FINAL
Interchange Modification Report

APPENDICES
VOLUME I OF III

Interstate 75 Interchange with
State Road 52
In Pasco County, Florida

Prepared for:
Federal Highway Administration
Florida Department of Transportation

October 2000

APPENDIX B

Network Validation Letter

Florida Department of Transportation

JEB BUSH
GOVERNOR

11201 N. MCKINLEY DRIVE * TAMPA, FLORIDA 33612-6483 * (813) 975-6116 * 1-800-226-7220
PLANNING MS 7-340

THOMAS F. BARRY, JR.
SECRETARY

April 28, 1999

Mr.Ming Gao, P.E.
Florida Department of Transportation
District 7 PD&E
MS 7-500
11201 N. McKinley Drive
Tampa, Florida 33612-6403

Re: Tampa Bay Regional Planning Model, Version 3.1- Certification Letter for the **I-75/S.R. 52 Interchange Modification Report**

Dear Mr. Gao:

The Tampa Bay Regional Planning Model is recognized by the FDOT and area MPOs as the accepted FSUTMS model for the Tampa Bay region. The study area boundaries for this model include Hillsborough, Pinellas, Pasco, Hernando, and Citrus Counties as well as expansions to the east and south. The TBRPM was validated last year (1998) to reflect 1995 transportation system conditions for the entire model study area network including those within Pasco County. The model met or exceeded a strict set of criterion for the validation effort.

Therefore, the Department is authorizing the use of the Tampa Bay Regional Planning Model for use in forecasting future year traffic with the above referenced project.

Please contact me if you have any questions or need further information.

Sincerely,

Daniel R. Lamb
District Systems Planning Administrator

cc: Waddah Farah, Diane Quiqley, Sharon Phillips, Gary Klecker

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APPENDIX C

2020 Model Assignment Volume Worksheet

04/22/99

Peak Season Weekday Average Daily Traffic (PKSWADT)

		RTA MODEL SUMMARY			NCHRP ADJUSTMENTS			PKSWADT*.96= AADT	
		1	2	3	4 = (1/2)*3	5 = (1-2)+3	6 = (4+5)/2		
Roadway	At	1995 COUNT	95B VOLUME	2020i VOLUME	2020 ADJ RATIO	2020 ADJ DIFF.	2020 ADJ. AVG	2020 AADT	1997 AADT
SR52	E of CR 58	12,100	13,000	22,700	21,128	21,800	21,464	20,606	11,900
SR52	E of I-75	9,700	10,600	18,100	16,563	17,200	16,882	16,206	8,600
I-75	N of SR 52	34,800	30,900	64,400	72,528	68,300	70,414	67,598	37,000
I-75	S of SR 52	42,800	38,000	68,500	77,153	73,300	75,226	72,217	45,000

		Model 2020 AADT	Adjusted 2020 AADT
SR52	E of I-75	16,200	20,400

TG

TREND ANALYSIS FROM HISTORICAL COUNTS

I75h93.wk4

W.P.I. #:	7147619	COUNTY:	Pasco
STATION #:	93		
LOCATION:	I-75	(N OF SR 52)	

HISTORICAL AADT		CALCULATED
X	Y	REGRESSION
YEAR	AADT	POINTS
1970	6,733	9,112
1971	8,432	10,089
1972	10,477	11,066
1973	11,448	12,044
1974	11,141	13,021
1975	12,231	13,998
1976	18,621	14,975
1977	19,243	15,953
1978	21,231	16,930
1979	22,913	17,907
1980	18,431	18,884
1981	17,793	19,862
1982	20,497	20,839
1983	19,490	21,816
1984	22,365	22,793
1985	23,483	23,771
1986	24,455	24,748
1987	25,302	25,725
1988	27,543	26,702
1991	30,866	29,634
1992	28,500	30,611
1993	31,500	31,588
1994	31,500	32,566
1995	33,000	33,543
1996	34,000	34,520
1997	37,000	35,497

TO HAVE THE REGRESSION ANALYSIS
PRESS : /, D, R, X RANGE, Y RANGE, GO

Regression Output:

Constant		-1916043
Std Err of Y Est		2087.9812
R Squared		0.9410482
No. of Observations		26
Degrees of Freedom		24
X Coefficient(s)	977.236096	
Std Err of Coef.	49.9271127	

DESIRED YEAR TRAFFIC

EXAMPLE:

2028 65,792

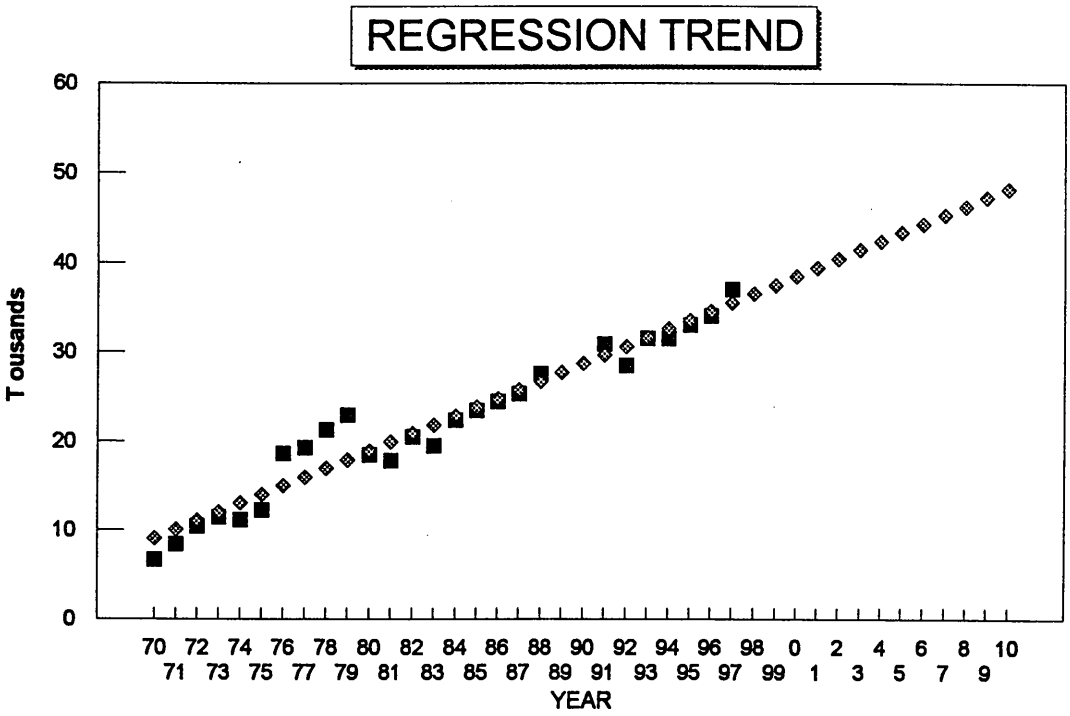
YEAR	AADT	SLOPE RATE/YEAR
1995	33,543	977
2000	38,429	
2005	43,315	
2010	48,201	
2015	53,088	
2020	57,974	

GROWTH RATE (Linear) Avg 3 points

GIVEN :	YEAR	VALUE
	1973	11,022
	1996	34,667
DIFFERENCE	23	23,645
DIFFERENCE Per Year		1,028
ANNUAL GROWTH RATE =		9.33%
FUTURE	YEAR	VALUE
	2008	47,003
	2020	59,339
	2028	67,564

ANNUAL GROWTH RATE (Regression)

GIVEN :	YEAR	VALUE
	1995	33,543
	2020	57,974
DIFFERENCE	25	24,431
DIFFERENCE Per Year		977
ANNUAL GROWTH RATE =		2.91%
FUTURE	YEAR	VALUE
	2008	46,247
	2020	57,974
	2028	65,792


REGRESSION TREND
60
50
40
30
20
10
0
Tousands
70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 0 2 4 6 8 10
71 73 75 77 79 81 83 85 87 89 91 93 95 97 99 1 3 5 7 9
YEAR

TG

TREND ANALYSIS FROM HISTORICAL COUNTS

I75h86.wk4

W.P.I. #:	7147619	COUNTY:	Pasco
STATION #:	86		
LOCATION:	I-75	(S OF SR 52)	

HISTORICAL AADT		CALCULATED	TO HAVE THE REGRESSION ANALYSIS
X	Y	REGRESSION	PRESS : /, D, R, X RANGE, Y RANGE, GO
YEAR	AADT	POINTS	
			Regression Output:
1970	7,266	6,142	Constant -2868478
1971	10,666	7,602	Std Err of Y Est 2649.1973
1972	10,919	9,061	R Squared 0.9567268
1973	12,719	10,520	No. of Observations 26
1974	13,319	11,979	Degrees of Freedom 24
1975	14,027	13,438	
1976	12,343	14,898	X Coefficient(s) 1459.19838
1977	15,087	16,357	Std Err of Coef. 63.3467253
1978	18,456	17,816	
1979	20,244	19,275	
1980	18,867	20,734	
1981	18,476	22,194	
1982	21,046	23,653	
1983	20,926	25,112	
1984	23,386	26,571	
1985	24,556	28,030	
1986	28,606	29,490	
1987	31,708	30,949	
1988	34,108	32,408	
1991	40,147	36,786	
1992	41,500	38,245	
1993	46,000	39,704	
1994	39,000	41,163	
1995	43,500	42,622	
1996	42,500	44,082	
1997	45,000	45,541	

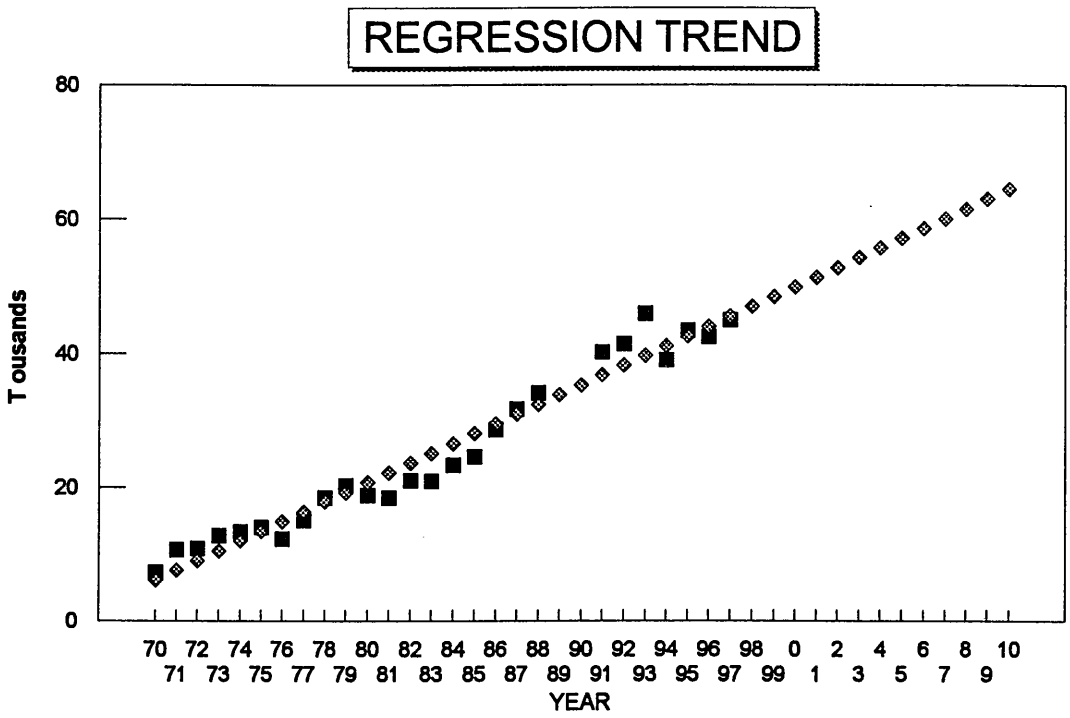
DESIRED YEAR TRAFFIC		YEAR	AADT	*SLOPE* RATE/YEAR
		1995	42,622	1,459
EXAMPLE:		2000	49,918	
		2005	57,214	
2028	90,776	2010	64,510	
		2015	71,806	
		2020	79,102	

GROWTH RATE (Linear) Avg 3 points

GIVEN :	YEAR	VALUE
	1973	12,319
	1996	43,667
DIFFERENCE	23	31,348
DIFFERENCE Per Year		1,363
ANNUAL GROWTH RATE =		11.06%
FUTURE	**YEAR**	**VALUE**
	2008	60,022
	2020	76,377
	2028	87,281

ANNUAL GROWTH RATE (Regression)

GIVEN :	YEAR	VALUE
	1995	42,622
	2020	79,102
DIFFERENCE	25	36,480
DIFFERENCE Per Year		1,459
ANNUAL GROWTH RATE =		3.42%
FUTURE	**YEAR**	**VALUE**
	2008	61,592
	2020	79,102
	2028	90,776


REGRESSION TREND
80
60
40
20
0
T ousands
70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 0 2 4 6 8 10
71 73 75 77 79 81 83 85 87 89 91 93 95 97 99 1 3 5 7 9
YEAR

TG

TREND ANALYSIS FROM HISTORICAL COUNTS

36phist.wk4

W.P.I. #:
COUNTY: Pasco
STATION #: 36
LOCATION: SR 52 (W OF I-75)

HISTORICAL AADT		CALCULATED
X	Y	REGRESSION
YEAR	AADT	POINTS
1970	1,530	677
1971	1,987	1,083
1972	2,557	1,488
1973	2,775	1,894
1974	2,809	2,300
1975	3,776	2,705
1976	3,754	3,111
1977	3,588	3,516
1978	3,453	3,922
1979	3,439	4,327
1980	3,923	4,733
1981	3,009	5,139
1982	4,283	5,544
1983	3,968	5,950
1984	4,790	6,355
1985	5,615	6,761
1986	6,554	7,166
1987	6,879	7,572
1988	7,684	7,977
1991	13,156	9,194
1992	10,500	9,600
1993	8,900	10,005
1994	10,500	10,411
1995	11,500	10,816
1996	11,600	11,222
1997	11,900	11,627
1998	12,700	12,033

TO HAVE THE REGRESSION ANALYSIS
PRESS : /, D, R, X RANGE, Y RANGE, GO

Regression Output:

Constant		-798275.3
Std Err of Y Est		1273.9581
R Squared		0.8884391
No. of Observations		27
Degrees of Freedom		25
X Coefficient(s)	405.559726	
Std Err of Coef.	28.7426683	

DESIRED YEAR TRAFFIC

EXAMPLE:

2028 24,200

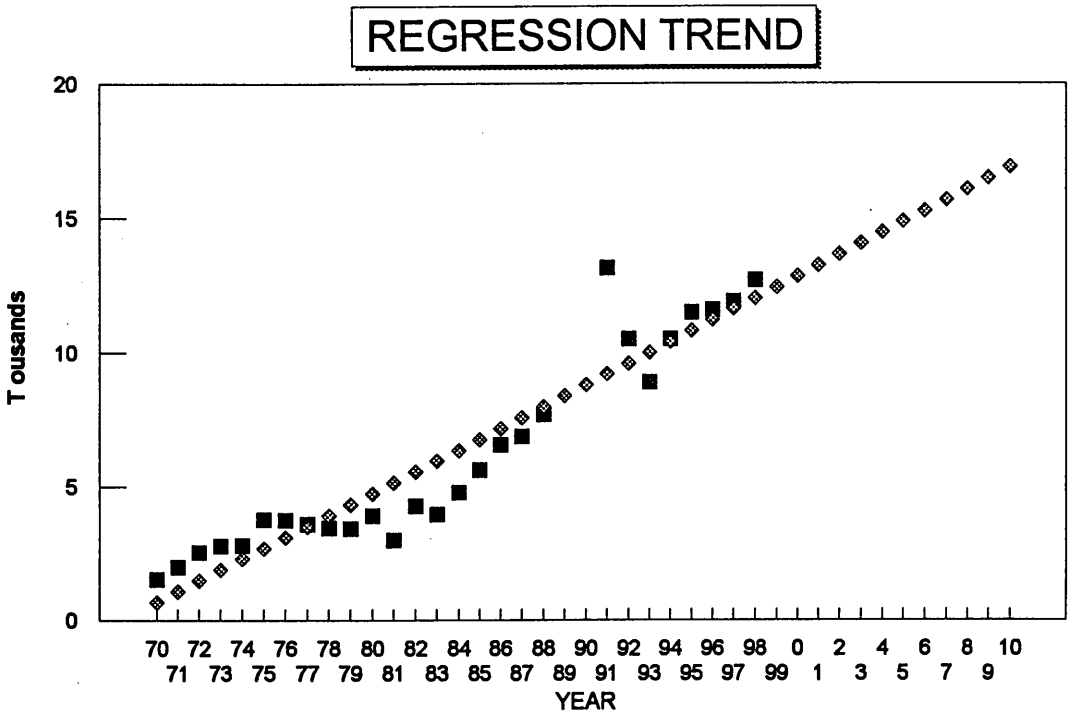
YEAR	AADT	*SLOPE* RATE/YEAR
1995	10,816	406
2000	12,844	
2005	14,872	
2010	16,900	
2015	18,928	
2020	20,955	

GROWTH RATE (Linear) Avg 3 points

GIVEN :	YEAR	VALUE
	1971	2,025
	1997	12,067
DIFFERENCE	26	10,042
DIFFERENCE Per Year		386
ANNUAL GROWTH RATE =		19.08%
FUTURE	YEAR	VALUE
	2008	16,315
	2010	17,088
	2028	24,040

ANNUAL GROWTH RATE (Regression)

GIVEN :	YEAR	VALUE
	1995	10,816
	2020	20,955
DIFFERENCE	25	10,139
DIFFERENCE Per Year		406
ANNUAL GROWTH RATE =		3.75%
FUTURE	YEAR	VALUE
	2008	16,089
	2010	16,900
	2028	24,200


REGRESSION TREND
20
15
10
5
0
T ousands
70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 0 2 4 6 8 10
71 73 75 77 79 81 83 85 87 89 91 93 95 97 99 1 3 5 7 9
YEAR

TG

TREND ANALYSIS FROM HISTORICAL COUNTS

5106p.wk4

W.P.I. #:
COUNTY: Pasco
STATION #: 5106
LOCATION: SR 52 (E OF I-75)

HISTORICAL AADT X YEAR	Y AADT	CALCULATED REGRESSION POINTS
1970		
1971		
1972		
1973		
1974		
1975		
1976		
1977		
1978		
1979		
1980		
1981		
1982		
1983		
1984		
1985		
1986		
1987		
1988		
1991	7,798	7,391
1992	7,400	7,683
1993	7,600	7,974
1994	8,200	8,266
1995	8,700	8,558
1996	9,400	8,850
1997	8,600	9,142
1998	9,600	9,434

TO HAVE THE REGRESSION ANALYSIS
PRESS : /, D, R, X RANGE, Y RANGE, GO

Regression Output:

Constant		-573649.3
Std Err of Y Est		415.17112
R Squared		0.7757197
No. of Observations		8
Degrees of Freedom		6
X Coefficient(s)	291.833333	
Std Err of Coef.	64.062294	

DESIRED YEAR TRAFFIC

EXAMPLE:

2028 18,189

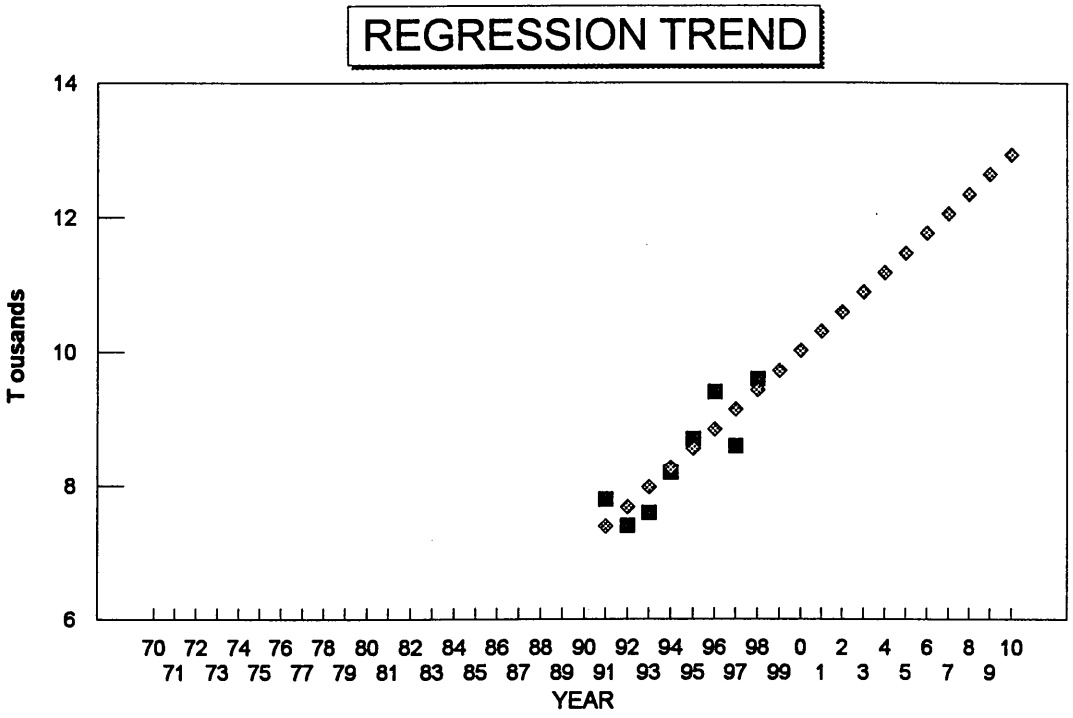
YEAR	AADT	SLOPE RATE/YEAR
1995	8,558	292
2000	10,017	
2005	11,477	
2010	12,936	
2015	14,395	
2020	15,854	

GROWTH RATE (Linear) Avg 3 points

GIVEN :	YEAR	VALUE
	1992	7,599
	1997	9,200
DIFFERENCE	5	1,601
DIFFERENCE Per Year		320
ANNUAL GROWTH RATE =		4.21%
FUTURE	YEAR	VALUE
	2008	12,721
	2020	16,563
	2028	19,124

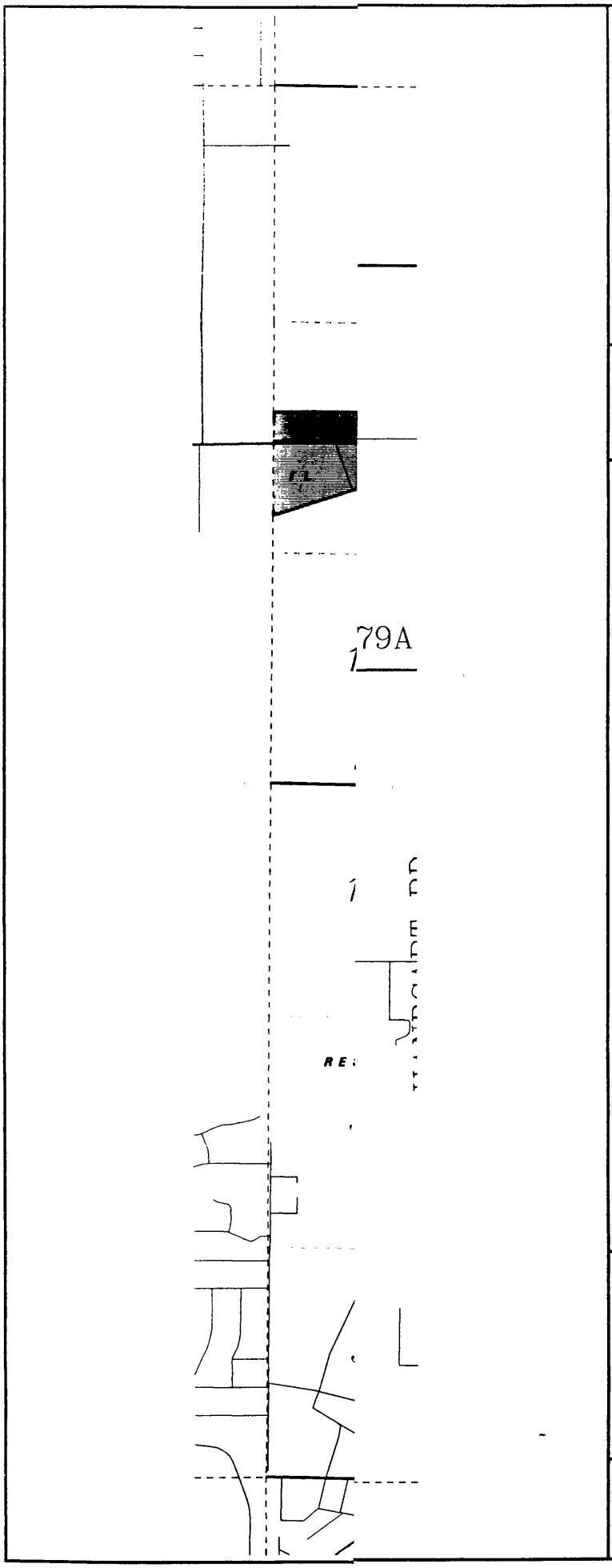
ANNUAL GROWTH RATE (Regression)

GIVEN :	YEAR	VALUE
	1995	8,558
	2020	15,854
DIFFERENCE	25	7,296
DIFFERENCE Per Year		292
ANNUAL GROWTH RATE =		3.41%
FUTURE	YEAR	VALUE
	2008	12,352
	2020	15,854
	2028	18,189


REGRESSION TREND
14
12
10
8
6
T ousands
70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 0 2 4 6 8 10
71 73 75 77 79 81 83 85 87 89 91 93 95 97 99 1 3 5 7 9
YEAR

APPENDIX E

Pasco County Future Land Use Map



THE COMPREHENSIVE PLAN OF UNINCORPORATED PASCO COUNTY

FUTURE LAND USE MAP

T 25 S - R 20 E

SHEET 14

LEGEND

- MU — MIXED USES
- ROR — RETAIL/OFFICE/RESIDENTIAL
- RES-24 — RESIDENTIAL-24 du/ga*
- RES-12 — RESIDENTIAL-12 du/ga*
- RES-9 — RESIDENTIAL-9 du/ga*
- RES-6 — RESIDENTIAL-6 du/ga*
- RES-3 — RESIDENTAIL-3 du/ga*
- RES-1 — RESIDENTIAL-1 du/ga*
- AG/R — AGRICULTURE/RURAL 2 du/ga*
- AG — AGRICULTURE 1 du/ga*
- C/L — COASTAL LAND .025 du/ga*
- AT — MAJOR ATTRACTORS
- CON — CONSERVATION LANDS
- IH — INDUSTRIAL-HEAVY
- IL — INDUSTRIAL-LIGHT
- P/SP — MAJOR PUBLIC/SEMI-PUBLIC
- R/OS — MAJOR RECREATION/OPEN SPACE

* du/ga - dwelling units per gross acre.

