	0.358	551	0.83
Southbound							
Pri.							
Sec.							
Left	L	198	1719	# 0.12	0.158	272	0.73
Thru	T	1746	4940	0.35	0.450	2223	0.79
Right	R	6	1538	0.00	0.450	692	0.01

Lost Time/Cycle, L = 19.00 sec      Sum (v/s) critical = 0.74  
 Critical v/c(X) = 0.88

LEVEL OF SERVICE WORKSHEET

Appr/ Lane Grp	Ratios		Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Res Del d2	Res Del d3	Lane Group		Approach	
	v/c	g/C							Delay	LOS	Delay	LOS
Eastbound												
LT	0.29	0.067	53.3	1.000	122	0.11	1.3	0.0	54.6	D	54.2	D
R	0.10	0.067	52.6	1.000	107	0.11	0.4	0.0	53.1	D		
Westbound												
L	1.18	0.258	44.5	1.000	444	0.50	103.9	0.0	148.4	F		
LTR	1.19	0.258	44.5	1.000	443	0.50	104.1	0.0	148.6	F	148.5	F
Northbound												
L	0.03	0.067	52.4	1.000	115	0.11	0.1	0.0	52.4	D		
T	0.68	0.358	32.7	1.000	1770	0.25	1.1	0.0	33.8	C	37.1	D
R	0.83	0.358	35.2	1.000	551	0.37	10.6	0.0	45.8	D		
Southbound												
L	0.73	0.158	48.0	1.000	272	0.29	9.5	0.0	57.5	E		
T	0.79	0.450	28.1	1.000	2223	0.33	1.9	0.0	30.0	C	32.8	C
R	0.01	0.450	18.2	1.000	692	0.11	0.0	0.0	18.2	B		

Intersection Delay = 60.3 (sec/veh)      Intersection LOS = E

SUPPLEMENTAL PERMITTED LT WORKSHEET  
for exclusive lefts

APPROACH	EB	WB	NB	SB
Cycle Length, C 120.0 sec				
Actual Green Time for Lane Group, G				
Effective Green Time for Lane Group, g				
Opposing Effective Green Time, go				
Number of Lanes in Lane Group, N				
Number of Opposing Lanes, No				
Adjusted Left-Turn Flow Rate, Vlt				
Proportion of Left Turns in Opposing Flow, Plto				
Adjusted Opposing Flow Rate, Vo				
Lost Time for Lane Group, tl				
Left Turns per Cycle: LTC=VltC/3600				
Opposing Flow per Lane, Per Cycle: Volc=VoC/3600fluo				
Opposing Platoon Ratio, Rpo (Table 9-2 or Eqn 9-7)				
gf=[Gexp(- a * (LTC ** b))]-tl, gf<=g				
Opposing Queue Ratio: gro=1-Rpo(go/C)				
gq=(4.943Volc**0.762)(gro**1.061)-tl, gq<=g				
gu =g-gq if gq>=gf, =g-gf if gq<gf				
n=(gq-gf)/2, n>=0				
Ptho=1-Plto				
Pl*=Plt[1+{(N-1)g/(gf+gu/El1+4.24)}]				
El1 (Figure 9-7)				
El2=(1-Ptho**n)/Plto, El2>=1.0				
fmin=2(1+Plt)/g or fmin=2(1+Pl)/g				
gdiff=max(gq-gf, 0)				
fm=[gf/g]+[gu/g][1/{1+Pl(El1-1)}], (min=fmin;max=1.00)				
flt=fm=[gf/g]+gdiff[1/{1+Plt(El2-1)}]				
+ [gu/g][1/(1+Plt(El1-1))], (min=fmin;max=1.0) or flt=[fm+0.91(N-1)]/N**				
flt				

For special case of single-lane approach opposed by multilane approach, see text.

\* If  $Pl \geq 1$  for shared left-turn lanes with  $N > 1$ , then assume de-facto left-turn lane and redo calculations.

\*\* For permitted left-turns with multiple exclusive left-turn lanes,  $flt = fm$ . For special case of multilane approach opposed by single-lane approach or when  $gf > gq$ , see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET  
for shared lefts

APPROACH	EB	WB	NB	SB
Cycle Length, C				
120.0 sec				
Actual Green Time for Lane Group, G				
Effective Green Time for Lane Group, g				
Opposing Effective Green Time, go				
Number of Lanes in Lane Group, N				
Number of Opposing Lanes, No				
Adjusted Left-Turn Flow Rate, Vlt				
Proportion of Left Turns in Lane Group, Plt				
Proportion of Left Turns in Opposing Flow, Plto				
Adjusted Opposing Flow Rate, Vo				
Lost Time for Lane Group, tl				
Left Turns per Cycle: LTC=VltC/3600				
Opposing Flow per Lane, Per Cycle: Volc=VoC/3600fluo				
Opposing Platoon Ratio, Rpo (Table 9-2 or Eqn 9-7)				
$gf=[Gexp(-a * (LTC ** b))]-tl, gf<=g$				
Opposing Queue Ratio: gro=1-Rpo(go/C)				
$gq=(4.943Volc**0.762)(gro**1.061)-tl, gq<=g$				
$gu =g-gq$ if $gq>=gf, =g-gf$ if $gq<gf$				
$n=(gq-gf)/2, n>=0$				
$Ptho=1-Plto$				
$Pl*=Plt[1+{(N-1)g/(gf+gu/E11+4.24)}]$				
E11 (Figure 9-7)				
$E12=(1-Ptho**n)/Plto, E12>=1.0$				
$fmin=2(1+Plt)/g$ or $fmin=2(1+Pl)/g$				
$gdiff=max(gq-gf,0)$				
$fm=[gf/g]+[gu/g][1/{1+Pl(E11-1)}], (min=fmin;max=1.00)$				
$flt=fm=[gf/g]+gdiff[1/{1+Plt(E12-1)}]$				
$+ [gu/g][1/(1+Plt(E11-1))], (min=fmin;max=1.0)$ or $flt=[fm+0.91(N-1)]/N**$				
flt Primary				

For special case of single-lane approach opposed by multilane approach, see text.

\* If  $Pl>=1$  for shared left-turn lanes with  $N>1$ , then assume de-facto left-turn lane and redo calculations.

\*\* For permitted left-turns with multiple exclusive left-turn lanes,  $flt=fm$ . For special case of multilane approach opposed by single-lane approach or when  $gf>gq$ , see text.

SUPPLEMENTAL UNIFORM DELAY WORKSHEET

EBLT WBLT NBLT SBLT

Adj. LT Vol from Vol Adjustment Worksheet, v  
 v/c ratio from Capacity Worksheet, X  
 Primary phase effective green, g  
 Secondary phase effective green, gq  
 (From Supplemental Permitted LT Worksheet), gu  
 Cycle length, C 120.0 Red =(C-g-gq-gu), r  
 Arrivals:  $v/(3600(\max(X,1.0)))$ , qa  
 Primary ph. departures: s/3600, sp  
 Secondary ph. departures:  $s(gq+gu)/(gu*3600)$ , ss  
 XPerm  
 XProt  
 XCase  
 Queue at beginning of green arrow, Qa  
 Queue at beginning of unsaturated green, Qu  
 Residual queue, Qr  
 Uniform Delay, d1

DELAY/LOS WORKSHEET WITH INITIAL QUEUE

Appr/ Lane Group	Initial	Dur.	Uniform Delay		Initial	Final	Initial	Lane
	Unmet	Unmet	Unadj.	Adj.	Queue	Unmet	Queue	Group
	Demand	Demand	Param.	Param.	Param.	Demand	Delay	Delay
	Q veh	t hrs.	ds	d1 sec	u	Q veh	d3 sec	d sec

Eastbound

Westbound

Northbound

Southbound

Intersection Delay 60.3 sec/veh Intersection LOS E

HCS: Signalized Intersections Release 3.1c

Inter: US 19 / County Line Rd.  
 Analyst: URSG  
 Date: 10/10/00  
 E/W St: County Line Rd.

City/St: Tampa / FL  
 Proj #:  
 Period: PM Peak  
 N/S St: US 19

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	1	1	0	1	3	1	1	3	1
LGConfig		LT	R	L	LTR		L	T	R	L	T	R
Volume	10	4	8	271	160	168	8	1440	789	206	1080	6
Lane Width		12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			60			0

Duration 0.25 Area Type: All other areas

Signal Operations										
Phase Combination	1	2	3	4	5	6	7	8		
EB Left	A				NB Left	A				
Thru	A				Thru		A			
Right	A				Right		A			
Peds					Peds					
WB Left		A			SB Left	A	A			
Thru		A			Thru		A	A		
Right		A			Right		A	A		
Peds					Peds					
NB Right					EB Right					
SB Right					WB Right					
Green	8.0	18.0				8.0	7.0	56.0		
Yellow	4.0	4.0				4.0	4.0	4.0		
All Red	1.0	1.0				0.0	0.0	1.0		
Cycle Length:	120.0 secs									

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
LT	121	1816	0.15	0.067	53.4	D	53.2	D
R	107	1599	0.10	0.067	53.1	D		
<b>Westbound</b>								
L	260	1736	1.21	0.150	176.3	F		
LTR	257	1716	1.21	0.150	177.5	F	176.9	F
<b>Northbound</b>								
L	115	1719	0.08	0.067	52.8	D		
T	2305	4940	0.71	0.467	26.6	C	56.7	E
R	718	1538	1.15	0.467	116.4	F		
<b>Southbound</b>								
L	272	1719	0.80	0.158	64.0	E		
T	2758	4940	0.41	0.558	15.3	B	23.1	C
R	859	1538	0.01	0.558	11.8	B		
Intersection Delay = 63.3 (sec/veh) Intersection LOS = E								

HCS: Signalized Intersections Release 3.1c

URS Greiner Inc.  
 7650 W Courtney Campbell Causeway  
 Tampa, FL 33607

Phone: (813) 286-1711  
 E-Mail:

Fax:

OPERATIONAL ANALYSIS

Intersection: US 19 / County Line Rd.  
 City/State: Tampa / FL  
 Analyst: URSG  
 Project No:  
 Time Period Analyzed: PM Peak  
 Date: 10/10/00  
 East/West Street Name: County Line Rd.  
 North/South Street Name: US 19

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	10	4	8	271	160	168	8	1440	789	206	1080	6
PHF	0.75	0.75	0.75	0.86	0.86	0.86	0.88	0.88	0.88	0.95	0.95	0.95
PK 15 Vol	3	1	3	79	47	49	2	409	224	54	284	2
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900	1900	1900	1900		1900	1900	1900	1900	1900	1900
ParkExist												
NumPark												
% Heavy Veh	1	1	1	4	4	4	5	5	5	5	5	5
No. Lanes	0	1	1	1	1	0	1	3	1	1	3	1
LGConfig		LT	R	L	LTR		L	T	R	L	T	R
Lane Width		12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			60			0
Adj Flow		18	11	315	312		9	1636	828	217	1137	6
%InSharedLn				0								
Prop Turns	0.72			0.00		0.40						
NumPeds			0			0			0			0
NumBus		0	0	0	0		0	0	0	0	0	0

Duration 0.25 Area Type: All other areas



OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Arriv. Type	3	3		3	3		3	3	3	3	3	3
Unit Ext.	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
I Factor	1.000				1.000			1.000			1.000	
Lost Time	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Ext of g	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Ped Min g	3.0				3.0			3.0			3.0	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A	A	
Thru			A		Thru		A	A
Right			A		Right		A	A
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	8.0	18.0			8.0	7.0	56.0	
Yellow	4.0	4.0			4.0	4.0	4.0	
All Red	1.0	1.0			0.0	0.0	1.0	

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT WORKSHEET

Appr./ Movement	Mvt Volume	PHF	Flow Rate	No. Lanes	Lane Group	RTOR	Adjusted Flow Rate In Lane Grp	Prop. Left Turns	Prop. Right Turns
<b>Eastbound</b>									
Left	10	0.75	13	0					
Thru	4	0.75	5	1	LT		18	0.72	
Right	8	0.75	11	1	R	0	11		
<b>Westbound</b>									
Left	271	0.86	315	1	L		315		
Thru	160	0.86	186	1	LTR		312	0.00	0.40
Right	168	0.86	126	0		0			
<b>Northbound</b>									
Left	8	0.88	9	1	L		9		
Thru	1440	0.88	1636	3	T		1636		
Right	789	0.88	828	1	R	60	828		
<b>Southbound</b>									
Left	206	0.95	217	1	L		217		
Thru	1080	0.95	1137	3	T		1137		
Right	6	0.95	6	1	R	0	6		

\* Value entered by user.

SATURATION FLOW ADJUSTMENT WORKSHEET

Appr/ Lane Group	Ideal Sat Flow	f W	f HV	f G	f P	f BB	f A	f LU	f RT	f LT	Adj Sat Flow	
<b>Eastbound</b>												
										Sec LT	Adj/LT	Sat:
										-----		
LT	1900	1.000	0.990	1.000	1.000	1.000	1.00	1.00	1.000	0.965	1816	
R	1900	1.000	0.990	1.000	1.000	1.000	1.00	1.00	0.850	-----	1599	
<b>Westbound</b>												
										Sec LT	Adj/LT	Sat:
										-----		
L	1900	1.000	0.962	1.000	1.000	1.000	1.00	1.00	-----	0.950	1736	
LTR	1900	1.000	0.962	1.000	1.000	1.000	1.00	1.00	0.939	1.000	1716	
<b>Northbound</b>												
										Sec LT	Adj/LT	Sat:
										-----		
L	1900	1.000	0.952	1.000	1.000	1.000	1.00	1.00	-----	0.950	1719	
T	1900	1.000	0.952	1.000	1.000	1.000	1.00	0.91	1.000	1.000	4940	
R	1900	1.000	0.952	1.000	1.000	1.000	1.00	1.00	0.850	-----	1538	
<b>Southbound</b>												
										Sec LT	Adj/LT	Sat:
										-----		
L	1900	1.000	0.952	1.000	1.000	1.000	1.00	1.00	-----	0.950	1719	
T	1900	1.000	0.952	1.000	1.000	1.000	1.00	0.91	1.000	1.000	4940	
R	1900	1.000	0.952	1.000	1.000	1.000	1.00	1.00	0.850	-----	1538	

CAPACITY ANALYSIS WORKSHEET

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Pri.							
Sec.							
Left							
Thru	LT	18	1816	# 0.01	0.067	121	0.15
Right	R	11	1599	0.01	0.067	107	0.10
Westbound							
Pri.							
Sec.							
Left	L	315	1736	0.18	0.150	260	1.21
Thru	LTR	312	1716	# 0.18	0.150	257	1.21
Right							
Northbound							
Pri.							
Sec.							
Left	L	9	1719	0.01	0.067	115	0.08
Thru	T	1636	4940	0.33	0.467	2305	0.71
Right	R	828	1538	# 0.54	0.467	718	1.15
Southbound							
Pri.							
Sec.							
Left	L	217	1719	# 0.13	0.158	272	0.80
Thru	T	1137	4940	0.23	0.558	2758	0.41
Right	R	6	1538	0.00	0.558	859	0.01

Sum (v/s) critical = 0.86  
 Lost Time/Cycle, L = 19.00 sec Critical v/c(X) = 1.02

LEVEL OF SERVICE WORKSHEET

Appr/ Lane Grp	Ratios		Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Res Del d2	Res Del d3	Lane Group		Approach	
	v/c	g/C							Delay	LOS	Delay	LOS
Eastbound												
LT	0.15	0.067	52.8	1.000	121	0.11	0.6	0.0	53.4	D	53.2	D
R	0.10	0.067	52.6	1.000	107	0.11	0.4	0.0	53.1	D		
Westbound												
L	1.21	0.150	51.0	1.000	260	0.50	125.3	0.0	176.3	F		
LTR	1.21	0.150	51.0	1.000	257	0.50	126.5	0.0	177.5	F	176.9	F
Northbound												
L	0.08	0.067	52.5	1.000	115	0.11	0.3	0.0	52.8	D		
T	0.71	0.467	25.5	1.000	2305	0.27	1.0	0.0	26.6	C	56.7	E
R	1.15	0.467	32.0	1.000	718	0.50	84.4	0.0	116.4	F		
Southbound												
L	0.80	0.158	48.6	1.000	272	0.34	15.3	0.0	64.0	E		
T	0.41	0.558	15.2	1.000	2758	0.11	0.1	0.0	15.3	B	23.1	C
R	0.01	0.558	11.7	1.000	859	0.11	0.0	0.0	11.8	B		

Intersection Delay = 63.3 (sec/veh) Intersection LOS = E

SUPPLEMENTAL PERMITTED LT WORKSHEET  
for exclusive lefts

APPROACH	EB	WB	NB	SB
Cycle Length, C 120.0 sec				
Actual Green Time for Lane Group, G				
Effective Green Time for Lane Group, g				
Opposing Effective Green Time, go				
Number of Lanes in Lane Group, N				
Number of Opposing Lanes, No				
Adjusted Left-Turn Flow Rate, Vlt				
Proportion of Left Turns in Opposing Flow, Plto				
Adjusted Opposing Flow Rate, Vo				
Lost Time for Lane Group, tl				
Left Turns per Cycle: LTC=VltC/3600				
Opposing Flow per Lane, Per Cycle: Volc=VoC/3600fluo				
Opposing Platoon Ratio, Rpo (Table 9-2 or Eqn 9-7)				
gf=[Gexp(- a * (LTC ** b))]-tl, gf<=g				
Opposing Queue Ratio: gro=1-Rpo(go/C)				
gq=(4.943Volc**0.762)(gro**1.061)-tl, gq<=g				
gu =g-gq if gq>=gf, =g-gf if gq<gf				
n=(gq-gf)/2, n>=0				
Ptho=1-Plto				
Pl*=[Plt[1+{(N-1)g/(gf+gu/E11+4.24)}]]				
E11 (Figure 9-7)				
E12=(1-Ptho**n)/Plto, E12>=1.0				
fmin=2(1+Plt)/g or fmin=2(1+Pl)/g				
gdiff=max(gq-gf, 0)				
fm=[gf/g]+[gu/g][1/{1+Pl(E11-1)}], (min=fmin;max=1.00)				
flt=fm=[gf/g]+gdiff[1/{1+Plt(E12-1)}]				
+ [gu/g][1/(1+Plt(E11-1))], (min=fmin;max=1.0) or flt=[fm+0.91(N-1)]/N**				
flt				

For special case of single-lane approach opposed by multilane approach, see text.

\* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

\*\* For permitted left-turns with multiple exclusive left-turn lanes, flt=fm. For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET  
for shared lefts

APPROACH	EB	WB	NB	SB
Cycle Length, C 120.0 sec				
Actual Green Time for Lane Group, G				
Effective Green Time for Lane Group, g				
Opposing Effective Green Time, go				
Number of Lanes in Lane Group, N				
Number of Opposing Lanes, No				
Adjusted Left-Turn Flow Rate, Vlt				
Proportion of Left Turns in Lane Group, Plt				
Proportion of Left Turns in Opposing Flow, Plto				
Adjusted Opposing Flow Rate, Vo				
Lost Time for Lane Group, tl				
Left Turns per Cycle: LTC=VltC/3600				
Opposing Flow per Lane, Per Cycle: Volc=VoC/3600fluo				
Opposing Platoon Ratio, Rpo (Table 9-2 or Eqn 9-7)				
gf=[Gexp(- a * (LTC ** b))]-tl, gf<=g				
Opposing Queue Ratio: gro=1-Rpo(go/C)				
gq=(4.943Volc**0.762)(gro**1.061)-tl, gq<=g				
gu =g-gq if gq>=gf, =g-gf if gq<gf				
n=(gq-gf)/2, n>=0				
Ptho=1-Plto				
Pl*=Plt[1+{(N-1)g/(gf+gu/E11+4.24))]				
E11 (Figure 9-7)				
E12=(1-Ptho**n)/Plto, E12>=1.0				
fmin=2(1+Plt)/g or fmin=2(1+Pl)/g				
gdiff=max(gq-gf,0)				
fm=[gf/g]+[gu/g][1/{1+Pl(E11-1)}], (min=fmin;max=1.00)				
flt=fm=[gf/g]+gdiff[1/{1+Plt(E12-1)}]				
+ [gu/g][1/(1+Plt(E11-1))], (min=fmin;max=1.0) or flt=[fm+0.91(N-1)]/N**				
flt Primary				

For special case of single-lane approach opposed by multilane approach, see text.

\* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

\*\* For permitted left-turns with multiple exclusive left-turn lanes, flt=fm. For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL UNIFORM DELAY WORKSHEET

EBLT WBLT NBLT SBLT

Adj. LT Vol from Vol Adjustment Worksheet, v  
 v/c ratio from Capacity Worksheet, X  
 Primary phase effective green, g  
 Secondary phase effective green, gg  
 (From Supplemental Permitted LT Worksheet), gu  
 Cycle length, C 120.0 Red =(C-g-gg-gu), r  
 Arrivals:  $v / (3600(\max(X, 1.0)))$ , qa  
 Primary ph. departures:  $s / 3600$ , sp  
 Secondary ph. departures:  $s(gg+gu) / (gu*3600)$ , ss  
 XPerm  
 XProt  
 XCase  
 Queue at beginning of green arrow, Qa  
 Queue at beginning of unsaturated green, Qu  
 Residual queue, Qr  
 Uniform Delay, d1

DELAY/LOS WORKSHEET WITH INITIAL QUEUE

Appr/ Lane Group	Initial	Dur.	Uniform Delay		Initial	Final	Initial	Lane
	Unmet Demand	Unmet Demand	Unadj. ds	Adj. d1 sec	Queue Param.	Unmet Demand	Queue Delay	Group Delay
	Q veh	t hrs.			u	Q veh	d3 sec	d sec

Eastbound

Westbound

Northbound

Southbound

Intersection Delay 63.3 sec/veh Intersection LOS E

HCS: Signalized Intersections Release 3.1c

Inter: Mariner Blvd./County Line Rd. City/St: Tampa / FL  
 Analyst: URSG Proj #:   
 Date: 2/22/00 Period: AM Peak  
 E/W St: Mariner Blvd. N/S St: US 19

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	0	2	0
LGConfig	L	T	R	L	T	R	L	TR		LTR		
Volume	235	266	103	134	443	94	77	232	116	106	290	310
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0		
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A	A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
WB Left	A	A			SB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	40.0			35.0			
Yellow	4.0	4.0			4.0			
All Red	1.0	1.0			1.0			
Cycle Length:	100.0 secs							

Intersection Performance Summary

Appr/Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	393		0.67	0.550	19.4	B		
T	710	1776	0.42	0.400	22.1	C	20.6	C
R	604	1509	0.19	0.400	19.7	B		
<b>Westbound</b>								
L	489		0.29	0.550	12.6	B		
T	710	1776	0.66	0.400	26.8	C	22.9	C
R	604	1509	0.17	0.400	19.4	B		
<b>Northbound</b>								
L	138	393	0.63	0.350	36.0	D		
TR	625	1787	0.63	0.350	29.0	C	30.3	C
<b>Southbound</b>								
LTR	755	2157	1.02	0.350	69.3	E	69.3	E

Intersection Delay = 37.2 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

URS Greiner Inc.  
 7650 W Courtney Campbell Causeway  
 Tampa, FL 33607

Phone: (813) 286-1711  
 E-Mail:

Fax:

OPERATIONAL ANALYSIS

Intersection: Mariner Blvd./County Line Rd.  
 City/State: Tampa / FL  
 Analyst: URSG  
 Project No:  
 Time Period Analyzed: AM Peak  
 Date: 2/22/00  
 East/West Street Name: Mariner Blvd.  
 North/South Street Name: US 19

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	235	266	103	134	443	94	77	232	116	106	290	310	
PHF	0.89	0.89	0.89	0.94	0.94	0.94	0.89	0.89	0.89	0.92	0.92	0.92	
PK 15 Vol	66	75	29	36	118	25	22	65	33	29	79	84	
Hi Ln Vol													
% Grade		0			0			0			0		
Ideal Sat	1900	1900	1900	1900	1900	1900	1900	1900			1900		
ParkExist													
NumPark													
% Heavy Veh	7	7	7	7	7	7	1	1	1	1	1	1	
No. Lanes		1	1	1		1	1	1	0		0	2	0
LGConfig		L	T	R		L	T	R			L	TR	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0			12.0		
RTOR Vol			0			0			0			0	
Adj Flow	264	299	116	143	471	100	87	391			767		
%InSharedLn													
Prop Turns									0.33	0.15		0.44	
NumPeds			0			0			0			0	
NumBus	0	0	0	0	0	0	0	0			0		

Duration 0.25 Area Type: All other areas



OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Arriv. Type	3	3	3	3	3	3	3	3			3	
Unit Ext.	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
I Factor		1.000			1.000			1.000			1.000	
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			2.0	
Ext of g	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			2.0	
Ped Min g		3.0			3.0			3.0			3.0	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru	A		
Right			A		Right	A		
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru	A		
Right			A		Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	40.0			35.0		
Yellow		4.0	4.0			4.0		
All Red		1.0	1.0			1.0		
Cycle Length:	100.0	secs						

VOLUME ADJUSTMENT WORKSHEET

Appr./ Movement	Mvt Volume	PHF	Flow Rate	No. Lanes	Lane Group	RTOR	Adjusted Flow Rate In Lane Grp	Prop. Left Turns	Prop. Right Turns
Eastbound									
Left	235	0.89	264	1	L		264		
Thru	266	0.89	299	1	T		299		
Right	103	0.89	116	1	R	0	116		
Westbound									
Left	134	0.94	143	1	L		143		
Thru	443	0.94	471	1	T		471		
Right	94	0.94	100	1	R	0	100		
Northbound									
Left	77	0.89	87	1	L		87		
Thru	232	0.89	261	1	TR		391		0.33
Right	116	0.89	130	0		0			
Southbound									
Left	106	0.92	115	0					
Thru	290	0.92	315	2	LTR		767	0.15	0.44
Right	310	0.92	337	0		0			

\* Value entered by user.

SATURATION FLOW ADJUSTMENT WORKSHEET

Appr/ Lane Group	Ideal Sat Flow	f W	f HV	f G	f P	f BB	f A	f LU	f RT	f LT	Adj Sat Flow
Eastbound											Sec LT Adj/LT Sat: 0.265 470
L	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	1.000	0.950	1687
T	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1776
R	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	0.850	0.850	1509
Westbound											Sec LT Adj/LT Sat: 0.388 689
L	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	1.000	0.950	1687
T	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1776
R	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	0.850	0.850	1509
Northbound											Sec LT Adj/LT Sat: 0.209 393
L	1900	1.000	0.990	1.000	1.000	1.000	1.000	1.000	1.000	0.209	393
TR	1900	1.000	0.990	1.000	1.000	1.000	1.000	1.000	0.950	1.000	1787
Southbound											Sec LT Adj/LT Sat: 0.646 2157
LTR	1900	1.000	0.990	1.000	1.000	1.000	1.000	0.95	0.934	0.646	2157

CAPACITY ANALYSIS WORKSHEET

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
<b>Eastbound</b>							
Pri.		186	1687	# 0.11	0.110	186	1.00
Sec.		78	470	0.17	0.440	207	0.38
Left	L	264			0.550	393	0.67
Thru	T	299	1776	0.17	0.400	710	0.42
Right	R	116	1509	0.08	0.400	604	0.19
<b>Westbound</b>							
Pri.		143	1687	0.08	0.110	186	0.77
Sec.		0	689	0.00	0.440	303	0.00
Left	L	143			0.550	489	0.29
Thru	T	471	1776	# 0.27	0.400	710	0.66
Right	R	100	1509	0.07	0.400	604	0.17
<b>Northbound</b>							
Pri.							
Sec.							
Left	L	87	393	0.22	0.350	138	0.63
Thru	TR	391	1787	0.22	0.350	625	0.63
Right							
<b>Southbound</b>							
Pri.							
Sec.							
Left							
Thru	LTR	767	2157	# 0.36	0.350	755	1.02
Right							

Sum (v/s) critical = 0.73  
 Lost Time/Cycle, L = 15.00 sec Critical v/c(X) = 0.86

LEVEL OF SERVICE WORKSHEET

Appr/ Lane Grp	Ratios		Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Res Del d2	Res Del d3	Lane Group		Approach	
	v/c	g/C							Delay	LOS	Delay	LOS
<b>Eastbound</b>												
L	0.67	0.550	15.0	1.000	393	0.24	4.4	0.0	19.4	B		
T	0.42	0.400	21.6	1.000	710	0.11	0.4	0.0	22.1	C	20.6	C
R	0.19	0.400	19.5	1.000	604	0.11	0.2	0.0	19.7	B		
<b>Westbound</b>												
L	0.29	0.550	12.3	1.000	489	0.11	0.3	0.0	12.6	B		
T	0.66	0.400	24.5	1.000	710	0.24	2.3	0.0	26.8	C	22.9	C
R	0.17	0.400	19.3	1.000	604	0.11	0.1	0.0	19.4	B		
<b>Northbound</b>												
T	0.63	0.350	27.1	1.000	138	0.21	8.9	0.0	36.0	D		
TR	0.63	0.350	27.0	1.000	625	0.21	2.0	0.0	29.0	C	30.3	C
<b>Southbound</b>												
LTR	1.02	0.350	32.5	1.000	755	0.50	36.8	0.0	69.3	E	69.3	E

Intersection Delay = 37.2 (sec/veh) Intersection LOS = D

SUPPLEMENTAL PERMITTED LT WORKSHEET  
for exclusive lefts

APPROACH	EB	WB	NB	SB
Cycle Length, C 100.0 sec				
Actual Green Time for Lane Group, G	55.0	55.0	35.0	
Effective Green Time for Lane Group, g	44.0	44.0	35.0	
Opposing Effective Green Time, go	40.0	40.0	35.0	
Number of Lanes in Lane Group, N	1	1	1	
Number of Opposing Lanes, No	1	1	2	
Adjusted Left-Turn Flow Rate, Vlt	264	143	87	
Proportion of Left Turns in Opposing Flow, Plto	0.00	0.00	0.15	
Adjusted Opposing Flow Rate, Vo	471	299	767	
Lost Time for Lane Group, tl	5.00	5.00	5.00	
Left Turns per Cycle: LTC=VltC/3600	7.33	3.97	2.42	
Opposing Flow per Lane, Per Cycle: Volc=VoC/3600fluo	13.08	8.31	11.21	
Opposing Platoon Ratio, Rpo (Table 9-2 or Eqn 9-7)	1.00	1.00	1.00	
gf=[Gexp(- a * (LTC ** b))]-tl, gf<=g	0.0	0.0	0.0	
Opposing Queue Ratio: qro=1-Rpo(go/C)	0.60	0.60	0.65	
gq=(4.943Volc**0.762)(qro**1.061)-tl, gq<=g	20.40	14.43	14.74	
gu =g-gq if gq>=gf, =g-gf if gq<gf	23.60	29.57	20.26	
n=(gq-gf)/2, n>=0	10.20	7.21	7.37	
Ptho=1-Plto	1.00	1.00	0.85	
Pl*=[Plt[1+{(N-1)g/(gf+gu/El1+4.24)}]]	1.00	1.00	1.00	
El1 (Figure 9-7)	2.03	1.73	2.77	
El2=(1-Ptho**n)/Plto, El2>=1.0	1.00	1.00	4.66	
fmin=2(1+Plt)/g or fmin=2(1+Pl)/g	0.09	0.09	0.11	
gdifff=max(gq-gf,0)	0.00	0.00	14.74	
fm=[gf/g]+[gu/g][1/{1+Pl(El1-1)}], (min=fmin;max=1.00)	0.26	0.39	0.21	
flt=fm=[gf/g]+gdifff[1/{1+Plt(El2-1)}] +[gu/g][1/(1+Plt(El1-1))], (min=fmin;max=1.0) or flt=[fm+0.91(N-1)]/N**	0.265	0.388	0.209	

For special case of single-lane approach opposed by multilane approach, see text.

\* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

\*\* For permitted left-turns with multiple exclusive left-turn lanes, flt=fm. For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET  
for shared lefts

APPROACH	EB	WB	NB	SB
Cycle Length, C				
100.0 sec				
Actual Green Time for Lane Group, G				35.0
Effective Green Time for Lane Group, g				35.0
Opposing Effective Green Time, go				35.0
Number of Lanes in Lane Group, N				2
Number of Opposing Lanes, No				1
Adjusted Left-Turn Flow Rate, Vlt				115
Proportion of Left Turns in Lane Group, Plt				0.15
Proportion of Left Turns in Opposing Flow, Plto				0.00
Adjusted Opposing Flow Rate, Vo				391
Lost Time for Lane Group, tl				5.00
Left Turns per Cycle: LTC=VltC/3600				3.19
Opposing Flow per Lane, Per Cycle: Volc=VoC/3600fluo				10.86
Opposing Platoon Ratio, Rpo (Table 9-2 or Eqn 9-7)				1.00
gf=[Gexp(- a * (LTC ** b))]-tl, gf<=g				0.0
Opposing Queue Ratio: gro=1-Rpo(go/C)				0.65
gq=(4.943Volc**0.762)(gro**1.061)-tl, gq<=g				14.27
gu =g-gq if gq>=gf, =g-gf if gq<gf				20.73
n=(gq-gf)/2, n>=0				7.13
Ptho=1-Plto				1.00
Pl*=Plt[1+{(N-1)g/(gf+gu/El1+4.24))]				0.52
El1 (Figure 9-7)				2.06
El2=(1-Ptho**n)/Plto, El2>=1.0				1.00
fmin=2(1+Plt)/g or fmin=2(1+Pl)/g				0.09
gdiff=max(gq-gf,0)				0.00
fm=[gf/g]+[gu/g][1/{1+Pl(El1-1)}], (min=fmin;max=1.00)				0.38
flt=fm=[gf/g]+gdiff[1/{1+Plt(El2-1)}]				
+ [gu/g][1/(1+Plt(El1-1))], (min=fmin;max=1.0) or flt=[fm+0.91(N-1)]/N**				
flt Primary				0.646

For special case of single-lane approach opposed by multilane approach, see text.

\* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

\*\* For permitted left-turns with multiple exclusive left-turn lanes, flt=fm. For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL UNIFORM DELAY WORKSHEET

	EBLT	WBLT	NBLT	SBLT
Adj. LT Vol from Vol Adjustment Worksheet, v	264	143		
v/c ratio from Capacity Worksheet, X	0.67	0.29		
Primary phase effective green, g	11.0	11.0		
Secondary phase effective green, gq	20.40	14.43		
(From Supplemental Permitted LT Worksheet), gu	23.60	29.57		
Cycle length, C 100.0 Red =(C-g-gq-gu), r	45.0	45.0		
Arrivals: v/(3600(max(X,1.0))), qa	0.07	0.04		
Primary ph. departures: s/3600, sp	0.469	0.469		
Secondary ph. departures: s(gq+gu)/(gu*3600), ss	0.24	0.28		
XPerm	0.56	0.21		
XProt	0.80	0.43		
XCase	1	1		
Queue at beginning of green arrow, Qa	3.30	1.79		
Queue at beginning of unsaturated green, Qu	1.50	0.57		
Residual queue, Qr	0.00	0.00		
Uniform Delay, d1	15.0	12.3		

DELAY/LOS WORKSHEET WITH INITIAL QUEUE

Appr/ Lane Group	Initial	Dur.	Uniform Delay		Initial	Final	Initial	Lane
	Unmet Demand	Unmet Demand	Unadj. ds	Adj. d1 sec	Queue Param.	Unmet Demand	Queue Delay	Group Delay
	Q veh	t hrs.			u	Q veh	d3 sec	d sec

Eastbound

Westbound

Northbound

Southbound

Intersection Delay 37.2 sec/veh Intersection LOS D

HCS: Signalized Intersections Release 3.1c

Inter: Mariner Blvd./County Line Rd. City/St: Tampa / FL  
 Analyst: URSG Proj #:  
 Date: 2/22/00 Period: PM Peak  
 E/W St: Mariner Blvd. N/S St: US 19

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	0	2	0
LGConfig	L	T	R	L	T	R	L	TR		LTR		
Volume	203	447	110	188	305	24	176	427	108	87	134	193
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0			12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A	A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
WB Left	A	A			SB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	40.0				35.0		
Yellow	4.0	4.0				4.0		
All Red	1.0	1.0				1.0		
Cycle Length:	100.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	450		0.48	0.550	14.3	B		
T	710	1776	0.68	0.400	27.3	C	22.7	C
R	604	1509	0.20	0.400	19.7	B		
<b>Westbound</b>								
L	388		0.58	0.550	16.7	B		
T	710	1776	0.51	0.400	23.3	C	20.6	C
R	604	1509	0.05	0.400	18.4	B		
<b>Northbound</b>								
L	241	690	0.83	0.350	50.8	D		
TR	638	1824	0.95	0.350	56.2	E	54.9	D
<b>Southbound</b>								
LTR	614	1755	0.76	0.350	34.2	C	34.2	C

Intersection Delay = 33.8 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.1c

URS Greiner Inc.  
 7650 W Courtney Campbell Causeway  
 Tampa, FL 33607

Phone: (813) 286-1711  
 E-Mail:

Fax:

OPERATIONAL ANALYSIS

Intersection: Mariner Blvd./County Line Rd.  
 City/State: Tampa / FL  
 Analyst: URSG  
 Project No:  
 Time Period Analyzed: PM Peak  
 Date: 2/22/00  
 East/West Street Name: Mariner Blvd.  
 North/South Street Name: US 19

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	203	447	110	188	305	24	176	427	108	87	134	193	
PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.88	0.88	0.88	0.89	0.89	0.89	
PK 15 Vol	55	120	30	56	91	7	50	121	31	24	38	54	
Hi Ln Vol													
% Grade		0			0			0			0		
Ideal Sat	1900	1900	1900	1900	1900	1900	1900	1900			1900		
ParkExist													
NumPark													
% Heavy Veh	7	7	7	7	7	7	1	1	1	1	1	1	
No. Lanes		1	1	1		1	1	1	0		0	2	0
LGConfig		L	T	R		L	T	R		L	TR		LTR
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0			12.0		
RTOR Vol			0			0			0			0	
Adj Flow	218	481	118	224	363	29	200	608			466		
%InSharedLn													
Prop Turns									0.20	0.21		0.47	
NumPeds			0			0			0			0	
NumBus	0	0	0	0	0	0	0	0			0		

Duration 0.25 Area Type: All other areas



OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Arriv. Type	3	3	3	3	3	3	3	3			3	
Unit Ext.	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
I Factor		1.000			1.000			1.000			1.000	
Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			2.0	
Ext of g	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0			2.0	
Ped Min g		3.0			3.0			3.0			3.0	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A	A		NB Left	A		
Thru			A		Thru	A		
Right			A		Right	A		
Peds					Peds			
WB Left		A	A		SB Left	A		
Thru			A		Thru	A		
Right			A		Right	A		
Peds					Peds			
EB Right					EB Right			
SB Right					WB Right			
Green		10.0	40.0			35.0		
Yellow		4.0	4.0			4.0		
All Red		1.0	1.0			1.0		
Cycle Length:	100.0		secs					

VOLUME ADJUSTMENT WORKSHEET

Appr./ Movement	Mvt Volume	PHF	Flow Rate	No. Lanes	Lane Group	RTOR	Adjusted Flow Rate In Lane Grp	Prop. Left Turns	Prop. Right Turns
Eastbound									
Left	203	0.93	218	1	L		218		
Thru	447	0.93	481	1	T		481		
Right	110	0.93	118	1	R	0	118		
Westbound									
Left	188	0.84	224	1	L		224		
Thru	305	0.84	363	1	T		363		
Right	24	0.84	29	1	R	0	29		
Northbound									
Left	176	0.88	200	1	L		200		
Thru	427	0.88	485	1	TR		608		0.20
Right	108	0.88	123	0		0			
Southbound									
Left	87	0.89	98	0					
Thru	134	0.89	151	2	LTR		466	0.21	0.47
Right	193	0.89	217	0		0			

\* Value entered by user.

