Project Traffic Analysis Report - Vol 2 of 2

Florida Department of Transportation

District 7

Interstate 75 (State Road 93A)

Project Development and Environment (PD&E) Study

Limits of Project: From Moccasin Wallow Road to South of US 301/State Road 43

Manatee and Hillsborough Counties, Florida

Work Program Item Segment Number: 419235-2

ETDM Number: 8001 and 14267

Date: January 2022

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Interstate 75 (State Road 93A)
Project Development & Environment (PD&E) Study

From Moccasin Wallow Road to
South of US 301/ State Road 43

DRAFT PROJECT TRAFFIC ANALYSIS REPORT

Work Program Item Segment No. 419235-2
Manatee and Hillsborough Counties, Florida

Prepared for:

Florida Department of Transportation
District Seven

Prepared by:
American Consulting Engineers of Florida, LLC
2818 Cypress Ridge Boulevard, Suite 200
Wesley Chapel, FL 33544

January 2022

APPENDIX A

Traffic Methodology Statement Memorandum

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MEMORANDUM

Date: Updated January 14, 2020

Subject: Final Traffic Methodology Statement for preparation of Traffic Report for:

FPID: 419235-2-22-01 I-75 (SR 93A) from Moccasin Wallow Road to South of US 301 PD&E Update – Hillsborough and Manatee Counties

American Project No: 5127392

1. Existing traffic data collection included 72-hour bi-directional and directional machine counts and 4-hour turning movement counts at ramp terminals and adjacent intersections. These counts were conducted by Adams Traffic and checked for reasonableness by WSP USA and was provided to American on October 16, 2017. These existing traffic volumes were approval by FDOT and are used as input to the existing traffic analysis.
2. Existing travel time data collection along I-75 mainline to be conducted by Adams Traffic was postponed till the schools reopen after the summer break. This data was scheduled to be collected by the week of November 6, 2017.
3. The existing CORSIM model from the 2010 PD&E study will be used but will be updated to reflect any geometric changes/improvements that have occurred between 2010 and 2017.
4. The existing 2017 AM and PM traffic volumes will be entered into existing CORSIM model.
5. TSIS-CORSIM 6.3 will be used for the existing and future traffic analysis. CORSIM analysis will be performed for 3 hours in 15 minute intervals (12 intervals). CORSIM simulations will include 10 runs with unique random seed values. The 10 runs will be averaged to obtain measures of effectiveness. For the existing conditions operational analysis, existing signal timing plans obtained from Hillsborough County will be used.
6. The factors for development of existing traffic volumes for the adjoining hours of the peak hour were provided by WSP for consistency reasons.
7. The calibration effort for the existing CORSIM model to reflect the existing conditions will be conducted along I-75 mainline. This model calibration will be conducted on top of the calibration conducted as a part of the previous study. The calibration adjustments will be documented as a CORSIM base model development and calibration report.
8. The CORSIM study network will include the following:

- I-75 Mainline (in northbound and southbound directions):
  - South of SR 674
  - SR 674 to Big Bend Road
  - Big Bend Road to Gibsonton Drive
  - North of Gibsonton Drive
- Ramp Terminal Intersections:
  - SR 674 @ I-75 SB Ramps (Un-signalized)
  - SR 674 @ I-75 NB Ramps (Un-signalized)
  - Big Bend Road @ I-75 SB Ramps (Signalized)
  - Big Bend Road @ I-75 NB Ramps (Signalized)
  - Gibsonton Drive @ I-75 SB Ramps (Signalized)
  - Gibsonton Drive @ I-75 NB Ramps (Un-signalized)
- Intersections adjacent to Ramp Terminal Intersections:
  - SR 674 @ 30th Street (Signalized)
  - SR 674 @ 33rd Street/Cypress Village Boulevard (Signalized)
  - Big Bend Road @ Franklin Cast Bay Acc (Signalized)
  - Big Bend Road @ Simons Loop (Signalized)
  - Gibsonton Drive @ New East Bay Road/Old Gibsonton Drive (Signalized)
  - Gibsonton Drive @ Fern Hill Drive (Un-signalized)

9. Traffic analysis years and scenarios as agreed upon are shown below:
   - Existing year 2017
   - Opening year 2025 No-Build
   - Opening year 2025 Build – No express lanes; Only interchange & intersection improvements
   - Design Year 2045 No-Build
   - Design year 2045 Build – No express lanes; Only interchange & intersection improvements
   - Design year 2045 Build – with express lanes; and, other interchange & intersection improvements
10. Future design traffic volumes for AM and PM peak hours were provided by the Department.
11. Future CORSIM model will be developed for –
    - No-Build: This will be same as the existing network including the projects that will be built before the analysis year.
    - Build – No express lanes; Only interchange & intersection improvements: This will be created for opening year 2025 and design year 2045 and will be consistent with the build networks from the

previous 2010 study. Previously, the build network for 2025 will be reflected in the opening year 2025. And, all the interchange improvements will be shown in the design year 2045.

- Build – with express lanes; Only interchange & intersection improvements: This will be created by coding the express lanes for design year 2045 along with the interchange and intersection improvements.

12. Summarization of CORSIM measures of effectiveness (MOE) for mainline, ramp merge/diverge junctions, ramp terminals and study intersections will be completed.
13. A draft and a final traffic report will be prepared using tabular and graphical presentation of results as needed.
14. Crash data analysis will be performed for I-75 within study limits from Moccasin Wallow Road to south of US 301. Crash data was collected for the most recent five years 2011 through 2015.
15. Acceptable LOS will be considered to be "D" along I-75 mainline, ramps and the intersections. These LOS criteria are based on the Planning Boundaries for LOS Standards for Hillsborough County and Page 123 of the 2013 FDOT Quality/Level of Service Handbook. This is also in compliance with FDOT Topic No. 000-525-006-c (effective April 19, 2017) on Level of Service Targets for the State Highway System.

APPENDIX B

Existing Traffic Development Memorandum

TO: **David Winkle, AICP**
Florida Department of Transportation, District Seven

FROM: **Gary Kleker, P.E., Senior Transportation Engineer**
WSP USA

DATE: **September 20, 2018**

PURPOSE: **Existing Traffic Development**

The purpose of this technical memorandum is to document the procedures and methodology used for the development of the existing (2017) AM and PM peak hour volumes for calibrating existing CORSIM models, as well as the annual average daily traffic volumes (AADTs) for the I-75 PD&E study from south of US 301 to north of Bruce B. Downs Boulevard. In addition, for consistency purposes the existing traffic volumes were also developed for five (5) additional interchanges outside the study limits described in the Scope of Services for Task Work Order Number 14. Existing traffic volumes were developed for the PD&E study to the south, which includes the I-75 interchanges of SR 674 (Sun City Center Boulevard), Big Bend Road and Gibsonton Drive. Existing traffic volumes were also developed for two additional interchanges along I-4, US 301 and Mango Road. The AADTs and existing (2017) AM and PM peak hour volumes for the extended study area are shown in **Figures 1** through **10**.

The following procedures and methodologies were used in developing the 2017 AADTs and AM and PM peak hour traffic volumes:

- The development of the 2017 existing traffic volumes utilized two traffic data sources. The I-75 and I-4 mainline traffic counts and some ramp traffic counts were obtained from the 2016 FDOT FTI database. Traffic counts used from this database were typically counted in March or October, 2016. Ramp traffic counts, ramp terminal intersections, and adjacent intersections were obtained from the Adams Traffic count program conducted in May and June, 2017. The 2017 raw counts are provided in **Appendix A**.

- The axle factors and the seasonal factors used to adjust the raw machine counts were obtained from 2016 FDOT FTI database. Depending on when and where the machine counts were collected, the axle adjustment factors and seasonal factors were applied for the specific roadway. The Hillsborough County area wide axle adjustment factor was used for all the roadways which are not specified in the 2016 Weekly Axle Factor Category report. **Table 1** below is used to summarized the weekly axle factors adopted in the study. Similarly, 2016 Hillsborough county wide seasonal factors were used for all the roadways in the study area except for I-4 and I-75 which are specified in 2016 Peak Season Factor Category Report. All the factors are included in **Appendix B**.

Table 1 Axle Factors

Roadways	Axle Factor
Hillsborough County Wide	0.94
I-75, Manatee - US 301	0.91
I-75, US 301 - SR 582 (Fowler Avenue)	0.93
I-75, SR 582 (Fowler Avenue) - Pasco County	0.93
I-4, I-275 - I-75	0.94
I-4, I-75 - Polk	0.91
US 301, I-75 - I-4	0.96
SR 60, US 301 - Lakewood	0.96

Source: 2016 Weekly Axle Factor Category report from FDOT Florida Traffic Online (2016)

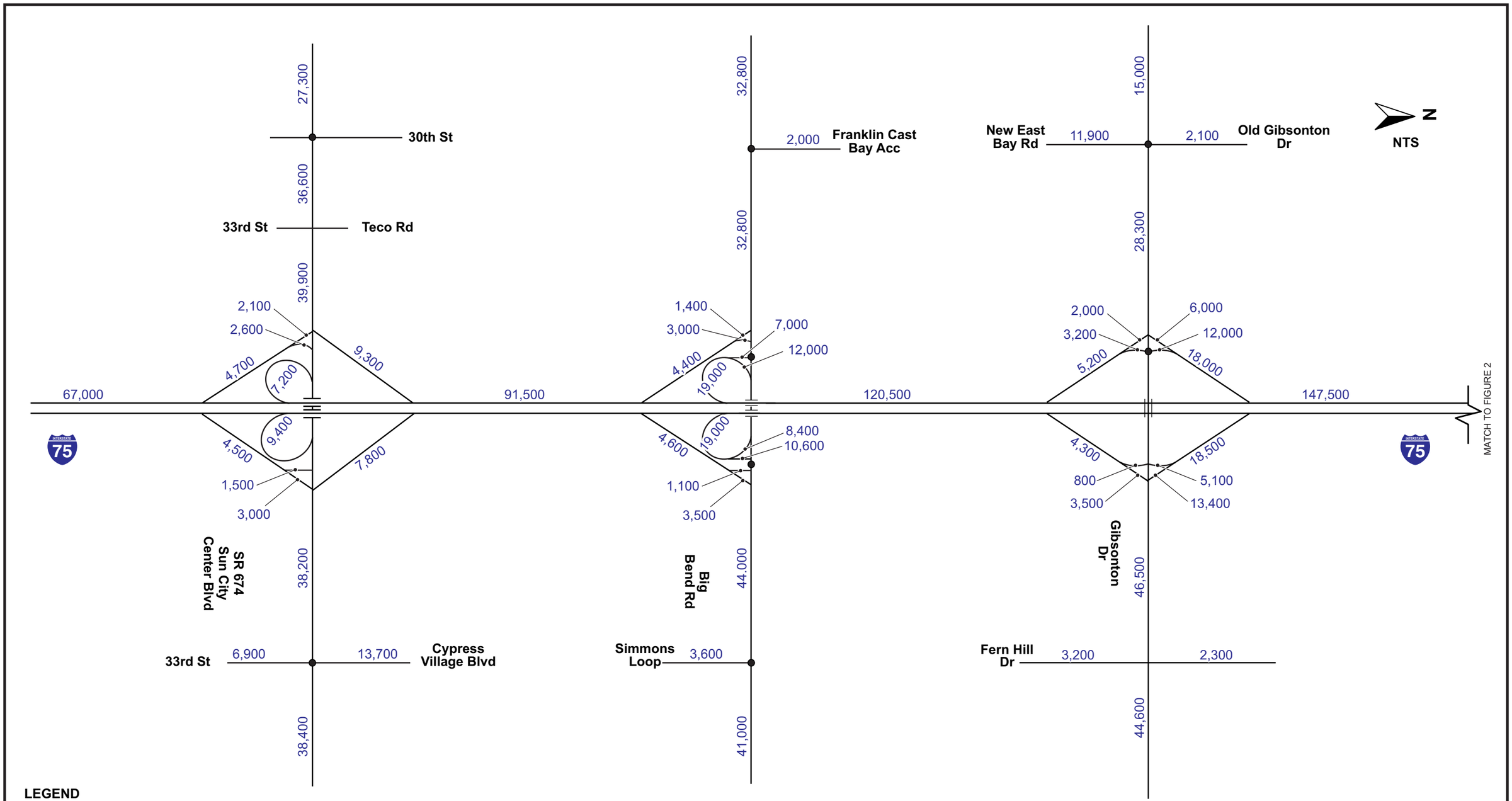
- To develop the peak hour turning movement volumes at the intersections, the preferred District 7 methodology was used of applying the turning movement percentages to the approach counts (average three-day peak hour of entire intersection – from the 72-hour machine counts).

- Once the initial existing traffic volumes were developed, because of utilizing two different databases which had traffic counts conducted at different time periods of the year, a significant amount of balancing and smoothing had to be performed, to obtain the right magnitude of traffic volumes and to also insure that the traffic volumes were balanced from interchange to interchange along I-75 and I-4 and from intersection to intersection along the cross roads.

- For the I-75 and I-4 mainline peak hour traffic counts, four days (two days in March, 2016 and two days in October, 2016) of peak hour counts were available from the FDOT FTI Synopsis reports (i.e. 24- hour count data) to develop the existing peak hour traffic volumes. Typically, when balancing and smoothing the traffic counts, the existing peak hour traffic volumes that were developed were in the range of the higher peak hour traffic counts to present a worst-case scenario.

- There was a hierarchy that was followed in developing the existing traffic volumes. The magnitude, balancing and consistency of the I-75 mainline peak hour traffic volumes and annual average daily traffic volumes (highest priority), obtained from the FDOT's FTI database, were maintained by adjusting the ramp volumes whenever necessary. The magnitude, balancing and consistency of the ramp volumes (2nd highest priority) obtained from the Adams Traffic counts were maintained by adjusting the cross-street traffic counts whenever necessary.

- For input into the existing condition CORSIM models, two additional hours of traffic volumes in each peak period will be developed by applying ratios to the AM and PM peak hour volumes depicted on **Figures 1** through **10**. Traffic volumes of the two adjacent hours (the pre-peak and post-peak hours to the peak hour) obtained from the 2016 FDOT FTI Synopsis reports will be reviewed and analyzed and a common ratio will be determined for each hour to be applied to each of the balanced peak hour volumes. In addition, traffic volumes in 15-minute intervals will also be developed at all the entry nodes in the network for each analysis hour using the same methodology for input into the CORSIM to ensure the existing models replicate the variations of traffic in the field.



LEGEND

- ● - Signalized Intersection
- 38,400 - Annual Average Daily Traffic (AADT) Volume

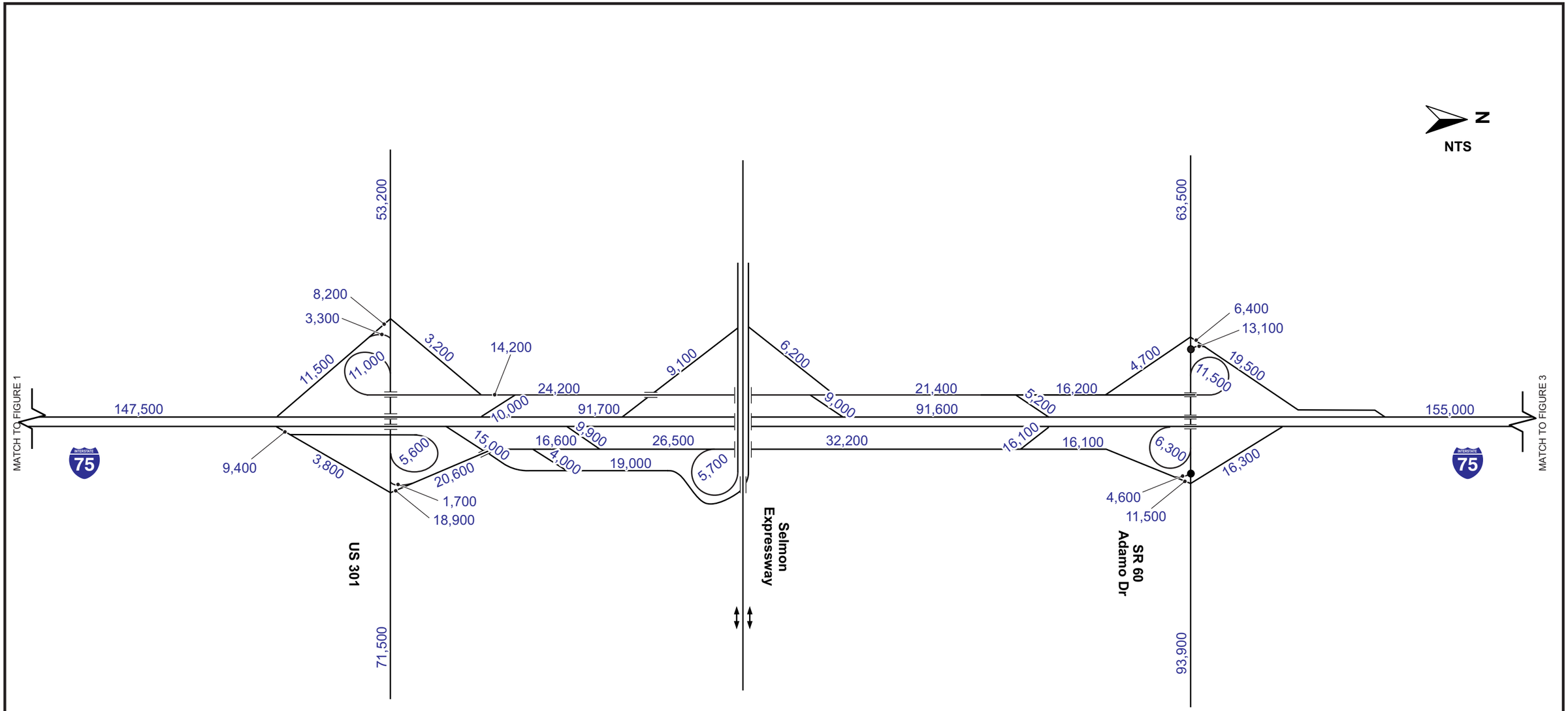
FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

Figure 1



LEGEND

- ● - Signalized Intersection

38,400 - Annual Average Daily Traffic (AADT) Volume

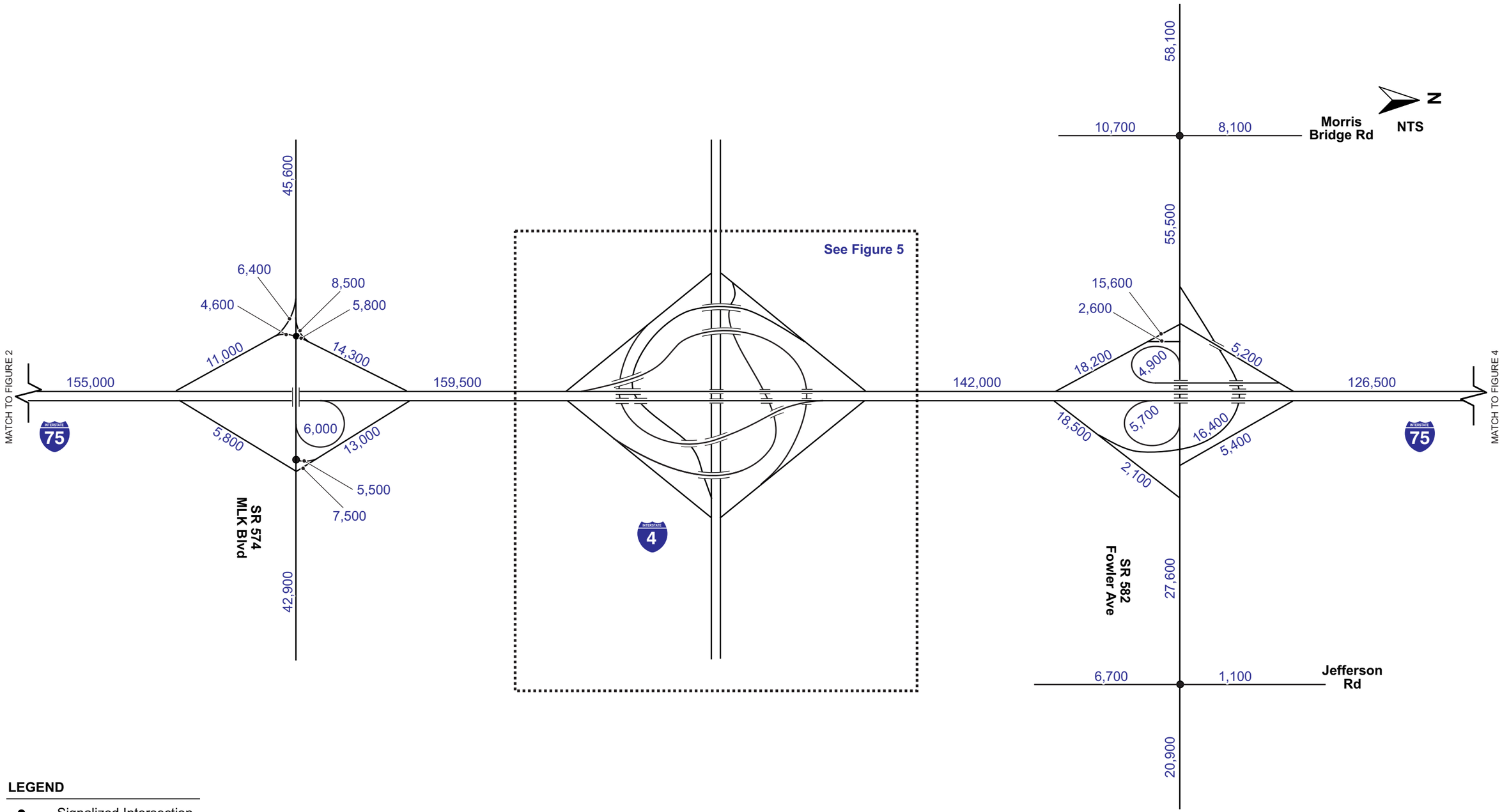
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I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

Figure 2



LEGEND

- ● - Signalized Intersection
- 38,400 - Annual Average Daily Traffic (AADT) Volume

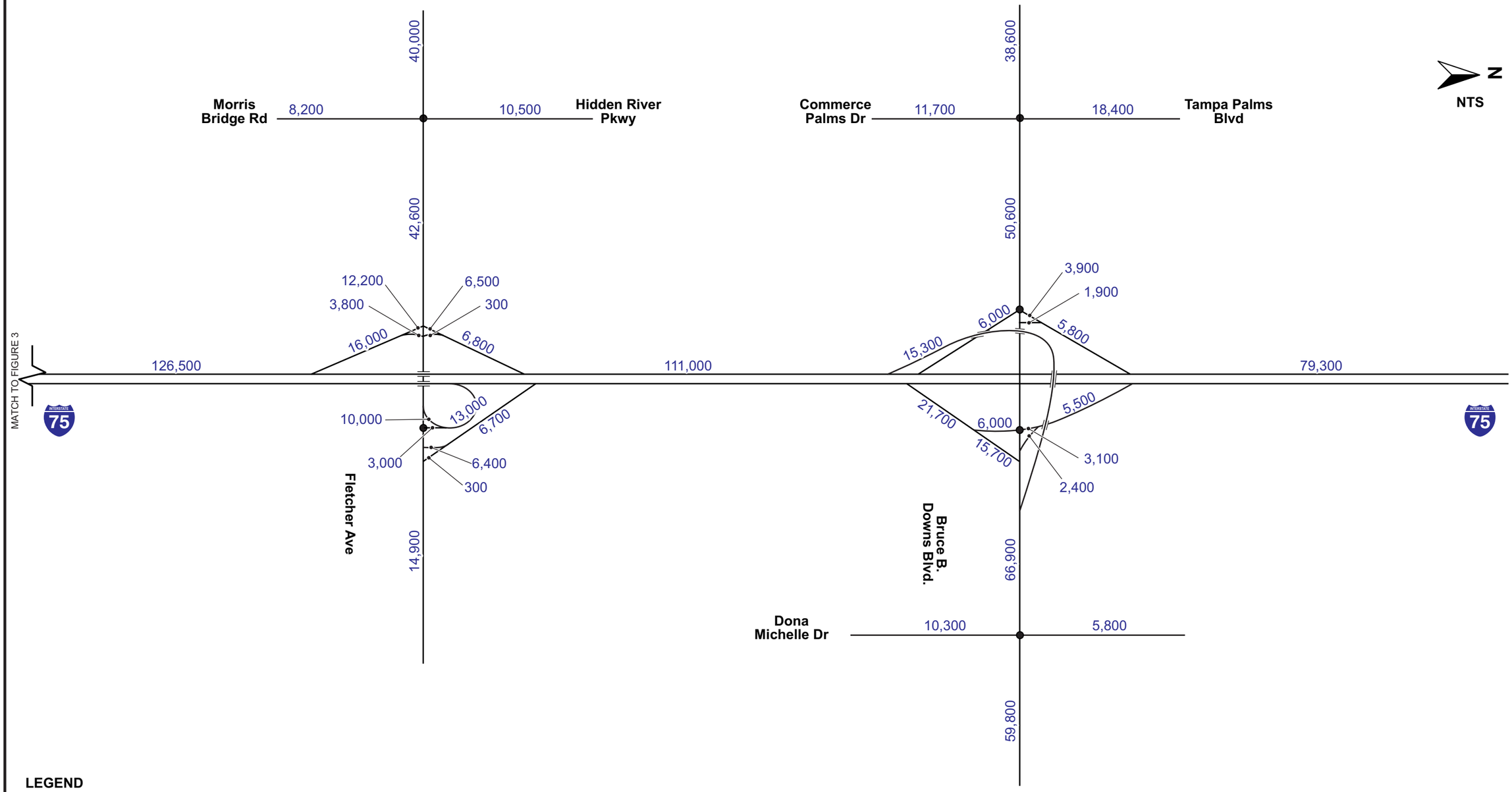
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I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

Figure 3



LEGEND

- ● - Signalized Intersection
- 38,400 - Annual Average Daily Traffic (AADT) Volume