KEY MAP

DATE ADOPTED: 6/15/89 ORDINANCE #: 89-13

REVISIONS:

DATE	// ORDINANCE #	DATE	// ORDINANCE #
10/23/90	90-14	09/09/97	A1

0 2 mi 4 mi NORTH

APPENDIX F

Raw Traffic Count Data

APPENDIX Fa – 1998 Seven-Day Count Data (Raw)

APPENDIX Fb – 1998 Eight-Hour Turning Movement Counts (Raw)

APPENDIX Fc - S.R. 52/Old Tampa Bay Drive Count Data (Raw)

Volume Report, 'I-75 BTW. SR 54 & SR 52 NB'

Friday 05/09/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
388	341	242	311	397	682	1135	1699	1613	2021	1968	2012	2005	1990	2035	2252	2489	2540	2206	1773	1368	1101	910	808	34286
105	115	59	70	106	171	216	381	345	456	516	536	513	494	488	536	638	598	594	513	397	288	249	219	
91	71	65	81	92	122	272	390	396	517	475	514	464	527	519	564	615	650	573	445	367	286	223	204	
91	97	60	66	82	157	299	439	425	529	487	483	513	473	512	564	640	678	553	442	327	244	224	177	
101	58	58	94	117	232	348	489	447	519	490	479	515	496	516	588	596	614	486	373	277	283	214	208	

AM Peak Hour ..... 09:15 to 10:15 (2081 vehicles)
AM Peak Hour Factor 98.3%
PM Peak Hour ..... 17:00 to 18:00 (2540 vehicles)
PM Peak Hour Factor 93.7%

24-Hour Moving Total

01:00- 30457	02:00- 30491	03:00- 30489	04:00- 30499	05:00- 30488	06:00- 30580	07:00- 30539	08:00- 30632
09:00- 30475	10:00- 30533	11:00- 30563	12:00- 30694	13:00- 31023	14:00- 31375	15:00- 31512	16:00- 31790
17:00- 32080	18:00- 32452	19:00- 32820	20:00- 33415	21:00- 33780	22:00- 33952	23:00- 34083	24:00- 34286

Saturday 05/10/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
566	323	268	289	385	536	898	1362	1726	2003	2079	1889	1827	1763	1581	1526	1490	1428	1192	1097	908	779	657	468	27040
158	102	70	72	84	112	184	336	357	462	563	494	482	410	436	403	378	335	321	284	219	193	165	131	
153	75	66	78	83	94	199	334	431	467	505	495	479	456	358	386	367	384	281	279	236	190	195	135	
132	86	56	65	103	170	239	326	518	499	480	452	432	456	426	351	335	370	292	268	244	203	167	118	
123	60	76	74	115	160	276	366	420	575	531	448	434	441	361	386	410	339	298	266	209	193	130	84	

AM Peak Hour ..... 09:30 to 10:30 (2142 vehicles)
AM Peak Hour Factor 93.1%
PM Peak Hour ..... 12:00 to 13:00 (1827 vehicles)
PM Peak Hour Factor 94.8%

24-Hour Moving Total

01:00- 34464	02:00- 34446	03:00- 34472	04:00- 34450	05:00- 34438	06:00- 34292	07:00- 34055	08:00- 33718
09:00- 33831	10:00- 33813	11:00- 33924	12:00- 33801	13:00- 33623	14:00- 33396	15:00- 32942	16:00- 32216
17:00- 31217	18:00- 30105	19:00- 29091	20:00- 28415	21:00- 27955	22:00- 27633	23:00- 27380	24:00- 27040

Sunday 05/11/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
329	267	220	187	190	266	477	813	1119	1422	1730	1683	1650	1570	1606	1627	1877	1728	1675	1477	1112	848	605	412	24890
93	82	47	46	46	60	94	177	231	341	410	443	454	394	406	383	445	432	431	401	309	253	156	110	
77	60	65	47	54	69	107	183	273	320	452	379	428	374	380	404	425	437	417	390	287	216	145	119	
87	60	55	40	45	46	138	226	309	356	408	420	406	400	427	397	501	428	437	367	269	182	165	104	
72	65	53	54	45	91	138	227	306	405	460	441	362	402	393	443	506	431	390	319	247	197	139	79	

AM Peak Hour ..... 10:15 to 11:15 (1763 vehicles)
AM Peak Hour Factor 95.8%
PM Peak Hour ..... 16:00 to 17:00 (1877 vehicles)
PM Peak Hour Factor 92.7%

24-Hour Moving Total

01:00- 26803	02:00- 26747	03:00- 26699	04:00- 26597	05:00- 26402	06:00- 26132	07:00- 25711	08:00- 25162
09:00- 24555	10:00- 23974	11:00- 23625	12:00- 23419	13:00- 23242	14:00- 23049	15:00- 23074	16:00- 23175
17:00- 23562	18:00- 23862	19:00- 24345	20:00- 24725	21:00- 24929	22:00- 24998	23:00- 24946	24:00- 24890

Volume Report, 'I-75 BTW. SR 54 & SR 52 NB'

Monday 05/12/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
269	220	171	247	342	639	1096	1537	1684	1835	1760	1828	1644	1854	1641	1650	1902	1777	1465	985	831	742	685	459	27263
64	70	49	53	57	115	237	367	403	400	452	403	491	462	431	400	469	442	426	256	218	195	202	140	
75	48	31	52	90	142	241	387	417	462	452	503	427	523	410	390	454	435	365	258	194	163	156	128	
70	59	44	75	93	179	280	394	425	521	434	441	477	441	421	422	474	433	361	262	229	206	185	107	
60	43	47	67	102	203	338	389	439	452	422	481	249	428	379	438	505	467	313	209	190	178	142	84	

AM Peak Hour ..... 09:15 to 10:15 (1887 vehicles)
AM Peak Hour Factor 90.5%
PM Peak Hour ..... 16:00 to 17:00 (1902 vehicles)
PM Peak Hour Factor 94.2%

24-Hour Moving Total

01:00- 24830	02:00- 24783	03:00- 24734	04:00- 24794	05:00- 24946	06:00- 25319	07:00- 25938	08:00- 26662
09:00- 27227	10:00- 27640	11:00- 27670	12:00- 27815	13:00- 27809	14:00- 28093	15:00- 28128	16:00- 28151
17:00- 28176	18:00- 28225	19:00- 28015	20:00- 27523	21:00- 27242	22:00- 27136	23:00- 27216	24:00- 27263

Monday 05/12/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
525	473	400	420	568	991	1886	1940	1591	1530	1380	1380	1414	1236	1396	1346	1435	1331	1021	871	714	609	558	476	25491
130	136	98	87	145	191	430	527	438	352	328	352	341	325	354	306	351	360	302	271	198	139	168	130	
144	89	112	127	121	232	502	459	411	425	412	325	314	292	344	339	379	312	259	224	174	153	146	123	
131	132	94	107	142	274	481	516	378	373	336	327	367	300	346	327	362	323	244	193	145	176	126	90	
120	116	96	99	160	294	473	438	364	380	304	376	392	319	352	374	343	336	216	183	197	141	118	133	

AM Peak Hour ..... 06:15 to 07:15 (1983 vehicles)
AM Peak Hour Factor 94.1%
PM Peak Hour ..... 15:45 to 16:45 (1466 vehicles)
PM Peak Hour Factor 96.7%

24-Hour Moving Total

01:00- 25431	02:00- 25647	03:00- 25843	04:00- 26078	05:00- 26492	06:00- 27272	07:00- 28854	08:00- 30385
09:00- 31347	10:00- 31947	11:00- 32073	12:00- 31950	13:00- 31870	14:00- 31600	15:00- 31366	16:00- 30896
17:00- 30338	18:00- 29521	19:00- 28527	20:00- 27527	21:00- 26740	22:00- 26127	23:00- 25743	24:00- 25491

Volume Count Report

Location ..... I-75 N/O SR 52 NB
Location Code 714000510
Jurisdiction ..... PASCO
Recorder Set 05/05/97 12:45
Recording Start ... 05/06/97 00:00
Recording End 05/13/97 00:00
Sample Time ..... 15 Minutes
Operator Number ... 5
Machine Number 40
Channel 1
Divide By 2
Summation ..... No
Two-Way ..... No

Tuesday 05/06/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
394	348	246	250	331	540	1013	1241	1442	1686	1793	1697	1548	1387	1405	1509	1432	1404	1184	886	818	735	631	494	24414
110	82	62	37	61	103	210	303	351	426	430	435	389	360	367	321	355	372	295	258	205	199	167	159	
97	97	61	70	81	127	235	301	352	364	498	488	386	369	359	370	358	378	311	227	179	175	174	100	
94	111	49	52	87	141	287	322	370	430	413	397	392	316	337	389	360	358	297	233	215	193	150	135	
93	58	74	91	102	169	281	315	369	466	452	377	381	342	342	429	359	296	281	168	219	168	140	100	

AM Peak Hour ..... 09:30 to 10:30 (1824 vehicles)
AM Peak Hour Factor 91.6%
PM Peak Hour ..... 12:00 to 13:00 (1548 vehicles)
PM Peak Hour Factor 98.7%

Wednesday 05/07/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
393	307	257	225	316	554	922	1321	1485	1785	1831	1683	1545	1468	1424	1493	1504	1516	1264	1011	846	748	598	477	24973
119	75	56	64	55	136	155	308	366	416	459	493	395	402	347	380	396	375	356	303	215	208	164	132	
95	82	52	47	57	100	208	302	351	440	487	369	384	338	342	338	316	445	295	226	225	182	143	142	
103	83	75	56	94	143	275	371	379	463	440	416	371	343	389	396	407	373	326	243	214	213	134	108	
76	67	74	58	110	175	284	340	389	466	445	405	395	385	346	379	385	323	287	239	192	145	157	95	

AM Peak Hour ..... 09:30 to 10:30 (1875 vehicles)
AM Peak Hour Factor 96.3%
PM Peak Hour ..... 16:30 to 17:30 (1612 vehicles)
PM Peak Hour Factor 90.6%

24-Hour Moving Total

01:00- 24413	02:00- 24372	03:00- 24383	04:00- 24358	05:00- 24343	06:00- 24357	07:00- 24266	08:00- 24346
09:00- 24389	10:00- 24488	11:00- 24526	12:00- 24512	13:00- 24509	14:00- 24590	15:00- 24609	16:00- 24593
17:00- 24665	18:00- 24777	19:00- 24857	20:00- 24982	21:00- 25010	22:00- 25023	23:00- 24990	24:00- 24973

Thursday 05/08/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
351	275	248	292	384	535	1008	1392	1549	1808	1835	1709	1429	1409	1590	1579	1701	1680	1430	1011	822	766	654	552	26009
96	69	85	75	71	108	230	325	329	454	468	426	367	379	374	370	439	459	373	293	225	184	171	138	
76	72	67	53	80	124	238	345	394	420	437	439	357	335	397	389	456	425	397	270	202	187	178	155	
98	52	53	72	104	139	253	367	396	488	441	415	339	359	416	400	394	438	375	236	177	195	162	144	
81	82	43	92	129	164	287	355	430	446	489	429	366	336	403	420	412	358	285	212	218	200	143	115	

AM Peak Hour ..... 09:30 to 10:30 (1839 vehicles)
AM Peak Hour Factor 94.2%
PM Peak Hour ..... 16:45 to 17:45 (1734 vehicles)
PM Peak Hour Factor 94.4%

24-Hour Moving Total

01:00- 24931	02:00- 24899	03:00- 24890	04:00- 24957	05:00- 25025	06:00- 25006	07:00- 25092	08:00- 25163
09:00- 25227	10:00- 25250	11:00- 25254	12:00- 25280	13:00- 25164	14:00- 25105	15:00- 25271	16:00- 25357
17:00- 25554	18:00- 25718	19:00- 25884	20:00- 25884	21:00- 25860	22:00- 25878	23:00- 25934	24:00- 26009

Friday 05/09/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
334	319	238	294	430	644	1015	1382	1460	1864	1877	1821	1819	1762	1711	1849	1999	1962	1886	1507	1224	943	791	706	29837
80	99	60	79	126	122	204	330	344	445	498	489	490	409	437	459	501	490	471	415	339	240	224	211	
86	77	53	64	98	149	230	319	335	448	478	433	421	451	445	451	470	505	495	397	332	222	192	173	
106	90	69	75	89	158	282	361	367	518	452	447	441	453	421	476	518	468	465	380	263	223	174	164	
62	53	56	76	117	215	299	372	414	453	449	452	467	449	408	463	510	499	455	315	290	258	201	158	

AM Peak Hour ..... 09:30 to 10:30 (1947 vehicles)
AM Peak Hour Factor 94.0%
PM Peak Hour ..... 16:30 to 17:30 (2023 vehicles)
PM Peak Hour Factor 97.6%

24-Hour Moving Total

01:00- 25992	02:00- 26036	03:00- 26026	04:00- 26028	05:00- 26074	06:00- 26183	07:00- 26190	08:00- 26180
09:00- 26091	10:00- 26147	11:00- 26189	12:00- 26301	13:00- 26691	14:00- 27044	15:00- 27165	16:00- 27435
17:00- 27733	18:00- 28015	19:00- 28471	20:00- 28967	21:00- 29369	22:00- 29546	23:00- 29683	24:00- 29837

Saturday 05/10/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
507	302	219	281	397	492	865	1338	1665	1840	1985	1793	1627	1531	1398	1261	1205	1154	967	879	767	606	548	356	23983
143	109	50	54	86	109	196	337	354	462	606	468	439	343	389	328	312	302	277	237	205	151	129	89	
134	65	54	84	88	104	202	337	397	441	489	518	412	409	327	326	305	303	242	232	177	147	169	101	
118	62	54	66	101	136	223	338	492	440	450	400	409	392	357	279	306	285	217	216	202	150	129	96	
112	66	61	77	122	143	244	326	422	497	440	407	367	387	325	328	282	264	231	194	183	158	121	70	

AM Peak Hour ..... 09:45 to 10:45 (2042 vehicles)
AM Peak Hour Factor 84.2%
PM Peak Hour ..... 12:00 to 13:00 (1627 vehicles)
PM Peak Hour Factor 92.7%

24-Hour Moving Total

01:00- 30010	02:00- 29993	03:00- 29974	04:00- 29961	05:00- 29928	06:00- 29776	07:00- 29626	08:00- 29582
09:00- 29787	10:00- 29763	11:00- 29871	12:00- 29843	13:00- 29651	14:00- 29420	15:00- 29107	16:00- 28519
17:00- 27725	18:00- 26917	19:00- 25998	20:00- 25370	21:00- 24913	22:00- 24576	23:00- 24333	24:00- 23983

Sunday 05/11/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
283	246	192	155	181	251	468	767	1051	1310	1596	1595	1433	1338	1440	1437	1624	1577	1477	1328	972	731	542	401	22395
80	67	30	27	44	54	101	163	215	320	394	425	369	334	343	317	400	422	384	363	260	204	175	123	
55	68	62	45	43	69	104	177	250	299	381	390	417	328	346	368	360	362	374	350	265	202	120	102	
76	53	48	50	41	54	123	209	293	328	416	398	336	348	382	351	421	410	390	338	226	157	143	97	
72	58	52	33	53	74	140	218	293	363	405	382	311	328	369	401	443	383	329	277	221	168	104	79	

AM Peak Hour ..... 10:30 to 11:30 (1636 vehicles)
AM Peak Hour Factor 96.2%
PM Peak Hour ..... 16:30 to 17:30 (1648 vehicles)
PM Peak Hour Factor 93.0%

24-Hour Moving Total

01:00- 23759	02:00- 23703	03:00- 23676	04:00- 23550	05:00- 23334	06:00- 23093	07:00- 22696	08:00- 22125
09:00- 21511	10:00- 20981	11:00- 20592	12:00- 20394	13:00- 20200	14:00- 20007	15:00- 20049	16:00- 20225
17:00- 20644	18:00- 21067	19:00- 21577	20:00- 22026	21:00- 22231	22:00- 22356	23:00- 22350	24:00- 22395

Monday 05/12/97 Channel: 1

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
248	191	159	203	334	612	981	1231	1464	1664	1623	1500	1140	1849	1421	1355	1436	1238	1146	858	691	650	618	418	23030
66	53	53	41	78	118	213	281	341	394	424	392	292	445	373	357	349	341	317	229	198	170	165	149	
71	44	29	48	80	133	210	316	357	405	404	426	311	582	307	309	341	308	270	237	128	134	148	90	
65	52	41	76	76	180	254	331	364	440	408	365	250	429	390	347	378	280	271	200	206	171	172	92	
46	42	36	38	100	181	304	303	402	425	387	317	287	393	351	342	368	309	288	192	159	175	133	87	

AM Peak Hour ..... 09:15 to 10:15 (1694 vehicles)
AM Peak Hour Factor 96.3%
PM Peak Hour ..... 13:00 to 14:00 (1849 vehicles)
PM Peak Hour Factor 79.4%

24-Hour Moving Total

01:00- 22360	02:00- 22305	03:00- 22272	04:00- 22320	05:00- 22473	06:00- 22834	07:00- 23347	08:00- 23811
09:00- 24224	10:00- 24578	11:00- 24605	12:00- 24510	13:00- 24217	14:00- 24728	15:00- 24709	16:00- 24627
17:00- 24439	18:00- 24100	19:00- 23769	20:00- 23299	21:00- 23018	22:00- 22937	23:00- 23013	24:00- 23030

Volume Count Report

Location ..... I-75 N/O SR 52 SB
Location Code 714000550
Jurisdiction ..... PASCO
Recorder Set 05/05/97 12:55
Recording Start ... 05/06/97 00:00
Recording End 05/13/97 00:00
Sample Time ..... 15 Minutes
Operator Number ... 5
Machine Number 58
Channel 2
Divide By 2
Summation ..... No
Two-Way ..... No

Tuesday 05/06/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
377	339	219	338	444	774	1242	1207	1154	1132	1260	1120	1039	1099	1140	1150	1156	1113	923	748	625	543	482	458	20082
108	99	38	81	108	149	297	300	317	306	295	307	290	262	259	297	272	294	273	188	149	155	126	111	
108	79	71	77	121	179	340	288	292	289	320	256	231	267	309	287	336	304	232	172	182	148	122	130	
93	87	56	84	88	216	288	309	283	264	331	289	252	278	284	294	259	269	199	211	127	108	135	101	
68	74	54	96	127	230	317	310	262	273	314	268	266	292	288	272	289	246	219	177	167	132	99	116	

AM Peak Hour ..... 10:15 to 11:15 (1272 vehicles)
AM Peak Hour Factor 96.1%
PM Peak Hour ..... 14:15 to 15:15 (1178 vehicles)
PM Peak Hour Factor 95.3%

Wednesday 05/07/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
384	402	306	359	428	762	1202	1305	1183	1209	1178	1128	1090	1087	1181	1189	1241	1082	982	769	675	623	549	432	20746
101	112	58	69	81	174	280	350	282	300	308	319	245	271	293	336	303	270	259	220	159	146	114	121	
85	100	78	82	110	188	292	334	278	300	292	268	284	251	298	300	322	278	251	176	181	143	138	89	
86	105	74	109	128	188	324	286	317	306	310	258	288	286	302	305	292	262	230	192	158	147	161	104	
112	85	96	99	109	212	306	335	306	303	268	283	273	279	288	248	324	272	242	181	177	187	136	118	

AM Peak Hour ..... 06:30 to 07:30 (1314 vehicles)
AM Peak Hour Factor 93.9%
PM Peak Hour ..... 16:00 to 17:00 (1241 vehicles)
PM Peak Hour Factor 95.8%

24-Hour Moving Total

01:00- 20089	02:00- 20152	03:00- 20239	04:00- 20260	05:00- 20244	06:00- 20232	07:00- 20192	08:00- 20290
09:00- 20319	10:00- 20396	11:00- 20314	12:00- 20322	13:00- 20373	14:00- 20361	15:00- 20402	16:00- 20441
17:00- 20526	18:00- 20495	19:00- 20554	20:00- 20575	21:00- 20625	22:00- 20705	23:00- 20772	24:00- 20746

Thursday 05/08/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
396	310	371	343	468	787	1260	1318	1145	1176	1115	1093	1057	1164	1112	1243	1340	1194	1042	857	787	710	585	553	21426
112	66	98	71	115	186	250	318	296	290	234	286	265	285	311	288	333	317	245	244	181	185	168	150	
85	75	68	88	101	170	329	335	283	299	306	238	276	283	246	331	345	329	265	205	199	198	176	126	
77	79	111	75	119	185	322	299	272	312	263	288	261	274	262	310	360	298	273	196	223	165	126	159	
122	90	94	109	133	246	359	366	294	275	312	281	255	322	293	314	302	250	259	212	184	162	115	118	

AM Peak Hour ..... 06:30 to 07:30 (1334 vehicles)
AM Peak Hour Factor 92.9%
PM Peak Hour ..... 15:45 to 16:45 (1352 vehicles)
PM Peak Hour Factor 93.9%

24-Hour Moving Total

01:00- 20758	02:00- 20666	03:00- 20731	04:00- 20715	05:00- 20755	06:00- 20780	07:00- 20838	08:00- 20851
09:00- 20813	10:00- 20780	11:00- 20717	12:00- 20682	13:00- 20649	14:00- 20726	15:00- 20657	16:00- 20711
17:00- 20810	18:00- 20922	19:00- 20982	20:00- 21070	21:00- 21182	22:00- 21269	23:00- 21305	24:00- 21426

Friday 05/09/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
390	355	416	351	501	695	1216	1255	1091	1284	1233	1289	1215	1186	1403	1501	1517	1444	1497	1249	1064	906	732	580	24370
103	88	100	76	122	161	266	326	297	355	297	289	237	274	369	334	317	387	405	396	275	230	206	164	
90	89	114	107	110	151	293	344	257	298	325	347	300	264	293	409	383	352	380	323	237	260	185	156	
105	100	90	74	143	200	317	296	253	308	292	331	347	323	357	344	401	349	365	302	273	199	166	131	
92	78	112	94	126	183	340	289	284	323	319	322	331	325	384	414	416	356	347	228	279	217	175	129	

AM Peak Hour ..... 06:30 to 07:30 (1327 vehicles)
AM Peak Hour Factor 96.4%
PM Peak Hour ..... 16:15 to 17:15 (1587 vehicles)
PM Peak Hour Factor 95.4%

24-Hour Moving Total

01:00- 21420	02:00- 21465	03:00- 21510	04:00- 21518	05:00- 21551	06:00- 21459	07:00- 21415	08:00- 21352
09:00- 21298	10:00- 21406	11:00- 21524	12:00- 21720	13:00- 21878	14:00- 21900	15:00- 22191	16:00- 22449
17:00- 22626	18:00- 22876	19:00- 23331	20:00- 23723	21:00- 24000	22:00- 24196	23:00- 24343	24:00- 24370

Saturday 05/10/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
459	370	282	248	196	388	512	688	896	1213	1320	1325	1233	1215	1195	1371	1340	1313	1185	970	757	585	555	411	20027
143	96	66	83	42	86	85	138	196	289	299	316	338	326	290	360	359	370	322	278	205	170	109	115	
105	110	70	52	50	110	136	171	221	303	347	331	282	318	321	348	307	339	321	255	187	166	106	106	
109	86	79	61	50	92	143	188	221	293	275	319	301	280	279	330	375	316	286	214	183	125	181	82	
102	78	67	52	54	100	148	191	258	328	399	359	312	291	305	333	299	288	256	223	182	124	159	108	

AM Peak Hour ..... 10:45 to 11:45 (1365 vehicles)
AM Peak Hour Factor 85.5%
PM Peak Hour ..... 16:30 to 17:30 (1383 vehicles)
PM Peak Hour Factor 92.2%

24-Hour Moving Total

01:00- 24439	02:00- 24454	03:00- 24320	04:00- 24217	05:00- 23912	06:00- 23605	07:00- 22901	08:00- 22334
09:00- 22139	10:00- 22068	11:00- 22155	12:00- 22191	13:00- 22209	14:00- 22238	15:00- 22030	16:00- 21900
17:00- 21723	18:00- 21592	19:00- 21280	20:00- 21001	21:00- 20694	22:00- 20373	23:00- 20196	24:00- 20027

Sunday 05/11/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
356	251	190	178	142	192	222	321	499	840	1084	1325	1306	1322	1503	1673	1825	2002	1912	1760	1423	1137	882	718	23063
125	78	56	42	25	34	54	65	99	195	220	339	320	310	351	395	430	491	488	428	371	296	245	196	
91	65	32	37	37	57	50	92	101	187	272	359	369	339	351	428	481	512	488	483	362	300	260	200	
77	49	47	48	53	47	73	93	135	238	298	319	297	319	420	419	430	515	468	412	372	266	203	167	
63	59	55	51	27	54	45	71	164	220	294	308	320	354	381	431	484	484	468	437	318	275	174	155	

AM Peak Hour ..... 11:00 to 12:00 (1325 vehicles)
AM Peak Hour Factor 92.3%
PM Peak Hour ..... 16:45 to 17:45 (2002 vehicles)
PM Peak Hour Factor 97.2%

24-Hour Moving Total

01:00- 19924	02:00- 19805	03:00- 19713	04:00- 19643	05:00- 19589	06:00- 19393	07:00- 19103	08:00- 18736
09:00- 18339	10:00- 17966	11:00- 17730	12:00- 17730	13:00- 17803	14:00- 17910	15:00- 18218	16:00- 18520
17:00- 19005	18:00- 19694	19:00- 20421	20:00- 21211	21:00- 21877	22:00- 22429	23:00- 22756	24:00- 23063

Monday 05/12/97 Channel: 2

0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals
502	465	399	372	512	780	1305	1264	1144	1208	1207	1170	1238	1106	1219	1145	1216	1087	907	802	654	588	506	453	21249
119	149	104	98	151	167	323	326	316	274	329	296	305	291	315	277	288	304	250	258	178	151	143	134	
153	89	100	102	97	195	326	306	279	334	299	262	280	261	300	300	369	255	222	191	157	124	140	104	
128	109	110	81	121	186	356	325	264	269	271	284	345	262	303	284	280	256	229	187	157	158	113	110	
102	118	85	91	143	232	300	307	285	331	308	328	308	292	301	284	279	272	206	166	162	155	110	105	

AM Peak Hour ..... 06:15 to 07:15 (1308 vehicles)
AM Peak Hour Factor 91.9%
PM Peak Hour ..... 12:00 to 13:00 (1238 vehicles)
PM Peak Hour Factor 89.7%

24-Hour Moving Total

01:00- 23209	02:00- 23423	03:00- 23632	04:00- 23826	05:00- 24196	06:00- 24784	07:00- 25867	08:00- 26810
09:00- 27455	10:00- 27823	11:00- 27946	12:00- 27791	13:00- 27723	14:00- 27507	15:00- 27223	16:00- 26695
17:00- 26086	18:00- 25171	19:00- 24166	20:00- 23208	21:00- 22439	22:00- 21890	23:00- 21514	24:00- 21249

APPENDIX Fb

1998 Eight-Hour Turning Movement Counts (Raw)

FLORIDA TRANSPORTATION ENGINEERING, INC.
8250 PASCAL DRIVE, PUNTA GORDA, FL 33950
(941) 639-2818

Weather : GOOD
Counted by: DAVE
Board # : 331
Other :

Site Code : 00000331
Start Date: 05/08/97
File I.D. : SR52-SBR
Page : 1

VEHICLES & PEDS

	I-75 SB EXIT RAMP Southbound				SR 52 Westbound				Northbound				SR 52 Eastbound				
	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	Total
Date 05/08/97																	
06:30	0	8	0	8	0	0	64	66	0	0	0	0	0	123	52	0	321
06:45	0	8	0	15	0	0	81	66	0	0	0	0	0	136	61	0	367
07:00	0	16	0	6	0	0	74	72	0	0	0	0	0	105	85	0	358
07:15	0	12	0	4	0	0	98	89	0	0	0	0	0	128	89	0	420
Hr Total	0	44	0	33	0	0	317	293	0	0	0	0	0	492	287	0	1466
07:30	0	8	0	4	0	0	90	67	0	0	0	0	0	104	103	0	376
07:45	0	11	0	6	0	0	59	53	0	0	0	0	0	99	107	0	335
08:00	0	16	0	6	0	0	85	51	0	0	0	0	0	75	82	0	315
08:15	0	8	0	5	0	0	71	44	0	0	0	0	0	56	77	0	261
Hr Total	0	43	0	21	0	0	305	215	0	0	0	0	0	334	369	0	1287
08:30	0	5	0	11	0	0	98	40	0	0	0	0	0	74	74	0	302
08:45	0	19	0	8	0	0	69	42	0	0	0	0	0	76	92	0	306
09:00	0	16	0	9	0	0	69	44	0	0	0	0	0	59	94	0	291
09:15	0	18	0	5	0	0	59	48	0	0	0	0	0	48	75	0	253
Hr Total	0	58	0	33	0	0	295	174	0	0	0	0	0	257	335	0	1152
---------- * BREAK * ----------																	
11:30	0	11	0	9	0	0	58	26	0	0	0	0	0	23	66	0	193
11:45	0	22	0	9	0	0	85	29	0	0	0	0	0	47	90	0	282
12:00	0	25	0	10	0	0	67	33	0	0	0	0	0	32	47	0	214
12:15	0	16	0	8	0	0	60	20	0	0	0	0	0	52	63	0	219
Hr Total	0	74	0	36	0	0	270	108	0	0	0	0	0	154	266	0	908
12:30	0	18	0	6	0	0	87	55	0	0	0	0	0	37	68	0	271
12:45	0	16	0	5	0	0	82	26	0	0	0	0	0	40	67	0	236
13:00	0	14	0	4	0	0	75	33	0	0	0	0	0	51	67	0	244
13:15	0	10	0	7	0	0	63	25	0	0	0	0	0	35	58	0	198
Hr Total	0	58	0	22	0	0	307	139	0	0	0	0	0	163	260	0	949
---------- * BREAK * ----------																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	31	0	8	0	0	145	37	0	0	0	0	0	51	67	0	339
16:15	0	17	0	10	0	0	118	47	0	0	0	0	0	47	67	0	306
Hr Total	0	48	0	18	0	0	263	84	0	0	0	0	0	98	134	0	645
16:30	0	18	0	10	0	0	144	40	0	0	0	0	0	51	67	0	330
16:45	0	24	0	7	0	0	125	50	0	0	0	0	0	49	77	0	332
17:00	0	24	0	5	0	0	170	51	0	0	0	0	0	44	61	0	355
17:15	0	25	0	9	0	0	153	75	0	0	0	0	0	39	57	0	358
Hr Total	0	91	0	31	0	0	592	216	0	0	0	0	0	183	262	0	1375