SATURATION FLOW ADJUSTMENT WORKSHEET

Appr/ Lane Group	Ideal Sat Flow	f W	f HV	f G	f P	f BB	f A	f LU	f RT	f LT	Adj Sat Flow
Eastbound											
L	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	1.000	0.950	1687
T	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1776
R	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	0.850	0.850	1509
Westbound											
L	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	1.000	0.950	1687
T	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1776
R	1900	1.000	0.935	1.000	1.000	1.000	1.000	1.000	0.850	0.850	1509
Northbound											
L	1900	1.000	0.990	1.000	1.000	1.000	1.000	1.000	1.000	0.367	690
TR	1900	1.000	0.990	1.000	1.000	1.000	1.000	1.000	0.970	1.000	1824
Southbound											
LTR	1900	1.000	0.990	1.000	1.000	1.000	1.000	0.95	0.930	0.528	1755

CAPACITY ANALYSIS WORKSHEET

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Pri.		186	1687	0.11	0.110	186	1.00
Sec.		32	600	0.05	0.440	264	0.12
Left	L	218			0.550	450	0.48
Thru	T	481	1776	# 0.27	0.400	710	0.68
Right	R	118	1509	0.08	0.400	604	0.20
Westbound							
Pri.		186	1687	# 0.11	0.110	186	1.00
Sec.		38	459	0.08	0.440	202	0.19
Left	L	224			0.550	388	0.58
Thru	T	363	1776	0.20	0.400	710	0.51
Right	R	29	1509	0.02	0.400	604	0.05
Northbound							
Pri.							
Sec.							
Left	L	200	690	0.29	0.350	241	0.83
Thru	TR	608	1824	# 0.33	0.350	638	0.95
Right							
Southbound							
Pri.							
Sec.							
Left							
Thru	LTR	466	1755	0.27	0.350	614	0.76
Right							

Sum (v/s) critical = 0.71  
 Lost Time/Cycle, L = 15.00 sec Critical v/c(X) = 0.84

LEVEL OF SERVICE WORKSHEET

Appr/ Lane Grp	Ratios v/c g/C	Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Res Del d2	Res Del d3	Lane Group Delay LOS	Approach Delay LOS
Eastbound									
L	0.48 0.550	13.4	1.000	450	0.11	0.8	0.0	14.3 B	
T	0.68 0.400	24.7	1.000	710	0.25	2.6	0.0	27.3 C	22.7 C
R	0.20 0.400	19.5	1.000	604	0.11	0.2	0.0	19.7 B	
Westbound									
L	0.58 0.550	14.6	1.000	388	0.17	2.1	0.0	16.7 B	
T	0.51 0.400	22.6	1.000	710	0.12	0.6	0.0	23.3 C	20.6 C
R	0.05 0.400	18.4	1.000	604	0.11	0.0	0.0	18.4 B	
Northbound									
T	0.83 0.350	29.8	1.000	241	0.37	21.0	0.0	50.8 D	
TR	0.95 0.350	31.7	1.000	638	0.46	24.5	0.0	56.2 E	54.9 D
Southbound									
LTR	0.76 0.350	28.8	1.000	614	0.31	5.5	0.0	34.2 C	34.2 C

Intersection Delay = 33.8 (sec/veh) Intersection LOS = C

SUPPLEMENTAL PERMITTED LT WORKSHEET  
for exclusive lefts

APPROACH	EB	WB	NB	SB
Cycle Length, C 100.0 sec				
Actual Green Time for Lane Group, G	55.0	55.0	35.0	
Effective Green Time for Lane Group, g	44.0	44.0	35.0	
Opposing Effective Green Time, go	40.0	40.0	35.0	
Number of Lanes in Lane Group, N	1	1	1	
Number of Opposing Lanes, No	1	1	2	
Adjusted Left-Turn Flow Rate, Vlt	218	224	200	
Proportion of Left Turns in Opposing Flow, Plto	0.00	0.00	0.21	
Adjusted Opposing Flow Rate, Vo	363	481	466	
Lost Time for Lane Group, tl	5.00	5.00	5.00	
Left Turns per Cycle: LTC=VltC/3600	6.06	6.22	5.56	
Opposing Flow per Lane, Per Cycle: Volc=VoC/3600fluo	10.08	13.36	6.81	
Opposing Platoon Ratio, Rpo (Table 9-2 or Eqn 9-7)	1.00	1.00	1.00	
gf=[Gexp(- a * (LTC ** b))]-tl, gf<=g	0.0	0.0	0.0	
Opposing Queue Ratio: gro=1-Rpo(go/C)	0.60	0.60	0.65	
gq=(4.943Volc**0.762)(gro**1.061)-tl, gq<=g	16.72	20.73	8.50	
gu =g-gq if gq>=gf, =g-gf if gq<gf	27.28	23.27	26.50	
n=(gq-gf)/2, n>=0	8.36	10.36	4.25	
Ptho=1-Plto	1.00	1.00	0.79	
Pl*=[Plt[1+{(N-1)g/(gf+gu/El1+4.24)}]]	1.00	1.00	1.00	
El1 (Figure 9-7)	1.84	2.05	2.06	
El2=(1-Ptho**n)/Plto, El2>=1.0	1.00	1.00	3.01	
fmin=2(1+Plt)/g or fmin=2(1+Pl)/g	0.09	0.09	0.11	
gdiff=max(gq-gf,0)	0.00	0.00	8.50	
fm=[gf/g]+[gu/g][1/{1+Pl(El1-1)}], (min=fmin;max=1.00)	0.34	0.26	0.37	
flt=fm=[gf/g]+gdiff[1/{1+Plt(El2-1)}] +[gu/g][1/(1+Plt(El1-1))], (min=fmin;max=1.0) or flt=[fm+0.91(N-1)]/N**	0.338	0.258	0.367	

For special case of single-lane approach opposed by multilane approach, see text.

\* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

\*\* For permitted left-turns with multiple exclusive left-turn lanes, flt=fm. For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET  
for shared lefts

APPROACH	EB	WB	NB	SB
Cycle Length, C 100.0 sec				
Actual Green Time for Lane Group, G				35.0
Effective Green Time for Lane Group, g				35.0
Opposing Effective Green Time, go				35.0
Number of Lanes in Lane Group, N				2
Number of Opposing Lanes, No				1
Adjusted Left-Turn Flow Rate, Vlt				98
Proportion of Left Turns in Lane Group, Plt				0.21
Proportion of Left Turns in Opposing Flow, Plto				0.00
Adjusted Opposing Flow Rate, Vo				608
Lost Time for Lane Group, tl				5.00
Left Turns per Cycle: LTC=VltC/3600				2.72
Opposing Flow per Lane, Per Cycle: Volc=VoC/3600fluo				16.89
Opposing Platoon Ratio, Rpo (Table 9-2 or Eqn 9-7)				1.00
$gf=[Gexp(-a * (LTC ** b))]-tl, gf \leq g$				0.0
Opposing Queue Ratio: $gro=1-Rpo(go/C)$				0.65
$gq=(4.943Volc**0.762)(gro**1.061)-tl, gq \leq g$				21.97
$gu = g-gq$ if $gq \geq gf, =g-gf$ if $gq < gf$				13.03
$n=(gq-gf)/2, n \geq 0$				10.99
$Ptho=1-Plto$				1.00
$Pl* = Plt[1 + \{(N-1)g / (gf + gu / El1 + 4.24)\}]$				1.00-
El1 (Figure 9-7)				2.56
$El2 = (1 - Ptho ** n) / Plto, El2 \geq 1.0$				1.00
$fmin = 2(1 + Plt) / g$ or $fmin = 2(1 + Pl) / g$				0.11
$gdiff = \max(gq - gf, 0)$				0.00
$fm = [gf/g] + [gu/g][1 / \{1 + Pl(El1 - 1)\}]$ , (min=fmin; max=1.00)				0.15
$flt = fm = [gf/g] + gdiff[1 / \{1 + Plt(El2 - 1)\}]$				
$[gu/g][1 / (1 + Plt(El1 - 1))]$ , (min=fmin; max=1.0) or $flt = [fm + 0.91(N-1)] / N **$				
flt Primary				0.528

For special case of single-lane approach opposed by multilane approach, see text.

If  $Pl \geq 1$  for shared left-turn lanes with  $N > 1$ , then assume de-facto left-turn lane and redo calculations.

\*\* For permitted left-turns with multiple exclusive left-turn lanes,  $flt = fm$ . or special case of multilane approach opposed by single-lane approach or when  $gf > gq$ , see text.

SUPPLEMENTAL UNIFORM DELAY WORKSHEET

	EBLT	WBLT	NBLT	SBLT
Adj. LT Vol from Vol Adjustment Worksheet, v	218	224		
v/c ratio from Capacity Worksheet, X	0.48	0.58		
Primary phase effective green, g	11.0	11.0		
Secondary phase effective green, gg	16.72	20.73		
(From Supplemental Permitted LT Worksheet), gu	27.28	23.27		
Cycle length, C 100.0 Red =(C-g-gg-gu), r	45.0	45.0		
Arrivals: v/(3600(max(X,1.0))), qa	0.06	0.06		
Primary ph. departures: s/3600, sp	0.469	0.469		
Secondary ph. departures: s(gg+gu)/(gu*3600), ss	0.27	0.24		
XPerm	0.36	0.49		
XProt	0.66	0.68		
XCase	1	1		
Queue at beginning of green arrow, Qa	2.72	2.80		
Queue at beginning of unsaturated green, Qu	1.01	1.29		
Residual queue, Qr	0.00	0.00		
Uniform Delay, d1	13.4	14.6		

DELAY/LOS WORKSHEET WITH INITIAL QUEUE

Appr/ Lane Group	Initial	Dur.	Uniform Delay		Initial	Final	Initial	Lane
	Unmet Demand	Unmet Demand	Unadj. ds	Adj. d1 sec	Queue Param. u	Unmet Demand	Queue Delay d3 sec	Group Delay d sec

Eastbound

Westbound

Northbound

Southbound

Intersection Delay 33.8 sec/veh Intersection LOS C

---

**Existing Unsignalized Intersection Analyses**





N Y Y N N N N N N

Channelized: N  
Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N  
Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	Y	N	N	N	N	N	N

Channelized: N  
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	565	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 1 10 12

t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.01	0.01	0.01
t c,g	0.2	0.1	
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00



Movement Capacity	95	347
Shared Lane Capacity	175	

---

Worksheet 10 delay, queue length, and LOS

Movement	1	4	7	8	9	10	11	12
				-----		-----		
v(vph)	77				232			
C m(vph)	732				175			
v/c	0.11				1.33			
95% queue length								
Control Delay	10.5				232.6			
LOS	B				F			
Approach Delay						232.6		
Approach LOS						F		

---

Worksheet 11 Shared Major LT Impedance and Delay

Rank 1 Delay Calculations

Movement	2	5
P o <sub>j</sub>	0.89	1.00
V i <sub>1</sub>	565	0
V i <sub>2</sub>	0	0
S i <sub>1</sub>	1700	1700
S i <sub>2</sub>	1700	1700
P* 0 <sub>j</sub>	0.84	1.00
D maj left	10.5	0.0
N number major st lanes		1 1
Delay, rank 1 mvmts		1.7 0.0

---



N Y Y N N N N N N

Channelized: N  
Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R	
N	N	N	N	N	N	N	N	N	

Channelized: N  
Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R	
Y	N	Y	N	N	N	N	N	N	

Channelized: N  
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	857	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 1 10 12

t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.01	0.01	0.01
t c,g	0.2	0.1	
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00



Movement Capacity	87	497
Shared Lane Capacity	173	

---

Worksheet 10 delay, queue length, and LOS

Movement	1	4	7	8	9	10	11	12
----------	---	---	---	---	---	----	----	----

---

				-----		-----		
v(vph)	97					140		
C m(vph)	921					173		
v/c	0.11					0.81		
95% queue length								
Control Delay	9.4					79.4		
LOS	A					F		
Approach Delay								79.4
Approach LOS								F

---

Worksheet 11 Shared Major LT Impedance and Delay

Rank 1 Delay Calculations

Movement	2	5
----------	---	---

---

P <sub>o</sub> j	0.89	1.00
V <sub>i</sub> 1	857	0
V <sub>i</sub> 2	0	0
S <sub>i</sub> 1	1700	1700
S <sub>i</sub> 2	1700	1700
P* <sub>o</sub> j	0.79	1.00
D <sub>maj left</sub>	9.4	0.0
N number major st lanes		1 1
Delay, rank 1 mvmts	2.0	0.0

---





-----

Y Y N N N N N N N

Channelized: N  
Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R	
-----									
Y	N	Y	N	N	N	N	N	N	

Channelized: N  
Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R	
-----									
N	N	N	N	N	N	N	N	N	

Channelized: N  
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	0	841
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

-----

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 4 7 9

-----

t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.01	0.01	0.01
t c,g	0.2	0.1	
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00



Movement Capacity	114	467
Shared Lane Capacity	191	

---

Worksheet 10 delay, queue length, and LOS

Movement	1	4	7	8	9	10	11	12
----------	---	---	---	---	---	----	----	----

---

	-----	-----						
v(vph)	18	82						
C m(vph)	896	191						
v/c	0.02	0.43						
95% queue length								
Control Delay	9.1	37.4						
LOS	A	E						
Approach Delay				37.4				
Approach LOS				E				

---

Worksheet 11 Shared Major LT Impedance and Delay

Rank 1 Delay Calculations

Movement	2	5
----------	---	---

---

P <sub>0j</sub>	1.00	0.98
V <sub>i1</sub>	0	841
V <sub>i2</sub>	0	0
S <sub>i1</sub>	1700	1700
S <sub>i2</sub>	1700	1700
P* <sub>0j</sub>	1.00	0.96
D <sub>maj left</sub>	0.0	9.1
N number major st lanes		1 1
Delay, rank 1 mvmts		0.0 0.4

---



-----

Y Y N N N N N N N

Channelized: N  
 Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R	

-----

Y N Y N N N N N N

Channelized: N  
 Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R	

-----

N N N N N N N N N

Channelized: N  
 Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	0	578
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

-----

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	4	7	9
t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.01	0.01	0.01
t c,g	0.2	0.1	
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00



Movement Capacity	102	353
Shared Lane Capacity	162	

---

Worksheet 10 delay, queue length, and LOS

Movement	1	4	7	8	9	10	11	12
----------	---	---	---	---	---	----	----	----

---

	-----	-----						
v(vph)	53	53						
C m(vph)	732	162						
v/c	0.07	0.33						
95% queue length								
Control Delay	10.3	37.6						
LOS	B	E						
Approach Delay				37.6				
Approach LOS				E				

---

Worksheet 11 Shared Major LT Impedance and Delay

Rank 1 Delay Calculations

Movement	2	5
----------	---	---

---

P o <sub>j</sub>	1.00	0.93
V i <sub>1</sub>	0	578
V i <sub>2</sub>	0	0
S i <sub>1</sub>	1700	1700
S i <sub>2</sub>	1700	1700
P* 0 <sub>j</sub>	1.00	0.89
D maj left	0.0	10.3
N number major st lanes		1 1
Delay, rank 1 mvmts	0.0	1.1

---

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: URSG

Intersection: Waterfall Dr. / County Line Rd.

Count Date: 11/1999

Time Period: AM Peak

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	3	4	5	6	7	8	9	10	11	12
Volume:	42	576	6	12	758	126	13	4	20	56	3	87
HFR:	52	720	8	13	794	132	18	6	28	78	4	121
PHF:	0.80	0.80	0.80	0.95	0.95	0.95	0.72	0.72	0.72	0.72	0.72	0.72
PHV:	0.01	0.05	0.01	0.01	0.05	0.01	0.01	0.01	0.01	0.01	0.01	0.01

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 2

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	N	Y

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	Y	N	N	N

Channelized: N



Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	N	N	N	Y	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	Y	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	0	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	4	7	8	9	10	11	12
t <sub>c,base</sub>	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t <sub>c,hv</sub>	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
P <sub>hv</sub>	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
t <sub>c,g</sub>		0.2	0.2	0.1	0.2	0.2	0.1	
G	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t <sub>3,lt</sub>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
t <sub>c,T</sub> :								
1 stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

t <sub>c</sub>								
1 stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2

Follow Up Time Calculations:

Movement	1	4	7	8	9	10	11	12
t <sub>f,base</sub>	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

t f,HV	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
P hv	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
tf	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	720	860
Potential Capacity	430	357
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	430	357
Probability of Queue free St.	0.94	0.66

Step 2: LT from Major St.	4	1
Conflicting Flows	728	926
Potential Capacity	881	742
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	881	742
Probability of Queue free St.	0.99	0.93

Step 3: TH from Minor St.	8	11
Conflicting Flows	1776	1717
Potential Capacity	83	90
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.92
Movement Capacity	76	83
Probability of Queue free St.	0.93	0.95

Step 4: LT from Minor St.	7	10
Conflicting Flows	1772	1730
Potential Capacity	65	70
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.87	0.85
Maj. L, Min T Adj. Imp Factor.	0.90	0.88
Cap. Adj. factor due to Impeding mvmnt	0.60	0.83
Movement Capacity	39	58

Worksheet 8 Shared Lane Calculations

Shared Lane Calculations						
Movement	7	8	9	10	11	12
v(vph)	18	6	28	78	4	121
Movement Capacity	39	76	430	58	83	357
Shared Lane Capacity	44			117		

Worksheet 9-Computation of effect of flared minor street approaches

Movement	7	8	9	10	11	12
C sep	39	76	430	58	83	357
Volume	18	6	28	78	4	121
Delay	161.2	56.0	14.0	355.7	50.8	20.1
Q sep	0.80	0.09	0.11	7.69	0.06	0.68
Q sep +1	1.80	1.09	1.11	8.69	1.06	1.68
round (Qsep +1)	2	1	1	9	1	2
n max	2			9		
C sh	430			117		
SUM C sep		544			498	
n	0			2		
C act	430			201		

Worksheet 10 delay, queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	53	13	23	28		203		
C m(vph)	742	881	44	430		201		
v/c	0.07	0.01	0.54	0.06		1.01		
95% queue length								
Control Delay	10.2	9.1	157.8	14.0		114.5		
LOS	B	A	F	B		F		
Approach Delay				80.1		114.5		
Approach LOS				F		F		

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: URSG

Intersection: Waterfall Dr. / County Line Rd.

Count Date: 11/1999

Time Period: PM Peak

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	3	4	5	6	7	8	9	10	11	12
Volume:	77	772	9	27	554	71	15	4	25	99	4	55
HFR:	81	813	9	30	609	78	25	7	42	111	4	62
PHF:	0.95	0.95	0.95	0.91	0.91	0.91	0.60	0.60	0.60	0.89	0.89	0.89
PHV:	0.01	0.04	0.01	0.01	0.04	0.01	0.01	0.01	0.01	0.01	0.01	0.01

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 2

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	N	Y

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	Y	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	N	N	N	Y	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	Y	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	0	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	4	7	8	9	10	11	12
t c,base	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t c,hv	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
P hv	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
t c,g		0.2	0.2	0.1	0.2	0.2	0.1	
G	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t 3,lt	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
t c,T:								
1 stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

t c	1	4	7	8	9	10	11	12
1 stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2

Follow Up Time Calculations:

Movement	1	4	7	8	9	10	11	12
t f,base	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3



Worksheet 9-Computation of effect of flared minor street approaches

Movement	7	8	9	10	11	12
C sep	54	79	380	54	82	472
Volume	25	7	42	111	4	62
Delay	119.8	54.8	15.6	648.3	51.3	13.8
Q sep	0.83	0.10	0.18	20.03	0.06	0.24
Q sep +1	1.83	1.10	1.18	21.03	1.06	1.24
round (Qsep +1)	2	1	1	21	1	1
n max	2			21		
C sh	380			80		
SUM C sep		513			609	
n	0			2		
C act	380			130		

Worksheet 10 delay, queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	81	30	32	42			178	
C m(vph)	912	812	58	380			130	
v/c	0.09	0.04	0.55	0.11			1.37	
95% queue length								
Control Delay	9.3	9.6	125.9	15.6			269.5	
LOS	A	A	F	C			F	
Approach Delay				63.3			269.5	
Approach LOS				F			F	

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: URSG

Intersection: Linden Dr. / County Line Rd.

Count Date: 11/1999

Time Period: AM Peak

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements: 1 2 5 6 10 12

---

Volume:	24	390	343	18	107	226
HFR:	27	433	377	20	128	271
PHF:	0.90	0.90	0.91	0.91	0.83	0.83
PHV:	0.01	0.07	0.07	0.01	0.01	0.01

---

Pedestrian Volume Data:

Movements:

---

Flow:  
 Lane width:  
 Walk speed:  
 % Blockage:

Median Type: None  
 # of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0  
 # of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	Y	N	N	N	Y	N	N	N	N

Channelized: N  
 Grade: 0.00

Lane usage for movements 4,5&6 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	N	Y	N	N	N	Y	N	N	N

Channelized: N



Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1			Lane 2				Lane 3		
	L	T	R	L	T	R	L	T	R	
	N	N	N	N	N	N	N	N	N	

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1			Lane 2				Lane 3		
	L	T	R	L	T	R	L	T	R	
	Y	N	N	N	N	Y	N	N	N	

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	0	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 1 10 12

t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.01	0.01	0.01
t c,g	0.2	0.1	
G	0.00	0.00	0.00
t 3,t	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00

t c			
1 stage	4.1	6.4	6.2

Follow Up Time Calculations:

Movement 1 10 12

t f,base	2.2	3.5	3.3
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TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: URSG

Intersection: Linden Dr. / County Line Rd.

Count Date: 11/1999

Time Period: PM Peak

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	117	493	425	43	28	61
HFR:	127	536	500	51	31	69
PHF:	0.92	0.92	0.85	0.85	0.89	0.89
PHV:	0.01	0.07	0.07	0.01	0.01	0.01

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

	Lane 1				Lane 2			Lane 3	
	L	T	R	L	T	R	L	T	R
	Y	N	N	N	Y	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

	Lane 1				Lane 2			Lane 3	
	L	T	R	L	T	R	L	T	R
	N	Y	N	N	N	Y	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1				Lane 2			Lane 3	
	L	T	R	L	T	R	L	T	R
	N	N	N	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1				Lane 2			Lane 3	
	L	T	R	L	T	R	L	T	R
	Y	N	N	N	N	Y	N	N	N

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	0	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 1 10 12

t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.01	0.01	0.01
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,it	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00

t c			
1 stage	4.1	6.4	6.2

Follow Up Time Calculations:

Movement 1 10 12

t f,base	2.2	3.5	3.3
----------	-----	-----	-----

t f,HV	0.9	0.9	0.9
P hv	0.01	0.01	0.01
t f	2.2	3.5	3.3

---

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.                    9            12

---

Conflicting Flows	500
Potential Capacity	573
Pedestrian Impedance Factor	1.00
Movement Capacity	573
Probability of Queue free St.	0.88

---

Step 2: LT from Major St.                    4            1

---

Conflicting Flows	551
Potential Capacity	1024
Pedestrian Impedance Factor	1.00
Movement Capacity	1024
Probability of Queue free St.	0.88

---

Step 4: LT from Minor St.                    7            10

---

Conflicting Flows	1290
Potential Capacity	181
Pedestrian Impedance Factor	1.00
Maj. L, Min T Impedance factor	0.88
Maj. L, Min T Adj. Imp Factor.	0.90
Cap. Adj. factor due to Impeding mvmnt	0.90
Movement Capacity	164

---

Worksheet 10 delay,queue length, and LOS

Movement                    1    4    7    8    9    10    11    12

---

			—	
				—
v(vph)	127		31	69
C m(vph)	1024		164	573
v/c	0.12		0.19	0.12
95% queue length				
Control Delay	9.0		32.1	12.1
LOS	A		D	B
Approach Delay				18.4
Approach LOS				C

---

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: URSG

Intersection: Anderson Snow Rd. / County Line Rd.

Count Date: 11/1999

Time Period: AM Peak

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements: 1 2 5 6 10 12

---

Volume:	164	333	264	47	95	97
HFR:	182	370	303	54	101	103
PHF:	0.90	0.90	0.87	0.87	0.94	0.94
PHV:	0.01	0.07	0.07	0.01	0.01	0.01

---

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	N	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	Y	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	N	Y	N	N	N

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	333	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 1 10 12

t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.01	0.01	0.01
t c,g	0.2	0.1	
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00

t c			
1 stage	4.1	6.4	6.2

Follow Up Time Calculations:

Movement 1 10 12

t f,base	2.2	3.5	3.3
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Rank 1 Delay Calculations

Movement	2	5
P o j	0.85	1.00
V i1	333	0
V i2	0	0
S i1	1700	1700
S i2	1700	1700
P* 0j	0.81	1.00
D maj left	8.5	0.0
N number major st lanes	1	1
Delay, rank 1 mvmts	1.6	0.0

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: URSG

Intersection: Anderson Snow Rd. / County Line Rd.

Count Date: 11/1999

Time Period: PM Peak

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements: 1 2 5 6 10 12

---

Volume:	118	370	325	79	49	120
HFR:	127	398	387	94	63	154
PHF:	0.93	0.93	0.84	0.84	0.78	0.78
PHV:	0.01	0.07	0.07	0.01	0.01	0.01

---

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	Y	N	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	Y	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	N	Y	N	N	N

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared In volume, major th vehicles:	370	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 1 10 12

t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.01	0.01	0.01
t c,g	0.2	0.1	
G	0.00	0.00	0.00
t 3,t	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00

t c			
1 stage	4.1	6.4	6.2

Follow Up Time Calculations:

Movement 1 10 12

t f,base	2.2	3.5	3.3
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Rank 1 Delay Calculations

Movement	2	5
P o j	0.88	1.00
V i1	370	0
V i2	0	0
S i1	1700	1700
S i2	1700	1700
P* 0j	0.85	1.00
D maj left	8.7	0.0
N number major st lanes	1	1
Delay, rank 1 mvmts	1.3	0.0

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: URSG  
 Intersection: US 41 / County Line Rd.  
 Count Date: 11/1999  
 Time Period: AM Peak

Intersection Orientation: North-South Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	136	452	295	154	193	205
HFR:	166	551	360	188	219	233
PHF:	0.82	0.82	0.82	0.82	0.88	0.88
PHV:	0.07	0.07	0.07	0.07	0.07	0.07

Pedestrian Volume Data:

Movements:

Flow:  
 Lane width:  
 Walk speed:  
 % Blockage:

Median Type: None  
 # of vehicles: 0

Flared approach Movements:

# of vehicles: Eastbound 0  
 # of vehicles: Westbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	N	N

Channelized: N  
 Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	Y	N	N	N	Y

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	N	Y	N	N	N

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Northbound	Southbound
Shared In volume, major th vehicles:	0	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 1 10 12

t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.07	0.07	0.07
t c,g	0.2	0.1	
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00

t c			
1 stage	4.2	6.5	6.3

Follow Up Time Calculations:

Movement 1 10 12

t f,base	2.2	3.5	3.3
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TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: URSG

Intersection: US 41 / County Line Rd.

Count Date: 11/1999

Time Period: PM Peak

Intersection Orientation: North-South Major St.

Vehicle Volume Data:

Movements: 1 2 5 6 10 12

---

Volume:	136	452	295	154	193	205
HFR:	166	551	360	188	219	233
PHF:	0.82	0.82	0.82	0.82	0.88	0.88
PHV:	0.07	0.07	0.07	0.07	0.07	0.07

---

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Eastbound 0

# of vehicles: Westbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	Y	N	N	N	Y

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1				Lane 2			Lane 3	
	L	T	R	L	T	R	L	T	R
	N	N	N	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1				Lane 2			Lane 3	
	L	T	R	L	T	R	L	T	R
	Y	N	N	N	N	Y	N	N	N

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Northbound	Southbound
Shared In volume, major th vehicles:	0	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 1 10 12

t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.07	0.07	0.07
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00

t c			
1 stage	4.2	6.5	6.3

Follow Up Time Calculations:

Movement 1 10 12

t f,base	2.2	3.5	3.3
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t f,HV	0.9	0.9	0.9
P hv	0.07	0.07	0.07
tf	2.3	3.6	3.4

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.                    9            12

Conflicting Flows	360	
Potential Capacity	674	
Pedestrian Impedance Factor		1.00
Movement Capacity	674	
Probability of Queue free St.	0.65	

Step 2: LT from Major St.                    4            1

Conflicting Flows	548	
Potential Capacity	997	
Pedestrian Impedance Factor		1.00
Movement Capacity	997	
Probability of Queue free St.	0.83	

Step 4: LT from Minor St.                    7            10

Conflicting Flows	1243	
Potential Capacity	188	
Pedestrian Impedance Factor		1.00
Maj. L, Min T Impedance factor		0.83
Maj. L, Min T Adj. Imp Factor.		0.87
Cap. Adj. factor due to Impeding mvmnt		0.87
Movement Capacity	164	

Worksheet 10 delay,queue length, and LOS

Movement                    1    4    7    8    9    10    11    12

			—	
				—
v(vph)	166		219	233
C m(vph)	997		164	674
v/c	0.17		1.34	0.35
95% queue length				
Control Delay	9.3		240.1	13.1
LOS	A		F	B
Approach Delay			123.2	
Approach LOS			F	

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: URSG

Intersection: US 41 \ Ayers Rd.

Count Date: 11/1999

Time Period: AM Peak

Intersection Orientation: North-South Major St.

Vehicle Volume Data:

Movements: 2 3 4 5 7 9

Volume:	604	107	147	402	62	163
HFR:	657	116	165	452	77	201
PHF:	0.92	0.92	0.89	0.89	0.81	0.81
PHV:	0.07	0.03	0.03	0.07	0.03	0.03

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Eastbound 0

# of vehicles: Westbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	N	Y	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1			Lane 2				Lane 3		
	L	T	R	L	T	R	L	T	R	
	Y	N	N	N	N	Y	N	N	N	

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1			Lane 2				Lane 3		
	L	T	R	L	T	R	L	T	R	
	N	N	N	N	N	N	N	N	N	

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Northbound	Southbound
Shared In volume, major th vehicles:	0	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 4 7 9

t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.03	0.03	0.03
t c,g	0.2	0.1	
G	0.00	0.00	0.00
t 3,it	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00

t c			
1 stage	4.1	6.4	6.2

Follow Up Time Calculations:

Movement 4 7 9

t f,base	2.2	3.5	3.3
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TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: URSG

Intersection: US 41 / Ayers Rd.

Count Date: 11/1999

Time Period: PM Peak

Intersection Orientation: North-South Major St.

Vehicle Volume Data:

Movements:	2	3	4	5	7	9
Volume:	437	65	101	571	102	114
HFR:	491	73	125	705	146	163
PHF:	0.89	0.89	0.81	0.81	0.70	0.70
PHV:	0.07	0.03	0.03	0.07	0.03	0.03

Pedestrian Volume Data:

Movements:

Flow:  
Lane width:  
Walk speed:  
% Blockage:

Median Type: None  
# of vehicles: 0

Flared approach Movements:

# of vehicles: Eastbound 0  
# of vehicles: Westbound 0

Lane usage for movements 1,2&3 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	N	Y	N	N	N	Y	N	N	N

Channelized: N  
Grade: 0.00

Lane usage for movements 4,5&6 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	Y	N	N	N	Y	N	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	Y	N	N	N	N	Y	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	N	N	N	N	N	N	N	N	N

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Northbound	Southbound
Shared In volume, major th vehicles:	0	0
Shared In volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	4	7	9
t c,base	4.1	7.1	6.2
t c,hv	1.0	1.0	1.0
P hv	0.03	0.03	0.03
t c,g	0.2	0.1	
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00

t c			
1 stage	4.1	6.4	6.2

Follow Up Time Calculations:

Movement	4	7	9
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t f,base	2.2	3.5	3.3
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**APPENDIX D**  
**Design Year (2025) Roadway Segment Level of**  
**Service Analyses**

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**No-Build Alternative**

1985 HCM:TWO-LANE HIGHWAYS

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FACILITY LOCATION.... Between US 19 and Cobblestone Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM PEAK  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 5  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 55 / 45  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 40

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.97	.95
B	2.2	2	2.5	1	.97	.94
C	2.2	2	2.5	1	.97	.94
D	2	1.6	1.6	1	.97	.95
E	2	1.6	1.6	1	.97	.95

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 3834  
 ACTUAL FLOW RATE: 4036

LOS	SERVICE FLOW RATE	V/C
A	233	.09
B	538	.21
C	922	.36
D	1552	.6
E	2587	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Cobblestone Dr. and East Rd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 5  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 55 / 45  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 40

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.97	.95
B	2.2	2	2.5	1	.97	.94
C	2.2	2	2.5	1	.97	.94
D	2	1.6	1.6	1	.97	.95
E	2	1.6	1.6	1	.97	.95

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME (vph): 3814  
 ACTUAL FLOW RATE: 4015

LOS	SERVICE FLOW RATE	V/C
A	233	.09
B	538	.21
C	922	.36
D	1552	.6
E	2587	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between East Rd. and Waterfall Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 5  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 10

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.95
B	2.2	2	2.5	1	.95	.94
C	2.2	2	2.5	1	.95	.94
D	2	1.6	1.6	1	.95	.95
E	2	1.6	1.6	1	.95	.95

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 4096  
 ACTUAL FLOW RATE: 4312

LOS	SERVICE FLOW RATE	V/C
A	381	.15
B	679	.27
C	1081	.43
D	1625	.64
E	2539	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Waterfall Dr. and Mariner Blvd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 5  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 56 / 44  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 20

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.95
B	2.2	2	2.5	1	.96	.94
C	2.2	2	2.5	1	.96	.94
D	2	1.6	1.6	1	.96	.95
E	2	1.6	1.6	1	.96	.95

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME (vph): 3219  
 ACTUAL FLOW RATE: 3388

LOS	SERVICE FLOW RATE	V/C
A	308	.12
B	611	.24
C	993	.39
D	1594	.62
E	2571	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Mariner Blvd. and Linden Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 5  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.95
B	2.2	2	2.5	1	.95	.94
C	2.2	2	2.5	1	.95	.94
D	2	1.6	1.6	1	.95	.95
E	2	1.6	1.6	1	.95	.95

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 3072  
 ACTUAL FLOW RATE: 3234

LOS	SERVICE FLOW RATE	V/C
A	228	.09
B	528	.21
C	905	.36
D	1523	.6
E	2539	1

LOS FOR GIVEN CONDITIONS: F



1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Linden Dr. and Anderson Snow Rd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 5  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 30

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.95
B	2.2	2	2.5	1	.95	.94
C	2.2	2	2.5	1	.95	.94
D	2	1.6	1.6	1	.95	.95
E	2	1.6	1.6	1	.95	.95

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 2716  
 ACTUAL FLOW RATE: 2859

LOS	SERVICE FLOW RATE	V/C
A	305	.12
B	604	.24
C	981	.39
D	1574	.62
E	2539	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Anderson Snow & Suncoast  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 5  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 100

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.95
B	2.2	2	2.5	1	.95	.94
C	2.2	2	2.5	1	.95	.94
D	2	1.6	1.6	1	.95	.95
E	2	1.6	1.6	1	.95	.95

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 2695  
 ACTUAL FLOW RATE: 2837  
 SERVICE

LOS	FLOW RATE	V/C
A	102	.04
B	402	.16
C	805	.32
D	1447	.57
E	2539	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Suncoast & US 41  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 5  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 70

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.95
B	2.2	2	2.5	1	.95	.94
C	2.2	2	2.5	1	.95	.94
D	2	1.6	1.6	1	.95	.95
E	2	1.6	1.6	1	.95	.95

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 1778  
 ACTUAL FLOW RATE: 1872

LOS	SERVICE FLOW RATE	V/C
A	178	.07
B	478	.19
C	855	.34
D	1498	.59
E	2539	1

LOS FOR GIVEN CONDITIONS: E

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between US 19 and Cobblestone Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 4  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 55 / 45  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 40

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.97	.96
B	2.2	2	2.5	1	.97	.95
C	2.2	2	2.5	1	.97	.95
D	2	1.6	1.6	1	.97	.96
E	2	1.6	1.6	1	.97	.96

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 3834  
 ACTUAL FLOW RATE: 4036

LOS	SERVICE FLOW RATE	V/C
A	235	.09
B	544	.21
C	933	.36
D	1567	.6
E	2612	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Cobblestone Dr. and East Rd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 4  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 55 / 45  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 40

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.97	.96
B	2.2	2	2.5	1	.97	.95
C	2.2	2	2.5	1	.97	.95
D	2	1.6	1.6	1	.97	.96
E	2	1.6	1.6	1	.97	.96

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 3814  
 ACTUAL FLOW RATE: 4015

LOS	SERVICE FLOW RATE	V/C
A	235	.09
B	544	.21
C	933	.36
D	1567	.6
E	2612	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between East Rd. and Waterfall Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 4  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 10

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.96
B	2.2	2	2.5	1	.95	.95
C	2.2	2	2.5	1	.95	.95
D	2	1.6	1.6	1	.95	.96
E	2	1.6	1.6	1	.95	.96

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME (vph): 4096  
 ACTUAL FLOW RATE: 4312

LOS	SERVICE FLOW RATE	V/C
A	384	.15
B	687	.27
C	1094	.43
D	1640	.64
E	2563	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Waterfall Dr. and Mariner Blvd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 4  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 56 / 44  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 20

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.96	.96
B	2.2	2	2.5	1	.96	.95
C	2.2	2	2.5	1	.96	.95
D	2	1.6	1.6	1	.96	.96
E	2	1.6	1.6	1	.96	.96

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 3219  
 ACTUAL FLOW RATE: 3388

LOS	SERVICE FLOW RATE	V/C
A	311	.12
B	618	.24
C	1004	.39
D	1609	.62
E	2595	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Mariner Blvd. and Linden Dr.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 4  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.96
B	2.2	2	2.5	1	.95	.95
C	2.2	2	2.5	1	.95	.95
D	2	1.6	1.6	1	.95	.96
E	2	1.6	1.6	1	.95	.96

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 3072  
 ACTUAL FLOW RATE: 3234

LOS	SERVICE FLOW RATE	V/C
A	231	.09
B	534	.21
C	916	.36
D	1538	.6
E	2563	1

LOS FOR GIVEN CONDITIONS: F



1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Linden Dr. and Anderson Snow Rd.  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 4  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 30

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.96
B	2.2	2	2.5	1	.95	.95
C	2.2	2	2.5	1	.95	.95
D	2	1.6	1.6	1	.95	.96
E	2	1.6	1.6	1	.95	.96

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 2716  
 ACTUAL FLOW RATE: 2859

LOS	SERVICE FLOW RATE	V/C
A	308	.12
B	610	.24
C	992	.39
D	1589	.62
E	2563	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Anderson Snow & Suncoast  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM PEAK  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 4  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 100

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.96
B	2.2	2	2.5	1	.95	.95
C	2.2	2	2.5	1	.95	.95
D	2	1.6	1.6	1	.95	.96
E	2	1.6	1.6	1	.95	.96

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 2695  
 ACTUAL FLOW RATE: 2837

LOS	SERVICE FLOW RATE	V/C
A	103	.04
B	407	.16
C	814	.32
D	1461	.57
E	2563	1

LOS FOR GIVEN CONDITIONS: F

1985 HCM:TWO-LANE HIGHWAYS

\*\*\*\*\*

FACILITY LOCATION.... Between Suncoast & US 41  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM PEAK  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 NO-BUILD

A) ADJUSTMENT FACTORS

---

PERCENTAGE OF TRUCKS.....	4
PERCENTAGE OF BUSES.....	0
PERCENTAGE OF RECREATIONAL VEHICLES.....	0
DESIGN SPEED (MPH).....	50
PEAK HOUR FACTOR.....	.95
DIRECTIONAL DISTRIBUTION (UP/DOWN).....	58 / 42
LANE WIDTH (FT).....	12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)...	6
PERCENT NO PASSING ZONES.....	70

B) CORRECTION FACTORS

LEVEL TERRAIN

---

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.96
B	2.2	2	2.5	1	.95	.95
C	2.2	2	2.5	1	.95	.95
D	2	1.6	1.6	1	.95	.96
E	2	1.6	1.6	1	.95	.96

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 1778  
 ACTUAL FLOW RATE: 1872

---

LOS	SERVICE FLOW RATE	V/C
A	179	.07
B	483	.19
C	865	.34
D	1512	.59
E	2563	1

LOS FOR GIVEN CONDITIONS: E

---

**Build Alternative**

URS  
 URS  
 7650 W. COURTNEY CAMPBELL CAUSEWAY  
 TAMPA, FL 33607-1462

Phone: (813) 286-1711  
 E-mail:

Fax:

OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: US 19 / COBBLESTONE  
 Analysis Year: 2025 AM PEAK  
 Length: 2.27 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	55.0	mph	55.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	5		12	
Access Points Adjustment, FA	1.3	mph	3.0	mph
Adjusted Free-Flow Speed	53.8	mph	52.0	mph

VOLUME

Direction	1		2	
Volume, V	1726	vph	2108	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	454		555	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	5	%	5	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	931	pcphpl	1137	pcphpl
Adjusted Free-Flow Speed, FFS	53.8	mph	52.0	mph
Avg. Passenger-Car Travel Speed, S	53.8	mph	52.0	mph
Level of Service, LOS	B		C	
Density, D	17.3	pc/mi/ln	21.9	pc/mi/ln

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 TAMPA, FL 33607-1462

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Fax:

OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: COBBLESTONE / EAST RD  
 Analysis Year: 2025 AM PEAK  
 Length: .10 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	55.0	mph	55.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	0		0	
Access Points Adjustment, FA	0.0	mph	0.0	mph
Adjusted Free-Flow Speed	55.0	mph	55.0	mph

VOLUME

Direction	1		2	
Volume, V	1736	vph	2078	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	457		547	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	5	%	5	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	936	pcphpl	1121	pcphpl
Adjusted Free-Flow Speed, FFS	55.0	mph	55.0	mph
Avg. Passenger-Car Travel Speed, S	55.0	mph	55.0	mph
Level of Service, LOS	B		C	
Density, D	17.0	pc/mi/ln	20.4	pc/mi/ln



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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: EAST RD / WATERFALL  
 Analysis Year: 2025 AM PEAK  
 Length: 1.10 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
	Ideal		Ideal	
Free-Flow Speed:	55.0	mph	55.0	mph
FFS or FFSi				
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	6		8	
Access Points Adjustment, FA	1.5	mph	2.0	mph
Adjusted Free-Flow Speed	53.5	mph	53.0	mph

VOLUME

Direction	1		2	
Volume, V	1726	vph	2370	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	454		624	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	5	%	5	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	931	pcphpl	1278	pcphpl
Adjusted Free-Flow Speed, FFS	53.5	mph	53.0	mph
Avg. Passenger-Car Travel Speed, S	53.5	mph	53.0	mph
Level of Service, LOS	B		C	
Density, D	17.4	pc/mi/ln	24.1	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: WATERFALL / MARINER  
 Analysis Year: 2025 AM PEAK  
 Length: 2.06 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	55.0	mph	55.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	12		5	
Access Points Adjustment, FA	3.0	mph	1.3	mph
Adjusted Free-Flow Speed	52.0	mph	53.8	mph

VOLUME

Direction	1		2	
Volume, V	1425	vph	1794	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	375		472	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	5	%	5	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	768	pcphpl	967	pcphpl
Adjusted Free-Flow Speed, FFS	52.0	mph	53.8	mph
Avg. Passenger-Car Travel Speed, S	52.0	mph	53.8	mph
Level of Service, LOS	B		B	
Density, D	14.8	pc/mi/ln	18.0	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: MARINER / LINDEN  
 Analysis Year: 2025 AM PEAK  
 Length: 2.44 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
	Ideal		Ideal	
Free-Flow Speed:	55.0	mph	55.0	mph
FFS or FFSi				
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	3		4	
Access Points Adjustment, FA	0.8	mph	1.0	mph
Adjusted Free-Flow Speed	54.3	mph	54.0	mph

VOLUME

Direction	1		2	
Volume, V	1287	vph	1785	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	339		470	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	5	%	5	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	694	pcphp1	962	pcphp1
Adjusted Free-Flow Speed, FFS	54.3	mph	54.0	mph
Avg. Passenger-Car Travel Speed, S	54.3	mph	54.0	mph
Level of Service, LOS	B		B	
Density, D	12.8	pc/mi/ln	17.8	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: LINDEN / ANDERSON SNOW  
 Analysis Year: 2025 AM PEAK  
 Length: 1.12 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	55.0	mph	55.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	8		4	
Access Points Adjustment, FA	2.0	mph	1.0	mph
Adjusted Free-Flow Speed	53.0	mph	54.0	mph

VOLUME

Direction	1		2	
Volume, V	1144	vph	1572	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	301		414	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	5	%	5	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	617	pcphp1	848	pcphp1
Adjusted Free-Flow Speed, FFS	53.0	mph	54.0	mph
Avg. Passenger-Car Travel Speed, S	53.0	mph	54.0	mph
Level of Service, LOS	A		B	
Density, D	11.6	pc/mi/ln	15.7	pc/mi/ln



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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: ANDERSON SNOW / SUNCOAST  
 Analysis Year: 2025 AM PEAK  
 Length: .28 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	55.0	mph	55.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	4		4	
Access Points Adjustment, FA	1.0	mph	1.0	mph
Adjusted Free-Flow Speed	54.0	mph	54.0	mph