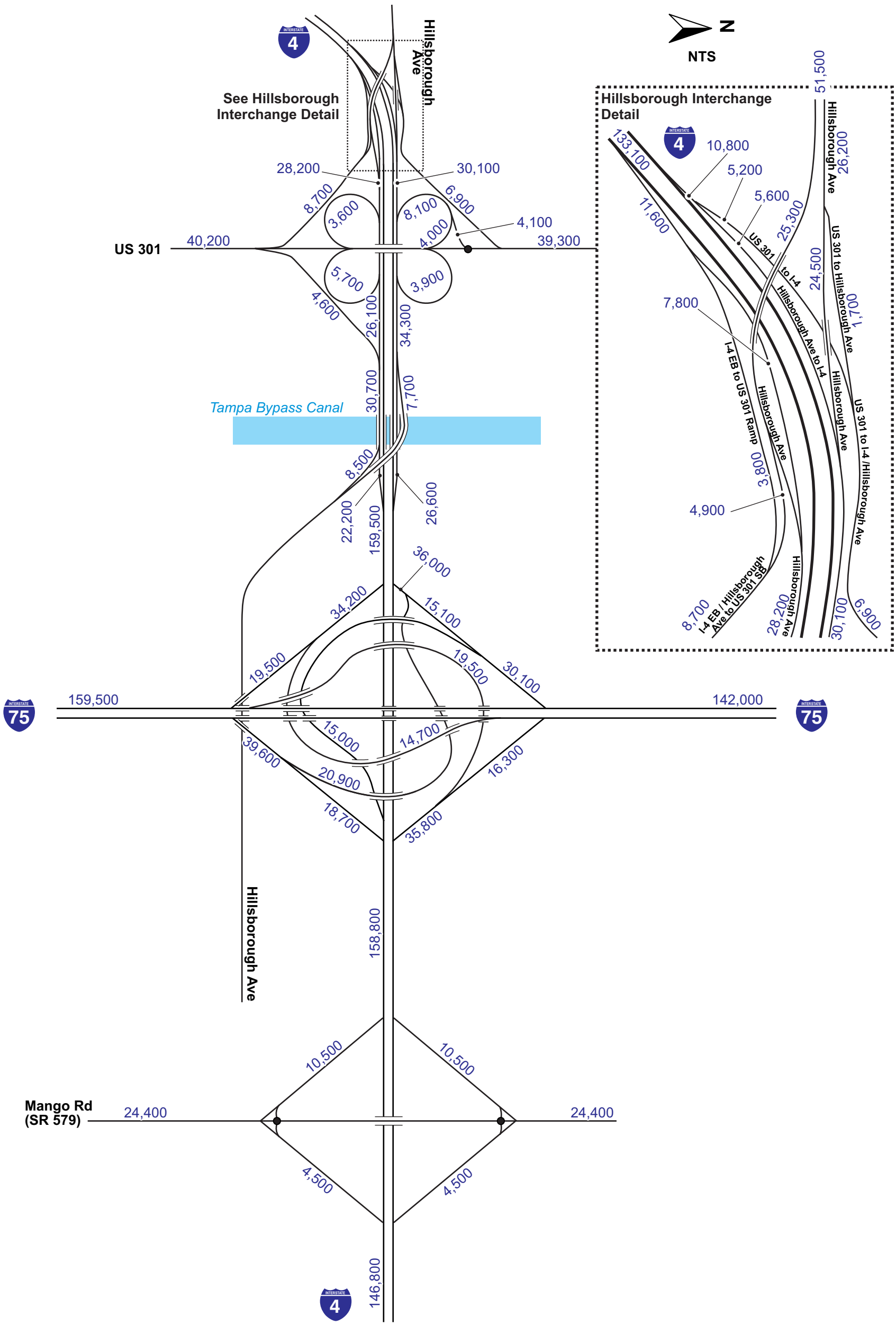
FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

Figure 4



LEGEND

- ● - Signalized Intersection

38,400 - Annual Average Daily Traffic (AADT) Volume

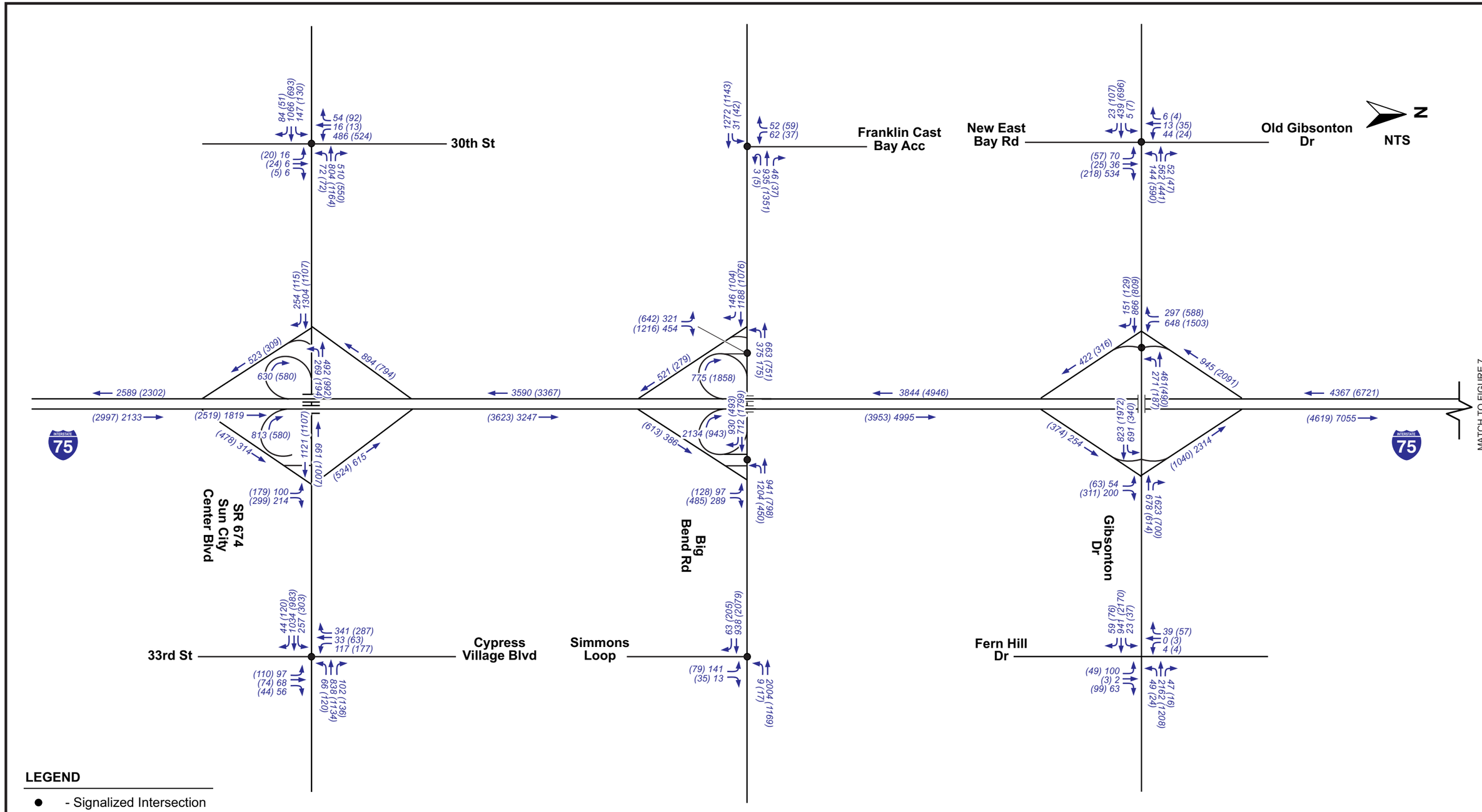
FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

Figure 5



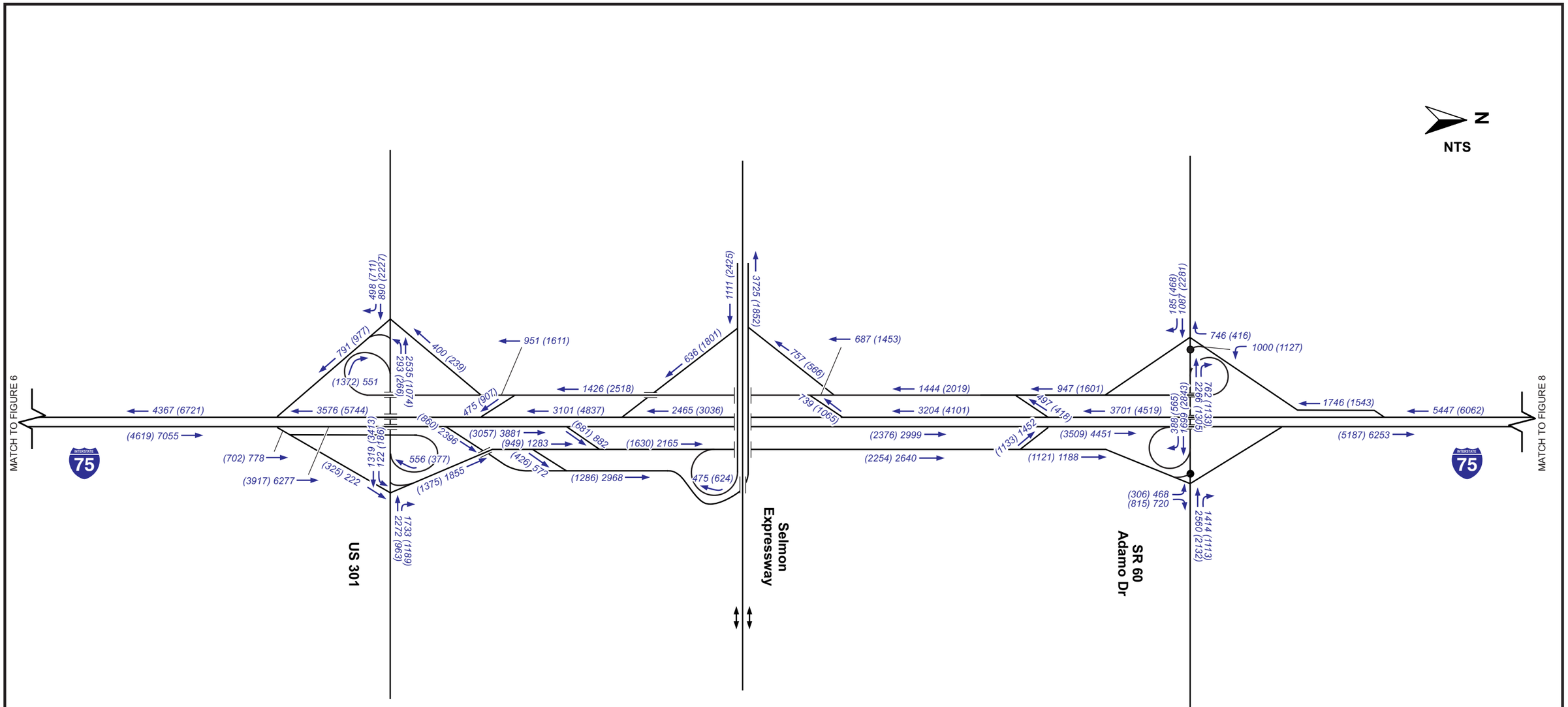
FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) AM/PM PEAK HOUR VOLUMES

Figure 6



LEGEND

- ● - Signalized Intersection
- 6411 (4842) — PM Peak Hour Traffic Volume; AM Peak Hour Traffic Volume

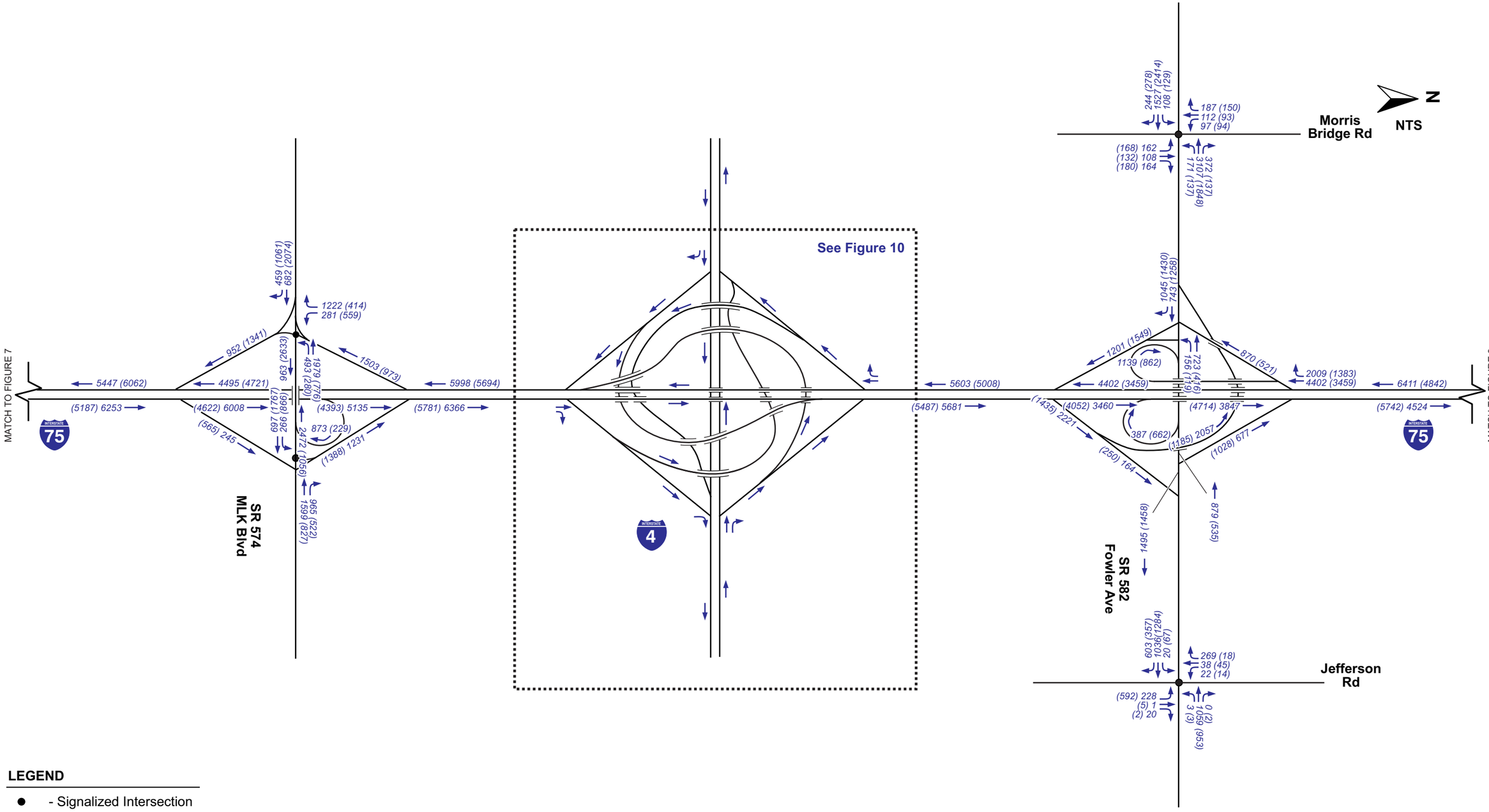
FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) AM/PM PEAK HOUR VOLUMES

Figure 7



LEGEND

- ● - Signalized Intersection
- 6411 (4842) — *PM Peak Hour Traffic Volume*
- *AM Peak Hour Traffic Volume*

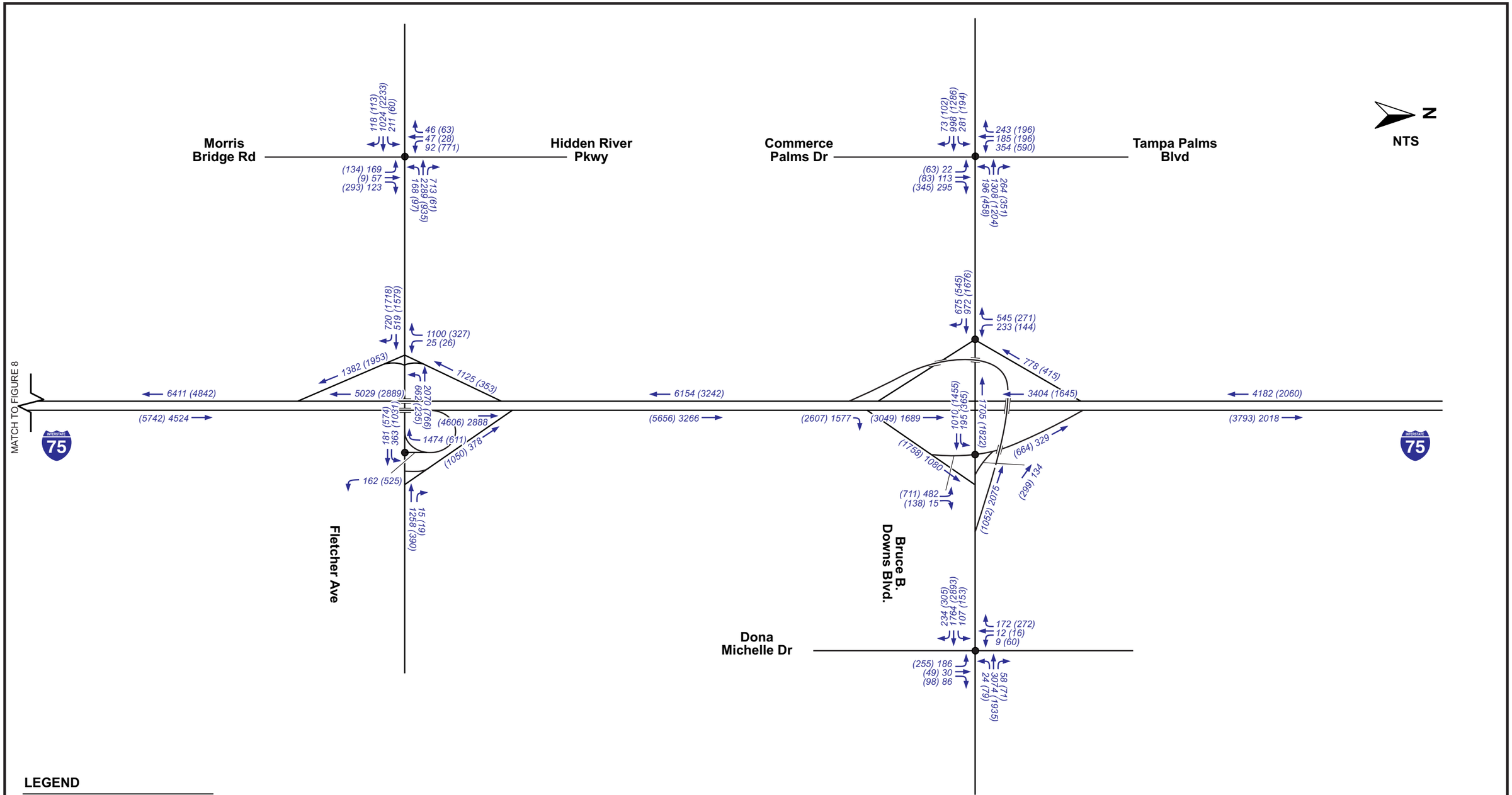
FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) AM/PM PEAK HOUR VOLUMES

Figure 8



LEGEND

- ● - Signalized Intersection
- 6411 (4842) — PM Peak Hour Traffic Volume / AM Peak Hour Traffic Volume

FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) AM/PM PEAK HOUR VOLUMES

Figure 9

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr between I-75NB & Kenlake Dr				

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	43	28	28	28	41	126	265	352	252	264	308
30	69	39	19	17	30	58	166	286	291	267	282	291
45	54	27	30	27	37	78	296	278	332	309	285	326
00	47	34	29	24	48	125	280	333	287	328	315	351
Hr Total	**240**	**143**	**106**	**96**	**143**	**302**	**868**	**1,162**	**1,262**	**1,156**	**1,146**	**1,276**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	347	347	368	511	607	596	416	309	274	184	113
30	362	364	373	426	560	589	615	346	314	243	177	118
45	384	352	408	479	580	617	582	340	290	250	163	117
00	377	377	409	511	630	620	466	322	252	216	129	94
Hr Total	**1,491**	**1,440**	**1,537**	**1,784**	**2,281**	**2,433**	**2,259**	**1,424**	**1,165**	**983**	**653**	**442**

24 Hour Total:	25,792					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,465	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:30	PM Peak Volume:	2,448	PM PeaK Hour Factor:	0.99	

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	21	26	21	49	132	378	530	594	364	294	322
30	30	21	26	28	42	199	494	544	526	353	370	293
45	39	33	15	37	84	222	597	567	507	385	268	316
00	26	10	19	37	116	336	528	570	478	356	331	324
Hr Total	**125**	**85**	**86**	**123**	**291**	**889**	**1,997**	**2,211**	**2,105**	**1,458**	**1,263**	**1,255**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	321	304	289	307	323	347	323	215	145	134	109	59
30	280	302	305	294	282	300	262	234	162	128	91	48
45	301	304	292	354	303	298	286	177	145	121	79	48
00	318	306	280	298	286	277	224	170	149	120	57	39
Hr Total	**1,220**	**1,216**	**1,166**	**1,253**	**1,194**	**1,222**	**1,095**	**796**	**601**	**503**	**336**	**194**

24 Hour Total:	22,684					
AM Peak Hour begins:	7:15	AM Peak Volume:	2,275	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	15:15	PM Peak Volume:	1,269	PM PeaK Hour Factor:	0.90	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	100	64	54	49	77	173	504	795	946	616	558	630
30	99	60	45	45	72	257	660	830	817	620	652	584
45	93	60	45	64	121	300	893	845	839	694	553	642
00	73	44	48	61	164	461	808	903	765	684	646	675
Hr Total	**365**	**228**	**192**	**219**	**434**	**1,191**	**2,865**	**3,373**	**3,367**	**2,614**	**2,409**	**2,531**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	689	651	636	675	834	954	919	631	454	408	293	172
30	642	666	678	720	842	889	877	580	476	371	268	166
45	685	656	700	833	883	915	868	517	435	371	242	165
00	695	683	689	809	916	897	690	492	401	336	186	133
Hr Total	**2,711**	**2,656**	**2,703**	**3,037**	**3,475**	**3,655**	**3,354**	**2,220**	**1,766**	**1,486**	**989**	**636**

24 Hour Total:	48,476					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,524	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:45	PM Peak Volume:	3,674	PM PeaK Hour Factor:	0.96	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr between I-75NB & Kenlake Dr				

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	72	52	25	24	30	37	144	268	327	295	202	213
30	62	41	32	25	17	59	207	310	333	214	188	243
45	59	24	31	26	40	85	260	302	320	226	211	250
00	43	33	26	27	35	103	308	322	302	274	200	255
Hr Total	**236**	**150**	**114**	**102**	**122**	**284**	**919**	**1,202**	**1,282**	**1,009**	**801**	**961**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	291	307	357	496	605	600	374	298	257	186	109
30	283	296	327	410	551	654	586	359	276	238	156	98
45	355	309	415	427	553	622	494	344	285	251	140	104
00	334	324	375	511	607	644	404	323	254	198	130	78
Hr Total	**1,228**	**1,220**	**1,424**	**1,705**	**2,207**	**2,525**	**2,084**	**1,400**	**1,113**	**944**	**612**	**389**

24 Hour Total:	24,033					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,302	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	17:00	PM Peak Volume:	2,525	PM PeaK Hour Factor:		0.97

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	21	18	25	43	130	398	531	518	407	265	285
30	41	13	25	20	51	203	532	572	533	313	263	291
45	34	26	17	32	76	242	567	553	533	259	259	279
00	23	24	21	43	118	290	548	547	422	345	288	283
Hr Total	**133**	**84**	**81**	**120**	**288**	**865**	**2,045**	**2,203**	**2,006**	**1,324**	**1,075**	**1,138**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	284	303	269	278	287	307	283	251	180	146	106	63
30	305	282	275	294	274	302	293	224	177	129	99	53
45	272	265	267	332	313	347	290	204	148	109	89	41
00	291	276	301	311	272	322	242	182	169	121	63	35
Hr Total	**1,152**	**1,126**	**1,112**	**1,215**	**1,146**	**1,278**	**1,108**	**861**	**674**	**505**	**357**	**192**

24 Hour Total:	22,088					
AM Peak Hour begins:	6:30	AM Peak Volume:	2,218	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	17:00	PM Peak Volume:	1,278	PM PeaK Hour Factor:		0.92

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	107	73	43	49	73	167	542	799	845	702	467	498
30	103	54	57	45	68	262	739	882	866	527	451	534
45	93	50	48	58	116	327	827	855	853	485	470	529
00	66	57	47	70	153	393	856	869	724	619	488	538
Hr Total	**369**	**234**	**195**	**222**	**410**	**1,149**	**2,964**	**3,405**	**3,288**	**2,333**	**1,876**	**2,099**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	540	594	576	635	783	912	883	625	478	403	292	172
30	588	578	602	704	825	956	879	583	453	367	255	151
45	627	574	682	759	866	969	784	548	433	360	229	145
00	625	600	676	822	879	966	646	505	423	319	193	113
Hr Total	**2,380**	**2,346**	**2,536**	**2,920**	**3,353**	**3,803**	**3,192**	**2,261**	**1,787**	**1,449**	**969**	**581**

24 Hour Total:	46,121					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,451	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	17:00	PM Peak Volume:	3,803	PM PeaK Hour Factor:		0.98

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr between I-75NB & Kenlake Dr				

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	42	34	34	29	29	126	249	233	256	311	274
30	85	34	36	22	19	68	158	272	265	286	273	305
45	67	34	25	18	38	66	204	253	330	278	252	351
00	50	17	27	18	43	93	258	253	277	298	283	326
Hr Total	**282**	**127**	**122**	**92**	**129**	**256**	**746**	**1,027**	**1,105**	**1,118**	**1,119**	**1,256**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	320	328	338	436	499	590	560	444	348	290	196	126
30	339	351	382	432	560	652	544	369	333	297	158	123
45	321	404	390	474	609	586	523	374	314	265	154	124
00	347	316	394	508	583	610	448	317	267	229	143	90
Hr Total	**1,327**	**1,399**	**1,504**	**1,850**	**2,251**	**2,438**	**2,075**	**1,504**	**1,262**	**1,081**	**651**	**463**

24 Hour Total:	25,184				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,336	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	2,438	PM PeaK Hour Factor:	0.93

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	68	23	18	26	41	130	387	537	509	368	319	393
30	40	31	20	23	53	177	455	581	552	403	339	407
45	26	23	19	40	71	254	581	521	508	403	382	361
00	28	16	20	30	102	331	519	322	435	347	365	334
Hr Total	**162**	**93**	**77**	**119**	**267**	**892**	**1,942**	**1,961**	**2,004**	**1,521**	**1,405**	**1,495**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	350	287	291	363	362	360	338	267	214	167	125	90
30	367	342	322	338	307	344	328	207	157	156	127	65
45	374	309	303	354	336	323	287	235	182	162	81	74
00	323	343	301	279	293	306	227	194	183	125	74	45
Hr Total	**1,414**	**1,281**	**1,217**	**1,334**	**1,298**	**1,333**	**1,180**	**903**	**736**	**610**	**407**	**274**

24 Hour Total:	23,925				
AM Peak Hour begins:	6:30	AM Peak Volume:	2,218	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:00	PM Peak Volume:	1,414	PM PeaK Hour Factor:	0.95