FLORIDA TRANSPORTATION ENGINEERING, INC.
8250 PASCAL DRIVE, PUNTA GORDA, FL 33950
(941) 639-2818

Weather : GOOD
Counted by: DAVE
Board # : 331
Other :

Site Code : 00000331
Start Date: 05/08/97
File I.D. : SR52-SBR
Page : 2

VEHICLES & PEDS

	I-75 SB EXIT RAMP Southbound				SR 52 Westbound				Northbound				SR 52 Eastbound				
	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	Total
Date 05/08/97																	
17:30	0	23	0	7	0	0	159	46	0	0	0	0	0	46	63	0	344
17:45	0	22	0	4	0	0	142	59	0	0	0	0	0	47	65	0	339
18:00	0	18	0	2	0	0	114	39	0	0	0	0	0	25	63	0	261
18:15	0	16	0	9	0	0	111	37	0	0	0	0	0	24	58	0	255
Hr Total	0	79	0	22	0	0	526	181	0	0	0	0	0	142	249	0	1199
18:30	0	29	0	6	0	0	106	29	0	0	0	0	0	21	47	0	238
18:45	0	7	0	7	0	0	79	28	0	0	0	0	0	25	37	0	183
Hr Total	0	36	0	13	0	0	185	57	0	0	0	0	0	46	84	0	421
TOTAL	0	531	0	229	0	0	3060	1467	0	0	0	0	0	1869	2246	0	9402

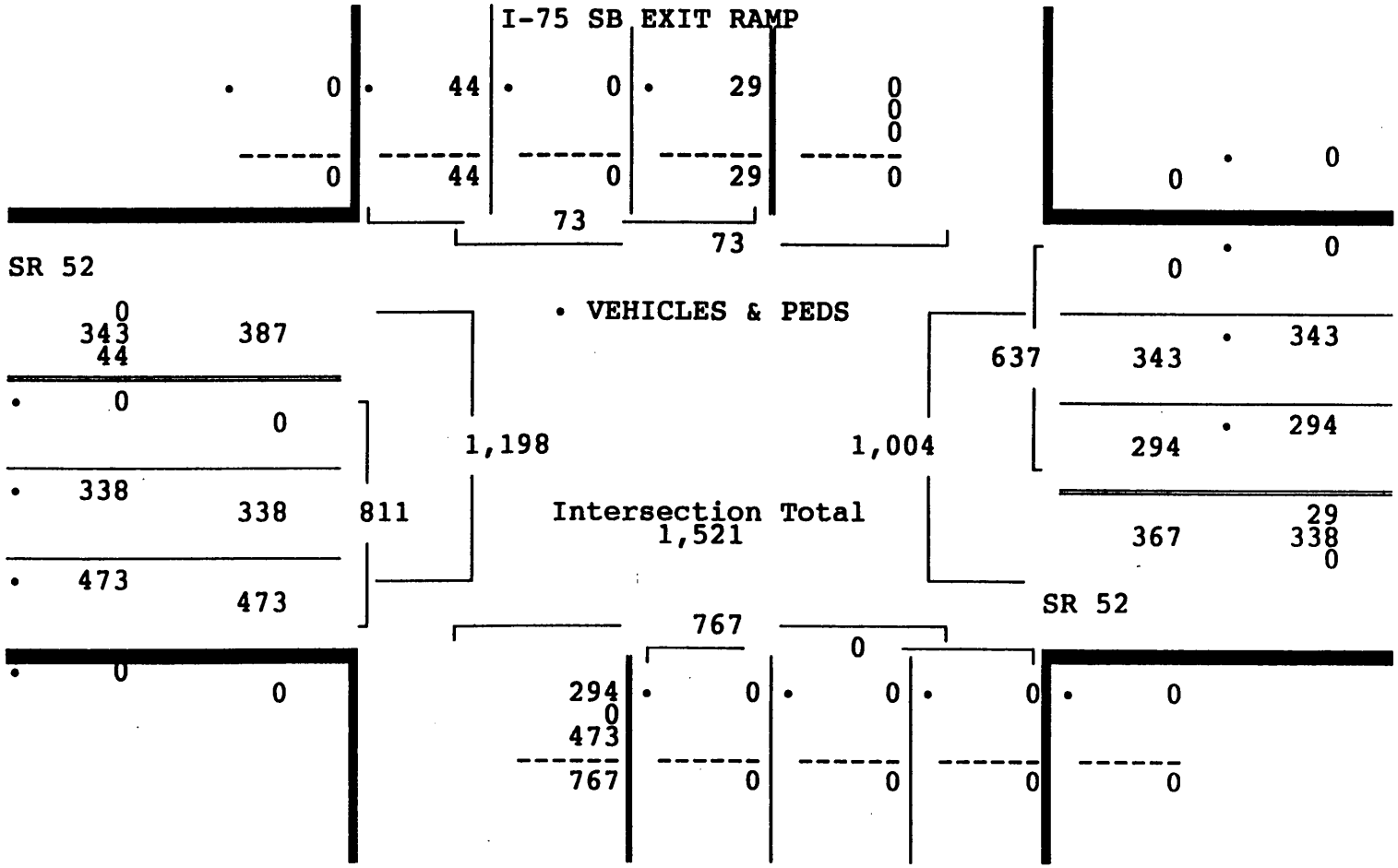
FLORIDA TRANSPORTATION ENGINEERING, INC.
8250 PASCAL DRIVE, PUNTA GORDA, FL 33950
(941) 639-2818

Weather : GOOD
Counted by: DAVE
Board # : 331
Other :

Site Code : 00000331
Start Date: 05/08/97
File I.D. : SR52-SBR
Page : 1

VEHICLES & PEDS

	I-75 SB EXIT RAMP Southbound				SR 52 Westbound					Northbound				SR 52 Eastbound				
	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left		PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	Total
Date 05/08/97																		
Peak Hour Analysis By Entire Intersection for the Period: 06:30 to 19:00 on 05/08/97																		
Peak start	06:45				06:45					06:45				06:45				
Volume	0	44	0	29	0	0	343	294		0	0	0	0	0	473	338	0	
Percent	0%	60%	0%	40%	0%	0%	54%	46%		0%	0%	0%	0%	0%	58%	42%	0%	
Pk total	73				637					0				811				
Highest	06:45				07:15					06:30				07:15				
Volume	0	8	0	15	0	0	98	89		0	0	0	0	0	128	89	0	
Hi total	23				187					0				217				
PHF	.79				.85					.0				.93				



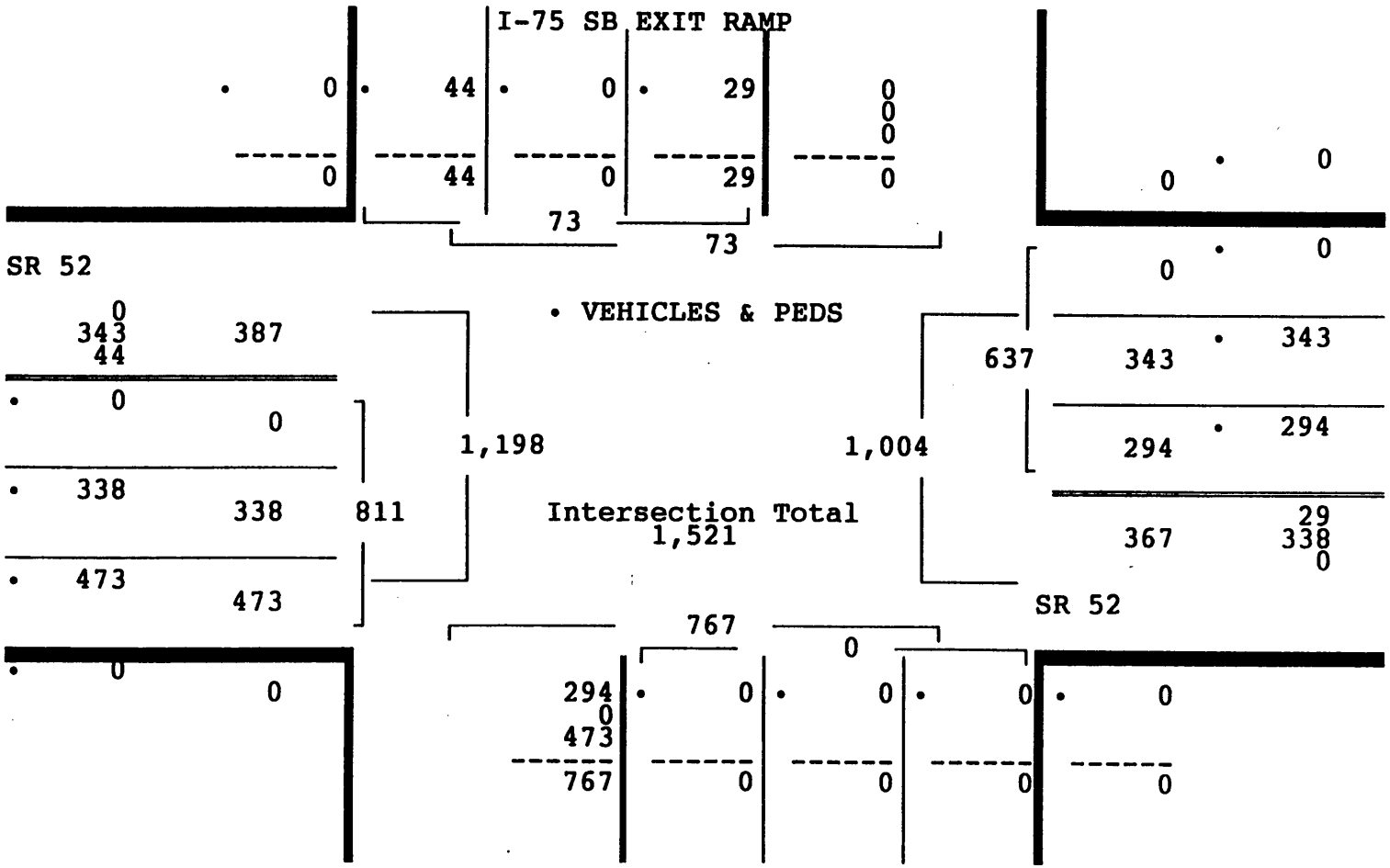
FLORIDA TRANSPORTATION ENGINEERING, INC.
8250 PASCAL DRIVE, PUNTA GORDA, FL 33950
(941) 639-2818

Weather : GOOD
Counted by: DAVE
Board # : 331
Other :

Site Code : 00000331
Start Date: 05/08/97
File I.D. : SR52-SBR
Page : 2

VEHICLES & PEDS

	I-75 SB EXIT RAMP Southbound				SR 52 Westbound				Northbound				SR 52 Eastbound				
	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	Total
Date 05/08/97																	
Peak Hour Analysis By Entire Intersection for the Period: 06:30 to 09:30 on 05/08/97																	
Peak start 06:45					06:45				06:45				06:45				
Volume	0	44	0	29	0	0	343	294	0	0	0	0	0	473	338	0	
Percent	0%	60%	0%	40%	0%	0%	54%	46%	0%	0%	0%	0%	0%	58%	42%	0%	
Pk total	73				637				0				811				
Highest	06:45				07:15				06:30				07:15				
Volume	0	8	0	15	0	0	98	89	0	0	0	0	0	128	89	0	
Hi total	23				187				0				217				
PHF	.79				.85				.0				.93				



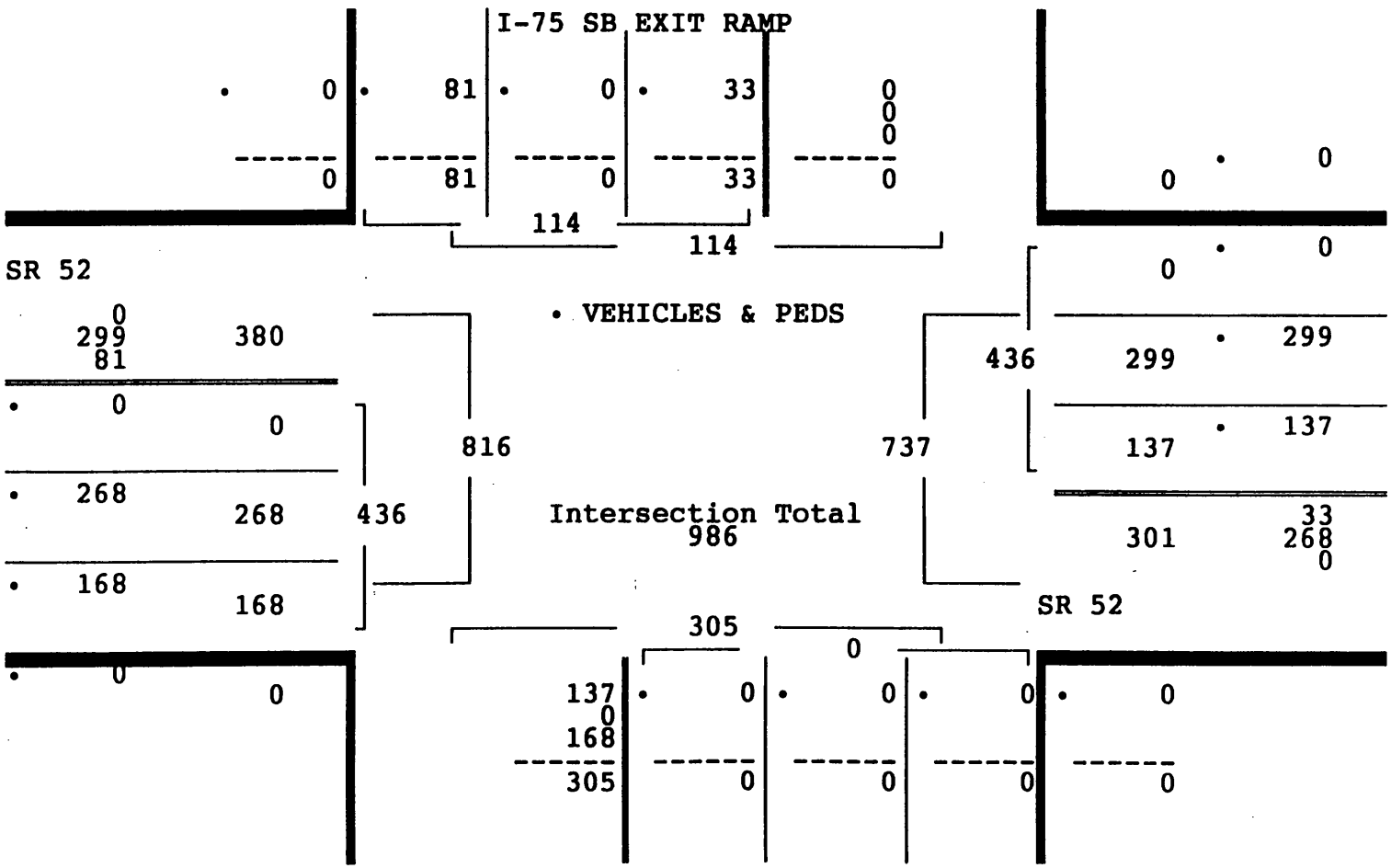
FLORIDA TRANSPORTATION ENGINEERING, INC.
8250 PASCAL DRIVE, PUNTA GORDA, FL 33950
(941) 639-2818

Weather : GOOD
Counted by: DAVE
Board # : 331
Other :

Site Code : 00000331
Start Date: 05/08/97
File I.D. : SR52-SBR
Page : 3

VEHICLES & PEDS

	I-75 SB EXIT RAMP Southbound				SR 52 Westbound					Northbound				SR 52 Eastbound				
	PEDS	Right	Thru	Left	PEDS	Right	Thru	Left		PEDS	Right	Thru	Left	PEDS	Right	Thru	Left	Total
Date 05/08/97																		
Peak Hour Analysis By Entire Intersection for the Period: 11:30 to 13:30 on 05/08/97																		
Peak start 11:45					11:45					11:45				11:45				
Volume	0	81	0	33	0	0	299	137		0	0	0	0	0	168	268	0	
Percent	0%	71%	0%	29%	0%	0%	69%	31%		0%	0%	0%	0%	0%	39%	61%	0%	
Pk total	114				436					0				436				
Highest	12:00				12:30					06:30				11:45				
Volume	0	25	0	10	0	0	87	55		0	0	0	0	0	47	90	0	
Hi total	35				142					0				137				
PHF	.81				.77					.0				.80				



Weather : GOOD
Counted by: DAVE
Board # : 331
Other :

FLORIDA TRANSPORTATION ENGINEERING, INC.
8250 PASCAL DRIVE, PUNTA GORDA, FL 33950
(941) 639-2818

Site Code : 00000331
Start Date: 05/08/97
File I.D. : SR52-SBR
Page : 1

TRUCKS & BIKES

	I-75 SB EXIT RAMP Southbound				SR 52 Westbound				Northbound				SR 52 Eastbound				
	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	Total
Date 05/08/97																	
06:30	0	1	0	4	0	0	13	11	0	0	0	0	0	9	1	0	39
06:45	0	1	0	9	0	0	14	6	0	0	0	0	0	8	2	0	40
07:00	0	5	0	3	0	0	10	10	0	0	0	0	0	7	6	0	41
07:15	0	2	0	0	0	0	31	7	0	0	0	0	0	11	3	0	54
Hr Total	0	9	0	16	0	0	68	34	0	0	0	0	0	35	12	0	174
07:30	0	1	0	2	0	0	17	7	0	0	0	0	0	8	4	0	39
07:45	0	4	0	1	0	0	9	12	0	0	0	0	0	15	13	0	54
08:00	0	7	0	2	0	0	17	6	0	0	0	0	0	6	3	0	41
08:15	0	0	0	5	0	0	9	6	0	0	0	0	0	7	3	0	30
Hr Total	0	12	0	10	0	0	52	31	0	0	0	0	0	36	23	0	164
08:30	0	3	0	5	0	0	20	8	0	0	0	0	0	11	7	0	54
08:45	0	5	0	2	0	0	16	6	0	0	0	0	0	7	14	0	50
09:00	0	4	0	3	0	0	13	10	0	0	0	0	0	12	18	0	60
09:15	0	6	0	3	0	0	12	9	0	0	0	0	0	9	9	0	48
Hr Total	0	18	0	13	0	0	61	33	0	0	0	0	0	39	48	0	212
* BREAK *																	
11:30	0	7	0	5	0	0	12	3	0	0	0	0	0	1	12	0	40
11:45	0	2	0	2	0	0	15	5	0	0	0	0	0	9	27	0	60
12:00	0	4	0	4	0	0	18	6	0	0	0	0	0	5	10	0	47
12:15	0	2	0	0	0	0	13	4	0	0	0	0	0	10	7	0	36
Hr Total	0	15	0	11	0	0	58	18	0	0	0	0	0	25	56	0	183
12:30	0	1	0	4	0	0	17	7	0	0	0	0	0	2	8	0	39
12:45	0	2	0	2	0	0	13	4	0	0	0	0	0	3	6	0	30
13:00	0	5	0	1	0	0	14	2	0	0	0	0	0	17	4	0	43
13:15	0	3	0	4	0	0	5	1	0	0	0	0	0	10	5	0	28
Hr Total	0	11	0	11	0	0	49	14	0	0	0	0	0	32	23	0	140
* BREAK *																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	6	0	2	0	0	15	3	0	0	0	0	0	7	10	0	43
16:15	0	3	0	3	0	0	6	5	0	0	0	0	0	9	8	0	34
Hr Total	0	9	0	5	0	0	21	8	0	0	0	0	0	16	18	0	77
16:30	0	2	0	2	0	0	15	3	0	0	0	0	0	9	13	0	44
16:45	0	3	0	4	0	0	7	3	0	0	0	0	0	7	11	0	35
17:00	0	1	0	3	0	0	7	2	0	0	0	0	0	7	5	0	25
17:15	0	2	0	4	0	0	12	5	0	0	0	0	0	5	4	0	32
Hr Total	0	8	0	13	0	0	41	13	0	0	0	0	0	28	33	0	136

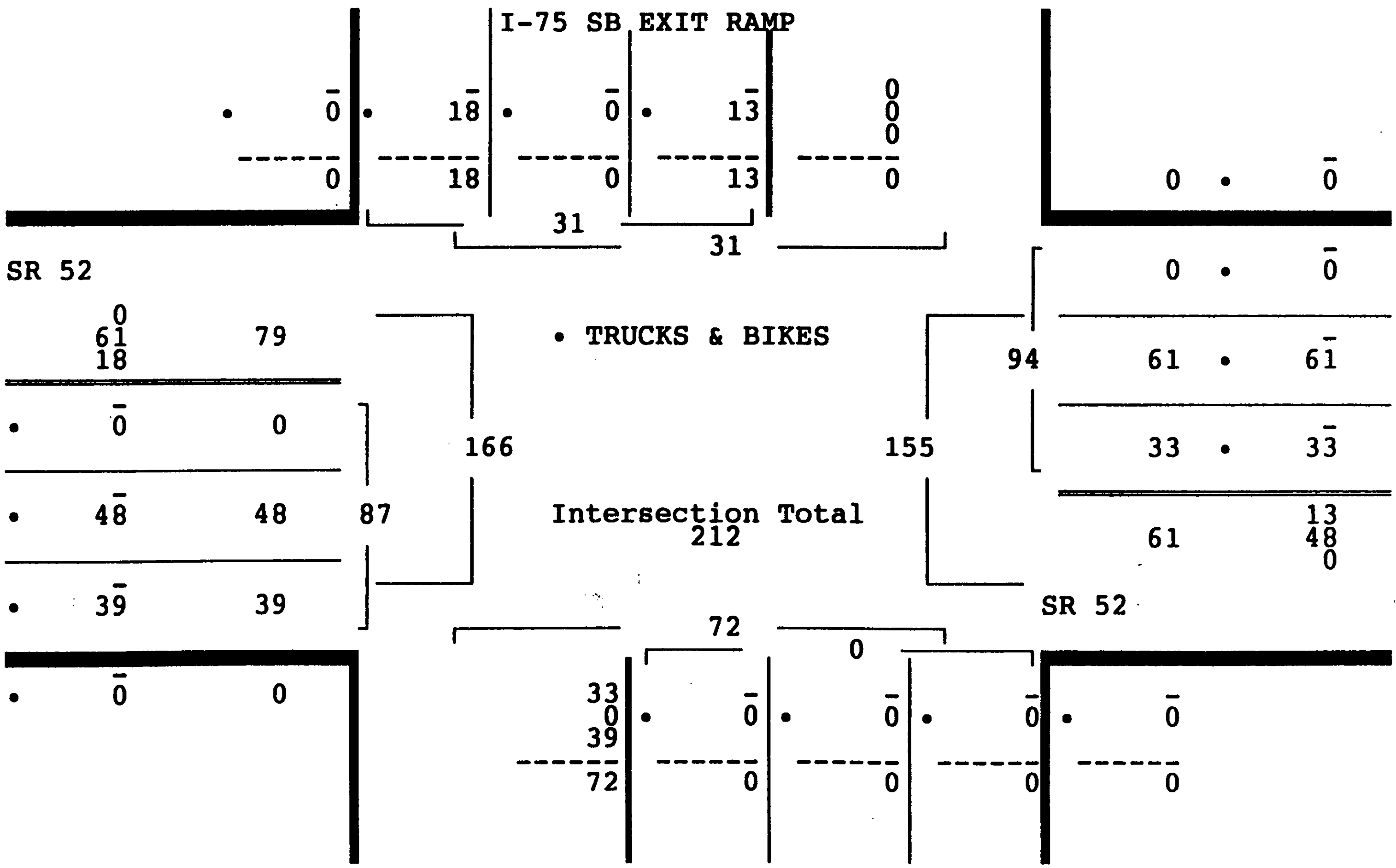
Weather : GOOD
Counted by: DAVE
Board # : 331
Other :

FLORIDA TRANSPORTATION ENGINEERING, INC.
8250 PASCAL DRIVE, PUNTA GORDA, FL 33950
(941) 639-2818

Site Code : 00000331
Start Date: 05/08/97
File I.D. : SR52-SBR
Page : 1

TRUCKS & BIKES

	I-75 SB EXIT RAMP Southbound				SR 52 Westbound				Northbound				SR 52 Eastbound				
	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	Total
Date 05/08/97																	
Peak Hour Analysis By Entire Intersection for the Period: 06:30 to 19:00 on 05/08/97																	
Peak start	08:30				08:30				08:30				08:30				
Volume	0	18	0	13	0	0	61	33	0	0	0	0	0	39	48	0	
Percent	0%	58%	0%	42%	0%	0%	65%	35%	0%	0%	0%	0%	0%	45%	55%	0%	
Pk total	31				94				0				87				
Highest	09:15				08:30				06:30				09:00				
Volume	0	6	0	3	0	0	20	8	0	0	0	0	0	12	18	0	
Hi total	9				28				0				30				
PHF	.86				.84				.0				.72				



FLORIDA TRANSPORTATION ENGINEERING, INC.
8250 PASCAL DRIVE, PUNTA GORDA, FL 33950
(941) 639-2818

Weather : GOOD
Counted by: SKIPPY
Board # : 328
Other :

Site Code : 00000328
Start Date: 05/08/97
File I.D. : SR52-NBR
Page : 1

TRUCKS & BIKES

	Southbound				SR 52 Westbound				I-75 NB EXIT RAMPS Northbound				SR 52 Eastbound				
	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	Total
Date 05/08/97																	
06:30	0	0	0	0	0	4	15	0	0	4	0	8	0	0	5	0	36
06:45	0	0	0	0	0	3	10	0	0	4	0	10	0	0	9	0	36
07:00	0	0	0	0	0	4	15	0	0	7	0	6	0	0	8	2	42
07:15	0	0	0	0	0	6	27	0	0	2	0	10	0	0	1	2	48
Hr Total	0	0	0	0	0	17	67	0	0	17	0	34	0	0	23	4	162
07:30	0	0	0	0	0	6	18	0	0	8	0	9	0	0	2	3	46
07:45	0	0	0	0	0	7	17	0	0	4	0	2	0	0	13	0	43
08:00	0	0	0	0	0	4	13	0	0	5	0	8	0	0	3	4	37
08:15	0	0	0	0	0	4	12	0	0	14	0	3	0	0	7	0	40
Hr Total	0	0	0	0	0	21	60	0	0	31	0	22	0	0	25	7	166
08:30	0	0	0	0	0	9	24	0	0	4	0	4	0	0	9	1	51
08:45	0	0	0	0	0	4	8	0	0	13	0	9	0	0	10	1	45
09:00	0	0	0	0	0	6	14	0	0	3	0	8	0	0	19	1	51
09:15	0	0	0	0	0	9	15	0	0	7	0	6	0	0	8	5	50
Hr Total	0	0	0	0	0	28	61	0	0	27	0	27	0	0	46	8	197
---------- * BREAK * ----------																	
11:30	0	0	0	0	0	7	11	0	0	11	0	4	0	0	10	6	49
11:45	0	0	0	0	0	9	9	0	0	13	0	10	0	0	20	9	70
12:00	0	0	0	0	0	10	8	0	0	11	0	15	0	0	11	3	58
12:15	0	0	0	0	0	7	5	0	0	10	0	12	0	0	5	3	42
Hr Total	0	0	0	0	0	33	33	0	0	45	0	41	0	0	46	21	219
12:30	0	0	0	0	0	5	15	0	0	11	0	9	0	0	5	6	51
12:45	0	0	0	0	0	9	10	0	0	8	0	6	0	0	7	1	41
13:00	0	0	0	0	0	18	8	0	0	10	0	9	0	0	2	3	50
13:15	0	0	0	0	0	10	1	0	0	6	0	5	0	0	7	2	31
Hr Total	0	0	0	0	0	42	34	0	0	35	0	29	0	0	21	12	173
---------- * BREAK * ----------																	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	14	5	0	0	18	0	8	0	0	5	6	56
16:15	0	0	0	0	0	12	6	0	0	15	0	5	0	0	8	4	50
Hr Total	0	0	0	0	0	26	11	0	0	33	0	13	0	0	13	10	106
16:30	0	0	0	0	0	14	8	0	0	14	0	8	0	0	8	5	57
16:45	0	0	0	0	0	12	6	0	0	16	0	4	0	0	10	5	53
17:00	0	0	0	0	0	15	3	0	0	17	0	5	0	0	5	3	48
17:15	0	0	0	0	0	11	8	0	0	10	0	10	0	0	4	2	45
Hr Total	0	0	0	0	0	52	25	0	0	57	0	27	0	0	27	15	203