VOLUME

Direction	1		2	
Volume, V	1135	vph	1560	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	299		411	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	5	%	5	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	612	pcphpl	841	pcphpl
Adjusted Free-Flow Speed, FFS	54.0	mph	54.0	mph
Avg. Passenger-Car Travel Speed, S	54.0	mph	54.0	mph
Level of Service, LOS	A		B	
Density, D	11.3	pc/mi/ln	15.6	pc/mi/ln

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OPERATIONAL ANALYSIS

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Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: SUNCOAST / AYERS EXT.  
 Analysis Year: 2025 AM PEAK  
 Length: .28 MILES  
 Date: 6/30/00

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FREE-FLOW SPEED

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Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	60.0	mph	60.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	4		4	
Access Points Adjustment, FA	1.0	mph	1.0	mph
Adjusted Free-Flow Speed	59.0	mph	59.0	mph

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VOLUME

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Direction	1		2	
Volume, V	1166	vph	1603	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	307		422	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	5	%	5	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	629	pcphpl	864	pcphpl
Adjusted Free-Flow Speed, FFS	59.0	mph	59.0	mph
Avg. Passenger-Car Travel Speed, S	59.0	mph	59.0	mph
Level of Service, LOS	A		B	
Density, D	10.7	pc/mi/ln	14.6	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: AYERS EXTENSION  
 Analyst: 1=EB 2=WB  
 From/To: CR 578 / US 41  
 Analysis Year: 2025 AM PEAK  
 Length: 2.42 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	60.0	mph	60.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	4		4	
Access Points Adjustment, FA	1.0	mph	1.0	mph
Adjusted Free-Flow Speed	59.0	mph	59.0	mph

VOLUME

Direction	1		2	
Volume, V	578	vph	756	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	152		199	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	5	%	5	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	311	pcphpl	407	pcphpl
Adjusted Free-Flow Speed, FFS	59.0	mph	59.0	mph
Avg. Passenger-Car Travel Speed, S	59.0	mph	59.0	mph
Level of Service, LOS	A		A	
Density, D	5.3	pc/mi/ln	6.9	pc/mi/ln

1985 HCM:TWO-LANE HIGHWAYS

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FACILITY LOCATION.... Between Ayers Ext. & US 41  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... AM Peak  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 WITH AYERS EXTENSION

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 5  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 70

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.95
B	2.2	2	2.5	1	.95	.94
C	2.2	2	2.5	1	.95	.94
D	2	1.6	1.6	1	.95	.95
E	2	1.6	1.6	1	.95	.95

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME(vph): 1395  
 ACTUAL FLOW RATE: 1468

LOS	SERVICE FLOW RATE	V/C
A	178	.07
B	478	.19
C	855	.34
D	1498	.59
E	2539	1

LOS FOR GIVEN CONDITIONS: D

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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: US 19 / COBBLESTONE  
 Analysis Year: 2025 PM PEAK  
 Length: 2.27 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	55.0	mph	55.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	5		12	
Access Points Adjustment, FA	1.3	mph	3.0	mph
Adjusted Free-Flow Speed	53.8	mph	52.0	mph

VOLUME

Direction	1		2	
Volume, V	2108	vph	1726	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	555		454	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	4	%	4	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	



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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	1131	pcphpl	926	pcphpl
Adjusted Free-Flow Speed, FFS	53.8	mph	52.0	mph
Avg. Passenger-Car Travel Speed, S	53.8	mph	52.0	mph
Level of Service, LOS	C		B	
Density, D	21.0	pc/mi/ln	17.8	pc/mi/ln

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OPERATIONAL ANALYSIS

---

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: COBBLESTONE / EAST RD  
 Analysis Year: 2025 PM PEAK  
 Length: .10 MILES  
 Date: 6/30/00

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FREE-FLOW SPEED

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Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	55.0	mph	55.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	0		0	
Access Points Adjustment, FA	0.0	mph	0.0	mph
Adjusted Free-Flow Speed	55.0	mph	55.0	mph

---

VOLUME

---

Direction	1		2	
Volume, V	2078	vph	1736	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	547		457	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	4	%	4	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

---

RESULTS

---

Direction	1		2	
Adjusted Flow Rate, vp	1115	pcphpl	931	pcphpl
Adjusted Free-Flow Speed, FFS	55.0	mph	55.0	mph
Avg. Passenger-Car Travel Speed, S	55.0	mph	55.0	mph
Level of Service, LOS	C		B	
Density, D	20.3	pc/mi/ln	16.9	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: EAST RD / WATERFALL  
 Analysis Year: 2025 PM PEAK  
 Length: 1.10 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	55.0	mph	55.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	6		8	
Access Points Adjustment, FA	1.5	mph	2.0	mph
Adjusted Free-Flow Speed	53.5	mph	53.0	mph

VOLUME

Direction	1		2	
Volume, V	2370	vph	1726	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	624		454	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	4	%	4	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

---

RESULTS

---

Direction	1		2	
Adjusted Flow Rate, vp	1272	pcphpl	926	pcphpl
Adjusted Free-Flow Speed, FFS	53.5	mph	53.0	mph
Avg. Passenger-Car Travel Speed, S	53.5	mph	53.0	mph
Level of Service, LOS	C		B	
Density, D	23.8	pc/mi/ln	17.5	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: WATERFALL / MARINER  
 Analysis Year: 2025 PM PEAK  
 Length: 2.06 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	55.0	mph	55.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	12		5	
Access Points Adjustment, FA	3.0	mph	1.3	mph
Adjusted Free-Flow Speed	52.0	mph	53.8	mph

VOLUME

Direction	1		2	
Volume, V	1794	vph	1425	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	472		375	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	4	%	4	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

---

RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	963	pcphpl	765	pcphpl
Adjusted Free-Flow Speed, FFS	52.0	mph	53.8	mph
Avg. Passenger-Car Travel Speed, S	52.0	mph	53.8	mph
Level of Service, LOS	B		B	
Density, D	18.5	pc/mi/ln	14.2	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: MARINER / LINDEN  
 Analysis Year: 2025 PM PEAK  
 Length: 2.44 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
Free-Flow Speed:	Ideal		Ideal	
FFS or FFSi	55.0	mph	55.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	3		4	
Access Points Adjustment, FA	0.8	mph	1.0	mph
Adjusted Free-Flow Speed	54.3	mph	54.0	mph

VOLUME

Direction	1		2	
Volume, V	1785	vph	1287	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	470		339	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	4	%	4	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	



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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	958	pcphp1	690	pcphp1
Adjusted Free-Flow Speed, FFS	54.3	mph	54.0	mph
Avg. Passenger-Car Travel Speed, S	54.3	mph	54.0	mph
Level of Service, LOS	B		B	
Density, D	17.7	pc/mi/ln	12.8	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: LINDEN / ANDERSON SNOW  
 Analysis Year: 2025 PM PEAK  
 Length: 1.12 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
	Ideal		Ideal	
Free-Flow Speed:	55.0	mph	55.0	mph
FFS or FFSi				
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	8		4	
Access Points Adjustment, FA	2.0	mph	1.0	mph
Adjusted Free-Flow Speed	53.0	mph	54.0	mph

VOLUME

Direction	1		2	
Volume, V	1572	vph	1144	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	414		301	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	4	%	4	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	843	pcphpl	614	pcphpl
Adjusted Free-Flow Speed, FFS	53.0	mph	54.0	mph
Avg. Passenger-Car Travel Speed, S	53.0	mph	54.0	mph
Level of Service, LOS	B		A	
Density, D	15.9	pc/mi/ln	11.4	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: ANDERSON SNOW / SUNCOAST  
 Analysis Year: 2025 PM PEAK  
 Length: .28 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
	Ideal		Ideal	
Free-Flow Speed:	55.0	mph	55.0	mph
FFS or FFSi				
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	4		4	
Access Points Adjustment, FA	1.0	mph	1.0	mph
Adjusted Free-Flow Speed	54.0	mph	54.0	mph

VOLUME

Direction	1		2	
Volume, V	1560	vph	1135	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	411		299	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	4	%	4	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	837	pcphpl	609	pcphpl
Adjusted Free-Flow Speed, FFS	54.0	mph	54.0	mph
Avg. Passenger-Car Travel Speed, S	54.0	mph	54.0	mph
Level of Service, LOS	B		A	
Density, D	15.5	pc/mi/ln	11.3	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: CR 578 (COUNTY LINE RD)  
 Analyst: 1=EB 2=WB  
 From/To: SUNCOAST / AYERS EXT.  
 Analysis Year: 2025 PM PEAK  
 Length: .28 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
	Ideal		Ideal	
Free-Flow Speed:	60.0	mph	60.0	mph
FFS or FFSi	60.0	mph	60.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	4		4	
Access Points Adjustment, FA	1.0	mph	1.0	mph
Adjusted Free-Flow Speed	59.0	mph	59.0	mph

VOLUME

Direction	1		2	
		vph		vph
Volume, V	1603	vph	1166	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	422		307	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	4	%	4	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	

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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	860	pcphp1	625	pcphp1
Adjusted Free-Flow Speed, FFS	59.0	mph	59.0	mph
Avg. Passenger-Car Travel Speed, S	59.0	mph	59.0	mph
Level of Service, LOS	B		A	
Density, D	14.6	pc/mi/ln	10.6	pc/mi/ln

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OPERATIONAL ANALYSIS

Highway: AYERS EXTENSION  
 Analyst: 1=EB 2=WB  
 From/To: CR 578 / US 41  
 Analysis Year: 2025 PM PEAK  
 Length: 2.42 MILES  
 Date: 6/30/00

FREE-FLOW SPEED

Direction	1		2	
	Ideal		Ideal	
Free-Flow Speed:				
FFS or FFSi	60.0	mph	60.0	mph
Median Type	Divided		Divided	
Median Type Adjustment, FM	0.0	mph	0.0	mph
Lane Width	12.0	ft	12.0	ft
Lane Width Adjustment, FLW	0.0	mph	0.0	mph
Lateral Clearance:				
Right Edge	6.0	ft	6.0	ft
Left Edge	6.0	ft	6.0	ft
Total Lateral Clearance	12.0	ft	12.0	ft
Lateral Clearance Adjustment, FLC	0.0	mph	0.0	mph
Access Points per Mile	4		4	
Access Points Adjustment, FA	1.0	mph	1.0	mph
Adjusted Free-Flow Speed	59.0	mph	59.0	mph

VOLUME

Direction	1		2	
Volume, V	756	vph	578	vph
Peak-Hour Factor, PHF	0.95		0.95	
Peak 15-Minute Volume, v15	199		152	
Number of Lanes	2		2	
Terrain Type	Level		Level	
Grade	0.00	%	0.00	%
Segment Length	0.00	mi	0.00	mi
Trucks and Buses	4	%	4	%
Trucks and Buses PCE, ET	1.5		1.5	
Recreational Vehicles	0	%	0	%
Recreational Vehicles PCE, ER	1.2		1.2	
Heavy Vehicle Adjustment, fHV	0.98		0.98	
Driver Population Adjustment, fP	1.00		1.00	



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RESULTS

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Direction	1		2	
Adjusted Flow Rate, vp	405	pcphpl	310	pcphpl
Adjusted Free-Flow Speed, FFS	59.0	mph	59.0	mph
Avg. Passenger-Car Travel Speed, S	59.0	mph	59.0	mph
Level of Service, LOS	A		A	
Density, D	6.9	pc/mi/ln	5.3	pc/mi/ln

1985 HCM:TWO-LANE HIGHWAYS

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FACILITY LOCATION.... Between Ayers Ext. & US 41  
 ANALYST..... URSG  
 TIME OF ANALYSIS..... PM PEAK  
 DATE OF ANALYSIS..... 06/30/2000  
 OTHER INFORMATION.... 2025 WITH AYERS EXTENSION

A) ADJUSTMENT FACTORS

-----  
 PERCENTAGE OF TRUCKS..... 4  
 PERCENTAGE OF BUSES..... 0  
 PERCENTAGE OF RECREATIONAL VEHICLES..... 0  
 DESIGN SPEED (MPH)..... 50  
 PEAK HOUR FACTOR..... .95  
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 58 / 42  
 LANE WIDTH (FT)..... 12  
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6  
 PERCENT NO PASSING ZONES..... 70

B) CORRECTION FACTORS

-----  
 LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.95	.96
B	2.2	2	2.5	1	.95	.95
C	2.2	2	2.5	1	.95	.95
D	2	1.6	1.6	1	.95	.96
E	2	1.6	1.6	1	.95	.96

C) LEVEL OF SERVICE RESULTS

-----  
 INPUT VOLUME (vph): 1395  
 ACTUAL FLOW RATE: 1468

LOS	SERVICE FLOW RATE	V/C
A	179	.07
B	483	.19
C	865	.34
D	1512	.59
E	2563	1

LOS FOR GIVEN CONDITIONS: D

**APPENDIX E**  
**Design Year (2025) Intersection Level of Service**  
**Analyses – Build Alternative**

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## Unsignalized Intersection Analyses

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: CAR

Intersection: CR 578 (County Line Rd) & Cobblestone Drive

Count Date: 05/22/2000

Time Period: AM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	92	1634	1986	92	102	122
HFR:	97	1720	2091	97	107	128
PHF:	0.95	0.95	0.95	0.95	0.95	0.95
PHV:	0.01	0.05	0.05	0.01	0.01	0.01

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

L	Lane 1			Lane 2			Lane 3		
	T	R	L	T	R	L	T	R	
Y	N	N	N	Y	N	N	Y	N	

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

L	Lane 1			Lane 2			Lane 3		
	T	R	L	T	R	L	T	R	
N	Y	N	N	Y	N	N	N	Y	

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

L	Lane 1			Lane 2			Lane 3		
	T	R	L	T	R	L	T	R	
N	N	N	N	N	N	N	N	N	

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

L	Lane 1			Lane 2			Lane 3		
	T	R	L	T	R	L	T	R	
Y	N	N	N	N	Y	N	N	N	

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	10	12
t c,base	4.1	7.5	6.9
t c,hv	2.0	2.0	2.0
P hv	0.01	0.01	0.01
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00

t c			
1 stage	4.1	6.8	6.9

Follow Up Time Calculations:

Movement	1	10	12
t f,base	2.2	3.5	3.3



TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: CAR

Intersection: CR 578 (County Line Rd) & Cobblestone Drive

Count Date: 05/22/2000

Time Period: PM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	122	1986	1634	102	92	92
HFR:	128	2091	1720	107	97	97
PHF:	0.95	0.95	0.95	0.95	0.95	0.95
PHV:	0.01	0.04	0.04	0.01	0.01	0.01

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

L	Lane 1		L	Lane 2		L	Lane 3	
	T	R		T	R		T	R
Y	N	N	N	Y	N	N	Y	N

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

L	Lane 1		L	Lane 2		L	Lane 3	
	T	R		T	R		T	R
N	Y	N	N	Y	N	N	N	Y

Channelized: N



Grade: 0.00

Lane usage for movements 7,8&9 approach:

L	Lane 1			Lane 2			Lane 3		
	T	R	L	T	R	L	T	R	
N	N	N	N	N	N	N	N	N	

Channelized: N  
Grade: 0.00

Lane usage for movements 10,11&12 approach:

L	Lane 1			Lane 2			Lane 3		
	T	R	L	T	R	L	T	R	
Y	N	N	N	N	Y	N	N	N	

Channelized: N  
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	10	12
t c,base	4.1	7.5	6.9
t c,hv	2.0	2.0	2.0
P hv	0.01	0.01	0.01
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
t c			
1 stage	4.1	6.8	6.9

Follow Up Time Calculations:

Movement	1	10	12
t f,base	2.2	3.5	3.3

t f,HV	1.0	1.0	1.0
P hv	0.01	0.01	0.01
t f	2.2	3.5	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St. 9 12

Conflicting Flows	860
Potential Capacity	301
Pedestrian Impedance Factor	1.00
Movement Capacity	301
Probability of Queue free St.	0.68

Step 2: LT from Major St. 4 1

Conflicting Flows	1827
Potential Capacity	335
Pedestrian Impedance Factor	1.00
Movement Capacity	335
Probability of Queue free St.	0.62

Step 4: LT from Minor St. 7 10

Conflicting Flows	3022
Potential Capacity	10
Pedestrian Impedance Factor	1.00
Maj. L, Min T Impedance factor	0.62
Maj. L, Min T Adj. Imp Factor.	0.70
Cap. Adj. factor due to Impeding mvmnt	0.70
Movement Capacity	7

Worksheet 10 delay,queue length, and LOS

Movement 1 4 7 8 9 10 11 12

v(vph)	128	97	97
C m(vph)	335	7	301
v/c	0.38	13.27	0.32
95% queue length			
Control Delay	22.3	6509.9	22.5
LOS	C	F	C
Approach Delay		3266.2	
Approach LOS		F	

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: CAR  
 Intersection: CR 578 (County Line Rd) & East Road  
 Count Date: 05/22/2000  
 Time Period: AM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	2	3	4	5	7	9
Volume:	1544	192	231	2026	52	99
HFR:	1625	202	243	2133	55	104
PHF:	0.95	0.95	0.95	0.95	0.95	0.95
PHV:	0.05	0.05	0.05	0.05	0.05	0.05

Pedestrian Volume Data:

Movements:

Flow:  
 Lane width:  
 Walk speed:  
 % Blockage:

Median Type: None  
 # of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0  
 # of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	Y	N	N	N	Y

Channelized: N  
 Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	Y	N

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	Y	N	N	N	N	Y	N	N	N

Channelized: N  
Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	N	N	N	N	N	N	N	N	N

Channelized: N  
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	4	7	9
t c,base	4.1	7.5	6.9
t c,hv	2.0	2.0	2.0
P hv	0.05	0.05	0.05
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
t c			
1 stage	4.2	6.9	7.0

Follow Up Time Calculations:

Movement	4	7	9
t f,base	2.2	3.5	3.3

t f, HV	1.0	1.0	1.0
P hv	0.05	0.05	0.05
t f	2.3	3.5	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	813	
Potential Capacity	315	
Pedestrian Impedance Factor	1.00	
Movement Capacity	315	
Probability of Queue free St.	0.67	

Step 2: LT from Major St.	4	1
Conflicting Flows	1827	
Potential Capacity	318	
Pedestrian Impedance Factor	1.00	
Movement Capacity	318	
Probability of Queue free St.	0.24	

Step 4: LT from Minor St.	7	10
Conflicting Flows	3178	
Potential Capacity	8	
Pedestrian Impedance Factor	1.00	
Maj. L, Min T Impedance factor	0.24	
Maj. L, Min T Adj. Imp Factor.	0.37	
Cap. Adj. factor due to Impeding mvmnt	0.37	
Movement Capacity	3	

Worksheet 10 delay, queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)		243	55		104			
C m(vph)		318	3		315			
v/c		0.76	19.56		0.33			
95% queue length								
Control Delay		45.110831.4			21.9			
LOS		E	F		C			
Approach Delay				3744.4				
Approach LOS				F				

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: CAR  
 Intersection: CR 578 (County Line Rd) & East Road  
 Count Date: 05/22/2000  
 Time Period: PM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	2	3	4	5	7	9
Volume:	2026	52	99	1544	192	231
HFR:	2133	55	104	1625	202	243
PHF:	0.95	0.95	0.95	0.95	0.95	0.95
PHV:	0.04	0.04	0.04	0.04	0.04	0.04

Pedestrian Volume Data:

Movements:

Flow:  
 Lane width:  
 Walk speed:  
 % Blockage:

Median Type: None  
 # of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0  
 # of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

L	Lane 1		L	Lane 2		L	Lane 3	
	T	R		T	R		T	R
N	Y	N	N	Y	N	N	N	Y

Channelized: N  
 Grade: 0.00

Lane usage for movements 4,5&6 approach:

L	Lane 1		L	Lane 2		L	Lane 3	
	T	R		T	R		T	R
Y	N	N	N	Y	N	N	Y	N

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R	
Y	N	N	N	N	Y	N	N	N	

Channelized: N  
Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R	
N	N	N	N	N	N	N	N	N	

Channelized: N  
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	4	7	9
t c,base	4.1	7.5	6.9
t c,hv	2.0	2.0	2.0
P hv	0.04	0.04	0.04
t c,g		0.2	0.1
g	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
t c			
1 stage	4.2	6.9	7.0

Follow Up Time Calculations:

Movement	4	7	9
t f,base	2.2	3.5	3.3

t f, HV	1.0	1.0	1.0
P hv	0.04	0.04	0.04
t f	2.2	3.5	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	1066	
Potential Capacity	215	
Pedestrian Impedance Factor	1.00	
Movement Capacity	215	
Probability of Queue free St.	0.00	

Step 2: LT from Major St.	4	1
Conflicting Flows	2187	
Potential Capacity	232	
Pedestrian Impedance Factor	1.00	
Movement Capacity	232	
Probability of Queue free St.	0.55	

Step 4: LT from Minor St.	7	10
Conflicting Flows	3154	
Potential Capacity	8	
Pedestrian Impedance Factor	1.00	
Maj. L, Min T Impedance factor	0.55	
Maj. L, Min T Adj. Imp Factor.	0.65	
Cap. Adj. factor due to Impeding mvmnt	0.65	
Movement Capacity	5	

Worksheet 10 delay, queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)		104	202		243			
C m(vph)		232	5		215			
v/c		0.45	39.13		1.13			
95% queue length								
Control Delay		32.618548.4			148.6			
LOS		D	F		F			
Approach Delay			8500.3					
Approach LOS				F				



TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: CAR  
 Intersection: CR 578 (County Line Rd) & Waterfall Dr  
 Count Date: 05/22/2000  
 Time Period: AM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	3	4	5	6	7	8	9	10	11	12
Volume:	202	1399	125	90	1922	127	172	25	110	92	18	276
HFR:	213	1473	132	95	2023	134	181	26	116	97	19	291
PHF:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHV:	0.01	0.05	0.01	0.01	0.05	0.01	0.01	0.01	0.01	0.01	0.01	0.01

Pedestrian Volume Data:

Movements:

Flow:  
 Lane width:  
 Walk speed:  
 % Blockage:

Median Type: None  
 # of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0  
 # of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

L	Lane 1		L	Lane 2		L	Lane 3	
	T	R		T	R		T	R
Y	N	N	N	Y	N	N	Y	Y

Channelized: N  
 Grade: 0.00

Lane usage for movements 4,5&6 approach:

L	Lane 1		L	Lane 2		L	Lane 3	
	T	R		T	R		T	R
Y	N	N	N	Y	N	N	Y	Y

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

L	Lane 1			Lane 2			Lane 3		
	T	R	L	T	R	L	T	R	
Y	N	N	N	Y	Y	N	N	N	

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

L	Lane 1			Lane 2			Lane 3		
	T	R	L	T	R	L	T	R	
Y	N	N	N	Y	Y	N	N	N	

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	4	7	8	9	10	11	12
t c,base	4.1	4.1	7.5	6.5	6.9	7.5	6.5	6.9
t c,hv	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
P hv	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
t c,g			0.2	0.2	0.1	0.2	0.2	0.1
G	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t 3,lt	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
t c,T:								
1 stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t c								
1 stage	4.1	4.1	7.5	6.5	6.9	7.5	6.5	6.9

Follow Up Time Calculations:

Movement	1	4	7	8	9	10	11	12
t f,base	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

t f,HV	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
P hv	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
t f	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	802	1078
Potential Capacity	329	216
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	329	216
Probability of Queue free St.	0.65	0.00

Step 2: LT from Major St.	4	1
Conflicting Flows	1604	2157
Potential Capacity	408	249
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	408	249
Probability of Queue free St.	0.77	0.15

Step 3: TH from Minor St.	8	11
Conflicting Flows	4310	4309
Potential Capacity	2	2
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.11	0.11
Movement Capacity	0	0
Probability of Queue free St.	0.00	0.00

Step 4: LT from Minor St.	7	10
Conflicting Flows	3174	3454
Potential Capacity	4	3
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.00	0.00
Maj. L, Min T Adj. Imp Factor.	0.00	0.00
Cap. Adj. factor due to Impeding mvmnt	0.00	0.00
Movement Capacity	0	0

Worksheet 8 Shared Lane Calculations

Shared Lane Calculations

Movement	7	8	9	10	11	12
v(vph)	181	26	116	97	19	291
Movement Capacity	0	0	329	0	0	216
Shared Lane Capacity		1			3	



TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: CAR

Intersection: CR 578 (County Line Rd) & Waterfall Dr

Count Date: 05/22/2000

Time Period: PM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	3	4	5	6	7	8	9	10	11	12
Volume:	276	1922	172	110	1399	92	125	18	90	127	25	202
HFR:	291	2023	181	116	1473	97	132	19	95	134	26	213
PHF:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHV:	0.01	0.04	0.01	0.01	0.04	0.01	0.01	0.01	0.01	0.01	0.01	0.01

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

L	Lane 1		L	Lane 2		L	Lane 3	
	T	R		T	R		T	R
Y	N	N	N	Y	N	N	Y	Y

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

L	Lane 1		L	Lane 2		L	Lane 3	
	T	R		T	R		T	R
Y	N	N	N	Y	N	N	Y	Y

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	Y	N	N	N	Y	Y	N	N	N

Channelized: N

Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	Y	N	N	N	Y	Y	N	N	N

Channelized: N

Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	4	7	8	9	10	11	12
t c,base	4.1	4.1	7.5	6.5	6.9	7.5	6.5	6.9
t c,hv	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
P hv	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
t c,g			0.2	0.2	0.1	0.2	0.2	0.1
G	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t 3,lt	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
t c,T:								
1 stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t c								
1 stage	4.1	4.1	7.5	6.5	6.9	7.5	6.5	6.9

Follow Up Time Calculations:

Movement	1	4	7	8	9	10	11	12
t f,base	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

t f,HV	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
P hv	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
t f	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	1102	785
Potential Capacity	208	338
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	208	338
Probability of Queue free St.	0.54	0.37

Step 2: LT from Major St.	4	1
Conflicting Flows	2204	1569
Potential Capacity	239	421
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	239	421
Probability of Queue free St.	0.51	0.31

Step 3: TH from Minor St.	8	11
Conflicting Flows	4496	4538
Potential Capacity	1	1
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.16	0.16
Movement Capacity	0	0
Probability of Queue free St.	0.00	0.00

Step 4: LT from Minor St.	7	10
Conflicting Flows	3676	3355
Potential Capacity	2	3
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.00	0.00
Maj. L, Min T Adj. Imp Factor.	0.00	0.00
Cap. Adj. factor due to Impeding mvmnt	0.00	0.00
Movement Capacity	0	0

Worksheet 8 Shared Lane Calculations

Shared Lane Calculations

Movement	7	8	9	10	11	12
v(vph)	132	19	95	134	26	213
Movement Capacity	0	0	208	0	0	338
Shared Lane Capacity		1			2	





TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: CAR

Intersection: CR 578 (County Line Road) & Linden Drive

Count Date: 05/22/2000

Time Period: AM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	156	1131	1552	127	91	233
HFR:	164	1191	1634	134	96	245
PHF:	0.95	0.95	0.95	0.95	0.95	0.95
PHV:	0.05	0.05	0.05	0.05	0.05	0.05

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	Y	N	N	N	Y	N	N	Y	N

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

	Lane 1			Lane 2			Lane 3		
	L	T	R	L	T	R	L	T	R
	N	Y	N	N	Y	N	N	N	Y

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

	Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R	
N	N	N	N	N	N	N	N	N	

Channelized: N  
Grade: 0.00

Lane usage for movements 10,11&12 approach:

	Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R	
Y	N	N	N	N	Y	N	N	N	

Channelized: N  
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	10	12
t c,base	4.1	7.5	6.9
t c,hv	2.0	2.0	2.0
P hv	0.05	0.05	0.05
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
t c			
1 stage	4.2	6.9	7.0

Follow Up Time Calculations:

Movement	1	10	12
t f,base	2.2	3.5	3.3



TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: CAR  
 Intersection: CR 578 (County Line Road) & Linden Drive  
 Count Date: 05/22/2000  
 Time Period: PM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	233	1552	1131	91	127	156
HFR:	245	1634	1191	96	134	164
PHF:	0.95	0.95	0.95	0.95	0.95	0.95
PHV:	0.04	0.04	0.04	0.04	0.04	0.04

Pedestrian Volume Data:

Movements:

Flow:  
 Lane width:  
 Walk speed:  
 % Blockage:

Median Type: None  
 # of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0  
 # of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

L	Lane 1		L	Lane 2		L	Lane 3	
	T	R		T	R		T	R
Y	N	N	N	Y	N	N	Y	N

Channelized: N  
 Grade: 0.00

Lane usage for movements 4,5&6 approach:

L	Lane 1		L	Lane 2		L	Lane 3	
	T	R		T	R		T	R
N	Y	N	N	Y	N	N	N	Y

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

L	Lane 1			Lane 2			Lane 3		
	T	R	L	T	R	L	T	R	
N	N	N	N	N	N	N	N	N	

Channelized: N  
Grade: 0.00

Lane usage for movements 10,11&12 approach:

L	Lane 1			Lane 2			Lane 3		
	T	R	L	T	R	L	T	R	
Y	N	N	N	N	Y	N	N	N	

Channelized: N  
Grade: 0.00

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	10	12
t c,base	4.1	7.5	6.9
t c,hv	2.0	2.0	2.0
P hv	0.04	0.04	0.04
t c,g		0.2	0.1
t c	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
t c			
1 stage	4.2	6.9	7.0

Follow Up Time Calculations:

Movement	1	10	12
t f,base	2.2	3.5	3.3



TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: CAR

Intersection: CR 578 (County Line Road) & Anderson Snow Road

Count Date: 05/22/2000

Time Period: AM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	136	1008	1385	175	127	187
HFR:	143	1061	1458	184	134	197
PHF:	0.95	0.95	0.95	0.95	0.95	0.95
PHV:	0.05	0.05	0.05	0.05	0.05	0.05

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

L	Lane 1			L	Lane 2			L	Lane 3	
	T	R	R		T	R	T		R	
Y	N	N	N	Y	N	N	N	Y	N	

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

L	Lane 1			L	Lane 2			L	Lane 3	
	T	R	R		T	R	T		R	
N	Y	N	N	Y	N	N	N	N	Y	

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

L	Lane 1			L	Lane 2			L	Lane 3	
	T	R			T	R			T	R
N	N	N		N	N		N	N	N	

Channelized: N  
Grade: 0.00

Lane usage for movements 10,11&12 approach:

L	Lane 1			L	Lane 2			L	Lane 3	
	T	R			T	R			T	R
Y	N	N		N	Y		N	N	N	

Channelized: N  
Grade: 0.00

Upstream Signal Data:

Approach: Westbound

	L prot	T
Distance:	223	
Progression Speed:	45	
Cycle Length:	100	
Green Time:	0	55
Arrival Type:	3	3
Saturation Flow Rate:	0	2500
Progressed Flow:	0	1039

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	10	12
t c,base	4.1	7.5	6.9



t c,hv	2.0	2.0	2.0
P hv	0.05	0.05	0.05
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
t c			
1 stage	4.2	6.9	7.0

Follow Up Time Calculations:

Movement	1	10	12
----------	---	----	----

---

t f,base	2.2	3.5	3.3
t f,HV	1.0	1.0	1.0
P hv	0.05	0.05	0.05
t f	2.3	3.5	3.3

---

Worksheet 5a. Effect of Upstream Signals (Computation 1)

Queue Clearance Time at Upstream Signal:	Movement 5 Vt
<hr/>	
V prog	1039
Total Saturation Flow Rate, s (vph)	5000
Arrival Type	3
Effective Green g eff (sec)	55
Cycle Length, C (sec)	100
Rp (from table 9-2)	1.000
Proportion of vehicles arriving on green P	0.550
g q1	9.4
g q2	2.5
G q	11.8

---

Worksheet 5b. Effect of upstream signals (computation 2)

Proprtion of time blocked	Movement 5 Vt
<hr/>	
alpha	0.500
beta	0.667
t a	3.371
F	0.471
f	0.633
V c,max	3162
V c,min	2000
t p	11.2
p	0.112

---

Worksheet 5c. Effect of upstream signals (computation 3)

Platoon Event Periods	Result
p2	0.000
p5	0.112
p dom	0.112
p subdom	0.000
Constrained or unconstrained?	U

Proportion unblocked for minor movements, px  
(1)  
1 stage

p1	0.888
p4	1.000
p7	0.888
p8	0.888
p9	1.000
p10	0.888
p11	0.888
p12	0.888

Worksheet 5d. Effect of upstream signals (computation 4)

1 stage	Movement		
	1	10	12
V c,x	1642	2275	729
s	0	5000	5000
Px	0.888	0.888	0.888
V c,u,x	1849	1931	190

Worksheet 5e. Effect of upstream signals (computation 5)

1 stage	Movement		
	1	10	12
Px	0.888	0.888	0.888
C r,x	312	56	811
C plat,x	277	50	720

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		729
Potential Capacity		720
Pedestrian Impedance Factor		1.00
Movement Capacity		720



TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: CAR

Intersection: CR 578 (County Line Road) & Anderson Snow Road

Count Date: 05/22/2000

Time Period: PM PEAK

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	1	2	5	6	10	12
Volume:	187	1385	1008	127	175	136
HFR:	197	1458	1061	134	184	143
PHF:	0.95	0.95	0.95	0.95	0.95	0.95
PHV:	0.04	0.04	0.04	0.04	0.04	0.04

Pedestrian Volume Data:

Movements:

Flow:

Lane width:

Walk speed:

% Blockage:

Median Type: None

# of vehicles: 0

Flared approach Movements:

# of vehicles: Northbound 0

# of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
Y	N	N	N	Y	N	N	Y	N

Channelized: N

Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	Y	N	N	N	Y

Channelized: N

Grade: 0.00

Lane usage for movements 7,8&9 approach:

L	Lane 1			L	Lane 2			L	Lane 3	
	T	R			T	R			T	R
N	N	N		N	N		N	N	N	

Channelized: N  
Grade: 0.00

Lane usage for movements 10,11&12 approach:

L	Lane 1			L	Lane 2			L	Lane 3	
	T	R			T	R			T	R
Y	N	N		N	Y		N	N	N	

Channelized: N  
Grade: 0.00

Upstream Signal Data:

Approach: Westbound

	L prot	T
Distance:	223	
Progression Speed:	45	
Cycle Length:	90	
Green Time:	0	64
Arrival Type:	3	3
Saturation Flow Rate:	0	2500
Progressed Flow:	0	757

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	2	2

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement	1	10	12
t c,base	4.1	7.5	6.9

t c,hv	2.0	2.0	2.0
P hv	0.04	0.04	0.04
t c,g		0.2	0.1
G	0.00	0.00	0.00
t 3,lt	0.0	0.7	0.0
t c,T:			
1 stage	0.00	0.00	0.00
t c			
1 stage	4.2	6.9	7.0

Follow Up Time Calculations:

Movement	1	10	12
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t f,base	2.2	3.5	3.3
t f,HV	1.0	1.0	1.0
P hv	0.04	0.04	0.04
t f	2.2	3.5	3.3

---

Worksheet 5a. Effect of Upstream Signals (Computation 1)

Queue Clearance Time at Upstream Signal:	Movement 5
	Vt
<hr/>	
V prog	757
Total Saturation Flow Rate, s (vph)	5000
Arrival Type	3
Effective Green g eff (sec)	64
Cycle Length, C (sec)	90
Rp (from table 9-2)	1.000
Proportion of vehicles arriving on green P	0.711
g q1	3.9
g q2	0.7
G q	4.6

---

Worksheet 5b. Effect of upstream signals (computation 2)

Proprtion of time blocked	Movement 5
	Vt
<hr/>	
alpha	0.500
beta	0.667
t a	3.371
F	0.471
f	0.634
V c,max	3003
V c,min	2000
t p	3.9
p	0.043

---

Worksheet 5c. Effect of upstream signals (computation 3)

Platoon Event Periods	Result
p2	0.000
p5	0.043
p dom	0.043
p subdom	0.000
Constrained or unconstrained?	U

Proportion unblocked for minor movements, px  
(1)  
1 stage

p1	0.957
p4	1.000
p7	0.957
p8	0.957
p9	1.000
p10	0.957
p11	0.957
p12	0.957

Worksheet 5d. Effect of upstream signals (computation 4)

Movement

1 stage	1	10	12
V c,x	1195	2184	531
s	0	5000	5000
Px	0.957	0.957	0.957
V c,u,x	1248	2057	330

Worksheet 5e. Effect of upstream signals (computation 5)

Movement

1 stage	1	10	12
Px	0.957	0.957	0.957
C r,x	542	46	660
C plat,x	519	44	632

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		531
Potential Capacity		632
Pedestrian Impedance Factor		1.00
Movement Capacity		632

Probability of Queue free St. 0.77

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Step 2: LT from Major St. 4 1

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Conflicting Flows 1195  
 Potential Capacity 519  
 Pedestrian Impedance Factor 1.00  
 Movement Capacity 519  
 Probability of Queue free St. 0.62

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Step 4: LT from Minor St. 7 10

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Conflicting Flows 2184  
 Potential Capacity 44  
 Pedestrian Impedance Factor 1.00  
 Maj. L, Min T Impedance factor 0.62  
 Maj. L, Min T Adj. Imp Factor. 0.70  
 Cap. Adj. factor due to Impeding mvmnt 0.70  
 Movement Capacity 31

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Worksheet 10 delay, queue length, and LOS

Movement	1	4	7	8	9	10	11	12
v(vph)	197					184		143
C m(vph)	519					31		632
v/c	0.38					5.87		0.23
95% queue length								
Control Delay	16.1					2443.4		12.4
LOS	C					F		B
Approach Delay							1380.3	
Approach LOS							F	

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## Signalized Intersection Analyses

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & US 19 Without Ayers Extension  
 Analyst: CAR Proj #: Without Ayers Extension  
 Date: 05/22/2000 Period: 9:00 am  
 E/W St: CR 578 (County Line Rd) N/S St: US 19

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	2	1	1	1	4	1	2	4	0
LG Config	L	TR		L	T	R	L	T	R	L	TR	
Volume	10	18	15	996	12	1100	14	1998	769	860	2449	14
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			0			100			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A	A	
Thru			A		Thru		A	A
Right			A		Right		A	A
Peds					Peds			
NB Right			A		EB Right			
SB Right					WB Right	A	A	
Green	6.0	46.0				8.0	24.0	38.0
Yellow	4.0	4.0				4.0	4.0	4.0
All Red	1.0	1.0				0.0	0.0	1.0
Cycle Length:	145.0		secs					

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	86	1787	0.13	0.048	66.8	E		
TR	85	1752	0.41	0.048	70.2	E	69.4	E
<b>Westbound</b>								
L	1114	3438	0.94	0.324	62.6	E		
T	610	1881	0.02	0.324	33.4	C	81.1	F
R	933	1538	1.13	0.607	100.1	F		
<b>Northbound</b>								
L	111	1787	0.14	0.062	64.9	E		
T	1947	7238	1.08	0.269	98.9	F	81.3	F
R	912	1538	0.89	0.593	35.9	D		
<b>Southbound</b>								
L	877	3438	1.03	0.255	92.9	F		
TR	3342	7232	0.78	0.462	33.9	C	49.2	D

Intersection Delay = 68.1 (sec/veh) Intersection LOS = E

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & US 19 Without Ayers Extension  
 Analyst: CAR Proj #: Without Ayers Extension  
 Date: 05/22/2000 Period: 5:00 pm  
 E/W St: CR 578 (County Line Rd) N/S St: US 19

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	2	1	1	1	4	1	2	4	0
LGConfig	L	TR		L	T	R	L	T	R	L	TR	
Volume	14	12	14	769	18	860	15	2449	996	1100	1998	10
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			0			100			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				A			
Thru	A						A	
Right	A						A	
Peds								
WB Left		A			A	A		
Thru		A				A	A	
Right		A				A	A	
Peds								
NB Right		A						
SB Right								
Green	6.0	32.0			8.0	31.0	50.0	
Yellow	4.0	4.0			4.0	4.0	4.0	
All Red	1.0	1.0			0.0	0.0	1.0	
Cycle Length:	150.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	83	1787	0.18	0.047	69.8	E		
TR	81	1730	0.35	0.047	71.8	E	71.1	E
<b>Westbound</b>								
L	764	3471	1.06	0.220	107.8	F		
T	414	1881	0.05	0.220	46.1	D	80.3	F
R	839	1553	0.95	0.540	53.3	D		
<b>Northbound</b>								
L	107	1787	0.15	0.060	67.5	E		
T	2485	7308	1.04	0.340	78.1	E	94.7	F
R	870	1553	1.20	0.560	136.0	F		
<b>Southbound</b>								
L	1018	3471	1.14	0.293	127.1	F		
TR	4186	7302	0.51	0.573	19.3	B	57.5	E

Intersection Delay = 77.7 (sec/veh) Intersection LOS = E

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Road) & CobWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: AM PEAK  
 E/W St: CR 578 (County Line Road) N/S St: Cobblestone Drive

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	92	1634			1986	92				102		122
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru					Thru			
Right			A		Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right	A		
Green	7.0	79.0				10.0		
Yellow	4.0	4.0				4.0		
All Red	0.0	1.0				1.0		
Cycle Length: 110.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	199		0.49	0.827	23.2	C		
T	2844	3438	0.60	0.827	3.7	A	4.7	A
<b>Westbound</b>								
T	2500	3438	0.84	0.727	12.3	B	11.8	B
R	1381	1599	0.07	0.864	1.1	A		
<b>Northbound</b>								
<b>Southbound</b>								
L	179	1787	0.60	0.100	52.8	D	44.8	D
R	334	1599	0.38	0.209	38.1	D		
Intersection Delay = 10.6 (sec/veh) Intersection LOS = B								

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & CobblWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: PM PEAK  
 E/W St: CR 578 (County Line Rd) N/S St: Cobblestone Drive

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	122	1986			1634	102				92		92
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru					Thru			
Right			A		Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right	A		
Green	7.0	59.0				10.0		
Yellow	4.0	4.0				4.0		
All Red	0.0	1.0				1.0		
Cycle Length:	90.0	secs						

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	253		0.51	0.789	13.9	B		
T	2738	3471	0.76	0.789	6.4	A	6.8	A
<b>Westbound</b>								
T	2314	3471	0.74	0.667	11.0	B	10.4	B
R	1332	1599	0.08	0.833	1.4	A		
<b>Northbound</b>								
<b>Southbound</b>								
L	218	1787	0.44	0.122	38.1	D	32.5	C
R	409	1599	0.24	0.256	26.8	C		
Intersection Delay = 9.5			(sec/veh)		Intersection LOS = A			

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Road) & EasWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: AM PEAK  
 E/W St: CR 578 (County Line Road) N/S St: East Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		1544	192	231	2026		52		99			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
WB Left		A	A		SB Left			
Thru		A	A		Thru			
Right					Right			
Peds					Peds			
NB Right		A			EB Right	A		
SB Right					WB Right			
Green		7.0	78.0			10.0		
Yellow		4.0	4.0			4.0		
All Red		1.0	1.0			1.0		
Cycle Length:	110.0		secs					