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	148	65	52	60	70	159	513	786	742	624	630	667
30	125	65	56	45	72	245	613	853	817	689	612	712
45	93	57	44	58	109	320	785	774	838	681	634	712
00	78	33	47	48	145	424	777	575	712	645	648	660
Hr Total	**444**	**220**	**199**	**211**	**396**	**1,148**	**2,688**	**2,988**	**3,109**	**2,639**	**2,524**	**2,751**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	670	615	629	799	861	950	898	711	562	457	321	216
30	706	693	704	770	867	996	872	576	490	453	285	188
45	695	713	693	828	945	909	810	609	496	427	235	198
00	670	659	695	787	876	916	675	511	450	354	217	135
Hr Total	**2,741**	**2,680**	**2,721**	**3,184**	**3,549**	**3,771**	**3,255**	**2,407**	**1,998**	**1,691**	**1,058**	**737**

24 Hour Total:	49,109				
AM Peak Hour begins:	6:30	AM Peak Volume:	3,201	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	3,771	PM PeaK Hour Factor:	0.95

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr between I-75NB & Kenlake Dr				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	74	46	29	29	29	36	132	261	304	268	259	265
30	72	38	29	21	22	62	177	289	296	256	248	280
45	60	28	29	24	38	76	253	278	327	271	249	309
00	47	28	27	23	42	107	282	303	289	300	266	311
Hr Total	**253**	**140**	**114**	**97**	**131**	**281**	**844**	**1,130**	**1,216**	**1,094**	**1,022**	**1,164**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	322	331	387	502	601	585	411	318	274	189	116
30	328	337	361	423	557	632	582	358	308	259	164	113
45	353	355	404	460	581	608	533	353	296	255	152	115
00	353	339	393	510	607	625	439	321	258	214	134	87
Hr Total	**1,349**	**1,353**	**1,488**	**1,780**	**2,246**	**2,465**	**2,139**	**1,443**	**1,180**	**1,003**	**639**	**431**

24 Hour Total:	25,003					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,307	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	17:00	PM Peak Volume:	2,465	PM PeaK Hour Factor:	0.98	

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	22	21	24	44	131	388	533	540	380	293	333
30	37	22	24	24	49	193	494	566	537	356	324	330
45	33	27	17	36	77	239	582	547	516	349	303	319
00	26	17	20	37	112	319	532	480	445	349	328	314
Hr Total	**140**	**87**	**81**	**121**	**282**	**882**	**1,995**	**2,125**	**2,038**	**1,434**	**1,248**	**1,296**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	318	298	283	316	324	338	315	244	180	149	113	71
30	317	309	301	309	288	315	294	222	165	138	106	55
45	316	293	287	347	317	323	288	205	158	131	83	54
00	311	308	294	296	284	302	231	182	167	122	65	40
Hr Total	**1,262**	**1,208**	**1,165**	**1,267**	**1,213**	**1,278**	**1,128**	**853**	**670**	**539**	**367**	**220**

24 Hour Total:	22,899					
AM Peak Hour begins:	6:30	AM Peak Volume:	2,212	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,278	PM PeaK Hour Factor:	0.95	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	118	67	50	53	73	166	520	793	844	647	552	598
30	109	60	53	45	71	255	671	855	833	612	572	610
45	93	56	46	60	115	316	835	825	843	620	552	628
00	72	45	47	60	154	426	814	782	734	649	594	624
Hr Total	**393**	**227**	**195**	**217**	**413**	**1,163**	**2,839**	**3,255**	**3,255**	**2,529**	**2,270**	**2,460**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	633	620	614	703	826	939	900	656	498	423	302	187
30	645	646	661	731	845	947	876	580	473	397	269	168
45	669	648	692	807	898	931	821	558	455	386	235	169
00	663	647	687	806	890	926	670	503	425	336	199	127
Hr Total	**2,611**	**2,561**	**2,653**	**3,047**	**3,459**	**3,743**	**3,267**	**2,296**	**1,850**	**1,542**	**1,005**	**651**

24 Hour Total:	47,902					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,306	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	17:00	PM Peak Volume:	3,743	PM PeaK Hour Factor:	0.99	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr between New East Bay Rd & I-75 SB				

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	25	14	9	15	42	143	271	251	175	171	164
30	29	18	8	24	21	50	179	286	224	167	159	168
45	30	20	20	24	41	102	209	248	194	155	151	175
00	24	17	22	23	42	133	236	258	165	175	150	175
Hr Total	**133**	**80**	**64**	**80**	**119**	**327**	**767**	**1,063**	**834**	**672**	**631**	**682**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	205	172	189	215	242	196	185	195	135	134	122	49
30	183	181	204	202	205	207	213	158	131	111	76	61
45	203	189	199	224	215	167	202	130	118	127	68	60
00	176	167	200	212	196	204	169	131	123	96	61	54
Hr Total	**767**	**709**	**792**	**853**	**858**	**774**	**769**	**614**	**507**	**468**	**327**	**224**

24 Hour Total:	13,114					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,063	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	15:30	PM Peak Volume:	883	PM PeaK Hour Factor:	0.91	

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	18	20	13	25	35	109	122	141	116	144	155
30	33	16	19	19	17	57	135	136	122	130	149	179
45	34	21	21	15	31	59	141	136	135	120	146	178
00	21	20	7	23	30	110	156	165	142	139	157	203
Hr Total	**124**	**75**	**67**	**70**	**103**	**261**	**541**	**559**	**540**	**505**	**596**	**715**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	205	194	196	261	258	261	181	152	116	91	57
30	208	174	188	253	239	347	253	195	158	148	102	61
45	197	204	196	246	270	275	269	148	141	130	57	49
00	213	180	200	240	307	246	215	154	123	132	62	32
Hr Total	**803**	**763**	**778**	**935**	**1,077**	**1,126**	**998**	**678**	**574**	**526**	**312**	**199**

24 Hour Total:	12,925					
AM Peak Hour begins:	11:45	AM Peak Volume:	793	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,187	PM PeaK Hour Factor:	0.86	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	43	34	22	40	77	252	393	392	291	315	319
30	62	34	27	43	38	107	314	422	346	297	308	347
45	64	41	41	39	72	161	350	384	329	275	297	353
00	45	37	29	46	72	243	392	423	307	314	307	378
Hr Total	**257**	**155**	**131**	**150**	**222**	**588**	**1,308**	**1,622**	**1,374**	**1,177**	**1,227**	**1,397**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	390	377	383	411	503	454	446	376	287	250	213	106
30	391	355	392	455	444	554	466	353	289	259	178	122
45	400	393	395	470	485	442	471	278	259	257	125	109
00	389	347	400	452	503	450	384	285	246	228	123	86
Hr Total	**1,570**	**1,472**	**1,570**	**1,788**	**1,935**	**1,900**	**1,767**	**1,292**	**1,081**	**994**	**639**	**423**

24 Hour Total:	26,039					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,622	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,996	PM PeaK Hour Factor:	0.90	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr between New East Bay Rd & I-75 SB				

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	22	17	25	21	37	168	274	275	168	134	121
30	41	15	13	9	21	47	185	265	186	132	135	151
45	45	14	11	16	40	98	230	250	202	161	151	147
00	25	19	29	26	51	97	235	235	179	168	155	141
Hr Total	**157**	**70**	**70**	**76**	**133**	**279**	**818**	**1,024**	**842**	**629**	**575**	**560**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	154	154	169	206	216	182	254	170	121	138	96	40
30	167	159	150	190	215	203	210	154	125	92	69	42
45	197	185	200	228	205	195	208	162	143	116	64	42
00	193	161	173	255	213	203	173	121	116	84	63	42
Hr Total	**711**	**659**	**692**	**879**	**849**	**783**	**845**	**607**	**505**	**430**	**292**	**166**

24 Hour Total:	12,651					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,025	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	15:30	PM Peak Volume:	914	PM PeaK Hour Factor:		0.90

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	23	16	16	15	31	104	123	117	148	142	132
30	42	14	26	15	16	75	139	141	144	142	151	139
45	43	11	15	21	23	64	148	114	131	120	130	169
00	28	19	15	24	39	101	130	122	125	137	155	177
Hr Total	**143**	**67**	**72**	**76**	**93**	**271**	**521**	**500**	**517**	**547**	**578**	**617**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	152	157	203	253	222	262	192	155	132	94	41
30	173	190	168	206	248	257	242	182	168	120	88	52
45	175	165	177	251	239	287	222	144	129	138	80	35
00	151	198	179	236	232	250	207	162	135	112	59	42
Hr Total	**670**	**705**	**681**	**896**	**972**	**1,016**	**933**	**680**	**587**	**502**	**321**	**170**

24 Hour Total:	12,135					
AM Peak Hour begins:	11:45	AM Peak Volume:	696	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	17:15	PM Peak Volume:	1,056	PM PeaK Hour Factor:		0.92

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	45	33	41	36	68	272	397	392	316	276	253
30	83	29	39	24	37	122	324	406	330	274	286	290
45	88	25	26	37	63	162	378	364	333	281	281	316
00	53	38	44	50	90	198	365	357	304	305	310	318
Hr Total	**300**	**137**	**142**	**152**	**226**	**550**	**1,339**	**1,524**	**1,359**	**1,176**	**1,153**	**1,177**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	325	306	326	409	469	404	516	362	276	270	190	81
30	340	349	318	396	463	460	452	336	293	212	157	94
45	372	350	377	479	444	482	430	306	272	254	144	77
00	344	359	352	491	445	453	380	283	251	196	122	84
Hr Total	**1,381**	**1,364**	**1,373**	**1,775**	**1,821**	**1,799**	**1,778**	**1,287**	**1,092**	**932**	**613**	**336**

24 Hour Total:	24,786					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,546	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	17:15	PM Peak Volume:	1,911	PM PeaK Hour Factor:		0.93

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr between New East Bay Rd & I-75 SB				

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	22	14	15	29	44	155	263	220	164	155	194
30	46	17	23	15	14	53	197	288	226	163	173	202
45	25	14	15	12	39	92	202	233	237	161	172	236
00	33	13	19	15	30	104	219	265	159	179	183	208
Hr Total	**142**	**66**	**71**	**57**	**112**	**293**	**773**	**1,049**	**842**	**667**	**683**	**840**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	169	186	234	241	215	233	162	146	132	110	70
30	190	198	213	198	214	222	212	177	133	114	63	67
45	187	182	199	271	215	216	168	166	140	122	77	87
00	185	192	215	220	201	181	168	134	117	89	78	41
Hr Total	**739**	**741**	**813**	**923**	**871**	**834**	**781**	**639**	**536**	**457**	**328**	**265**

24 Hour Total:	13,522				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,049	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	15:30	PM Peak Volume:	946	PM PeaK Hour Factor:	0.87

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	22	21	12	19	38	113	134	124	119	157	151
30	40	19	12	18	21	54	130	152	124	114	140	185
45	42	12	14	18	19	69	146	119	149	139	156	195
00	30	12	20	9	30	101	136	129	136	130	165	189
Hr Total	**177**	**65**	**67**	**57**	**89**	**262**	**525**	**534**	**533**	**502**	**618**	**720**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	200	193	194	214	254	243	246	207	190	162	116	70
30	198	215	194	225	250	286	245	192	165	156	97	71
45	173	171	197	254	278	254	209	207	137	135	78	68
00	203	206	215	239	252	249	229	155	157	122	66	55
Hr Total	**774**	**785**	**800**	**932**	**1,034**	**1,032**	**929**	**761**	**649**	**575**	**357**	**264**

24 Hour Total:	13,041				
AM Peak Hour begins:	11:30	AM Peak Volume:	782	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:30	PM Peak Volume:	1,059	PM PeaK Hour Factor:	0.93

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	103	44	35	27	48	82	268	397	344	283	312	345
30	86	36	35	33	35	107	327	440	350	277	313	387
45	67	26	29	30	58	161	348	352	386	300	328	431
00	63	25	39	24	60	205	355	394	295	309	348	397
Hr Total	**319**	**131**	**138**	**114**	**201**	**555**	**1,298**	**1,583**	**1,375**	**1,169**	**1,301**	**1,560**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	377	362	380	448	495	458	479	369	336	294	226	140
30	388	413	407	423	464	508	457	369	298	270	160	138
45	360	353	396	525	493	470	377	373	277	257	155	155
00	388	398	430	459	453	430	397	289	274	211	144	96
Hr Total	**1,513**	**1,526**	**1,613**	**1,855**	**1,905**	**1,866**	**1,710**	**1,400**	**1,185**	**1,032**	**685**	**529**

24 Hour Total:	26,563				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,593	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:30	PM Peak Volume:	1,943	PM PeaK Hour Factor:	0.93

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr between New East Bay Rd & I-75 SB				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	23	15	16	22	41	155	269	249	169	153	160
30	39	17	15	16	19	50	187	280	212	154	156	174
45	33	16	15	17	40	97	214	244	211	159	158	186
00	27	16	23	21	41	111	230	253	168	174	163	175
Hr Total	**144**	**72**	**68**	**71**	**121**	**300**	**786**	**1,045**	**839**	**656**	**630**	**694**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	165	181	218	233	198	224	176	134	135	109	53
30	180	179	189	197	211	211	212	163	130	106	69	57
45	196	185	199	241	212	193	193	153	134	122	70	63
00	185	173	196	229	203	196	170	129	119	90	67	46
Hr Total	**739**	**703**	**766**	**885**	**859**	**797**	**798**	**620**	**516**	**452**	**316**	**218**

24 Hour Total:	13,096					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,045	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	15:30	PM Peak Volume:	914	PM PeaK Hour Factor:		0.95

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	21	19	14	20	35	109	126	127	128	148	146
30	38	16	19	17	18	62	135	143	130	129	147	168
45	40	15	17	18	24	64	145	123	138	126	144	181
00	26	17	14	19	33	104	141	139	134	135	159	190
Hr Total	**148**	**69**	**69**	**68**	**95**	**265**	**529**	**531**	**530**	**518**	**597**	**684**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	183	182	204	256	241	256	193	166	137	100	56
30	193	193	183	228	246	297	247	190	164	141	96	61
45	182	180	190	250	262	272	233	166	136	134	72	51
00	189	195	198	238	264	248	217	157	138	122	62	43
Hr Total	**749**	**751**	**753**	**921**	**1,028**	**1,058**	**953**	**706**	**603**	**534**	**330**	**211**

24 Hour Total:	12,700					
AM Peak Hour begins:	11:45	AM Peak Volume:	750	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	1,073	PM PeaK Hour Factor:		0.90

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	88	44	34	30	41	76	264	396	376	297	301	306
30	77	33	34	33	37	112	322	423	342	283	302	341
45	73	31	32	35	64	161	359	367	349	285	302	367
00	54	33	37	40	74	215	371	391	302	309	322	364
Hr Total	**292**	**141**	**137**	**139**	**216**	**564**	**1,315**	**1,576**	**1,369**	**1,174**	**1,227**	**1,378**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	364	348	363	423	489	439	480	369	300	271	210	109
30	373	372	372	425	457	507	458	353	293	247	165	118
45	377	365	389	491	474	465	426	319	269	256	141	114
00	374	368	394	467	467	444	387	286	257	212	130	89
Hr Total	**1,488**	**1,454**	**1,519**	**1,806**	**1,887**	**1,855**	**1,752**	**1,326**	**1,119**	**986**	**646**	**429**

24 Hour Total:	25,796					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,576	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	15:30	PM Peak Volume:	1,905	PM PeaK Hour Factor:		0.97

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr east of Kenlake Dr				

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	73	33	23	19	22	23	60	187	270	214	200	245
30	56	34	18	11	24	35	97	195	201	202	195	228
45	45	29	25	26	25	49	168	221	257	257	219	277
00	42	28	23	21	28	61	188	243	204	253	248	282
Hr Total	**216**	**124**	**89**	**77**	**99**	**168**	**513**	**846**	**932**	**926**	**862**	**1,032**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	302	275	297	331	476	560	499	367	267	229	176	108
30	303	308	313	386	476	531	559	287	260	210	155	109
45	302	268	345	445	526	641	517	302	222	224	143	100
00	301	308	332	474	540	666	387	283	210	178	105	86
Hr Total	**1,208**	**1,159**	**1,287**	**1,636**	**2,018**	**2,398**	**1,962**	**1,239**	**959**	**841**	**579**	**403**

24 Hour Total:	21,573					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,189	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	17:00	PM Peak Volume:	2,398	PM PeaK Hour Factor:	0.90	

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	17	31	18	45	143	407	653	592	389	303	337
30	35	23	23	30	43	194	507	655	528	356	361	312
45	31	26	12	41	84	226	603	684	488	378	322	333
00	30	12	25	35	108	320	505	680	481	351	295	341
Hr Total	**129**	**78**	**91**	**124**	**280**	**883**	**2,022**	**2,672**	**2,089**	**1,474**	**1,281**	**1,323**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	310	327	337	334	357	362	337	257	165	157	111	61
30	333	300	331	314	298	331	304	245	176	142	94	49
45	313	346	299	368	303	291	314	213	162	130	88	54
00	343	303	298	308	315	288	268	204	158	122	55	44
Hr Total	**1,299**	**1,276**	**1,265**	**1,324**	**1,273**	**1,272**	**1,223**	**919**	**661**	**551**	**348**	**208**

24 Hour Total:	24,065					
AM Peak Hour begins:	7:00	AM Peak Volume:	2,672	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	15:15	PM Peak Volume:	1,347	PM PeaK Hour Factor:	0.92	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	106	50	54	37	67	166	467	840	862	603	503	582
30	91	57	41	41	67	229	604	850	729	558	556	540
45	76	55	37	67	109	275	771	905	745	635	541	610
00	72	40	48	56	136	381	693	923	685	604	543	623
Hr Total	**345**	**202**	**180**	**201**	**379**	**1,051**	**2,535**	**3,518**	**3,021**	**2,400**	**2,143**	**2,355**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	612	602	634	665	833	922	836	624	432	386	287	169
30	636	608	644	700	774	862	863	532	436	352	249	158
45	615	614	644	813	829	932	831	515	384	354	231	154
00	644	611	630	782	855	954	655	487	368	300	160	130
Hr Total	**2,507**	**2,435**	**2,552**	**2,960**	**3,291**	**3,670**	**3,185**	**2,158**	**1,620**	**1,392**	**927**	**611**

24 Hour Total:	45,638					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,540	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	17:00	PM Peak Volume:	3,670	PM PeaK Hour Factor:	0.96	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr east of Kenlake Dr				

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	68	45	27	17	20	28	81	186	281	231	183	213
30	53	36	28	26	11	33	116	225	262	204	171	238
45	50	23	24	21	31	54	148	226	225	225	231	250
00	41	28	22	22	25	61	209	264	245	250	191	241
Hr Total	**212**	**132**	**101**	**86**	**87**	**176**	**554**	**901**	**1,013**	**910**	**776**	**942**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	231	275	261	327	459	602	546	344	280	241	167	99
30	236	265	295	355	508	683	527	324	244	214	146	89
45	305	286	357	417	513	605	449	309	249	225	125	101
00	288	298	326	465	547	655	366	273	222	182	123	75
Hr Total	**1,060**	**1,124**	**1,239**	**1,564**	**2,027**	**2,545**	**1,888**	**1,250**	**995**	**862**	**561**	**364**

24 Hour Total:	21,369				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,033	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	2,545	PM PeaK Hour Factor:	0.93

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	24	20	25	44	146	409	560	530	428	302	300
30	38	16	23	21	50	199	549	622	543	379	282	303
45	32	21	22	40	72	230	544	587	517	326	267	274
00	24	23	17	39	107	298	595	617	428	342	301	293
Hr Total	**122**	**84**	**82**	**125**	**273**	**873**	**2,097**	**2,386**	**2,018**	**1,475**	**1,152**	**1,170**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	300	311	268	274	303	336	290	275	197	155	125	67
30	326	279	281	321	292	317	339	231	184	139	90	58
45	264	302	277	349	331	325	291	210	156	119	99	36
00	302	287	301	294	300	322	274	198	175	122	61	41
Hr Total	**1,192**	**1,179**	**1,127**	**1,238**	**1,226**	**1,300**	**1,194**	**914**	**712**	**535**	**375**	**202**

24 Hour Total:	23,051				
AM Peak Hour begins:	7:00	AM Peak Volume:	2,386	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	1,300	PM PeaK Hour Factor:	0.97

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	96	69	47	42	64	174	490	746	811	659	485	513
30	91	52	51	47	61	232	665	847	805	583	453	541
45	82	44	46	61	103	284	692	813	742	551	498	524
00	65	51	39	61	132	359	804	881	673	592	492	534
Hr Total	**334**	**216**	**183**	**211**	**360**	**1,049**	**2,651**	**3,287**	**3,031**	**2,385**	**1,928**	**2,112**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	531	586	529	601	762	938	836	619	477	396	292	166
30	562	544	576	676	800	1,000	866	555	428	353	236	147
45	569	588	634	766	844	930	740	519	405	344	224	137
00	590	585	627	759	847	977	640	471	397	304	184	116
Hr Total	**2,252**	**2,303**	**2,366**	**2,802**	**3,253**	**3,845**	**3,082**	**2,164**	**1,707**	**1,397**	**936**	**566**

24 Hour Total:	44,420				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,352	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	3,845	PM PeaK Hour Factor:	0.96

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr east of Kenlake Dr				

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	71	39	31	31	22	27	87	205	220	231	264	232
30	75	32	39	20	16	54	121	210	233	226	225	252
45	64	31	19	15	31	65	152	216	291	244	213	326
00	50	19	19	17	35	78	178	266	217	280	216	294
Hr Total	**260**	**121**	**108**	**83**	**104**	**224**	**538**	**897**	**961**	**981**	**918**	**1,104**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	290	304	384	468	673	505	375	313	252	173	110
30	279	321	354	395	543	711	503	345	301	251	137	115
45	266	359	374	455	628	738	490	322	294	237	148	120
00	298	296	381	496	694	653	410	291	235	202	128	88
Hr Total	**1,119**	**1,266**	**1,413**	**1,730**	**2,333**	**2,775**	**1,908**	**1,333**	**1,143**	**942**	**586**	**433**

24 Hour Total:	23,280					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,175	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	16:45	PM Peak Volume:	2,816	PM PeaK Hour Factor:		0.95

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	23	17	25	36	130	397	565	534	391	342	369
30	44	31	17	33	54	192	479	634	561	392	313	403
45	27	21	19	31	70	257	582	583	498	390	388	329
00	29	17	24	35	99	332	530	438	421	353	351	343
Hr Total	**160**	**92**	**77**	**124**	**259**	**911**	**1,988**	**2,220**	**2,014**	**1,526**	**1,394**	**1,444**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	351	321	289	348	368	367	352	307	238	175	124	86
30	377	335	317	350	322	344	380	237	194	187	128	68
45	355	349	297	358	320	311	296	263	197	152	88	83
00	334	326	312	298	294	318	268	226	188	154	73	43
Hr Total	**1,417**	**1,331**	**1,215**	**1,354**	**1,304**	**1,340**	**1,296**	**1,033**	**817**	**668**	**413**	**280**

24 Hour Total:	24,677					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,312	AM Peak Hour Factor:		0.91
PM Peak Hour begins:	12:00	PM Peak Volume:	1,417	PM PeaK Hour Factor:		0.94

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	131	62	48	56	58	157	484	770	754	622	606	601
30	119	63	56	53	70	246	600	844	794	618	538	655
45	91	52	38	46	101	322	734	799	789	634	601	655
00	79	36	43	52	134	410	708	704	638	633	567	637
Hr Total	**420**	**213**	**185**	**207**	**363**	**1,135**	**2,526**	**3,117**	**2,975**	**2,507**	**2,312**	**2,548**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	627	611	593	732	836	1,040	857	682	551	427	297	196
30	656	656	671	745	865	1,055	883	582	495	438	265	183
45	621	708	671	813	948	1,049	786	585	491	389	236	203
00	632	622	693	794	988	971	678	517	423	356	201	131
Hr Total	**2,536**	**2,597**	**2,628**	**3,084**	**3,637**	**4,115**	**3,204**	**2,366**	**1,960**	**1,610**	**999**	**713**

24 Hour Total:	47,957					
AM Peak Hour begins:	6:45	AM Peak Volume:	3,121	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	16:45	PM Peak Volume:	4,132	PM PeaK Hour Factor:		0.98

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr east of Kenlake Dr				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	71	39	27	22	21	26	76	193	257	225	216	230
30	61	34	28	19	17	41	111	210	232	211	197	239
45	53	28	23	21	29	56	156	221	258	242	221	284
00	44	25	21	20	29	67	192	258	222	261	218	272
Hr Total	**229**	**126**	**99**	**82**	**97**	**189**	**535**	**881**	**969**	**939**	**852**	**1,026**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	280	287	347	468	612	517	362	287	241	172	106
30	273	298	321	379	509	642	530	319	268	225	146	104
45	291	304	359	439	556	661	485	311	255	229	139	107
00	296	301	346	478	594	658	388	282	222	187	119	83
Hr Total	**1,129**	**1,183**	**1,313**	**1,643**	**2,126**	**2,573**	**1,919**	**1,274**	**1,032**	**882**	**575**	**400**

24 Hour Total:	22,074					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,106	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	2,573	PM PeaK Hour Factor:		0.97

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	21	23	23	42	140	404	593	552	403	316	335
30	39	23	21	28	49	195	512	637	544	376	319	339
45	30	23	18	37	75	238	576	618	501	365	326	312
00	28	17	22	36	105	317	543	578	443	349	316	326
Hr Total	**137**	**85**	**83**	**124**	**271**	**889**	**2,036**	**2,426**	**2,040**	**1,492**	**1,276**	**1,312**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	320	320	298	319	343	355	326	280	200	162	120	71
30	345	305	310	328	304	331	341	238	185	156	104	58
45	311	332	291	358	318	309	300	229	172	134	92	58
00	326	305	304	300	303	309	270	209	174	133	63	43
Hr Total	**1,303**	**1,262**	**1,202**	**1,305**	**1,268**	**1,304**	**1,238**	**955**	**730**	**585**	**379**	**230**

24 Hour Total:	23,931					
AM Peak Hour begins:	7:00	AM Peak Volume:	2,426	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	15:15	PM Peak Volume:	1,329	PM PeaK Hour Factor:		0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	60	50	45	63	166	480	785	809	628	531	565
30	100	57	49	47	66	236	623	847	776	586	516	579
45	83	50	40	58	104	294	732	839	759	607	547	596
00	72	42	43	56	134	383	735	836	665	610	534	598
Hr Total	**366**	**210**	**183**	**206**	**367**	**1,078**	**2,571**	**3,307**	**3,009**	**2,431**	**2,128**	**2,338**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	590	600	585	666	810	967	843	642	487	403	292	177
30	618	603	630	707	813	972	871	556	453	381	250	163
45	602	637	650	797	874	970	786	540	427	362	230	165
00	622	606	650	778	897	967	658	492	396	320	182	126
Hr Total	**2,432**	**2,445**	**2,515**	**2,949**	**3,394**	**3,877**	**3,157**	**2,229**	**1,762**	**1,466**	**954**	**630**