FLORIDA TRANSPORTATION ENGINEERING, INC.
8250 PASCAL DRIVE, PUNTA GORDA, FL 33950
(941) 639-2818

Weather : GOOD
Counted by: SKIPPY
Board # : 328
Other :

Site Code : 00000328
Start Date: 05/08/97
File I.D. : SR52-NBR
Page : 2

TRUCKS & BIKES

	Southbound				SR 52 Westbound				I-75 NB EXIT RAMPS Northbound				SR 52 Eastbound				
	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	Total
Date 05/08/97																	
17:30	0	0	0	0	0	11	3	0	0	10	0	1	0	0	9	6	40
17:45	0	0	0	0	0	10	10	0	0	7	0	5	0	0	4	5	41
18:00	0	0	0	0	0	9	3	0	0	13	0	6	0	0	1	5	37
18:15	0	0	0	0	0	11	6	0	0	15	0	5	0	0	5	2	44
Hr Total	0	0	0	0	0	41	22	0	0	45	0	17	0	0	19	18	162
18:30	0	0	0	0	0	13	3	0	0	4	0	6	0	0	2	3	31
18:45	0	0	0	0	0	6	4	0	0	8	0	3	0	0	6	2	29
Hr Total	0	0	0	0	0	19	7	0	0	12	0	9	0	0	8	5	60
TOTAL	0	0	0	0	0	279	320	0	0	302	0	219	0	0	228	100	1448

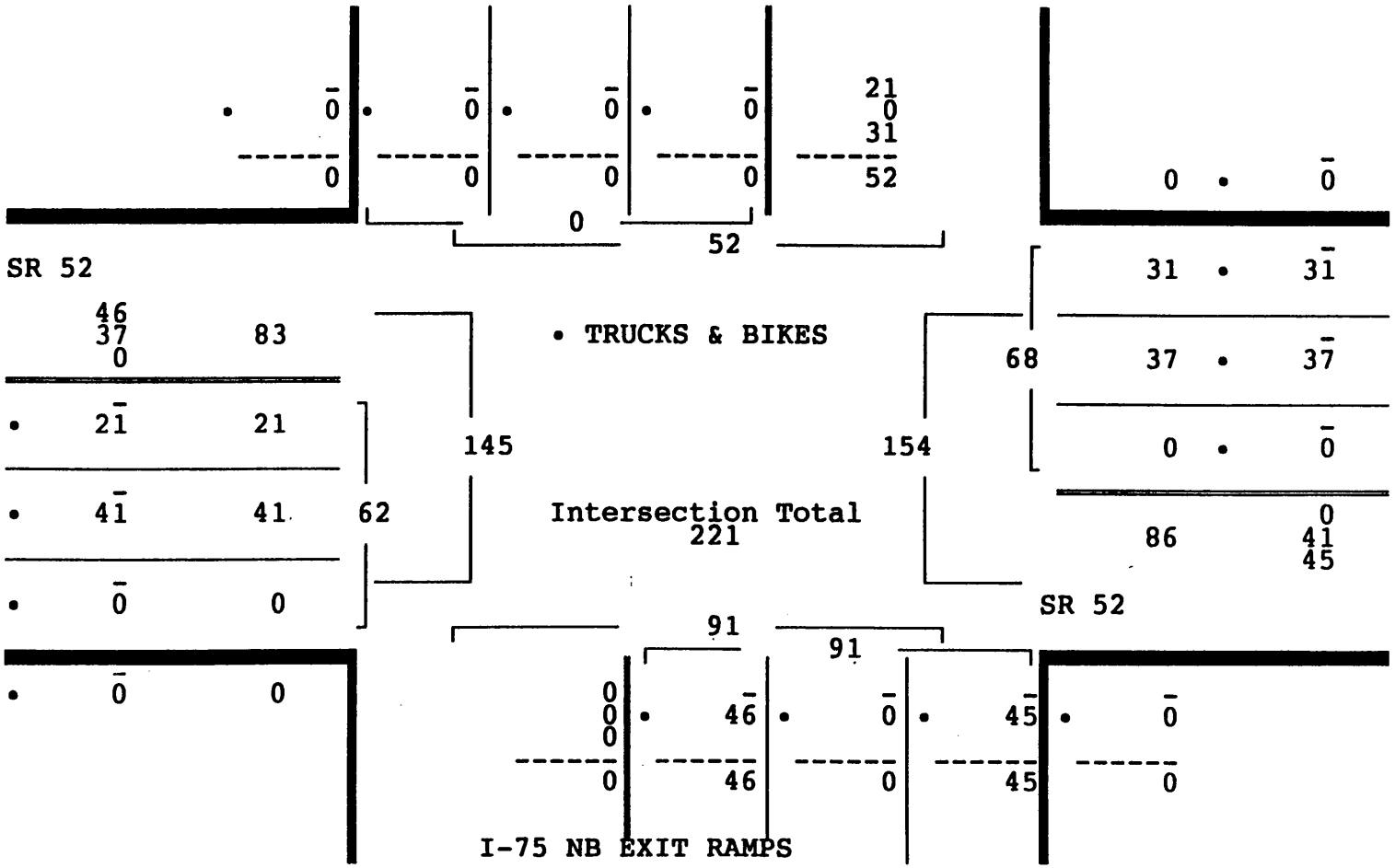
FLORIDA TRANSPORTATION ENGINEERING, INC.
8250 PASCAL DRIVE, PUNTA GORDA, FL 33950
(941) 639-2818

Weather : GOOD
Counted by: SKIPPY
Board # : 328
Other :

Site Code : 00000328
Start Date: 05/08/97
File I.D. : SR52-NBR
Page : 1

TRUCKS & BIKES

Southbound				SR 52 Westbound				I-75 NB EXIT RAMPS Northbound				SR 52 Eastbound				
BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	BIKES	Right	Thru	Left	Total
Date 05/08/97																
Peak Hour Analysis By Entire Intersection for the Period: 06:30 to 19:00 on 05/08/97																
Peak start 11:45				11:45				11:45				11:45				
Volume 0	0	0	0	0	31	37	0	0	45	0	46	0	0	41	21	
Percent 0%	0%	0%	0%	0%	46%	54%	0%	0%	49%	0%	51%	0%	0%	66%	34%	
Pk total 0				68				91				62				
Highest 06:30				12:30				12:00				11:45				
Volume 0	0	0	0	0	5	15	0	0	11	0	15	0	0	20	9	
Hi total 0				20				26				29				
PHF .0				.85				.88				.53				



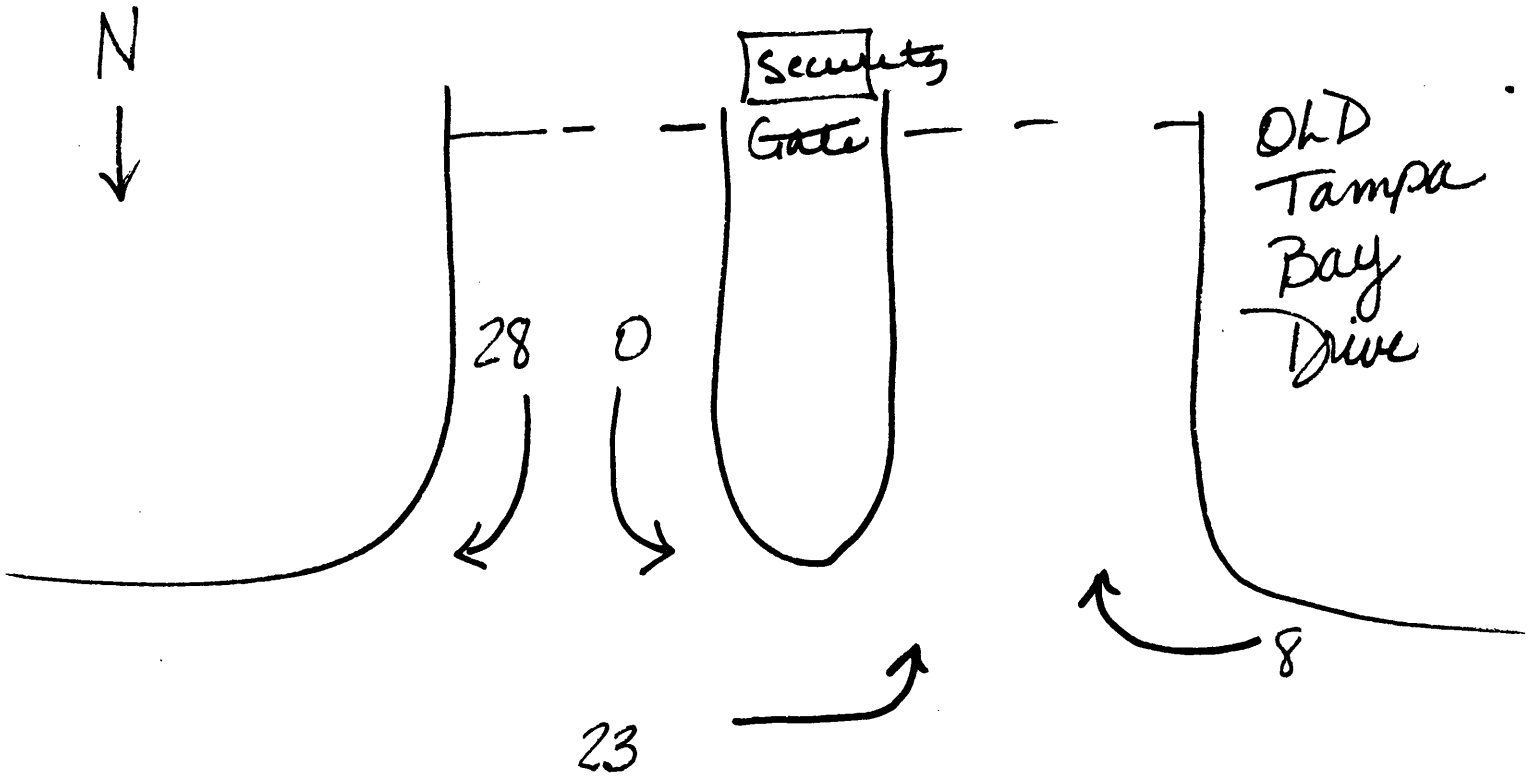
APPENDIX Fc

S.R. 52/Old Tampa Bay Drive Count Data (Raw)

PBSJ POST, BUCKLEY, SCHUH & JERNIGAN, INC.

COMP. BY: _____
CHK. BY: _____
DATE: _____
SHEET NO.: _____
JOB NO.: _____

Subject: SR52 & Old Tampa Bay Dr.
I-75 & SR52 IMR



AM
PEAK HOUR VOLUME: 59 (28+23+8) Seasonal Factor 4/21/99 = 1.0

EST AADT: (PM) = 625 vpd*

K_{30} = 9.44 – EXISTING

D_{30} = 55.3%

* Using 805 vpd due to the fact that the evening ~~morning~~ peak hour is greater

7:00 AM - 8:00 AM

Conditions
Sunny & Dry

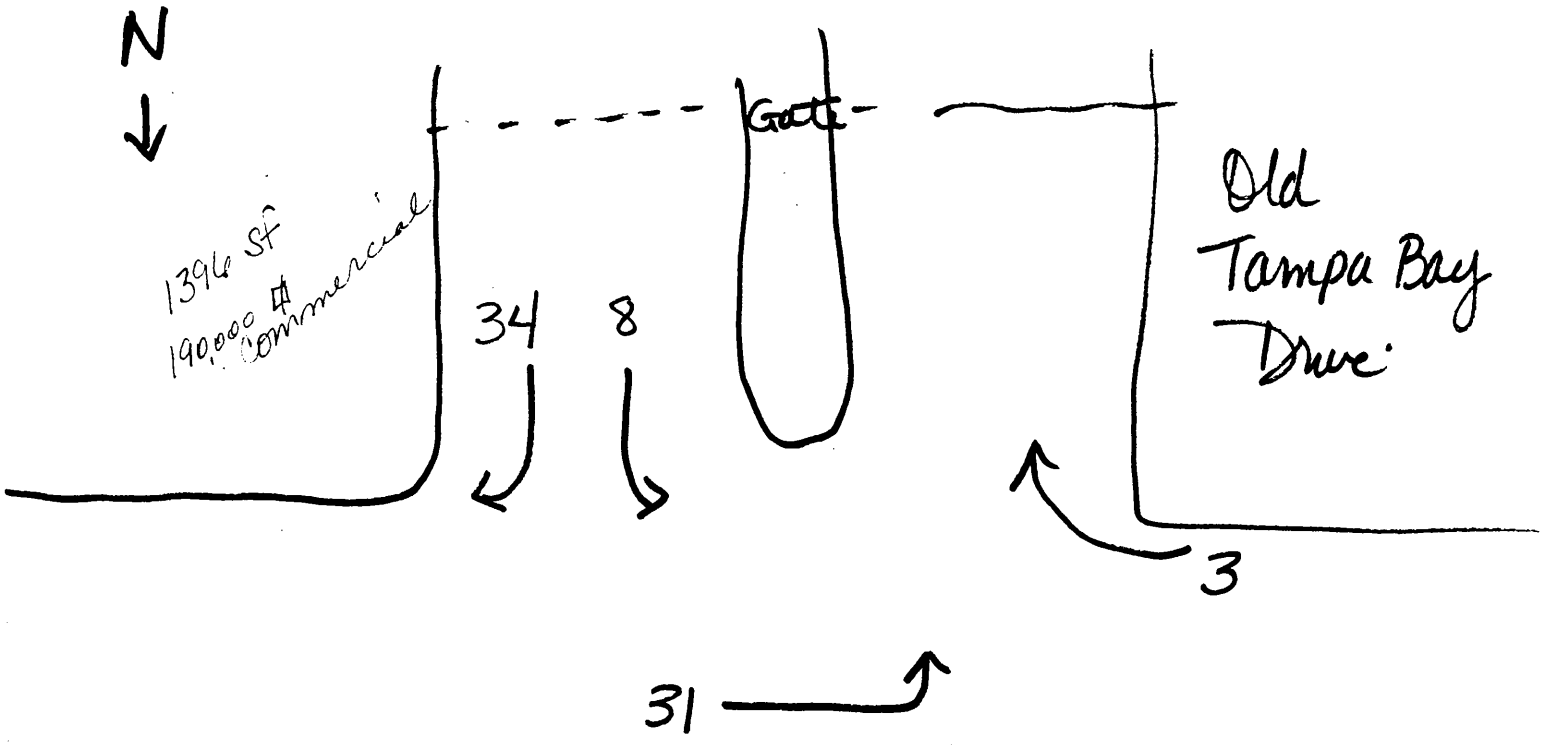
Wednesday
April 21, 1999

Counted by: Rachel Adyel

PBS&J POST, BUCKLEY, SCHUH & JERNIGAN, INC.

COMP. BY: _____
CHK. BY: _____
DATE: _____
SHEET NO.: _____
JOB NO.: _____

Subject: SR 52 & Old Tampa Bay Dr.
I-75 & SR 52 IMR



SR 52

PM
PEAK HOUR VOLUME: 76 (34+8+31+3)
ESTIMATED AADT: 805 vpd
K_{30} = 9.44 - Existing
D_{30} = 55.3%

Seasonal Factor 4/21/99 = 1.0

5:00 - 6:00 PM

Conditions:
Dry & Sunny

Wednesday
April 21, 1999

Counted by:
Rob Dahl

APPENDIX G

Adjusted Traffic Count Data

APPENDIX Ga - FDOT 1996 AADT Volumes

APPENDIX Gb - FDOT 1996 Seasonal and Axle Adjustment Factors

APPENDIX Gc - 1997 Adjusted Seven-Day Count Data (AADT Volumes)

APPENDIX Gd - 1997 Adjusted Peak Hour Turning Movement Counts

APPENDIX Ga

FDOT 1996 AADT Volumes

FLORIDA DEPARTMENT OF TRANSPORTATION

LAWTON CHILES
GOVERNOR

BEN G. WATTS
SECRETARY

District VII Project Development & Environment
11201 N. McKinley Drive, MS 7-500, Tampa, Florida 33612
(813) 975-6454 Suncom 571-6454 FAX (813) 975-6443

RECEIVED
MAY 6 1997
PBSJ, INC.
TAMPA

LETTER OF TRANSMITTAL

DATE 5/2/97

TO: Derrick Lue
PBSJ

FILE

ATTN:

RE: I-75 PD&E Study
SR 56 to SR 52
Pasco County

S.P. No.: 14140-1423
WPI No.: 7147619
F.A. No.: NH-75-1(91)275

WE ARE FORWARDING TO YOU:

_____ Copy of Letter(s)
_____ Design Concept Plans
_____ Design Plans
X The Following Described Item(s)
_____ Engineering Report(s)
_____ Environmental Reports
_____ Request(s) for Traffic Study
_____ Permit(s)/Agreements(s)

- 48-hr Directional Counts on Ramps, and @ along SR 52 & SR 54

THESE ARE TRANSMITTED/RETURNED:

_____ For Approval
X For Your Use
_____ As Requested
_____ For Revision
_____ For Signature
_____ For Your Files
_____ For Circulation
_____ For Your Handling
_____ For Your Information
_____ For Review & Comments
_____ Other

REMARKS: As discussed in our telephone conversation, the only additional counts needed are the 8-hr Turning Movement Counts @ the ramp terminal area, the 48-hr directional counts under SR 52 & SR 54 underpass, and 7-Day directional counts @ 3 locations along I-75

CC: S. Phillips, File

BY: Kirk R. Bogen, P.E.

TITLE: PD&E Project Engineer

APPENDIX Gb

FDOT 1996 Seasonal and Axle Adjustment Factors

1996

PASCO COUNTY VOLUME FACTOR REPORT

Wk	Dates	1400 COUNTYWIDE	1475 PASCO I75
1	01-Jan-96 - 06-Jan-96	0.93	0.89
2	07-Jan-96 - 13-Jan-96	0.97	0.99
3	14-Jan-96 - 20-Jan-96	1.00	1.08
4	21-Jan-96 - 27-Jan-96	0.99	1.06
5	28-Jan-96 - 03-Feb-96	0.98	1.04
6	04-Feb-96 - 10-Feb-96	0.96	1.02
7	11-Feb-96 - 17-Feb-96	0.94	1.00
8	18-Feb-96 - 24-Feb-96	0.95	0.99
9	25-Feb-96 - 02-Mar-96	0.95	0.98
10	03-Mar-96 - 09-Mar-96	0.95	0.96
11	10-Mar-96 - 16-Mar-96	0.95	0.95
12	17-Mar-96 - 23-Mar-96	0.96	0.96
13	24-Mar-96 - 30-Mar-96	0.97	0.97
14	31-Mar-96 - 06-Apr-96	0.97	0.98
15	07-Apr-96 - 13-Apr-96	0.98	0.98
16	14-Apr-96 - 20-Apr-96	0.99	0.99
17	21-Apr-96 - 27-Apr-96	1.01	1.01
18	28-Apr-96 - 04-May-96	1.03	1.03
19	05-May-96 - 11-May-96	1.05	1.06
20	12-May-96 - 18-May-96	1.07	1.08
21	19-May-96 - 25-May-96	1.07	1.07
22	26-May-96 - 01-Jun-96	1.07	1.06
23	02-Jun-96 - 08-Jun-96	1.06	1.05
24	09-Jun-96 - 15-Jun-96	1.06	1.04
25	16-Jun-96 - 22-Jun-96	1.06	1.04
26	23-Jun-96 - 29-Jun-96	1.06	1.04
27	30-Jun-96 - 06-Jul-96	1.05	1.04
28	07-Jul-96 - 13-Jul-96	1.05	1.03
29	14-Jul-96 - 20-Jul-96	1.05	1.03
30	21-Jul-96 - 27-Jul-96	1.05	1.02
31	28-Jul-96 - 03-Aug-96	1.04	1.01
32	04-Aug-96 - 10-Aug-96	1.04	1.01
33	11-Aug-96 - 17-Aug-96	1.04	1.00
34	18-Aug-96 - 24-Aug-96	1.05	1.02
35	25-Aug-96 - 31-Aug-96	1.06	1.04
36	01-Sep-96 - 07-Sep-96	1.07	1.05
37	08-Sep-96 - 14-Sep-96	1.08	1.07
38	15-Sep-96 - 21-Sep-96	1.09	1.09
39	22-Sep-96 - 28-Sep-96	1.08	1.07
40	29-Sep-96 - 05-Oct-96	1.07	1.06
41	06-Oct-96 - 12-Oct-96	1.06	1.04
42	13-Oct-96 - 19-Oct-96	1.04	1.02
43	20-Oct-96 - 26-Oct-96	1.02	1.00
44	27-Oct-96 - 02-Nov-96	1.00	0.97
45	03-Nov-96 - 09-Nov-96	0.98	0.95
46	10-Nov-96 - 16-Nov-96	0.95	0.92
47	17-Nov-96 - 23-Nov-96	0.95	0.92
48	24-Nov-96 - 30-Nov-96	0.94	0.91
49	01-Dec-96 - 07-Dec-96	0.94	0.90
50	08-Dec-96 - 14-Dec-96	0.93	0.90
51	15-Dec-96 - 21-Dec-96	0.93	0.89
52	22-Dec-96 - 28-Dec-96	0.97	0.99
53	29-Dec-96 - 31-Dec-96	1.00	1.08

1996 PASCO COUNTY AXLE ADJUSTMENT FACTORS

Wk	Dates	1401 I75 HILLS CO - SUMT	1403 SR41 SR52 - HERNAND	1404 US19 SR52 - HERNAND	1405 ALT19 PINE - US 19	1406 SR597 HILLS CO/L -
1	01-Jan-96 - 06-Jan-96	0.88	0.95	0.95	0.99	0.98
2	07-Jan-96 - 13-Jan-96	0.88	0.95	0.95	0.99	0.98
3	14-Jan-96 - 20-Jan-96	0.88	0.95	0.95	0.99	0.98
4	21-Jan-96 - 27-Jan-96	0.87	0.95	0.95	0.99	0.98
5	28-Jan-96 - 03-Feb-96	0.86	0.95	0.95	0.99	0.98
6	04-Feb-96 - 10-Feb-96	0.85	0.95	0.95	0.99	0.98
7	11-Feb-96 - 17-Feb-96	0.84	0.95	0.95	0.99	0.98
8	18-Feb-96 - 24-Feb-96	0.84	0.95	0.95	0.99	0.98
9	25-Feb-96 - 02-Mar-96	0.84	0.95	0.94	0.99	0.98
10	03-Mar-96 - 09-Mar-96	0.85	0.95	0.94	0.99	0.98
11	10-Mar-96 - 16-Mar-96	0.85	0.95	0.94	0.99	0.98
12	17-Mar-96 - 23-Mar-96	0.86	0.95	0.94	0.99	0.98
13	24-Mar-96 - 30-Mar-96	0.86	0.95	0.94	0.99	0.98
14	31-Mar-96 - 06-Apr-96	0.87	0.95	0.94	0.99	0.98
15	07-Apr-96 - 13-Apr-96	0.87	0.95	0.94	0.99	0.98
16	14-Apr-96 - 20-Apr-96	0.88	0.95	0.94	0.99	0.98
17	21-Apr-96 - 27-Apr-96	0.87	0.95	0.94	0.99	0.98
18	28-Apr-96 - 04-May-96	0.86	0.95	0.94	0.99	0.98
19	05-May-96 - 11-May-96	0.86	0.95	0.94	0.99	0.98
20	12-May-96 - 18-May-96	0.85	0.95	0.94	0.99	0.98
21	19-May-96 - 25-May-96	0.86	0.95	0.94	0.99	0.98
22	26-May-96 - 01-Jun-96	0.86	0.95	0.94	0.99	0.98
23	02-Jun-96 - 08-Jun-96	0.87	0.95	0.94	0.99	0.98
24	09-Jun-96 - 15-Jun-96	0.88	0.95	0.94	0.99	0.98
25	16-Jun-96 - 22-Jun-96	0.88	0.95	0.94	0.99	0.98
26	23-Jun-96 - 29-Jun-96	0.88	0.95	0.94	0.99	0.98
27	30-Jun-96 - 06-Jul-96	0.88	0.95	0.94	0.99	0.98
28	07-Jul-96 - 13-Jul-96	0.88	0.95	0.94	0.99	0.98
29	14-Jul-96 - 20-Jul-96	0.88	0.95	0.94	0.99	0.98
30	21-Jul-96 - 27-Jul-96	0.88	0.95	0.94	0.99	0.98
31	28-Jul-96 - 03-Aug-96	0.88	0.95	0.94	0.99	0.98
32	04-Aug-96 - 10-Aug-96	0.88	0.95	0.94	0.99	0.98
33	11-Aug-96 - 17-Aug-96	0.88	0.95	0.94	0.99	0.98
34	18-Aug-96 - 24-Aug-96	0.86	0.95	0.94	0.99	0.98
35	25-Aug-96 - 31-Aug-96	0.84	0.95	0.94	0.99	0.98
36	01-Sep-96 - 07-Sep-96	0.82	0.95	0.94	0.99	0.98
37	08-Sep-96 - 14-Sep-96	0.80	0.95	0.94	0.99	0.98
38	15-Sep-96 - 21-Sep-96	0.78	0.95	0.94	0.99	0.98
39	22-Sep-96 - 28-Sep-96	0.79	0.95	0.94	0.99	0.98
40	29-Sep-96 - 05-Oct-96	0.80	0.95	0.94	0.99	0.98
41	06-Oct-96 - 12-Oct-96	0.80	0.95	0.95	0.99	0.98
42	13-Oct-96 - 19-Oct-96	0.81	0.95	0.95	0.99	0.98
43	20-Oct-96 - 26-Oct-96	0.82	0.95	0.95	0.99	0.98
44	27-Oct-96 - 02-Nov-96	0.82	0.95	0.95	0.99	0.98
45	03-Nov-96 - 09-Nov-96	0.83	0.95	0.95	0.99	0.98
46	10-Nov-96 - 16-Nov-96	0.83	0.95	0.95	0.99	0.98
47	17-Nov-96 - 23-Nov-96	0.84	0.95	0.95	0.99	0.98
48	24-Nov-96 - 30-Nov-96	0.85	0.95	0.95	0.99	0.98
49	01-Dec-96 - 07-Dec-96	0.85	0.95	0.95	0.99	0.98
50	08-Dec-96 - 14-Dec-96	0.86	0.95	0.95	0.99	0.98
51	15-Dec-96 - 21-Dec-96	0.87	0.95	0.95	0.99	0.98
52	22-Dec-96 - 28-Dec-96	0.87	0.95	0.95	0.99	0.98
53	29-Dec-96 - 31-Dec-96	0.88	0.95	0.95	0.99	0.98