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T	2469	3438	0.66	0.718	8.8	A	8.0	A
R	1314	1538	0.15	0.855	1.4	A		

Westbound

L	277		0.88	0.827	40.5	D		
T	2844	3438	0.75	0.827	5.1	A	8.7	A

Northbound

L	172	1719	0.32	0.100	47.1	D	40.8	D
R	322	1538	0.32	0.209	37.5	D		

Southbound

Intersection Delay = 9.6 (sec/veh) Intersection LOS = A

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & East With Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: PM PEAK  
 E/W St: CR 578 (County Line Rd) N/S St: East Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	1	0	0	0
LGConfig		T	R	L	T		L		R			
Volume		2026	52	99	1544		192		231			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
WB Left		A	A		SB Left			
Thru		A	A		Thru			
Right					Right			
Peds					Peds			
NB Right		A			EB Right	A		
SB Right					WB Right			
Green	7.0	56.0				13.0		
Yellow	4.0	4.0				4.0		
All Red	0.0	1.0				1.0		
Cycle Length:	90.0	secs						

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
T	2198	3471	0.97	0.633	25.5	C	24.9	C
R	1294	1553	0.04	0.833	1.3	A		
<b>Westbound</b>								
L	235		0.44	0.756	21.9	C		
T	2623	3471	0.62	0.756	5.4	A	6.4	A
<b>Northbound</b>								
L	270	1736	0.75	0.156	47.3	D	36.9	D
R	449	1553	0.54	0.289	28.3	C		
<b>Southbound</b>								

Intersection Delay = 18.8 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Road) & WatWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: AM PEAK  
 E/W St: CR 578 (County Line Road) N/S St: Winding Oaks Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	202	1399	125	90	1922	127	172	25	110	92	18	276
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
WB Left		A			SB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right	A		
SB Right		A			WB Right	A		
Green		9.0	65.5			7.0	10.5	
Yellow		4.0	4.0			4.0	4.0	
All Red		0.0	1.0			0.0	1.0	
Cycle Length:	110.0		secs					

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	230		0.93	0.723	72.2	E		
T	2078	3438	0.71	0.605	16.0	B	21.8	C
R	1141	1599	0.12	0.714	5.0	A		
<b>Westbound</b>								
L	273		0.35	0.723	11.9	B		
T	2078	3438	0.97	0.605	32.1	C	29.6	C
R	1141	1599	0.12	0.714	5.0	A		
<b>Northbound</b>								
L	301		0.60	0.205	42.3	D		
TR	173	1651	0.82	0.105	74.2	E	56.3	E
<b>Southbound</b>								
L	199		0.49	0.205	39.0	D		
T	197	1881	0.10	0.105	44.8	D	47.3	D
R	371	1599	0.78	0.232	50.2	D		
Intersection Delay = 30.0 (sec/veh)					Intersection LOS = C			



HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & WaterWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: PM PEAK  
 E/W St: CR 578 (County Line Rd) N/S St: Winding Oaks Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	276	1922	172	110	1399	92	125	18	90	127	25	202
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A	A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
WB Left	A	A			SB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right	A				WB Right			
Green	8.5	49.5				18.0		
Yellow	4.0	4.0				4.0		
All Red	0.0	1.0				1.0		
Cycle Length:	90.0	secs						

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	294		0.99	0.700	59.5	E		
T	2050	3654	0.99	0.561	31.0	C	32.8	C
R	897	1599	0.20	0.561	9.8	A		
<b>Westbound</b>								
L	273		0.42	0.700	20.0+	C		
T	2050	3654	0.72	0.561	15.5	B	15.4	B
R	897	1599	0.11	0.561	9.3	A		
<b>Northbound</b>								
L	294	1393	0.45	0.211	32.0	C		
TR	347	1646	0.33	0.211	30.7	C	31.4	C
<b>Southbound</b>								
L	260	1232	0.52	0.211	33.2	C		
T	397	1881	0.07	0.211	28.5	C	26.2	C
R	577	1599	0.37	0.361	21.6	C		
Intersection Delay = 26.1			(sec/veh)		Intersection LOS = C			

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Road) & MarWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: AM PEAK  
 E/W St: CR 578 (County Line Road) N/S St: Mariner Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	264	881	280	274	1227	284	204	593	264	142	781	363
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru		A	A		Thru		A	
Right		A	A		Right		A	
Peds					Peds			
WB Left			A		SB Left	A	A	
Thru			A	A	Thru		A	
Right			A	A	Right		A	
Peds					Peds			
NB Right			A		EB Right	A		
SB Right		A			WB Right	A		
Green		10.0	28.0	12.0		8.0	27.0	
Yellow		4.0	4.0	4.0		4.0	4.0	
All Red		1.0	1.0	1.0		1.0	1.0	
Cycle Length:	110.0 secs							

Intersection Performance Summary

Appr/Lane	Lane Group	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
Grp	Capacity		v/c	g/c	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	344	3438	0.81	0.100	59.7	E		
T	1448	3619	0.64	0.400	27.4	C	31.7	C
R	741	1538	0.40	0.482	18.6	B		
<b>Westbound</b>								
L	406	3438	0.71	0.118	52.4	D		
T	1513	3619	0.85	0.418	34.0	C	33.7	C
R	825	1538	0.36	0.536	14.9	B		
<b>Northbound</b>								
L	222		0.97	0.373	79.4	E		
T	921	3619	0.68	0.255	38.9	D	43.8	D
R	573	1538	0.49	0.373	27.1	C		
<b>Southbound</b>								
L	253		0.59	0.373	28.9	C		
T	921	3619	0.89	0.255	50.6	D	42.2	D
R	601	1538	0.64	0.391	29.4	C		

Intersection Delay = 37.1 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & MarinWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: PM PEAK  
 E/W St: CR 578 (County Line Rd) N/S St: Mariner Blvd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	363	1227	204	264	881	142	280	781	274	284	593	264
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A	A	
Thru		A			Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left	A				SB Left	A	A	
Thru		A			Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right	A				EB Right	A		
SB Right	A				WB Right	A		
Green	9.0	31.0				9.5	20.5	
Yellow	4.0	4.0				4.0	4.0	
All Red	1.0	1.0				1.0	1.0	
Cycle Length:	90.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	386	3471	0.99	0.111	70.4	E		
T	1299	3654	0.99	0.356	45.7	D	46.9	D
R	802	1553	0.27	0.517	12.3	B		
<b>Westbound</b>								
L	386	3471	0.72	0.111	45.1	D		
T	1299	3654	0.71	0.356	26.9	C	29.0	C
R	802	1553	0.19	0.517	11.7	B		
<b>Northbound</b>								
L	303		0.97	0.400	66.0	E		
T	829	3471	0.99	0.239	63.2	E	55.1	E
R	613	1553	0.47	0.394	20.8	C		
<b>Southbound</b>								
L	303		0.99	0.400	70.5	E		
T	829	3471	0.75	0.239	35.7	D	40.9	D
R	613	1553	0.45	0.394	20.6	C		
Intersection Delay = 43.5			(sec/veh)		Intersection LOS = D			

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Road) & LinWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: AM PEAK  
 E/W St: CR 578 (County Line Road) N/S St: Linden Drive

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	156	1131			1552	127				91		233
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru					Thru		A	
Right					Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right	A		
Green		7.0	75.0			14.0		
Yellow		4.0	4.0			4.0		
All Red		0.0	1.0			1.0		
Cycle Length: 110.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	244		0.67	0.791	20.7	C		
T	2719	3438	0.44	0.791	3.8	A	5.8	A
<b>Westbound</b>								
T	2375	3438	0.69	0.691	10.7	B	10.0+	B
R	1328	1538	0.10	0.864	1.1	A		
<b>Northbound</b>								
<b>Southbound</b>								
L	234	1719	0.41	0.136	44.6	D	42.1	D
R	378	1538	0.65	0.245	41.1	D		
Intersection Delay = 11.5 (sec/veh) Intersection LOS = B								

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & LindeWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: PM PEAK  
 E/W St: CR 578 (County Line Rd) N/S St: Linden Drive

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	233	1552			1131	91				127		156
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru				A	Thru			
Right				A	Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right	A				WB Right	A		
Green	7.0	59.0				10.0		
Yellow	4.0	4.0				4.0		
All Red	0.0	1.0				1.0		
Cycle Length:	90.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	380		0.64	0.789	9.4	A		
T	2738	3471	0.60	0.789	4.2	A	4.8	A
<b>Westbound</b>								
T	2314	3471	0.51	0.667	7.8	A	7.3	A
R	1294	1553	0.07	0.833	1.4	A		
<b>Northbound</b>								
<b>Southbound</b>								
L	212	1736	0.63	0.122	43.6	D	35.3	D
R	397	1553	0.41	0.256	28.6	C		
Intersection Delay = 8.4			(sec/veh)		Intersection LOS = A			

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Road) & AndWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: AM PEAK  
 E/W St: CR 578 (County Line Road) N/S St: Anderson Snow Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	136	1008			1385	175				127		187
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right			A		WB Right	A		
Green		75.0	7.0			13.0		
Yellow		4.0	4.0			4.0		
All Red		1.0	1.0			1.0		
Cycle Length: 110.0 secs								

Intersection Performance Summary

Appr/Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	351		0.41	0.800	15.8	B		
T	2750	3438	0.39	0.800	3.3	A	4.8	A
<b>Westbound</b>								
T	2375	3438	0.61	0.691	9.5	A	8.6	A
R	1314	1538	0.14	0.855	1.4	A		
<b>Northbound</b>								
<b>Southbound</b>								
L	219	1719	0.61	0.127	50.4	D	43.3	D
R	364	1538	0.54	0.236	38.4	D		
Intersection Delay = 10.8 (sec/veh) Intersection LOS = B								

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & AnderWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: PM PEAK  
 E/W St: CR 578 (County Line Rd) N/S St: Anderson Snow Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	0	0	1	0	1
LGConfig	L	T			T	R				L		R
Volume	187	1385			1008	127				175		136
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left	A		
Thru					Thru			
Right					Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right		A			WB Right	A		
Green	7.0	57.0				12.0		
Yellow	4.0	4.0				4.0		
All Red	0.0	1.0				1.0		
Cycle Length:	90.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	409		0.48	0.767	5.4	A		
T	2661	3471	0.55	0.767	4.4	A	4.5	A
<b>Westbound</b>								
T	2237	3471	0.47	0.644	8.3	A	7.6	A
R	1294	1553	0.10	0.833	1.4	A		
<b>Northbound</b>								
<b>Southbound</b>								
L	251	1736	0.73	0.144	47.4	D	38.2	D
R	431	1553	0.33	0.278	26.3	C		
Intersection Delay = 9.1			(sec/veh)		Intersection LOS = A			

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Road) & SunWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: AM PEAK  
 E/W St: CR 578 (County Line Road) N/S St: Suncoast West

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	1	0	1
LGConfig		T	R	L	T					L		R
Volume		1034	101	72	1490					130		70
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	A				Thru			
Right	A				Right			
Peds					Peds			
WB Left	A	A			SB Left	A		
Thru	A	A			Thru			
Right					Right	A		
Peds					Peds			
NB Right					EB Right	A		
SB Right					WB Right			
Green	75.0	7.0				13.0		
Yellow	4.0	4.0				4.0		
All Red	1.0	1.0				1.0		
Cycle Length:	110.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
T	2375	3438	0.46	0.691	7.8	A	7.2	A
R	1380	1615	0.08	0.855	1.3	A		
<b>Westbound</b>								
L	488		0.16	0.800	6.3	A		
T	2750	3438	0.57	0.800	4.3	A	4.4	A
<b>Northbound</b>								
<b>Southbound</b>								
L	230	1805	0.60	0.127	49.5	D	47.9	D
R	206	1615	0.36	0.127	45.0	D		
Intersection Delay = 8.5			(sec/veh)		Intersection LOS = A			



HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & SuncoWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: PM PEAK  
 E/W St: CR 578 (County Line Rd) N/S St: Suncoast West

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	0	0	0	1	0	1
LGConfig		T	R	L	T					L		R
Volume		1421	139	52	1085					180		50
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left								
Thru	A							
Right	A							
Peds								
WB Left	A	A						
Thru	A	A						
Right								
Peds								
NB Right								
SB Right								
Green	58.0	7.0			10.0			
Yellow	4.0	4.0			4.0			
All Red	1.0	1.0			1.0			
Cycle Length:	90.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/c	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
T	2275	3471	0.66	0.656	10.0-	A	9.2	A
R	1328	1615	0.11	0.822	1.6	A		
<b>Westbound</b>								
L	384		0.14	0.789	10.3	B		
T	2738	3471	0.42	0.789	3.1	A	3.4	A
<b>Northbound</b>								
<b>Southbound</b>								
L	221	1805	0.86	0.122	65.2	E	58.9	E
R	197	1615	0.27	0.122	36.6	D		
Intersection Delay = 10.9 (sec/veh) Intersection LOS = B								

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Road) & SunWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: AM PEAK  
 E/W St: CR 578 (County Line Road) N/S St: Suncoast East

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	1	0	1	0	0	0
LGConfig	L	T			T	R	L		R			
Volume	50	1114			1423	180	139		52			
Lane Width	12.0	12.0			12.0	12.0	12.0		12.0			
RTOR Vol						0			0			

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru			
Right					Right	A		
Peds					Peds			
WB Left					SB Left			
Thru					Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		7.0	79.0			10.0		
Yellow		4.0	4.0			4.0		
All Red		0.0	1.0			1.0		
Cycle Length: 110.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	310		0.17	0.827	4.9	A		
T	2844	3438	0.41	0.827	2.6	A	2.7	A
<b>Westbound</b>								
T	2500	3438	0.60	0.727	7.6	A	6.8	A
R	1395	1615	0.14	0.864	1.2	A		
<b>Northbound</b>								
L	181	1805	0.81	0.100	71.4	E		
R	162	1615	0.34	0.100	47.4	D	64.8	E
<b>Southbound</b>								

Intersection Delay = 8.9 (sec/veh) Intersection LOS = A

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & SuncoWith Ayers Extension  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: PM PEAK  
 E/W St: CR 578 (County Line Rd) N/S St: Suncoast East

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	1	0	1	0	0	0
LGConfig	L	T			T	R	L		R			
Volume	70	1531			1036	130	101		72			
Lane Width	12.0	12.0			12.0	12.0	12.0		12.0			
RTOR Vol						0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru			
Right					Right	A		
Peds					Peds			
WB Left					SB Left			
Thru				A	Thru			
Right				A	Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right	A		
Green		7.0	59.0			10.0		
Yellow		4.0	4.0			4.0		
All Red		0.0	1.0			1.0		
Cycle Length:	90.0		secs					

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	430		0.17	0.789	3.5	A		
T	2738	3471	0.59	0.789	4.0	A	4.0	A
<b>Westbound</b>								
T	2314	3471	0.47	0.667	7.4	A	6.7	A
R	1346	1615	0.10	0.833	1.4	A		
<b>Northbound</b>								
L	221	1805	0.48	0.122	38.5	D		
R	197	1615	0.39	0.122	37.6	D	38.1	D
<b>Southbound</b>								

Intersection Delay = 7.1 (sec/veh) Intersection LOS = A

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Road) & (CoWith Ayers Extension)  
 Analyst: CAR  
 Date: 05/22/2000  
 E/W St: West CR 578 / Ayers Ext.

Proj #: With Ayers Extension  
 Period: AM PEAK  
 N/S St: East CR 578

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	0	0	0	0
LGConfig		T	R	L	T		L	LR				
Volume		570	596	85	783		820		117			
Lane Width		12.0	12.0	12.0	12.0		12.0	12.0				
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas  
 Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru	A				Thru			
Right	A				Right	A		
Peds					Peds			
WB Left			A		SB Left			
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right	A		
SB Right					WB Right			
Green	49.0	13.0				34.0		
Yellow	4.0	4.0				4.0		
All Red	1.0	0.0				1.0		
Cycle Length:	110.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

T	1563	3438	0.38	0.455	20.0-	B	11.7	B
R	1244	1538	0.50	0.809	3.7	A		

Westbound

L	219	1719	0.41	0.127	45.3	D		
T	2125	3438	0.39	0.618	10.7	B	14.0	B

Northbound

L	547	1719	0.90	0.318	38.0	D		
LR	561	1763	0.88	0.318	37.2	D	37.6	D

Southbound

Intersection Delay = 20.5 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 (County Line Rd) & (CounWith Ayers Extension)  
 Analyst: CAR Proj #: With Ayers Extension  
 Date: 05/22/2000 Period: PM PEAK  
 E/W St: West CR 578 / Ayers Ext. N/S St: East CR 578

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	1	1	2	0	1	0	0	0	0	0
LGConfig		T	R	L	T		L	LR				
Volume		783	820	117	570		596		85			
Lane Width		12.0	12.0	12.0	12.0		12.0	12.0				
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right		A			Right	A		
Peds					Peds			
WB Left	A				SB Left			
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right	A		
SB Right					WB Right			
Green	10.0	46.0			20.0			
Yellow	4.0	4.0			4.0			
All Red	0.0	1.0			1.0			
Cycle Length:	90.0 secs							

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
T	1813	3471	0.45	0.522	13.6	B	9.5	A
R	1242	1553	0.69	0.800	5.5	A		
<b>Westbound</b>								
L	212	1736	0.58	0.122	41.3	D		
T	2353	3471	0.25	0.678	5.7	A	11.8	B
<b>Northbound</b>								
L	405	1736	0.88	0.233	53.0	D		
LR	411	1763	0.87	0.233	51.6	D	52.3	D
<b>Southbound</b>								

Intersection Delay = 19.8 (sec/veh) Intersection LOS = B

HCS: Signalized Intersections Release 3.2

Inter: Ayers Rd Ext & US 41  
 Analyst: CAR  
 Date: 05/22/2000  
 E/W St: Ayers Rd Ext

City/St: CR 578 2025  
 Proj #: With Ayers Extension  
 Period: AM PEAK  
 N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	2	0	1	2	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	154	199	115	64	272	110	159	532	46	151	731	212
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A	A		NB Left	A	A	
Thru		A	A		Thru	A		
Right		A	A		Right	A		
Peds					Peds			
WB Left		A	A		SB Left	A	A	
Thru		A	A		Thru	A		
Right		A	A		Right	A		
Peds					Peds			
NB Right					EB Right		A	
WB Right			A		WB Right		A	
Green	7.0	24.0	7.0			41.0	8.0	
Yellow	4.0	4.0	4.0			4.0	4.0	
All Red	0.0	1.0	1.0			1.0	0.0	
Cycle Length: 110.0 secs								

Intersection Performance Summary

Approach/Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	425		0.38	0.336	29.2	C		
T	1156	3438	0.18	0.336	25.9	C	25.6	C
R	643	1538	0.19	0.418	20.3	C		
<b>Westbound</b>								
L	362		0.19	0.327	26.3	C		
T	1125	3438	0.25	0.327	27.3	C	25.1	C
R	671	1538	0.17	0.436	19.0	B		
<b>Northbound</b>								
T	359		0.47	0.500	31.5	C		
R	1297	3397	0.47	0.382	25.9	C	27.1	C
<b>Southbound</b>								
L	420		0.38	0.500	25.4	C		
T	1313	3438	0.59	0.382	27.8	C	25.3	C
R	755	1538	0.30	0.491	16.9	B		
Intersection Delay = 25.8 (sec/veh) Intersection LOS = C								

HCS: Signalized Intersections Release 3.2

Inter: Ayers Ext & US 41  
 Analyst: CAR  
 Date: 05/22/2000  
 E/W St: Ayers Ext

City/St: CR 578 2025  
 Proj #: With Ayers Extension  
 Period: PM PEAK  
 N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	2	0	1	2	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	212	272	159	46	199	151	115	731	64	110	532	154
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru					Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A	A	
Thru					Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right	A		
SB Right		A			WB Right	A		
Green		7.0	22.0			7.0	36.0	
Yellow		4.0	4.0			4.0	4.0	
All Red		0.0	1.0			0.0	1.0	
Cycle Length:	90.0		secs					

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	427		0.52	0.378	22.7	C		
T	887	3471	0.32	0.256	27.4	C	23.8	C
R	604	1553	0.28	0.389	19.1	B		
<b>Westbound</b>								
L	387		0.12	0.378	18.3	B		
T	887	3471	0.24	0.256	26.7	C	22.8	C
R	604	1553	0.26	0.389	19.0	B		
<b>Northbound</b>								
L	420		0.29	0.533	11.6	B		
TR	1410	3429	0.59	0.411	21.3	C	20.1	C
<b>Southbound</b>								
L	310		0.37	0.533	13.3	B		
T	1427	3471	0.39	0.411	18.8	B	16.4	B
R	846	1553	0.19	0.544	10.5	B		
Intersection Delay = 20.3			(sec/veh)		Intersection LOS = C			

HCS: Signalized Intersections Release 3.1c

Inter: CR 578 & US 41  
 Analyst: CAR  
 Date: 05/22/2000  
 E/W St: CR 578 (County Line Road)

City/St: CR 578 2025  
 Proj #: With Ayers Extension  
 Period: AM PEAK  
 N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	44		450				618	693			850	60
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A	A	
Thru					Thru	A	A	
Right	A				Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
NB Right					EB Right	A		
SB Right	A				WB Right			
Green	15.0					30.0	51.0	
Yellow	4.0					4.0	4.0	
All Red	1.0					0.0	1.0	
Cycle Length: 110.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
<b>Eastbound</b>								
L	250	1719	0.18	0.145	41.6	D	26.3	C
R	713	1538	0.66	0.464	24.8	C		
<b>Westbound</b>								
<b>Northbound</b>								
L	672		0.97	0.782	49.5	D		
T	2688	3438	0.27	0.782	3.4	A	25.1	C
<b>Southbound</b>								
T	1625	3438	0.55	0.473	21.1	C	20.1	C
R	1007	1538	0.06	0.655	6.9	A		
Intersection Delay = 23.7 (sec/veh) Intersection LOS = C								



HCS: Signalized Intersections Release 3.1c

Inter: CR 578 & US 41  
 Analyst: CAR  
 Date: 05/22/2000  
 E/W St: CR 578 (County Line Road)

City/St: CR 578 2025  
 Proj #: With Ayers Extension  
 Period: PM PEAK  
 N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T		T		R
Volume	60		618				450	850		693	44	
Lane Width	12.0		12.0				12.0	12.0		12.0	12.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A	A	
Thru					Thru	A	A	
Right	A				Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		A	
Right					Right		A	
Peds					Peds			
NB Right					EB Right	A		
SB Right	A				WB Right			
Green	17.0					20.0	39.0	
Yellow	4.0					4.0	4.0	
All Red	1.0					0.0	1.0	
Cycle Length:	90.0	secs						

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	347	1736	0.18	0.200	30.1	C	30.9	C
R	742	1553	0.88	0.478	31.0	C		
Westbound								
Northbound								
L	619		0.77	0.711	15.8	B		
T	2468	3471	0.36	0.711	5.2	A	8.8	A
Southbound								
T	1543	3471	0.47	0.444	17.8	B	17.0	B
R	1070	1553	0.04	0.689	4.5	A		
Intersection Delay = 16.6 (sec/veh)					Intersection LOS = B			

# APPENDIX F

AM PEAK HOUR  
(w/o US 19)

Am25wa~1.tof

\*\*\*\*\*  
\*\*\*\*\*

\*  
\*  
\* Release 8.20 (TRANSYT-7F) Octob  
er 1999 \*  
\*

TRAFFIC SIGNAL SYSTEM OPTIMIZATION

PROGRAM

\* Sponsored by: Develo  
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\* Software Maintenance and User Support Furnished by:  
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\* Transportation Research Center, University of Florida  
\* 512 Weil Hall, P.O. Box 116585, Gainesville, FL 32611-6585 US  
A \*  
\* (352) 392-0378  
\*

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\*\*\*\*\*  
\*\*\*\*\*

Date of Run: 6/20/\*\* Start Time of Run: 11:39: 6 Data File: AM25  
WA~1.TIN

-----  
I N P U T    D A T A    R E P O R T    F O R    R U N    1  
-----

FIELDS:

1    2    3    4    5    6    7    8    9    10    11    12    13    14  
15   16

-----  
File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

1    90   120   10    3    1    0    0    -1    1    1    60    0    0  
0    1

--- 7 --- NOTE -  
+                    A stop penalty of '-1' will result in automatic  
                     calculation of the PI to minimize fuel consumption.  
                     Link specific delay or stop weights on record  
                     types 37 & 38 will still be applied, however.

--- 12 --- NOTE -  
+                    A value of '1' in field 16 causes a data file with  
                     the optimized timing plan to be written.

2    6    9    11    13    16    18    20    21    26    28    32    0    0  
0    0

1TRANSYT-7F:  
PAGE 2

File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

FIELDS:

1    2    3    4    5    6    7    8    9    10    11    12    13    14  
15   16

-----  
10    0    5    0 1700    30    35    100    25    13    85    25    40    0  
125   120

\* CR 578 (County Line Road) & Waterfall Dr

-----  
INTERSECTION    6

## Am25wa~1.tof

14	6	72	1	0	4	0	5	0	4	0	5	0	0
0	0												
21	6	1	1	2	0	9	605	601	0	0	0	0	0
0	1												
22	6	3	3	4	0	17	-605	602	609	-601	606	610	612
0	0												
23	6	5	5	6	0	9	603	607	0	0	0	0	0
0	1												
24	6	7	7	8	0	17	-603	608	-607	604	0	0	0
0	1												
28	603	1648	1787	181	0	0	0	0	0	0	0	0	0
0	0												
29	603	20	30	0	15	0	0	0	604	100	0	0	0
0	0												
28	608	1648	1650	142	0	0	0	0	0	0	0	0	0
0	0												
29	608	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	605	5702	1787	213	0	1111	13	45	1102	200	45	0	0
0	0												
29	605	20	30	0	15	0	0	0	606	100	0	0	0
0	0												
28	602	5702	3619	1473	0	1111	89	45	1102	1384	45	0	0
0	0												
29	602	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	609	5702	1599	132	0	1102	124	45	0	0	0	0	0
0	0												
29	609	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	60110877	1787	95	0	1303	11	45	1306	65	45	1312	19	
45	0												
29	601	20	30	0	15	0	0	0	602	100	0	0	0
0	0												
28	60610877	3619	2023	0	1303	230	45	1306	1384	45	1312	409	
45	0												
29	606	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	61010877	1599	134	0	1303	15	45	1306	92	45	1312	27	
45	0												
29	610	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	607	960	1787	97	0	0	0	0	0	0	0	0	0
0	0												
29	607	20	30	0	15	0	0	0	608	100	0	0	0
0	0												
28	604	960	1881	19	0	0	0	0	0	0	0	0	0

Am25wa~1.tof

0	0												
29	604	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	612	960	1599	291	0	0	0	0	0	0	0	0	0
0	0												
29	612	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Road) & Cobblestone Drive

-----  
INTERSECTION 9  
-----

13	9	69	1	0	4	0	5	0	5	0	0	0	0
0	0												
21	9	1	1	2	0	9	905	902	0	0	0	0	0
0	1												
22	9	3	3	4	0	16	-905	902	906	910	0	0	0
0	0												
23	9	5	5	6	0	16	907	912	0	0	0	0	0
0	1												
28	90512144	1787	97	0	0	0	0	0	0	0	0	0	0
0	0												
29	905	20	30	0	15	0	0	0	906	100	0	0	0
0	0												
28	90212144	3438	1720	0	0	0	0	0	0	0	0	0	0
0	0												
29	902	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	906	686	3438	2091	0	1103	53	45	1106	2038	45	0	0
0	0												
29	906	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

1TRANSYT-7F:  
PAGE 3

File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

FIELDS:

1	2	3	4	5	6	7	8	9	10	11	12	13	14
15	16												
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
28	910	686	1599	97	0	1106	95	45	0	0	0	0	0
0	0												
29	910	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

Am25wa~1.tof

28	907	832	1787	107	0	0	0	0	0	0	0	0	0
0	0												
29	907	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	912	832	1599	128	0	0	0	0	0	0	0	0	0
0	0												
29	912	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Road) & East Road

-----  
 INTERSECTION      11  
 -----

13	11	74	1	0	5	0	5	0	5	0	0	0	0
0	0												
21	11	1	1	2	0	9	1101	1106	0	0	0	0	0
0	1												
22	11	3	3	4	0	20	1102	1109-1101	1106	0	0	0	0
0	0												
23	11	5	5	6	0	20	1103	1111	0	0	0	0	0
0	1												
28	1103	860	1719	55	0	0	0	0	0	0	0	0	0
0	0												
29	1103	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1111	860	1538	104	0	0	0	0	0	0	0	0	0
0	0												
29	1111	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1102	686	3438	1625	0	902	1530	45	907	95	45	0	0
0	0												
29	1102	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1109	686	1538	202	0	902	190	45	907	12	45	0	0
0	0												
29	1109	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1101	5702	1719	243	0	603	18	45	606	197	45	612	28
45	0												
29	1101	20	40	0	15	0	0	0	1102	100	0	0	0
0	0												
28	1106	5702	3438	2133	0	603	155	45	606	1729	45	612	249
45	0												
29	1106	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Road) & Mariner Blvd





Am25wa~1.tof

45	0												
29	1302	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1309	10877	1538	295	0	608	20	45	602	258	45	607	17
45	0												
29	1309	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1301	6955	3438	288	0	0	0	0	0	0	0	0	0
0	0												
29	1301	20	40	0	15	0	0	0	1302	100	0	0	0
0	0												
28	1306	6955	3619	1292	0	0	0	0	0	0	0	0	0
0	0												
29	1306	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1310	6955	1538	299	0	0	0	0	0	0	0	0	0
0	0												
29	1310	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1307	1086	1719	149	0	0	0	0	0	0	0	0	0
0	0												
29	1307	20	40	0	15	0	0	0	1308	100	0	0	0
0	0												
28	1304	1086	3438	822	0	0	0	0	0	0	0	0	0
0	0												
29	1304	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1312	1086	1538	382	0	0	0	0	0	0	0	0	0
0	0												
29	1312	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Road) & Suncoast West

-----		INTERSECTION		16		-----							
13	16	79	1	0	5	0	5	0	5	0	0	0	0
0	0												
21	16	1	1	2	0	20	1602	1609-1601	1606	0	0	0	0
0	0												
22	16	3	3	4	0	9	1601	1606	0	0	0	0	0
0	1												
23	16	5	5	6	0	20	1607	1612	0	0	0	0	0
0	1												
28	1602	223	3438	1088	0	2002	966	45	2007	122	45	0	0
0	0												
29	1602	20	40	0	15	0	0	0	0	0	0	0	0

Am25wa~1.tof

```

0      0
28 1609 223 1615 106 0 2002 94 45 2007 12 45 0 0
0      0
29 1609 20 40 0 15 0 0 0 0 0 0 0 0
0      0
28 1601 1604 1805 76 0 2806 69 45 0 0 0 0 0
0      0
29 1601 20 30 0 15 0 0 0 1602 100 0 0 0
0      0
28 1606 1604 3438 1568 0 2803 139 45 2806 1429 45 0 0
0      0
29 1606 20 40 0 15 0 0 0 0 0 0 0 0
0      0
28 1607 1283 1805 137 0 0 0 0 0 0 0 0 0
0      0
29 1607 20 40 0 15 0 0 0 0 0 0 0 0
0      0
28 1612 1283 1615 74 0 0 0 0 0 0 0 0 0
0      0
29 1612 20 40 0 15 0 0 0 0 0 0 0 0
0      0

```

\* CR 578 (County Line Road) & Linden Drive

-----  
INTERSECTION 18  
-----

```

13 18 4 1 0 4 0 5 0 5 0 0 0 0
0 0
21 18 1 1 2 0 9 1805 1802 0 0 0 0 0
0 1
22 18 3 3 4 0 16-1805 1802 1806 1810 0 0 0
0 0
23 18 5 5 6 0 16 1807 1812 0 0 0 0 0
0 1

```

1TRANSYT-7F:  
PAGE 5

File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

FIELDS:

```

1 2 3 4 5 6 7 8 9 10 11 12 13 14
15 16
-----
28 1805 2145 1719 164 0 0 0 0 0 0 0 0 0
0 0

```

Am25wa~1.tof

29	1805	20	30	0	15	0	0	0	1806	100	0	0	0
0	0												
28	1802	2145	3438	1191	0	0	0	0	0	0	0	0	0
0	0												
29	1802	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1806	7180	3438	1634	0	2006	1439	45	2012	195	45	0	0
0	0												
29	1806	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1810	7180	1538	134	0	2006	118	45	2012	16	45	0	0
0	0												
29	1810	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1807	1783	1719	96	0	0	0	0	0	0	0	0	0
0	0												
29	1807	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1812	1783	1538	245	0	0	0	0	0	0	0	0	0
0	0												
29	1812	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Road) & Anderson Snow Road

-----													
INTERSECTION	20												
-----													
13	20	2	1	0	5	0	5	0	5	0	0	0	0
0	0												
21	20	1	1	2	0	16-2005	2002	2006	2010	0	0	0	0
0	0												
22	20	3	3	4	0	9	2005	2002	0	0	0	0	0
0	1												
23	20	5	5	6	0	16	2007	2012	0	0	0	0	0
0	1												
28	2005	7180	1719	143	0	1802	132	45	1807	11	45	0	0
0	0												
29	2005	20	30	0	15	0	0	0	2006	100	0	0	0
0	0												
28	2002	7180	3438	1061	0	1802	982	45	1807	79	45	0	0
0	0												
29	2002	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2006	223	3438	1458	0	1606	1392	45	1612	66	45	0	0
0	0												
29	2006	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

Am25wa~1.tof

28	2010	223	1538	184	0	1606	176	45	0	0	0	0	0
0	0												
29	2010	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2007	1914	1719	134	0	0	0	0	0	0	0	0	0
0	0												
29	2007	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2012	1914	1538	197	0	0	0	0	0	0	0	0	0
0	0												
29	2012	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* (County Line Road) & US 41

-----  
 INTERSECTION      21  
 -----

13	21	41	1	0	5	0	5	0	5	0	0	0	0
0	0												
21	21	1	1	2	0	20-2103	2108	2104	2112	0	0	0	0
0	0												
22	21	3	3	4	0	9	2103	2108	0	0	0	0	0
0	1												
23	21	5	5	6	0	20	2105	2109	0	0	0	0	0
0	1												
28	2103	3985	1719	651	0	0	0	0	0	0	0	0	0
0	0												
29	2103	20	30	0	15	0	0	0	2104	100	0	0	0
0	0												
28	2108	3985	3438	729	0	0	0	0	0	0	0	0	0
0	0												
29	2108	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2105	4928	1719	46	0	3209	40	45	0	0	0	0	0
0	0												
29	2105	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2109	4928	1538	474	0	3209	415	45	3201	59	45	0	0
0	0												

1TRANSYT-7F:

PAGE 6

File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

FIELDS:

1    2    3    4    5    6    7    8    9    10    11    12    13    14

Am25wa~1.tof

15	16												
29	2109	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	210410459	3438	895	0	2609	113	45	2601	63	45	2604	719	
45	0												
29	2104	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	211210459	1538	63	0	2604	51	45	0	0	0	0	0	0
0	0												
29	2112	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* Ayers Rd Ext & US 41

INTERSECTION		26											
15	26	22	1	0	4	0	5	0	5	0	5	0	4
0	0												
21	26	1	1	2	0	9	2601	2606	2610	0	0	0	0
0	1												
22	26	3	3	4	0-2020-2605 2602 2609-2601 2606 2610								0
0	0												

>>> 126 +++ WARNING +

+ The change interval for this phase has been changed to 1 second for overlap processing.														
23	26	5	5	6	0	9	2605	2602	2609	0	0	0	0	
0	1													
24	26	7	7	8	0	20-2603 2608-2607 2604 2612							0	0
0	1													
25	26	9	9	10	0	9	2603	2607	0	0	0	0	0	
0	1													
28	260310459	1719	167	0	2108	157	45	2105	10	45	0	0	0	
0	0													
29	2603	20	30	0	15	0	0	0	2604	100	0	0	0	
0	0													
28	260810459	3397	608	0	2108	572	45	2105	36	45	0	0	0	
0	0													
29	2608	20	40	0	15	0	0	0	0	0	0	0	0	
0	0													
28	260511814	1719	162	0	3221	28	40	3202	134	40	0	0	0	
0	0													
29	2605	20	30	0	15	0	0	0	2606	100	0	0	0	
0	0													
28	260211814	1810	209	0	3221	36	40	3202	173	40	0	0	0	

Am25wa~1.tof

0	0												
29	2602	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	260911814	1538	121	0	3221	21	40	3202	100	40	0	0	0
0	0												
29	2609	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2601	2716	1719	67	0	0	0	0	0	0	0	0	0
0	0												
29	2601	20	30	0	15	0	0	0	2602	100	0	0	0
0	0												
28	2606	2716	1810	286	0	0	0	0	0	0	0	0	0
0	0												
29	2606	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2610	2716	1538	116	0	0	0	0	0	0	0	0	0
0	0												
29	2610	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2607	2611	1719	159	0	0	0	0	0	0	0	0	0
0	0												
29	2607	20	30	0	15	0	0	0	2608	100	0	0	0
0	0												
28	2604	2611	3438	769	0	0	0	0	0	0	0	0	0
0	0												
29	2604	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2612	2611	1538	223	0	0	0	0	0	0	0	0	0
0	0												
29	2612	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Road) & Suncoast East

-----  
 INTERSECTION      28  
 -----

1TRANSYT-7F:  
 PAGE 7

File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

FIELDS:  
 1      2      3      4      5      6      7      8      9      10      11      12      13      14  
 15      16

Am25wa~1.tof

13	28	50	1	0	4	0	5	0	5	0	0	0	0
0	0												
21	28	1	1	2	0	9	2805	2802	0	0	0	0	0
0	1												
22	28	3	3	4	0	20	2805	2802	2806	2810	0	0	0
0	0												
23	28	5	5	6	0	9	2803	2811	0	0	0	0	0
0	1												
28	2803	1235	1805	146	0	0	0	0	0	0	0	0	0
0	0												
29	2803	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2811	1235	1615	55	0	0	0	0	0	0	0	0	0
0	0												
29	2811	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2805	1604	1805	53	0	1602	47	45	0	0	0	0	0
0	0												
29	2805	20	30	0	15	0	0	0	2806	100	0	0	0
0	0												
28	2802	1604	3438	1173	0	1602	1042	45	1607	131	45	0	0
0	0												
29	2802	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2806	437	3438	1498	0	3221	766	45	3206	732	45	0	0
0	0												
29	2806	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2810	437	1615	189	0	3221	97	45	3206	92	45	0	0
0	0												
29	2810	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Road) & (County Line Road)

-----  
 INTERSECTION      32  
 -----

13	32	8	1	0	5	0	4	0	5	0	0	0	0
0	0												
21	32	1	1	2	0	20	3202	3209	3206	0	0	0	0
0	0												
22	32	3	3	4	0	17	3201	3206	0	0	0	0	0
0	1												
23	32	5	5	6	0	20	3221	0	0	0	0	0	0
0	1												
28	3221	4928	3299	986	0	2103	899	45	2112	87	45	0	0
0	0												

Am25wa~1.tof

29	3221	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	3202	437	3438	600	0	2811	27	45	2802	573	45	0	0
0	0												
29	3202	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	3209	437	1538	627	0	2811	28	45	2802	599	45	0	0
0	0												
29	3209	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	320111814	1719	89	0	2603	22	40	2606	38	40	2612	29	
40	0												
29	3201	20	30	0	15	0	0	0	3202	100	0	0	0
0	0												
28	320611814	3438	824	0	2603	204	40	2606	349	40	2612	272	
40	0												
29	3206	20	30	0	15	0	0	0	0	0	0	0	0
0	0												

-----  
PLOT AND OPTION CARDS  
-----

42	1	902	906	1102	1106	602	606	1302	1306	0	0	0	0
0	0												
43	1	100	100	0	0	0	0	0	0	0	0	0	0
0	0												
-52	1	1	100	0	0	0	0	0	0	0	0	0	0
0	0												

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FIELDS:

1	2	3	4	5	6	7	8	9	10	11	12	13	14
15	16												

--- 72 --- NOTE -

The above will be processed after the "BEST" cycle length has been selected.

+ A record type -52 causes run to be optimized using the default normal optimization step sizes.



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If record type 4 was coded, it is ignored.  
The simulation used is the single-cycle  
step-wise simulation.

--- 74 --- NOTE -

+ There are a total of 11 nodes and 81 links,  
including bottlenecks, if any, in this run.

--- 77 --- NOTE -

+ There were a total of 2 warning messages issued  
in the above report.

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-----  
CYCLE EVALUATION SUMMARY PERFORMANCE  
-----

Cycle formance Length Index sec	Step Size steps	Average Delay sec/veh	Percent Stops %	Fuel Consumption gal/hr	Disutility Index	Number Saturated Links	Per
---	-----------------------	-----------------------------	-----------------------	-------------------------------	---------------------	------------------------------	-----

-----  
90 30 104.83 65 2078.3 755.4 4  
52.2

100 33 65.19 60 1899.9 577.1 1  
47.0

110 37 58.17 62 1843.6 520.7 1  
53.0

120 40 53.70 55 1808.4 485.6 1  
52.6  
-----  
-----

Best Cycle Length = 110 Sec. Cycle Sensitivity = 5.5 %

--- 80 --- NOTE -

+ TRANSYT-7F optimizes the system using the best cycle length and hill-climb step sizes as indicated by record type 52.