24 Hour Total:	46,005					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,331	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	17:00	PM Peak Volume:	3,877	PM PeaK Hour Factor:		1.00

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr west of New East Bay Rd				

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	11	8	8	10	28	75	111	123	99	120	114
30	18	11	5	14	14	33	88	132	106	128	80	106
45	18	12	10	14	22	66	91	103	103	106	95	126
00	20	7	17	17	23	73	104	114	92	113	95	100
Hr Total	**77**	**41**	**40**	**53**	**69**	**200**	**358**	**460**	**424**	**446**	**390**	**446**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	107	130	145	157	154	113	117	77	64	60	30
30	116	109	133	156	147	170	176	100	67	49	50	36
45	129	125	125	162	160	108	130	74	73	52	44	31
00	98	110	118	152	140	152	114	85	67	54	37	30
Hr Total	**473**	**451**	**506**	**615**	**604**	**584**	**533**	**376**	**284**	**219**	**191**	**127**

24 Hour Total:	7,967				
AM Peak Hour begins:	11:45	AM Peak Volume:	475	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	15:15	PM Peak Volume:	627	PM PeaK Hour Factor:	0.97

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	7	9	7	19	27	96	110	103	84	98	108
30	21	7	6	5	14	44	110	123	96	103	103	130
45	15	10	8	10	22	56	123	118	103	85	88	96
00	10	11	7	12	23	90	148	132	106	99	99	127
Hr Total	**65**	**35**	**30**	**34**	**78**	**217**	**477**	**483**	**408**	**371**	**388**	**461**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	112	113	132	137	118	108	80	77	61	44	23
30	120	110	133	139	126	118	113	97	73	62	34	29
45	111	131	117	133	126	135	126	77	63	66	29	26
00	139	101	112	133	116	126	97	87	69	65	33	20
Hr Total	**478**	**454**	**475**	**537**	**505**	**497**	**444**	**341**	**282**	**254**	**140**	**98**

24 Hour Total:	7,552				
AM Peak Hour begins:	6:30	AM Peak Volume:	504	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	15:15	PM Peak Volume:	542	PM PeaK Hour Factor:	0.97

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	18	17	15	29	55	171	221	226	183	218	222
30	39	18	11	19	28	77	198	255	202	231	183	236
45	33	22	18	24	44	122	214	221	206	191	183	222
00	30	18	24	29	46	163	252	246	198	212	194	227
Hr Total	**142**	**76**	**70**	**87**	**147**	**417**	**835**	**943**	**832**	**817**	**778**	**907**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	219	243	277	294	272	221	197	154	125	104	53
30	236	219	266	295	273	288	289	197	140	111	84	65
45	240	256	242	295	286	243	256	151	136	118	73	57
00	237	211	230	285	256	278	211	172	136	119	70	50
Hr Total	**951**	**905**	**981**	**1,152**	**1,109**	**1,081**	**977**	**717**	**566**	**473**	**331**	**225**

24 Hour Total:	15,519				
AM Peak Hour begins:	6:45	AM Peak Volume:	949	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:15	PM Peak Volume:	1,169	PM PeaK Hour Factor:	0.99

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr west of New East Bay Rd				

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	17	16	16	10	23	76	119	132	99	88	97
30	22	4	10	8	17	28	85	124	80	92	79	112
45	21	11	9	12	20	61	97	106	123	91	110	108
00	12	14	13	17	28	64	117	90	125	114	87	99
Hr Total	**77**	**46**	**48**	**53**	**75**	**176**	**375**	**439**	**460**	**396**	**364**	**416**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	103	116	144	141	147	192	93	71	61	37	11
30	114	109	84	123	137	129	151	104	100	61	37	27
45	129	104	144	156	140	158	141	89	83	56	34	19
00	112	106	106	165	165	138	124	81	59	39	46	26
Hr Total	**474**	**422**	**450**	**588**	**583**	**572**	**608**	**367**	**313**	**217**	**154**	**83**

24 Hour Total:	7,756				
AM Peak Hour begins:	6:45	AM Peak Volume:	466	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:30	PM Peak Volume:	639	PM PeaK Hour Factor:	0.83

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	16	7	9	13	28	90	93	94	106	84	49
30	26	10	11	10	10	59	120	122	114	114	46	51
45	18	10	6	15	18	53	122	124	112	44	45	63
00	15	8	13	11	28	79	118	102	93	61	55	49
Hr Total	**76**	**44**	**37**	**45**	**69**	**219**	**450**	**441**	**413**	**325**	**230**	**212**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	82	113	126	141	111	132	91	69	54	33	32
30	118	86	103	96	142	108	117	93	82	73	41	26
45	94	55	121	145	119	145	108	69	70	53	37	24
00	112	95	109	129	108	123	108	92	65	45	32	19
Hr Total	**415**	**318**	**446**	**496**	**510**	**487**	**465**	**345**	**286**	**225**	**143**	**101**

24 Hour Total:	6,798				
AM Peak Hour begins:	6:45	AM Peak Volume:	457	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:30	PM Peak Volume:	557	PM PeaK Hour Factor:	0.96

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	33	23	25	23	51	166	212	226	205	172	146
30	48	14	21	18	27	87	205	246	194	206	125	163
45	39	21	15	27	38	114	219	230	235	135	155	171
00	27	22	26	28	56	143	235	192	218	175	142	148
Hr Total	**153**	**90**	**85**	**98**	**144**	**395**	**825**	**880**	**873**	**721**	**594**	**628**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	185	229	270	282	258	324	184	140	115	70	43
30	232	195	187	219	279	237	268	197	182	134	78	53
45	223	159	265	301	259	303	249	158	153	109	71	43
00	224	201	215	294	273	261	232	173	124	84	78	45
Hr Total	**889**	**740**	**896**	**1,084**	**1,093**	**1,059**	**1,073**	**712**	**599**	**442**	**297**	**184**

24 Hour Total:	14,554				
AM Peak Hour begins:	6:45	AM Peak Volume:	923	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:30	PM Peak Volume:	1,156	PM PeaK Hour Factor:	0.96

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr west of New East Bay Rd				

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	12	8	10	17	18	91	123	96	113	120	128
30	24	15	11	10	10	31	109	117	99	95	128	126
45	13	8	11	4	24	64	96	125	128	108	107	161
00	12	8	12	14	22	51	109	105	94	119	100	137
Hr Total	**68**	**43**	**42**	**38**	**73**	**164**	**405**	**470**	**417**	**435**	**455**	**552**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	93	114	165	168	177	150	112	67	65	49	26
30	130	127	132	150	134	160	160	116	92	55	42	39
45	110	132	146	198	171	184	147	116	80	61	33	33
00	113	128	139	158	160	162	94	85	76	54	49	17
Hr Total	**460**	**480**	**531**	**671**	**633**	**683**	**551**	**429**	**315**	**235**	**173**	**115**

24 Hour Total:	8,438					
AM Peak Hour begins:	11:00	AM Peak Volume:	552	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	17:00	PM Peak Volume:	683	PM PeaK Hour Factor:	0.93	

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	11	7	7	13	34	89	135	52	90	108	106
30	17	8	6	11	12	46	118	128	108	82	89	114
45	19	10	12	8	16	59	106	98	101	98	98	144
00	12	3	6	3	26	83	137	46	95	93	108	132
Hr Total	**81**	**32**	**31**	**29**	**67**	**222**	**450**	**407**	**356**	**363**	**403**	**496**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	132	123	123	135	157	120	96	95	71	53	33
30	141	148	128	147	142	139	125	90	87	66	52	33
45	108	99	124	125	145	132	112	94	74	57	43	31
00	123	136	127	141	128	129	107	83	81	59	29	34
Hr Total	**506**	**515**	**502**	**536**	**550**	**557**	**464**	**363**	**337**	**253**	**177**	**131**

24 Hour Total:	7,828					
AM Peak Hour begins:	11:30	AM Peak Volume:	551	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	16:15	PM Peak Volume:	572	PM PeaK Hour Factor:	0.91	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	23	15	17	30	52	180	258	148	203	228	234
30	41	23	17	21	22	77	227	245	207	177	217	240
45	32	18	23	12	40	123	202	223	229	206	205	305
00	24	11	18	17	48	134	246	151	189	212	208	269
Hr Total	**149**	**75**	**73**	**67**	**140**	**386**	**855**	**877**	**773**	**798**	**858**	**1,048**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	241	225	237	288	303	334	270	208	162	136	102	59
30	271	275	260	297	276	299	285	206	179	121	94	72
45	218	231	270	323	316	316	259	210	154	118	76	64
00	236	264	266	299	288	291	201	168	157	113	78	51
Hr Total	**966**	**995**	**1,033**	**1,207**	**1,183**	**1,240**	**1,015**	**792**	**652**	**488**	**350**	**246**

24 Hour Total:	16,266					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,086	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,240	PM PeaK Hour Factor:	0.93	

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Gibsonton Dr west of New East Bay Rd				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	13	11	11	12	23	81	118	117	104	109	113
30	21	10	9	11	14	31	94	124	95	105	96	115
45	17	10	10	10	22	64	95	111	118	102	104	132
00	15	10	14	16	24	63	110	103	104	115	94	112
Hr Total	**74**	**43**	**43**	**48**	**72**	**180**	**379**	**456**	**434**	**426**	**403**	**471**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	101	120	151	155	159	152	107	72	63	49	22
30	120	115	116	143	139	153	162	107	86	55	43	34
45	123	120	138	172	157	150	139	93	79	56	37	28
00	108	115	121	158	155	151	111	84	67	49	44	24
Hr Total	**469**	**451**	**496**	**625**	**607**	**613**	**564**	**391**	**304**	**224**	**173**	**108**

24 Hour Total:	8,054					
AM Peak Hour begins:	11:30	AM Peak Volume:	482	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	15:15	PM Peak Volume:	629	PM PeaK Hour Factor:	0.91	

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	11	8	8	15	30	92	113	83	93	97	88
30	21	8	8	9	12	50	116	124	106	100	79	98
45	17	10	9	11	19	56	117	113	105	76	77	101
00	12	7	9	9	26	84	134	93	98	84	87	103
Hr Total	**74**	**37**	**33**	**36**	**71**	**219**	**459**	**444**	**392**	**353**	**340**	**390**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	109	116	127	138	129	120	89	80	62	43	29
30	126	115	121	127	137	122	118	93	81	67	42	29
45	104	95	121	134	130	137	115	80	69	59	36	27
00	125	111	116	134	117	126	104	87	72	56	31	24
Hr Total	**466**	**429**	**474**	**523**	**522**	**514**	**458**	**350**	**302**	**244**	**153**	**110**

24 Hour Total:	7,393					
AM Peak Hour begins:	6:30	AM Peak Volume:	488	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	15:30	PM Peak Volume:	543	PM PeaK Hour Factor:	0.99	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	25	18	19	27	53	172	230	200	197	206	201
30	43	18	16	19	26	80	210	249	201	205	175	213
45	35	20	19	21	41	120	212	225	223	177	181	233
00	27	17	23	25	50	147	244	196	202	200	181	215
Hr Total	**148**	**80**	**76**	**84**	**144**	**399**	**838**	**900**	**826**	**779**	**743**	**861**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	210	236	278	293	288	272	196	152	125	92	52
30	246	230	238	270	276	275	281	200	167	122	85	63
45	227	215	259	306	287	287	255	173	148	115	73	55
00	232	225	237	293	272	277	215	171	139	105	75	49
Hr Total	**935**	**880**	**970**	**1,148**	**1,128**	**1,127**	**1,022**	**740**	**606**	**468**	**326**	**218**

24 Hour Total:	15,446					
AM Peak Hour begins:	6:45	AM Peak Volume:	948	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	15:30	PM Peak Volume:	1,168	PM PeaK Hour Factor:	0.95	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB Off Ramp to Gibsonton Dr EB				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	4	4	4	3	13	35	48	37	37	44
30	9	4	1	2	3	15	19	31	56	44	51	35
45	11	2	2	5	2	10	32	40	60	58	40	51
00	3	5	5	1	8	11	31	43	45	52	47	52
Hr Total	**30**	**12**	**12**	**12**	**17**	**39**	**95**	**149**	**209**	**191**	**175**	**182**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	50	50	53	72	74	59	40	28	21	13	17
30	53	50	51	59	71	57	54	40	21	26	17	18
45	57	50	56	83	67	78	73	43	33	17	18	18
00	66	58	36	66	74	62	53	33	31	15	11	11
Hr Total	**222**	**208**	**193**	**261**	**284**	**271**	**239**	**156**	**113**	**79**	**59**	**64**

24 Hour Total:	3,272				
AM Peak Hour begins:	8:00	AM Peak Volume:	209	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	15:30	PM Peak Volume:	292	PM PeaK Hour Factor:	0.88

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	4	4	4	3	13	35	48	37	37	44
30	9	4	1	2	3	15	19	31	56	44	51	35
45	11	2	2	5	2	10	32	40	60	58	40	51
00	3	5	5	1	8	11	31	43	45	52	47	52
Hr Total	**30**	**12**	**12**	**12**	**17**	**39**	**95**	**149**	**209**	**191**	**175**	**182**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	50	50	53	72	74	59	40	28	21	13	17
30	53	50	51	59	71	57	54	40	21	26	17	18
45	57	50	56	83	67	78	73	43	33	17	18	18
00	66	58	36	66	74	62	53	33	31	15	11	11
Hr Total	**222**	**208**	**193**	**261**	**284**	**271**	**239**	**156**	**113**	**79**	**59**	**64**

24 Hour Total:	3,272				
AM Peak Hour begins:	8:00	AM Peak Volume:	209	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	15:30	PM Peak Volume:	292	PM PeaK Hour Factor:	0.88

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB Off Ramp to Gibsonton Dr EB				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	4	5	0	6	13	41	54	44	43	46
30	4	2	2	2	6	19	19	38	61	40	33	46
45	9	3	3	2	4	9	40	43	58	46	38	46
00	2	4	5	3	9	11	30	48	42	38	26	48
Hr Total	**23**	**16**	**14**	**12**	**19**	**45**	**102**	**170**	**215**	**168**	**140**	**186**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	32	47	52	76	81	69	48	33	25	22	22
30	41	57	29	61	69	90	75	50	27	21	21	8
45	56	42	53	66	59	76	56	44	25	28	16	13
00	48	49	44	68	68	95	53	36	22	19	19	5
Hr Total	**197**	**180**	**173**	**247**	**272**	**342**	**253**	**178**	**107**	**93**	**78**	**48**

24 Hour Total:	3,278					
AM Peak Hour begins:	7:45	AM Peak Volume:	221	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	342	PM PeaK Hour Factor:	0.90	

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	4	5	0	6	13	41	54	44	43	46
30	4	2	2	2	6	19	19	38	61	40	33	46
45	9	3	3	2	4	9	40	43	58	46	38	46
00	2	4	5	3	9	11	30	48	42	38	26	48
Hr Total	**23**	**16**	**14**	**12**	**19**	**45**	**102**	**170**	**215**	**168**	**140**	**186**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	32	47	52	76	81	69	48	33	25	22	22
30	41	57	29	61	69	90	75	50	27	21	21	8
45	56	42	53	66	59	76	56	44	25	28	16	13
00	48	49	44	68	68	95	53	36	22	19	19	5
Hr Total	**197**	**180**	**173**	**247**	**272**	**342**	**253**	**178**	**107**	**93**	**78**	**48**

24 Hour Total:	3,278					
AM Peak Hour begins:	7:45	AM Peak Volume:	221	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	342	PM PeaK Hour Factor:	0.90	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB Off Ramp to Gibsonton Dr EB				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	4	12	3	4	14	26	35	45	52	26
30	6	3	5	4	4	20	21	44	48	63	34	40
45	14	1	1	0	5	15	27	36	63	45	22	63
00	4	2	1	0	7	9	38	41	47	62	36	46
Hr Total	**30**	**13**	**11**	**16**	**19**	**48**	**100**	**147**	**193**	**215**	**144**	**175**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	57	62	81	60	76	70	43	41	22	22	6
30	48	58	71	77	86	101	85	46	46	29	20	14
45	40	68	67	76	84	85	63	41	34	28	19	10
00	43	46	66	89	88	89	64	33	40	19	22	7
Hr Total	**181**	**229**	**266**	**323**	**318**	**351**	**282**	**163**	**161**	**98**	**83**	**37**

24 Hour Total:	3,603				
AM Peak Hour begins:	9:15	AM Peak Volume:	222	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:00	PM Peak Volume:	351	PM PeaK Hour Factor:	0.87

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	4	12	3	4	14	26	35	45	52	26
30	6	3	5	4	4	20	21	44	48	63	34	40
45	14	1	1	0	5	15	27	36	63	45	22	63
00	4	2	1	0	7	9	38	41	47	62	36	46
Hr Total	**30**	**13**	**11**	**16**	**19**	**48**	**100**	**147**	**193**	**215**	**144**	**175**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	57	62	81	60	76	70	43	41	22	22	6
30	48	58	71	77	86	101	85	46	46	29	20	14
45	40	68	67	76	84	85	63	41	34	28	19	10
00	43	46	66	89	88	89	64	33	40	19	22	7
Hr Total	**181**	**229**	**266**	**323**	**318**	**351**	**282**	**163**	**161**	**98**	**83**	**37**

24 Hour Total:	3,603				
AM Peak Hour begins:	9:15	AM Peak Volume:	222	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:00	PM Peak Volume:	351	PM PeaK Hour Factor:	0.87

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB Off Ramp to Gibsonton Dr EB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	4	7	2	4	13	34	46	42	44	39
30	6	3	3	3	4	18	20	38	55	49	39	40
45	11	2	2	2	4	11	33	40	60	50	33	53
00	3	4	4	1	8	10	33	44	45	51	36	49
Hr Total	**28**	**14**	**12**	**13**	**18**	**44**	**99**	**155**	**206**	**191**	**153**	**181**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	46	53	62	69	77	66	44	34	23	19	15
30	47	55	50	66	75	83	71	45	31	25	19	13
45	51	53	59	75	70	80	64	43	31	24	18	14
00	52	51	49	74	77	82	57	34	31	18	17	8
Hr Total	**200**	**206**	**211**	**277**	**291**	**321**	**258**	**166**	**127**	**90**	**73**	**50**

24 Hour Total:	3,384					
AM Peak Hour begins:	8:00	AM Peak Volume:	206	AM Peak Hour Factor:	0.85	
PM Peak Hour begins:	17:00	PM Peak Volume:	321	PM PeaK Hour Factor:	0.97	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	4	7	2	4	13	34	46	42	44	39
30	6	3	3	3	4	18	20	38	55	49	39	40
45	11	2	2	2	4	11	33	40	60	50	33	53
00	3	4	4	1	8	10	33	44	45	51	36	49
Hr Total	**28**	**14**	**12**	**13**	**18**	**44**	**99**	**155**	**206**	**191**	**153**	**181**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	46	53	62	69	77	66	44	34	23	19	15
30	47	55	50	66	75	83	71	45	31	25	19	13
45	51	53	59	75	70	80	64	43	31	24	18	14
00	52	51	49	74	77	82	57	34	31	18	17	8
Hr Total	**200**	**206**	**211**	**277**	**291**	**321**	**258**	**166**	**127**	**90**	**73**	**50**

24 Hour Total:	3,384					
AM Peak Hour begins:	8:00	AM Peak Volume:	206	AM Peak Hour Factor:	0.85	
PM Peak Hour begins:	17:00	PM Peak Volume:	321	PM PeaK Hour Factor:	0.97	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB Off Ramp to Gibsonton Dr WB				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	1	3	10	8	5	2	7	1	9	9
30	5	0	1	0	3	11	1	4	10	8	15	14
45	1	0	2	1	1	3	8	6	10	9	10	14
00	2	3	3	6	3	12	2	6	8	10	14	22
Hr Total	**13**	**4**	**7**	**10**	**17**	**34**	**16**	**18**	**35**	**28**	**48**	**59**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	16	15	12	18	8	6	12	7	9	6	1
30	14	14	16	19	12	15	20	11	8	9	1	3
45	13	10	15	7	9	7	18	6	9	7	7	7
00	19	14	13	8	7	12	12	10	4	6	4	1
Hr Total	**57**	**54**	**59**	**46**	**46**	**42**	**56**	**39**	**28**	**31**	**18**	**12**

24 Hour Total:	777					
AM Peak Hour begins:	11:15	AM Peak Volume:	61	AM Peak Hour Factor:	0.69	
PM Peak Hour begins:	12:15	PM Peak Volume:	62	PM PeaK Hour Factor:	0.82	

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	1	3	10	8	5	2	7	1	9	9
30	5	0	1	0	3	11	1	4	10	8	15	14
45	1	0	2	1	1	3	8	6	10	9	10	14
00	2	3	3	6	3	12	2	6	8	10	14	22
Hr Total	**13**	**4**	**7**	**10**	**17**	**34**	**16**	**18**	**35**	**28**	**48**	**59**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	16	15	12	18	8	6	12	7	9	6	1
30	14	14	16	19	12	15	20	11	8	9	1	3
45	13	10	15	7	9	7	18	6	9	7	7	7
00	19	14	13	8	7	12	12	10	4	6	4	1
Hr Total	**57**	**54**	**59**	**46**	**46**	**42**	**56**	**39**	**28**	**31**	**18**	**12**

24 Hour Total:	777					
AM Peak Hour begins:	11:15	AM Peak Volume:	61	AM Peak Hour Factor:	0.69	
PM Peak Hour begins:	12:15	PM Peak Volume:	62	PM PeaK Hour Factor:	0.82	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB Off Ramp to Gibsonton Dr WB				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	6	1	1	3	2	7	0	6	3	8	14
30	4	1	1	5	1	8	7	7	8	11	12	12
45	3	1	0	6	3	8	3	1	8	8	5	9
00	6	2	1	3	5	10	10	3	9	13	10	15
Hr Total	**16**	**10**	**3**	**15**	**12**	**28**	**27**	**11**	**31**	**35**	**35**	**50**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	9	7	18	18	14	13	11	13	2	9	6
30	13	13	16	14	9	20	13	15	15	13	4	6
45	21	13	9	15	8	12	16	6	9	8	9	0
00	9	15	18	21	10	10	16	9	6	7	7	6
Hr Total	**55**	**50**	**50**	**68**	**45**	**56**	**58**	**41**	**43**	**30**	**29**	**18**

24 Hour Total:	816					
AM Peak Hour begins:	11:45	AM Peak Volume:	61	AM Peak Hour Factor:	0.73	
PM Peak Hour begins:	15:00	PM Peak Volume:	68	PM PeaK Hour Factor:	0.81	

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	6	1	1	3	2	7	0	6	3	8	14
30	4	1	1	5	1	8	7	7	8	11	12	12
45	3	1	0	6	3	8	3	1	8	8	5	9
00	6	2	1	3	5	10	10	3	9	13	10	15
Hr Total	**16**	**10**	**3**	**15**	**12**	**28**	**27**	**11**	**31**	**35**	**35**	**50**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	9	7	18	18	14	13	11	13	2	9	6
30	13	13	16	14	9	20	13	15	15	13	4	6
45	21	13	9	15	8	12	16	6	9	8	9	0
00	9	15	18	21	10	10	16	9	6	7	7	6
Hr Total	**55**	**50**	**50**	**68**	**45**	**56**	**58**	**41**	**43**	**30**	**29**	**18**

24 Hour Total:	816					
AM Peak Hour begins:	11:45	AM Peak Volume:	61	AM Peak Hour Factor:	0.73	
PM Peak Hour begins:	15:00	PM Peak Volume:	68	PM PeaK Hour Factor:	0.81	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB Off Ramp to Gibsonton Dr WB				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	1	2	1	9	1	3	7	18	7
30	3	2	4	4	6	4	8	1	10	9	8	14
45	8	2	3	1	1	2	4	1	15	11	12	20
00	3	1	2	1	5	7	2	4	3	19	16	11
Hr Total	**18**	**6**	**11**	**7**	**14**	**14**	**23**	**7**	**31**	**46**	**54**	**52**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	18	11	17	14	10	3	11	11	12	10	7
30	6	16	24	14	6	21	7	10	9	10	11	9
45	16	18	19	14	21	11	16	13	8	14	3	3
00	14	10	17	12	19	15	17	7	10	2	4	5
Hr Total	**51**	**62**	**71**	**57**	**60**	**57**	**43**	**41**	**38**	**38**	**28**	**24**

24 Hour Total:	853					
AM Peak Hour begins:	11:15	AM Peak Volume:	60	AM Peak Hour Factor:	0.75	
PM Peak Hour begins:	14:15	PM Peak Volume:	77	PM PeaK Hour Factor:	0.80	

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	1	2	1	9	1	3	7	18	7
30	3	2	4	4	6	4	8	1	10	9	8	14
45	8	2	3	1	1	2	4	1	15	11	12	20
00	3	1	2	1	5	7	2	4	3	19	16	11
Hr Total	**18**	**6**	**11**	**7**	**14**	**14**	**23**	**7**	**31**	**46**	**54**	**52**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	18	11	17	14	10	3	11	11	12	10	7
30	6	16	24	14	6	21	7	10	9	10	11	9
45	16	18	19	14	21	11	16	13	8	14	3	3
00	14	10	17	12	19	15	17	7	10	2	4	5
Hr Total	**51**	**62**	**71**	**57**	**60**	**57**	**43**	**41**	**38**	**38**	**28**	**24**

24 Hour Total:	853					
AM Peak Hour begins:	11:15	AM Peak Volume:	60	AM Peak Hour Factor:	0.75	
PM Peak Hour begins:	14:15	PM Peak Volume:	77	PM PeaK Hour Factor:	0.80	

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB Off Ramp to Gibsonton Dr WB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	1	2	5	4	7	1	5	4	12	10
30	4	1	2	3	3	8	5	4	9	9	12	13
45	4	1	2	3	2	4	5	3	11	9	9	14
00	4	2	2	3	4	10	5	4	7	14	13	16
Hr Total	**16**	**7**	**7**	**11**	**14**	**25**	**22**	**12**	**32**	**36**	**46**	**54**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	14	11	16	17	11	7	11	10	8	8	5
30	11	14	19	16	9	19	13	12	11	11	5	6
45	17	14	14	12	13	10	17	8	9	10	6	3
00	14	13	16	14	12	12	15	9	7	5	5	4
Hr Total	**54**	**55**	**60**	**57**	**50**	**52**	**52**	**40**	**36**	**33**	**25**	**18**