1996 PASCO COUNTY AXLE ADJUSTMENT FACTORS

Wk	Dates	1412 SR54 CR581 - US301	1413 SR52 US19 - CR587	1414 SR52 CR587 - CR581	1415 SR52 CR581 - CR577	1416 SR52 CR577 - SR533
1	01-Jan-96 - 06-Jan-96	0.98	0.98	0.94	0.94	0.97
2	07-Jan-96 - 13-Jan-96	0.98	0.98	0.94	0.94	0.97
3	14-Jan-96 - 20-Jan-96	0.98	0.98	0.94	0.94	0.97
4	21-Jan-96 - 27-Jan-96	0.98	0.98	0.94	0.94	0.97
5	28-Jan-96 - 03-Feb-96	0.98	0.98	0.94	0.94	0.97
6	04-Feb-96 - 10-Feb-96	0.98	0.98	0.94	0.94	0.97
7	11-Feb-96 - 17-Feb-96	0.98	0.98	0.94	0.94	0.97
8	18-Feb-96 - 24-Feb-96	0.98	0.98	0.94	0.94	0.97
9	25-Feb-96 - 02-Mar-96	0.98	0.98	0.94	0.94	0.97
10	03-Mar-96 - 09-Mar-96	0.98	0.98	0.94	0.94	0.97
11	10-Mar-96 - 16-Mar-96	0.98	0.98	0.94	0.94	0.97
12	17-Mar-96 - 23-Mar-96	0.98	0.98	0.94	0.94	0.97
13	24-Mar-96 - 30-Mar-96	0.98	0.98	0.94	0.94	0.97
14	31-Mar-96 - 06-Apr-96	0.98	0.98	0.94	0.94	0.97
15	07-Apr-96 - 13-Apr-96	0.98	0.98	0.94	0.94	0.97
16	14-Apr-96 - 20-Apr-96	0.98	0.98	0.94	0.94	0.97
17	21-Apr-96 - 27-Apr-96	0.98	0.98	0.94	0.94	0.97
18	28-Apr-96 - 04-May-96	0.98	0.98	0.94	0.94	0.97
19	05-May-96 - 11-May-96	0.98	0.98	0.94	0.94	0.97
20	12-May-96 - 18-May-96	0.98	0.98	0.94	0.94	0.97
21	19-May-96 - 25-May-96	0.98	0.98	0.94	0.94	0.97
22	26-May-96 - 01-Jun-96	0.98	0.98	0.94	0.94	0.97
23	02-Jun-96 - 08-Jun-96	0.98	0.98	0.94	0.94	0.97
24	09-Jun-96 - 15-Jun-96	0.98	0.98	0.94	0.94	0.97
25	16-Jun-96 - 22-Jun-96	0.98	0.98	0.94	0.94	0.97
26	23-Jun-96 - 29-Jun-96	0.98	0.98	0.94	0.94	0.97
27	30-Jun-96 - 06-Jul-96	0.98	0.98	0.94	0.94	0.97
28	07-Jul-96 - 13-Jul-96	0.98	0.98	0.94	0.94	0.97
29	14-Jul-96 - 20-Jul-96	0.98	0.98	0.94	0.94	0.97
30	21-Jul-96 - 27-Jul-96	0.98	0.98	0.94	0.94	0.97
31	28-Jul-96 - 03-Aug-96	0.98	0.98	0.94	0.94	0.97
32	04-Aug-96 - 10-Aug-96	0.98	0.98	0.94	0.94	0.97
33	11-Aug-96 - 17-Aug-96	0.98	0.98	0.94	0.94	0.97
34	18-Aug-96 - 24-Aug-96	0.98	0.98	0.94	0.94	0.97
35	25-Aug-96 - 31-Aug-96	0.98	0.98	0.94	0.94	0.97
36	01-Sep-96 - 07-Sep-96	0.98	0.98	0.94	0.94	0.97
37	08-Sep-96 - 14-Sep-96	0.98	0.98	0.94	0.94	0.97
38	15-Sep-96 - 21-Sep-96	0.98	0.98	0.94	0.94	0.97
39	22-Sep-96 - 28-Sep-96	0.98	0.98	0.94	0.94	0.97
40	29-Sep-96 - 05-Oct-96	0.98	0.98	0.94	0.94	0.97
41	06-Oct-96 - 12-Oct-96	0.98	0.98	0.94	0.94	0.97
42	13-Oct-96 - 19-Oct-96	0.98	0.98	0.94	0.94	0.97
43	20-Oct-96 - 26-Oct-96	0.98	0.98	0.94	0.94	0.97
44	27-Oct-96 - 02-Nov-96	0.98	0.98	0.94	0.94	0.97
45	03-Nov-96 - 09-Nov-96	0.98	0.98	0.94	0.94	0.97
46	10-Nov-96 - 16-Nov-96	0.98	0.98	0.94	0.94	0.97
47	17-Nov-96 - 23-Nov-96	0.98	0.98	0.94	0.94	0.97
48	24-Nov-96 - 30-Nov-96	0.98	0.98	0.94	0.94	0.97
49	01-Dec-96 - 07-Dec-96	0.98	0.98	0.94	0.94	0.97
50	08-Dec-96 - 14-Dec-96	0.98	0.98	0.94	0.94	0.97
51	15-Dec-96 - 21-Dec-96	0.98	0.98	0.94	0.94	0.97
52	22-Dec-96 - 28-Dec-96	0.98	0.98	0.94	0.94	0.97
53	29-Dec-96 - 31-Dec-96	0.98	0.98	0.94	0.94	0.97

APPENDIX Gc

1997 Adjusted Seven-Day Count Data (AADT Volumes)

Calculations of Peak Hours and AADT Volumes

I-75 Between SR 54 and SR 52

		NB									SB											
TIME		05/06	05/07	05/08	05/09	05/10	05/11	05/12	Avg.(1)	Sum(2)	05/06	05/07	05/08	05/09	05/10	05/11	05/12	Avg.(1)	Sum(2)	(NB Avg. + SB Avg.)	(NB + SB) Sum	Hour Vol. (3)
00:00	0-15	112	133	96	105	158	93	64	99	460	98	93	106	99	129	139	130	103	419	202	879	
	15-30	124	116	102	91	153	77	75	96	421	98	82	86	94	111	114	144	95	407	191	828	
	30-45	108	89	103	91	132	87	70	89	389	115	78	69	81	125	92	131	90	385	179	774	
	45-60	93	90	78	101	123	72	60	80	364	75	93	111	113	102	77	120	90	378	170	742	742
01:00	0-15	87	76	63	115	102	82	70	77	342	84	112	61	87	93	67	136	83	358	160	700	
	15-30	101	110	79	71	75	60	48	71	317	80	104	92	108	99	71	89	84	347	155	664	
	30-45	104	77	68	97	86	60	59	72	300	94	99	71	77	112	56	132	83	340	155	640	
	45-60	61	56	97	58	60	65	43	57	277	79	87	78	83	76	63	116	76	326	133	603	603
02:00	0-15	75	66	69	59	70	47	49	57	257	38	81	95	86	84	61	98	71	314	128	571	
	15-30	41	50	72	65	66	65	31	51	237	78	83	81	115	59	36	112	73	303	124	540	
	30-45	79	85	49	60	56	55	44	56	221	59	64	94	115	92	46	94	73	293	129	514	
	45-60	72	56	54	58	76	53	47	54	218	52	91	86	93	57	61	96	70	287	124	505	505
03:00	0-15	48	80	67	70	72	46	53	57	218	79	79	79	90	99	41	87	72	288	129	506	
	15-30	55	47	78	81	78	47	52	57	224	85	100	102	91	49	44	127	78	293	135	517	
	30-45	78	57	65	66	65	40	75	58	226	86	108	90	93	66	49	107	78	298	136	524	
	45-60	65	70	91	94	74	54	67	67	239	120	94	111	109	48	51	99	82	310	149	549	549
04:00	0-15	77	47	98	106	84	46	57	67	249	120	100	105	139	53	34	145	91	329	158	578	
	15-30	89	62	83	92	83	54	90	72	264	118	137	140	111	61	25	121	93	344	165	608	
	30-45	93	95	100	82	103	45	93	80	286	108	126	153	154	58	47	142	103	369	183	655	
	45-60	104	108	127	117	115	45	102	94	313	155	131	134	146	66	48	160	109	396	203	709	709
05:00	0-15	109	131	115	171	112	60	115	106	352	190	190	219	192	85	33	191	143	448	249	800	
	15-30	118	103	138	122	94	69	142	102	382	239	205	234	198	114	55	232	166	521	268	903	
	30-45	170	164	147	157	170	46	179	135	437	272	270	246	205	125	65	274	190	608	325	1045	
	45-60	173	196	190	232	160	91	203	162	505	307	271	316	271	112	58	294	212	711	374	1216	1216
06:00	0-15	228	196	249	216	184	94	237	183	582	379	367	361	345	127	59	430	269	837	452	1419	
	15-30	276	206	280	272	199	107	241	206	686	496	456	457	439	165	79	502	338	1009	544	1695	
	30-45	330	347	310	299	239	138	280	253	804	416	480	498	482	187	95	481	344	1163	597	1967	
	45-60	358	311	337	348	276	138	338	274	916	497	487	524	465	181	71	473	351	1302	625	2218	2218
07:00	0-15	363	380	377	381	336	177	367	310	1043	452	498	448	509	185	92	527	353	1386	663	2429	
	15-30	356	375	405	390	334	183	387	316	1153	475	511	532	522	208	104	459	366	1414	682	2567	
	30-45	441	463	415	439	326	226	394	352	1252	469	467	488	453	253	109	516	359	1429	711	2681	
	45-60	405	446	409	489	366	227	389	356	1334	434	443	519	416	262	104	438	341	1419	697	2753	2753
08:00	0-15	417	393	411	345	357	231	403	333	1357	402	454	425	386	290	132	438	329	1395	662	2752	
	15-30	374	401	439	396	431	273	417	356	1397	435	350	397	343	305	154	411	312	1341	668	2738	
	30-45	461	426	433	425	518	309	425	390	1435	367	410	358	337	277	156	378	297	1279	687	2714	
	45-60	410	411	487	447	420	306	439	380	1459	369	397	384	374	306	187	364	310	1248	690	2707	2707
09:00	0-15	442	468	479	456	462	341	400	397	1523	405	406	382	451	345	223	352	334	1253	731	2776	
	15-30	437	478	443	517	467	320	462	407	1574	369	389	368	381	370	217	425	328	1269	735	2843	
	30-45	494	495	526	529	499	356	521	445	1629	335	399	393	406	358	232	373	325	1297	770	2926	
	45-60	487	551	515	519	575	405	452	456	1705	330	395	370	393	374	258	380	326	1313	782	3018	3018
10:00	0-15	449	495	480	516	563	410	452	438	1746	344	398	326	385	368	242	328	311	1290	749	3036	
	15-30	364	514	442	475	505	452	452	417	1756	358	370	362	325	391	311	412	329	1291	746	3047	
	30-45	466	525	514	487	480	408	434	432	1743	384	348	333	399	341	323	336	321	1287	753	3030	
	45-60	480	428	502	490	531	460	422	431	1718	361	332	326	370	416	378	304	324	1285	755	3003	3003
11:00	0-15	480	485	474	536	494	443	403	432	1712	367	345	367	345	369	356	352	326	1300	758	3012	
	15-30	512	417	539	514	495	379	503	437	1732	314	331	327	389	401	405	325	325	1296	762	3028	
	30-45	446	485	417	483	452	420	441	409	1709	340	318	290	387	368	391	327	315	1290	724	2999	
	45-60	425	443	451	479	448	441	481	413	1691	318	334	360	364	374	351	376	323	1289	736	2980	2980
12:00	0-15	421	414	413	513	482	454	491	415	1674	312	286	293	312	345	375	341	295	1258	710	2932	
	15-30	436	435	432	464	479	428	427	404	1641	290	351	314	342	352	406	314	309	1242	713	2883	
	30-45	421	425	403	513	432	406	477	401	1633	287	323	330	366	354	350	367	310	1237	711	2870	
	45-60	431	461	428	515	434	362	249	375	1595	298	326	303	363	362	363	392	313	1227	688	2822	2822
13:00	0-15	436	438	390	494	410	394	462	394	1574	283	312	352	356	338	388	325	307	1239	701	2813	
	15-30	398	385	388	527	456	374	523	397	1567	297	293	330	272	373	375	292	291	1221	688	2788	
	30-45	365	408	456	473	456	400	441	391	1557	317	334	324	397	338	359	300	309	1220	700	2777	
	45-60	410	463	404	496	441	402	428	396	1578	323	320	346	405	298	384	319	312	1219	708	2797	2797

Calculations of Peak Hours and AADT Volumes

I-75 Between SR 54 and SR 52

		NB									SB											
TIME		05/06	05/07	05/08	05/09	05/10	05/11	05/12	Avg.(1)	Sum(2)	05/06	05/07	05/08	05/09	05/10	05/11	05/12	Avg.(1)	Sum(2)	(NB Avg. + SB Avg.)	(NB + SB) Sum	Hour Vol. (3)
14:00	0-15	404	377	460	488	436	406	431	391	1575	304	358	388	412	338	374	354	329	1241	720	2816	
	15-30	397	412	486	519	358	380	410	386	1564	373	344	296	398	348	398	344	326	1276	712	2840	
	30-45	420	434	456	512	426	427	421	403	1576	325	369	356	369	348	443	346	333	1300	736	2876	
	45-60	424	428	496	516	361	393	379	390	1570	327	323	310	438	341	415	352	326	1314	716	2884	2884
15:00	0-15	456	493	448	536	403	383	400	406	1585	355	370	347	407	359	437	306	336	1321	742	2906	
	15-30	426	432	482	564	386	404	390	402	1601	358	365	357	472	389	461	339	357	1352	759	2953	
	30-45	467	468	513	564	351	397	422	414	1612	339	378	360	412	366	456	327	344	1363	758	2975	
	45-60	518	532	531	588	386	443	438	447	1669	319	320	386	471	354	462	374	350	1387	797	3056	3056
16:00	0-15	491	461	560	638	378	445	469	448	1711	365	372	377	397	373	474	351	353	1404	801	3115	
	15-30	482	424	567	615	367	425	454	434	1743	367	384	423	437	384	519	379	377	1424	811	3167	
	30-45	494	578	488	640	335	501	474	457	1786	318	354	420	473	384	499	362	366	1446	823	3232	
	45-60	512	505	584	596	410	506	505	471	1810	367	369	374	467	340	501	343	360	1456	831	3266	3266
17:00	0-15	484	503	573	598	335	432	442	438	1800	346	361	392	440	396	540	360	369	1472	807	3272	
	15-30	515	559	575	650	384	437	435	463	1829	370	361	397	436	379	550	312	365	1460	828	3289	
	30-45	486	526	546	678	370	428	433	452	1824	327	337	388	415	354	541	323	350	1444	802	3268	
	45-60	448	485	474	614	339	431	467	424	1777	325	338	339	401	342	517	336	338	1422	762	3199	3199
18:00	0-15	443	467	499	594	321	431	426	414	1753	312	313	297	441	349	524	302	331	1384	745	3137	
	15-30	415	434	492	573	281	417	365	388	1678	287	289	326	459	363	508	259	324	1343	712	3021	
	30-45	390	413	459	553	292	437	361	378	1604	233	277	282	424	324	512	244	299	1292	677	2896	
	45-60	350	369	388	486	298	390	313	338	1518	242	248	300	366	311	471	216	281	1235	619	2753	2753
19:00	0-15	339	389	321	513	284	401	256	326	1430	220	234	277	402	305	455	271	282	1186	608	2616	
	15-30	312	288	310	445	279	390	258	297	1339	219	197	243	391	262	460	224	260	1122	557	2461	
	30-45	297	281	289	442	268	367	262	287	1248	233	193	204	348	249	458	193	245	1068	532	2316	
	45-60	240	259	258	373	266	319	209	251	1161	214	217	233	251	226	498	183	237	1024	488	2185	2185
20:00	0-15	207	277	279	397	219	309	218	248	1083	160	184	212	277	227	399	198	216	958	464	2041	
	15-30	251	284	233	367	236	287	194	241	1027	166	185	210	268	199	381	174	206	904	447	1931	
	30-45	215	212	270	327	244	269	229	230	970	176	173	247	264	199	373	145	205	864	435	1834	
	45-60	263	243	221	277	209	247	190	215	934	188	206	196	302	208	348	197	214	841	429	1775	1775
21:00	0-15	211	245	213	288	193	253	195	208	894	165	153	206	261	174	369	139	191	816	399	1710	
	15-30	209	224	214	286	190	216	163	196	849	166	163	200	261	202	301	153	188	798	384	1647	
	30-45	236	223	261	244	203	182	206	203	822	145	144	197	222	152	272	176	170	763	373	1585	
	45-60	194	177	241	283	193	197	178	191	798	154	195	197	222	147	280	141	174	723	365	1521	1521
22:00	0-15	209	166	205	249	165	156	202	176	766	137	151	163	219	132	279	168	163	695	339	1461	
	15-30	173	177	206	223	195	145	156	166	736	111	132	186	205	136	246	146	151	658	317	1394	
	30-45	185	184	200	224	167	165	185	171	704	129	184	160	202	179	237	126	158	646	329	1350	
	45-60	123	156	168	214	130	139	142	140	653	123	138	130	193	212	180	118	142	614	282	1267	1267
23:00	0-15	186	164	150	219	131	110	140	143	620	121	131	134	184	129	217	130	136	587	279	1207	
	15-30	136	141	171	204	135	119	128	135	589	116	100	135	153	125	193	123	123	559	258	1148	
	30-45	136	127	161	177	118	104	107	121	539	134	131	156	151	126	165	90	124	525	245	1064	
	45-60	121	108	123	208	84	79	84	105	504	111	107	122	145	107	153	133	114	497	219	1001	1001
		28720	29357	30448	34286	27040	24890	27263			24399	25256	26069	28885	22894	25328	25491					49529

AM PEAK = 3047 vph
MID-DAY PEAK = 2980 vph
PM PEAK = 3289 vph
AADT = 49529 vpd

(1) Average volumes for the seven days factored by a seasonal adjustment factor of 1.06 and axle adjustment factor of 0.86.

(2) The averaged volumes were summed in hourly increments in 15 minute intervals to determine the peak hours.

(3) The averaged volumes were summed in hourly increments on the hour to determine the AADTs.

Calculations of Peak Hours and AADT Volumes

I-75 North of SR 52

		NB									SB										
TIME		05/06	05/07	05/08	05/09	05/10	05/11	05/12	Avg.(1)	Sum(2)	05/06	05/07	05/08	05/09	05/10	05/11	05/12	Avg.(1)	Sum(2)	(NB Avg. + SB Avg.)	(NB + SB) Sum	Hour Vol. (3)
14:00	0-15	367	347	374	437	389	343	373	343	1394	259	293	311	369	290	351	315	285	1087	628	2481	
	15-30	359	342	397	445	327	346	307	329	1357	309	298	246	293	321	351	300	276	1105	605	2462	
	30-45	337	389	416	421	357	382	390	351	1364	284	302	262	357	279	420	303	287	1129	638	2493	
	45-60	342	346	403	408	325	369	351	331	1354	288	288	293	384	305	381	301	292	1140	623	2494	2494
15:00	0-15	321	380	370	459	328	317	357	330	1341	297	336	288	334	360	395	277	298	1153	628	2494	
	15-30	370	338	389	451	326	368	309	332	1344	287	300	331	409	348	428	300	313	1190	645	2534	
	30-45	389	396	400	476	279	351	347	344	1337	294	305	310	344	330	419	284	298	1201	642	2538	
	45-60	429	379	420	463	328	401	342	360	1366	272	248	314	414	333	431	284	299	1208	659	2574	2574
16:00	0-15	355	396	439	501	312	400	349	358	1394	272	303	333	317	359	430	288	300	1210	658	2604	
	15-30	358	316	456	470	305	360	341	339	1401	336	322	345	383	307	481	369	331	1228	670	2629	
	30-45	360	407	394	518	306	421	378	363	1420	259	292	360	401	375	430	280	312	1242	675	2662	
	45-60	359	385	412	510	282	443	368	359	1419	289	324	302	416	299	484	279	312	1255	671	2674	2674
17:00	0-15	372	375	459	490	302	422	341	360	1421	294	270	317	387	370	491	304	317	1272	677	2693	
	15-30	378	445	425	505	303	362	308	355	1437	304	278	329	352	339	512	255	309	1250	664	2687	
	30-45	358	373	438	468	285	410	280	340	1414	269	262	298	349	316	515	256	295	1233	635	2647	
	45-60	296	323	358	499	264	383	309	317	1372	246	272	250	356	288	484	272	282	1203	599	2575	2575
18:00	0-15	295	356	373	471	277	384	317	322	1334	273	259	245	405	322	488	250	292	1178	614	2512	
	15-30	311	295	397	495	242	374	270	310	1289	232	251	265	380	321	488	222	281	1150	591	2439	
	30-45	297	326	375	465	217	390	271	305	1254	199	230	273	365	286	468	229	267	1122	572	2376	
	45-60	281	287	285	455	231	329	288	281	1218	219	242	259	347	256	468	206	260	1100	541	2318	2318
19:00	0-15	258	303	293	415	237	363	229	273	1169	188	220	244	396	278	428	258	262	1070	535	2239	
	15-30	227	226	270	397	232	350	237	253	1112	172	176	205	323	255	483	191	235	1024	488	2136	
	30-45	233	243	236	380	216	338	200	240	1047	211	192	196	302	214	412	187	223	980	463	2027	
	45-60	168	239	212	315	194	277	192	208	974	177	181	212	228	223	437	166	211	931	419	1905	1905
20:00	0-15	205	215	225	339	205	260	198	214	915	149	159	181	275	205	371	178	198	867	412	1782	
	15-30	179	225	202	332	177	265	128	196	858	182	181	199	237	187	362	157	196	828	392	1686	
	30-45	215	214	177	263	202	226	206	196	814	127	158	223	273	183	372	157	194	799	390	1613	
	45-60	219	192	218	290	183	221	159	193	799	167	177	184	279	182	318	162	191	779	384	1578	1578
21:00	0-15	199	208	184	240	151	204	170	177	762	155	146	185	230	170	296	151	174	755	351	1517	
	15-30	175	182	187	222	147	202	134	163	729	148	143	198	260	166	300	124	174	733	337	1462	
	30-45	193	213	195	223	150	157	171	170	703	108	147	165	199	125	266	158	152	691	322	1394	
	45-60	168	145	200	258	158	168	175	166	676	132	187	162	217	124	275	155	163	663	329	1339	1339
22:00	0-15	167	164	171	224	129	175	165	156	655	126	114	168	206	109	245	143	145	634	301	1289	
	15-30	174	143	178	192	169	120	148	146	638	122	138	176	185	106	260	140	147	607	293	1245	
	30-45	150	134	162	174	129	143	172	139	607	135	161	126	166	181	203	113	141	596	280	1203	
	45-60	140	157	143	201	121	104	133	130	571	99	136	115	175	159	174	110	126	559	256	1130	1130
23:00	0-15	159	132	138	211	89	123	149	130	545	111	121	150	164	115	196	134	129	543	259	1088	
	15-30	100	142	155	173	101	102	90	112	511	130	89	126	156	106	200	104	119	515	231	1026	
	30-45	135	108	144	164	96	97	92	109	481	101	104	159	131	82	167	110	111	485	220	966	
	45-60	100	95	115	158	70	79	87	92	443	116	118	118	129	108	155	105	111	470	203	913	913
		24414	24973	26009	29837	23983	22395	23030			20082	20746	21426	24370	20027	23063	21249					42407

AM PEAK = 2727 vph
MID-DAY PEAK = 2637 vph
PM PEAK = 2693 vph
AADT = 42407 vpd

(1) Average volumes for the seven days factored by a seasonal adjustment factor of 1.06 and axle adjustment factor of 0.86.

(2) The averaged volumes were summed in hourly increments in 15 minute intervals to determine the peak hours.

(3) The averaged volumes were summed in hourly increments on the hour to determine the AADTs.

APPENDIX Gd

1997 Adjusted Peak Hour Turning Movement Counts

Peak Hour Factor Calculations

Intersection: SR 52 at I-75 SB Exit Ramp

RAW 15-MINUTE VOLUMES	SB VEHICLES				WB VEHICLES				NB VEHICLES				EB VEHICLES				INTERSECTION TOTAL	
	PEDS	RT	THRU	LT	PEDS	RT	THRU	LT	PEDS	RT	THRU	LT	PEDS	RT	THRU	LT	PEDS	EHICLE
AM PEAK																		
6:45-7:00	0	8	0	15	0	0	81	66	0	0	0	0	0	136	61	0	0	367
7:00-7:15	0	16	0	6	0	0	74	72	0	0	0	0	0	105	85	0	0	358
7:15-7:30	0	12	0	4	0	0	98	89	0	0	0	0	0	128	89	0	0	420
7:30-7:45	0	8	0	4	0	0	90	67	0	0	0	0	0	104	103	0	0	376
ID DAY PEAK																		
11:45-12:00	0	22	0	9	0	0	85	29	0	0	0	0	0	47	90	0	0	282
12:00-12:15	0	25	0	10	0	0	67	33	0	0	0	0	0	32	47	0	0	214
12:15-12:30	0	16	0	8	0	0	60	20	0	0	0	0	0	52	63	0	0	219
12:30-12:45	0	18	0	6	0	0	87	55	0	0	0	0	0	37	68	0	0	271
PM PEAK																		
5:00-5:15	0	24	0	5	0	0	170	51	0	0	0	0	0	44	61	0	0	355
5:15-5:30	0	25	0	9	0	0	153	75	0	0	0	0	0	39	57	0	0	358
5:30-5:45	0	23	0	7	0	0	159	46	0	0	0	0	0	46	63	0	0	344
5:45-6:00	0	22	0	4	0	0	142	59	0	0	0	0	0	47	65	0	0	339
Total Volumes																		
AM PEAK	0	44	0	29	0	0	343	294	0	0	0	0	0	473	338	0	0	1521
MID DAY PE	0	81	0	33	0	0	299	137	0	0	0	0	0	168	268	0	0	986
PM-PEAK	0	94	0	25	0	0	624	231	0	0	0	0	0	176	246	0	0	1396

15 MIN. INT. APPROACH VOLUMES AND TOTAL TO CALCULATE PHF'S

	15MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
6:45-7:00	23	147	0	197
7:00-7:15	22	146	0	190
7:15-7:30	16	187	0	217
7:30-7:45	12	157	0	207
APP. TOTAL	73	637	0	811
AM PHF	0.79	0.85	N/A	0.93

	15MIN INT. APP. TOTAL			
	SB	WB	NB	EB
MID DAY PEAK				
11:45-12:00	31	114	0	137
12:00-12:15	35	100	0	79
12:15-12:30	24	80	0	115
12:30-12:45	24	142	0	105
APP. TOTAL	114	436	0	436
MID-DAY PH	0.81	0.77	N/A	0.80

	15MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
5:00-5:15	29	221	0	105
5:15-5:30	34	228	0	96
5:30-5:45	30	205	0	109
5:45-6:00	26	201	0	112
APP. TOTAL	119	855	0	422
PM PHF	0.88	0.94	N/A	0.94

Peak Hour Factor Calculations

Intersection: SR 52 at I-75 NB Exit Ramp

RAW 15-MINUTE VOLUMES	SB VEHICLES				WB VEHICLES				NB VEHICLES				EB VEHICLES				INTERSECTION TOTAL	
	PEDS	RT	THRU	LT	PEDS	RT	THRU	LT	PEDS	RT	THRU	LT	PEDS	RT	THRU	LT	PEDS	VEHICLES
AM PEAK																		
7:00-7:15	0	0	0	0	0	9	111	0	0	47	0	39	0	0	69	21	0	296
7:15-7:30	0	0	0	0	0	14	151	0	0	51	0	37	0	0	58	27	0	338
7:30-7:45	0	0	0	0	0	11	113	0	0	58	0	49	0	0	67	36	0	334
7:45-8:00	0	0	0	0	0	16	83	0	0	65	0	30	0	0	85	21	0	300
MID DAY PEAK																		
11:45-12:00	0	0	0	0	0	18	88	0	0	40	0	33	0	0	71	28	0	278
12:00-12:15	0	0	0	0	0	18	66	0	0	31	0	36	0	0	41	10	0	202
12:15-12:30	0	0	0	0	0	13	49	0	0	41	0	34	0	0	49	23	0	209
12:30-12:45	0	0	0	0	0	19	108	0	0	45	0	37	0	0	50	19	0	278
PM PEAK																		
4:45-5:00	0	0	0	0	0	23	99	0	0	81	0	80	0	0	51	28	0	362
5:00-5:15	0	0	0	0	0	25	134	0	0	82	0	94	0	0	53	15	0	403
5:15-5:30	0	0	0	0	0	19	146	0	0	72	0	82	0	0	49	20	0	388
5:30-5:45	0	0	0	0	0	23	117	0	0	92	0	96	0	0	47	22	0	397
Total Volumes																		
AM PEAK	0	0	0	0	0	50	458	0	0	221	0	155	0	0	279	105	0	1268
MID DAY PEA	0	0	0	0	0	68	311	0	0	157	0	140	0	0	211	80	0	967
PM-PEAK	0	0	0	0	0	90	496	0	0	327	0	352	0	0	200	85	0	1550

15 MIN. INT. APPROACH VOLUMES AND TOTAL TO CALCULATE PHF'S

	15MIN INT. APP. TOTAL			
	SB	WB	NB	EB
AM PEAK				
7:00-7:15	0	120	86	90
7:15-7:30	0	165	88	85
7:30-7:45	0	124	107	103
7:45-8:00	0	99	95	106
APP. TOTAL	0	508	376	384
AM PHF	N/A	0.77	0.88	0.91