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<PERFORMANCE WITH OPTIMAL SETTINGS>

Movement/ k Fuel Node Nos. e Cons. . gal	Deg/ Sat %	Total Travel v-mi	Travel Time Total v-hr	Avg. sec/v	Delay Total v-hr	Avg/LOS sec/v	Total Stops No. (%)	Max Bac of Queu Est.Cap
NB THRU : 68	44.29	3.64	92.2	2.15	54.6D	146(103)	4 6	
6 4.1								
LEFT : 49	56.46	3.65	72.7	1.76	35.0D	148( 83)	4 6	
6 4.4								
SB THRU : 8	3.46	0.34	64.4	0.22	42.5D	16( 87)	1 3	
8 0.4								
LEFT : 37	17.66	1.50	55.6	0.91	33.6C	81( 85)	2 3	
8 1.8								
RGHT : 28	52.98	2.48	30.7	0.70	8.7A	119( 42)	3 3	
8 3.3								
EB THRU : 62	1590.76	40.61	99.2	5.06	12.4B	1067( 73)	27 45	
6 71.2								
LEFT : 45	230.03	5.91	99.0	0.77	12.9B	156( 73)	2 22	
8 10.4								
RGHT : 13	142.55	3.42	92.6	0.24	6.4A	52( 40)	2 22	
8 5.7								
WB THRU : 44	4167.07	94.08	324.1	0.93	3.2A	218( 21)	7 87	
0 146.4								
LEFT : 13	195.69	4.54	333.7	0.17	12.4B	35( 73)	1 43	
5 7.3								
RGHT : 7	276.02	6.22	319.8	0.05	2.5A	9( 15)	0 43	
5 9.6								

NODE	6:	68	6776.96	166.39	12.96	12.6B	2052( 55)		
		264.6							
3	SB LEFT :	51	16.89	1.98	66.6	1.41	47.5D	101( 95)	3 3
		2.3							
3	RGHT :	68	20.20	2.68	75.4	2.00	56.3E	134(105)	4 3
		3.0							
2	EB THRU :	60	3955.48	134.37	281.2	1.75	3.7A	514( 30)	13 97
		167.3							
6	LEFT :	21	223.07	7.94	294.5	0.46	17.0B	97(101)	2 48
		10.1							
5	WB THRU :	59	271.55	7.92	18.8	1.86	4.4A	527( 35)	8 5
		16.9							
7	RGHT :	6	12.60	0.32	16.3	0.04	2.0A	6( 10)	0 2
		0.5							

NODE 9: 68 4499.78 155.21 7.51 7.4A 1381( 38)  
200.1

-----  
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Movement/ k Fuel Node Nos. e Cons. . gal	Deg/ Sat %	Total Travel v-mi	Travel Time Total v-hr	Delay Avg. sec/v	Total v-hr	Delay Avg/LOS sec/v	Total Stops No. (%)	Max Bac of Queu Est.Cap
--	------------------	-------------------------	------------------------------	------------------------	---------------	---------------------------	---------------------------	-------------------------------

4	NB LEFT :	21	8.95	0.93	60.7	0.63	41.0D	47( 87)	1 3
		1.1							
4	RGHT :	44	16.93	1.82	63.1	1.26	43.5D	93( 91)	3 3
		2.1							
5	EB THRU :	67	211.03	8.62	19.1	3.90	8.6A	982( 61)	26 5
		21.9							
7	RGHT :	18	26.23	0.82	14.7	0.23	4.2A	43( 22)	1 2
		1.6							

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```

WB THRU : 42 2303.52 53.73 169.7 2.24 7.1A 695( 61) 15 45
6 89.3
LEFT : 42 262.43 6.80 177.3 0.93 24.3C 193(141) 2 22
8 12.0

NODE 11: 67 2829.10 72.72 9.19 10.1B 2056( 63)
128.0

NB THRU : 62 202.01 12.84 74.1 6.07 35.0D 531( 86) 15 13
7 15.6
LEFT : 83 69.60 5.26 88.0 2.92 49.0D 244(114) 4 6
8 6.1
RGHT : 62 90.00 5.83 75.5 2.82 36.5D 241( 87) 7 6
8 7.0

SB THRU : 82 169.06 15.31 67.1 9.64 42.2D 782( 96) 21 8
7 18.1
LEFT : 46 30.65 1.96 47.4 0.93 22.6C 116( 79) 3 4
3 2.6
RGHT : 85 78.57 8.35 78.7 5.71 53.8D 396(104) 10 4
3 9.3

EB THRU : 25 1909.48 44.79 428.8 2.11 20.2C 286( 77) 8 87
0 70.6
LEFT : 32 572.64 14.14 462.7 1.34 43.8D 121(111) 4 87
0 22.1
RGHT : 19 607.65 14.25 431.0 0.67 20.1C 89( 76) 3 43
5 22.4

WB THRU : 80 1701.96 67.61 188.4 10.55 29.4C 1103( 86) 28 55
6 83.8
LEFT : 61 379.38 16.50 206.2 3.78 47.2D 272( 95) 8 55
6 19.9
RGHT : 44 393.87 14.99 180.4 1.78 21.4C 198( 67) 6 27
8 18.6

NODE 13: 85 6204.88 221.83 48.32 35.1D 4385( 89)
296.1

```

-----  
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Movement/ Deg/ Total Travel Time Delay Total Max Bac

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k Fuel		Node Nos.	Sat	Travel	Total	Avg.	Total	Avg/LOS	Stops	of Queu	
e Cons.			%	v-mi	v-hr	sec/v	v-hr	sec/v	No. (%)	Est.Cap	
. gal											
1	SB LEFT	: 49		33.28	2.79	73.3	1.67	43.9D	124 ( 92)	4	5
	3.3										
1	RGHT	: 30		17.98	1.46	71.2	0.86	41.9D	65 ( 88)	2	5
	1.7										
8	EB THRU	: 40		45.97	2.78	10.3	1.76	6.5A	379 ( 40)	11	1
	7.4										
9	RGHT	: 9		4.48	0.22	7.6	0.12	4.2A	22 ( 22)	1	
	0.5										
8	WB THRU	: 32		476.44	10.82	44.9	0.17	0.7A	57 ( 7)	2	12
	17.2										
4	LEFT	: 8		23.09	0.55	51.9	0.03	3.0A	13 ( 35)	0	6
	1.0										
	NODE 16:	49		601.24	18.62		4.61	7.6A	662 ( 30)		
	31.1										
1	SB LEFT	: 29		32.39	2.12	79.4	1.03	38.7D	81 ( 85)	2	7
	2.5										
1	RGHT	: 83		82.66	7.14	105.0	4.37	64.3E	279 (115)	7	7
	7.9										
2	EB THRU	: 46		483.99	17.95	54.3	1.72	5.2A	402 ( 34)	11	17
	23.4										
6	LEFT	: 48		66.65	2.58	56.7	0.35	7.7A	117 ( 72)	1	8
	3.6										
4	WB THRU	: 58		2221.52	52.73	142.3	3.07	8.3A	545 ( 41)	15	57
	85.1										
7	RGHT	: 11		182.18	4.25	140.4	0.18	5.9A	33 ( 31)	1	28
	6.8										
	NODE 18:	83		3069.40	86.77		10.72	12.3B	1459 ( 46)		
	129.4										

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Movement/ k Fuel Node Nos. e Cons. . gal	Deg/ Sat %	Total Travel v-mi	Travel Time Total v-hr	Avg. sec/v	Delay Total v-hr	Avg/LOS sec/v	Total Stops No. (%)	Max Bac of Queu Est.Cap
7 SB LEFT : 50		48.54	3.27	87.9	1.65	44.2D	122( 92)	4 7
7 3.9								
7 RGHT : 83		71.37	6.22	113.7	3.83	70.0E	233(119)	6 7
7 6.8								
4 EB THRU : 39		1442.49	33.25	112.9	1.01	3.4A	281( 27)	8 57
4 53.7								
7 LEFT : 29		194.42	4.52	114.7	0.18	4.5A	52( 38)	1 28
7 7.4								
8 WB THRU : 34		61.61	2.02	8.7	0.64	2.8A	118( 15)	3 1
8 4.0								
9 RGHT : 9		7.77	0.22	7.7	0.04	1.6A	7( 8)	0
9 0.4								
NODE 20: 83		1826.20	49.50		7.35	10.7B	816( 33)	
76.1								
9 NB THRU : 36		550.37	20.95	103.4	2.50	12.3B	364( 51)	11 31
9 26.5								
9 LEFT : 98*		491.48	41.92	231.8	25.44	140.7F	935(144)	28 15
9 42.6								
7 SB THRU : 13		1772.93	40.42	643.9	0.79	12.6B	116( 52)	4 83
7 62.9								
8 RGHT : 1		124.80	2.84	1023.7	0.05	19.4B	6( 65)	0 41
8 4.4								
7 EB LEFT : 7		42.93	1.10	92.0	0.14	11.6B	23( 54)	1 19
7 1.9								
7 RGHT : 73		442.38	12.48	109.3	2.59	22.7C	396( 97)	10 19
7 21.8								
NODE 21: 98*		3424.90	119.72		31.52	54.8D	1843( 89)	

160.0

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Movement/ k Fuel Node Nos. e Cons. gal	Deg/ Sat %	Total Travel v-mi	Travel Time Total v-hr	Avg. sec/v	Delay Total v-hr	Avg/LOS sec/v	Total Stops No. (%)	Max Bac of Queu Est.Cap
NB THRU : 27 44.0	27	1204.41	28.22	387.7	1.29	17.8B	138 ( 53)	4 83
LEFT : 38 12.7	38	330.82	8.07	398.0	0.68	33.3C	72 (100)	2 41
SB THRU : 79 25.6	79	380.36	21.58	101.0	8.83	41.3D	663 ( 87)	20 20
LEFT : 43 5.0	43	78.64	4.06	91.8	1.42	32.1C	129 ( 82)	3 10
RGHT : 51 7.1	51	110.30	5.82	94.0	2.12	34.3C	184 ( 83)	5 10
EB THRU : 8 17.4	8	467.65	12.03	601.3	0.27	13.4B	42 ( 60)	1 47
LEFT : 10 13.5	10	362.48	9.35	601.1	0.23	15.1B	35 ( 63)	1 47
RGHT : 6 10.1	6	270.74	6.96	596.9	0.16	13.4B	25 ( 60)	1 47
WB THRU : 32 7.9	32	147.15	6.25	78.6	1.31	16.5B	162 ( 57)	5 10
LEFT : 9 1.7	9	34.47	1.38	74.0	0.22	11.9B	30 ( 46)	1 10
RGHT : 15 3.1	15	59.68	2.48	77.1	0.48	15.0B	60 ( 52)	2 10
NODE 26: 148.2	79	3446.70	106.19		17.02	28.8C	1544 ( 73)	

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9	NB LEFT : 81	34.11	4.23	104.2	3.08	76.0E	179(123)	4	4
	4.4								
9	RGHT : 34	12.85	1.16	75.6	0.72	47.4D	51( 94)	2	4
	1.3								
8	EB THRU : 37	356.42	8.38	28.4	0.42	1.4A	138( 14)	4	12
	14.2								
4	LEFT : 7	16.10	0.38	28.9	0.02	1.3A	8( 18)	0	6
	0.7								
5	WB THRU : 33	123.80	3.27	13.5	0.51	2.1A	133( 16)	4	3
	6.2								
7	RGHT : 9	15.62	0.40	13.1	0.05	1.7A	14( 14)	0	1
	0.7								
	NODE 28: 81	558.90	17.82		4.80	7.5A	525( 23)		
	27.6								

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Movement/ k Fuel Node Nos. e Cons. . gal	Deg/ Sat %	Total Travel v-mi	Travel Time Total v-hr	Avg. sec/v	Delay Total v-hr	Avg/LOS sec/v	Total Stops No. (%)	Max Bac of Queu Est.Cap
5	EB THRU : 33	49.59	3.36	22.2	2.25	14.9B	248( 46)	7 3
	6.3							
7	RGHT : 77	51.82	5.06	31.9	3.90	24.6C	323( 57)	8 1
	8.0							
5	WB THRU : 22	1843.75	46.62	348.2	0.26	1.9A	55( 12)	1 94
	66.9							
3	LEFT : 24	199.14	5.39	373.1	0.38	26.4C	43( 83)	1 47
	7.8							
4	LK 3221 : 74	920.23	29.02	138.7	8.45	40.4D	712( 95)	21 39
	46.5							
	NODE 32: 77	3064.53	89.44		15.23	22.8C	1383( 58)	



135.6

-----  
 -----  
 All MOEs are in units per hour.

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## SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	36303
Total Travel Time	veh-hr/hr	1104
Total Uniform Delay	veh-hr/hr	144
Total Random Delay	veh-hr/hr	26
Total Delay	veh-hr/hr	169
Average Delay	sec/veh	18.9
Passenger Delay	pax-hr/hr	203
Uniform Stops:	veh/hr	17134
	%	53
Random Stops:	veh/hr	976
	%	3
Total Stops:	veh/hr	18110
	%	56
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	3600
System Speed	mph	32.9
Fuel Consumption	gal/hr	1597
Operating Cost	\$/hr	12456
Disutility Index	DI	273.9
Performance Index	PROS	53.03

-----  
 Performance Index (PI): Disutility Index (DI):  
 Weighted PROS Excess Fuel Consumption

No. of Simulations = 192, Links = 15552, Elapsed Time = 22.5 sec.

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PROGRESSION ON ARTERIES

ART.	B/W EFFICIENCY			ATTAINABILITY		INTERFERENCE		PROS		
	FWD	REV	AVG	FWD	REV	FWD	REV	FWD	REV	AVG
1	44	47	45	100	100	18	8	53	53	53

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TRANSYT-7F TRAFFIC SIGNAL TIMING TABLES

NETWORK-WIDE SIGNAL TIMING PARAMETERS

System Cycle Length = 110 Seconds

No master offset reference controller specified

All offsets are referenced to an arbitrary time base.

Network includes actuated signal - green times are estimated.

Key to Interval Types:

F : Fixed green.

V : Variable green.

Y : Yellow.

R : All-red.

An 'M' by an interval length means this is the minimum time available

INTERSECTION CONTROLLER SETTINGS

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-----  
 Intersection        6    Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -  
 +                    This actuated node's splits were optimized as equiv  
 alent                pretimed. The punch data file will have these timi  
 ng                    settings on record type 1X, but in any subsequent r  
 un,                    this timing will be overridden by the actuated timi  
 ng                    model.

Interval Number :	1	2	3	4	5	6	7	8
Intvl Length(sec):	5.0	4.0	70.0	5.0	5.0	4.0	12.0M	5.0
Intvl Length (%) :	5	4	61	5	5	4	11	5
Pin Settings (%) :	100/0	5	9	70	75	80	84	95
Phase Start (No.):	1	AC T	2	NA P	3	AC T	4	AC T
Interval Type :	V	Y	V	Y	V	Y	V	Y
Splits (sec):	9		75		9		17	
Splits (%) :	9		66		9		16	
Links Moving :	605		-605		603		-603	
	601		602		607		608	
			609				-607	
			-601				604	
			606					
			610					
			612					

Yield Point = 29.0 sec 26 %.

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-----  
 Intersection        9    Actuated - Splits Optimized  
 -----

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--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
ng pretimed. The punch data file will have these timing  
un, settings on record type 1X, but in any subsequent r  
ng this timing will be overridden by the actuated timing  
model.

Interval Number	:	1	2	3	4	5	6
Intvl Length(sec)	:	5.0	4.0	80.0	5.0	11.0M	5.0
Intvl Length (%)	:	5	4	71	5	10	5
Pin Settings (%)	:	100/0	5	9	80	85	95
Phase Start (No.)	:	1	AC T	2	NA P	3	AC T
Interval Type	:	V	Y	V	Y	V	Y
Splits (sec)	:	9		85		16	
Splits (%)	:	9		76		15	
Links Moving	:	905		-905		907	
		902		902		912	
				906			
				910			

Yield Point = 32.0 sec 29 %.

-----  
Intersection 11 Actuated - Splits Optimized  
-----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
ng pretimed. The punch data file will have these timing  
un, settings on record type 1X, but in any subsequent r  
ng this timing will be overridden by the actuated timing  
model.

Interval Number	:	1	2	3	4	5	6
-----------------	---	---	---	---	---	---	---

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```

Intvl Length(sec):    4.0  5.0 76.0  5.0 15.0  5.0
Intvl Length  (%) :    4   5  67   5  14   5

Pin Settings  (%) : 100/0   4   9   76  81  95

Phase Start (No.):    1 AC T   2 NA P   3 AC T

Interval Type   :    V   Y   V   Y   V   Y

Splits      (sec):    9          81          20
Splits      (%) :    9          72          19
Links Moving : 1101      1102      1103
                1106      1109      1111
                -1101
                1106
    
```

Yield Point = 34.0 sec 31 %.

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-----  
Intersection 13 Actuated - Splits Optimized  
-----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equiv  
alent pretimed. The punch data file will have these timi  
ng settings on record type 1X, but in any subsequent r  
un, this timing will be overridden by the actuated timi  
ng model.

```

Interval Number :    1    2    3    4    5    6    7    8    9    1
0
Intvl Length(sec):    9.0  5.0 33.0  1.0 13.0  5.0  4.0  5.0 30.0  5.
0
Intvl Length  (%) :    8    5  28    1  12    5    4    5  27
5
    
```

5  
 Pin Settings (%): 100/0 8 13 41 42 54 59 63 68 9  
 Phase Start (No.): 1 AC T 2 NA P 3 AC T 4 AC T 5 AC  
 T  
 Interval Type : V Y V Y V Y V Y V  
 Y  
 Splits (sec): 14 34 18 9 35  
 Splits (%): 13 29 17 9 32  
 Links Moving : 1305 1302 1301 1303 -1303  
 1302 1309 1306 1307 1308  
 1309 1306 1310 1311  
 1310 -1307  
 1304  
 1312

Yield Point = 99.0 sec 90 %.

-----  
 Intersection 16 Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -  
 + This actuated node's splits were optimized as equiv  
 alent pretimed. The punch data file will have these timi  
 ng settings on record type 1X, but in any subsequent r  
 un, this timing will be overridden by the actuated timi  
 ng model.

Interval Number : 1 2 3 4 5 6  
 Intvl Length(sec): 76.0 5.0 4.0 5.0 15.0 5.0  
 Intvl Length (%): 67 5 4 5 14 5  
 Pin Settings (%): 100/0 67 72 76 81 95  
 Phase Start (No.): 1 NA P 2 AC T 3 AC T  
 Interval Type : V Y V Y V Y

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Splits	(sec):	81	9	20
Splits	(%):	72	9	19
Links Moving	:	1602	1601	1607
		1609	1606	1612
		-1601		
		1606		

Yield Point = 9.0 sec 8 %.

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-----  
 Intersection 18 Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
 alent pretimed. The punch data file will have these timing  
 ng settings on record type 1X, but in any subsequent run,  
 un, this timing will be overridden by the actuated timing  
 ng model.

Interval Number	:	1	2	3	4	5	6
Intvl Length(sec):		5.0	4.0	72.0	5.0	19.0	5.0
Intvl Length (%) :		5	4	64	5	17	5
Pin Settings (%) :		100/0	5	9	73	78	95
Phase Start (No.):		1 AC T	2 NA P	3 AC T			
Interval Type :		V	Y	V	Y	V	Y
Splits (sec):		9	77	24			
Splits (%) :		9	69	22			
Links Moving :		1805	-1805	1807			
		1802	1802	1812			
			1806				
			1810				

Yield Point = 58.0 sec 53 %.

-----  
Intersection 20 Actuated - Splits Optimized  
-----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
pretimed. The punch data file will have these timing  
settings on record type 1X, but in any subsequent run,  
this timing will be overridden by the actuated timing  
model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	76.0	5.0	4.0	5.0	15.0	5.0
Intvl Length (%) :	67	5	4	5	14	5
Pin Settings (%) :	100/0	67	72	76	81	95
Phase Start (No.):	1 NA P	2 AC T	3 AC T			
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	81	9	20			
Splits (%) :	72	9	19			
Links Moving :	-2005	2005	2007			
	2002	2002	2012			
	2006					
	2010					

Yield Point = 6.0 sec 5 %.

1TRANSYT-7F:

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-----  
Intersection 21 Actuated - Splits Optimized  
-----



--- 86 --- NOTE -

+ This actuated node's splits were optimized as equiv  
 alent pretimed. The punch data file will have these timi  
 ng settings on record type 1X, but in any subsequent r  
 un, this timing will be overridden by the actuated timi  
 ng model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	53.0	5.0	4.0	5.0	38.0	5.0
Intvl Length (%) :	46	5	4	5	35	5
Pin Settings (%) :	100/0	46	51	55	60	95
Phase Start (No.):	1 NA P		2 AC T		3 AC T	
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	58		9		43	
Splits (%) :	51		9		40	
Links Moving :	-2103		2103		2105	
	2108		2108		2109	
	2104					
	2112					

Yield Point = 44.0 sec 40 %.

-----  
 Intersection 26 Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equiv  
 alent pretimed. The punch data file will have these timi  
 ng settings on record type 1X, but in any subsequent r  
 un, this timing will be overridden by the actuated timi  
 ng model.

Am25wa~1.tof

Interval Number :	1	2	3	4	5	6	7	8	9	10
Intvl Length(sec):	5.0M	4.0	48.0	1.0	4.0	5.0	29.0	5.0	5.0	4.0
Intvl Length (%) :	5	4	41	1	4	5	26	5	5	
Pin Settings (%) :	100/0	5	9	50	51	55	60	86	91	9
Phase Start (No.):	1 AC T	2 NA P	3 AC T	4 AC T	5 AC T					
Interval Type :	V	Y	V	Y	V	Y	V	Y	V	
Splits (sec):	9	49	9	34	9					
Splits (%) :	9	42	9	31	9					
Links Moving :	2601 2606 2610	-2605 2602 2609 -2601 2606 2610	2605 2602 2609	-2603 2608 -2607 2604 2612	2603 2607					

Yield Point = 1.0 sec 1 %.  
 1TRANSYT-7F:  
 Page 23

File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

-----  
 Intersection 28 Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -  
 + This actuated node's splits were optimized as equivalent  
 + pretimed. The punch data file will have these timing  
 + settings on record type 1X, but in any subsequent run,  
 + this timing will be overridden by the actuated timing

ng

model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	5.0	4.0	82.0	5.0	9.0	5.0
Intvl Length (%) :	5	4	73	5	8	5
Pin Settings (%) :	100/0	5	9	82	87	95
Phase Start (No.):	1 AC T		2 NA P		3 AC T	
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	9		87		14	
Splits (%) :	9		78		13	
Links Moving :	2805		-2805		2803	
	2802		2802		2811	
			2806			
			2810			

Yield Point = 28.0 sec 25 %.

-----  
Intersection 32 Actuated - Splits Optimized  
-----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equiv  
alent pretimed. The punch data file will have these timi  
ng settings on record type 1X, but in any subsequent r  
un, this timing will be overridden by the actuated timi  
ng model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	51.0	5.0	13.0	4.0	32.0	5.0
Intvl Length (%) :	45	5	12	4	29	5
Pin Settings (%) :	100/0	45	50	62	66	95
Phase Start (No.):	1 NA P		2 AC T		3 AC T	

Am25wa~1.tof

Interval Type	:	V	Y	V	Y	V	Y
Splits (sec):		56		17		37	
Splits (%) :		50		16		34	
Links Moving	:	3202		3201		3221	
		3209		3206			
		3206					

Yield Point = 15.0 sec 14 %.

1TRANSYT-7F:  
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File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

-----  
INPUT DATA REPORT FOR ROUTE NO. 1  
-----

60	1	1	3	67	0	0	0	0	0	0	0	0	0
0	4												

Title

Arterial: Ayers Rd Ext

61	0	3206	2602	2606	0	0	0	0	0	0	0	0	0
0	0												

.....

--- 73 --- NOTE -  
+ Blank field(s) were encountered on record type  
61. The street is assumed to be one-way.

1TRANSYT-7F:  
Page 25

File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

< T R A N S Y T - 7 F T I M E - S P A C E D I A G R A M >

ROUTE NO. 1

ROUTE TITLE:  
Arterial: Ayers Rd Ext

Am25wa~1.tof

Time Axis: sec    Time Scale =    3 sec/char,    Dist. Scale =    67 ft/li  
ne

	1					2					3					4					5					6				
NODE	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890			
DISTANCE	:-----																													
32	:XXXXX//XXXXXXXXXXXXXXXXX//																													
0 ft																														

Am25wa~1.tof

Am25wa~1.tof

Am25wa~1.tof

26 :///  
1814 ft

\\\XXXXXXXXXXXXXXXXX///

\\\X1

-----  
:-----  
-----  
NODE 123456789012345678901234567890123456789012345678901234567890  
DISTANCE



Scale Conversions: \\ Green in Down Di  
 rection  
 Time/inch = 3 \* 10 (at 10 char/inch) Green in Both Di  
 rections  
 Dist/inch = 67 \* 6 (at 6 lines/inch) /// Green in Up Di  
 rection  
 Avg. Time Displacement = 2685.00/speed XXX Red in Both Dire  
 ctions

1TRANSYT-7F:  
Page 26

File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

-----  
 INPUT DATA REPORT FOR ROUTE NO. 2  
 -----

60	1	1	3	67	0	0	0	0	0	0	0	0	0
0	4												

Title

Arterial: CR 578 (County Line Road)

61	902	906	1102	1106	602	606	1302	1306	0	0	0	0	0
0	0												

1TRANSYT-7F:  
Page 27

File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

< T R A N S Y T - 7 F T I M E - S P A C E D I A G R A M >

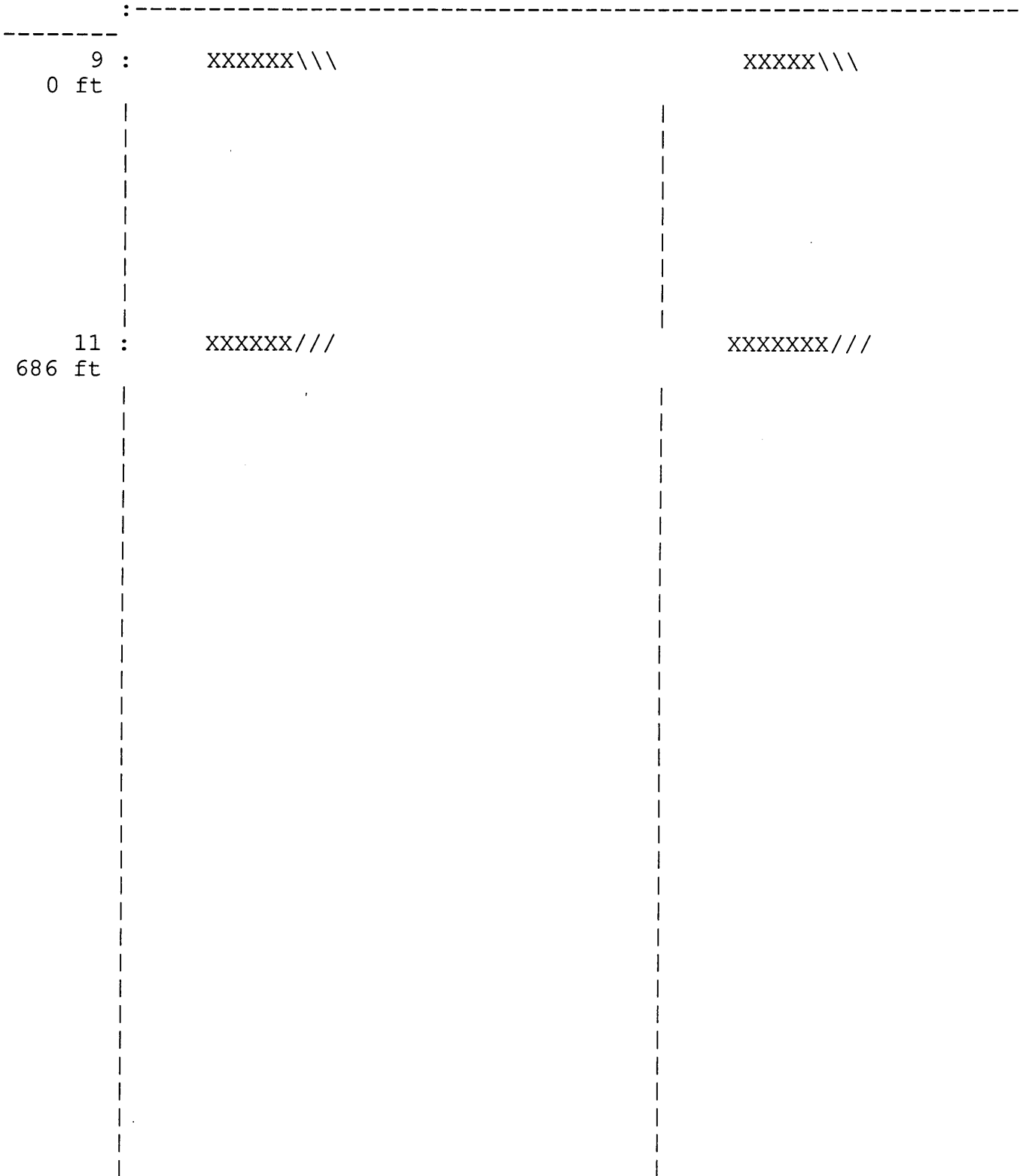
ROUTE NO. 2

ROUTE TITLE:

Arterial: CR 578 (County Line Road)

Time Axis: sec Time Scale = 3 sec/char, Dist. Scale = 67 ft/li  
ne

NODE 123456789012345678901234567890123456789012345678901234567890  
DISTANCE



Am25wa~1.tof

6388 ft 6 : XXXXXXXXXXXXX

XXXXXXXXXXXXX

Am25wa~1.tof

Am25wa~1.tof

13 : \ //\ //  
7265 ft

-----  
NODE 123456789012345678901234567890123456789012345678901234567890  
DISTANCE 1 2 3 4 5 6

Scale Conversions: \\ Green in Down Di  
rection  
Time/inch = 3 \* 10 (at 10 char/inch) Green in Both Di  
rections  
Dist/inch = 67 \* 6 (at 6 lines/inch) /// Green in Up Di  
rection  
Avg. Time Displacement = 3923.86/speed XXX Red in Both Dire  
ctions

1TRANSYT-7F:  
Page 28

File: AM25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

Termination Record

Am25wa~1.tof

90 0 0 0 0 0 0 0 0 0 0 0 0 0  
0 0

--- 92 --- NOTE -

+ End of job!

1  
0 0 0 0 0 0 0 0 0 0 0 0

--- 92 --- NOTE -

+ End of job!

1  
p Direction  
Avg. Time Displacement = 3923.86/speed XXX Red in Both Directions

1TRANST-7F:

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File: AM25wayers7F2:sy6, Date:Jun 20, 2000, Analyst:CAR

Termination Record

90 0 0 0 0 0 0 0 0 0 0 0 0 0  
0 0

--- 92 --- NOTE -

+ End of job!

1





25waye~1.tof

Date of Run: 6/20/\*\* Start Time of Run: 11:35:31 Data File: 25WAYE~1.TIN

-----  
I N P U T    D A T A    R E P O R T    F O R    R U N    1  
-----

FIELDS:

1    2    3    4    5    6    7    8    9    10    11    12    13    14  
15   16  
-----

File: 25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

1    90   120   10    3    1    0    0    -1    1    1    60    0    0  
0    1

--- 7 --- NOTE -

+                    A stop penalty of '-1' will result in automatic calculation of the PI to minimize fuel consumption. Link specific delay or stop weights on record types 37 & 38 will still be applied, however.

--- 12 --- NOTE -

+                    A value of '1' in field 16 causes a data file with the optimized timing plan to be written.

2    6    9    11   13   16   18   20   21   26   28   32    0    0  
0    0

1TRANSYT-7F:

PAGE 2

File: 25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

FIELDS:

1    2    3    4    5    6    7    8    9    10    11    12    13    14  
15   16  
-----

10    0    4    0 1700   30   35   100   25   13   85   25   40    0  
125   120

\* CR 578 (County Line Rd) & Waterfall Dr

-----  
INTERSECTION            6

25waye~1.tof

14	6	0	1	0	4	0	5	0	4	0	5	0	0
0	0												
21	6	1	1	2	0	8	605	601	0	0	0	0	0
0	1												
22	6	3	3	4	0	17	-605	602	609	-601	606	610	0
0	0												
23	6	5	5	6	0	8	603	607	0	0	0	0	0
0	1												
24	6	7	7	8	0	17	-603	608	-607	604	612	0	0
0	1												
28	603	1648	1787	132	0	0	0	0	0	0	0	0	0
0	0												
29	603	20	30	0	15	0	0	0	604	100	0	0	0
0	0												
28	608	1648	1646	114	0	0	0	0	0	0	0	0	0
0	0												
29	608	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	605	5702	1787	291	0	1111	30	45	1102	261	45	0	0
0	0												
29	605	20	30	0	15	0	0	0	606	100	0	0	0
0	0												
28	602	5702	3654	2023	0	1111	207	45	1102	1816	45	0	0
0	0												
29	602	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	609	5702	1599	181	0	1111	19	45	1102	162	45	0	0
0	0												
29	609	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	60110877	1787	116	0	1303	23	45	1306	72	45	1312	21	
45	0												
29	601	20	30	0	15	0	0	0	602	100	0	0	0
0	0												
28	60610877	3654	1473	0	1303	290	45	1306	910	45	1312	273	
45	0												
29	606	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	61010877	1599	97	0	1303	19	45	1306	60	45	1312	18	
45	0												
29	610	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	607	960	1787	134	0	0	0	0	0	0	0	0	0
0	0												
29	607	20	30	0	15	0	0	0	608	100	0	0	0
0	0												
28	604	960	1881	26	0	0	0	0	0	0	0	0	0

25waye~1.tof

```

0      0
29 604  20  40  0  15  0  0  0  0  0  0  0  0
0      0
28 612 960 1599 213  0  0  0  0  0  0  0  0  0
0      0
29 612  20  40  0  15  0  0  0  0  0  0  0  0
0      0

```

\* CR 578 (County Line Rd) & Cobblestone Drive

-----														
INTERSECTION		9												
-----		-----												
13	9	76	1	0	4	0	5	0	5	0	0	0	0	
0	0													
21	9	1	1	2	0	9	905	902	0	0	0	0	0	
0	1													
22	9	3	3	4	0	20	902	906	910	0	0	0	0	
0	0													
23	9	5	5	6	0	20	907	912	0	0	0	0	0	
0	1													
28	90512144	1787	128	0	0	0	0	0	0	0	0	0	0	
0	0													
29	905	20	30	0	15	0	0	0	906	100	0	0	0	
0	0													
28	90212144	3471	2091	0	0	0	0	0	0	0	0	0	0	
0	0													
29	902	20	40	0	15	0	0	0	0	0	0	0	0	
0	0													
28	906	686	3471	1720	0	1103	190	45	1106	1530	45	0	0	
0	0													
29	906	20	40	0	15	0	0	0	0	0	0	0	0	
0	0													

1TRANSYT-7F:

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File: 25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

FIELDS:

1	2	3	4	5	6	7	8	9	10	11	12	13	14
15	16												
-----		-----											
-----		-----											
28	910	686	1599	107	0	1103	12	45	1106	95	45	0	0
0	0												
29	910	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

25waye~1.tof

28	907	832	1787	97	0	0	0	0	0	0	0	0	0
0	0												
29	907	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	912	832	1599	97	0	0	0	0	0	0	0	0	0
0	0												
29	912	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Rd) & East Road

-----  
INTERSECTION      11  
-----

13	11	8	1	0	4	0	5	0	5	0	0	0	0
0	0												
21	11	1	1	2	0	9	1101	1106	0	0	0	0	0
0	1												
22	11	3	3	4	0	20	1102	1109-1101	1106	0	0	0	0
0	0												
23	11	5	5	6	0	20	1103	1111	0	0	0	0	0
0	1												
28	1103	860	1736	202	0	0	0	0	0	0	0	0	0
0	0												
29	1103	20	30	0	15	0	0	0	0	0	0	0	0
0	0												
28	1111	860	1553	243	0	0	0	0	0	0	0	0	0
0	0												
29	1111	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1102	686	3471	2133	0	902	2038	45	907	95	45	0	0
0	0												
29	1102	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1109	686	1553	55	0	902	53	45	0	0	0	0	0
0	0												
29	1109	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1101	5702	1736	104	0	606	84	45	612	12	45	0	0
0	0												
29	1101	20	30	0	15	0	0	0	1102	100	0	0	0
0	0												
28	1106	5702	3471	1625	0	603	118	45	606	1317	45	612	190
45	0												
29	1106	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Rd) & Mariner Blvd

25waye~1.tof

INTERSECTION		13											
14	13	0	1	0	5	0	5	0	5	0	5	0	0
0	0												
21	13	1	1	2	0	9	1305	1301	0	0	0	0	0
0	1												
22	13	3	3	4	0	20	1302	1309	1306	1310	0	0	0
0	0												
23	13	5	5	6	0	9	1303	1307	0	0	0	0	0
0	1												
24	13	7	7	8	0	20-1303	1308	1311-1307	1304	1312			0
0	1												
28	1303	1710	1736	295	0	0	0	0	0	0	0	0	0
0	0												
29	1303	20	40	0	15	0	0	0	1304	100	0	0	0
0	0												
28	1308	1710	3471	822	0	0	0	0	0	0	0	0	0
0	0												
29	1308	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1311	1710	1553	288	0	0	0	0	0	0	0	0	0
0	0												
29	1311	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	130510877	3471	382	0	608	16	45	602	343	45	607	23	
45	0												
29	1305	20	40	0	15	0	0	0	1306	100	0	0	0
0	0												
28	130210877	3654	1292	0	608	55	45	602	1161	45	607	77	
45	0												
29	1302	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	130910877	1553	215	0	602	193	45	607	13	45	0	0	
0	0												
29	1309	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

1TRANSYT-7F:

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File: 25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

FIELDS:

1 2 3 4 5 6 7 8 9 10 11 12 13 14  
15 16

25waye~1.tof

28	1301	6955	3471	278	0	0	0	0	0	0	0	0	0
0	0												
29	1301	20	40	0	15	0	0	0	1302	100	0	0	0
0	0												
28	1306	6955	3654	927	0	0	0	0	0	0	0	0	0
0	0												
29	1306	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1310	6955	1553	149	0	0	0	0	0	0	0	0	0
0	0												
29	1310	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1307	1086	1736	299	0	0	0	0	0	0	0	0	0
0	0												
29	1307	20	40	0	15	0	0	0	1308	100	0	0	0
0	0												
28	1304	1086	3471	624	0	0	0	0	0	0	0	0	0
0	0												
29	1304	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1312	1086	1553	278	0	0	0	0	0	0	0	0	0
0	0												
29	1312	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Rd) & Suncoast West

-----  
 INTERSECTION      16  
 -----

13	16	0	1	0	5	0	5	0	5	0	0	0	0
0	0												
21	16	1	1	2	0	20	1602	1609-1601	1606	0	0	0	0
0	0												
22	16	3	3	4	0	9	1601	1606	0	0	0	0	0
0	1												
23	16	5	5	6	0	9	1607	1612	0	0	0	0	0
0	1												
28	1602	223	3471	1496	0	2002	1328	45	2007	168	45	0	0
0	0												
29	1602	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1609	223	1615	146	0	2002	130	45	2007	16	45	0	0
0	0												
29	1609	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1601	1604	1805	55	0	2806	50	45	0	0	0	0	0

25waye~1.tof

0	0												
29	1601	20	30	0	15	0	0	0	1602	100	0	0	0
0	0												
28	1606	1604	3471	1142	0	2803	101	45	2806	1041	45	0	0
0	0												
29	1606	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1607	1283	1805	189	0	0	0	0	0	0	0	0	0
0	0												
29	1607	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1612	1283	1615	53	0	0	0	0	0	0	0	0	0
0	0												
29	1612	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Rd) & Linden Drive

-----  
INTERSECTION      18  
-----

13	18	0	1	0	4	0	5	0	5	0	0	0	0
0	0												
21	18	1	1	2	0	9	1805	1802	0	0	0	0	0
0	1												
22	18	3	3	4	0	16	1805	1802	1806	1810	0	0	0
0	0												
23	18	5	5	6	0	16	1807	1812	0	0	0	0	0
0	1												
28	1805	2145	1736	245	0	0	0	0	0	0	0	0	0
0	0												
29	1805	20	30	0	15	0	0	0	1806	100	0	0	0
0	0												
28	1802	2145	3471	1634	0	0	0	0	0	0	0	0	0
0	0												
29	1802	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1806	7180	3471	1191	0	2006	1050	45	2012	141	45	0	0
0	0												
29	1806	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1810	7180	1553	96	0	2006	85	45	2012	11	45	0	0
0	0												

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FIELDS:

1 2 3 4 5 6 7 8 9 10 11 12 13 14  
 15 16

29	1810	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1807	1783	1736	134	0	0	0	0	0	0	0	0	0
0	0												
29	1807	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	1812	1783	1553	164	0	0	0	0	0	0	0	0	0
0	0												
29	1812	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Rd) & Anderson Snow Road

-----  
 INTERSECTION 20  
 -----

13	20	76	1	0	4	0	5	0	5	0	0	0	0
0	0												
21	20	1	1	2	0	9	2005	2002	0	0	0	0	0
0	1												
22	20	3	3	4	0	18	2005	2002	2006	2010	0	0	0
0	0												
23	20	5	5	6	0	18	2007	2012	0	0	0	0	0
0	1												
28	2005	7180	1736	197	0	1802	182	45	1807	15	45	0	0
0	0												
29	2005	20	30	0	15	0	0	0	2006	100	0	0	0
0	0												
28	2002	7180	3471	1458	0	1802	1347	45	1807	111	45	0	0
0	0												
29	2002	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2006	223	3471	1061	0	1606	1014	45	1612	47	45	0	0
0	0												
29	2006	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2010	223	1553	134	0	1606	128	45	0	0	0	0	0
0	0												
29	2010	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2007	1914	1736	184	0	0	0	0	0	0	0	0	0
0	0												

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29	2007	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2012	1914	1553	143	0	0	0	0	0	0	0	0	0
0	0												
29	2012	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* (County Line Rd) & US 41

-----		INTERSECTION		21											
-----															
13	21	0	1	0	4	0	5	0	5	0	0	0	0		
0	0														
21	21	1	1	2	0	9	2103	2108	0	0	0	0	0		
0	1														
22	21	3	3	4	0	20-2103	2108	2104	2112	0	0	0	0		
0	0														
23	21	5	5	6	0	20	2105	2109	0	0	0	0	0		
0	1														
28	2103	3985	1736	474	0	0	0	0	0	0	0	0	0		
0	0														
29	2103	20	30	0	15	0	0	0	2104	100	0	0	0		
0	0														
28	2108	3985	3471	895	0	0	0	0	0	0	0	0	0		
0	0														
29	2108	20	40	0	15	0	0	0	0	0	0	0	0		
0	0														
28	2105	4928	1736	63	0	3209	55	45	0	0	0	0	0		
0	0														
29	2105	20	40	0	15	0	0	0	0	0	0	0	0		
0	0														
28	2109	4928	1553	651	0	3209	570	45	3201	81	45	0	0		
0	0														
29	2109	20	40	0	15	0	0	0	0	0	0	0	0		
0	0														
28	210410459	3471	729	0	2609	157	45	2601	45	45	2604	527			
45	0														
29	2104	20	40	0	15	0	0	0	0	0	0	0	0		
0	0														
28	211210459	1553	46	0	2609	10	45	2604	33	45	0	0			
0	0														
29	2112	20	40	0	15	0	0	0	0	0	0	0	0		
0	0														

\* Ayers Ext & US 41

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FIELDS:

1 2 3 4 5 6 7 8 9 10 11 12 13 14  
15 16

-----  
INTERSECTION 26  
-----

14	26	0	1	0	4	0	5	0	4	0	5	0	0
0	0												
21	26	1	1	2	0	9	2605	2601	0	0	0	0	0
0	1												
22	26	3	3	4	0	20-2605	2602	2609-2601	2606	2610			0
0	0												
23	26	5	5	6	0	9	2603	2607	0	0	0	0	0
0	1												
24	26	7	7	8	0	20-2603	2608-2607	2604	2612				0
0	1												
28	260310459	1736	121	0	2108	113	45	0	0	0	0	0	0
0	0												
29	2603	20	30	0	15	0	0	0	2604	100	0	0	0
0	0												
28	260810459	3429	836	0	2108	781	45	2105	55	45	0	0	0
0	0												
29	2608	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	260511814	1736	223	0	3221	22	45	3202	201	45	0	0	0
0	0												
29	2605	20	30	0	15	0	0	0	2606	100	0	0	0
0	0												
28	260211814	1827	286	0	3221	28	45	3202	258	45	0	0	0
0	0												
29	2602	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	260911814	1553	167	0	3221	16	45	3202	151	45	0	0	0
0	0												
29	2609	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2601	2716	1736	48	0	0	0	0	0	0	0	0	0
0	0												
29	2601	20	30	0	15	0	0	0	2602	100	0	0	0
0	0												
28	2606	2716	1827	209	0	0	0	0	0	0	0	0	0

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0	0												
29	2606	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2610	2716	1553	159	0	0	0	0	0	0	0	0	0
0	0												
29	2610	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2607	2611	1736	116	0	0	0	0	0	0	0	0	0
0	0												
29	2607	20	30	0	15	0	0	0	2608	100	0	0	0
0	0												
28	2604	2611	3471	560	0	0	0	0	0	0	0	0	0
0	0												
29	2604	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2612	2611	1553	162	0	0	0	0	0	0	0	0	0
0	0												
29	2612	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

\* CR 578 (County Line Rd) & Suncoast East

-----  
INTERSECTION      28  
-----

13	28	0	1	0	4	0	5	0	5	0	0	0	0
0	0												
21	28	1	1	2	0	9	2805	2802	0	0	0	0	0
0	1												
22	28	3	3	4	0	20-2805	2802	2806	2810	0	0	0	0
0	0												
23	28	5	5	6	0	9	2803	2811	0	0	0	0	0
0	1												
28	2803	1235	1805	106	0	0	0	0	0	0	0	0	0
0	0												
29	2803	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2811	1235	1615	76	0	0	0	0	0	0	0	0	0
0	0												
29	2811	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2805	1604	1805	74	0	1602	66	45	0	0	0	0	0
0	0												
29	2805	20	30	0	15	0	0	0	2806	100	0	0	0
0	0												
28	2802	1604	3471	1612	0	1602	1431	45	1607	181	45	0	0
0	0												
29	2802	20	40	0	15	0	0	0	0	0	0	0	0

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0	0												
28	2806	437	3471	1091	0	3221	558	45	3206	533	45	0	0
0	0												
29	2806	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	2810	437	1615	137	0	3221	70	45	3206	67	45	0	0
0	0												
29	2810	20	40	0	15	0	0	0	0	0	0	0	0
0	0												

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FIELDS:

1	2	3	4	5	6	7	8	9	10	11	12	13	14
15	16												

\* CR 578 (County Line Rd) & (County Line Rd)

INTERSECTION

13	32	0	1	0	4	0	5	0	5	0	0	0	0
0	0												
21	32	1	1	2	0	18	3201	3206	0	0	0	0	0
0	1												
22	32	3	3	4	0	20	3202	3209	3206	0	0	0	0
0	0												
23	32	5	5	6	0	20	3221	0	0	0	0	0	0
0	1												
28	3221	4928	3331	716	0	2103	653	45	2112	63	45	0	0
0	0												
29	3221	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	3202	437	3471	824	0	2811	37	45	2802	787	45	0	0
0	0												
29	3202	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	3209	437	1553	863	0	2811	39	45	2802	824	45	0	0
0	0												
29	3209	20	40	0	15	0	0	0	0	0	0	0	0
0	0												
28	320111814	1736	123	0	2603	30	45	2606	52	45	2612	41	
45	0												

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```

29 3201 20 30 0 15 0 0 0 3202 100 0 0 0
0 0
28 320611814 3471 600 0 2603 148 45 2606 255 45 2612 198
45 0
29 3206 20 40 0 15 0 0 0 0 0 0 0 0
0 0

```

-----  
PLOT AND OPTION CARDS  
-----

```

42 1 902 906 1102 1106 602 606 1302 1306 0 0 0 0
0 0
43 1 100 100 0 0 0 0 0 0 0 0 0 0
0 0
-52 1 1 100 0 0 0 0 0 0 0 0 0 0
0 0

```

--- 72 --- NOTE -

+ the  
The above will be processed after the "BEST" cycle length has been selected.  
A record type -52 causes run to be optimized using default normal optimization step sizes. If record type 4 was coded, it is ignored. The simulation used is the single-cycle step-wise simulation.

--- 74 --- NOTE -

+ There are a total of 11 nodes and 81 links, including bottlenecks, if any, in this run.

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-----  
CYCLE EVALUATION SUMMARY PERFORMANCE  
-----

Cycle formance Length Index	Step Size	Average Delay	Percent Stops	Fuel Consumption	Disutility Index	Number Saturated Links	Per
sec	steps	sec/veh	%	gal/hr		Links	

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90 50.9	30	42.08	70	1759.3	444.1	9
100 50.7	33	34.46	64	1722.7	407.4	3
110 50.5	37	57.11	66	1775.2	459.9	4
120 50.0	40	42.98	59	1742.2	426.9	4

Best Cycle Length = 90 Sec. Cycle Sensitivity = 0.8 %

--- 80 --- NOTE -

+ TRANSYT-7F optimizes the system using the best cycle length and hill-climb step sizes as indicated by record type 52.

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<PERFORMANCE WITH OPTIMAL SETTINGS>

Movement/ k Fuel Node Nos. e Cons. . gal	Deg/ Sat %	Total Travel v-mi	Travel Time Total v-hr	Avg. sec/v	Delay Total v-hr	Avg/LOS sec/v	Total Stops No. (%)	Max Bac of Queu Est.Cap
--	------------------	-------------------------	------------------------------	---------------	------------------------	------------------	---------------------------	-------------------------------

NB THRU : 45 6 2.8	35.56	2.32	73.4	1.13	35.7D	102 ( 91)	3	6
LEFT : 31 6 2.9	41.17	2.27	61.9	0.89	24.2C	96 ( 74)	2	6

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8 SB THRU : 9 4.73 0.39 54.7 0.24 32.7C 21( 85) 1 3  
 8 0.5  
 8 LEFT : 38 24.40 1.74 46.7 0.92 24.7C 104( 79) 2 3  
 8 2.2  
 8 RGHT : 86 38.78 5.27 89.1 3.97 67.1E 274(129) 5 3  
 8 5.6

6 EB THRU : 92 2184.73 56.79 101.2 7.96 14.2B 1764( 88) 26 45  
 6 101.4  
 8 LEFT : 45 314.26 7.23 89.8 0.21 2.6A 58( 21) 1 22  
 8 11.6  
 8 RGHT : 19 195.47 4.67 92.8 0.30 5.9A 57( 32) 1 22  
 8 7.6

0 WB THRU : 40 3034.15 69.62 287.4 1.80 7.4A 451( 52) 10 87  
 0 111.0  
 5 LEFT : 26 238.94 5.66 299.6 0.32 16.9B 58( 87) 1 43  
 5 9.2  
 5 RGHT : 6 199.81 4.58 294.5 0.11 7.3A 28( 51) 1 43  
 5 7.3

NODE 6: 92 6312.00 160.54 17.84 15.6B 3019( 74)  
 262.1

3 SB LEFT : 29 15.31 1.37 50.8 0.86 31.8C 81( 85) 2 3  
 3 1.7  
 3 RGHT : 32 15.31 1.38 51.2 0.87 32.2C 82( 85) 2 3  
 3 1.7

2 EB THRU : 81 4808.66 166.72 287.0 5.49 9.5A 1229( 59) 21 97  
 2 209.0  
 6 LEFT : 81 294.36 12.38 348.1 2.51 70.5E 169(133) 3 48  
 6 14.7

5 WB THRU : 68 223.37 9.89 24.4 4.89 12.1B 1269( 87) 28 5  
 5 26.5  
 7 RGHT : 9 13.90 0.43 17.3 0.12 4.9A 24( 28) 1 2  
 7 0.9

NODE 9: 81 5370.91 192.16 14.74 13.4B 2857( 72)  
 254.3

-----  
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Movement/ k Fuel Node Nos. e Cons. gal	Deg/ Sat %	Total Travel v-mi	Travel Time Total v-hr	Avg. sec/v	Delay Total v-hr	Avg/LOS sec/v	Total Stops No. (%)	Max Bac of Queu Est.Cap
4 NB LEFT : 65 4.0	65	32.89	3.32	59.2	2.22	39.5D	196( 98)	4 3
4 RGHT : 83 5.6	83	39.56	5.07	75.1	3.75	55.5E	284(118)	5 3
5 EB THRU : 95* 43.3	95*	277.01	19.92	33.6	13.73	23.2C	2232(105)	34 5
7 RGHT : 5 0.4	5	7.14	0.21	13.9	0.05	3.3A	7( 14)	0 2
6 WB THRU : 49 69.7	49	1754.91	40.84	115.8	1.61	4.6A	673( 54)	14 45
8 LEFT : 28 5.0	28	112.31	3.00	135.1	0.49	22.1C	68( 86)	1 22
NODE 11: 127.9	95*	2223.82	72.36		21.84	19.8B	3462( 87)	
7 NB THRU : 89 22.4	89	266.11	18.91	82.8	9.99	43.7D	867(106)	18 13
8 LEFT : 85 7.7	85	95.50	6.50	79.4	3.30	40.3D	325(111)	5 6
8 RGHT : 70 7.2	70	93.24	5.92	74.0	2.79	34.9C	269( 94)	6 6
7 SB THRU : 67 12.2	67	128.34	9.76	56.3	5.46	31.5C	552( 89)	13 8
3 LEFT :104* 14.8	104*	61.50	16.67	200.7	14.61	175.9F	725(243)	5 4
3 RGHT : 67 5.6	67	57.18	4.53	58.6	2.61	33.8C	255( 92)	6 4
0 EB THRU : 49 100.0	49	2661.32	62.36	312.7	2.88	14.4B	536( 75)	10 87
0 LEFT : 46 30.7	46	786.86	19.40	330.9	1.81	30.8C	196( 94)	5 87

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5      RGHT : 19 442.87 10.38 316.7 0.48 14.7B 88( 75) 2 43  
       16.6

6      WB THRU : 63 1221.14 47.08 182.8 6.14 23.8C 737( 80) 16 55  
       58.8

6      LEFT : 60 366.21 15.29 198.0 3.01 39.0D 262( 95) 6 55  
       18.7

8      RGHT : 24 196.28 7.36 177.8 0.78 18.8B 99( 67) 2 27  
       9.2

NODE 13:104\*6376.54 224.15 53.84 38.7D 4915( 98)  
       304.0

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Movement/ k Fuel Node Nos. e Cons. gal	Deg/ Sat %	Total Travel v-mi	Travel Time Total v-hr	Avg. sec/v	Delay Total v-hr	Avg/LOS sec/v	Total Stops No. (%)	Max Bac of Queu Est.Cap
1      SB LEFT : 79	45.92	4.44	84.5	2.90	55.2E	218(116)	4 5	
5.0								
1      RGHT : 25	12.88	0.96	64.9	0.52	35.6D	47( 89)	1 5	
1.2								
8      EB THRU : 48	63.21	3.67	11.4	2.26	7.0A	469( 41)	11 1	
9.5								
9      RGHT : 13	6.17	0.31	7.6	0.17	4.2A	54( 38)	1	
1.0								
8      WB THRU : 30	347.00	8.07	34.4	0.31	1.3A	187( 23)	5 12	
14.4								
4      LEFT : 10	16.71	0.42	39.0	0.05	4.5A	21( 56)	0 6	
0.9								
NODE 16: 79	491.88	17.87		6.22	9.2A	998( 41)		
31.9								

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1	SB LEFT : 53	45.21	2.93	78.7	1.41	38.0D	125( 94)	3	7
	3.6								
1	RGHT : 73	55.33	4.10	89.9	2.24	49.2D	178(109).	4	7
	4.8								
2	EB THRU : 60	664.02	24.15	53.2	1.88	4.2A	564( 35)	12	17
	31.8								
6	LEFT : 55	99.56	3.63	53.4	0.29	4.3A	89( 37)	1	8
	4.8								
4	WB THRU : 49	1619.24	38.16	117.4	1.96	6.0A	424( 37)	10	57
	62.1								
7	RGHT : 9	130.52	3.03	116.1	0.11	4.3A	26( 28)	1	28
	4.9								
	NODE 18: 73	2613.88	75.99		7.91	8.3A	1408( 41)		
	111.8								

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Movement/ k Fuel	Deg/ Node Nos.	Total Travel v-mi	Travel Time Total v-hr	Avg. sec/v	Delay Total v-hr	Avg/LOS sec/v	Total Stops No. (%)	Max Bac of Queu Est.Cap
SB LEFT : 64	64	66.66	4.26	83.4	2.03	39.6D	178( 97)	4 7
5.1								
RGHT : 55	55	51.80	3.21	80.7	1.47	37.0D	133( 94)	3 7
3.9								
EB THRU : 55	55	1982.24	45.85	113.2	1.54	3.8A	550( 38)	12 57
75.9								
LEFT : 30	30	267.83	6.17	112.1	0.18	3.3A	73( 38)	1 28
10.2								
WB THRU : 34	34	44.83	1.65	7.5	0.64	2.9A	130( 17)	3 1
3.5								
RGHT : 10	10	5.66	0.19	6.9	0.06	2.3A	11( 13)	0
0.4								

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```

NODE 20: 64 2419.02 61.32          5.92    7.4A 1077( 37)
      99.0

  NB THRU : 60 675.69 27.66 111.2 5.00 20.1C 655( 74) 15 31
9   35.1
    LEFT  : 86 357.85 16.86 128.0 4.86 36.9D 469(100) 7 15
9   20.5

  SB THRU : 31 1444.10 33.93 343.1 1.65 16.7B 247( 70) 4 83
7   53.7
    RGHT  : 4 91.12 2.13 349.3 0.10 16.0B 14( 68) 0 41
8   3.4

  EB LEFT : 7 58.80 1.60 97.6 0.29 17.4B 40( 70) 1 19
7   2.7
    RGHT  : 73 607.58 17.65 112.1 4.07 25.8C 469( 83) 11 19
7   29.5

NODE 21: 86 3235.15 99.83          15.97   24.2C 1897( 80)
      144.9
  
```

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Movement/ k Fuel Node Nos. e Cons. gal	Deg/ Sat %	Total Travel v-mi	Travel Time Total v-hr	Avg. sec/v	Delay Total v-hr	Avg/LOS sec/v	Total Stops No. (%)	Max Bac of Queu Est.Cap
--	------------------	-------------------------	------------------------------	---------------	------------------------	------------------	---------------------------	-------------------------------

```

-----
  NB THRU : 29 1656.06 37.77 315.5 0.75 6.3A 155( 37) 2 83
7   59.3
    LEFT  : 11 239.69 5.41 319.1 0.05 2.9A 14( 25) 0 41
8   8.4

  SB THRU : 37 276.98 11.99 77.1 2.71 17.4B 359( 65) 9 20
9   15.4
    LEFT  : 20 57.37 2.19 68.1 0.27 8.4A 49( 43) 1 10
4   2.8
  
```

25waye~1.tof

4	RGHT : 24	80.13	3.42	76.0	0.73	16.3B	97( 61)	2	10
	4.4								
3	EB THRU : 30	639.94	15.45	335.0	1.14	24.8C	133( 81)	3	47
	24.4								
3	LEFT : 26	498.98	11.72	327.0	0.57	15.8B	81( 64)	2	47
	18.5								
3	RGHT : 21	373.67	9.00	330.5	0.65	23.7C	77( 80)	2	47
	14.2								
9	WB THRU : 38	107.53	5.17	89.0	1.56	26.9C	168( 81)	4	10
	6.4								
9	LEFT : 8	24.70	1.01	76.0	0.19	13.9B	26( 56)	1	10
	1.3								
9	RGHT : 34	81.80	3.92	88.7	1.17	26.6C	127( 81)	3	10
	4.9								
	NODE 26: 38	4036.85	107.04		9.79	16.5B	1291( 60)		
	160.0								
9	NB LEFT : 66	24.77	2.30	78.1	1.47	49.9D	115(109)	3	4
	2.6								
9	RGHT : 53	17.76	1.50	71.2	0.91	43.0D	75(100)	2	4
	1.8								
8	EB THRU : 44	489.81	11.20	31.3	0.26	0.7A	123( 10)	4	12
	18.5								
4	LEFT : 7	22.48	0.53	32.8	0.03	1.6A	10( 18)	0	6
	0.9								
5	WB THRU : 31	90.16	2.33	10.4	0.32	1.4A	75( 10)	2	3
	4.2								
7	RGHT : 8	11.32	0.29	10.2	0.03	1.2A	9( 10)	0	1
	0.5								
	NODE 28: 66	656.30	18.15		3.01	4.4A	409( 17)		
	28.5								

-----  
 1TRANSYT-7F:  
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File: 25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

Movement/ k Fuel	Deg/	Total	Travel Time	Delay	Total	Max Bac
---------------------	------	-------	-------------	-------	-------	---------

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Node Nos. e Cons.	Sat %	Travel v-mi	Total v-hr	Avg. sec/v	Total v-hr	Avg/LOS sec/v	Stops No. (%)	of Queu Est.Cap
5	38	68.10	3.77	20.4	2.25	12.2B	294 ( 45)	7 3
7	87	71.32	7.92	41.1	6.32	32.8C	535 ( 78)	12 1
5	15	1342.53	30.45	301.9	0.44	4.3A	128 ( 36)	3 94
3	26	275.22	6.78	325.7	0.63	30.4C	67 ( 90)	2 47
4	87	668.24	22.38	124.3	7.45	41.4D	625 ( 97)	13 39
NODE	32: 87	2425.41	71.30		17.09	25.2C	1650 ( 68)	

All MOEs are in units per hour.

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File: 25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	36162
Total Travel Time	veh-hr/hr	1101
Total Uniform Delay	veh-hr/hr	129
Total Random Delay	veh-hr/hr	45
Total Delay	veh-hr/hr	174
Average Delay	sec/veh	17.8
Passenger Delay	pax-hr/hr	209
Uniform Stops:	veh/hr	21055
	%	60

25waye~1.tof

Random Stops:           veh/hr           1936  
                           %                   5  
 Total Stops:           veh/hr           22991  
                           %                   65  
 Degree of Sat > 1       # of links       1  
 Queue Spillback        # of links       0  
 Time Jammed            %                   0  
 Period Length          sec               3600  
 System Speed           mph               32.9  
 Fuel Consumption       gal/hr           1639  
 Operating Cost         \$/hr           12948  
 Disutility Index       DI               323.6  
 Performance Index      PROS           50.93

-----  
 Performance Index (PI):   Disutility Index (DI):  
 Weighted PROS            Excess Fuel Consumption

No. of Simulations = 228, Links = 18696, Elapsed Time = 23.1 sec.  
 1TRANSYT-7F:  
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PROGRESSION ON ARTERIES

ART.	B/W EFFICIENCY			ATTAINABILITY		INTERFERENCE		PROS		
	FWD	REV	AVG	FWD	REV	FWD	REV	FWD	REV	AVG
1	38	38	38	87	87	14	6	51	51	51

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TRANSYT-7F TRAFFIC SIGNAL TIMING TABLES

NETWORK-WIDE SIGNAL TIMING PARAMETERS

System Cycle Length = 90 Seconds

25waye~1.tof

No master offset reference controller specified

All offsets are referenced to an arbitrary time base.

Network includes actuated signal - green times are estimated.

Key to Interval Types:

F : Fixed green.

V : Variable green.

Y : Yellow.

R : All-red.

An 'M' by an interval length means this is the minimum time available

INTERSECTION CONTROLLER SETTINGS

```

-----
Intersection      6  Actuated - Splits Optimized
-----

```

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
 + pretimed. The punch data file will have these timing  
 + settings on record type 1X, but in any subsequent run,  
 + this timing will be overridden by the actuated timing  
 + model.

Interval Number	1	2	3	4	5	6	7	8
Intvl Length(sec):	4.0	4.0	52.0	5.0	4.0	4.0	12.0M	5.0
Intvl Length (%)	4	4	59	6	4	4	13	6
Pin Settings (%)	100/0	4	8	67	73	77	81	94
Phase Start (No.):	1 AC T		2 NA P		3 AC T		4 AC T	
Interval Type	V	Y	V	Y	V	Y	V	Y
Splits (sec):	8		57		8		17	



25waye~1.tof

Splits	(%):	8	65	8	19
Links Moving	:	605	-605	603	-603
		601	602	607	608
			609		-607
			-601		604
			606		612
			610		

Yield Point = 88.0 sec 98 %.

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-----  
 Intersection 9 Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
 alent pretimed. The punch data file will have these timing  
 ng settings on record type 1X, but in any subsequent run,  
 un, this timing will be overridden by the actuated timing  
 ng model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	7.0	4.0	54.0	5.0	15.0M	5.0
Intvl Length (%) :	8	4	59	6	17	6
Pin Settings (%) :	100/0	8	12	71	77	94
Phase Start (No.):	1	AC T	2	NA P	3	AC T
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	11		59		20	
Splits (%) :	12		65		23	
Links Moving :	905		902		907	
	902		906		912	
			910			

25waye~1.tof  
Yield Point = 0.0 sec 0 %.

-----  
Intersection 11 Actuated - Splits Optimized  
-----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
pretimed. The punch data file will have these timing  
settings on record type 1X, but in any subsequent run,  
this timing will be overridden by the actuated timing  
model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	5.0	4.0	56.0	5.0	15.0M	5.0
Intvl Length (%) :	6	4	61	6	17	6
Pin Settings (%) :	100/0	6	10	71	77	94
Phase Start (No.):	1	AC T	2	NA P	3	AC T
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	9	61	20			
Splits (%) :	10	67	23			
Links Moving :	1101	1102	1103			
	1106	1109	1111			
		-1101				
		1106				

Yield Point = 0.0 sec 0 %.

1TRANSYT-7F:

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File: 25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

-----  
Intersection 13 Actuated - Splits Optimized  
-----

25waye~1.tof

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
 + pretimed. The punch data file will have these timing  
 + settings on record type 1X, but in any subsequent run,  
 + this timing will be overridden by the actuated timing  
 + model.

Interval Number :	1	2	3	4	5	6	7	8
Intvl Length(sec):	10.0	5.0	34.0	5.0	4.0	5.0	22.0	5.0
Intvl Length (%) :	11	6	37	6	4	6	24	6
Pin Settings (%) :	100/0	11	17	54	60	64	70	94
Phase Start (No.):	1	AC T	2	NA P	3	AC T	4	AC T
Interval Type :	V	Y	V	Y	V	Y	V	Y
Splits (sec):	15	39			9		27	
Splits (%) :	17	43			10		30	
Links Moving :	1305	1302			1303		-1303	
	1301	1309			1307		1308	
		1306					1311	
		1310					-1307	
							1304	
							1312	

Yield Point = 0.0 sec 0 %.

-----  
 Intersection 16 Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
 + pretimed. The punch data file will have these timing  
 + settings on record type 1X, but in any subsequent run,  
 + this timing will be overridden by the actuated timing  
 + model.

25waye~1.tof

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	61.0	5.0	4.0	5.0	10.0	5.0
Intvl Length (%) :	67	6	4	6	11	6
Pin Settings (%) :	100/0	67	73	77	83	94
Phase Start (No.):	1 NA P		2 AC T		3 AC T	
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	66		9		15	
Splits (%) :	73		10		17	
Links Moving :	1602		1601		1607	
	1609		1606		1612	
	-1601					
	1606					

Yield Point = 14.0 sec 16 %.

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-----  
 Intersection 18 Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
 alent pretimed. The punch data file will have these timing  
 ng settings on record type 1X, but in any subsequent r  
 un, this timing will be overridden by the actuated timi  
 ng model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	5.0	4.0	60.0	5.0	11.0M	5.0
Intvl Length (%) :	6	4	66	6	12	6
Pin Settings (%) :	100/0	6	10	76	82	94

25waye~1.tof

Phase Start (No.):	1	AC T	2	NA P	3	AC T
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	9		65		16	
Splits (%) :	10		72		18	
Links Moving :	1805		-1805		1807	
	1802		1802		1812	
			1806			
			1810			

Yield Point = 76.0 sec 84 %.

-----  
 Intersection 20 Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
 pretimed. The punch data file will have these timing  
 settings on record type 1X, but in any subsequent run,  
 this timing will be overridden by the actuated timing  
 model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	5.0	4.0	58.0	5.0	13.0M	5.0
Intvl Length (%) :	6	4	64	6	14	6
Pin Settings (%) :	100/0	6	10	74	80	94
Phase Start (No.):	1	AC T	2	NA P	3	AC T
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	9		63		18	
Splits (%) :	10		70		20	
Links Moving :	2005		-2005		2007	
	2002		2002		2012	
			2006			
			2010			

Yield Point = 0.0 sec 0 %.

1TRANSYT-7F:

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-----  
 Intersection 21 Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
 pretimed. The punch data file will have these timing  
 settings on record type 1X, but in any subsequent run,  
 this timing will be overridden by the actuated timing  
 model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	5.0	4.0	28.0	5.0	43.0	5.0
Intvl Length (%) :	6	4	31	6	47	6
Pin Settings (%) :	100/0	6	10	41	47	94
Phase Start (No.):	1	AC T	2	NA P	3	AC T
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	9		33		48	
Splits (%) :	10		37		53	
Links Moving :	2103		-2103		2105	
	2108		2108		2109	
			2104			
			2112			

Yield Point = 12.0 sec 13 %.

-----  
 Intersection 26 Actuated - Splits Optimized  
 -----

25waye~1.tof

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
 + pretimed. The punch data file will have these timing  
 + settings on record type 1X, but in any subsequent run,  
 + this timing will be overridden by the actuated timing  
 + model.

Interval Number :	1	2	3	4	5	6	7	8
Intvl Length(sec):	5.0	4.0	25.0	5.0	5.0	4.0	37.0	5.0
Intvl Length (%) :	6	4	28	6	6	4	40	6
Pin Settings (%) :	100/0	6	10	38	44	50	54	94
Phase Start (No.):	1	AC T	2	NA P	3	AC T	4	AC T
Interval Type :	V	Y	V	Y	V	Y	V	Y
Splits (sec):	9	30			9		42	
Splits (%) :	10	34			10		46	
Links Moving :	2605	-2605			2603		-2603	
	2601	2602			2607		2608	
		2609					-2607	
		-2601					2604	
		2606					2612	
		2610						

Yield Point = 83.0 sec 92 %.

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-----  
 Intersection 28 Actuated - Splits Optimized  
 -----

--- 86 --- NOTE -

+ This actuated node's splits were optimized as equivalent  
 + pretimed. The punch data file will have these timing  
 + settings on record type 1X, but in any subsequent run,  
 + this timing will be overridden by the actuated timing  
 + model.

25waye~1.tof

un,  
ng  
settings on record type 1X, but in any subsequent r  
this timing will be overridden by the actuated timi  
ng  
model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	5.0	4.0	65.0	5.0	6.0	5.0
Intvl Length (%) :	6	4	71	6	7	6
Pin Settings (%) :	100/0	6	10	81	87	94
Phase Start (No.):	1	AC T	2	NA P	3	AC T
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	9		70		11	
Splits (%) :	10		77		13	
Links Moving :	2805		-2805		2803	
	2802		2802		2811	
			2806			
			2810			

Yield Point = 29.0 sec 32 %.

-----  
Intersection 32 Actuated - Splits Optimized  
-----

--- 86 --- NOTE -  
+ This actuated node's splits were optimized as equiv  
alent pretimed. The punch data file will have these timi  
ng settings on record type 1X, but in any subsequent r  
un, this timing will be overridden by the actuated timi  
ng model.

Interval Number :	1	2	3	4	5	6
Intvl Length(sec):	14.0	4.0	44.0	5.0	18.0	5.0
Intvl Length (%) :	16	4	48	6	20	6
Pin Settings (%) :	100/0	16	20	68	74	94



25waye~1.tof

Phase Start (No.):	1	AC T	2	NA P	3	AC T
Interval Type :	V	Y	V	Y	V	Y
Splits (sec):	18		49		23	
Splits (%) :	20		54		26	
Links Moving :	3201		3202		3221	
	3206		3209			
			3206			

Yield Point = 2.0 sec 2 %.

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-----  
INPUT DATA REPORT FOR ROUTE NO. 1  
-----

60	1	1	3	67	0	0	0	0	0	0	0	0	0
0	4												

Title

Arterial: Ayers Ext

61	0	3206	2602	2606	0	0	0	0	0	0	0	0	0
0	0												

.....

--- 73 --- NOTE -  
+ Blank field(s) were encountered on record type 61. The street is assumed to be one-way.

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< T R A N S Y T - 7 F T I M E - S P A C E D I A G R A M >

ROUTE NO. 1

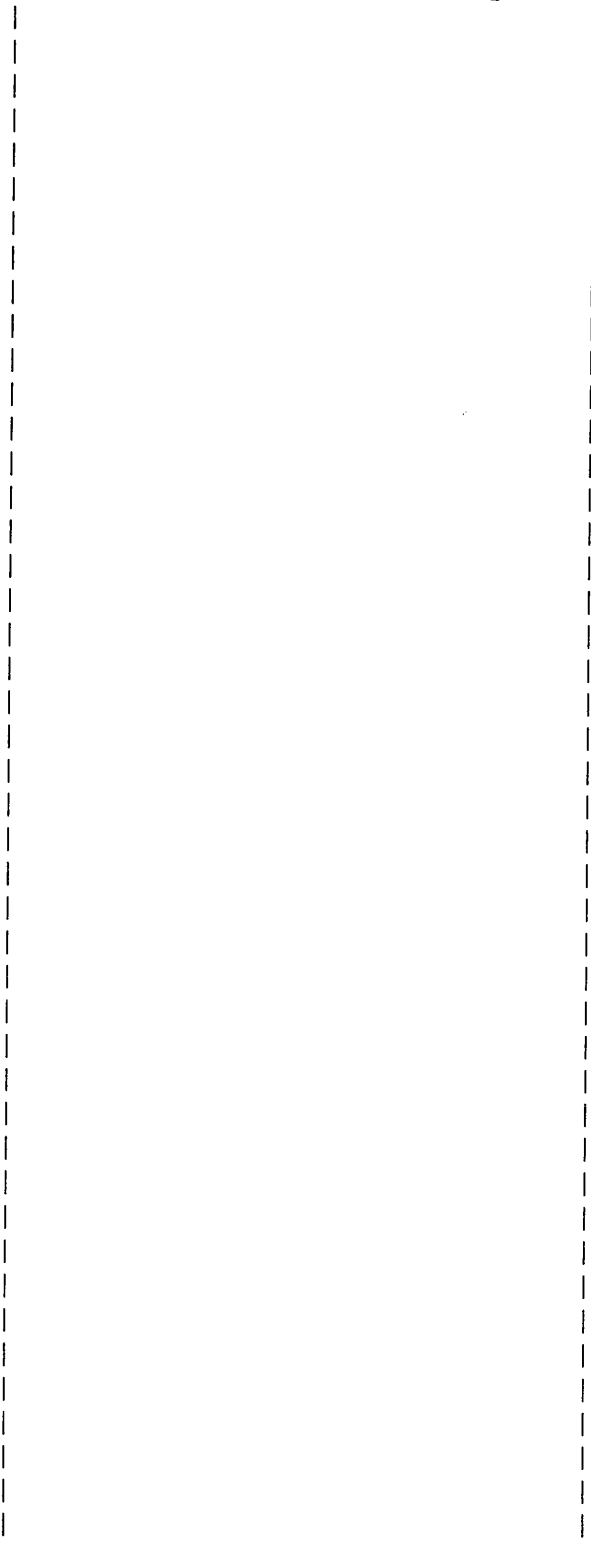
ROUTE TITLE:



25waye~1.tif

25waye~1.tof

25waye~1.tof



26 :X  
1814 ft

XXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXX1

-----

25waye~1.tof

```

-----
  NODE 123456789012345678901234567890123456789012345678901234567890
DISTANCE
          1          2          3          4          5          6

Scale Conversions:                \\\ Green in Down Di
rection
Time/inch = 3 * 10 (at 10 char/inch)      Green in Both Di
rections
Dist/inch = 67 * 6 (at 6 lines/inch)      /// Green in Up Di
rection
Avg. Time Displacement = 2685.00/speed    XXX Red in Both Dire
ctions

```

1TRANSYT-7F:  
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```

-----
INPUT DATA REPORT FOR ROUTE NO. 2
-----

```

```

60  1  1  3  67  0  0  0  0  0  0  0  0  0
 0  4

```

Title

Arterial: CR 578 (County Line Rd)