24 Hour Total:	815					
AM Peak Hour begins:	11:15	AM Peak Volume:	56	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	14:15	PM Peak Volume:	65	PM PeaK Hour Factor:	0.87	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	1	2	5	4	7	1	5	4	12	10
30	4	1	2	3	3	8	5	4	9	9	12	13
45	4	1	2	3	2	4	5	3	11	9	9	14
00	4	2	2	3	4	10	5	4	7	14	13	16
Hr Total	**16**	**7**	**7**	**11**	**14**	**25**	**22**	**12**	**32**	**36**	**46**	**54**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	14	11	16	17	11	7	11	10	8	8	5
30	11	14	19	16	9	19	13	12	11	11	5	6
45	17	14	14	12	13	10	17	8	9	10	6	3
00	14	13	16	14	12	12	15	9	7	5	5	4
Hr Total	**54**	**55**	**60**	**57**	**50**	**52**	**52**	**40**	**36**	**33**	**25**	**18**

24 Hour Total:	815					
AM Peak Hour begins:	11:15	AM Peak Volume:	56	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	14:15	PM Peak Volume:	65	PM PeaK Hour Factor:	0.87	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB On Ramp from Gibsonton Dr EB				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	6	8	7	9	22	96	174	154	78	79	73
30	12	11	4	6	9	27	118	209	157	83	74	74
45	10	6	12	12	24	55	139	193	115	74	51	58
00	14	5	10	8	23	85	176	184	92	68	58	60
Hr Total	**50**	**28**	**34**	**33**	**65**	**189**	**529**	**760**	**518**	**303**	**262**	**265**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	54	88	92	77	64	58	74	41	47	45	17
30	54	75	70	73	82	61	65	72	40	31	20	20
45	75	63	62	91	65	46	49	36	38	40	22	21
00	83	65	84	82	77	67	58	46	50	25	19	16
Hr Total	**281**	**257**	**304**	**338**	**301**	**238**	**230**	**228**	**169**	**143**	**106**	**74**

24 Hour Total:	5,705					
AM Peak Hour begins:	7:00	AM Peak Volume:	760	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	14:45	PM Peak Volume:	340	PM PeaK Hour Factor:	0.92	

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	6	8	7	9	22	96	174	154	78	79	73
30	12	11	4	6	9	27	118	209	157	83	74	74
45	10	6	12	12	24	55	139	193	115	74	51	58
00	14	5	10	8	23	85	176	184	92	68	58	60
Hr Total	**50**	**28**	**34**	**33**	**65**	**189**	**529**	**760**	**518**	**303**	**262**	**265**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	54	88	92	77	64	58	74	41	47	45	17
30	54	75	70	73	82	61	65	72	40	31	20	20
45	75	63	62	91	65	46	49	36	38	40	22	21
00	83	65	84	82	77	67	58	46	50	25	19	16
Hr Total	**281**	**257**	**304**	**338**	**301**	**238**	**230**	**228**	**169**	**143**	**106**	**74**

24 Hour Total:	5,705					
AM Peak Hour begins:	7:00	AM Peak Volume:	760	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	14:45	PM Peak Volume:	340	PM PeaK Hour Factor:	0.92	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB On Ramp from Gibsonton Dr EB				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	5	8	9	13	19	98	175	177	97	62	57
30	16	7	8	2	13	26	124	194	139	52	63	60
45	16	4	6	12	23	60	154	197	107	81	56	60
00	12	6	14	14	34	71	172	179	95	66	52	46
Hr Total	**61**	**22**	**36**	**37**	**83**	**176**	**548**	**745**	**518**	**296**	**233**	**223**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	44	69	62	86	76	93	73	38	45	25	15
30	74	59	50	75	87	74	72	62	50	26	31	11
45	68	65	69	86	80	76	66	56	52	30	30	12
00	82	56	65	85	84	55	60	38	32	25	18	14
Hr Total	**281**	**224**	**253**	**308**	**337**	**281**	**291**	**229**	**172**	**126**	**104**	**52**

24 Hour Total:	5,636					
AM Peak Hour begins:	7:15	AM Peak Volume:	747	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	15:30	PM Peak Volume:	344	PM PeaK Hour Factor:		0.99

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	5	8	9	13	19	98	175	177	97	62	57
30	16	7	8	2	13	26	124	194	139	52	63	60
45	16	4	6	12	23	60	154	197	107	81	56	60
00	12	6	14	14	34	71	172	179	95	66	52	46
Hr Total	**61**	**22**	**36**	**37**	**83**	**176**	**548**	**745**	**518**	**296**	**233**	**223**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	44	69	62	86	76	93	73	38	45	25	15
30	74	59	50	75	87	74	72	62	50	26	31	11
45	68	65	69	86	80	76	66	56	52	30	30	12
00	82	56	65	85	84	55	60	38	32	25	18	14
Hr Total	**281**	**224**	**253**	**308**	**337**	**281**	**291**	**229**	**172**	**126**	**104**	**52**

24 Hour Total:	5,636					
AM Peak Hour begins:	7:15	AM Peak Volume:	747	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	15:30	PM Peak Volume:	344	PM PeaK Hour Factor:		0.99

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB On Ramp from Gibsonton Dr EB				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	5	9	10	29	81	181	157	84	66	87
30	13	6	12	6	11	33	132	184	161	84	70	81
45	11	3	4	8	14	56	152	171	142	81	91	94
00	10	4	4	13	19	66	148	179	73	79	76	83
Hr Total	**51**	**24**	**25**	**36**	**54**	**184**	**513**	**715**	**533**	**328**	**303**	**345**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	65	75	87	77	80	71	57	33	47	35	29
30	79	73	69	105	91	86	71	69	44	35	29	13
45	75	57	82	121	73	94	62	51	49	31	32	25
00	60	82	74	88	66	58	43	50	35	30	26	13
Hr Total	**278**	**277**	**300**	**401**	**307**	**318**	**247**	**227**	**161**	**143**	**122**	**80**

24 Hour Total:	5,972				
AM Peak Hour begins:	7:00	AM Peak Volume:	715	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	15:00	PM Peak Volume:	401	PM PeaK Hour Factor:	0.83

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	5	9	10	29	81	181	157	84	66	87
30	13	6	12	6	11	33	132	184	161	84	70	81
45	11	3	4	8	14	56	152	171	142	81	91	94
00	10	4	4	13	19	66	148	179	73	79	76	83
Hr Total	**51**	**24**	**25**	**36**	**54**	**184**	**513**	**715**	**533**	**328**	**303**	**345**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	65	75	87	77	80	71	57	33	47	35	29
30	79	73	69	105	91	86	71	69	44	35	29	13
45	75	57	82	121	73	94	62	51	49	31	32	25
00	60	82	74	88	66	58	43	50	35	30	26	13
Hr Total	**278**	**277**	**300**	**401**	**307**	**318**	**247**	**227**	**161**	**143**	**122**	**80**

24 Hour Total:	5,972				
AM Peak Hour begins:	7:00	AM Peak Volume:	715	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	15:00	PM Peak Volume:	401	PM PeaK Hour Factor:	0.83

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB On Ramp from Gibsonton Dr EB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	7	7	8	11	23	92	177	163	86	69	72
30	14	8	8	5	11	29	125	196	152	73	69	72
45	12	4	7	11	20	57	148	187	121	79	66	71
00	12	5	9	12	25	74	165	181	87	71	62	63
Hr Total	**54**	**25**	**32**	**35**	**67**	**183**	**530**	**740**	**523**	**309**	**266**	**278**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	54	77	80	80	73	74	68	37	46	35	20
30	69	69	63	84	87	74	69	68	45	31	27	15
45	73	62	71	99	73	72	59	48	46	34	28	19
00	75	68	74	85	76	60	54	45	39	27	21	14
Hr Total	**280**	**253**	**286**	**349**	**315**	**279**	**256**	**228**	**167**	**137**	**111**	**69**

24 Hour Total:	5,771					
AM Peak Hour begins:	7:00	AM Peak Volume:	740	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	15:30	PM Peak Volume:	351	PM PeaK Hour Factor:	0.88	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	7	7	8	11	23	92	177	163	86	69	72
30	14	8	8	5	11	29	125	196	152	73	69	72
45	12	4	7	11	20	57	148	187	121	79	66	71
00	12	5	9	12	25	74	165	181	87	71	62	63
Hr Total	**54**	**25**	**32**	**35**	**67**	**183**	**530**	**740**	**523**	**309**	**266**	**278**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	54	77	80	80	73	74	68	37	46	35	20
30	69	69	63	84	87	74	69	68	45	31	27	15
45	73	62	71	99	73	72	59	48	46	34	28	19
00	75	68	74	85	76	60	54	45	39	27	21	14
Hr Total	**280**	**253**	**286**	**349**	**315**	**279**	**256**	**228**	**167**	**137**	**111**	**69**

24 Hour Total:	5,771					
AM Peak Hour begins:	7:00	AM Peak Volume:	740	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	15:30	PM Peak Volume:	351	PM PeaK Hour Factor:	0.88	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB On Ramp from Gibsonton Dr WB				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	8	17	9	31	113	314	416	458	279	198	187
30	10	13	16	17	33	163	418	386	392	232	228	181
45	19	27	8	27	71	194	456	435	373	275	176	173
00	13	2	19	26	88	249	390	446	330	220	183	202
Hr Total	**60**	**50**	**60**	**79**	**223**	**719**	**1,578**	**1,683**	**1,553**	**1,006**	**785**	**743**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	167	180	156	189	156	176	176	106	63	62	49	25
30	147	132	174	165	145	194	127	106	56	50	36	20
45	145	173	157	203	159	135	146	96	50	53	36	24
00	154	155	157	152	137	143	122	69	57	60	36	23
Hr Total	**613**	**640**	**644**	**709**	**597**	**648**	**571**	**377**	**226**	**225**	**157**	**92**

24 Hour Total:	14,038					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,731	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	14:45	PM Peak Volume:	714	PM PeaK Hour Factor:	0.88	

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	8	17	9	31	113	314	416	458	279	198	187
30	10	13	16	17	33	163	418	386	392	232	228	181
45	19	27	8	27	71	194	456	435	373	275	176	173
00	13	2	19	26	88	249	390	446	330	220	183	202
Hr Total	**60**	**50**	**60**	**79**	**223**	**719**	**1,578**	**1,683**	**1,553**	**1,006**	**785**	**743**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	167	180	156	189	156	176	176	106	63	62	49	25
30	147	132	174	165	145	194	127	106	56	50	36	20
45	145	173	157	203	159	135	146	96	50	53	36	24
00	154	155	157	152	137	143	122	69	57	60	36	23
Hr Total	**613**	**640**	**644**	**709**	**597**	**648**	**571**	**377**	**226**	**225**	**157**	**92**

24 Hour Total:	14,038					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,731	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	14:45	PM Peak Volume:	714	PM PeaK Hour Factor:	0.88	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB On Ramp from Gibsonton Dr WB				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	15	13	15	37	120	321	414	392	278	167	180
30	13	8	12	16	40	162	438	434	413	254	174	187
45	13	13	13	23	57	198	434	414	406	210	159	150
00	15	14	12	28	93	222	419	423	310	204	190	170
Hr Total	**57**	**50**	**50**	**82**	**227**	**702**	**1,612**	**1,685**	**1,521**	**946**	**690**	**687**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	186	152	164	147	178	138	135	73	63	61	35
30	154	148	143	157	134	204	154	100	69	55	48	35
45	147	163	154	205	168	177	149	114	60	50	48	17
00	154	141	150	172	147	181	139	90	71	66	22	22
Hr Total	**611**	**638**	**599**	**698**	**596**	**740**	**580**	**439**	**273**	**234**	**179**	**109**

24 Hour Total:	14,005					
AM Peak Hour begins:	6:15	AM Peak Volume:	1,705	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	17:00	PM Peak Volume:	740	PM PeaK Hour Factor:	0.91	

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	15	13	15	37	120	321	414	392	278	167	180
30	13	8	12	16	40	162	438	434	413	254	174	187
45	13	13	13	23	57	198	434	414	406	210	159	150
00	15	14	12	28	93	222	419	423	310	204	190	170
Hr Total	**57**	**50**	**50**	**82**	**227**	**702**	**1,612**	**1,685**	**1,521**	**946**	**690**	**687**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	186	152	164	147	178	138	135	73	63	61	35
30	154	148	143	157	134	204	154	100	69	55	48	35
45	147	163	154	205	168	177	149	114	60	50	48	17
00	154	141	150	172	147	181	139	90	71	66	22	22
Hr Total	**611**	**638**	**599**	**698**	**596**	**740**	**580**	**439**	**273**	**234**	**179**	**109**

24 Hour Total:	14,005					
AM Peak Hour begins:	6:15	AM Peak Volume:	1,705	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	17:00	PM Peak Volume:	740	PM PeaK Hour Factor:	0.91	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB On Ramp from Gibsonton Dr WB				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	12	12	19	27	107	329	414	422	287	219	240
30	25	19	12	22	41	149	375	421	399	277	196	265
45	14	16	13	19	59	204	439	402	382	256	250	192
00	11	14	15	29	72	249	395	324	297	243	247	195
Hr Total	**77**	**61**	**52**	**89**	**199**	**709**	**1,538**	**1,561**	**1,500**	**1,063**	**912**	**892**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	177	211	147	211	195	176	121	91	65	52	39
30	175	166	175	193	179	189	194	115	75	63	62	31
45	191	184	155	234	189	174	158	105	77	76	43	36
00	175	220	175	171	184	174	119	95	74	56	38	20
Hr Total	**726**	**747**	**716**	**745**	**763**	**732**	**647**	**436**	**317**	**260**	**195**	**126**

24 Hour Total:	15,063					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,669	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	15:15	PM Peak Volume:	809	PM PeaK Hour Factor:	0.86	

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	12	12	19	27	107	329	414	422	287	219	240
30	25	19	12	22	41	149	375	421	399	277	196	265
45	14	16	13	19	59	204	439	402	382	256	250	192
00	11	14	15	29	72	249	395	324	297	243	247	195
Hr Total	**77**	**61**	**52**	**89**	**199**	**709**	**1,538**	**1,561**	**1,500**	**1,063**	**912**	**892**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	177	211	147	211	195	176	121	91	65	52	39
30	175	166	175	193	179	189	194	115	75	63	62	31
45	191	184	155	234	189	174	158	105	77	76	43	36
00	175	220	175	171	184	174	119	95	74	56	38	20
Hr Total	**726**	**747**	**716**	**745**	**763**	**732**	**647**	**436**	**317**	**260**	**195**	**126**

24 Hour Total:	15,063					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,669	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	15:15	PM Peak Volume:	809	PM PeaK Hour Factor:	0.86	

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 NB On Ramp from Gibsonton Dr WB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	12	14	14	32	113	321	415	424	281	195	202
30	16	13	13	18	38	158	410	414	401	254	199	211
45	15	19	11	23	62	199	443	417	387	247	195	172
00	13	10	15	28	84	240	401	398	312	222	207	189
Hr Total	**65**	**54**	**54**	**83**	**216**	**710**	**1,576**	**1,643**	**1,525**	**1,005**	**796**	**774**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	169	181	173	167	171	183	163	121	76	63	54	33
30	159	149	164	172	153	196	158	107	67	56	49	29
45	161	173	155	214	172	162	151	105	62	60	42	26
00	161	172	161	165	156	166	127	85	67	61	32	22
Hr Total	**650**	**675**	**653**	**717**	**652**	**707**	**599**	**417**	**272**	**240**	**177**	**109**

24 Hour Total:	14,369					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,673	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	15:15	PM Peak Volume:	722	PM PeaK Hour Factor:	0.84	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	12	14	14	32	113	321	415	424	281	195	202
30	16	13	13	18	38	158	410	414	401	254	199	211
45	15	19	11	23	62	199	443	417	387	247	195	172
00	13	10	15	28	84	240	401	398	312	222	207	189
Hr Total	**65**	**54**	**54**	**83**	**216**	**710**	**1,576**	**1,643**	**1,525**	**1,005**	**796**	**774**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	169	181	173	167	171	183	163	121	76	63	54	33
30	159	149	164	172	153	196	158	107	67	56	49	29
45	161	173	155	214	172	162	151	105	62	60	42	26
00	161	172	161	165	156	166	127	85	67	61	32	22
Hr Total	**650**	**675**	**653**	**717**	**652**	**707**	**599**	**417**	**272**	**240**	**177**	**109**

24 Hour Total:	14,369					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,673	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	15:15	PM Peak Volume:	722	PM PeaK Hour Factor:	0.84	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB Off Ramp to Gibsonton Dr EB				

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	27	17	12	15	9	24	105	129	95	93	123
30	33	21	13	4	21	15	62	114	94	94	73	97
45	25	16	14	15	7	24	125	143	130	117	116	114
00	34	19	16	7	12	34	120	122	74	116	113	123
Hr Total	**127**	**83**	**60**	**38**	**55**	**82**	**331**	**484**	**427**	**422**	**395**	**457**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	135	155	185	263	364	355	224	173	146	95	62
30	146	158	174	247	334	361	388	151	163	128	96	65
45	161	129	187	237	360	397	320	186	141	145	92	59
00	128	154	197	284	373	395	241	177	114	110	60	43
Hr Total	**577**	**576**	**713**	**953**	**1,330**	**1,517**	**1,304**	**738**	**591**	**529**	**343**	**229**

24 Hour Total:	12,361				
AM Peak Hour begins:	11:45	AM Peak Volume:	572	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:30	PM Peak Volume:	1,535	PM PeaK Hour Factor:	0.97

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	27	17	12	15	9	24	105	129	95	93	123
30	33	21	13	4	21	15	62	114	94	94	73	97
45	25	16	14	15	7	24	125	143	130	117	116	114
00	34	19	16	7	12	34	120	122	74	116	113	123
Hr Total	**127**	**83**	**60**	**38**	**55**	**82**	**331**	**484**	**427**	**422**	**395**	**457**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	135	155	185	263	364	355	224	173	146	95	62
30	146	158	174	247	334	361	388	151	163	128	96	65
45	161	129	187	237	360	397	320	186	141	145	92	59
00	128	154	197	284	373	395	241	177	114	110	60	43
Hr Total	**577**	**576**	**713**	**953**	**1,330**	**1,517**	**1,304**	**738**	**591**	**529**	**343**	**229**

24 Hour Total:	12,361				
AM Peak Hour begins:	11:45	AM Peak Volume:	572	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:30	PM Peak Volume:	1,535	PM PeaK Hour Factor:	0.97

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB Off Ramp to Gibsonton Dr EB				

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	29	16	9	18	17	58	109	133	117	104	113
30	30	29	20	20	5	8	62	129	146	123	98	109
45	22	19	13	16	15	31	122	149	103	112	90	130
00	25	13	8	15	10	45	145	158	115	122	102	145
Hr Total	**116**	**90**	**57**	**60**	**48**	**101**	**387**	**545**	**497**	**474**	**394**	**497**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	157	174	210	276	383	390	200	145	124	93	52
30	161	120	186	259	382	366	393	186	136	143	97	48
45	161	147	203	231	331	341	381	184	140	111	55	53
00	154	132	212	288	377	356	290	147	116	66	70	25
Hr Total	**617**	**556**	**775**	**988**	**1,366**	**1,446**	**1,454**	**717**	**537**	**444**	**315**	**178**

24 Hour Total:	12,659					
AM Peak Hour begins:	11:45	AM Peak Volume:	608	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	17:45	PM Peak Volume:	1,520	PM PeaK Hour Factor:	0.97	

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	29	16	9	18	17	58	109	133	117	104	113
30	30	29	20	20	5	8	62	129	146	123	98	109
45	22	19	13	16	15	31	122	149	103	112	90	130
00	25	13	8	15	10	45	145	158	115	122	102	145
Hr Total	**116**	**90**	**57**	**60**	**48**	**101**	**387**	**545**	**497**	**474**	**394**	**497**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	157	174	210	276	383	390	200	145	124	93	52
30	161	120	186	259	382	366	393	186	136	143	97	48
45	161	147	203	231	331	341	381	184	140	111	55	53
00	154	132	212	288	377	356	290	147	116	66	70	25
Hr Total	**617**	**556**	**775**	**988**	**1,366**	**1,446**	**1,454**	**717**	**537**	**444**	**315**	**178**

24 Hour Total:	12,659					
AM Peak Hour begins:	11:45	AM Peak Volume:	608	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	17:45	PM Peak Volume:	1,520	PM PeaK Hour Factor:	0.97	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB Off Ramp to Gibsonton Dr EB				

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	42	16	20	36	8	48	113	134	150	156	214
30	42	33	18	11	18	29	77	112	198	149	176	235
45	37	33	21	16	16	26	130	172	141	152	187	175
00	36	21	20	14	32	53	131	160	164	199	154	231
Hr Total	**146**	**129**	**75**	**61**	**102**	**116**	**386**	**557**	**637**	**650**	**673**	**855**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	204	135	142	225	299	403	357	279	195	198	110	83
30	229	139	190	234	379	452	360	237	202	182	109	64
45	160	152	222	292	409	441	346	219	187	160	102	67
00	123	164	199	317	384	387	286	204	162	151	89	60
Hr Total	**716**	**590**	**753**	**1,068**	**1,471**	**1,683**	**1,349**	**939**	**746**	**691**	**410**	**274**

24 Hour Total:	15,077					
AM Peak Hour begins:	11:00	AM Peak Volume:	855	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,683	PM PeaK Hour Factor:	0.93	

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	42	16	20	36	8	48	113	134	150	156	214
30	42	33	18	11	18	29	77	112	198	149	176	235
45	37	33	21	16	16	26	130	172	141	152	187	175
00	36	21	20	14	32	53	131	160	164	199	154	231
Hr Total	**146**	**129**	**75**	**61**	**102**	**116**	**386**	**557**	**637**	**650**	**673**	**855**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	204	135	142	225	299	403	357	279	195	198	110	83
30	229	139	190	234	379	452	360	237	202	182	109	64
45	160	152	222	292	409	441	346	219	187	160	102	67
00	123	164	199	317	384	387	286	204	162	151	89	60
Hr Total	**716**	**590**	**753**	**1,068**	**1,471**	**1,683**	**1,349**	**939**	**746**	**691**	**410**	**274**

24 Hour Total:	15,077					
AM Peak Hour begins:	11:00	AM Peak Volume:	855	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,683	PM PeaK Hour Factor:	0.93	

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB Off Ramp to Gibsonton Dr EB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	33	16	14	23	11	43	109	132	121	118	150
30	35	28	17	12	15	17	67	118	146	122	116	147
45	28	23	16	16	13	27	126	155	125	127	131	140
00	32	18	15	12	18	44	132	147	118	146	123	166
Hr Total	**130**	**101**	**64**	**53**	**68**	**100**	**368**	**529**	**520**	**515**	**487**	**603**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	142	157	207	279	383	367	234	171	156	99	66
30	179	139	183	247	365	393	380	191	167	151	101	59
45	161	143	204	253	367	393	349	196	156	139	83	60
00	135	150	203	296	378	379	272	176	131	109	73	43
Hr Total	**637**	**574**	**747**	**1,003**	**1,389**	**1,549**	**1,369**	**798**	**625**	**555**	**356**	**227**

24 Hour Total:	13,366					
AM Peak Hour begins:	11:45	AM Peak Volume:	668	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	1,549	PM PeaK Hour Factor:		0.99

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	33	16	14	23	11	43	109	132	121	118	150
30	35	28	17	12	15	17	67	118	146	122	116	147
45	28	23	16	16	13	27	126	155	125	127	131	140
00	32	18	15	12	18	44	132	147	118	146	123	166
Hr Total	**130**	**101**	**64**	**53**	**68**	**100**	**368**	**529**	**520**	**515**	**487**	**603**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	142	157	207	279	383	367	234	171	156	99	66
30	179	139	183	247	365	393	380	191	167	151	101	59
45	161	143	204	253	367	393	349	196	156	139	83	60
00	135	150	203	296	378	379	272	176	131	109	73	43
Hr Total	**637**	**574**	**747**	**1,003**	**1,389**	**1,549**	**1,369**	**798**	**625**	**555**	**356**	**227**

24 Hour Total:	13,366					
AM Peak Hour begins:	11:45	AM Peak Volume:	668	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	1,549	PM PeaK Hour Factor:		0.99

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB Off Ramp to Gibsonton Dr WB (Ln1-Rts @ Signal; Ln2-Rt Turn Ramp)				

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	8	10	7	9	11	8
30	2	2	1	2	0	3	8	2	7	6	7	10
45	0	2	4	2	3	4	8	7	9	8	8	15
00	0	1	0	1	3	5	9	12	13	9	2	10
Hr Total	**2**	**5**	**5**	**5**	**6**	**14**	**33**	**31**	**36**	**32**	**28**	**43**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	9	4	5	6	8	5	3	5	2	3	1
30	7	9	10	5	6	10	8	4	3	1	3	1
45	7	5	8	2	6	11	12	5	2	1	0	1
00	13	8	9	4	12	5	3	5	3	6	3	3
Hr Total	**35**	**31**	**31**	**16**	**30**	**34**	**28**	**17**	**13**	**10**	**9**	**6**

24 Hour Total:	500				
AM Peak Hour begins:	11:00	AM Peak Volume:	43	AM Peak Hour Factor:	0.72
PM Peak Hour begins:	16:45	PM Peak Volume:	41	PM PeaK Hour Factor:	0.85

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	10	7	6	14	64	56	55	42	49	57
30	19	9	10	8	6	21	80	60	44	47	42	78
45	19	15	16	6	20	29	60	63	54	43	55	70
00	12	11	4	12	11	43	74	75	46	55	57	69
Hr Total	**68**	**46**	**40**	**33**	**43**	**107**	**278**	**254**	**199**	**187**	**203**	**274**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	79	74	88	123	128	134	89	73	61	48	34
30	79	53	81	125	119	169	144	88	76	70	55	35
45	66	78	79	128	121	141	126	75	54	62	21	22
00	74	62	76	120	122	127	91	73	52	70	37	18
Hr Total	**287**	**272**	**310**	**461**	**485**	**565**	**495**	**325**	**255**	**263**	**161**	**109**

24 Hour Total:	5,720				
AM Peak Hour begins:	11:30	AM Peak Volume:	286	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:15	PM Peak Volume:	571	PM PeaK Hour Factor:	0.84

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	10	7	6	16	72	66	62	51	60	65
30	21	11	11	10	6	24	88	62	51	53	49	88
45	19	17	20	8	23	33	68	70	63	51	63	85
00	12	12	4	13	14	48	83	87	59	64	59	79
Hr Total	**70**	**51**	**45**	**38**	**49**	**121**	**311**	**285**	**235**	**219**	**231**	**317**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	88	78	93	129	136	139	92	78	63	51	35
30	86	62	91	130	125	179	152	92	79	71	58	36
45	73	83	87	130	127	152	138	80	56	63	21	23
00	87	70	85	124	134	132	94	78	55	76	40	21
Hr Total	**322**	**303**	**341**	**477**	**515**	**599**	**523**	**342**	**268**	**273**	**170**	**115**

24 Hour Total:	6,220				
AM Peak Hour begins:	11:15	AM Peak Volume:	328	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15	PM Peak Volume:	602	PM PeaK Hour Factor:	0.84