	15MIN INT. APP. TOTAL			
	SB	WB	NB	EB
MID DAY PEAK				
11:45-12:00	0	106	73	99
12:00-12:15	0	84	67	51
12:15-12:30	0	62	75	72
12:30-12:45	0	127	82	69
APP. TOTAL	0	379	297	291
MID-DAY PHF	N/A	0.75	0.91	0.73

	15MIN INT. APP. TOTAL			
	SB	WB	NB	EB
PM PEAK				
4:45-5:00	0	122	161	79
5:00-5:15	0	159	176	68
5:15-5:30	0	165	154	69
5:30-5:45	0	140	188	69
APP. TOTAL	0	586	679	285
PM PHF	N/A	0.89	0.90	0.90

APPENDIX H

Historical Trend and Regression Analysis

Florida Department of Transportation
Transportation Statistics Office

Historical AADT Report

County: (14) PASCO

Site	Year	AADT	Direction 1		Direction 2	
5106	SR 52, EAST OF SR 93/I-75					
	1991	7,798	E	0	W	0
	1992	7,400 C	E	0	W	0
	1993	7,600 C	E	0	W	0
	1994	8,200 C	E	0	W	0
	1995	8,700 C	E	4,300	W	4,400
	1996	9,400 C	E	4,600	W	4,800
	1997	8,600 C	E	4,300	W	4,300
	1998	9,600 C	E	4,800	W	4,800

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;
S = Second Year Est; T = Third Year Est; X = Unknown

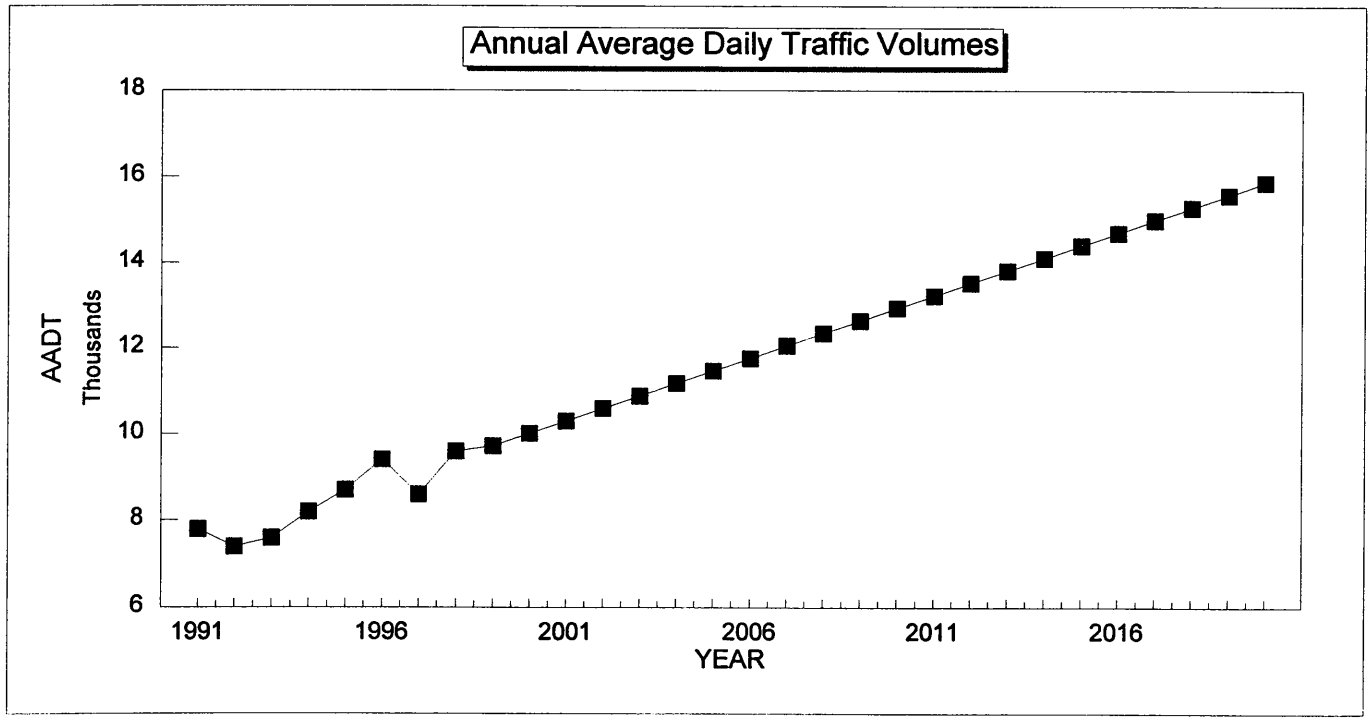
I-75 East on SR 52

Year	AADT
1991	**7798**
1992	**7400**
1993	**7600**
1994	**8200**
1995	**8700**
1996	**9400**
1997	**8600**
1998	**9600**
1999	9725.5
2000	10017.33
2001	10309.17
2002	10601
2003	10892.83
2004	11184.67
2005	11476.5
2006	11768.33
2007	12060.17
2008	12352
2009	12643.83
2010	12935.67
2011	13227.5
2012	13519.33
2013	13811.17
2014	14103
2015	14394.83
2016	14686.67
2017	14978.5
2018	15270.33
2019	15562.17
2020	15854

Regression Output:

Constant	-573649
Std Err of Y Est	415.1711
R Squared	0.77572
No. of Observations	8
Degrees of Freedom	6
X Coefficient(s)	291.8333
Std Err of Coef.	64.06229

Future Year AADT = (Year)(X Coefficient) - Constant



Note:
Bold AADT volumes represent historical data.

Florida Department of Transportation
Transportation Statistics Office

Historical AADT Report

County: (14) PASCO

Site	Year	AADT	Direction 1		Direction 2	
0036	SR 52, WEST OF SR 93/I-75					
	1970	1,530	E	0	W	0
	1971	1,987	E	0	W	0
	1972	2,557	E	0	W	0
	1973	2,775	E	0	W	0
	1974	2,809	E	0	W	0
	1975	3,776	E	0	W	0
	1976	3,754	E	0	W	0
	1977	3,588	E	0	W	0
	1978	3,453	E	0	W	0
	1979	3,439	E	0	W	0
	1980	3,923	E	0	W	0
	1981	3,009	E	0	W	0
	1982	4,283	E	0	W	0
	1983	3,968	E	0	W	0
	1984	4,790	E	0	W	0
	1985	5,615	E	0	W	0
	1986	6,554	E	0	W	0
	1987	6,879	E	0	W	0
	1988	7,684	E	0	W	0
	1991	13,156	E	0	W	0
	1992	10,500 C	E	0	W	0
	1993	8,900 C	E	0	W	0
	1994	10,500 C	E	0	W	0
	1995	11,500 C	E	5,900	W	5,600
	1996	11,600 C	E	6,000	W	5,600
	1997	11,900 C	E	6,000	W	5,900
	1998	12,700 C	E	6,400	W	6,300

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;
S = Second Year Est; T = Third Year Est; X = Unknown

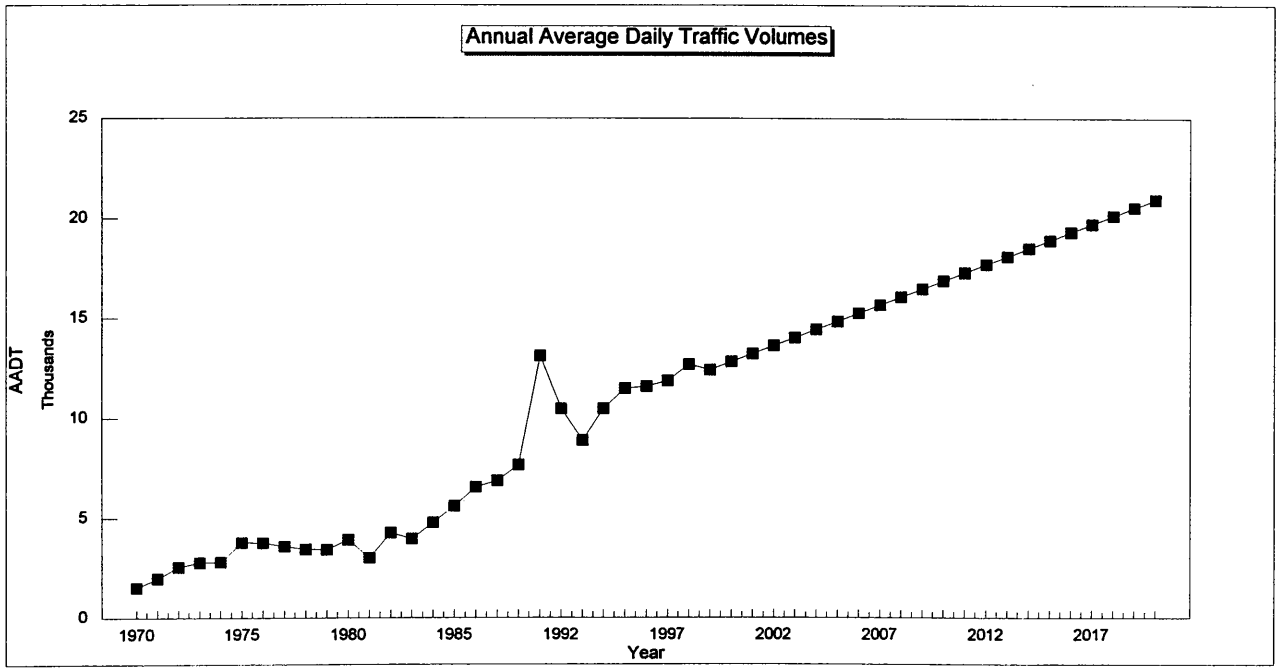
I-75 West on SR 52

Year	AADT
1970	**1530**
1971	**1987**
1972	**2557**
1973	**2775**
1974	**2809**
1975	**3776**
1976	**3754**
1977	**3588**
1978	**3453**
1979	**3439**
1980	**3923**
1981	**3009**
1982	**4283**
1983	**3968**
1984	**4790**
1985	**5615**
1986	**6554**
1987	**6879**
1988	**7684**
1991	**13156**
1992	**10500**
1993	**8900**
1994	**10500**
1995	**11500**
1996	**11600**
1997	**11900**
1998	**12700**
1999	12438.59
2000	12844.15
2001	13249.71
2002	13655.27
2003	14060.83
2004	14466.39
2005	14871.95
2006	15277.5
2007	15683.06
2008	16088.62
2009	16494.18
2010	16899.74
2011	17305.3
2012	17710.86
2013	18116.42
2014	18521.98
2015	18927.54
2016	19333.1
2017	19738.66
2018	20144.22
2019	20549.78
2020	20955.34

Regression Output:

Constant	-798275
Std Err of Y Est	1273.958
R Squared	0.888439
No. of Observations	27
Degrees of Freedom	25
X Coefficient(s)	405.5597
Std Err of Coef.	28.74267

Future Year AADT = (Year)(X Coefficient) - Constant



Note:
Bold AADT volumes represent historical data.

Florida Department of Transportation
Transportation Statistics Office

Historical AADT Report

County: (14) PASCO

Site	Year	AADT	Direction 1	Direction 2
0093	SR 93/I-75, NORTH OF SR 52			
	1970	6,733	N 3,256	S 3,477
	1971	8,432	N 4,281	S 4,151
	1972	10,477	N 4,944	S 5,533
	1973	11,448	N 5,530	S 5,918
	1974	11,141	N 5,542	S 5,599
	1975	12,231	N 6,366	S 5,865
	1976	18,621	N 9,303	S 9,318
	1977	19,243	N 9,598	S 9,645
	1978	21,231	N 9,386	S 11,845
	1979	22,913	N 10,792	S 12,121
	1980	18,431	N 9,288	S 9,143
	1981	17,793	N 9,023	S 8,770
	1982	20,497	N 10,014	S 10,483
	1983	19,490	N 9,821	S 9,669
	1984	22,365	N 10,686	S 11,679
	1985	23,483	N 11,220	S 12,263
	1986	24,455	N 12,445	S 12,010
	1987	25,302	N 13,143	S 12,159
	1988	27,543	N 13,327	S 14,216
	1991	30,866	N 16,393	S 14,473
	1992	28,500 C	N 14,500	S 14,000
	1993	31,500 F	N 16,000	S 15,500
	1994	31,500 C	N 16,500	S 15,000
	1995	33,000 C	N 17,000	S 16,000
	1996	34,000 C	N 17,000	S 17,000
	1997	37,000 C	N 18,500	S 18,500
	1998	39,000 C	N 19,500	S 19,500

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;
S = Second Year Est; T = Third Year Est; X = Unknown

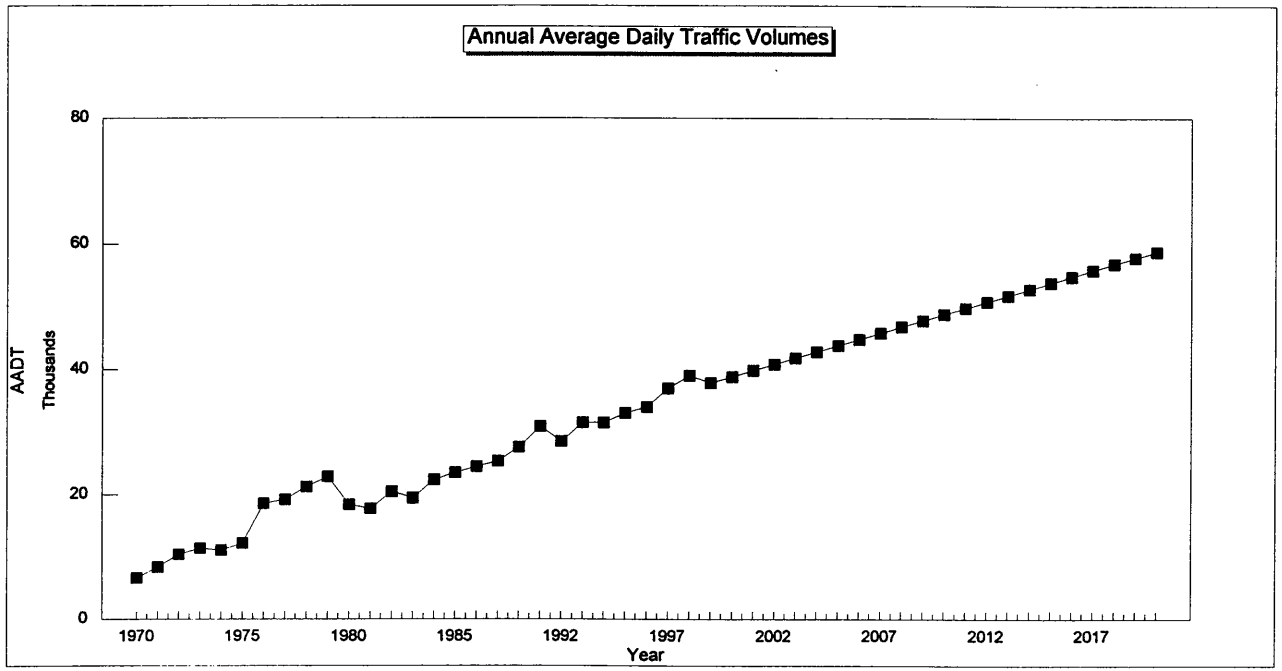
I-75 North of SR 52

Year	AADT
1970	**6733**
1971	**8432**
1972	**10477**
1973	**11448**
1974	**11141**
1975	**12231**
1976	**18621**
1977	**19243**
1978	**21231**
1979	**22913**
1980	**18431**
1981	**17793**
1982	**20497**
1983	**19490**
1984	**22365**
1985	**23483**
1986	**24455**
1987	**25302**
1988	**27543**
1991	**30866**
1992	**28500**
1993	**31500**
1994	**31500**
1995	**33000**
1996	**34000**
1997	**37000**
1998	**39000**
1999	37830.73
2000	38826.49
2001	39822.25
2002	40818.01
2003	41813.76
2004	42809.52
2005	43805.28
2006	44801.03
2007	45796.79
2008	46792.55
2009	47788.3
2010	48784.06
2011	49779.82
2012	50775.57
2013	51771.33
2014	52767.09
2015	53762.84
2016	54758.6
2017	55754.36
2018	56750.11
2019	57745.87
2020	58741.63

Regression Output:

Constant	-1952687
Std Err of Y Est	2098.566
R Squared	0.946501
No. of Observations	27
Degrees of Freedom	25
X Coefficient(s)	995.7568
Std Err of Coef.	47.34723

Future Year AADT = (Year)(X Coefficient) - Constant



Note:
Bold AADT volumes represent historical data.

Florida Department of Transportation
Transportation Statistics Office

Historical AADT Report

County: (14) PASCO

Site	Year	AADT	Direction 1	Direction 2
0086	SR 93/I-75, APPROX 1/2 MILE NORTH OF SR54			
	1970	7,266	N 3,353	S 3,913
	1971	10,666	N 5,190	S 5,476
	1972	10,919	N 5,152	S 5,767
	1973	12,719	N 6,322	S 6,397
	1974	13,319	N 6,200	S 7,119
	1975	14,027	N 7,112	S 6,915
	1976	12,343	N 6,867	S 5,476
	1977	15,087	N 8,738	S 6,349
	1978	18,456	N 10,230	S 8,226
	1979	20,244	N 10,572	S 9,672
	1980	18,867	N 9,174	S 9,693
	1981	18,476	N 9,670	S 8,806
	1982	21,046	N 10,140	S 10,906
	1983	20,926	N 10,867	S 10,059
	1984	23,386	N 11,730	S 11,656
	1985	24,556	N 12,317	S 12,239
	1986	28,606	N 14,992	S 13,614
	1987	31,708	N 14,519	S 17,189
	1988	34,108	N 17,913	S 16,195
	1990	0	N 0	S 0
	1991	40,147	N 19,696	S 20,451
	1992	41,500 C	N 20,000	S 21,500
	1993	46,000 F	N 22,000	S 24,000
	1994	39,000 C	N 20,000	S 19,000
	1995	43,500 C	N 21,500	S 22,000
	1996	42,500 C	N 21,500	S 21,000
	1997	45,000 C	N 22,500	S 22,500
	1998	47,500 C	N 23,500	S 24,000

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;
S = Second Year Est; T = Third Year Est; X = Unknown

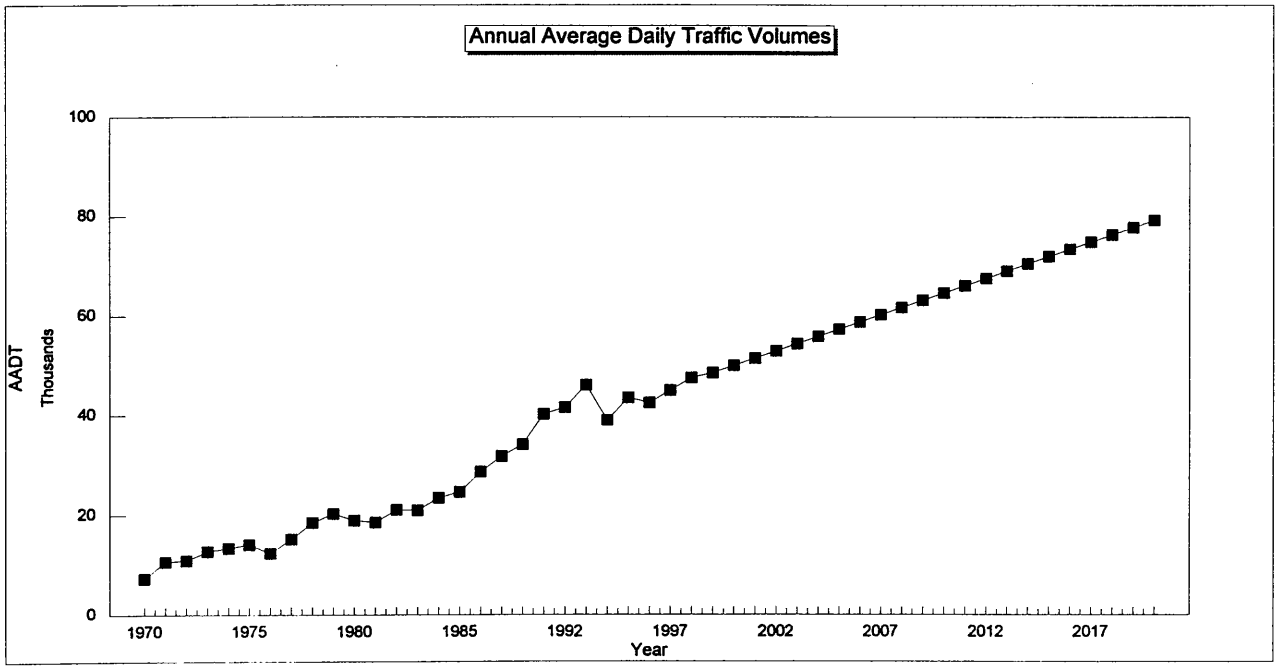
I-75 South of SR 52

Year	AADT
1970	**7266**
1971	**10666**
1972	**10919**
1973	**12719**
1974	**13319**
1975	**14027**
1976	**12343**
1977	**15087**
1978	**18456**
1979	**20244**
1980	**18867**
1981	**18476**
1982	**21046**
1983	**20926**
1984	**23386**
1985	**24556**
1986	**28606**
1987	**31708**
1988	**34108**
1991	**40147**
1992	**41500**
1993	**46000**
1994	**39000**
1995	**43500**
1996	**42500**
1997	**45000**
1998	**47500**
1999	48534.22
2000	49997.09
2001	51459.95
2002	52922.82
2003	54385.68
2004	55848.55
2005	57311.41
2006	58774.28
2007	60237.14
2008	61700.01
2009	63162.87
2010	64625.74
2011	66088.6
2012	67551.47
2013	69014.33
2014	70477.2
2015	71940.06
2016	73402.93
2017	74865.79
2018	76328.66
2019	77791.52
2020	79254.39

Regression Output:

Constant	-2875733
Std Err of Y Est	2597.323
R Squared	0.96143
No. of Observations	27
Degrees of Freedom	25
X Coefficient(s)	1462.865
Std Err of Coef.	58.60005

Future Year AADT = (Year)(X Coefficient) - Constant



Note:
Bold AADT volumes represent historical data.

APPENDIX I

Existing Conditions HCS Outputs

APPENDIX Ia - Freeway HCS Outputs (Existing Conditions)

APPENDIX Ib – Ramp HCS Outputs (Existing Conditions)

APPENDIX Ic – Intersection HCS Outputs (Existing Conditions)

APPENDIX Ia

Freeway HCS Outputs (Existing Conditions)

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

File Name SR5452EA.HC3
Location..... I-75
From/To..... SR 54 to SR 52
Analyst..... MM
Time of Analysis..... YR 1997 AM PEAK
Date of Analysis..... 07/22/97
Other Information.... Existing Coditions Dir1=NB, Dir2=SB

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	1674	1996
Peak-Hour Factor or Peak 15-min Volume	0.94	0.95
Percentage of Trucks	11.0	11.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.948	1.00	1.00
Dir 2		1.50		0.948	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	939	1108
Level of Service (LOS)	B	B
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	13.41	15.83
Density (veh/mi/ln)	12.71	15.00
Speed of prevailing traffic (mph)	70.0	70.0

File Name 52NONEA.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.950	1.00	1.00
Ramp		1.50		0.912	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1276	70	2	12.0	1.00	0.950	1.00	1429
Ramp	ON	164	50	1	12.0	1.00	0.912	1.00	219

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1429

Capacity Checks:

VFO = 1648 VR12 = 1648

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	12
Computed Speed (mph)	63

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

File Name 52NONEP.HC5
Location..... I-75 NB ON RAMP @ SR 52
Analyst..... MM
Time of Analysis..... YR 1997 PM PEAK
Driver Population Factor..... 1.00
Date of Analysis..... 6/24/97
Other Information..... Existing Condition

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1227	185
Peak-Hour Factor	0.96	0.86
Percentage HV's	10.5	25.0
Percentage RV's	0.0	12.1
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 930 ft.

File Name 52NONEP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.950	1.00	1.00
Ramp		1.50	1.20	0.870	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1227	70	2	12.0	1.00	0.950	1.00	1345
Ramp	ON	185	50	1	12.0	1.00	0.870	1.00	247

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1345

Capacity Checks:

VFO = 1592 VR12 = 1592

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	12
Computed Speed (mph)	63

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

File Name 52SOFEA.HC5
Location..... I-75 SB OFF RAMP @ SR 52
Analyst..... MM
Time of Analysis..... YR 1997 AM PEAK
Driver Population Factor..... 1.00
Date of Analysis..... 6/24/97
Other Information..... Existing Conditions

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1261	78
Peak-Hour Factor	0.94	0.79
Percentage HV's	11.2	25.0
Percentage RV's	0.0	6.5
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 600 ft.

File Name 52SOFEA.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.947	1.00	1.00
Ramp		1.50	1.20	0.879	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1261	70	2	12.0	1.00	0.947	1.00	1417
Ramp	OFF	78	50	1	12.0	1.00	0.879	1.00	112

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1417

Capacity Checks:

VFO+VR = 1417 V12 = 1417

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	11
Computed Speed (mph)	63

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

File Name 52SOFEP.HC5
Location..... I-75 SB OFF RAMP @ SR 52
Analyst..... MM
Time of Analysis..... YR 1997 PM PEAK
Driver Population Factor..... 1.00
Date of Analysis..... 6/24/97
Other Information..... Existing Conditions

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1220	127
Peak-Hour Factor	0.95	0.88
Percentage HV's	11.2	16.8
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 600 ft.

File Name 52SOFEP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.947	1.00	1.00
Ramp		1.50		0.923	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1220	70	2	12.0	1.00	0.947	1.00	1356
Ramp	OFF	127	50	1	12.0	1.00	0.923	1.00	156

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1356

Capacity Checks:

VFO+VR = 1356 V12 = 1356

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	11
Computed Speed (mph)	63

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

File Name 52SONEA.HC5
Location..... I-75 SB ON RAMP @ SR 52
Analyst..... MM
Time of Analysis..... YR 1997 AM PEAK
Driver Population Factor..... 1.00
Date of Analysis..... 6/24/97
Other Information..... Existing Conditions

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1183	813
Peak-Hour Factor	0.94	0.88
Percentage HV's	11.2	8.3
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 560 ft.

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

File Name 52SONEP.HC5
Location..... I-75 SB ON RAMP @ SR 52
Analyst..... MM
Time of Analysis..... YR 1997 PM PEAK
Driver Population Factor..... 1.00
Date of Analysis..... 6/24/97
Other Information..... Existing Conditions

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1093	416
Peak-Hour Factor	0.95	0.89
Percentage HV's	11.2	8.8
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 560 ft.