```

61  902  906 1102 1106  602  606 1302 1306  0  0  0  0  0
 0  0

```

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< T R A N S Y T - 7 F T I M E - S P A C E D I A G R A M >

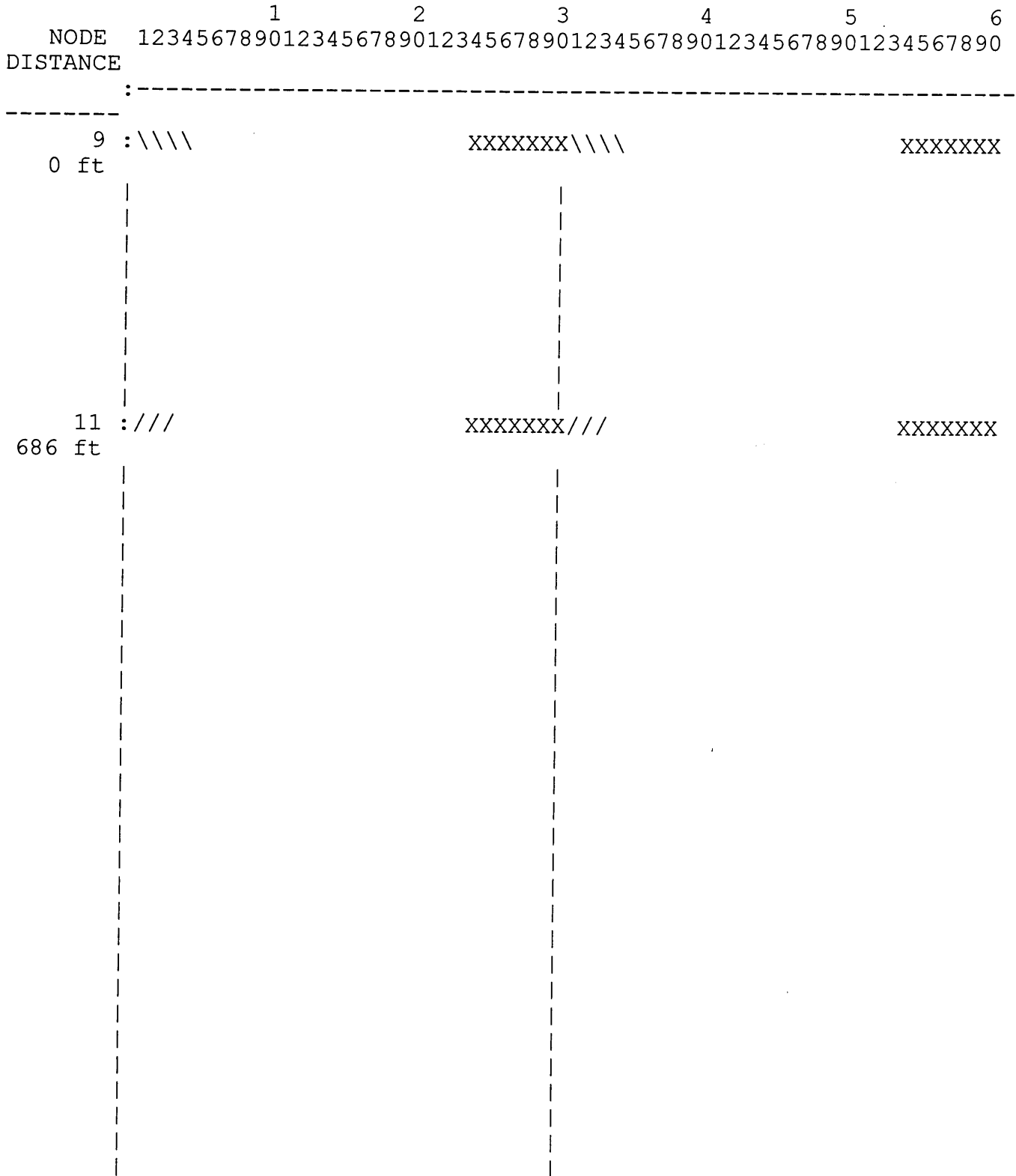
ROUTE NO. 2

ROUTE TITLE:  
Arterial: CR 578 (County Line Rd)

Time Axis: sec Time Scale = 3 sec/char, Dist. Scale = 67 ft/li

25waye~1.tof

ne



25waye~1.tof



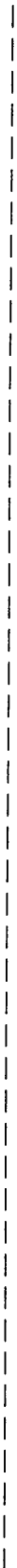
25waye~1.tof

6 :XX  
6388 ft

XXXXXXXXXXXX

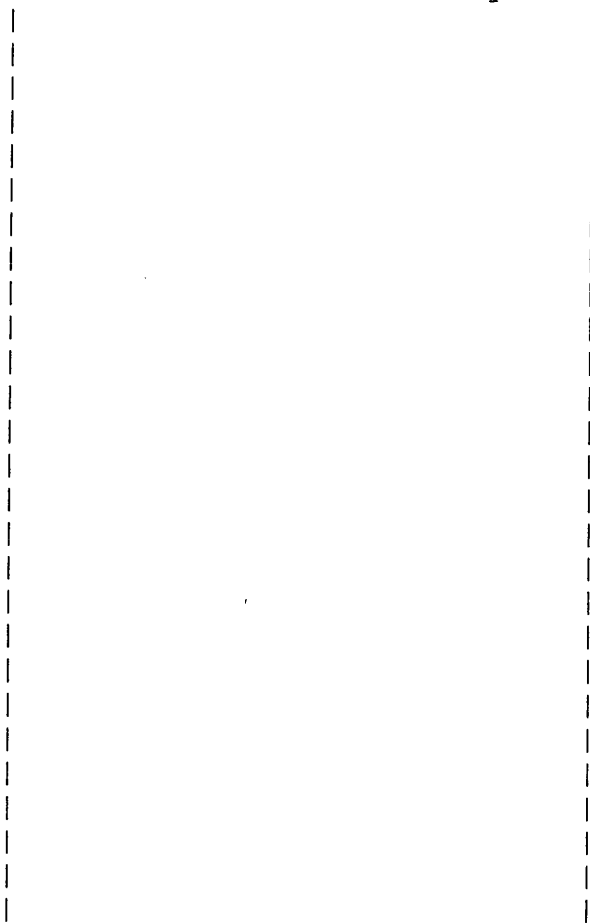
XXXXXXXXXXXX

25waye~1.tof



25waye~1.tof

25waye~1.tof



13 :XXXXX  
 7265 ft XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX1

-----  
 :-----

NODE	1234567890	1234567890	1234567890	1234567890	1234567890	1234567890	
DISTANCE		1	2	3	4	5	6

Scale Conversions:                   \\\ Green in Down Di  
 rection  
 Time/inch = 3 \* 10 (at 10 char/inch)       Green in Both Di  
 rections  
 Dist/inch = 67 \* 6 (at 6 lines/inch)       /// Green in Up Di  
 rection  
 Avg. Time Displacement = 3923.86/speed   XXX Red in Both Dire  
 ctions

1TRANSYT-7F:  
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File: 25wayers7F2.sy6, Date:Jun 20, 2000, Analyst:CAR

25waye~1.tof

Termination Record

90	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0													

--- 92 --- NOTE -  
+ End of job!  
1













# APPENDIX G

9: CR 578 (County Line Road) & Cobblestone Drive

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

						
<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frnt Protected				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3438	3438	1599	1787	1599
Frnt Perm.				0.850		0.850
Flt Perm.	0.044				0.950	
Satd. Flow (perm)	83	3438	3438	1599	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				97		87
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	92	1634	1986	92	102	122
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	97	1720	2091	97	107	128
Lane Group Flow (vph)	97	1720	2091	97	107	128
Turn Type	Pm+Pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Detector Phases	5	2	6	6	4	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	20.0	16.0	16.0	16.0	16.0
Total Split (s)	9.0	94.0	85.0	85.0	16.0	16.0
Total Split (%)	8%	85%	77%	77%	15%	15%
Maximum Green (s)	5.0	89.0	80.0	80.0	11.0	11.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Coord	Coord	Coord	Min	Min

9: CR 578 (County Line Road) & Cobblestone Drive

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	162	2875	2594	1230	195	252
v/s Ratio Prot	0.03	0.50	0.61		0.06	
v/s Ratio Perm	0.47			0.06		0.06
Critical LG?		Yes	Yes		Yes	
Act Effct Green (s)	92.0	92.0	83.0	83.0	12.0	12.0
Actuated g/C Ratio	0.84	0.84	0.75	0.75	0.11	0.11
v/c Ratio	0.60	0.60	0.81	0.08	0.55	0.51
Uniform Delay, d1	8.6	2.9	8.5	0.0	46.4	14.4
Platoon Factor	1.02	1.11	0.57	99.00	0.98	0.98
Incr. Delay, d2	5.8	0.9	1.9	0.1	3.1	1.6
Webster Delay	14.6	4.2	6.7	0.1	48.6	15.7
Webster LOS	B	A	A	A	D	B
Queue Length 50th (ft)	18	164	96	0	72	22
Queue Length 95th (ft)	#84	202	27	m0	130	86
Link Length (ft)		12064	606		752	
50th Up Block Time (%)			3%			
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)			31			

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 41 (37%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Total Lost Time: 9

Sum of Critical v/s Ratios: 0.70

Intersection v/c Ratio: 0.77

Intersection Webster Signal Delay: 7.1

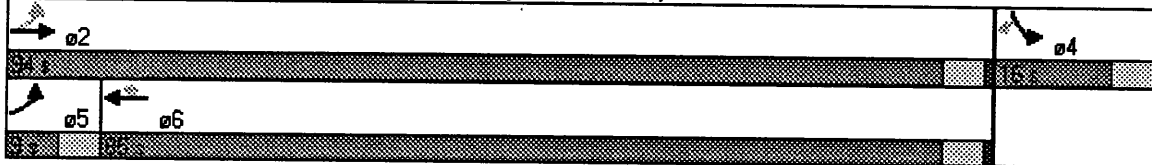
Intersection LOS: A

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 9: CR 578 (County Line Road) & Cobblestone Drive**





11: CR 578 (County Line Road) & East Road

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

	→	↘	↙	←	↖	↗
<u>Lane Group</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NBL</u>	<u>NBR</u>
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt Protected		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3438	1538	1719	3438	1719	1538
Frt Perm.		0.850				0.850
Flt Perm.			0.091		0.950	
Satd. Flow (perm)	3438	1538	165	3438	1719	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		202				102
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	1544	192	231	2026	52	99
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1625	202	243	2133	55	104
Lane Group Flow (vph)	1625	202	243	2133	55	104
Turn Type		Perm Pm+Pt				Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phases	2	2	1	6	8	8
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	9.0	20.0	20.0	20.0
Total Split (s)	81.0	81.0	9.0	90.0	20.0	20.0
Total Split (%)	74%	74%	8%	82%	18%	18%
Maximum Green (s)	76.0	76.0	4.0	85.0	15.0	15.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Coord	Coord	None	Coord	Min	Min

11: CR 578 (County Line Road) & East Road

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

Lanes, Volumes, Timings

	→	↘	↙	←	↖	↗
<u>Lane Group</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NBL</u>	<u>NBR</u>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	2632	1225	225	2913	169	243
v/s Ratio Prot	0.47		0.06	0.62	0.03	
v/s Ratio Perm		0.13	0.86			0.04
Critical LG?			Yes			Yes
Act Effct Green (s)	84.2	84.2	93.2	93.2	10.8	10.8
Actuated g/C Ratio	0.77	0.77	0.85	0.85	0.10	0.10
v/c Ratio	0.62	0.16	1.08	0.73	0.33	0.43
Uniform Delay, d1	5.7	0.0	15.2	3.4	46.2	0.9
Platoon Factor	0.67	1.00	1.53	3.01	0.88	0.88
Incr. Delay, d2	0.9	0.2	71.9	1.1	1.1	1.2
Webster Delay	4.7	0.2	95.1	11.3	41.7	2.0
Webster LOS	A	A	F	B	D	A
Queue Length 50th (ft)	107	0	~98	707	37	1
Queue Length 95th (ft)	203	4 m#158		858	76	47
Link Length (ft)	606			5622	780	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 43 (39%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Total Lost Time: 6

Sum of Critical v/s Ratios: 0.96

Intersection v/c Ratio: 1.01

Intersection Webster Signal Delay: 13.1

Intersection LOS: B

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

11: CR 578 (County Line Road) & East Road

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Splits and Phases: 11: CR 578 (County Line Road) & East Road**



6: CR 578 (County Line Road) & Waterfall Dr

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**













<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt Protected			0.850			0.850		0.877				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3619	1599	1787	3619	1599	1787	1650	0	1787	1881	1599
Frnt Perm.			0.850			0.850		0.877				0.850
Flt Perm.	0.056			0.130			0.745			0.418		
Satd. Flow (perm)	105	3619	1599	245	3619	1599	1401	1650	0	786	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132			134		116				291
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	202	1399	125	90	1922	127	172	25	110	92	18	276
Confl. Peds. (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	5%	1%	1%	5%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	213	1473	132	95	2023	134	181	26	116	97	19	291
Lane Group Flow (vph)	213	1473	132	95	2023	134	181	142	0	97	19	291
Turn Type	Pm+Pt		Perm Pm+Pt			Perm Pm+Pt				Pm+Pt		Custom
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		6
Detector Phases	5	2	2	1	6	6	3	8		7	4	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	17.0	17.0	9.0	17.0	17.0	9.0	17.0		9.0	17.0	17.0
Total Split (s)	9.0	75.0	75.0	9.0	75.0	75.0	9.0	17.0	0.0	9.0	17.0	75.0
Total Split (%)	8%	68%	68%	8%	68%	68%	8%	15%	0%	8%	15%	68%
Maximum Green (s)	5.0	70.0	70.0	5.0	70.0	70.0	5.0	12.0		5.0	12.0	70.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0		0.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Coord	Coord	None	Coord	Coord	None	Min		None	Min	Coord

6: CR 578 (County Line Road) & Waterfall Dr

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

<u>Lane Group</u>	 <u>EBL</u>	 <u>EBT</u>	 <u>EBR</u>	 <u>WBL</u>	 <u>WBT</u>	 <u>WBR</u>	 <u>NBL</u>	 <u>NBT</u>	 <u>NBR</u>	 <u>SBL</u>	 <u>SBT</u>	 <u>SBR</u>
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Lane Grp Cap (vph)	170	2500	1146	267	2500	1146	225	255		169	171	1195
v/s Ratio Prot	0.07	0.41		0.02	0.56		0.04	0.05		0.03	0.01	
v/s Ratio Perm	0.87		0.08	0.25		0.08	0.07			0.05		0.17
Critical LG?	Yes						Yes					
Act Effct Green (s)	82.0	76.0	76.0	82.0	76.0	76.0	16.0	10.0		16.0	10.0	76.0
Actuated g/C Ratio	0.75	0.69	0.69	0.75	0.69	0.69	0.15	0.09		0.15	0.09	0.69
v/c Ratio	1.25	0.59	0.12	0.36	0.81	0.12	0.80	0.56		0.57	0.11	0.24
Uniform Delay, d1	23.8	8.9	0.0	3.1	11.9	0.0	43.3	8.5		39.8	45.9	0.0
Platoon Factor	1.08	1.20	99.00	0.89	0.60	99.00	0.91	0.92		0.91	0.92	1.00
Incr. Delay, d2	147.4	0.9	0.2	0.6	2.1	0.1	18.5	2.6		4.7	0.3	0.5
Webster Delay	173.1	11.5	0.2	3.3	9.2	0.1	58.1	10.4		41.0	42.6	0.5
Webster LOS	F	B	A	A	A	A	E	B		D	D	A
Queue Length 50th (ft)	~126	350	14	12	212	0	120	12		61	13	0
Queue Length 95th (ft)	#286	455	m29	m18	m248	m2	#185	77		107	35	28
Link Length (ft)		5622			10797			1568			880	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 38 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Total Lost Time: 12

Sum of Critical v/s Ratios: 1.05

Intersection v/c Ratio: 1.18

Intersection Webster Signal Delay: 18.7

Intersection LOS: B

\* User Entered Value

~ 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.

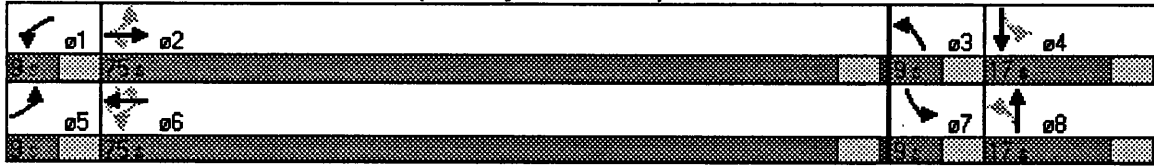
m Volume for 95th percentile queue is metered by upstream signal.

6: CR 578 (County Line Road) & Waterfall Dr

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

Splits and Phases: 6: CR 578 (County Line Road) & Waterfall Dr



13: CR 578 (County Line Road) & Mariner Blvd

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**













<b>Lane Group</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	2		1	1		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	*1.00	*1.00	1.00	*1.00	*1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frnt Protected			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3438	3619	1538	3438	3619	1538	1719	3438	1538	1719	3438	1538
Frnt Perm.			0.850			0.850			0.850			0.850
Flt Perm.	0.950			0.950			0.125			0.228		
Satd. Flow (perm)	3438	3619	1538	3438	3619	1538	226	3438	1538	413	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			126			150			278			199
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	264	881	280	274	1227	284	204	593	264	142	781	363
Confl. Peds. (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	278	927	295	288	1292	299	215	624	278	149	822	382
Lane Group Flow (vph)	278	927	295	288	1292	299	215	624	278	149	822	382
Turn Type	Prot		Perm	Prot		Perm Pm+Pt			Perm Pm+Pt			Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		4
Detector Phases	5	2	2	1	6	6	3	8	8	7	4	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0	20.0
Total Split (s)	14.0	48.0	48.0	18.0	52.0	52.0	9.0	35.0	35.0	9.0	35.0	35.0
Total Split (%)	13%	44%	44%	16%	47%	47%	8%	32%	32%	8%	32%	32%
Maximum Green (s)	9.0	43.0	43.0	13.0	47.0	47.0	4.0	30.0	30.0	4.0	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (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
Time To Reduce (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
Recall Mode	None	Coord	Coord	None	Coord	Coord	None	None	None	None	None	None

13: CR 578 (County Line Road) & Mariner Blvd

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

Lanes, Volumes, Timings

												
<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Lane Grp Cap (vph)	344	1507	714	469	1638	778	158	975	635	211	975	579
v/s Ratio Prot	0.08	0.26		0.08	0.36		0.07	0.18		0.04	0.24	
v/s Ratio Perm			0.17			0.17	0.39		0.12	0.20		0.19
Critical LG?	Yes				Yes		Yes					
Act Effct Green (s)	11.0	45.8	45.8	15.0	49.8	49.8	37.2	31.2	31.2	37.2	31.2	31.2
Actuated g/C Ratio	0.10	0.42	0.42	0.14	0.45	0.45	0.34	0.28	0.28	0.34	0.28	0.28
v/c Ratio	0.81	0.62	0.41	0.61	0.79	0.38	1.36	0.64	0.44	0.71	0.84	0.66
Uniform Delay, d1	48.5	25.2	12.2	44.7	25.6	9.2	26.6	34.5	0.0	24.7	37.1	15.6
Platoon Factor	0.94	0.55	0.19	1.00	1.03	1.03	0.98	0.98	1.00	0.98	0.98	0.98
Incr. Delay, d2	11.0	1.6	1.5	2.4	3.9	1.4	197.6	1.4	0.5	10.3	6.7	2.7
Webster Delay	56.7	15.4	3.7	47.1	30.2	10.9	223.8	35.2	0.5	34.3	43.1	18.1
Webster LOS	E	B	A	D	C	B	F	D	A	C	D	B
Queue Length 50th (ft)	85	218	28	97	384	57	~148	200	0	71	284	111
Queue Length 95th (ft)	#158	189	4	141	471	117	#305	262	62	#140	362	219
Link Length (ft)		10797			6875			1630			1006	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 12  
 Sum of Critical v/s Ratios: 0.90  
 Intersection v/c Ratio: 1.01  
 Intersection Webster Signal Delay: 35.0  
 Intersection LOS: C

- \* User Entered Value
- ~ 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.

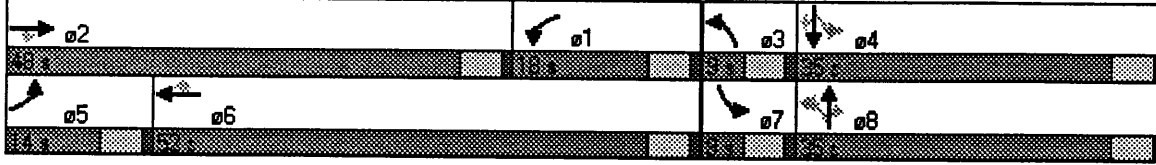


13: CR 578 (County Line Road) & Mariner Blvd

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

Splits and Phases: 13: CR 578 (County Line Road) & Mariner Blvd















18: CR 578 (County Line Road) & Linden Drive

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**







						
<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt Protected				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1719	3438	3438	1538	1719	1538
Frt Perm.				0.850		0.850
Flt Perm.	0.080				0.950	
Satd. Flow (perm)	145	3438	3438	1538	1719	1538
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				134		110
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	156	1131	1552	127	91	233
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	164	1191	1634	134	96	245
Lane Group Flow (vph)	164	1191	1634	134	96	245
Turn Type	Pm+Pt			Perm		Perm
Protected Phases	5	2	6		7	
Permitted Phases	2			6		7
Detector Phases	5	2	6	6	7	7
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	20.0	16.0	16.0	16.0	16.0
Total Split (s)	9.0	86.0	77.0	77.0	24.0	24.0
Total Split (%)	8%	78%	70%	70%	22%	22%
Maximum Green (s)	5.0	81.0	72.0	72.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Coord	Coord	Coord	Min	Min

18: CR 578 (County Line Road) & Linden Drive

9:00 am 5/22/2000 With Ayers Extension

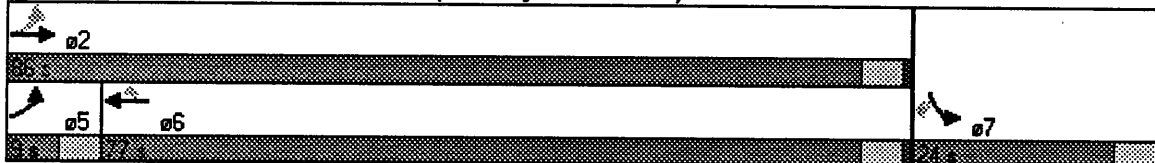
7/3/2000

**Lanes, Volumes, Timings**

						
<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	201	2738	2457	1137	256	323
v/s Ratio Prot	0.04	0.35	0.48		0.06	
v/s Ratio Perm	0.60			0.08		0.11
Critical LG?	Yes					Yes
Act Effct Green (s)	87.6	87.6	78.6	78.6	16.4	16.4
Actuated g/C Ratio	0.80	0.80	0.71	0.71	0.15	0.15
v/c Ratio	0.82	0.43	0.67	0.12	0.38	0.76
Uniform Delay, d1	8.2	3.5	8.5	0.0	42.2	24.2
Platoon Factor	1.02	1.07	1.08	99.00	0.90	0.90
Incr. Delay, d2	21.9	0.5	1.2	0.2	0.9	9.8
Webster Delay	30.2	4.2	10.5	0.2	39.0	31.7
Webster LOS	C	A	B	A	D	C
Queue Length 50th (ft)	34	114	230	7	61	91
Queue Length 95th (ft)	#84	173	247	17	108	176
Link Length (ft)		2065	7100		1703	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 70 (64%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 6  
 Sum of Critical v/s Ratios: 0.76  
 Intersection v/c Ratio: 0.80  
 Intersection Webster Signal Delay: 11.2  
 Intersection LOS: B  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 18: CR 578 (County Line Road) & Linden Drive**















20: CR 578 (County Line Road) & Anderson Snow Road

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**







						
<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt Protected				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1719	3438	3438	1538	1719	1538
Frt Perm.				0.850		0.850
Flt Perm.	0.138				0.950	
Satd. Flow (perm)	250	3438	3438	1538	1719	1538
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				184		121
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	136	1008	1385	175	127	187
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	143	1061	1458	184	134	197
Lane Group Flow (vph)	143	1061	1458	184	134	197
Turn Type	Pm+Pt			Perm		Perm
Protected Phases	5	2	6		7	
Permitted Phases	2			6		7
Detector Phases	5	2	6	6	7	7
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	20.0	16.0	16.0	16.0	16.0
Total Split (s)	9.0	90.0	81.0	81.0	20.0	20.0
Total Split (%)	8%	82%	74%	74%	18%	18%
Maximum Green (s)	5.0	85.0	76.0	76.0	15.0	15.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Coord	Coord	Coord	Min	Min

20: CR 578 (County Line Road) & Anderson Snow Road

9:00 am 5/22/2000 With Ayers Extension

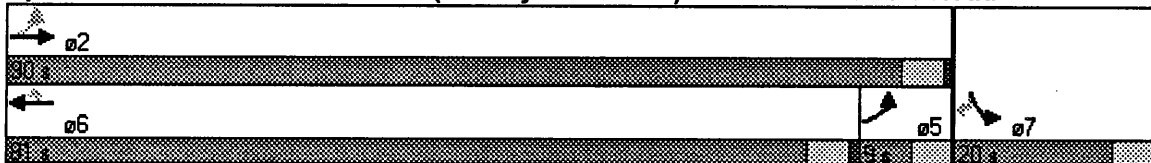
7/3/2000

**Lanes, Volumes, Timings**

						
<b>Lane Group</b>	<b>EBL</b>	<b>EBT</b>	<b>WBT</b>	<b>WBR</b>	<b>SBL</b>	<b>SBR</b>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	283	2791	2510	1172	230	310
v/s Ratio Prot	0.03	0.31	0.42		0.08	
v/s Ratio Perm	0.38			0.11		0.08
Critical LG?		Yes	Yes			Yes
Act Effct Green (s)	89.3	89.3	80.3	80.3	14.7	14.7
Actuated g/C Ratio	0.81	0.81	0.73	0.73	0.13	0.13
v/c Ratio	0.51	0.38	0.58	0.16	0.58	0.64
Uniform Delay, d1	4.5	2.8	7.0	0.0	44.7	16.8
Platoon Factor	1.02	1.00	0.18	1.00	0.95	0.95
Incr. Delay, d2	1.3	0.4	0.8	0.2	3.7	4.2
Webster Delay	5.9	3.2	2.1	0.2	46.3	20.2
Webster LOS	A	A	A	A	D	C
Queue Length 50th (ft)	16	80	32	0	89	49
Queue Length 95th (ft)	50	185	58	0	152	125
Link Length (ft)		7100	143		1834	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 93 (85%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 6  
 Sum of Critical v/s Ratios: 0.54  
 Intersection v/c Ratio: 0.57  
 Intersection Webster Signal Delay: 5.5  
 Intersection LOS: A

**Splits and Phases: 20: CR 578 (County Line Road) & Anderson Snow Road**



16: CR 578 (County Line Road) & Suncoast West

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Lane Configurations		↑↑	↑	↑	↑↑					↑	↓	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		50	50	50	50					50		50
Trailing Detector (ft)		0	0	0	0					0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt Protected			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3438	1615	1805	3438	0	0	0	0	1805	0	1615
Frt Perm.			0.850									0.850
Flt Perm.				0.227						0.950		
Satd. Flow (perm)	0	3438	1615	431	3438	0	0	0	0	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			106									74
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	0	1034	101	72	1490	0	0	0	0	130	0	70
Confl. Peds. (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1088	106	76	1568	0	0	0	0	137	0	74
Lane Group Flow (vph)	0	1088	106	76	1568	0	0	0	0	137	0	74
Turn Type			Perm Pm+Pt							Prot		Custom
Protected Phases		2		1	6					7		
Permitted Phases			2	6								7
Detector Phases		2	2	1	6					7		7
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0		4.0
Minimum Split (s)		20.0	20.0	9.0	20.0					20.0		20.0
Total Split (s)	0.0	81.0	81.0	9.0	90.0	0.0	0.0	0.0	0.0	20.0	0.0	20.0
Total Split (%)	0%	74%	74%	8%	82%	0%	0%	0%	0%	18%	0%	18%
Maximum Green (s)		76.0	76.0	5.0	85.0					15.0		15.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0		4.0
All-Red Time (s)		1.0	1.0	0.0	1.0					1.0		1.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Minimum Gap (s)		3.0	3.0	3.0	3.0					3.0		3.0
Time Before Reduce (s)		0.0	0.0	0.0	0.0					0.0		0.0
Time To Reduce (s)		0.0	0.0	0.0	0.0					0.0		0.0
Recall Mode		Coord	Coord	None	Coord					Min		Min

16: CR 578 (County Line Road) & Suncoast West

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Lane Grp Cap (vph)		2544	1223	413	2794					240		279
v/s Ratio Prot		0.32		0.01	0.46					0.08		
v/s Ratio Perm			0.06	0.14								0.04
Critical LG?					Yes					Yes		
Act Effct Green (s)		81.4	81.4	89.4	89.4					14.6		14.6
Actuated g/C Ratio		0.74	0.74	0.81	0.81					0.13		0.13
v/c Ratio		0.43	0.09	0.18	0.56					0.57		0.27
Uniform Delay, d1		5.4	0.0	2.3	3.5					44.8		0.0
Platoon Factor		1.78	99.00	0.56	0.41					0.95		1.00
Incr. Delay, d2		0.5	0.1	0.2	0.7					3.3		0.5
Webster Delay		10.1	0.1	1.5	2.1					45.8		0.5
Webster LOS		B	A	A	A					D		A
Queue Length 50th (ft)		231	2	5	58					91		0
Queue Length 95th (ft)		353	0	m9	65					153		41
Link Length (ft)		143			1524			1220			1203	
50th Up Block Time (%)		9%										
95th Up Block Time (%)		10%										
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)		101										

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 97 (88%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Total Lost Time: 6

Sum of Critical v/s Ratios: 0.53

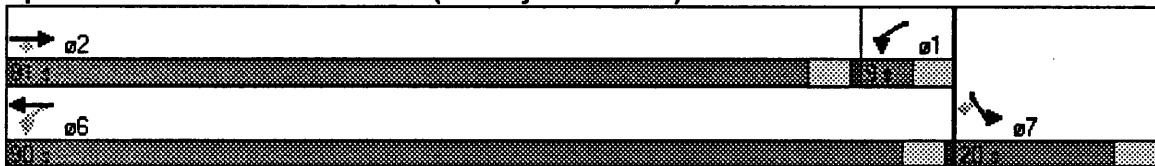
Intersection v/c Ratio: 0.56

Intersection Webster Signal Delay: 6.8

Intersection LOS: A

m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 16: CR 578 (County Line Road) & Suncoast West**



28: CR 578 (County Line Road) & Suncoast East

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt Protected						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1805	3438	0	0	3438	1615	1805	0	1615	0	0	0
Frnt Perm.						0.850			0.850			
Flt Perm.	0.125						0.950					
Satd. Flow (perm)	238	3438	0	0	3438	1615	1805	0	1615	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						189			55			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	50	1114	0	0	1423	180	139	0	52	0	0	0
Confl. Peds. (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	53	1173	0	0	1498	189	146	0	55	0	0	0
Lane Group Flow (vph)	53	1173	0	0	1498	189	146	0	55	0	0	0
Turn Type	Pm+Pt					Perm	Prot		Custom			
Protected Phases	5	2			6		8					
Permitted Phases	2					6			8			
Detector Phases	5	2			6	6	8		8			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	9.0	20.0			20.0	20.0	9.0		9.0			
Total Split (s)	9.0	96.0	0.0	0.0	87.0	87.0	14.0	0.0	14.0	0.0	0.0	0.0
Total Split (%)	8%	87%	0%	0%	79%	79%	13%	0%	13%	0%	0%	0%
Maximum Green (s)	5.0	91.0			82.0	82.0	9.0		9.0			
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
All-Red Time (s)	0.0	1.0			1.0	1.0	1.0		1.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Minimum Gap (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Time Before Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Time To Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Recall Mode	None	Coord			Coord	Coord	None		None			















28: CR 578 (County Line Road) & Suncoast East

9:00 am 5/22/2000 With Ayers Extension

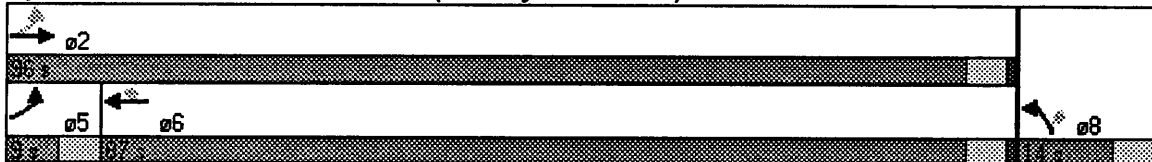
7/3/2000

**Lanes, Volumes, Timings**

												
<b>Lane Group</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Lane Grp Cap (vph)	272	2907			2657	1291	181		211			
v/s Ratio Prot	0.01	0.34			0.44		0.08					
v/s Ratio Perm	0.16					0.11			0.03			
Critical LG?		Yes			Yes		Yes					
Act Effct Green (s)	93.0	93.0			85.0	85.0	11.0		11.0			
Actuated g/C Ratio	0.85	0.85			0.77	0.77	0.10		0.10			
v/c Ratio	0.19	0.40			0.56	0.15	0.81		0.26			
Uniform Delay, d1	1.4	2.0			5.0	0.0	48.5		0.0			
Platoon Factor	0.65	0.57			0.32	1.00	1.00		1.00			
Incr. Delay, d2	0.3	0.4			0.7	0.2	22.4		0.7			
Webster Delay	1.2	1.5			2.3	0.2	70.9		0.7			
Webster LOS	A	A			A	A	E		A			
Queue Length 50th (ft)	3	36			45	0	103		0			
Queue Length 95th (ft)	m5	38			m56	m0	#212		38			
Link Length (ft)		1524			357			1155			1134	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 77 (70%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 9  
 Sum of Critical v/s Ratios: 0.54  
 Intersection v/c Ratio: 0.58  
 Intersection Webster Signal Delay: 5.0  
 Intersection LOS: A  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 28: CR 578 (County Line Road) & Suncoast East**



Ayers Road Extension

32: CR 578 (County Line Road) & ~~(County Line Road)~~

9:00 am 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

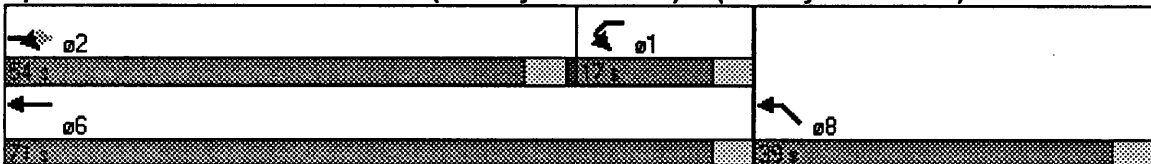
	→	↘	↙	←	↖	↗
<u>Lane Group</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NWL</u>	<u>NWR</u>
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	1		2	0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	0.95
Frnt Protected		0.850			0.981	
Flt Protected			0.950		0.958	
Satd. Flow (prot)	3438	1538	1719	3438	3299	0
Frnt Perm.		0.850			0.981	
Flt Perm.			0.950		0.958	
Satd. Flow (perm)	3438	1538	1719	3438	3299	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		627			16	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	570	596	85	783	820	117
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	600	627	89	824	863	123
Lane Group Flow (vph)	600	627	89	824	986	0
Turn Type		Custom	Prot			
Protected Phases		2	1	6	8	
Permitted Phases	2			6		
Detector Phases	2	2	1	6	8	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	17.0	17.0	20.0	
Total Split (s)	54.0	54.0	17.0	71.0	39.0	0.0
Total Split (%)	49%	49%	15%	65%	35%	0%
Maximum Green (s)	49.0	49.0	13.0	67.0	34.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	0.0	1.0	
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	
Recall Mode	Coord	Coord	Min	Coord	None	

**Lanes, Volumes, Timings**

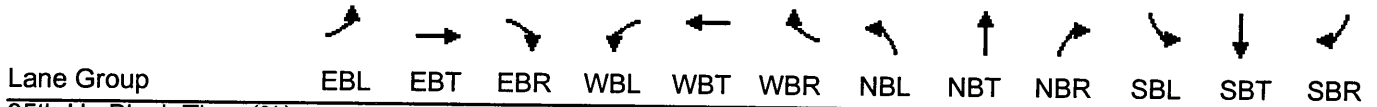
	→	↘	↙	←	↖	↗
<u>Lane Group</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NWL</u>	<u>NWR</u>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	1613	1054	219	2144	1073	
v/s Ratio Prot		0.28	0.05	0.24	0.30	
v/s Ratio Perm	0.17					
Critical LG?		Yes		Yes	Yes	
Act Effct Green (s)	51.6	51.6	14.0	68.6	35.4	
Actuated g/C Ratio	0.47	0.47	0.13	0.62	0.32	
v/c Ratio	0.37	0.59	0.41	0.38	0.92	
Uniform Delay, d1	18.8	0.0	44.2	10.2	35.3	
Platoon Factor	0.52	99.00	1.26	1.81	1.01	
Incr. Delay, d2	0.6	2.3	1.2	0.5	1.4	
Webster Delay	10.3	2.3	56.9	19.0	37.2	
Webster LOS	B	A	E	B	D	
Queue Length 50th (ft)	73	20	62	207	297	
Queue Length 95th (ft)	70	40	m104	m228	m210	
Link Length (ft)	357			1866	4848	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 6  
 Sum of Critical v/s Ratios: 0.64  
 Intersection v/c Ratio: 0.68  
 Intersection Webster Signal Delay: 20.8  
 Intersection LOS: C  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 32: CR 578 (County Line Road) & (County Line Road)**



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3438	1538	1719	3438	1538	1719	3397	0	1719	3438	1538
Flt Permitted	0.576			0.570			0.158			0.255		
Satd. Flow (perm)	1042	3438	1538	1031	3438	1538	286	3397	0	461	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			116		8				223
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		4326			2716			10459			2611	
Travel Time (s)		73.7			46.3			158.5			39.6	
Volume (vph)	154	199	115	64	272	110	159	532	46	151	731	212
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
Adj. Flow (vph)	162	209	121	67	286	116	167	560	48	159	769	223
Lane Group Flow (vph)	162	209	121	67	286	116	167	608	0	159	769	223
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phases	5	2	2	1	6	6	3	8		7	4	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	9.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0		9.0	20.0	20.0
Total Split (s)	9.0	55.0	55.0	9.0	55.0	55.0	9.0	37.0	0.0	9.0	37.0	37.0
Total Split (%)	8%	50%	50%	8%	50%	50%	8%	34%	0%	8%	34%	34%
Maximum Green (s)	5.0	50.0	50.0	5.0	50.0	50.0	5.0	32.0		5.0	32.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0		0.0	1.0	1.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Coord	Coord	None	Coord	Coord	None	None		None	None	None
Act Effct Green (s)	56.8	56.8	56.8	55.0	55.0	55.0	31.2	25.3		39.7	31.0	31.0
Actuated g/C Ratio	0.52	0.52	0.52	0.50	0.50	0.50	0.28	0.23		0.36	0.28	0.28
v/c Ratio	0.28	0.12	0.14	0.12	0.17	0.14	1.04	0.77		0.53	0.79	0.38
Uniform Delay, d1	15.7	14.2	0.0	14.8	15.5	0.0	42.0	39.1		33.4	36.5	0.0
Delay	14.1	10.8	3.3	15.6	15.7	3.1	73.5	31.6		34.3	36.3	3.9
LOS	B	B	A	B	B	A	E	C		C	D	A
Approach Delay		10.0			12.6			40.7			29.8	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	66	44	11	25	57	0	-90	213		76	258	0
Queue Length 95th (ft)	m105	m64	m33	51	86	30	#207	86		124	324	55
Internal Link Dist (ft)		4246			2636			10379			2531	
50th Up Block Time (%)												



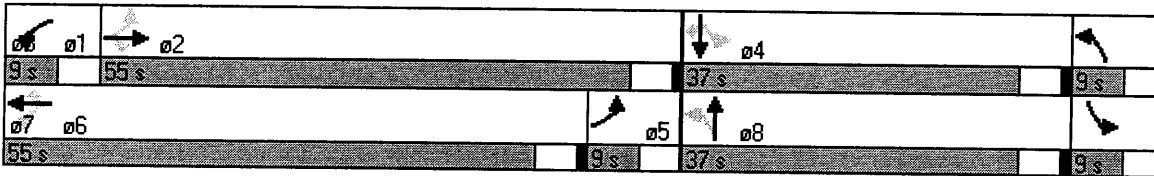
Lane Group  
 95th Up Block Time (%)  
 Turn Bay Length (ft)  
 50th Bay Block Time %  
 95th Bay Block Time %  
 Queuing Penalty (veh)

Intersection Summary













Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 108 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay: 26.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 60.8%  
 ICU Level of Service B

- ~ 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.
- m Volume for 95th percentile queue is metered by upstream signal.







Splits and Phases: 26: Ayers Rd Ext & US 41



**Lanes, Volumes, Timings**

						
<u>Lane Group</u>	<u>EBL</u>	<u>EBR</u>	<u>NBL</u>	<u>NBT</u>	<u>SBT</u>	<u>SBR</u>
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	1			1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt Protected		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1719	1538	1719	3438	3438	1538
Frt Perm.		0.850				0.850
Flt Perm.	0.950		0.242			
Satd. Flow (perm)	1719	1538	438	3438	3438	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		177				63
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	44	450	618	693	850	60
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	46	474	651	729	895	63
Lane Group Flow (vph)	46	474	651	729	895	63
Turn Type		Perm Pm+Pt				Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	9.0	20.0	20.0	20.0
Total Split (s)	41.0	41.0	9.0	69.0	60.0	60.0
Total Split (%)	37%	37%	8%	63%	55%	55%
Maximum Green (s)	36.0	36.0	5.0	64.0	55.0	55.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	1.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Coord	Coord	Coord

**Lanes, Volumes, Timings**

						
<u>Lane Group</u>	<u>EBL</u>	<u>EBR</u>	<u>NBL</u>	<u>NBT</u>	<u>SBT</u>	<u>SBR</u>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	480	557	362	2291	2010	925
v/s Ratio Prot	0.03		0.10	0.21	0.26	
v/s Ratio Perm		0.24	1.10			0.04
Critical LG?		Yes	Yes			
Act Effct Green (s)	30.7	30.7	73.3	73.3	64.3	64.3
Actuated g/C Ratio	0.28	0.28	0.67	0.67	0.58	0.58
v/c Ratio	0.10	0.85	1.80	0.32	0.45	0.07
Uniform Delay, d1	29.3	22.9	24.9	7.8	12.8	0.0
Platoon Factor	0.94	0.93	1.02	1.04	0.24	1.00
Incr. Delay, d2	0.1	10.1	370.1	0.4	0.6	0.1
Webster Delay	27.5	31.3	395.4	8.5	3.6	0.1
Webster LOS	C	C	F	A	A	A
Queue Length 50th (ft)	25	183	~532	106	22	0
Queue Length 95th (ft)	m44	268	#936	165	369	m1
Link Length (ft)	4848			3905	10379	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 108 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Total Lost Time: 6

Sum of Critical v/s Ratios: 1.41

Intersection v/c Ratio: 1.49

Intersection Webster Signal Delay: 99.0

Intersection LOS: F

~ Volume exceeds capacity, queue is theoretically infinite.

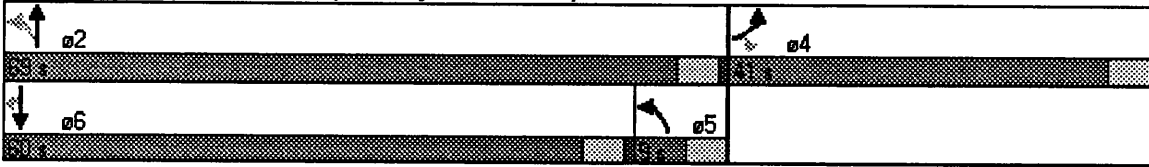
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 21: (County Line Road) & US 41**

















9: CR 578 (County Line Rd) & Cobblestone Drive

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**







						
<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frnt Protected				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3471	3471	1599	1787	1599
Frnt Perm.				0.850		0.850
Flt Perm.	0.950				0.950	
Satd. Flow (perm)	1787	3471	3471	1599	1787	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				107		97
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	122	1986	1634	102	92	92
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	128	2091	1720	107	97	97
Lane Group Flow (vph)	128	2091	1720	107	97	97
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		7	
Permitted Phases				6		7
Detector Phases	5	2	6	6	7	7
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.5	20.0	20.0	20.0	20.0	20.0
Total Split (s)	11.0	70.0	59.0	59.0	20.0	20.0
Total Split (%)	12%	78%	66%	66%	22%	22%
Maximum Green (s)	7.0	65.0	54.0	54.0	15.0	15.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Coord	Coord	Coord	Min	Min

9: CR 578 (County Line Rd) & Cobblestone Drive

5:00 pm 5/22/2000 With Ayers Extension

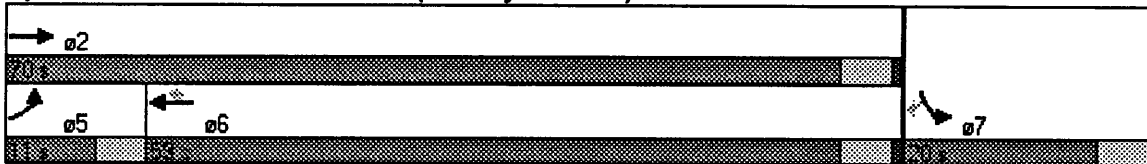
7/3/2000

**Lanes, Volumes, Timings**

						
<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	159	2777	2353	1118	238	297
v/s Ratio Prot	0.07	0.60	0.50		0.05	
v/s Ratio Perm				0.06		0.04
Critical LG?	Yes	Yes			Yes	
Act Effct Green (s)	8.0	72.0	61.0	61.0	12.0	12.0
Actuated g/C Ratio	0.09	0.80	0.68	0.68	0.13	0.13
v/c Ratio	0.81	0.75	0.73	0.10	0.41	0.33
Uniform Delay, d1	40.2	4.5	9.2	0.0	35.7	0.0
Platoon Factor	1.00	1.00	0.53	1.00	0.88	1.00
Incr. Delay, d2	24.8	1.9	1.6	0.1	1.1	0.6
Webster Delay	65.0	6.5	6.5	0.1	32.4	0.6
Webster LOS	E	A	A	A	C	A
Queue Length 50th (ft)	73	231	94	0	51	0
Queue Length 95th (ft)	#169	405	170	m0	94	41
Link Length (ft)		12064	606		752	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 11 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 6  
 Sum of Critical v/s Ratios: 0.66  
 Intersection v/c Ratio: 0.70  
 Intersection Webster Signal Delay: 8.5  
 Intersection LOS: A  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 9: CR 578 (County Line Rd) & Cobblestone Drive**



11: CR 578 (County Line Rd) & East Road

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

	→	↘	↙	←	↖	↗
<b>Lane Group</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBR</b>
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	1		1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frnt Protected		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3471	1553	1736	3471	1736	1553
Frnt Perm.		0.850				0.850
Flt Perm.			0.060		0.950	
Satd. Flow (perm)	3471	1553	110	3471	1736	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		55				100
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	2026	52	99	1544	192	231
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2133	55	104	1625	202	243
Lane Group Flow (vph)	2133	55	104	1625	202	243
Turn Type		Perm Pm+Pt			Custom	
Protected Phases	2		1	6	3	
Permitted Phases		2	6			8
Detector Phases	2	2	1	6	3	8
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.5	20.0	8.5	20.0
Total Split (s)	61.0	61.0	9.0	70.0	20.0	20.0
Total Split (%)	68%	68%	10%	78%	22%	22%
Maximum Green (s)	56.0	56.0	5.0	65.0	16.0	15.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.0	1.0	0.0	1.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Coord	Coord	None	Coord	None	Min

11: CR 578 (County Line Rd) & East Road

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

Lanes, Volumes, Timings

	→	↘	↙	←	↖	↗