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB Off Ramp to Gibsonton Dr WB (Ln1-Rts @ Signal; Ln2-Rt Turn Ramp)				

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	1	1	0	5	5	7	9	1	5
30	0	1	2	0	0	6	11	7	8	8	5	5
45	1	0	3	2	2	3	7	6	11	5	3	5
00	1	0	3	0	2	4	5	3	5	3	4	4
Hr Total	**4**	**1**	**9**	**3**	**5**	**13**	**28**	**21**	**31**	**25**	**13**	**19**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	4	8	6	8	11	6	4	2	4	2	1
30	7	2	8	7	10	9	5	4	2	3	1	3
45	5	7	6	7	8	9	4	2	2	4	1	0
00	3	2	4	4	5	7	8	3	2	6	2	4
Hr Total	**17**	**15**	**26**	**24**	**31**	**36**	**23**	**13**	**8**	**17**	**6**	**8**

24 Hour Total:	396				
AM Peak Hour begins:	8:15	AM Peak Volume:	33	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	17:00	PM Peak Volume:	36	PM PeaK Hour Factor:	0.82

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	14	11	10	6	16	54	55	53	58	49	52
30	18	8	17	4	7	32	70	58	54	50	59	53
45	23	4	11	6	11	34	84	48	56	44	55	67
00	15	11	11	11	16	43	54	45	48	47	56	72
Hr Total	**70**	**37**	**50**	**31**	**40**	**125**	**262**	**206**	**211**	**199**	**219**	**244**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	53	62	92	141	116	135	77	58	67	43	21
30	59	80	81	91	135	161	122	81	71	47	48	28
45	55	67	90	127	131	157	99	72	61	76	38	16
00	51	74	61	113	117	148	95	83	53	63	23	26
Hr Total	**227**	**274**	**294**	**423**	**524**	**582**	**451**	**313**	**243**	**253**	**152**	**91**

24 Hour Total:	5,521				
AM Peak Hour begins:	6:15	AM Peak Volume:	263	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	17:15	PM Peak Volume:	601	PM PeaK Hour Factor:	0.93

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	14	12	11	7	16	59	60	60	67	50	57
30	18	9	19	4	7	38	81	65	62	58	64	58
45	24	4	14	8	13	37	91	54	67	49	58	72
00	16	11	14	11	18	47	59	48	53	50	60	76
Hr Total	**74**	**38**	**59**	**34**	**45**	**138**	**290**	**227**	**242**	**224**	**232**	**263**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	57	70	98	149	127	141	81	60	71	45	22
30	66	82	89	98	145	170	127	85	73	50	49	31
45	60	74	96	134	139	166	103	74	63	80	39	16
00	54	76	65	117	122	155	103	86	55	69	25	30
Hr Total	**244**	**289**	**320**	**447**	**555**	**618**	**474**	**326**	**251**	**270**	**158**	**99**

24 Hour Total:	5,917				
AM Peak Hour begins:	6:15	AM Peak Volume:	291	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	17:15	PM Peak Volume:	632	PM PeaK Hour Factor:	0.93

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB Off Ramp to Gibsonton Dr WB (Ln1-Rts @ Signal; Ln2-Rt Turn Ramp)				

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	2	0	0	1	5	5	4	4	11	4
30	0	0	1	1	1	2	7	6	2	5	5	4
45	1	0	1	0	1	0	6	1	4	3	6	4
00	0	0	2	0	0	5	4	4	10	11	5	5
Hr Total	**4**	**0**	**6**	**1**	**2**	**8**	**22**	**16**	**20**	**23**	**27**	**17**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	13	4	10	3	4	12	9	7	3	2	3
30	4	4	8	5	5	4	10	8	6	4	1	1
45	4	2	3	3	2	2	12	7	6	3	4	1
00	7	2	6	4	8	7	10	5	8	7	1	2
Hr Total	**18**	**21**	**21**	**22**	**18**	**17**	**44**	**29**	**27**	**17**	**8**	**7**

24 Hour Total:	395				
AM Peak Hour begins:	9:45	AM Peak Volume:	33	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	18:00	PM Peak Volume:	44	PM PeaK Hour Factor:	0.92

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	10	15	7	4	23	61	67	53	41	73	57
30	25	9	7	7	10	22	76	70	42	40	49	65
45	27	5	8	6	14	30	73	55	53	51	61	73
00	12	7	13	6	5	43	59	58	48	48	56	73
Hr Total	**96**	**31**	**43**	**26**	**33**	**118**	**269**	**250**	**196**	**180**	**239**	**268**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	82	90	93	137	132	129	94	82	70	61	25
30	62	79	76	105	136	132	123	95	83	69	36	34
45	46	63	84	129	142	137	117	94	56	59	43	33
00	78	70	105	129	131	133	95	65	74	61	38	31
Hr Total	**258**	**294**	**355**	**456**	**546**	**534**	**464**	**348**	**295**	**259**	**178**	**123**

24 Hour Total:	5,859				
AM Peak Hour begins:	11:15	AM Peak Volume:	283	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:00	PM Peak Volume:	546	PM PeaK Hour Factor:	0.96

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	10	17	7	4	24	66	72	57	45	84	61
30	25	9	8	8	11	24	83	76	44	45	54	69
45	28	5	9	6	15	30	79	56	57	54	67	77
00	12	7	15	6	5	48	63	62	58	59	61	78
Hr Total	**100**	**31**	**49**	**27**	**35**	**126**	**291**	**266**	**216**	**203**	**266**	**285**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	95	94	103	140	136	141	103	89	73	63	28
30	66	83	84	110	141	136	133	103	89	73	37	35
45	50	65	87	132	144	139	129	101	62	62	47	34
00	85	72	111	133	139	140	105	70	82	68	39	33
Hr Total	**276**	**315**	**376**	**478**	**564**	**551**	**508**	**377**	**322**	**276**	**186**	**130**

24 Hour Total:	6,254				
AM Peak Hour begins:	11:15	AM Peak Volume:	299	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:00	PM Peak Volume:	564	PM PeaK Hour Factor:	0.98

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB Off Ramp to Gibsonton Dr WB (Ln1-Rts @ Signal; Ln2-Rt Turn Ramp)				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	0	0	1	6	7	6	7	8	6
30	1	1	1	1	0	4	9	5	6	6	6	6
45	1	1	3	1	2	2	7	5	8	5	6	8
00	0	0	2	0	2	5	6	6	9	8	4	6
Hr Total	**3**	**2**	**7**	**3**	**4**	**12**	**28**	**23**	**29**	**27**	**23**	**26**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	9	5	7	6	8	8	5	5	3	2	2
30	6	5	9	6	7	8	8	5	4	3	2	2
45	5	5	6	4	5	7	9	5	3	3	2	1
00	8	4	6	4	8	6	7	4	4	6	2	3
Hr Total	**23**	**22**	**26**	**21**	**26**	**29**	**32**	**20**	**16**	**15**	**8**	**7**

24 Hour Total:	430					
AM Peak Hour begins:	8:30	AM Peak Volume:	31	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	18:00	PM Peak Volume:	32	PM PeaK Hour Factor:	0.85	

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	12	8	5	18	60	59	54	47	57	55
30	21	9	11	6	8	25	75	63	47	46	50	65
45	23	8	12	6	15	31	72	55	54	46	57	70
00	13	10	9	10	11	43	62	59	47	50	56	71
Hr Total	**78**	**38**	**44**	**30**	**39**	**117**	**270**	**237**	**202**	**189**	**220**	**262**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	71	75	91	134	125	133	87	71	66	51	27
30	67	71	79	107	130	154	130	88	77	62	46	32
45	56	69	84	128	131	145	114	80	57	66	34	24
00	68	69	81	121	123	136	94	74	60	65	33	25
Hr Total	**257**	**280**	**320**	**447**	**518**	**560**	**470**	**329**	**264**	**258**	**164**	**108**

24 Hour Total:	5,700					
AM Peak Hour begins:	11:30	AM Peak Volume:	275	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	17:15	PM Peak Volume:	568	PM PeaK Hour Factor:	0.92	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	12	13	8	6	19	66	66	60	54	65	61
30	21	10	13	7	8	29	84	68	52	52	56	72
45	24	9	14	7	17	33	79	60	62	51	63	78
00	13	10	11	10	12	48	68	66	57	58	60	78
Hr Total	**81**	**40**	**51**	**33**	**43**	**128**	**297**	**259**	**231**	**215**	**243**	**288**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	80	81	98	139	133	140	92	76	69	53	28
30	73	76	88	113	137	162	137	93	80	65	48	34
45	61	74	90	132	137	152	123	85	60	68	36	24
00	75	73	87	125	132	142	101	78	64	71	35	28
Hr Total	**281**	**302**	**346**	**467**	**545**	**589**	**502**	**348**	**280**	**273**	**171**	**115**

24 Hour Total:	6,130					
AM Peak Hour begins:	11:30	AM Peak Volume:	300	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	17:15	PM Peak Volume:	597	PM PeaK Hour Factor:	0.92	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB On Ramp from Gibsonton Dr EB				

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	2	1	2	12	35	29	33	29	22	23
30	4	0	0	11	4	16	28	41	27	18	22	24
45	11	5	2	6	8	18	24	28	31	23	28	27
00	2	7	6	10	6	24	32	28	17	32	20	16
Hr Total	**27**	**20**	**10**	**28**	**20**	**70**	**119**	**126**	**108**	**102**	**92**	**90**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	26	26	24	37	25	32	24	22	12	16	9
30	41	21	39	25	36	24	19	13	15	14	12	10
45	27	26	31	37	27	20	27	21	15	21	14	8
00	16	14	23	21	43	29	27	16	13	19	3	13
Hr Total	**112**	**87**	**119**	**107**	**143**	**98**	**105**	**74**	**65**	**66**	**45**	**40**

24 Hour Total:	1,873					
AM Peak Hour begins:	6:45	AM Peak Volume:	130	AM Peak Hour Factor:	0.79	
PM Peak Hour begins:	16:00	PM Peak Volume:	143	PM PeaK Hour Factor:	0.83	

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	2	1	2	12	35	29	33	29	22	23
30	4	0	0	11	4	16	28	41	27	18	22	24
45	11	5	2	6	8	18	24	28	31	23	28	27
00	2	7	6	10	6	24	32	28	17	32	20	16
Hr Total	**27**	**20**	**10**	**28**	**20**	**70**	**119**	**126**	**108**	**102**	**92**	**90**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	26	26	24	37	25	32	24	22	12	16	9
30	41	21	39	25	36	24	19	13	15	14	12	10
45	27	26	31	37	27	20	27	21	15	21	14	8
00	16	14	23	21	43	29	27	16	13	19	3	13
Hr Total	**112**	**87**	**119**	**107**	**143**	**98**	**105**	**74**	**65**	**66**	**45**	**40**

24 Hour Total:	1,873					
AM Peak Hour begins:	6:45	AM Peak Volume:	130	AM Peak Hour Factor:	0.79	
PM Peak Hour begins:	16:00	PM Peak Volume:	143	PM PeaK Hour Factor:	0.83	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB On Ramp from Gibsonton Dr EB				

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	3	9	3	7	40	31	34	20	5	25
30	7	5	0	3	6	15	32	40	23	16	11	20
45	10	8	0	2	8	19	36	30	23	20	15	13
00	3	3	10	7	7	18	36	9	24	20	24	25
Hr Total	**28**	**18**	**13**	**21**	**24**	**59**	**144**	**110**	**104**	**76**	**55**	**83**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	11	22	29	8	33	34	28	17	24	16	6
30	17	12	39	12	16	23	41	23	15	24	12	7
45	8	23	33	26	25	40	32	14	27	21	8	6
00	10	22	37	22	41	22	25	22	17	7	12	1
Hr Total	**62**	**68**	**131**	**89**	**90**	**118**	**132**	**87**	**76**	**76**	**48**	**20**

24 Hour Total:	1,732					
AM Peak Hour begins:	6:00	AM Peak Volume:	144	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	14:15	PM Peak Volume:	138	PM PeaK Hour Factor:	0.88	

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	3	9	3	7	40	31	34	20	5	25
30	7	5	0	3	6	15	32	40	23	16	11	20
45	10	8	0	2	8	19	36	30	23	20	15	13
00	3	3	10	7	7	18	36	9	24	20	24	25
Hr Total	**28**	**18**	**13**	**21**	**24**	**59**	**144**	**110**	**104**	**76**	**55**	**83**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	11	22	29	8	33	34	28	17	24	16	6
30	17	12	39	12	16	23	41	23	15	24	12	7
45	8	23	33	26	25	40	32	14	27	21	8	6
00	10	22	37	22	41	22	25	22	17	7	12	1
Hr Total	**62**	**68**	**131**	**89**	**90**	**118**	**132**	**87**	**76**	**76**	**48**	**20**

24 Hour Total:	1,732					
AM Peak Hour begins:	6:00	AM Peak Volume:	144	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	14:15	PM Peak Volume:	138	PM PeaK Hour Factor:	0.88	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB On Ramp from Gibsonton Dr EB				

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	7	6	5	11	2	37	55	21	15	33	46
30	3	8	0	1	1	10	40	58	25	25	32	46
45	3	1	5	-1	12	13	46	54	42	34	31	40
00	6	7	2	3	4	12	35	49	26	18	41	66
Hr Total	**17**	**23**	**13**	**8**	**28**	**37**	**158**	**216**	**114**	**92**	**137**	**198**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	33	39	36	35	24	33	13	18	23	23	18
30	50	52	32	16	22	27	29	18	18	14	2	10
45	31	38	35	33	17	27	20	26	14	24	12	21
00	34	28	40	36	44	35	27	18	30	19	17	3
Hr Total	**165**	**151**	**146**	**121**	**118**	**113**	**109**	**75**	**80**	**80**	**54**	**52**

24 Hour Total:	2,305					
AM Peak Hour begins:	7:00	AM Peak Volume:	216	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	12:00	PM Peak Volume:	165	PM PeaK Hour Factor:	0.83	

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	7	6	5	11	2	37	55	21	15	33	46
30	3	8	0	1	1	10	40	58	25	25	32	46
45	3	1	5	-1	12	13	46	54	42	34	31	40
00	6	7	2	3	4	12	35	49	26	18	41	66
Hr Total	**17**	**23**	**13**	**8**	**28**	**37**	**158**	**216**	**114**	**92**	**137**	**198**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	33	39	36	35	24	33	13	18	23	23	18
30	50	52	32	16	22	27	29	18	18	14	2	10
45	31	38	35	33	17	27	20	26	14	24	12	21
00	34	28	40	36	44	35	27	18	30	19	17	3
Hr Total	**165**	**151**	**146**	**121**	**118**	**113**	**109**	**75**	**80**	**80**	**54**	**52**

24 Hour Total:	2,305					
AM Peak Hour begins:	7:00	AM Peak Volume:	216	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	12:00	PM Peak Volume:	165	PM PeaK Hour Factor:	0.83	

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB On Ramp from Gibsonton Dr EB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	4	5	5	7	37	38	29	21	20	31
30	5	4	0	5	4	14	33	46	25	20	22	30
45	8	5	2	2	9	17	35	37	32	26	25	27
00	4	6	6	7	6	18	34	29	22	23	28	36
Hr Total	**24**	**20**	**12**	**19**	**24**	**55**	**140**	**151**	**109**	**90**	**95**	**124**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	23	29	30	27	27	33	22	19	20	18	11
30	36	28	37	18	25	25	30	18	16	17	9	9
45	22	29	33	32	23	29	26	20	19	22	11	12
00	20	21	33	26	43	29	26	19	20	15	11	6
Hr Total	**113**	**102**	**132**	**106**	**117**	**110**	**115**	**79**	**74**	**74**	**49**	**37**

24 Hour Total:	1,970					
AM Peak Hour begins:	6:45	AM Peak Volume:	156	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	14:15	PM Peak Volume:	133	PM PeaK Hour Factor:	0.90	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	4	5	5	7	37	38	29	21	20	31
30	5	4	0	5	4	14	33	46	25	20	22	30
45	8	5	2	2	9	17	35	37	32	26	25	27
00	4	6	6	7	6	18	34	29	22	23	28	36
Hr Total	**24**	**20**	**12**	**19**	**24**	**55**	**140**	**151**	**109**	**90**	**95**	**124**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	23	29	30	27	27	33	22	19	20	18	11
30	36	28	37	18	25	25	30	18	16	17	9	9
45	22	29	33	32	23	29	26	20	19	22	11	12
00	20	21	33	26	43	29	26	19	20	15	11	6
Hr Total	**113**	**102**	**132**	**106**	**117**	**110**	**115**	**79**	**74**	**74**	**49**	**37**

24 Hour Total:	1,970					
AM Peak Hour begins:	6:45	AM Peak Volume:	156	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	14:15	PM Peak Volume:	133	PM PeaK Hour Factor:	0.90	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB On Ramp from Gibsonton Dr WB				

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	4	1	12	13	47	63	80	55	36	51
30	12	2	0	3	5	16	45	74	72	44	54	40
45	7	2	2	3	6	17	64	74	59	56	40	47
00	7	0	4	1	12	35	76	76	72	46	47	44
Hr Total	**30**	**9**	**10**	**8**	**35**	**81**	**232**	**287**	**283**	**201**	**177**	**182**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	40	53	36	45	52	39	25	19	21	17	9
30	45	38	52	39	38	49	41	27	29	16	10	6
45	41	38	31	47	31	50	37	17	22	14	12	6
00	47	49	36	31	41	47	31	27	29	10	6	8
Hr Total	**177**	**165**	**172**	**153**	**155**	**198**	**148**	**96**	**99**	**61**	**45**	**29**

24 Hour Total:	3,033				
AM Peak Hour begins:	7:15	AM Peak Volume:	304	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	198	PM PeaK Hour Factor:	0.95

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	4	1	12	13	47	63	80	55	36	51
30	12	2	0	3	5	16	45	74	72	44	54	40
45	7	2	2	3	6	17	64	74	59	56	40	47
00	7	0	4	1	12	35	76	76	72	46	47	44
Hr Total	**30**	**9**	**10**	**8**	**35**	**81**	**232**	**287**	**283**	**201**	**177**	**182**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	40	53	36	45	52	39	25	19	21	17	9
30	45	38	52	39	38	49	41	27	29	16	10	6
45	41	38	31	47	31	50	37	17	22	14	12	6
00	47	49	36	31	41	47	31	27	29	10	6	8
Hr Total	**177**	**165**	**172**	**153**	**155**	**198**	**148**	**96**	**99**	**61**	**45**	**29**

24 Hour Total:	3,033				
AM Peak Hour begins:	7:15	AM Peak Volume:	304	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	198	PM PeaK Hour Factor:	0.95

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB On Ramp from Gibsonton Dr WB				

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	3	6	8	41	78	71	56	53	52
30	6	1	4	1	4	13	52	76	68	62	48	41
45	3	3	2	2	8	25	90	68	70	56	49	46
00	0	4	4	3	6	31	66	76	58	60	47	34
Hr Total	**13**	**11**	**13**	**9**	**24**	**77**	**249**	**298**	**267**	**234**	**197**	**173**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	52	54	45	52	29	42	24	31	21	10	11
30	48	35	47	66	46	46	41	27	22	14	9	4
45	51	38	49	32	49	35	33	29	23	10	9	8
00	53	48	42	54	39	42	19	23	24	18	6	3
Hr Total	**190**	**173**	**192**	**197**	**186**	**152**	**135**	**103**	**100**	**63**	**34**	**26**

24 Hour Total:	3,116					
AM Peak Hour begins:	6:30	AM Peak Volume:	310	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	12:15	PM Peak Volume:	204	PM PeaK Hour Factor:	0.96	

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	3	6	8	41	78	71	56	53	52
30	6	1	4	1	4	13	52	76	68	62	48	41
45	3	3	2	2	8	25	90	68	70	56	49	46
00	0	4	4	3	6	31	66	76	58	60	47	34
Hr Total	**13**	**11**	**13**	**9**	**24**	**77**	**249**	**298**	**267**	**234**	**197**	**173**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	52	54	45	52	29	42	24	31	21	10	11
30	48	35	47	66	46	46	41	27	22	14	9	4
45	51	38	49	32	49	35	33	29	23	10	9	8
00	53	48	42	54	39	42	19	23	24	18	6	3
Hr Total	**190**	**173**	**192**	**197**	**186**	**152**	**135**	**103**	**100**	**63**	**34**	**26**

24 Hour Total:	3,116					
AM Peak Hour begins:	6:30	AM Peak Volume:	310	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	12:15	PM Peak Volume:	204	PM PeaK Hour Factor:	0.96	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB On Ramp from Gibsonton Dr WB				

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	1	3	15	30	52	59	51	37	34
30	7	0	6	3	6	13	48	67	74	55	45	35
45	4	2	2	4	5	26	61	66	56	55	49	29
00	1	0	4	4	11	35	69	42	58	52	40	20
Hr Total	**17**	**3**	**14**	**12**	**25**	**89**	**208**	**227**	**247**	**213**	**171**	**118**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	35	51	55	49	56	51	53	32	20	22	4
30	41	40	49	75	41	60	48	17	28	30	21	8
45	49	38	45	36	50	42	37	34	27	18	13	7
00	44	50	50	45	41	47	29	21	32	20	10	6
Hr Total	**163**	**163**	**195**	**211**	**181**	**205**	**165**	**125**	**119**	**88**	**66**	**25**

24 Hour Total:	3,050				
AM Peak Hour begins:	6:45	AM Peak Volume:	254	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	14:30	PM Peak Volume:	225	PM PeaK Hour Factor:	0.75

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	1	3	15	30	52	59	51	37	34
30	7	0	6	3	6	13	48	67	74	55	45	35
45	4	2	2	4	5	26	61	66	56	55	49	29
00	1	0	4	4	11	35	69	42	58	52	40	20
Hr Total	**17**	**3**	**14**	**12**	**25**	**89**	**208**	**227**	**247**	**213**	**171**	**118**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	35	51	55	49	56	51	53	32	20	22	4
30	41	40	49	75	41	60	48	17	28	30	21	8
45	49	38	45	36	50	42	37	34	27	18	13	7
00	44	50	50	45	41	47	29	21	32	20	10	6
Hr Total	**163**	**163**	**195**	**211**	**181**	**205**	**165**	**125**	**119**	**88**	**66**	**25**

24 Hour Total:	3,050				
AM Peak Hour begins:	6:45	AM Peak Volume:	254	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	14:30	PM Peak Volume:	225	PM PeaK Hour Factor:	0.75

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	I-75 SB On Ramp from Gibsonton Dr WB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	2	7	12	39	64	70	54	42	46
30	8	1	3	2	5	14	48	72	71	54	49	39
45	5	2	2	3	6	23	72	69	62	56	46	41
00	3	1	4	3	10	34	70	65	63	53	45	33
Hr Total	**20**	**8**	**12**	**10**	**28**	**82**	**230**	**271**	**266**	**216**	**182**	**158**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	42	53	45	49	46	44	34	27	21	16	8
30	45	38	49	60	42	52	43	24	26	20	13	6
45	47	38	42	38	43	42	36	27	24	14	11	7
00	48	49	43	43	40	45	26	24	28	16	7	6
Hr Total	**177**	**167**	**186**	**187**	**174**	**185**	**149**	**108**	**106**	**71**	**48**	**27**

24 Hour Total:	3,066					
AM Peak Hour begins:	6:30	AM Peak Volume:	279	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	13:45	PM Peak Volume:	193	PM PeaK Hour Factor:	0.91	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	2	7	12	39	64	70	54	42	46
30	8	1	3	2	5	14	48	72	71	54	49	39
45	5	2	2	3	6	23	72	69	62	56	46	41
00	3	1	4	3	10	34	70	65	63	53	45	33
Hr Total	**20**	**8**	**12**	**10**	**28**	**82**	**230**	**271**	**266**	**216**	**182**	**158**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	42	53	45	49	46	44	34	27	21	16	8
30	45	38	49	60	42	52	43	24	26	20	13	6
45	47	38	42	38	43	42	36	27	24	14	11	7
00	48	49	43	43	40	45	26	24	28	16	7	6
Hr Total	**177**	**167**	**186**	**187**	**174**	**185**	**149**	**108**	**106**	**71**	**48**	**27**

24 Hour Total:	3,066					
AM Peak Hour begins:	6:30	AM Peak Volume:	279	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	13:45	PM Peak Volume:	193	PM PeaK Hour Factor:	0.91	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Kenlake Dr south of Gibsonton Dr				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	2	1	0	3	2	10	33	37	27	18	27
30	2	2	1	0	3	8	17	48	34	24	22	23
45	6	9	2	0	4	15	19	37	28	23	15	36
00	2	0	0	3	6	10	26	34	29	20	23	31
Hr Total	**26**	**13**	**4**	**3**	**16**	**35**	**72**	**152**	**128**	**94**	**78**	**117**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	19	24	29	34	36	14	13	11	10	9	5
30	31	18	16	31	27	24	21	10	8	6	4	4
45	23	23	15	59	38	23	18	11	8	7	2	2
00	20	16	27	29	31	25	24	8	7	9	7	5
Hr Total	**104**	**76**	**82**	**148**	**130**	**108**	**77**	**42**	**34**	**32**	**22**	**16**

24 Hour Total:	1,609					
AM Peak Hour begins:	7:15	AM Peak Volume:	156	AM Peak Hour Factor:		0.81
PM Peak Hour begins:	15:15	PM Peak Volume:	153	PM PeaK Hour Factor:		0.65

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	4	4	1	5	14	29	24	8	15	19
30	3	3	2	3	1	8	32	26	15	22	11	14
45	1	0	3	1	1	7	50	21	17	14	17	26
00	4	1	1	2	5	14	46	33	16	22	18	19
Hr Total	**11**	**9**	**10**	**10**	**8**	**34**	**142**	**109**	**72**	**66**	**61**	**78**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	24	20	30	19	20	28	17	10	15	7	6
30	27	20	30	30	37	23	31	16	20	17	5	3
45	31	19	22	24	24	38	28	9	26	5	7	4
00	33	17	24	24	27	36	20	23	18	8	9	3
Hr Total	**111**	**80**	**96**	**108**	**107**	**117**	**107**	**65**	**74**	**45**	**28**	**16**

24 Hour Total:	1,564					
AM Peak Hour begins:	6:15	AM Peak Volume:	157	AM Peak Hour Factor:		0.79
PM Peak Hour begins:	17:30	PM Peak Volume:	133	PM PeaK Hour Factor:		0.88