File Name 52SONEP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.947	1.00	1.00
Ramp		1.50		0.958	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1093	70	2	12.0	1.00	0.947	1.00	1215
Ramp	ON	416	50	1	12.0	1.00	0.958	1.00	488

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1215

Capacity Checks:

VFO = 1703 VR12 = 1703

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	15
Computed Speed (mph)	62

APPENDIX Ic

Intersection HCS Outputs (Existing Conditions)

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

Streets: (N-S) I-75 SB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 15 (min)
Analyst..... Derrick Lue
Date of Analysis..... 6/11/97
Other Information..... YR 97 (EXISTING) CONDITIONS AM PEAK

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	0	1	0	1
Stop/Yield												
Volumes		376	501	312	364					31		47
PHF		.93	.93	.85	.85					.79		.79
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10						1.10		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		428
Potential Capacity: (pcph)		840
Movement Capacity: (pcph)		840
Prob. of Queue-Free State:		0.92

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	943	
Potential Capacity: (pcph)	609	
Movement Capacity: (pcph)	609	
Prob. of Queue-Free State:	0.34	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		1468
Potential Capacity: (pcph)		150
Major LT, Minor TH Impedance Factor:		0.34
Adjusted Impedance Factor:		0.34
Capacity Adjustment Factor due to Impeding Movements		0.34
Movement Capacity: (pcph)		50

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB	L	43	50		210.4	2.6	F	86.4
SB	R	65	840		4.6	0.2	A	
WB	L	404	609		16.8	4.9	C	7.7

Intersection Delay = 7.3 sec/veh

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

Streets: (N-S) I-75 SB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 15 (min)
Analyst..... Derrick Lue
Date of Analysis..... 6/11/97
Other Information..... YR 97 (EXISTING) CONDITIONS PM PEAK

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	0	1	0	1
Stop/Yield												
Volumes		275	176	240	659					27		100
PHF		.94	.94	.94	.94					.88		.88
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10						1.10		1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		701
Potential Capacity: (pcph)		611
Movement Capacity: (pcph)		611
Prob. of Queue-Free State:		0.80

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	480	
Potential Capacity: (pcph)	1012	
Movement Capacity: (pcph)	1012	
Prob. of Queue-Free State:	0.72	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		1342
Potential Capacity: (pcph)		177
Major LT, Minor TH Impedance Factor:		0.72
Adjusted Impedance Factor:		0.72
Capacity Adjustment Factor due to Impeding Movements		0.72
Movement Capacity: (pcph)		128

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB	L	34	128		38.0	0.9	E	13.9
SB	R	125	611		7.4	0.8	B	
WB	L	281	1012		4.9	1.3	A	1.3

Intersection Delay = 2.0 sec/veh

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

Streets: (N-S) I-75 NB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 15 (min)
Analyst..... Derrick Lue
Date of Analysis..... 6/11/97
Other Information..... YR 97 (EXISTING) CONDITIONS AM PEAK

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	1	0	1	0	0	0
Stop/Yield												
Volumes	111	296			512	53	164		234			
PHF	.91	.91			.77	.77	.88		.88			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10						1.10		1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	325	
Potential Capacity: (pcph)	948	
Movement Capacity: (pcph)	948	
Prob. of Queue-Free State:	0.69	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		734
Potential Capacity: (pcph)		766
Movement Capacity: (pcph)		766
Prob. of Queue-Free State:		0.83

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1146	
Potential Capacity: (pcph)	230	
Major LT, Minor TH Impedance Factor:	0.83	
Adjusted Impedance Factor:	0.83	
Capacity Adjustment Factor due to Impeding Movements	0.83	
Movement Capacity: (pcph)	190	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB	L	205	190		134.3	8.4	F	58.5
NB	R	293	948		5.5	1.5	B	
EB	L	134	766		5.7	0.7	B	1.6

Intersection Delay = 17.5 sec/veh

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	236	
Potential Capacity: (pcph)	1051	
Movement Capacity: (pcph)	1051	
Prob. of Queue-Free State:	0.60	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		698
Potential Capacity: (pcph)		797
Movement Capacity: (pcph)		797
Prob. of Queue-Free State:		0.86

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	980	
Potential Capacity: (pcph)	287	
Major LT, Minor TH Impedance Factor:	0.86	
Adjusted Impedance Factor:	0.86	
Capacity Adjustment Factor due to Impeding Movements	0.86	
Movement Capacity: (pcph)	247	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB	L	455	247		423.1	28.9	F	221.9
NB	R	425	1051		5.7	2.2	B	
EB	L	110	797		5.2	0.5	B	1.6

Intersection Delay = 97.6 sec/veh

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	472	
Potential Capacity: (pcph)	798	
Movement Capacity: (pcph)	798	
Prob. of Queue-Free State:	0.95	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	475	
Potential Capacity: (pcph)	1018	
Movement Capacity: (pcph)	1018	
Prob. of Queue-Free State:	0.97	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1270	
Potential Capacity: (pcph)	195	
Major LT, Minor TH Impedance Factor:	0.97	
Adjusted Impedance Factor:	0.97	
Capacity Adjustment Factor due to Impeding Movements	0.97	
Movement Capacity: (pcph)	188	

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB	L	8	188		20.0	0.0	C	
								7.5
NB	R	36	798		4.7	0.0	A	
WB	L	34	1018		3.7	0.0	A	0.1

Intersection Delay = 0.3 sec/veh

APPENDIX J

Existing Queue Analysis

Field Observation on 06/18/97

AM PEAK (6:45 - 7:45 AM)
I-75 SB Ramp @ SR 52

Time	SB Lefts Queue	Time	WB Lefts Queue
6:45 AM	2	6:46 AM	4
6:51 AM	1	6:51 AM	3
6:56 AM	1	6:56 AM	3
7:01 AM	1	7:02 AM	3
7:06 AM	1	7:07 AM	3
7:11 AM	2	7:11 AM	1
7:16 AM	2	7:17 AM	8
7:21 AM	3	7:22 AM	10
7:26 AM	2	7:27 AM	10
7:31 AM	1	7:32 AM	5
7:36 AM	2	7:37 AM	3
7:41 AM	3	7:42 AM	4
Average	***2***	***Average***	***5***

PM PEAK (5:00 - 6:00 PM)
I-75 SB Ramp @ SR 52

Time	SB Lefts Queue	Time	WB Lefts Queue
5:00 PM	1	5:01 PM	1
5:05 PM	2	5:06 PM	2
5:10 PM	1	5:11 PM	1
5:15 PM	1	5:16 PM	2
5:20 PM	2	5:21 PM	4
5:25 PM	1	5:26 PM	1
5:30 PM	1	5:31 PM	1
5:35 PM	1	5:36 PM	1
5:40 PM	2	5:41 PM	2
5:45 PM	1	5:46 PM	0
5:50 PM	1	5:51 PM	1
5:55 PM	1	5:56 PM	0
Average	***1***	***Average***	***1***

Field Observation on 06/18/97

AM PEAK (6:45 - 7:45 AM)
I-75 NB Ramp @ SR 52

Time	NB Lefts Queue	Time	EB Lefts Queue
6:48 AM	2	6:49 AM	1
6:53 AM	1	6:54 AM	1
6:58 AM	2	6:59 AM	1
7:03 AM	3	7:04 AM	2
7:08 AM	5	7:09 AM	3
7:13 AM	3	7:14 AM	1
7:18 AM	2	7:19 AM	0
7:23 AM	2	7:24 AM	0
7:28 AM	6	7:29 AM	1
7:33 AM	1	7:34 AM	1
7:38 AM	5	7:39 AM	1
7:43 AM	2	7:45 AM	0
Average	***3***	***Average***	***1***

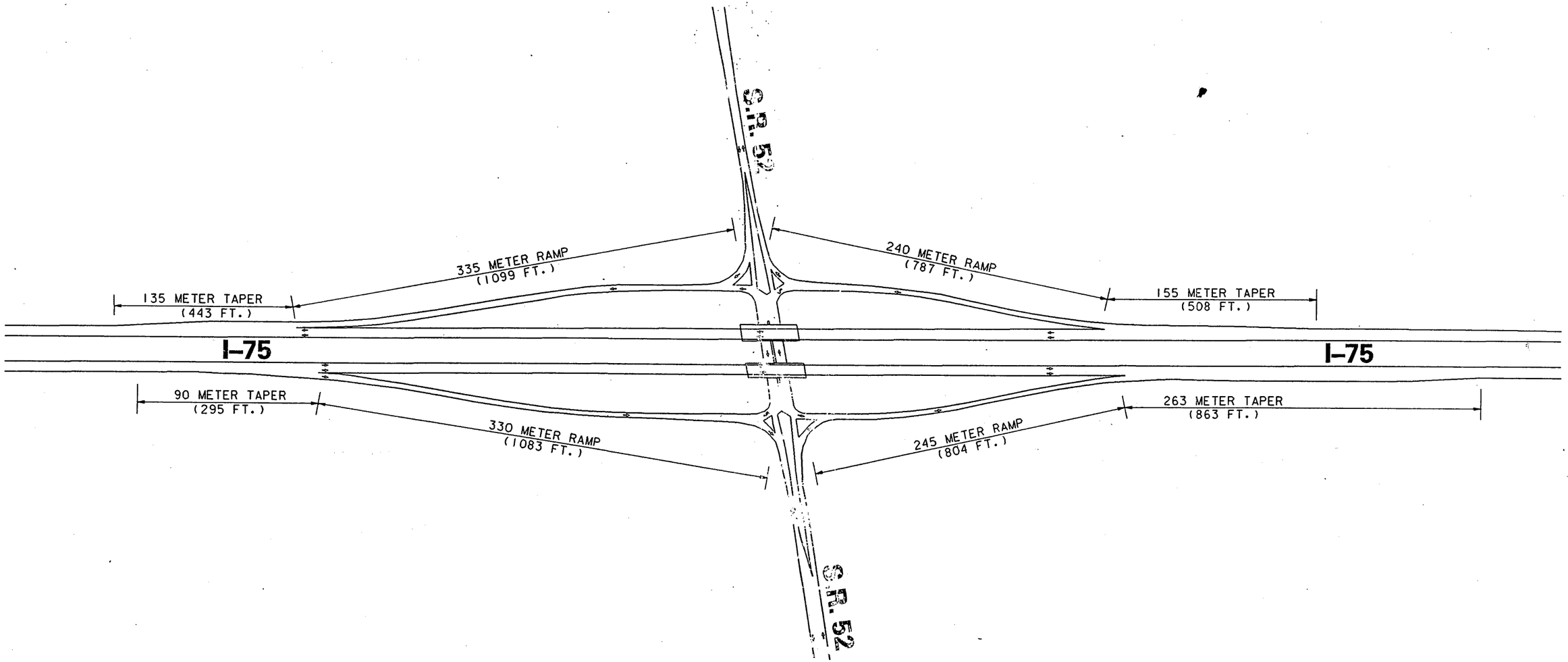
PM PEAK (06/18/97)
I-75 NB Ramp @ SR 52

Time	NB Lefts Queue	Time	EB Lefts Queue
5:02 PM	14	5:03 PM	1
5:07 PM	15	5:08 PM	4
5:12 PM	12	5:14 PM	2
5:17 PM	16	5:18 PM	0
5:22 PM	17	5:23 PM	3
5:27 PM	24	5:28 PM	2
5:32 PM	24	5:33 PM	0
5:37 PM	26	5:38 PM	2
5:42 PM	14	5:43 PM	1
5:47 PM	23	5:48 PM	2
5:52 PM	21	5:54 PM	1
5:58 PM	12	6:00 PM	0
Average	***18***	***Average***	***2***

APPENDIX K

No-Build Alternative Geometry

WPI SEGMENT NO.	SHEET NO
258736 1	



EXISTING LANE CONFIGURATION AND TRAFFIC MOVEMENTS

PROPOSED LIMITED ACCESS RIGHT OF WAY
EXISTING LIMITED ACCESS RIGHT OF WAY
PROPOSED RIGHT OF WAY
PROPOSED EDGE OF PAVEMENT
PROPERTY LINES
EXISTING RIGHT OF WAY
SECTION LINES
WETLAND BOUNDARY
FLUCFCS MAPPING
FUTURE EXISTING EDGE OF PAVEMENT (CONSTRUCTED BY OTHERS)

PBSJ POST, BUCKLEY, SCHUH & JERNIGAN INC.
ENGINEERING, PLANNING & SURVEYING
5300 W. CYPRESS STREET, SUITE 300
TAMPA, FLORIDA 33607-4066

FLORIDA DEPARTMENT OF TRANSPORTATION

I-75 PDE STUDY
FROM SOUTH OF S.R.56 TO NORTH OF S.R. 52
PASCO COUNTY, FLORIDA

15-NOV-1999 14:08
01\projects\I75\planrd30a.dgn

APPENDIX L

No-Build Design Traffic Analyses

APPENDIX La – Unsignalized Intersection Analyses

APPENDIX Lb – HCS Freeway Analyses

APPENDIX Lc – HCS Ramp Analyses

APPENDIX L

No-Build Design Traffic Analyses

APPENDIX La – Unsignalized Intersection Analyses

APPENDIX Lb – HCS Freeway Analyses

APPENDIX Lc – HCS Ramp Analyses

APPENDIX La

Unsignalized Intersection Analyses

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

Streets: (N-S) OLD TAMPA ROAD (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2001 NO-BUILD AM
Two-way Stop-controlled Intersection

	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	0	1	0	0	0
Stop/Yield			N			N						
Volumes		672	12	52	495		5		46			
PHF		.95	.95	.95	.95		.95		.95			
Grade		0			0			0				
MC's (%)				0								
SU/RV's (%)				0								
CV's (%)				0								
PCE's				1.00			1.10		1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	707	
Potential Capacity: (pcph)	607	
Movement Capacity: (pcph)	607	
Prob. of Queue-Free State:	0.91	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	720	
Potential Capacity: (pcph)	778	
Movement Capacity: (pcph)	778	
Prob. of Queue-Free State:	0.93	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1284	
Potential Capacity: (pcph)	191	
Major LT, Minor TH Impedance Factor:	0.93	
Adjusted Impedance Factor:	0.93	
Capacity Adjustment Factor due to Impeding Movements	0.93	
Movement Capacity: (pcph)	177	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	6	177		21.1	0.0	D	
							7.9
NB R	53	607		6.5	0.2	B	
WB L	55	778		5.0	0.1	A	0.5

Intersection Delay = 0.5 sec/veh

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

Streets: (N-S) OLD TAMPA ROAD (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2001 NO-BUILD PM
Two-way Stop-controlled Intersection

	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	0	1	0	0	0
Stop/Yield			N			N						
Volumes		495	5	46	672		12		52			
PHF		.95	.95	.95	.95		.95		.95			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10			1.10		1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	521	
Potential Capacity: (pcph)	754	
Movement Capacity: (pcph)	754	
Prob. of Queue-Free State:	0.92	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	526	
Potential Capacity: (pcph)	963	
Movement Capacity: (pcph)	963	
Prob. of Queue-Free State:	0.94	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1276	
Potential Capacity: (pcph)	193	
Major LT, Minor TH Impedance Factor:	0.94	
Adjusted Impedance Factor:	0.94	
Capacity Adjustment Factor due to Impeding Movements	0.94	
Movement Capacity: (pcph)	182	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	14	182		21.4	0.2	D	
							8.2
NB R	61	754		5.2	0.2	B	
WB L	53	963		4.0	0.0	A	0.3

Intersection Delay = 0.6 sec/veh

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

Streets: (N-S) I-75 NB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2001 NO-BUILD AM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	150	298			453	175	274		427			
PHF	.95	.95			.95	.95	.95		.95			
Grade		0			0			0				
MC's (%)	0						0		0			
SU/RV's (%)	0						0		0			
CV's (%)	6						9		9			
PCE's	1.06						1.09		1.09			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	314	
Potential Capacity: (pcph)	960	
Movement Capacity: (pcph)	960	
Prob. of Queue-Free State:	0.49	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		661
Potential Capacity: (pcph)		830
Movement Capacity: (pcph)		830
Prob. of Queue-Free State:		0.80

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1041	
Potential Capacity: (pcph)	264	
Major LT, Minor TH Impedance Factor:	0.80	
Adjusted Impedance Factor:	0.80	
Capacity Adjustment Factor due to Impeding Movements	0.80	
Movement Capacity: (pcph)	211	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	314	211		945.0	56.8	F	374.0
NB R	489	960		7.6	3.4	B	
EB L	167	830		5.4	0.9	B	1.8

Intersection Delay = 148.0 sec/veh

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Streets: (N-S) I-75 NB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2001 NO-BUILD PM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	180	268			605	120	390		360			
PHF	.95	.95			.95	.95	.95		.95			
Grade		0			0			0				
MC's (%)	0						0		0			
SU/RV's (%)	0						0		0			
CV's (%)	6						9		9			
PCE's	1.06						1.09		1.09			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	282	
Potential Capacity: (pcph)	996	
Movement Capacity: (pcph)	996	
Prob. of Queue-Free State:	0.59	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		763
Potential Capacity: (pcph)		742
Movement Capacity: (pcph)		742
Prob. of Queue-Free State:		0.73

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1171	
Potential Capacity: (pcph)	222	
Major LT, Minor TH Impedance Factor:	0.73	
Adjusted Impedance Factor:	0.73	
Capacity Adjustment Factor due to Impeding Movements	0.73	
Movement Capacity: (pcph)	162	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	448	162	*	144.6		F	*
NB R	413	996		6.2	2.4	B	
EB L	200	742		6.6	1.3	B	2.7

Intersection Delay = 657.7 sec/veh

* The calculated value was greater than 999.9.

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Streets: (N-S) I-75 SB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2001 NO-BUILD AM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		328	390	360	367					120		180
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)				0						0		0
SU/RV's (%)				0						0		0
CV's (%)				3						9		9
PCE's				1.03						1.09		1.09

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		386
Potential Capacity: (pcph)		883
Movement Capacity: (pcph)		883
Prob. of Queue-Free State:		0.77

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	756	
Potential Capacity: (pcph)	748	
Movement Capacity: (pcph)	748	
Prob. of Queue-Free State:	0.48	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		1316
Potential Capacity: (pcph)		183
Major LT, Minor TH Impedance Factor:		0.48
Adjusted Impedance Factor:		0.48
Capacity Adjustment Factor due to Impeding Movements		0.48
Movement Capacity: (pcph)		88

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	137	88		*	28.7	F	461.9
SB R	206	883		5.3	1.0	B	
WB L	390	748		10.0	3.5	C	5.0

Intersection Delay = 81.5 sec/veh

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Streets: (N-S) I-75 SB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2001 NO-BUILD PM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		273	274	427	568					175		150
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)				0						0		0
SU/RV's (%)				0						0		0
CV's (%)				3						9		9
PCE's				1.03						1.09		1.09

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		598
Potential Capacity: (pcph)		689
Movement Capacity: (pcph)		689
Prob. of Queue-Free State:		0.75

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	575	
Potential Capacity: (pcph)	912	
Movement Capacity: (pcph)	912	
Prob. of Queue-Free State:	0.49	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		1478
Potential Capacity: (pcph)		148
Major LT, Minor TH Impedance Factor:		0.49
Adjusted Impedance Factor:		0.49
Capacity Adjustment Factor due to Impeding Movements		0.49
Movement Capacity: (pcph)		73

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	201	73		*	65.6	F	*
SB R	172	689		7.0	1.1	B	
WB L	462	912		8.0	3.3	B	3.4

Intersection Delay = 309.9 sec/veh

* The calculated value was greater than 999.9.

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Streets: (N-S) OLD TAMPA ROAD (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2008 NO-BUILD AM
Two-way Stop-controlled Intersection

	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	0	1	0	0	0
Stop/Yield			N			N						
Volumes		828	26	113	597		10		102			
PHF		.95	.95	.95	.95		.95		.95			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10			1.10		1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	872	
Potential Capacity: (pcph)	501	
Movement Capacity: (pcph)	501	
Prob. of Queue-Free State:	0.76	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	899	
Potential Capacity: (pcph)	639	
Movement Capacity: (pcph)	639	
Prob. of Queue-Free State:	0.79	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1618	
Potential Capacity: (pcph)	122	
Major LT, Minor TH Impedance Factor:	0.79	
Adjusted Impedance Factor:	0.79	
Capacity Adjustment Factor due to Impeding Movements	0.79	
Movement Capacity: (pcph)	97	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	12	97		42.3	0.4	E	
							12.3
NB R	118	501		9.4	1.0	B	
WB L	131	639		7.1	0.9	B	1.1

Intersection Delay = 1.3 sec/veh

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Streets: (N-S) OLD TAMPA ROAD (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2008 NO-BUILD PM
Two-way Stop-controlled Intersection

	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	0	1	0	0	0
Stop/Yield			N			N						
Volumes		597	10	102	828		26		113			
PHF		.95	.95	.95	.95		.95		.95			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10			1.10		1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	628	
Potential Capacity: (pcph)	665	
Movement Capacity: (pcph)	665	
Prob. of Queue-Free State:	0.80	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	639	
Potential Capacity: (pcph)	850	
Movement Capacity: (pcph)	850	
Prob. of Queue-Free State:	0.86	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1606	
Potential Capacity: (pcph)	124	
Major LT, Minor TH Impedance Factor:	0.86	
Adjusted Impedance Factor:	0.86	
Capacity Adjustment Factor due to Impeding Movements	0.86	
Movement Capacity: (pcph)	107	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	30	107		46.6	1.2	F	14.2
NB R	131	665		6.7	0.8	B	
WB L	118	850		4.9	0.5	A	0.5

Intersection Delay = 1.5 sec/veh

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Streets: (N-S) I-75 NB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2008 NO-BUILD AM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	210	440			800	240	350		700			
PHF	.95	.95			.95	.95	.95		.95			
Grade		0			0			0				
MC's (%)	0						0		0			
SU/RV's (%)	0						0		0			
CV's (%)	6						9		9			
PCE's	1.06						1.09		1.09			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	463	
Potential Capacity: (pcph)	807	
Movement Capacity: (pcph)	807	
Prob. of Queue-Free State:	0.00	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		1095
Potential Capacity: (pcph)		516
Movement Capacity: (pcph)		516
Prob. of Queue-Free State:		0.55

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1652	
Potential Capacity: (pcph)	117	
Major LT, Minor TH Impedance Factor:	0.55	
Adjusted Impedance Factor:	0.55	
Capacity Adjustment Factor due to Impeding Movements	0.55	
Movement Capacity: (pcph)	64	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	401	64	*	169.1	F		*
NB R	803	807		89.5	32.5	F	
EB L	234	516		12.7	2.7	C	4.1

Intersection Delay = *

* The calculated value was greater than 999.9.

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Streets: (N-S) I-75 NB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2008 NO-BUILD PM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	360	240			840	300	580		680			
PHF	.95	.95			.95	.95	.95		.95			
Grade		0			0			0				
MC's (%)	0						0		0			
SU/RV's (%)	0						0		0			
CV's (%)	6						9		9			
PCE's	1.06						1.09		1.09			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	253	
Potential Capacity: (pcph)	1031	
Movement Capacity: (pcph)	1031	
Prob. of Queue-Free State:	0.24	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		1200
Potential Capacity: (pcph)		459
Movement Capacity: (pcph)		459
Prob. of Queue-Free State:		0.12

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	1674	
Potential Capacity: (pcph)	114	
Major LT, Minor TH Impedance Factor:	0.12	
Adjusted Impedance Factor:	0.12	
Capacity Adjustment Factor due to Impeding Movements	0.12	
Movement Capacity: (pcph)	14	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	666	14		*	326.1	F	*
NB R	780	1031		14.1	8.9	C	
EB L	402	459		53.7	13.7	F	32.2

Intersection Delay = *

* The calculated value was greater than 999.9.

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Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2008 NO-BUILD AM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		350	580	680	470					300		240
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)				0						0		0
SU/RV's (%)				0						0		0
CV's (%)				3						9		9
PCE's				1.03						1.09		1.09

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		495
Potential Capacity: (pcph)		777
Movement Capacity: (pcph)		777
Prob. of Queue-Free State:		0.64

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	979	
Potential Capacity: (pcph)	586	
Movement Capacity: (pcph)	586	
Prob. of Queue-Free State:	0.00	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		1884
Potential Capacity: (pcph)		86
Major LT, Minor TH Impedance Factor:		0.00
Adjusted Impedance Factor:		0.00
Capacity Adjustment Factor due to Impeding Movements		0.00
Movement Capacity: (pcph)		0

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	344	0		*	*	F	*
SB R	276	777		7.2	1.9	B	
WB L	737	586		498.2	85.5	F	294.6

Intersection Delay = *

* The calculated value was greater than 999.9.

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Streets: (N-S) I-75 SB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... AJK
Date of Analysis..... 10/18/99
Other Information.....2008 NO-BUILD PM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		360	350	700	720					240		210
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)				0						0		0
SU/RV's (%)				0						0		0
CV's (%)				3						9		9
PCE's				1.03						1.09		1.09

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		758
Potential Capacity: (pcph)		572
Movement Capacity: (pcph)		572
Prob. of Queue-Free State:		0.58

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	747	
Potential Capacity: (pcph)	755	
Movement Capacity: (pcph)	755	
Prob. of Queue-Free State:	0.00	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		2058
Potential Capacity: (pcph)		68
Major LT, Minor TH Impedance Factor:		0.00
Adjusted Impedance Factor:		0.00
Capacity Adjustment Factor due to Impeding Movements		0.00
Movement Capacity: (pcph)		0

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB L	276	0		*	*	F	*
SB R	241	572		10.9	2.4	C	
WB L	759	755		102.5	33.4	F	50.6

Intersection Delay = *

* The calculated value was greater than 999.9.

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Streets: (N-S) OLD TAMPA ROAD (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... WFB
Date of Analysis..... 11/5/99
Other Information.....2028 NO-BUILD AM
Two-way Stop-controlled Intersection

	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	0	1	0	0	0
Stop/Yield			N			N						
Volumes		1169	38	162	1093		15		147			
PHF		.95	.95	.95	.95		.95		.95			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10			1.10		1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	1231	
Potential Capacity: (pcph)	329	
Movement Capacity: (pcph)	329	
Prob. of Queue-Free State:	0.48	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	1271	
Potential Capacity: (pcph)	425	
Movement Capacity: (pcph)	425	
Prob. of Queue-Free State:	0.56	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	2553	
Potential Capacity: (pcph)	35	
Major LT, Minor TH Impedance Factor:	0.56	
Adjusted Impedance Factor:	0.56	
Capacity Adjustment Factor due to Impeding Movements	0.56	
Movement Capacity: (pcph)	20	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	18	20		637.4	3.7	F	79.6
NB R	171	329		22.6	3.3	D	
WB L	188	425		15.1	2.6	C	2.0

Intersection Delay = 5.8 sec/veh

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Streets: (N-S) OLD TAMPA ROAD (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... WFB
Date of Analysis..... 11/5/99
Other Information.....2028 NO-BUILD PM
Two-way Stop-controlled Intersection

	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	0	1	0	0	0
Stop/Yield			N			N						
Volumes		1093	15	147	1169		38		162			
PHF		.95	.95	.95	.95		.95		.95			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10			1.10		1.10			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	1151	
Potential Capacity: (pcph)	362	
Movement Capacity: (pcph)	362	
Prob. of Queue-Free State:	0.48	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	1167	
Potential Capacity: (pcph)	476	
Movement Capacity: (pcph)	476	
Prob. of Queue-Free State:	0.64	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	2537	
Potential Capacity: (pcph)	36	
Major LT, Minor TH Impedance Factor:	0.64	
Adjusted Impedance Factor:	0.64	
Capacity Adjustment Factor due to Impeding Movements	0.64	
Movement Capacity: (pcph)	23	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	44	23		*	12.8	F	411.9
NB R	188	362		20.6	3.3	D	
WB L	171	476		11.8	1.9	C	1.3

Intersection Delay = 32.1 sec/veh

* The calculated value was greater than 999.9.

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Streets: (N-S) I-75 NB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... WFB
Date of Analysis..... 11/5/99
Other Information.....2028 NO-BUILD AM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	324	770			1101	354	675		765			
PHF	.95	.95			.95	.95	.95		.95			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.06						1.09		1.09			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	811	
Potential Capacity: (pcph)	538	
Movement Capacity: (pcph)	538	
Prob. of Queue-Free State:	0.00	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		1532
Potential Capacity: (pcph)		319
Movement Capacity: (pcph)		319
Prob. of Queue-Free State:		0.00

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	2498	
Potential Capacity: (pcph)	38	
Major LT, Minor TH Impedance Factor:	0.00	
Adjusted Impedance Factor:	0.00	
Capacity Adjustment Factor due to Impeding Movements	0.00	
Movement Capacity: (pcph)	0	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	775	0		*	*	F	*
NB R	877	538		*	174.1	F	
EB L	361	319		322.2	34.1	F	95.4

Intersection Delay = *

* The calculated value was greater than 999.9.

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Streets: (N-S) I-75 NB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... WFB
Date of Analysis..... 11/5/99
Other Information.....2028 NO-BUILD PM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	< 0	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	405	529			1041	494	716		926			
PHF	.95	.95			.95	.95	.95		.95			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.06						1.09		1.09			

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	557	
Potential Capacity: (pcph)	723	
Movement Capacity: (pcph)	723	
Prob. of Queue-Free State:	0.00	

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)		1616
Potential Capacity: (pcph)		291
Movement Capacity: (pcph)		291
Prob. of Queue-Free State:		0.00

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	2339	
Potential Capacity: (pcph)	47	
Major LT, Minor TH Impedance Factor:	0.00	
Adjusted Impedance Factor:	0.00	
Capacity Adjustment Factor due to Impeding Movements	0.00	
Movement Capacity: (pcph)	0	

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	822	0		*	*	F	*
NB R	1063	723		866.7	176.1	F	
EB L	452	291		*	85.5	F	451.8

Intersection Delay = *

* The calculated value was greater than 999.9.