<u>Lane Group</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NBL</u>	<u>NBR</u>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	2353	1070	175	2661	289	342
v/s Ratio Prot	0.61		0.03	0.47	0.12	
v/s Ratio Perm		0.03	0.42			0.12
Critical LG?	Yes			Yes		Yes
Act Effct Green (s)	61.0	61.0	69.0	69.0	15.0	15.0
Actuated g/C Ratio	0.68	0.68	0.77	0.77	0.17	0.17
v/c Ratio	0.91	0.05	0.59	0.61	0.70	0.71
Uniform Delay, d1	12.1	0.0	2.6	4.6	35.3	20.4
Platoon Factor	0.92	99.00	5.00	0.59	0.95	0.95
Incr. Delay, d2	4.4	0.1	4.2	0.8	7.2	6.8
Webster Delay	15.6	0.1	17.2	3.6	40.7	26.1
Webster LOS	B	A	B	A	D	C
Queue Length 50th (ft)	534	1	10	38	107	75
Queue Length 95th (ft)	#779	m1	m50	73	179	156
Link Length (ft)	606			5622	780	
50th Up Block Time (%)						
95th Up Block Time (%)	9%					
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)	100					

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 9 (10%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Total Lost Time: 9

Sum of Critical v/s Ratios: 0.77

Intersection v/c Ratio: 0.86

Intersection Webster Signal Delay: 12.7

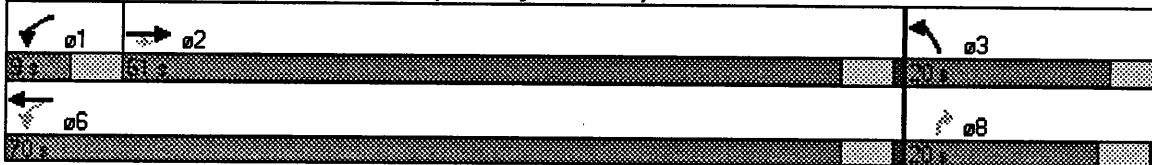
Intersection LOS: B

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 11: CR 578 (County Line Rd) & East Road**



6: CR 578 (County Line Rd) & Waterfall Dr

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↙	↖	↗	↘	↙	↖	↗	↘	↙
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	*1.00	1.00	1.00	*1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt Protected			0.850			0.850		0.875				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3654	1599	1787	3654	1599	1787	1646	0	1787	1881	1599
Frt Perm.			0.850			0.850		0.875				0.850
Flt Perm.	0.114			0.074			0.740			0.579		
Satd. Flow (perm)	214	3654	1599	139	3654	1599	1392	1646	0	1089	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			181			97		95				135
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	276	1922	172	110	1399	92	125	18	90	127	25	202
Confl. Peds. (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	1%	4%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	291	2023	181	116	1473	97	132	19	95	134	26	213
Lane Group Flow (vph)	291	2023	181	116	1473	97	132	114	0	134	26	213
Turn Type	Pm+Pt		Perm Pm+Pt		Perm Pm+Pt		Pm+Pt			Pm+Pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phases	5	2	2	1	6	6	3	8		7	4	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	17.0	17.0	8.0	17.0	17.0	8.0	17.0		8.0	17.0	17.0
Total Split (s)	8.0	57.0	57.0	8.0	57.0	57.0	8.0	17.0	0.0	8.0	17.0	17.0
Total Split (%)	9%	63%	63%	9%	63%	63%	9%	19%	0%	9%	19%	19%
Maximum Green (s)	4.0	52.0	52.0	4.0	52.0	52.0	4.0	12.0		4.0	12.0	12.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0		0.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Coord	Coord	None	Coord	Coord	None	Min		None	Min	Min

6: CR 578 (County Line Rd) & Waterfall Dr

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Lane Grp Cap (vph)	234	2302	1074	187	2302	1043	274	290		236	236	319
v/s Ratio Prot	0.07	0.55		0.03	0.40		0.03	0.05		0.03	0.01	
v/s Ratio Perm	0.78		0.11	0.39		0.06	0.06			0.07		0.08
Critical LG?	Yes									Yes		Yes
Act Effct Green (s)	61.7	56.7	56.7	61.7	56.7	56.7	16.3	11.3		16.3	11.3	11.3
Actuated g/C Ratio	0.69	0.63	0.63	0.69	0.63	0.63	0.18	0.13		0.18	0.13	0.13
v/c Ratio	1.24	0.88	0.17	0.62	0.64	0.09	0.48	0.39		0.57	0.11	0.67
Uniform Delay, d1	10.1	13.8	0.0	4.1	10.3	0.0	30.3	5.8		30.4	34.9	13.3
Platoon Factor	2.03	0.32	1.00	3.67	0.78	99.00	0.92	0.93		0.92	0.93	0.93
Incr. Delay, d2	127.5	2.9	0.2	4.7	1.0	0.1	1.3	0.9		3.1	0.2	5.2
Webster Delay	148.1	7.3	0.2	19.7	9.0	0.1	29.3	6.3		31.2	32.7	17.6
Webster LOS	F	A	A	B	A	A	C	A		C	C	B
Queue Length 50th (ft)	~135	76	0	14	304	0	63	10		64	13	41
Queue Length 95th (ft) m#129	#444	m0	m0	m47	m333	m0	112	56		113	36	112
Link Length (ft)		5622			10797			1568			880	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 6 (7%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Total Lost Time: 12

Sum of Critical v/s Ratios: 0.97

Intersection v/c Ratio: 1.12

Intersection Webster Signal Delay: 18.1

Intersection LOS: B

\* User Entered Value

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

6: CR 578 (County Line Rd) & Waterfall Dr

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

Splits and Phases: 6: CR 578 (County Line Rd) & Waterfall Dr



13: CR 578 (County Line Rd) & Mariner Blvd

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	2		1	2		1	1		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	*1.00	*1.00	1.00	*1.00	*1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt Protected			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3471	3654	1553	3471	3654	1553	1736	3471	1553	1736	3471	1553
Frt Perm.			0.850			0.850			0.850			0.850
Flt Perm.	0.950			0.950			0.212			0.167		
Satd. Flow (perm)	3471	3654	1553	3471	3654	1553	387	3471	1553	305	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169			137			239			264
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	363	1227	204	264	881	142	280	781	274	284	593	264
Confl. Peds. (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	382	1292	215	278	927	149	295	822	288	299	624	278
Lane Group Flow (vph)	382	1292	215	278	927	149	295	822	288	299	624	278
Turn Type	Prot		Perm	Prot		Perm	Pm+Pt		Perm	Pm+Pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8		8	4		4
Detector Phases	5	2	2	1	6	6	3	8	8	7	4	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0	20.0	9.0	20.0	20.0
Total Split (s)	15.0	39.0	39.0	15.0	39.0	39.0	9.0	27.0	27.0	9.0	27.0	27.0
Total Split (%)	17%	43%	43%	17%	43%	43%	10%	30%	30%	10%	30%	30%
Maximum Green (s)	10.0	34.0	34.0	10.0	34.0	34.0	4.0	22.0	22.0	4.0	22.0	22.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (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
Time To Reduce (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
Recall Mode	None	Coord	Coord	None	Coord	Coord	None	None	None	None	None	None















13: CR 578 (County Line Rd) & Mariner Blvd

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

Lane Group												
	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Lane Grp Cap (vph)	463	1470	726	455	1462	703	219	926	589	197	926	608
v/s Ratio Prot	0.11	0.35		0.08	0.25		0.09	0.24		0.10	0.18	
v/s Ratio Perm			0.12			0.08	0.36		0.13	0.40		0.12
Critical LG?	Yes	Yes	Yes							Yes		
Act Effct Green (s)	12.0	36.2	36.2	11.8	36.0	36.0	30.0	24.0	24.0	30.0	24.0	24.0
Actuated g/C Ratio	0.13	0.40	0.40	0.13	0.40	0.40	0.33	0.27	0.27	0.33	0.27	0.27
v/c Ratio	0.83	0.88	0.30	0.61	0.63	0.21	1.35	0.89	0.49	1.52	0.67	0.46
Uniform Delay, d1	38.0	24.9	3.6	36.9	21.7	1.3	23.5	31.7	4.3	22.4	29.5	1.2
Platoon Factor	1.02	0.70	1.09	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incr. Delay, d2	6.3	4.3	0.5	2.4	2.1	0.7	183.3	10.3	0.6	257.3	2.0	0.5
Webster Delay	45.0	21.8	4.4	39.1	23.8	2.0	206.8	42.0	4.9	279.7	31.4	1.8
Webster LOS	D	C	A	D	C	A	F	D	A	F	C	A
Queue Length 50th (ft)	97	352	30	75	207	3	~157	236	21	~187	166	6
Queue Length 95th (ft)	m119	m#455	m32	115	269	35	#321	#343	89	#353	226	65
Link Length (ft)		10797			6875			1630			1006	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 15 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 12  
 Sum of Critical v/s Ratios: 0.97  
 Intersection v/c Ratio: 1.12  
 Intersection Webster Signal Delay: 47.9  
 Intersection LOS: D

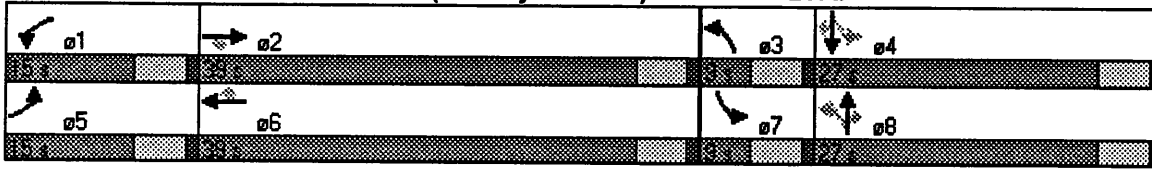
- \* User Entered Value
- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

13: CR 578 (County Line Rd) & Mariner Blvd

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

Splits and Phases: 13: CR 578 (County Line Rd) & Mariner Blvd















18: CR 578 (County Line Rd) & Linden Drive

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**







						
<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt Protected				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	3471	3471	1553	1736	1553
Frt Perm.				0.850		0.850
Flt Perm.	0.167				0.950	
Satd. Flow (perm)	305	3471	3471	1553	1736	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				96		164
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	233	1552	1131	91	127	156
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	245	1634	1191	96	134	164
Lane Group Flow (vph)	245	1634	1191	96	134	164
Turn Type	Pm+Pt			Perm		Perm
Protected Phases	5	2	6		7	
Permitted Phases	2			6		7
Detector Phases	5	2	6	6	7	7
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.5	20.0	16.0	16.0	16.0	16.0
Total Split (s)	9.0	74.0	65.0	65.0	16.0	16.0
Total Split (%)	10%	82%	72%	72%	18%	18%
Maximum Green (s)	5.0	69.0	60.0	60.0	11.0	11.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Coord	Coord	Coord	Min	Min

18: CR 578 (County Line Rd) & Linden Drive

5:00 pm 5/22/2000 With Ayers Extension

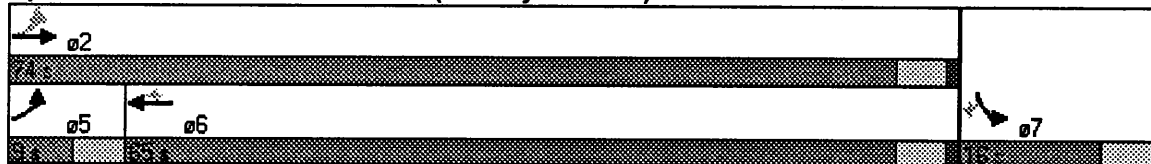
7/3/2000

**Lanes, Volumes, Timings**

						
<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	339	2773	2426	1114	233	351
v/s Ratio Prot	0.05	0.47	0.34		0.08	
v/s Ratio Perm	0.53			0.06		0.06
Critical LG?	Yes				Yes	
Act Effct Green (s)	71.9	71.9	62.9	62.9	12.1	12.1
Actuated g/C Ratio	0.80	0.80	0.70	0.70	0.13	0.13
v/c Ratio	0.72	0.59	0.49	0.09	0.58	0.47
Uniform Delay, d1	2.1	3.4	6.2	0.0	36.5	0.0
Platoon Factor	1.11	1.11	0.51	99.00	0.98	1.00
Incr. Delay, d2	7.4	0.9	0.7	0.1	3.4	1.0
Webster Delay	9.8	4.7	3.8	0.1	39.1	1.0
Webster LOS	A	A	A	A	D	A
Queue Length 50th (ft)	26	147	71	0	72	0
Queue Length 95th (ft)	#59	188	93	0	130	54
Link Length (ft)		2065	7100		1703	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 5 (6%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 6  
 Sum of Critical v/s Ratios: 0.65  
 Intersection v/c Ratio: 0.70  
 Intersection Webster Signal Delay: 5.8  
 Intersection LOS: A  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 18: CR 578 (County Line Rd) & Linden Drive**















20: CR 578 (County Line Rd) & Anderson Snow Road

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**







						
<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			1	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15			9	15	9
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frnt Protected				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	3471	3471	1553	1736	1553
Frnt Perm.				0.850		0.850
Flt Perm.	0.194				0.950	
Satd. Flow (perm)	354	3471	3471	1553	1736	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				134		143
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	187	1385	1008	127	175	136
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	197	1458	1061	134	184	143
Lane Group Flow (vph)	197	1458	1061	134	184	143
Turn Type	Pm+Pt			Perm		Perm
Protected Phases	5	2	6		7	
Permitted Phases	2			6		7
Detector Phases	5	2	6	6	7	7
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.5	20.0	18.0	18.0	18.0	18.0
Total Split (s)	9.0	72.0	63.0	63.0	18.0	18.0
Total Split (%)	10%	80%	70%	70%	20%	20%
Maximum Green (s)	5.0	67.0	58.0	58.0	13.0	13.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Coord	Coord	Coord	Min	Min

20: CR 578 (County Line Rd) & Anderson Snow Road

5:00 pm 5/22/2000 With Ayers Extension

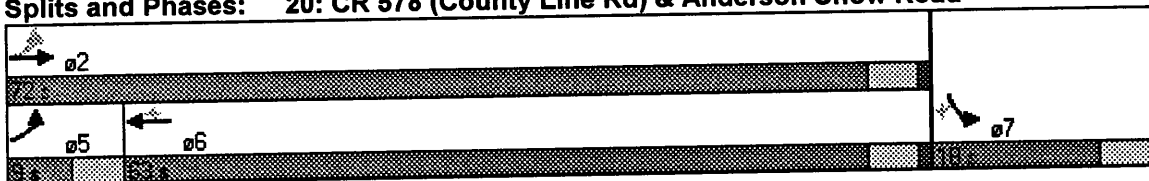
7/3/2000

Lanes, Volumes, Timings

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	367	2696	2349	1094	272	364
v/s Ratio Prot	0.04	0.42	0.31		0.11	
v/s Ratio Perm	0.38			0.08		0.06
Critical LG?		Yes			Yes	
Act Effct Green (s)	69.9	69.9	60.9	60.9	14.1	14.1
Actuated g/C Ratio	0.78	0.78	0.68	0.68	0.16	0.16
v/c Ratio	0.54	0.54	0.45	0.12	0.68	0.39
Uniform Delay, d1	2.5	3.9	6.8	0.0	35.8	0.0
Platoon Factor	1.07	0.82	0.36	99.00	0.98	1.00
Incr. Delay, d2	1.2	0.6	0.6	0.2	6.5	0.7
Webster Delay	3.9	3.8	3.0	0.2	41.4	0.7
Webster LOS	A	A	A	A	D	A
Queue Length 50th (ft)	21	98	36	0	99	0
Queue Length 95th (ft)	45	107	80	0	#172	50
Link Length (ft)		7100	143		1834	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 9 (10%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 6  
 Sum of Critical v/s Ratios: 0.53  
 Intersection v/c Ratio: 0.56  
 Intersection Webster Signal Delay: 5.4  
 Intersection LOS: A  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 20: CR 578 (County Line Rd) & Anderson Snow Road



16: CR 578 (County Line Rd) & Suncoast West

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Lane Configurations		↑↑	↑	↑	↑↑					↑		↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		50	50	50	50					50		50
Trailing Detector (ft)		0	0	0	0					0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt Protected			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3471	1615	1805	3471	0	0	0	0	1805	0	1615
Frt Perm.			0.850									0.850
Flt Perm.				0.131						0.950		
Satd. Flow (perm)	0	3471	1615	249	3471	0	0	0	0	1805	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146									53
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	0	1421	139	52	1085	0	0	0	0	180	0	50
Confl. Peds. (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1496	146	55	1142	0	0	0	0	189	0	53
Lane Group Flow (vph)	0	1496	146	55	1142	0	0	0	0	189	0	53
Turn Type			Perm Pm+Pt							Prot		Custom
Protected Phases		2		1	6					4		
Permitted Phases			2	6								4
Detector Phases		2	2	1	6					4		4
Minimum Initial (s)		4.0	4.0	4.0	4.0					4.0		4.0
Minimum Split (s)		20.0	20.0	8.5	20.0					9.0		9.0
Total Split (s)	0.0	66.0	66.0	9.0	75.0	0.0	0.0	0.0	0.0	15.0	0.0	15.0
Total Split (%)	0%	73%	73%	10%	83%	0%	0%	0%	0%	17%	0%	17%
Maximum Green (s)		61.0	61.0	5.0	70.0					10.0		10.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0		4.0
All-Red Time (s)		1.0	1.0	0.0	1.0					1.0		1.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Minimum Gap (s)		3.0	3.0	3.0	3.0					3.0		3.0
Time Before Reduce (s)		0.0	0.0	0.0	0.0					0.0		0.0
Time To Reduce (s)		0.0	0.0	0.0	0.0					0.0		0.0
Recall Mode		Coord	Coord	None	Coord					None		None

16: CR 578 (County Line Rd) & Suncoast West

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

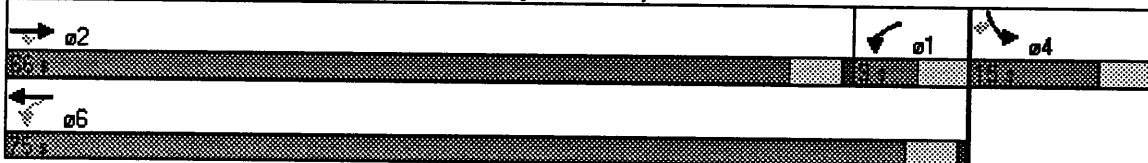
**Lanes, Volumes, Timings**

<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Lane Grp Cap (vph)		2468	1191	286	2777					241		261
v/s Ratio Prot		0.43		0.01	0.33					0.10		
v/s Ratio Perm			0.09	0.14								0.03
Critical LG?		Yes			Yes					Yes		
Act Effct Green (s)		64.0	64.0	72.0	72.0					12.0		12.0
Actuated g/C Ratio		0.71	0.71	0.80	0.80					0.13		0.13
v/c Ratio		0.61	0.12	0.19	0.41					0.78		0.20
Uniform Delay, d1		6.6	0.0	2.3	2.7					37.7		0.0
Platoon Factor		1.12	99.00	0.98	1.32					1.00		1.00
Incr. Delay, d2		0.9	0.2	0.3	0.4					15.3		0.4
Webster Delay		8.3	0.2	2.6	4.0					53.0		0.4
Webster LOS		A	A	A	A					D		A
Queue Length 50th (ft)		232	4	3	95					106		0
Queue Length 95th (ft)		306	m11	m2	12					#214		32
Link Length (ft)		143			1524			1220			1203	
50th Up Block Time (%)		15%										
95th Up Block Time (%)		15%										
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)		226										

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 14 (16%), Referenced to phase 2:EBT and 6:WBTL, Start of Green  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 6  
 Sum of Critical v/s Ratios: 0.57  
 Intersection v/c Ratio: 0.61  
 Intersection Webster Signal Delay: 8.8  
 Intersection LOS: A

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 16: CR 578 (County Line Rd) & Suncoast West**





28: CR 578 (County Line Rd) & Suncoast East

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↙	↕	↖	↗	↘	↙	↕	↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt Protected						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1805	3471	0	0	3471	1615	1805	0	1615	0	0	0
Frnt Perm.						0.850			0.850			
Flt Perm.	0.204						0.950					
Satd. Flow (perm)	388	3471	0	0	3471	1615	1805	0	1615	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						137			76			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	70	1531	0	0	1036	130	101	0	72	0	0	0
Confl. Peds. (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	74	1612	0	0	1091	137	106	0	76	0	0	0
Lane Group Flow (vph)	74	1612	0	0	1091	137	106	0	76	0	0	0
Turn Type	Pm+Pt					Perm	Prot		Custom			
Protected Phases	5	2			6		8					
Permitted Phases	2					6			8			
Detector Phases	5	2			6	6	8		8			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	8.5	20.0			20.0	20.0	9.0		9.0			
Total Split (s)	9.0	79.0	0.0	0.0	70.0	70.0	11.0	0.0	11.0	0.0	0.0	0.0
Total Split (%)	10%	88%	0%	0%	78%	78%	12%	0%	12%	0%	0%	0%
Maximum Green (s)	5.0	74.0			65.0	65.0	6.0		6.0			
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
All-Red Time (s)	0.0	1.0			1.0	1.0	1.0		1.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Minimum Gap (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Time Before Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Time To Reduce (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Recall Mode	None	Coord			Coord	Coord	None		None			

28: CR 578 (County Line Rd) & Suncoast East

5:00 pm 5/22/2000 With Ayers Extension

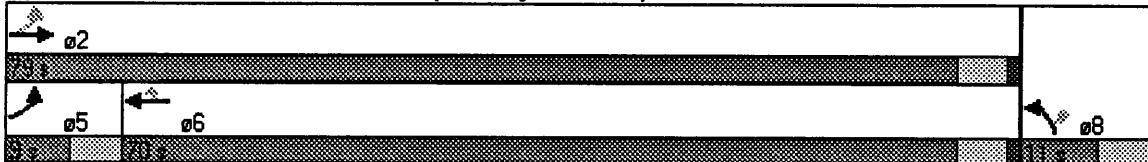
7/3/2000

**Lanes, Volumes, Timings**

<u>Lane Group</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Lane Grp Cap (vph)	406	2931			2623	1254	160		213			
v/s Ratio Prot	0.01	0.46			0.31		0.06					
v/s Ratio Perm	0.14					0.08			0.03			
Critical LG?		Yes					Yes					
Act Effct Green (s)	76.0	76.0			68.0	68.0	8.0		8.0			
Actuated g/C Ratio	0.84	0.84			0.76	0.76	0.09		0.09			
v/c Ratio	0.18	0.55			0.42	0.11	0.66		0.36			
Uniform Delay, d1	1.1	2.0			3.9	0.0	39.7		0.0			
Platoon Factor	0.18	0.18			0.55	99.00	1.00		1.00			
Incr. Delay, d2	0.2	0.6			0.4	0.1	9.9		1.0			
Webster Delay	0.4	1.0			2.5	0.1	49.5		1.0			
Webster LOS	A	A			A	A	D		A			
Queue Length 50th (ft)	0	0			45	0	59		0			
Queue Length 95th (ft)	m0	0			m73	m0	#134		37			
Link Length (ft)		1524			357			1155			1134	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 38 (42%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 6  
 Sum of Critical v/s Ratios: 0.52  
 Intersection v/c Ratio: 0.56  
 Intersection Webster Signal Delay: 3.1  
 Intersection LOS: A  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

**Splits and Phases: 28: CR 578 (County Line Rd) & Suncoast East**



# Ayers Road Extension

32: CR 578 (County Line Rd) & ~~(County Line Rd)~~

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

## Lanes, Volumes, Timings

	→	↖	↙	←	↗	↘
<u>Lane Group</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NWL</u>	<u>NWR</u>
Lane Configurations	↑↑	↑	↑	↑↑	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	1		2	0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	
Turning Speed (mph)		9	15		15	9
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	0.95
Frt Protected		0.850			0.981	
Flt Protected			0.950		0.958	
Satd. Flow (prot)	3471	1553	1736	3471	3331	0
Frt Perm.		0.850			0.981	
Flt Perm.			0.950		0.958	
Satd. Flow (perm)	3471	1553	1736	3471	3331	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		788			16	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	783	820	117	570	596	85
Confl. Peds. (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	824	863	123	600	627	89
Lane Group Flow (vph)	824	863	123	600	716	0
Turn Type		Custom	Prot			
Protected Phases		2	1	6	8	
Permitted Phases	2			6		
Detector Phases	2	2	1	6	8	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	18.0	20.0	20.0	
Total Split (s)	50.0	50.0	18.0	68.0	22.0	0.0
Total Split (%)	56%	56%	20%	76%	24%	0%
Maximum Green (s)	45.0	45.0	14.0	63.0	17.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	
Recall Mode	Coord	Coord	Min	Coord	None	

Ayers Road Extension

32: CR 578 (County Line Rd) & ~~(County Line Rd)~~

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

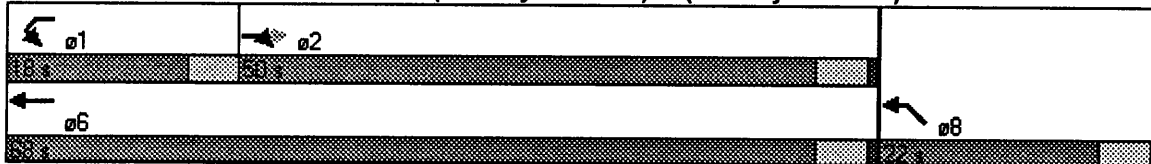
**Lanes, Volumes, Timings**

	→	↘	↙	←	↖	↗
<u>Lane Group</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NWL</u>	<u>NWR</u>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	1924	1212	233	2507	716	
v/s Ratio Prot		0.39	0.07	0.17	0.21	
v/s Ratio Perm	0.24					
Critical LG?		Yes	Yes		Yes	
Act Effct Green (s)	49.9	49.9	12.1	65.0	19.0	
Actuated g/C Ratio	0.55	0.55	0.13	0.72	0.21	
v/c Ratio	0.43	0.71	0.53	0.24	1.00	
Uniform Delay, d1	11.7	0.9	36.3	4.2	34.7	
Platoon Factor	1.05	5.34	0.79	1.11	1.00	
Incr. Delay, d2	0.6	3.1	2.1	0.2	33.6	
Webster Delay	12.9	7.6	30.7	4.9	68.3	
Webster LOS	B	A	C	A	E	
Queue Length 50th (ft)	116	21	66	51	~207	
Queue Length 95th (ft)	166	21	116	103	#329	
Link Length (ft)	357			1866	4848	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 18 (20%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Total Lost Time: 9  
 Sum of Critical v/s Ratios: 0.69  
 Intersection v/c Ratio: 0.77  
 Intersection Webster Signal Delay: 23.3  
 Intersection LOS: C

- ~ 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: 32: CR 578 (County Line Rd) & (County Line Rd)**





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR

95th Up Block Time (%)  
 Turn Bay Length (ft)  
 50th Bay Block Time %  
 95th Bay Block Time %  
 Queuing Penalty (veh)

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 72 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 20.9  
 Intersection Capacity Utilization 61.3%  
 Intersection LOS: C  
 ICU Level of Service B  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Ayers Ext & US 41

ø1 9 s	ø2 30 s	ø3 9 s	ø4 42 s
ø5 9 s	ø6 30 s	ø7 9 s	ø8 42 s

Lanes, Volumes, Timings







Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↘	↙	↘	↙	↘
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%	0%	0%	0%	0%	0%
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	1	1	1	1	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15	9	15	9
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt Protected	0.950	0.850	0.950		0.850	
Satd. Flow (prot)	1736	1553	1736	3471	3471	1553
Frt Perm.	0.950	0.850	0.145		0.850	
Satd. Flow (perm)	1736	1553	265	3471	3471	1553
Right Turn on Red	Yes	Yes				Yes
Satd. Flow (RTOR)	266	266				46
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Volume (vph)	60	618	450	850	693	44
Confl. Peds. (#/hr)	0.95	0.95	0.95	0.95	0.95	0.95
Peak Hour Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	0%			0%	0%	
Mid-Block Traffic (%)	0%	63	651	474	895	729
Adj. Flow (vph)	63	651	474	895	729	46
Lane Group Flow (vph)	63	651	474	895	729	46
Turn Type	4	Perm Pm+Pl	5	2	6	Perm
Protected Phases	4	4	5	2	6	6
Permitted Phases	4	4	5	2	6	6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.5	20.0	20.0	20.0
Total Split (s)	47.0	47.0	11.0	43.0	32.0	32.0
Total Split (%)	52%	52%	12%	48%	36%	36%
Maximum Green (s)	42.0	42.0	7.0	38.0	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.0	1.0	1.0	1.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	Min	Min	Min

21: (County Line Rd) & US 41

5:00 pm 5/22/2000 With Ayers Extension

7/3/2000

**Lanes, Volumes, Timings**

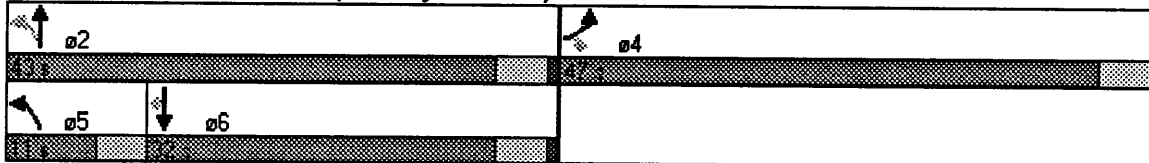
						
<u>Lane Group</u>	<u>EBL</u>	<u>EBR</u>	<u>NBL</u>	<u>NBT</u>	<u>SBT</u>	<u>SBR</u>
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Lane Grp Cap (vph)	685	774	336	1776	1141	541
v/s Ratio Prot	0.04		0.19	0.26	0.21	
v/s Ratio Perm		0.33	0.53			0.03
Critical LG?		Yes	Yes			
Act Effct Green (s)	25.2	25.2	32.7	32.7	21.0	21.0
Actuated g/C Ratio	0.39	0.39	0.51	0.51	0.33	0.33
v/c Ratio	0.09	0.84	1.41	0.50	0.64	0.09
Uniform Delay, d1	12.1	9.9	13.5	10.3	18.2	0.0
Platoon Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incr. Delay, d2	0.1	8.2	201.7	1.0	2.7	0.3
Webster Delay	12.2	18.1	215.2	11.3	21.0	0.3
Webster LOS	B	B	F	B	C	A
Queue Length 50th (ft)	15	130	~231	118	127	0
Queue Length 95th (ft)	39	307	#557	254	247	17
Link Length (ft)	4848			3905	10379	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 63.9  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Total Lost Time: 6  
 Sum of Critical v/s Ratios: 1.05  
 Intersection v/c Ratio: 1.13  
 Intersection Webster Signal Delay: 49.0  
 Intersection LOS: D

~ 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: 21: (County Line Rd) & US 41**





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Estimates

Design Year (2025) SIGNAL 94 Queue Length

APPENDIX H

**DESIGN YEAR (2025) QUEUE LENGTH ESTIMATES  
CR 578 (COUNTY LINE ROAD)  
WITH AYERS ROAD EXTENSION  
BASED ON SIGNAL 94 FORMULA**

Movement		Peak Hour Volume (Veh/Hr)	Volume/ Capacity Ratio	G/C Ratio	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Queue Length (Ft)
<b>INTERSECTION: CR 578 - COBBLESTONE DRIVE - AM PEAK</b>									
Eastbound	L	92	0.49	0.827	110.0	1	92	1.0%	25
	T	1634	0.60	0.827	110.0	2	817	5.0%	233
Westbound	T	1986	0.84	0.727	110.0	2	993	5.0%	447
	R	92	0.07	0.864	110.0	1	92	1.0%	19
Southbound	L	102	0.60	0.100	110.0	1	102	1.0%	142
	R	122	0.38	0.209	110.0	1	122	1.0%	150
<b>INTERSECTION: CR 578 - COBBLESTONE DRIVE - PM PEAK</b>									
Eastbound	L	122	0.51	0.789	90.0	1	122	1.0%	33
	T	1986	0.76	0.789	90.0	2	993	4.0%	279
Westbound	T	1634	0.74	0.667	90.0	2	817	4.0%	362
	R	102	0.08	0.833	90.0	1	102	1.0%	22
Southbound	L	92	0.44	0.122	90.0	1	92	1.0%	103
	R	92	0.24	0.256	90.0	1	92	1.0%	87
<b>INTERSECTION: CR 578 - EAST ROAD - AM PEAK</b>									
Eastbound	T	1544	0.66	0.718	110.0	2	772	5.0%	359
	R	192	0.15	0.855	110.0	1	192	5.0%	46
Westbound	L	231	0.88	0.827	110.0	1	231	5.0%	66
	T	2026	0.75	0.827	110.0	2	1013	5.0%	289
Northbound	L	52	0.32	0.100	110.0	1	52	5.0%	77
	R	99	0.32	0.209	110.0	1	99	5.0%	129
<b>INTERSECTION: CR 578 - EAST ROAD - PM PEAK</b>									
Eastbound	T	2026	0.97	0.633	90.0	2	1013	4.0%	494
	R	52	0.04	0.833	90.0	1	52	4.0%	12
Westbound	L	99	0.44	0.756	90.0	1	99	4.0%	32
	T	1544	0.62	0.756	90.0	2	772	4.0%	251
Northbound	L	192	0.75	0.156	90.0	1	192	4.0%	216
	R	231	0.54	0.289	90.0	1	231	4.0%	218

**DESIGN YEAR (2025) QUEUE LENGTH ESTIMATES  
CR 578 (COUNTY LINE ROAD)  
WITH AYERS ROAD EXTENSION  
BASED ON SIGNAL 94 FORMULA**

Movement		Peak Hour Volume (Veh/Hr)	Volume/ Capacity Ratio	G/C Ratio	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Queue Length (Ft)
<b>INTERSECTION: CR 578 - WATERFALL DRIVE / WINDING OAKS BLVD. - AM PEAK</b>									
Eastbound	L	202	0.93	0.725	110.0	1	202	1.0%	86
	T	1399	0.70	0.608	110.0	2	700	5.0%	452
	R	125	0.12	0.716	110.0	1	125	1.0%	55
Westbound	L	90	0.35	0.725	110.0	1	90	1.0%	38
	T	1922	0.97	0.608	110.0	2	961	5.0%	622
	R	127	0.12	0.716	110.0	1	127	1.0%	56
Northbound	L	172	0.61	0.203	110.0	1	172	1.0%	213
	TR	135	0.83	0.104	110.0	1	135	1.0%	188
Southbound	L	92	0.49	0.203	110.0	1	92	1.0%	114
	T	18	0.10	0.104	110.0	1	18	1.0%	25
	R	276	0.79	0.230	110.0	1	276	1.0%	330
<b>INTERSECTION: CR 578 - WATERFALL DRIVE / WINDING OAKS BLVD. - PM PEAK</b>									
Eastbound	L	276	0.99	0.700	90.0	1	276	1.0%	105
	T	1922	0.99	0.561	90.0	2	961	4.0%	561
	R	172	0.20	0.561	90.0	1	172	1.0%	96
Westbound	L	110	0.42	0.700	90.0	1	110	1.0%	42
	T	1399	0.72	0.561	90.0	2	700	4.0%	408
	R	92	0.11	0.561	90.0	1	92	1.0%	51
Northbound	L	125	0.45	0.211	90.0	1	125	1.0%	125
	TR	108	0.33	0.211	90.0	1	108	1.0%	108
Southbound	L	127	0.52	0.211	90.0	1	127	1.0%	127
	T	25	0.07	0.211	90.0	1	25	1.0%	25
	R	202	0.37	0.361	90.0	1	202	1.0%	164

**DESIGN YEAR (2025) QUEUE LENGTH ESTIMATES  
CR 578 (COUNTY LINE ROAD)  
WITH AYERS ROAD EXTENSION  
BASED ON SIGNAL 94 FORMULA**

Movement		Peak Hour Volume (Veh/Hr)	Volume/ Capacity Ratio	G/C Ratio	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Queue Length (Ft)
<b>INTERSECTION: CR 578 - MARINER BOULEVARD - AM PEAK</b>									
Eastbound	L	264	0.81	0.100	110.0	2	132	5.0%	196
	T	881	0.64	0.400	110.0	2	441	5.0%	436
	R	280	0.40	0.482	110.0	1	280	5.0%	239
Westbound	L	274	0.71	0.118	110.0	2	137	5.0%	199
	T	1227	0.85	0.418	110.0	2	614	5.0%	589
	R	284	0.36	0.536	110.0	1	284	5.0%	217
Northbound	L	204	0.97	0.373	110.0	1	204	5.0%	211
	T	593	0.68	0.255	110.0	2	297	5.0%	364
	R	264	0.49	0.373	110.0	1	264	5.0%	273
Southbound	L	142	0.59	0.373	110.0	1	142	5.0%	147
	T	781	0.89	0.255	110.0	2	391	5.0%	480
	R	363	0.64	0.391	110.0	1	363	5.0%	365
<b>INTERSECTION: CR 578 - MARINER BOULEVARD - PM PEAK</b>									
Eastbound	L	363	0.99	0.111	90.0	2	182	4.0%	215
	T	1227	0.99	0.356	90.0	2	614	4.0%	525
	R	204	0.27	0.517	90.0	1	204	4.0%	131
Westbound	L	264	0.72	0.111	90.0	2	132	4.0%	156
	T	881	0.71	0.356	90.0	2	441	4.0%	377
	R	142	0.19	0.517	90.0	1	142	4.0%	91
Northbound	L	280	0.97	0.400	90.0	1	280	4.0%	223
	T	781	0.99	0.239	90.0	2	391	4.0%	395
	R	274	0.47	0.394	90.0	1	274	4.0%	221
Southbound	L	284	0.99	0.400	90.0	1	284	4.0%	227
	T	593	0.75	0.239	90.0	2	297	4.0%	300
	R	264	0.45	0.394	90.0	1	264	4.0%	213

**DESIGN YEAR (2025) QUEUE LENGTH ESTIMATES  
CR 578 (COUNTY LINE ROAD)  
WITH AYERS ROAD EXTENSION  
BASED ON SIGNAL 94 FORMULA**

Movement		Peak Hour Volume (Veh/Hr)	Volume/ Capacity Ratio	G/C Ratio	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Queue Length (Ft)
<b>INTERSECTION: CR 578 - LINDEN DRIVE - AM PEAK</b>									
Eastbound	L	156	0.67	0.791	110.0	1	156	5.0%	54
	T	1131	0.44	0.791	110.0	2	566	5.0%	195
Westbound	T	1552	0.69	0.691	110.0	2	776	5.0%	396
	R	127	0.10	0.864	110.0	1	127	5.0%	28
Southbound	L	91	0.41	0.136	110.0	1	91	5.0%	130
	R	233	0.65	0.245	110.0	1	233	5.0%	290
<b>INTERSECTION: CR 578 - LINDEN DRIVE - PM PEAK</b>									
Eastbound	L	233	0.64	0.789	90.0	1	233	4.0%	65
	T	1552	0.60	0.789	90.0	2	776	4.0%	218
Westbound	T	1131	0.51	0.667	90.0	2	566	4.0%	250
	R	91	0.07	0.833	90.0	1	91	4.0%	20
Southbound	L	127	0.63	0.122	90.0	1	127	4.0%	148
	R	156	0.41	0.256	90.0	1	156	4.0%	154
<b>INTERSECTION: CR 578 - ANDERSON SNOW ROAD - AM PEAK</b>									
Eastbound	L	136	0.41	0.800	110.0	1	136	5.0%	45
	T	1008	0.39	0.800	110.0	2	504	5.0%	166
Westbound	T	1385	0.61	0.691	110.0	2	693	5.0%	353
	R	175	0.14	0.855	110.0	1	175	5.0%	42
Southbound	L	127	0.61	0.127	110.0	1	127	5.0%	183
	R	187	0.54	0.236	110.0	1	187	5.0%	236

**DESIGN YEAR (2025) QUEUE LENGTH ESTIMATES  
CR 578 (COUNTY LINE ROAD)  
WITH AYERS ROAD EXTENSION  
BASED ON SIGNAL 94 FORMULA**

Movement		Peak Hour Volume (Veh/Hr)	Volume/ Capacity Ratio	G/C Ratio	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Queue Length (Ft)
<b>INTERSECTION: CR 578 - ANDERSON SNOW ROAD - PM PEAK</b>									
Eastbound	L	187	0.48	0.767	90.0	1	187	4.0%	58
	T	1385	0.55	0.767	90.0	2	693	4.0%	215
Westbound	T	1008	0.47	0.644	90.0	2	504	4.0%	239
	R	127	0.10	0.833	90.0	1	127	4.0%	28
Southbound	L	175	0.73	0.144	90.0	1	175	4.0%	199
	R	136	0.33	0.278	90.0	1	136	4.0%	131
<b>INTERSECTION: CR 578 - SUNCOAST PARKWAY (WEST SIDE) - AM PEAK</b>									
Eastbound	T	1034	0.46	0.691	110.0	2	517	5.0%	264
	R	101	0.08	0.855	110.0	1	101	0.0%	22
Westbound	L	72	0.16	0.800	110.0	1	72	0.0%	22
	T	1490	0.57	0.800	110.0	2	745	5.0%	246
Southbound	L	130	0.60	0.127	110.0	1	130	0.0%	173
	R	70	0.36	0.127	110.0	1	70	0.0%	93
<b>INTERSECTION: CR 578 - SUNCOAST PARKWAY (WEST SIDE) - PM PEAK</b>									
Eastbound	T	1421	0.66	0.656	90.0	2	711	4.0%	325
	R	139	0.11	0.822	90.0	1	139	0.0%	31
Westbound	L	52	0.14	0.789	90.0	1	52	0.0%	14
	T	1085	0.42	0.789	90.0	2	543	4.0%	152
Southbound	L	180	0.86	0.122	90.0	1	180	0.0%	198
	R	50	0.27	0.122	90.0	1	50	0.0%	55

**DESIGN YEAR (2025) QUEUE LENGTH ESTIMATES  
CR 578 (COUNTY LINE ROAD)  
WITH AYERS ROAD EXTENSION  
BASED ON SIGNAL 94 FORMULA**

Movement		Peak Hour Volume (Veh/Hr)	Volume/ Capacity Ratio	G/C Ratio	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Queue Length (Ft)
<b>INTERSECTION: CR 578 - SUNCOAST PARKWAY (EAST SIDE) - AM PEAK</b>									
Eastbound	L	50	0.17	0.827	110.0	1	50	0.0%	13
	T	1114	0.41	0.827	110.0	2	557	5.0%	159
Westbound	T	1423	0.60	0.727	110.0	2	712	5.0%	320
	R	180	0.14	0.864	110.0	1	180	0.0%	37
Northbound	L	139	0.81	0.100	110.0	1	139	0.0%	191
	R	52	0.34	0.100	110.0	1	52	0.0%	72
<b>INTERSECTION: CR 578 - SUNCOAST PARKWAY (EAST SIDE) - PM PEAK</b>									
Eastbound	L	70	0.17	0.789	90.0	1	70	0.0%	18
	T	1531	0.59	0.789	90.0	2	766	4.0%	215
Westbound	T	1036	0.47	0.667	90.0	2	518	4.0%	229
	R	130	0.10	0.833	90.0	1	130	0.0%	27
Northbound	L	101	0.48	0.122	90.0	1	101	0.0%	111
	R	72	0.39	0.122	90.0	1	72	0.0%	79
<b>INTERSECTION: CR 578 - AYERS EXTENSION - AM PEAK</b>									
Eastbound	T	570	0.38	0.455	110.0	2	285	5.0%	256
	R	596	0.50	0.809	110.0	1	596	5.0%	188
Westbound	L	85	0.41	0.127	110.0	1	85	5.0%	122
	T	783	0.39	0.618	110.0	2	392	5.0%	247
Northbound	LR	937	0.90	0.318	110.0	2	469	5.0%	527
<b>INTERSECTION: CR 578 - AYERS EXTENSION - PM PEAK</b>									
Eastbound	T	783	0.45	0.522	90.0	2	392	4.0%	249
	R	820	0.69	0.800	90.0	1	820	4.0%	218
Westbound	L	117	0.58	0.122	90.0	1	117	4.0%	137
	T	570	0.25	0.678	90.0	2	285	4.0%	122
Northbound	LR	681	0.88	0.233	90.0	2	341	4.0%	347

**DESIGN YEAR (2025) QUEUE LENGTH ESTIMATES  
CR 578 (COUNTY LINE ROAD)  
WITH AYERS ROAD EXTENSION  
BASED ON SIGNAL 94 FORMULA**

Movement		Peak Hour Volume (Veh/Hr)	Volume/ Capacity Ratio	G/C Ratio	Cycle Length (Sec)	Number of Lanes	Per-Lane Volume (VPHPL)	Percent Trucks	Queue Length (Ft)
<b>INTERSECTION: AYERS EXTENSION - US 41 - AM PEAK</b>									
Eastbound	L	154	0.38	0.336	110.0	1	154	5.0%	169
	T	199	0.18	0.336	110.0	2	100	5.0%	109
	R	115	0.19	0.418	110.0	1	115	5.0%	110
Westbound	L	64	0.19	0.327	110.0	1	64	5.0%	71
	T	272	0.25	0.327	110.0	2	136	5.0%	151
	R	110	0.17	0.436	110.0	1	110	5.0%	102
Northbound	L	159	0.47	0.500	110.0	1	159	5.0%	131
	TR	578	0.47	0.382	110.0	2	289	5.0%	295
Southbound	L	151	0.39	0.500	110.0	1	151	5.0%	125
	T	731	0.59	0.382	110.0	2	366	5.0%	373
	R	212	0.30	0.491	110.0	1	212	5.0%	178
<b>INTERSECTION: AYERS EXTENSION - US 41 - PM PEAK</b>									
Eastbound	L	212	0.52	0.378	90.0	1	212	4.0%	175
	T	272	0.32	0.256	90.0	2	136	4.0%	135
	R	159	0.28	0.389	90.0	1	159	4.0%	129
Westbound	L	46	0.12	0.378	90.0	1	46	4.0%	38
	T	199	0.24	0.256	90.0	2	100	4.0%	99
	R	151	0.26	0.389	90.0	1	151	4.0%	123
Northbound	L	115	0.30	0.533	90.0	1	115	4.0%	71
	TR	795	0.59	0.411	90.0	2	398	4.0%	311
Southbound	L	110	0.37	0.533	90.0	1	110	4.0%	68
	T	532	0.39	0.411	90.0	2	266	4.0%	208
	R	154	0.19	0.544	90.0	1	154	4.0%	93



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Traffic Noise Data

# APPENDIX I