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	7	5	4	4	7	24	62	61	35	33	46
30	5	5	3	3	4	16	49	74	49	46	33	37
45	7	9	5	1	5	22	69	58	45	37	32	62
00	6	1	1	5	11	24	72	67	45	42	41	50
Hr Total	**37**	**22**	**14**	**13**	**24**	**69**	**214**	**261**	**200**	**160**	**139**	**195**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	43	44	59	53	56	42	30	21	25	16	11
30	58	38	46	61	64	47	52	26	28	23	9	7
45	54	42	37	83	62	61	46	20	34	12	9	6
00	53	33	51	53	58	61	44	31	25	17	16	8
Hr Total	**215**	**156**	**178**	**256**	**237**	**225**	**184**	**107**	**108**	**77**	**50**	**32**

24 Hour Total:	3,173					
AM Peak Hour begins:	6:30	AM Peak Volume:	277	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	15:00	PM Peak Volume:	256	PM PeaK Hour Factor:		0.77

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Kenlake Dr south of Gibsonton Dr				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	7	0	2	1	16	24	41	34	15	29
30	7	0	1	1	3	12	22	30	35	27	14	29
45	2	4	0	0	5	12	15	55	30	30	30	47
00	2	1	2	0	9	11	28	31	26	18	22	29
Hr Total	**20**	**6**	**10**	**1**	**19**	**36**	**81**	**140**	**132**	**109**	**81**	**134**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	22	11	28	34	48	20	10	17	13	7	3
30	13	17	31	23	23	28	19	13	14	9	6	6
45	18	21	18	46	31	25	15	13	14	4	4	3
00	22	24	26	31	25	29	11	14	14	6	5	3
Hr Total	**82**	**84**	**86**	**128**	**113**	**130**	**65**	**50**	**59**	**32**	**22**	**15**

24 Hour Total:	1,635				
AM Peak Hour begins:	7:30	AM Peak Volume:	162	AM Peak Hour Factor:	0.74
PM Peak Hour begins:	15:15	PM Peak Volume:	134	PM PeaK Hour Factor:	0.73

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	3	2	2	3	17	39	15	19	12	23
30	2	0	1	1	1	10	25	27	17	20	16	23
45	2	3	2	2	1	6	41	30	26	24	15	18
00	1	2	0	2	5	12	48	30	16	15	15	24
Hr Total	**8**	**8**	**6**	**7**	**9**	**31**	**131**	**126**	**74**	**78**	**58**	**88**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	23	18	18	23	31	40	16	14	14	13	8
30	25	22	27	29	28	30	21	18	13	20	7	6
45	19	27	31	19	24	32	25	19	10	8	12	0
00	31	31	26	27	36	39	18	15	20	12	5	2
Hr Total	**105**	**103**	**102**	**93**	**111**	**132**	**104**	**68**	**57**	**54**	**37**	**16**

24 Hour Total:	1,606				
AM Peak Hour begins:	6:30	AM Peak Volume:	155	AM Peak Hour Factor:	0.81
PM Peak Hour begins:	17:15	PM Peak Volume:	141	PM PeaK Hour Factor:	0.88

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	10	2	4	4	33	63	56	53	27	52
30	9	0	2	2	4	22	47	57	52	47	30	52
45	4	7	2	2	6	18	56	85	56	54	45	65
00	3	3	2	2	14	23	76	61	42	33	37	53
Hr Total	**28**	**14**	**16**	**8**	**28**	**67**	**212**	**266**	**206**	**187**	**139**	**222**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	45	29	46	57	79	60	26	31	27	20	11
30	38	39	58	52	51	58	40	31	27	29	13	12
45	37	48	49	65	55	57	40	32	24	12	16	3
00	53	55	52	58	61	68	29	29	34	18	10	5
Hr Total	**187**	**187**	**188**	**221**	**224**	**262**	**169**	**118**	**116**	**86**	**59**	**31**

24 Hour Total:	3,241				
AM Peak Hour begins:	6:45	AM Peak Volume:	281	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:00	PM Peak Volume:	262	PM PeaK Hour Factor:	0.83

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Kenlake Dr south of Gibsonton Dr				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	3	5	0	4	6	24	36	46	28	27	47
30	2	1	3	3	1	6	14	26	35	20	19	33
45	1	5	0	0	5	14	19	37	41	36	27	56
00	2	0	3	1	2	8	24	33	29	27	32	29
Hr Total	**18**	**9**	**11**	**4**	**12**	**34**	**81**	**132**	**151**	**111**	**105**	**165**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	28	24	29	31	48	27	14	20	5	4	4
30	22	32	24	31	28	24	27	9	20	4	4	3
45	22	18	27	35	25	26	17	15	20	2	8	4
00	15	23	27	36	37	22	20	19	12	7	5	2
Hr Total	**87**	**101**	**102**	**131**	**121**	**120**	**91**	**57**	**72**	**18**	**21**	**13**

24 Hour Total:	1,767					
AM Peak Hour begins:	10:45	AM Peak Volume:	168	AM Peak Hour Factor:	0.75	
PM Peak Hour begins:	16:15	PM Peak Volume:	138	PM PeaK Hour Factor:	0.72	

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	0	2	2	5	13	33	19	23	28	14
30	4	1	1	3	1	9	31	40	21	22	16	24
45	5	0	4	1	2	11	35	23	22	12	13	23
00	2	1	3	1	1	8	49	20	18	15	17	34
Hr Total	**17**	**4**	**8**	**7**	**6**	**33**	**128**	**116**	**80**	**72**	**74**	**95**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	29	23	26	22	30	34	21	21	18	9	5
30	27	26	31	31	27	48	32	20	24	15	7	4
45	24	23	20	25	25	32	23	20	22	9	6	1
00	29	19	26	29	30	35	23	25	18	17	6	4
Hr Total	**113**	**97**	**100**	**111**	**104**	**145**	**112**	**86**	**85**	**59**	**28**	**14**

24 Hour Total:	1,694					
AM Peak Hour begins:	6:30	AM Peak Volume:	157	AM Peak Hour Factor:	0.80	
PM Peak Hour begins:	17:15	PM Peak Volume:	149	PM PeaK Hour Factor:	0.78	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	5	5	2	6	11	37	69	65	51	55	61
30	6	2	4	6	2	15	45	66	56	42	35	57
45	6	5	4	1	7	25	54	60	63	48	40	79
00	4	1	6	2	3	16	73	53	47	42	49	63
Hr Total	**35**	**13**	**19**	**11**	**18**	**67**	**209**	**248**	**231**	**183**	**179**	**260**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	57	47	55	53	78	61	35	41	23	13	9
30	49	58	55	62	55	72	59	29	44	19	11	7
45	46	41	47	60	50	58	40	35	42	11	14	5
00	44	42	53	65	67	57	43	44	30	24	11	6
Hr Total	**200**	**198**	**202**	**242**	**225**	**265**	**203**	**143**	**157**	**77**	**49**	**27**

24 Hour Total:	3,461					
AM Peak Hour begins:	6:45	AM Peak Volume:	268	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	16:45	PM Peak Volume:	275	PM PeaK Hour Factor:	0.88	

Volume Count Report

3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Kenlake Dr south of Gibsonton Dr				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	2	4	0	3	3	17	31	41	30	20	34
30	4	1	2	1	2	9	18	35	35	24	18	28
45	3	6	1	0	5	14	18	43	33	30	24	46
00	2	0	2	1	6	10	26	33	28	22	26	30
Hr Total	**21**	**9**	**8**	**3**	**16**	**35**	**78**	**141**	**137**	**105**	**88**	**139**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	23	20	29	33	44	20	12	16	9	7	4
30	22	22	24	28	26	25	22	11	14	6	5	4
45	21	21	20	47	31	25	17	13	14	4	5	3
00	19	21	27	32	31	25	18	14	11	7	6	3
Hr Total	**91**	**87**	**90**	**136**	**121**	**119**	**78**	**50**	**55**	**27**	**22**	**15**

24 Hour Total:	1,670					
AM Peak Hour begins:	7:15	AM Peak Volume:	152	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	15:15	PM Peak Volume:	140	PM PeaK Hour Factor:	0.75	

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	3	2	4	15	34	19	17	18	19
30	3	1	1	2	1	9	29	31	18	21	14	20
45	3	1	3	1	1	8	42	25	22	17	15	22
00	2	1	1	2	4	11	48	28	17	17	17	26
Hr Total	**12**	**7**	**8**	**8**	**8**	**33**	**134**	**117**	**75**	**72**	**64**	**87**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	25	20	25	21	27	34	18	15	16	10	6
30	26	23	29	30	31	34	28	18	19	17	6	4
45	25	23	24	23	24	34	25	16	19	7	8	2
00	31	22	25	27	31	37	20	21	19	12	7	3
Hr Total	**110**	**93**	**99**	**104**	**107**	**131**	**108**	**73**	**72**	**53**	**31**	**15**

24 Hour Total:	1,621					
AM Peak Hour begins:	6:30	AM Peak Volume:	154	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	17:15	PM Peak Volume:	138	PM PeaK Hour Factor:	0.94	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	5	7	3	5	7	31	65	61	46	38	53
30	7	2	3	4	3	18	47	66	52	45	33	49
45	6	7	4	1	6	22	60	68	55	46	39	69
00	4	2	3	3	9	21	74	60	45	39	42	55
Hr Total	**33**	**16**	**16**	**11**	**23**	**68**	**212**	**258**	**212**	**177**	**152**	**226**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	48	40	53	54	71	54	30	31	25	16	10
30	48	45	53	58	57	59	50	29	33	24	11	9
45	46	44	44	69	56	59	42	29	33	12	13	5
00	50	43	52	59	62	62	39	35	30	20	12	6
Hr Total	**201**	**180**	**189**	**240**	**229**	**251**	**185**	**123**	**127**	**80**	**53**	**30**

24 Hour Total:	3,292					
AM Peak Hour begins:	6:45	AM Peak Volume:	272	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	16:45	PM Peak Volume:	251	PM PeaK Hour Factor:	0.88	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	New East Bay Rd south of Gibsonton Dr				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	11	4	2	2	17	76	185	128	64	72	58
30	15	10	4	5	10	23	99	169	122	65	74	73
45	12	5	6	9	8	49	137	157	82	47	42	48
00	9	4	5	5	17	68	158	163	75	60	59	67
Hr Total	**62**	**30**	**19**	**21**	**37**	**157**	**470**	**674**	**407**	**236**	**247**	**246**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	67	63	71	78	72	98	71	49	69	65	22
30	54	70	64	55	73	60	61	71	47	57	26	26
45	68	57	66	74	50	69	83	51	57	87	25	35
00	66	55	73	62	72	68	72	52	62	48	32	29
Hr Total	**260**	**249**	**266**	**262**	**273**	**269**	**314**	**245**	**215**	**261**	**148**	**112**

24 Hour Total:	5,480				
AM Peak Hour begins:	7:00	AM Peak Volume:	674	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	18:00	PM Peak Volume:	314	PM PeaK Hour Factor:	0.80

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	13	9	5	9	8	22	21	43	41	63	75
30	23	12	12	14	2	10	31	39	46	42	69	80
45	25	13	9	6	12	12	34	40	37	48	68	68
00	17	10	2	8	5	16	33	56	46	56	63	111
Hr Total	**85**	**48**	**32**	**33**	**28**	**46**	**120**	**156**	**172**	**187**	**263**	**334**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	107	90	100	135	153	192	144	91	74	60	44
30	95	87	71	119	147	190	157	127	113	101	74	47
45	101	85	94	123	133	168	174	88	101	87	49	33
00	83	86	97	127	159	149	139	101	87	93	37	20
Hr Total	**369**	**365**	**352**	**469**	**574**	**660**	**662**	**460**	**392**	**355**	**220**	**144**

24 Hour Total:	6,526				
AM Peak Hour begins:	11:45	AM Peak Volume:	397	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:15	PM Peak Volume:	699	PM PeaK Hour Factor:	0.91

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	24	13	7	11	25	98	206	171	105	135	133
30	38	22	16	19	12	33	130	208	168	107	143	153
45	37	18	15	15	20	61	171	197	119	95	110	116
00	26	14	7	13	22	84	191	219	121	116	122	178
Hr Total	**147**	**78**	**51**	**54**	**65**	**203**	**590**	**830**	**579**	**423**	**510**	**580**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	174	153	171	213	225	290	215	140	143	125	66
30	149	157	135	174	220	250	218	198	160	158	100	73
45	169	142	160	197	183	237	257	139	158	174	74	68
00	149	141	170	189	231	217	211	153	149	141	69	49
Hr Total	**629**	**614**	**618**	**731**	**847**	**929**	**976**	**705**	**607**	**616**	**368**	**256**

24 Hour Total:	12,006				
AM Peak Hour begins:	7:00	AM Peak Volume:	830	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:15	PM Peak Volume:	994	PM PeaK Hour Factor:	0.86

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	New East Bay Rd south of Gibsonton Dr				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	8	5	7	8	19	84	168	149	65	50	41
30	19	10	3	2	8	25	96	163	108	56	43	42
45	21	1	4	5	16	46	157	166	85	66	54	52
00	10	8	5	5	23	50	148	165	59	53	39	46
Hr Total	**76**	**27**	**17**	**19**	**55**	**140**	**485**	**662**	**401**	**240**	**186**	**181**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	54	57	67	85	77	77	66	53	64	50	20
30	74	56	65	64	76	79	72	71	62	56	29	17
45	84	71	63	73	64	85	88	67	54	78	28	21
00	76	59	60	88	77	65	61	52	64	42	23	21
Hr Total	**274**	**240**	**245**	**292**	**302**	**306**	**298**	**256**	**233**	**240**	**130**	**79**

24 Hour Total:	5,384					
AM Peak Hour begins:	7:00	AM Peak Volume:	662	AM Peak Hour Factor:	0.99	
PM Peak Hour begins:	15:30	PM Peak Volume:	322	PM PeaK Hour Factor:	0.91	

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	15	12	6	4	4	21	22	37	53	53	49
30	21	4	16	2	6	11	29	45	50	38	61	58
45	31	5	9	4	8	21	39	25	34	41	51	70
00	16	11	5	12	6	19	37	37	40	56	58	75
Hr Total	**93**	**35**	**42**	**24**	**24**	**55**	**126**	**129**	**161**	**188**	**223**	**252**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	78	69	104	153	159	143	113	113	82	71	21
30	83	87	83	114	117	187	135	127	127	90	56	34
45	110	86	86	134	150	177	156	96	89	96	48	18
00	79	103	98	142	127	169	141	90	91	80	40	28
Hr Total	**360**	**354**	**336**	**494**	**547**	**692**	**575**	**426**	**420**	**348**	**215**	**101**

24 Hour Total:	6,220					
AM Peak Hour begins:	11:45	AM Peak Volume:	356	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	17:00	PM Peak Volume:	692	PM PeaK Hour Factor:	0.93	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	23	17	13	12	23	105	190	186	118	103	90
30	40	14	19	4	14	36	125	208	158	94	104	100
45	52	6	13	9	24	67	196	191	119	107	105	122
00	26	19	10	17	29	69	185	202	99	109	97	121
Hr Total	**169**	**62**	**59**	**43**	**79**	**195**	**611**	**791**	**562**	**428**	**409**	**433**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	132	126	171	238	236	220	179	166	146	121	41
30	157	143	148	178	193	266	207	198	189	146	85	51
45	194	157	149	207	214	262	244	163	143	174	76	39
00	155	162	158	230	204	234	202	142	155	122	63	49
Hr Total	**634**	**594**	**581**	**786**	**849**	**998**	**873**	**682**	**653**	**588**	**345**	**180**

24 Hour Total:	11,604					
AM Peak Hour begins:	7:00	AM Peak Volume:	791	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:00	PM Peak Volume:	998	PM PeaK Hour Factor:	0.94	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	New East Bay Rd south of Gibsonton Dr				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	10	4	6	6	20	66	156	138	76	46	76
30	19	4	9	7	9	27	101	188	133	67	37	69
45	14	6	1	4	16	32	129	138	111	57	50	81
00	22	5	8	6	14	56	132	161	61	59	71	67
Hr Total	**82**	**25**	**22**	**23**	**45**	**135**	**428**	**643**	**443**	**259**	**204**	**293**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	70	70	70	71	77	87	60	71	82	62	33
30	55	82	64	56	83	85	71	70	76	50	33	26
45	66	53	71	72	68	62	75	49	55	70	38	43
00	70	61	66	71	62	78	65	69	50	40	41	28
Hr Total	**246**	**266**	**271**	**269**	**284**	**302**	**298**	**248**	**252**	**242**	**174**	**130**

24 Hour Total:	5,584				
AM Peak Hour begins:	7:00	AM Peak Volume:	643	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:15	PM Peak Volume:	312	PM PeaK Hour Factor:	0.90

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	8	11	12	8	5	23	25	47	46	62	68
30	31	13	9	6	7	9	29	44	36	44	60	75
45	31	7	6	10	8	6	41	34	51	49	64	70
00	26	11	12	4	6	18	35	37	53	53	68	91
Hr Total	**128**	**39**	**38**	**32**	**29**	**38**	**128**	**140**	**187**	**192**	**254**	**304**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	106	114	131	165	168	213	183	141	135	94	59
30	85	131	93	113	165	211	203	137	136	141	78	51
45	98	110	121	143	160	199	195	154	113	110	56	50
00	109	94	132	148	200	194	195	130	121	107	62	35
Hr Total	**370**	**441**	**460**	**535**	**690**	**772**	**806**	**604**	**511**	**493**	**290**	**195**

24 Hour Total:	7,676				
AM Peak Hour begins:	11:45	AM Peak Volume:	352	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:15	PM Peak Volume:	817	PM PeaK Hour Factor:	0.96

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	18	15	18	14	25	89	181	185	122	108	144
30	50	17	18	13	16	36	130	232	169	111	97	144
45	45	13	7	14	24	38	170	172	162	106	114	151
00	48	16	20	10	20	74	167	198	114	112	139	158
Hr Total	**210**	**64**	**60**	**55**	**74**	**173**	**556**	**783**	**630**	**451**	**458**	**597**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	176	184	201	236	245	300	243	212	217	156	92
30	140	213	157	169	248	296	274	207	212	191	111	77
45	164	163	192	215	228	261	270	203	168	180	94	93
00	179	155	198	219	262	272	260	199	171	147	103	63
Hr Total	**616**	**707**	**731**	**804**	**974**	**1,074**	**1,104**	**852**	**763**	**735**	**464**	**325**

24 Hour Total:	13,260				
AM Peak Hour begins:	7:15	AM Peak Volume:	787	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:15	PM Peak Volume:	1,129	PM PeaK Hour Factor:	0.94

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	New East Bay Rd south of Gibsonton Dr				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	10	4	5	5	19	75	170	138	68	56	58
30	18	8	5	5	9	25	99	173	121	63	51	61
45	16	4	4	6	13	42	141	154	93	57	49	60
00	14	6	6	5	18	58	146	163	65	57	56	60
Hr Total	**73**	**27**	**19**	**21**	**46**	**144**	**461**	**660**	**417**	**245**	**212**	**240**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	64	63	69	78	75	87	66	58	72	59	25
30	61	69	64	58	77	75	68	71	62	54	29	23
45	73	60	67	73	61	72	82	56	55	78	30	33
00	71	58	66	74	70	70	66	58	59	43	32	26
Hr Total	**260**	**252**	**261**	**274**	**286**	**292**	**303**	**250**	**233**	**248**	**151**	**107**

24 Hour Total:	5,483					
AM Peak Hour begins:	7:00	AM Peak Volume:	660	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:45	PM Peak Volume:	308	PM PeaK Hour Factor:	0.88	

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	12	11	8	7	6	22	23	42	47	59	64
30	25	10	12	7	5	10	30	43	44	41	63	71
45	29	8	8	7	9	13	38	33	41	46	61	69
00	20	11	6	8	6	18	35	43	46	55	63	92
Hr Total	**102**	**41**	**37**	**30**	**27**	**46**	**125**	**142**	**173**	**189**	**247**	**297**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	97	91	112	151	160	183	147	115	97	75	41
30	88	102	82	115	143	196	165	130	125	111	69	44
45	103	94	100	133	148	181	175	113	101	98	51	34
00	90	94	109	139	162	171	158	107	100	93	46	28
Hr Total	**366**	**387**	**383**	**499**	**604**	**708**	**681**	**497**	**441**	**399**	**242**	**147**

24 Hour Total:	6,807					
AM Peak Hour begins:	11:45	AM Peak Volume:	368	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	17:15	PM Peak Volume:	731	PM PeaK Hour Factor:	0.93	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	22	15	13	12	24	97	192	181	115	115	122
30	43	18	18	12	14	35	128	216	165	104	115	132
45	45	12	12	13	23	55	179	187	133	103	110	130
00	33	16	12	13	24	76	181	206	111	112	119	152
Hr Total	**175**	**68**	**57**	**51**	**73**	**190**	**586**	**801**	**590**	**434**	**459**	**537**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	161	154	181	229	235	270	212	173	169	134	66
30	149	171	147	174	220	271	233	201	187	165	99	67
45	176	154	167	206	208	253	257	168	156	176	81	67
00	161	153	175	213	232	241	224	165	158	137	78	54
Hr Total	**626**	**638**	**643**	**774**	**890**	**1,000**	**984**	**746**	**674**	**646**	**392**	**254**

24 Hour Total:	12,290					
AM Peak Hour begins:	7:00	AM Peak Volume:	801	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	17:15	PM Peak Volume:	1,035	PM PeaK Hour Factor:	0.96	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Old Gibsonton Dr north of Gibsonton Dr				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	2	3	1	9	9	14	10	6	12	8
30	4	3	1	3	4	4	18	20	24	8	14	16
45	8	2	2	3	2	10	18	21	7	11	11	17
00	0	2	3	1	3	14	20	20	14	7	12	18
Hr Total	**19**	**13**	**8**	**10**	**10**	**37**	**65**	**75**	**55**	**32**	**49**	**59**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	13	15	15	23	26	21	13	16	11	4	5
30	7	10	10	18	17	30	18	14	7	12	12	3
45	13	12	18	19	13	23	11	13	13	14	7	3
00	19	16	12	17	12	15	15	12	10	15	6	5
Hr Total	**50**	**51**	**55**	**69**	**65**	**94**	**65**	**52**	**46**	**52**	**29**	**16**

24 Hour Total:	1,076				
AM Peak Hour begins:	6:45	AM Peak Volume:	75	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	94	PM PeaK Hour Factor:	0.78

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	3	2	8	6	17	22	11	10	15
30	6	4	1	4	0	4	9	10	15	6	13	7
45	9	4	2	1	5	9	13	18	11	10	8	10
00	4	3	3	0	4	12	13	14	17	17	10	12
Hr Total	**25**	**13**	**7**	**8**	**11**	**33**	**41**	**59**	**65**	**44**	**41**	**44**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	11	13	18	13	17	16	13	14	13	7	9
30	13	9	8	15	18	20	12	9	8	15	7	4
45	10	8	14	18	11	23	15	12	13	10	9	2
00	10	13	19	11	11	10	12	8	11	11	2	6
Hr Total	**42**	**41**	**54**	**62**	**53**	**70**	**55**	**42**	**46**	**49**	**25**	**21**

24 Hour Total:	951				
AM Peak Hour begins:	7:30	AM Peak Volume:	69	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	16:45	PM Peak Volume:	71	PM PeaK Hour Factor:	0.77

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	3	6	3	17	15	31	32	17	22	23
30	10	7	2	7	4	8	27	30	39	14	27	23
45	17	6	4	4	7	19	31	39	18	21	19	27
00	4	5	6	1	7	26	33	34	31	24	22	30
Hr Total	**44**	**26**	**15**	**18**	**21**	**70**	**106**	**134**	**120**	**76**	**90**	**103**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	24	28	33	36	43	37	26	30	24	11	14
30	20	19	18	33	35	50	30	23	15	27	19	7
45	23	20	32	37	24	46	26	25	26	24	16	5
00	29	29	31	28	23	25	27	20	21	26	8	11
Hr Total	**92**	**92**	**109**	**131**	**118**	**164**	**120**	**94**	**92**	**101**	**54**	**37**

24 Hour Total:	2,027				
AM Peak Hour begins:	7:30	AM Peak Volume:	144	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	164	PM PeaK Hour Factor:	0.82

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Old Gibsonton Dr north of Gibsonton Dr				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	5	5	3	6	12	25	22	10	13	11
30	7	4	2	4	3	12	8	24	9	10	11	11
45	5	0	2	3	5	6	23	16	8	14	13	26
00	2	4	1	1	8	12	16	18	8	4	20	12
Hr Total	**18**	**11**	**10**	**13**	**19**	**36**	**59**	**83**	**47**	**38**	**57**	**60**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	12	9	19	17	18	19	19	15	13	13	4
30	14	18	13	15	26	16	16	13	16	10	8	9
45	12	8	11	19	16	23	19	20	17	12	4	6
00	9	13	12	17	23	20	20	20	16	15	7	6
Hr Total	**50**	**51**	**45**	**70**	**82**	**77**	**74**	**72**	**64**	**50**	**32**	**25**

24 Hour Total:	1,143				
AM Peak Hour begins:	6:30	AM Peak Volume:	88	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:15	PM Peak Volume:	83	PM PeaK Hour Factor:	0.80

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	3	2	1	2	19	18	17	6	5	7
30	3	3	3	0	1	6	8	17	16	9	12	10
45	8	2	3	2	4	7	14	12	7	12	11	11
00	2	0	13	1	4	4	23	21	14	8	19	11
Hr Total	**19**	**7**	**22**	**5**	**10**	**19**	**64**	**68**	**54**	**35**	**47**	**39**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	16	11	17	17	13	15	15	14	11	11	5
30	12	7	7	12	13	13	12	15	15	18	7	4
45	15	11	6	22	23	11	25	11	15	11	5	4
00	10	8	14	20	19	13	11	10	12	8	3	3
Hr Total	**58**	**42**	**38**	**71**	**72**	**50**	**63**	**51**	**56**	**48**	**26**	**16**

24 Hour Total:	980				
AM Peak Hour begins:	6:30	AM Peak Volume:	72	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	15:45	PM Peak Volume:	73	PM PeaK Hour Factor:	0.79

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	8	7	4	8	31	43	39	16	18	18
30	10	7	5	4	4	18	16	41	25	19	23	21
45	13	2	5	5	9	13	37	28	15	26	24	37
00	4	4	14	2	12	16	39	39	22	12	39	23
Hr Total	**37**	**18**	**32**	**18**	**29**	**55**	**123**	**151**	**101**	**73**	**104**	**99**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	28	20	36	34	31	34	34	29	24	24	9
30	26	25	20	27	39	29	28	28	31	28	15	13
45	27	19	17	41	39	34	44	31	32	23	9	10
00	19	21	26	37	42	33	31	30	28	23	10	9
Hr Total	**108**	**93**	**83**	**141**	**154**	**127**	**137**	**123**	**120**	**98**	**58**	**41**

24 Hour Total:	2,123				
AM Peak Hour begins:	6:30	AM Peak Volume:	160	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:00	PM Peak Volume:	154	PM PeaK Hour Factor:	0.92