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Streets: (N-S) I-75 SB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... WFB
Date of Analysis..... 11/5/99
Other Information.....2028 NO-BUILD AM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		600	716	926	850					494		405
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.03						1.09		1.09

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		895
Potential Capacity: (pcph)		487
Movement Capacity: (pcph)		487
Prob. of Queue-Free State:		0.05

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	1386	
Potential Capacity: (pcph)	375	
Movement Capacity: (pcph)	375	
Prob. of Queue-Free State:	0.00	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		2879
Potential Capacity: (pcph)		23
Major LT, Minor TH Impedance Factor:		0.00
Adjusted Impedance Factor:		0.00
Capacity Adjustment Factor due to Impeding Movements		0.00
Movement Capacity: (pcph)		0

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB	L	567	0		*	*	F	*
SB	R	464	487		85.2	20.4	F	
WB	L	1004	375		*	316.3	F	*

Intersection Delay = *

* The calculated value was greater than 999.9.

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Streets: (N-S) I-75 SB OFF RAMP (E-W) SR 52
Major Street Direction.... EW
Length of Time Analyzed... 60 (min)
Analyst..... WFB
Date of Analysis..... 11/5/99
Other Information.....2028 NO-BUILD PM
Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	1	1	0	0	0	0	1	0	1
Stop/Yield			N			N						
Volumes		580	675	765	992					354		324
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.03						1.09		1.09

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)		1044
Potential Capacity: (pcph)		410
Movement Capacity: (pcph)		410
Prob. of Queue-Free State:		0.09

Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	1322	
Potential Capacity: (pcph)	402	
Movement Capacity: (pcph)	402	
Prob. of Queue-Free State:	0.00	

Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)		2816
Potential Capacity: (pcph)		25
Major LT, Minor TH Impedance Factor:		0.00
Adjusted Impedance Factor:		0.00
Capacity Adjustment Factor due to Impeding Movements		0.00
Movement Capacity: (pcph)		0

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
SB	L	407	0		*	*	F	*
SB	R	372	410		71.3	15.3	F	
WB	L	829	402		*	216.3	F	843.9

Intersection Delay = *

* The calculated value was greater than 999.9.

APPENDIX Lb

HCS Freeway Analyses

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File Name I75S52A.HC3
Location..... I-75 SOUTH
From/To..... SR 54 TO SR 52
Analyst..... AJK
Time of Analysis..... 2001 AM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2132	2550
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1173	1402
Level of Service (LOS)	C	C
Projected Speed at Flow Rate (mph)	70.0	69.6
Density (pc/mi/ln)	16.76	20.13
Density (veh/mi/ln)	16.04	19.26
Speed of prevailing traffic (mph)	70.0	69.7

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File Name I75S52P.HC3
Location..... I-75 SOUTH
From/To..... SR 54 TO SR 52
Analyst..... AJK
Time of Analysis..... 2001 PM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2550	2132
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1402	1173
Level of Service (LOS)	C	C
Projected Speed at Flow Rate (mph)	69.6	70.0
Density (pc/mi/ln)	20.13	16.76
Density (veh/mi/ln)	19.26	16.04
Speed of prevailing traffic (mph)	69.7	70.0

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File Name I75N52A.HC3
Location..... I-75 NORTH
From/To..... SR 52 TO CR 41
Analyst..... AJK
Time of Analysis..... 2001 AM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	1756	2100
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	966	1155
Level of Service (LOS)	B	C
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	13.80	16.50
Density (veh/mi/ln)	13.21	15.79
Speed of prevailing traffic (mph)	70.0	70.0

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File Name I75N52P.HC3
Location..... I-75 NORTH
From/To..... SR 52 TO CR 41
Analyst..... AJK
Time of Analysis..... 2001 PM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2100	1756
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1155	966
Level of Service (LOS)	C	B
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	16.50	13.80
Density (veh/mi/ln)	15.79	13.21
Speed of prevailing traffic (mph)	70.0	70.0

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File Name I75ABA.HC3
Location..... I-75
From/To..... RAMP A TO RAMP B
Analyst..... AJK
Time of Analysis..... 2001 AM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	1431	1800
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	787	990
Level of Service (LOS)	B	B
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	11.24	14.14
Density (veh/mi/ln)	10.76	13.53
Speed of prevailing traffic (mph)	70.0	70.0

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File Name I75ABP.HC3
Location..... I-75
From/To..... RAMP A TO RAMP B
Analyst..... AJK
Time of Analysis..... 2001 PM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	1800	1431
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	990	787
Level of Service (LOS)	B	B
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	14.14	11.24
Density (veh/mi/ln)	13.53	10.76
Speed of prevailing traffic (mph)	70.0	70.0

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File Name I75CDA.HC3
Location..... I-75
From/To..... RAMP C TO RAMP D
Analyst..... AJK
Time of Analysis..... 2001 AM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	1431	1800
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	787	990
Level of Service (LOS)	B	B
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	11.24	14.14
Density (veh/mi/ln)	10.76	13.53
Speed of prevailing traffic (mph)	70.0	70.0

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File Name I75CDP.HC3
Location..... I-75
From/To..... RAMP C TO RAMP D
Analyst..... AJK
Time of Analysis..... 2001 PM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	1800	1431
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	990	787
Level of Service (LOS)	B	B
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	14.14	11.24
Density (veh/mi/ln)	13.53	10.76
Speed of prevailing traffic (mph)	70.0	70.0

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File Name I75S52A.HC3
Location..... I-75 SOUTH
From/To..... SR 54 TO SR 52
Analyst..... AJK
Time of Analysis..... 2008 AM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2640	3160
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1452	1738
Level of Service (LOS)	C	D
Projected Speed at Flow Rate (mph)	69.5	67.6
Density (pc/mi/ln)	20.90	25.70
Density (veh/mi/ln)	20.00	24.60
Speed of prevailing traffic (mph)	69.5	67.6

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File Name I75S52P.HC3
Location..... I-75 SOUTH
From/To..... SR 54 TO SR 52
Analyst..... AJK
Time of Analysis..... 2008 PM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	3160	2640
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1738	1452
Level of Service (LOS)	D	C
Projected Speed at Flow Rate (mph)	67.6	69.5
Density (pc/mi/ln)	25.70	20.90
Density (veh/mi/ln)	24.60	20.00
Speed of prevailing traffic (mph)	67.6	69.5

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File Name I75N52A.HC3
Location..... I-75 NORTH
From/To..... SR 52 TO CR 41
Analyst..... AJK
Time of Analysis..... 2008 AM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2040	2440
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1122	1342
Level of Service (LOS)	C	C
Projected Speed at Flow Rate (mph)	70.0	69.9
Density (pc/mi/ln)	16.03	19.21
Density (veh/mi/ln)	15.34	18.38
Speed of prevailing traffic (mph)	70.0	69.9

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File Name I75N52P.HC3
Location..... I-75 NORTH
From/To..... SR 52 TO CR 41
Analyst..... AJK
Time of Analysis..... 2008 PM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2440	2040
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1342	1122
Level of Service (LOS)	C	C
Projected Speed at Flow Rate (mph)	69.9	70.0
Density (pc/mi/ln)	19.21	16.03
Density (veh/mi/ln)	18.38	15.34
Speed of prevailing traffic (mph)	69.9	70.0

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File Name I75ABA.HC3
Location..... I-75
From/To..... RAMP A TO RAMP B
Analyst..... AJK
Time of Analysis..... 2008 AM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	1590	1900
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	874	1045
Level of Service (LOS)	B	B
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	12.49	14.93
Density (veh/mi/ln)	11.95	14.29
Speed of prevailing traffic (mph)	70.0	70.0

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File Name I75ABP.HC3
Location..... I-75
From/To..... RAMP A TO RAMP B
Analyst..... AJK
Time of Analysis..... 2008 PM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	1900	1590
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1045	874
Level of Service (LOS)	B	B
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	14.93	12.49
Density (veh/mi/ln)	14.29	11.95
Speed of prevailing traffic (mph)	70.0	70.0

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File Name I75CDA.HC3
Location..... I-75
From/To..... RAMP C TO RAMP D
Analyst..... AJK
Time of Analysis..... 2008 AM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	1590	1900
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	874	1045
Level of Service (LOS)	B	B
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	12.49	14.93
Density (veh/mi/ln)	11.95	14.29
Speed of prevailing traffic (mph)	70.0	70.0

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File Name I75CDP.HC3
Location..... I-75
From/To..... RAMP C TO RAMP D
Analyst..... AJK
Time of Analysis..... 2008 PM NO BUILD
Date of Analysis..... 10/19/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	1900	1590
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1045	874
Level of Service (LOS)	B	B
Projected Speed at Flow Rate (mph)	70.0	70.0
Density (pc/mi/ln)	14.93	12.49
Density (veh/mi/ln)	14.29	11.95
Speed of prevailing traffic (mph)	70.0	70.0

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File Name I75S52A.HC3
Location..... I-75 SOUTH
From/To..... SR 54 TO SR 52
Analyst..... WFB
Time of Analysis..... 2028 AM NO BUILD
Date of Analysis..... 11/05/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	3092	4580
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1701	* 2519
Level of Service (LOS)	D	*F
Projected Speed at Flow Rate (mph)	68.0	
Density (pc/mi/ln)	25.02	
Density (veh/mi/ln)	23.94	
Speed of prevailing traffic (mph)	68.0	

* Speed and density are highly variable for LOS F

* Maximum Service Flow must not be greater than 2200 for 2 lanes.

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File Name I75S52P.HC3
Location..... I-75 SOUTH
From/To..... SR 54 TO SR 52
Analyst..... WFB
Time of Analysis..... 2028 PM NO BUILD
Date of Analysis..... 11/05/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	4580	3902
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	* 2519	2146
Level of Service (LOS)	*F	E
Projected Speed at Flow Rate (mph)		61.1
Density (pc/mi/ln)		35.12
Density (veh/mi/ln)		33.61
Speed of prevailing traffic (mph)		61.1

* Speed and density are highly variable for LOS F

* Maximum Service Flow must not be greater than 2200 for 2 lanes.

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File Name I75N52A.HC3
Location..... I-75 NORTH
From/To..... SR 52 TO CR 41
Analyst..... WFB
Time of Analysis..... 2028 AM NO BUILD
Date of Analysis..... 11/05/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	3140	3837
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1727	2110
Level of Service (LOS)	D	E
Projected Speed at Flow Rate (mph)	67.7	62.0
Density (pc/mi/ln)	25.50	34.01
Density (veh/mi/ln)	24.40	32.54
Speed of prevailing traffic (mph)	67.7	62.1

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File Name I75N52P.HC3
Location..... I-75 NORTH
From/To..... SR 52 TO CR 41
Analyst..... WFB
Time of Analysis..... 2028 PM NO BUILD
Date of Analysis..... 11/05/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	3837	3140
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	2110	1727
Level of Service (LOS)	E	D
Projected Speed at Flow Rate (mph)	62.0	67.7
Density (pc/mi/ln)	34.01	25.50
Density (veh/mi/ln)	32.54	24.40
Speed of prevailing traffic (mph)	62.1	67.7

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File Name I75ABA.HC3
Location..... I-75
From/To..... RAMP A TO RAMP B
Analyst..... WFB
Time of Analysis..... 2028 AM NO BUILD
Date of Analysis..... 11/05/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2462	2938
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1354	1616
Level of Service (LOS)	C	C
Projected Speed at Flow Rate (mph)	69.8	68.7
Density (pc/mi/ln)	19.39	23.51
Density (veh/mi/ln)	18.56	22.49
Speed of prevailing traffic (mph)	69.8	68.7

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File Name I75ABP.HC3
Location..... I-75
From/To..... RAMP A TO RAMP B
Analyst..... WFB
Time of Analysis..... 2028 PM NO BUILD
Date of Analysis..... 11/05/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2938	2462
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1616	1354
Level of Service (LOS)	C	C
Projected Speed at Flow Rate (mph)	68.7	69.8
Density (pc/mi/ln)	23.51	19.39
Density (veh/mi/ln)	22.49	18.56
Speed of prevailing traffic (mph)	68.7	69.8

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File Name I75CDA.HC3
Location..... I-75
From/To..... RAMP C TO RAMP D
Analyst..... WFB
Time of Analysis..... 2028 AM NO BUILD
Date of Analysis..... 11/05/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2462	2938
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1354	1616
Level of Service (LOS)	C	C
Projected Speed at Flow Rate (mph)	69.8	68.7
Density (pc/mi/ln)	19.39	23.51
Density (veh/mi/ln)	18.56	22.49
Speed of prevailing traffic (mph)	69.8	68.7

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File Name I75CDP.HC3
Location..... I-75
From/To..... RAMP C TO RAMP D
Analyst..... WFB
Time of Analysis..... 2028 PM NO BUILD
Date of Analysis..... 11/05/99
Other Information.... NO BUILD WITH EXISTING GEOMETRY

A. Geometrics and Traffic Input Data	Dir 1	Dir 2
Traffic Volume (vph)	2938	2462
Peak-Hour Factor or Peak 15-min Volume	0.95	0.95
Percentage of Trucks	9.0	9.0
Percentage of Recreational Vehicles	0.0	0.0
Number of Lanes	2	2
Free-Flow Speed (mph)	70.0	70.0
Lane Width (ft)	12.0	12.0
Obstructions-No (0), One (1) or Both (2)	0	0
Distance from Pavement Edge (ft)		
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50		0.957	1.00	1.00
Dir 2		1.50		0.957	1.00	1.00

C. Level of Service Results	Dir 1	Dir 2
Maximum Service Flow (MSF) (pcphpl)	1616	1354
Level of Service (LOS)	C	C
Projected Speed at Flow Rate (mph)	68.7	69.8
Density (pc/mi/ln)	23.51	19.39
Density (veh/mi/ln)	22.49	18.56
Speed of prevailing traffic (mph)	68.7	69.8

APPENDIX Lc

HCS Ramp Analyses

Post, Buckley, Schuh & Jernigan, Inc.
5300 W.Cypress Street
Suite 300
Tampa, FL 33607-1066
Ph: (813) 877-7275

File Name INBONA.HC5
Location..... I-75 NB ON RAMP @ SR 52
Analyst..... AJK
Time of Analysis..... 2001 AM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1431	325
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	3.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 863 ft.

File Name INBONA.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.985	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1431	70	2	12.0	1.00	0.957	1.00	1574
Ramp	ON	325	50	1	12.0	1.00	0.985	1.00	347

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1574

Capacity Checks:

VFO = 1921 VR12 = 1921

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	15
Computed Speed (mph)	63

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File Name INBONP.HC5
Location..... I-75 NB ON RAMP @ SR 52
Analyst..... AJK
Time of Analysis..... 2001 PM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1800	300
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	3.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 863 ft.

File Name INBONP.HC5

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.985	1.00	1.00

C. Level of Service Results

Type		Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1800	70	2	12.0	1.00	0.957	1.00	1980
Ramp	ON	300	50	1	12.0	1.00	0.985	1.00	321

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1980

Capacity Checks:

VFO = 2301 VR12 = 2301

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	18
Computed Speed (mph)	62

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File Name INBOFFA.HC5
Location..... I75 NB OFF RAMP @ SR 52
Analyst..... AJK
Time of Analysis..... 2001 AM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2132	701
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	8.5
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 295 ft.

File Name INBOFFA.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.959	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2132	70	2	12.0	1.00	0.959	1.00	2340
Ramp	OFF	701	50	1	12.0	1.00	0.959	1.00	769

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 2340

Capacity Checks:

VFO+VR = 2340 V12 = 2340

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	22
Computed Speed (mph)	62

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File Name INBOFFP.HC5
Location..... I-75 NB OFF RAMP @ SR 52
Analyst..... AJK
Time of Analysis..... 2001 PM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2550	750
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	8.5
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 295 ft.

File Name INBOFFP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.959	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2550	70	2	12.0	1.00	0.959	1.00	2798
Ramp	OFF	750	50	1	12.0	1.00	0.959	1.00	823

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 2798

Capacity Checks:

VFO+VR = 2798 V12 = 2798

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	26
Computed Speed (mph)	61

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File Name ISBONA.HC5
Location..... I-75 SB ON RAMP @ SR52
Analyst..... AJK
Time of Analysis..... 2001 AM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1800	750
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	6.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 443 ft.

File Name ISBONA.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.971	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1800	70	2	12.0	1.00	0.959	1.00	1975
Ramp	ON	750	50	1	12.0	1.00	0.971	1.00	813

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1975

Capacity Checks:

VFO = 2788 VR12 = 2788

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	24
Computed Speed (mph)	60

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File Name ISBONP.HC5
Location..... I-75 SB ON RAMP @ SR52
Analyst..... AJK
Time of Analysis..... 2001 PM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1431	701
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	6.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 443 ft.

File Name ISBONP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.971	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1431	70	2	12.0	1.00	0.959	1.00	1570
Ramp	ON	701	50	1	12.0	1.00	0.971	1.00	760

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1570

Capacity Checks:

VFO = 2330 VR12 = 2330

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	21
Computed Speed (mph)	61

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File Name ISBOFFA.HC5
Location..... I-75 SB OFF RAMP @ SR52
Analyst..... AJK
Time of Analysis..... 2001 AM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2100	300
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	9.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 508 ft.

File Name ISBOFFA.HC5

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.957	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2100	70	2	12.0	1.00	0.957	1.00	2310
Ramp	OFF	300	50	1	12.0	1.00	0.957	1.00	330

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 2310

Capacity Checks:

VFO+VR = 2310 V12 = 2310

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	20
Computed Speed (mph)	63

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File Name ISBOFFP.HC5
Location..... I-75 SB OFF RAMP @ SR52
Analyst..... AJK
Time of Analysis..... 2001 PM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1756	325
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	9.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 508 ft.

File Name ISBOFFP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.957	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1756	70	2	12.0	1.00	0.957	1.00	1932
Ramp	OFF	325	50	1	12.0	1.00	0.957	1.00	358

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1932

Capacity Checks:

VFO+VR = 1932 V12 = 1932

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	16
Computed Speed (mph)	63

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File Name INBOFFA.HC5
Location..... I75 NB OFF RAMP @ SR 52
Analyst..... AJK
Time of Analysis..... 2008 AM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2640	1050
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	8.5
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 295 ft.

File Name INBOFFA.HC5

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.959	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2640	70	2	12.0	1.00	0.959	1.00	2897
Ramp	OFF	1050	50	1	12.0	1.00	0.959	1.00	1152

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 2897

Capacity Checks:

VFO+VR = 2897 V12 = 2897

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	27
Computed Speed (mph)	61

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File Name INBOFFP.HC5
Location..... I-75 NB OFF RAMP @ SR 52
Analyst..... AJK
Time of Analysis..... 2008 PM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	3160	1260
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	8.5
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 295 ft.

File Name INBOFFP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.959	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		3160	70	2	12.0	1.00	0.959	1.00	3468
Ramp	OFF	1260	50	1	12.0	1.00	0.959	1.00	1383

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 3468

Capacity Checks:

VFO+VR = 3468 V12 = 3468

LOS, Speed, and Density:

Level of Service (LOS)	D
Computed Density (pc/mi/ln)	31
Computed Speed (mph)	60

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File Name INBONA.HC5
Location..... I-75 NB ON RAMP @ SR 52
Analyst..... AJK
Time of Analysis..... 2008 AM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1590	450
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	3.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 863 ft.

File Name INBONA.HC5

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.985	1.00	1.00

C. Level of Service Results

Type		Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1590	70	2	12.0	1.00	0.957	1.00	1749
Ramp	ON	450	50	1	12.0	1.00	0.985	1.00	481

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1749

Capacity Checks:

VFO = 2230 VR12 = 2230

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	17
Computed Speed (mph)	62

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File Name INBONP.HC5
Location..... I-75 NB ON RAMP @ SR 52
Analyst..... AJK
Time of Analysis..... 2008 PM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1900	540
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	3.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 863 ft.

File Name INBONP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.985	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1900	70	2	12.0	1.00	0.957	1.00	2090
Ramp	ON	540	50	1	12.0	1.00	0.985	1.00	577

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 2090

Capacity Checks:

VFO = 2667 VR12 = 2667

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	21
Computed Speed (mph)	62

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File Name ISBONA.HC5
Location..... I-75 SB ON RAMP @ SR52
Analyst..... AJK
Time of Analysis..... 2008 AM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1900	1260
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	6.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 443 ft.

File Name ISBONA.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.971	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1900	70	2	12.0	1.00	0.959	1.00	2085
Ramp	ON	1260	50	1	12.0	1.00	0.971	1.00	1366

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 2085

Capacity Checks:

VFO = 3451 VR12 = 3451

LOS, Speed, and Density:

Level of Service (LOS)	D
Computed Density (pc/mi/ln)	29
Computed Speed (mph)	59

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File Name ISBONP.HC5
Location..... I-75 SB ON RAMP @ SR52
Analyst..... AJK
Time of Analysis..... 2008 PM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	1590	1050
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	6.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 443 ft.

File Name ISBONP.HC5

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.971	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		1590	70	2	12.0	1.00	0.959	1.00	1745
Ramp	ON	1050	50	1	12.0	1.00	0.971	1.00	1138

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1745

Capacity Checks:

VFO = 2883 VR12 = 2883

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	25
Computed Speed (mph)	60

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File Name ISBOFFA.HC5
Location..... I-75 SB OFF RAMP @ SR52
Analyst..... AJK
Time of Analysis..... 2008 AM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2440	540
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	9.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 508 ft.

File Name ISBOFFA.HC5

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.957	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2440	70	2	12.0	1.00	0.957	1.00	2684
Ramp	OFF	540	50	1	12.0	1.00	0.957	1.00	594

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 2684

Capacity Checks:

VFO+VR = 2684 V12 = 2684

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	23
Computed Speed (mph)	62

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File Name ISBOFFP.HC5
Location..... I-75 SB OFF RAMP @ SR52
Analyst..... AJK
Time of Analysis..... 2008 PM
Driver Population Factor..... 1.00
Date of Analysis..... 10/18/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2040	450
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	9.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 508 ft.

File Name ISBOFFP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.957	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2040	70	2	12.0	1.00	0.957	1.00	2244
Ramp	OFF	450	50	1	12.0	1.00	0.957	1.00	495

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 2244

Capacity Checks:

VFO+VR = 2244 V12 = 2244

LOS, Speed, and Density:

Level of Service (LOS)	B
Computed Density (pc/mi/ln)	19
Computed Speed (mph)	62

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File Name INBOFFA.HC5
Location..... I75 NB OFF RAMP @ SR 52
Analyst..... WFB
Time of Analysis..... 2028 AM
Driver Population Factor..... 1.00
Date of Analysis..... 11/5/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	3902	1440
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	8.5
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 295 ft.

File Name INBOFFA.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.959	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		3902	70	2	12.0	1.00	0.959	1.00	4282
Ramp	OFF	1440	50	1	12.0	1.00	0.959	1.00	1580

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 4282

Capacity Checks:

VFO+VR = 4282 V12 = 4282

LOS, Speed, and Density:

Level of Service (LOS)	E
Computed Density (pc/mi/ln)	38
Computed Speed (mph)	59

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File Name INBOFFP.HC5
Location..... I75 NB OFF RAMP @ SR 52
Analyst..... WFB
Time of Analysis..... 2028 PM
Driver Population Factor..... 1.00
Date of Analysis..... 11/5/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	4580	1642
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	8.5
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 295 ft.

File Name INBOFFP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.959	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		4580	70	2	12.0	1.00	0.959	1.00	5026
Ramp	OFF	1642	50	1	12.0	1.00	0.959	1.00	1802

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 5026

Capacity Checks:

VFO+VR = 5026 V12 = 5026

LOS, Speed, and Density:

Level of Service (LOS)	F
Computed Density (pc/mi/ln)	*
Computed Speed (mph)	*

*Unstable flow

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File Name INBONA.HC5
Location..... I75 NB ON RAMP @ SR 52
Analyst..... WFB
Time of Analysis..... 2028 AM
Driver Population Factor..... 1.00
Date of Analysis..... 11/5/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2462	678
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	3.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 863 ft.

File Name INBONA.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.985	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2462	70	2	12.0	1.00	0.957	1.00	2708
Ramp	ON	678	50	1	12.0	1.00	0.985	1.00	724

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 2708

Capacity Checks:

VFO = 3432 VR12 = 3432

LOS, Speed, and Density:

Level of Service (LOS)	C
Computed Density (pc/mi/ln)	27
Computed Speed (mph)	60

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File Name INBONP.HC5
Location..... I75 NB ON RAMP @ SR 52
Analyst..... WFB
Time of Analysis..... 2028 PM
Driver Population Factor..... 1.00
Date of Analysis..... 11/5/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2938	899
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	3.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 863 ft.

File Name INBONP.HC5

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.985	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2938	70	2	12.0	1.00	0.957	1.00	3232
Ramp	ON	899	50	1	12.0	1.00	0.985	1.00	961

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 3232

Capacity Checks:

VFO = 4193 VR12 = 4193

LOS, Speed, and Density:

Level of Service (LOS)	D
Computed Density (pc/mi/ln)	32
Computed Speed (mph)	56

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File Name ISBONA.HC5
Location..... I75 SB ON RAMP @ SR 52
Analyst..... WFB
Time of Analysis..... 2028 AM
Driver Population Factor..... 1.00
Date of Analysis..... 11/5/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2938	1642
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	6.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 443 ft.

File Name ISBONA.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.971	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2938	70	2	12.0	1.00	0.959	1.00	3224
Ramp	ON	1642	50	1	12.0	1.00	0.971	1.00	1780

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 3224

Capacity Checks:

VFO = 5004 VR12 = 5004

LOS, Speed, and Density:

Level of Service (LOS)	F
Computed Density (pc/mi/ln)	*
Computed Speed (mph)	*

*Unstable flow

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File Name ISBONP.HC5
Location..... I75 SB ON RAMP @ SR 52
Analyst..... WFB
Time of Analysis..... 2028 PM
Driver Population Factor..... 1.00
Date of Analysis..... 11/5/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	2462	1440
Peak-Hour Factor	0.95	0.95
Percentage HV's	8.5	6.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		ON

Analysis ramp is a right-hand ramp.
Length of acceleration lane is 443 ft.

File Name ISBONP.HC5

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.959	1.00	1.00
Ramp		1.50		0.971	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		2462	70	2	12.0	1.00	0.959	1.00	2702
Ramp	ON	1440	50	1	12.0	1.00	0.971	1.00	1561

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 2702

Capacity Checks:

VFO = 4263 VR12 = 4263

LOS, Speed, and Density:

Level of Service (LOS)	E
Computed Density (pc/mi/ln)	35
Computed Speed (mph)	54

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File Name ISBOFFA.HC5
Location..... I75 SB OFF RAMP @ SR 52
Analyst..... WFB
Time of Analysis..... 2028 AM
Driver Population Factor..... 1.00
Date of Analysis..... 11/5/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	3837	899
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	9.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 508 ft.

File Name ISBOFFA.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.957	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		3837	70	2	12.0	1.00	0.957	1.00	4221
Ramp	OFF	899	50	1	12.0	1.00	0.957	1.00	989

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 4221

Capacity Checks:

VFO+VR = 4221 V12 = 4221

LOS, Speed, and Density:

Level of Service (LOS)	E
Computed Density (pc/mi/ln)	36
Computed Speed (mph)	61

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File Name ISBOFFP.HC5
Location..... I75 SB OFF RAMP @ SR 52
Analyst..... WFB
Time of Analysis..... 2028 PM
Driver Population Factor..... 1.00
Date of Analysis..... 11/5/99
Other Information..... NO-BUILD

A. Ramp Configuration Input Data

	Freeway	Analysis Ramp
Traffic Volume	3140	678
Peak-Hour Factor	0.95	0.95
Percentage HV's	9.0	9.0
Percentage RV's	0.0	0.0
Number of Lanes	2	1
Lane Width (ft)	12.0	12.0
Free-flow Speed (mph)	70	50
Obstructions	0	0
Distance from Edge (ft)		
Type of Ramp		OFF

Analysis ramp is a right-hand ramp.
Length of deceleration lane is 508 ft.

File Name ISBOFFP.HC5

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50		0.957	1.00	1.00
Ramp		1.50		0.957	1.00	1.00

C. Level of Service Results

	Type	Vol (vph)	FFS (mph)	#of Lanes	Lane Width (ft)	f W	f HV	f P	Vol (pcph)
Freeway		3140	70	2	12.0	1.00	0.957	1.00	3454
Ramp	OFF	678	50	1	12.0	1.00	0.957	1.00	746

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 3454

Capacity Checks:

VFO+VR = 3454 V12 = 3454

LOS, Speed, and Density:

Level of Service (LOS)	D
Computed Density (pc/mi/ln)	29
Computed Speed (mph)	62