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Old Gibsonton Dr north of Gibsonton Dr				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	5	1	3	8	11	13	14	19	13	12
30	4	2	1	4	2	6	20	18	16	10	14	14
45	3	3	2	1	4	9	22	14	23	15	14	17
00	2	1	1	2	2	18	14	20	13	12	12	15
Hr Total	**14**	**8**	**9**	**8**	**11**	**41**	**67**	**65**	**66**	**56**	**53**	**58**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	10	10	11	23	22	10	15	12	7	11	13
30	13	11	13	10	16	19	26	25	9	12	6	10
45	12	19	14	22	16	12	13	19	14	8	8	5
00	22	11	19	28	16	25	21	9	17	9	10	6
Hr Total	**61**	**51**	**56**	**71**	**71**	**78**	**70**	**68**	**52**	**36**	**35**	**34**

24 Hour Total:	1,139				
AM Peak Hour begins:	7:45	AM Peak Volume:	73	AM Peak Hour Factor:	0.79
PM Peak Hour begins:	15:30	PM Peak Volume:	89	PM PeaK Hour Factor:	0.79

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	1	3	1	6	11	17	22	11	13	12
30	3	3	5	0	2	8	22	17	8	16	12	7
45	5	5	6	1	6	10	14	12	14	10	13	15
00	1	3	0	0	2	7	18	14	12	16	11	11
Hr Total	**19**	**14**	**12**	**4**	**11**	**31**	**65**	**60**	**56**	**53**	**49**	**45**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	11	14	16	17	13	18	16	10	11	5	15
30	16	20	17	8	15	17	16	18	15	8	4	8
45	13	15	7	14	19	18	17	14	10	14	7	11
00	14	13	16	18	16	15	20	16	18	15	5	8
Hr Total	**57**	**59**	**54**	**56**	**67**	**63**	**71**	**64**	**53**	**48**	**21**	**42**

24 Hour Total:	1,074				
AM Peak Hour begins:	6:15	AM Peak Volume:	71	AM Peak Hour Factor:	0.81
PM Peak Hour begins:	18:00	PM Peak Volume:	71	PM PeaK Hour Factor:	0.89

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	5	6	4	4	14	22	30	36	30	26	24
30	7	5	6	4	4	14	42	35	24	26	26	21
45	8	8	8	2	10	19	36	26	37	25	27	32
00	3	4	1	2	4	25	32	34	25	28	23	26
Hr Total	**33**	**22**	**21**	**12**	**22**	**72**	**132**	**125**	**122**	**109**	**102**	**103**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	21	24	27	40	35	28	31	22	18	16	28
30	29	31	30	18	31	36	42	43	24	20	10	18
45	25	34	21	36	35	30	30	33	24	22	15	16
00	36	24	35	46	32	40	41	25	35	24	15	14
Hr Total	**118**	**110**	**110**	**127**	**138**	**141**	**141**	**132**	**105**	**84**	**56**	**76**

24 Hour Total:	2,213				
AM Peak Hour begins:	6:15	AM Peak Volume:	140	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:30	PM Peak Volume:	153	PM PeaK Hour Factor:	0.83

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Old Gibsonton Dr north of Gibsonton Dr				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	3	2	8	11	17	15	12	13	10
30	5	3	1	4	3	7	15	21	16	9	13	14
45	5	2	2	2	4	8	21	17	13	13	13	20
00	1	2	2	1	4	15	17	19	12	8	15	15
Hr Total	**17**	**11**	**9**	**10**	**13**	**38**	**64**	**74**	**56**	**42**	**53**	**59**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	12	11	15	21	22	17	16	14	10	9	7
30	11	13	12	14	20	22	20	17	11	11	9	7
45	12	13	14	20	15	19	14	17	15	11	6	5
00	17	13	14	21	17	20	19	14	14	13	8	6
Hr Total	**54**	**51**	**52**	**70**	**73**	**83**	**70**	**64**	**54**	**46**	**32**	**25**

24 Hour Total:	1,119					
AM Peak Hour begins:	6:30	AM Peak Volume:	76	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:00	PM Peak Volume:	83	PM PeaK Hour Factor:	0.94	

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	2	3	1	5	12	17	20	9	9	11
30	4	3	3	1	1	6	13	15	13	10	12	8
45	7	4	4	1	5	9	14	14	11	11	11	12
00	2	2	5	0	3	8	18	16	14	14	13	11
Hr Total	**21**	**11**	**14**	**6**	**11**	**28**	**57**	**62**	**58**	**44**	**46**	**43**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	13	13	17	16	14	16	15	13	12	8	10
30	14	12	11	12	15	17	13	14	13	14	6	5
45	13	11	9	18	18	17	19	12	13	12	7	6
00	11	11	16	16	15	13	14	11	14	11	3	6
Hr Total	**52**	**47**	**49**	**63**	**64**	**61**	**63**	**52**	**52**	**48**	**24**	**26**

24 Hour Total:	1,002					
AM Peak Hour begins:	7:15	AM Peak Volume:	65	AM Peak Hour Factor:	0.80	
PM Peak Hour begins:	15:30	PM Peak Volume:	65	PM PeaK Hour Factor:	0.91	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	6	6	4	13	23	35	36	21	22	22
30	9	6	4	5	4	13	28	35	29	20	25	22
45	13	5	6	4	9	17	35	31	23	24	23	32
00	4	4	7	2	8	22	35	36	26	21	28	26
Hr Total	**38**	**22**	**23**	**16**	**24**	**66**	**120**	**137**	**114**	**86**	**99**	**102**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	24	24	32	37	36	33	30	27	22	17	17
30	25	25	23	26	35	38	33	31	23	25	15	13
45	25	24	23	38	33	37	33	30	27	23	13	10
00	28	25	31	37	32	33	33	25	28	24	11	11
Hr Total	**106**	**98**	**101**	**133**	**137**	**144**	**133**	**116**	**106**	**94**	**56**	**51**

24 Hour Total:	2,121					
AM Peak Hour begins:	6:30	AM Peak Volume:	139	AM Peak Hour Factor:	0.99	
PM Peak Hour begins:	15:30	PM Peak Volume:	147	PM PeaK Hour Factor:	0.96	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Old Gibsonton Dr (Kenlake Dr) north of Gibsonton Dr				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	7	9	16	8	18	16
30	1	0	0	0	0	3	10	5	13	12	15	12
45	1	1	0	0	1	1	9	13	10	15	10	8
00	1	1	0	0	0	2	4	3	17	10	12	14
Hr Total	**3**	**2**	**0**	**0**	**1**	**6**	**30**	**30**	**56**	**45**	**55**	**50**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	8	14	11	9	19	12	9	15	8	3	2
30	8	7	14	16	19	12	16	10	12	3	2	1
45	22	11	11	19	6	9	12	10	9	5	6	5
00	14	15	15	16	10	15	6	9	5	1	7	0
Hr Total	**55**	**41**	**54**	**62**	**44**	**55**	**46**	**38**	**41**	**17**	**18**	**8**

24 Hour Total:	757					
AM Peak Hour begins:	9:30	AM Peak Volume:	58	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	15:30	PM Peak Volume:	63	PM PeaK Hour Factor:	0.83	

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	1	1	1	15	21	34	29	27	35
30	0	0	0	0	0	5	17	13	17	19	23	17
45	0	1	0	0	0	1	15	23	18	20	19	25
00	0	0	0	1	0	7	13	9	24	17	19	22
Hr Total	**0**	**1**	**2**	**2**	**1**	**14**	**60**	**66**	**93**	**85**	**88**	**99**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	21	24	14	30	31	21	9	12	11	8	3
30	14	15	24	26	23	31	16	19	17	14	8	3
45	30	20	16	32	14	17	20	22	6	9	5	1
00	25	18	17	23	18	33	17	16	12	5	9	3
Hr Total	**92**	**74**	**81**	**95**	**85**	**112**	**74**	**66**	**47**	**39**	**30**	**10**

24 Hour Total:	1,316					
AM Peak Hour begins:	11:00	AM Peak Volume:	99	AM Peak Hour Factor:	0.71	
PM Peak Hour begins:	17:00	PM Peak Volume:	112	PM PeaK Hour Factor:	0.85	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	1	1	1	22	30	50	37	45	51
30	1	0	0	0	0	8	27	18	30	31	38	29
45	1	2	0	0	1	2	24	36	28	35	29	33
00	1	1	0	1	0	9	17	12	41	27	31	36
Hr Total	**3**	**3**	**2**	**2**	**2**	**20**	**90**	**96**	**149**	**130**	**143**	**149**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	29	38	25	39	50	33	18	27	19	11	5
30	22	22	38	42	42	43	32	29	29	17	10	4
45	52	31	27	51	20	26	32	32	15	14	11	6
00	39	33	32	39	28	48	23	25	17	6	16	3
Hr Total	**147**	**115**	**135**	**157**	**129**	**167**	**120**	**104**	**88**	**56**	**48**	**18**

24 Hour Total:	2,073					
AM Peak Hour begins:	8:00	AM Peak Volume:	149	AM Peak Hour Factor:	0.75	
PM Peak Hour begins:	15:15	PM Peak Volume:	171	PM PeaK Hour Factor:	0.84	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Old Gibsonton Dr (Kenlake Dr) north of Gibsonton Dr				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	0	1	2	0	11	15	15	16	7	11
30	2	0	0	0	0	2	13	9	13	22	16	10
45	0	0	0	0	3	6	14	16	32	7	10	12
00	0	0	0	0	0	11	3	8	13	16	15	15
Hr Total	**7**	**0**	**0**	**1**	**5**	**19**	**41**	**48**	**73**	**61**	**48**	**48**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	13	18	12	10	6	11	15	5	8	5	0
30	20	15	14	11	13	15	25	9	10	2	4	1
45	19	14	12	13	15	27	11	13	8	4	6	2
00	16	11	3	12	12	24	13	8	6	9	3	0
Hr Total	**69**	**53**	**47**	**48**	**50**	**72**	**60**	**45**	**29**	**23**	**18**	**3**

24 Hour Total:	868				
AM Peak Hour begins:	8:30	AM Peak Volume:	83	AM Peak Hour Factor:	0.65
PM Peak Hour begins:	17:30	PM Peak Volume:	87	PM PeaK Hour Factor:	0.81

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	0	2	0	10	26	28	19	14	22
30	1	0	0	0	0	8	23	24	30	29	37	20
45	0	0	0	1	0	9	24	31	46	20	22	13
00	0	0	0	0	0	16	6	20	24	28	23	19
Hr Total	**5**	**0**	**0**	**1**	**2**	**33**	**63**	**101**	**128**	**96**	**96**	**74**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	32	26	30	16	17	15	28	13	14	4	1
30	19	37	19	20	21	33	26	13	9	6	12	0
45	32	28	27	26	20	29	22	11	17	6	4	3
00	24	18	18	21	29	27	21	14	11	18	3	0
Hr Total	**93**	**115**	**90**	**97**	**86**	**106**	**84**	**66**	**50**	**44**	**23**	**4**

24 Hour Total:	1,457				
AM Peak Hour begins:	8:00	AM Peak Volume:	128	AM Peak Hour Factor:	0.70
PM Peak Hour begins:	12:30	PM Peak Volume:	125	PM PeaK Hour Factor:	0.84

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	0	0	1	4	0	21	41	43	35	21	33
30	3	0	0	0	0	10	36	33	43	51	53	30
45	0	0	0	1	3	15	38	47	78	27	32	25
00	0	0	0	0	0	27	9	28	37	44	38	34
Hr Total	**12**	**0**	**0**	**2**	**7**	**52**	**104**	**149**	**201**	**157**	**144**	**122**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	45	44	42	26	23	26	43	18	22	9	1
30	39	52	33	31	34	48	51	22	19	8	16	1
45	51	42	39	39	35	56	33	24	25	10	10	5
00	40	29	21	33	41	51	34	22	17	27	6	0
Hr Total	**162**	**168**	**137**	**145**	**136**	**178**	**144**	**111**	**79**	**67**	**41**	**7**

24 Hour Total:	2,325				
AM Peak Hour begins:	8:00	AM Peak Volume:	201	AM Peak Hour Factor:	0.64
PM Peak Hour begins:	12:30	PM Peak Volume:	188	PM PeaK Hour Factor:	0.90

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Old Gibsonton Dr (Kenlake Dr) north of Gibsonton Dr				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	3	0	9	17	12	13	13	23
30	1	0	0	1	0	4	6	13	24	16	21	20
45	0	0	0	2	1	4	4	15	15	10	16	33
00	0	0	0	0	0	2	11	14	20	11	19	31
Hr Total	**2**	**0**	**0**	**3**	**4**	**10**	**30**	**59**	**71**	**50**	**69**	**107**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	21	14	30	24	12	16	10	12	4	5	4
30	21	21	18	15	16	14	14	8	14	4	3	0
45	17	22	18	21	9	16	18	17	11	8	5	5
00	17	13	19	20	10	12	12	11	12	4	10	3
Hr Total	**74**	**77**	**69**	**86**	**59**	**54**	**60**	**46**	**49**	**20**	**23**	**12**

24 Hour Total:	1,034					
AM Peak Hour begins:	11:00	AM Peak Volume:	107	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	15:00	PM Peak Volume:	86	PM PeaK Hour Factor:	0.72	

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	3	0	19	26	16	20	25	28
30	0	1	0	0	3	1	14	28	36	29	35	36
45	0	1	0	2	0	12	6	22	24	28	21	33
00	0	0	0	0	0	14	14	28	20	23	27	47
Hr Total	**0**	**2**	**0**	**2**	**6**	**27**	**53**	**104**	**96**	**100**	**108**	**144**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	23	26	38	31	26	27	26	14	9	9	5
30	33	26	25	39	38	26	33	15	12	12	9	3
45	26	28	29	34	24	35	29	18	15	9	6	0
00	25	40	40	38	19	22	24	18	15	10	6	3
Hr Total	**116**	**117**	**120**	**149**	**112**	**109**	**113**	**77**	**56**	**40**	**30**	**11**

24 Hour Total:	1,692					
AM Peak Hour begins:	11:15	AM Peak Volume:	148	AM Peak Hour Factor:	0.79	
PM Peak Hour begins:	14:45	PM Peak Volume:	151	PM PeaK Hour Factor:	0.94	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	6	0	28	43	28	33	38	51
30	1	1	0	1	3	5	20	41	60	45	56	56
45	0	1	0	4	1	16	10	37	39	38	37	66
00	0	0	0	0	0	16	25	42	40	34	46	78
Hr Total	**2**	**2**	**0**	**5**	**10**	**37**	**83**	**163**	**167**	**150**	**177**	**251**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	44	40	68	55	38	43	36	26	13	14	9
30	54	47	43	54	54	40	47	23	26	16	12	3
45	43	50	47	55	33	51	47	35	26	17	11	5
00	42	53	59	58	29	34	36	29	27	14	16	6
Hr Total	**190**	**194**	**189**	**235**	**171**	**163**	**173**	**123**	**105**	**60**	**53**	**23**

24 Hour Total:	2,726					
AM Peak Hour begins:	11:00	AM Peak Volume:	251	AM Peak Hour Factor:	0.80	
PM Peak Hour begins:	14:45	PM Peak Volume:	236	PM PeaK Hour Factor:	0.87	

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Gibsonton	County:	Hillsborough		
Location	Old Gibsonton Dr (Kenlake Dr) north of Gibsonton Dr				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	2	0	9	14	14	12	13	17
30	1	0	0	0	0	3	10	9	17	17	17	14
45	0	0	0	1	2	4	9	15	19	11	12	18
00	0	0	0	0	0	5	6	8	17	12	15	20
Hr Total	**4**	**1**	**0**	**1**	**3**	**12**	**34**	**46**	**67**	**52**	**57**	**68**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	14	15	18	14	12	13	11	11	7	4	2
30	16	14	15	14	16	14	18	9	12	3	3	1
45	19	16	14	18	10	17	14	13	9	6	6	4
00	16	13	12	16	11	17	10	9	8	5	7	1
Hr Total	**66**	**57**	**57**	**65**	**51**	**60**	**55**	**43**	**40**	**20**	**20**	**8**

24 Hour Total:	886					
AM Peak Hour begins:	11:45	AM Peak Volume:	70	AM Peak Hour Factor:		0.88
PM Peak Hour begins:	12:00	PM Peak Volume:	66	PM PeaK Hour Factor:		0.85

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	2	0	15	24	26	23	22	28
30	0	0	0	0	1	5	18	22	28	26	32	24
45	0	1	0	1	0	7	15	25	29	23	21	24
00	0	0	0	0	0	12	11	19	23	23	23	29
Hr Total	**2**	**1**	**1**	**2**	**3**	**25**	**59**	**90**	**106**	**94**	**97**	**106**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	25	25	27	26	25	21	21	13	11	7	3
30	22	26	23	28	27	30	25	16	13	11	10	2
45	29	25	24	31	19	27	24	17	13	8	5	1
00	25	25	25	27	22	27	21	16	13	11	6	2
Hr Total	**100**	**102**	**97**	**114**	**94**	**109**	**90**	**70**	**51**	**41**	**28**	**8**

24 Hour Total:	1,488					
AM Peak Hour begins:	8:00	AM Peak Volume:	106	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	15:00	PM Peak Volume:	114	PM PeaK Hour Factor:		0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	1	4	0	24	38	40	35	35	45
30	2	0	0	0	1	8	28	31	44	42	49	38
45	0	1	0	2	2	11	24	40	48	33	33	41
00	0	0	0	0	0	17	17	27	39	35	38	49
Hr Total	**6**	**2**	**1**	**3**	**6**	**36**	**92**	**136**	**172**	**146**	**155**	**174**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	39	41	45	40	37	34	32	24	18	11	5
30	38	40	38	42	43	44	43	25	25	14	13	3
45	49	41	38	48	29	44	37	30	22	14	11	5
00	40	38	37	43	33	44	31	25	20	16	13	3
Hr Total	**166**	**159**	**154**	**179**	**145**	**169**	**146**	**113**	**91**	**61**	**47**	**16**

24 Hour Total:	2,375					
AM Peak Hour begins:	11:45	AM Peak Volume:	175	AM Peak Hour Factor:		0.89
PM Peak Hour begins:	15:00	PM Peak Volume:	179	PM PeaK Hour Factor:		0.93

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	129	356	485	3	0	38	41	176	159	0	335	861
07:15 AM	0	136	391	527	4	0	39	43	177	185	0	362	932
07:30 AM	0	149	384	533	0	0	41	41	176	188	0	364	938
07:45 AM	0	140	389	529	2	0	43	45	151	201	0	352	926
Total	0	554	1520	2074	9	0	161	170	680	733	0	1413	3657
08:00 AM	0	110	384	494	3	0	54	57	158	212	0	370	921
08:15 AM	0	126	397	523	5	0	65	70	123	195	0	318	911
08:30 AM	0	141	383	524	4	0	60	64	96	173	0	269	857
08:45 AM	0	117	299	416	8	0	42	50	91	190	0	281	747
Total	0	494	1463	1957	20	0	221	241	468	770	0	1238	3436
*** BREAK ***													
04:00 PM	0	125	162	287	15	0	82	97	74	385	0	459	843
04:15 PM	0	126	132	258	8	0	64	72	73	455	0	528	858
04:30 PM	0	150	162	312	9	0	62	71	72	506	0	578	961
04:45 PM	0	125	129	254	7	0	70	77	73	495	0	568	899
Total	0	526	585	1111	39	0	278	317	292	1841	0	2133	3561
05:00 PM	0	132	182	314	12	0	83	95	67	530	0	597	1006
05:15 PM	0	130	185	315	13	0	95	108	60	541	0	601	1024
05:30 PM	0	149	190	339	16	0	80	96	60	543	0	603	1038
05:45 PM	0	131	170	301	7	0	108	115	55	531	0	586	1002
Total	0	542	727	1269	48	0	366	414	242	2145	0	2387	4070
Grand Total	0	2116	4295	6411	116	0	1026	1142	1682	5489	0	7171	14724
Apprch %	0	33	67		10.2	0	89.8		23.5	76.5	0		
Total %	0	14.4	29.2	43.5	0.8	0	7	7.8	11.4	37.3	0	48.7	
Passenger Vehicles	0	2077	4209	6286	106	0	1004	1110	1623	5363	0	6986	14382
% Passenger Vehicles	0	98.2	98	98.1	91.4	0	97.9	97.2	96.5	97.7	0	97.4	97.7
Heavy Vehicles	0	39	86	125	10	0	22	32	57	126	0	183	340
% Heavy Vehicles	0	1.8	2	1.9	8.6	0	2.1	2.8	3.4	2.3	0	2.6	2.3
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	2
% UTurns	0	0	0	0	0	0	0	0	0.1	0	0	0	0

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 2

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	136	391	527	4	0	39	43	177	185	0	362	932
07:30 AM	0	149	384	533	0	0	41	41	176	188	0	364	938
07:45 AM	0	140	389	529	2	0	43	45	151	201	0	352	926
08:00 AM	0	110	384	494	3	0	54	57	158	212	0	370	921
Total Volume	0	535	1548	2083	9	0	177	186	662	786	0	1448	3717
% App. Total	0	25.7	74.3		4.8	0	95.2		45.7	54.3	0		
PHF	.000	.898	.990	.977	.563	.000	.819	.816	.935	.927	.000	.978	.991
Passenger Vehicles	0	520	1528	2048	9	0	169	178	643	736	0	1379	3605
% Passenger Vehicles	0	97.2	98.7	98.3	100	0	95.5	95.7	97.1	93.6	0	95.2	97.0
Heavy Vehicles	0	15	20	35	0	0	8	8	19	50	0	69	112
% Heavy Vehicles	0	2.8	1.3	1.7	0	0	4.5	4.3	2.9	6.4	0	4.8	3.0
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:15 AM				
+0 mins.	0	136	391	527	3	0	54	57	177	185	0	362	
+15 mins.	0	149	384	533	5	0	65	70	176	188	0	364	
+30 mins.	0	140	389	529	4	0	60	64	151	201	0	352	
+45 mins.	0	110	384	494	8	0	42	50	158	212	0	370	
Total Volume	0	535	1548	2083	20	0	221	241	662	786	0	1448	
% App. Total	0	25.7	74.3		8.3	0	91.7		45.7	54.3	0		
PHF	.000	.898	.990	.977	.625	.000	.850	.861	.935	.927	.000	.978	
Passenger Vehicles	0	520	1528	2048	16	0	215	231	643	736	0	1379	
% Passenger Vehicles	0	97.2	98.7	98.3	80	0	97.3	95.9	97.1	93.6	0	95.2	
Heavy Vehicles	0	15	20	35	4	0	6	10	19	50	0	69	
% Heavy Vehicles	0	2.8	1.3	1.7	20	0	2.7	4.1	2.9	6.4	0	4.8	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	132	182	314	12	0	83	95	67	530	0	597	1006
05:15 PM	0	130	185	315	13	0	95	108	60	541	0	601	1024
05:30 PM	0	149	190	339	16	0	80	96	60	543	0	603	1038
05:45 PM	0	131	170	301	7	0	108	115	55	531	0	586	1002
Total Volume	0	542	727	1269	48	0	366	414	242	2145	0	2387	4070
% App. Total	0	42.7	57.3		11.6	0	88.4		10.1	89.9	0		
PHF	.000	.909	.957	.936	.750	.000	.847	.900	.903	.988	.000	.990	.980
Passenger Vehicles	0	535	705	1240	46	0	362	408	238	2132	0	2370	4018
% Passenger Vehicles	0	98.7	97.0	97.7	95.8	0	98.9	98.6	98.3	99.4	0	99.3	98.7
Heavy Vehicles	0	7	22	29	2	0	4	6	4	13	0	17	52
% Heavy Vehicles	0	1.3	3.0	2.3	4.2	0	1.1	1.4	1.7	0.6	0	0.7	1.3
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 3

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	132	182	314	12	0	83	95	67	530	0	597	
+15 mins.	0	130	185	315	13	0	95	108	60	541	0	601	
+30 mins.	0	149	190	339	16	0	80	96	60	543	0	603	
+45 mins.	0	131	170	301	7	0	108	115	55	531	0	586	
Total Volume	0	542	727	1269	48	0	366	414	242	2145	0	2387	
% App. Total	0	42.7	57.3		11.6	0	88.4		10.1	89.9	0		
PHF	.000	.909	.957	.936	.750	.000	.847	.900	.903	.988	.000	.990	
Passenger Vehicles	0	535	705	1240	46	0	362	408	238	2132	0	2370	
% Passenger Vehicles	0	98.7	97	97.7	95.8	0	98.9	98.6	98.3	99.4	0	99.3	
Heavy Vehicles	0	7	22	29	2	0	4	6	4	13	0	17	
% Heavy Vehicles	0	1.3	3	2.3	4.2	0	1.1	1.4	1.7	0.6	0	0.7	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	126	353	479	2	0	37	39	171	151	0	322	840
07:15 AM	0	131	387	518	4	0	36	40	172	170	0	342	900
07:30 AM	0	148	379	527	0	0	41	41	171	178	0	349	917
07:45 AM	0	135	386	521	2	0	40	42	147	186	0	333	896
Total	0	540	1505	2045	8	0	154	162	661	685	0	1346	3553
08:00 AM	0	106	376	482	3	0	52	55	153	202	0	355	892
08:15 AM	0	124	391	515	5	0	63	68	119	185	0	304	887
08:30 AM	0	137	382	519	2	0	59	61	92	162	0	254	834
08:45 AM	0	114	295	409	6	0	41	47	84	173	0	257	713
Total	0	481	1444	1925	16	0	215	231	448	722	0	1170	3326
*** BREAK ***													
04:00 PM	0	124	157	281	13	0	80	93	68	380	0	448	822
04:15 PM	0	126	126	252	8	0	63	71	70	452	0	522	845
04:30 PM	0	150	154	304	8	0	61	69	68	500	0	568	941
04:45 PM	0	121	118	239	7	0	69	76	70	492	0	562	877
Total	0	521	555	1076	36	0	273	309	276	1824	0	2100	3485
05:00 PM	0	130	178	308	11	0	83	94	65	528	0	593	995
05:15 PM	0	127	179	306	13	0	93	106	60	536	0	596	1008
05:30 PM	0	147	182	329	15	0	78	93	59	542	0	601	1023
05:45 PM	0	131	166	297	7	0	108	115	54	526	0	580	992
Total	0	535	705	1240	46	0	362	408	238	2132	0	2370	4018
Grand Total	0	2077	4209	6286	106	0	1004	1110	1623	5363	0	6986	14382
Apprch %	0	33	67		9.5	0	90.5		23.2	76.8	0		
Total %	0	14.4	29.3	43.7	0.7	0	7	7.7	11.3	37.3	0	48.6	

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	131	387	518	4	0	36	40	172	170	0	342	900
07:30 AM	0	148	379	527	0	0	41	41	171	178	0	349	917
07:45 AM	0	135	386	521	2	0	40	42	147	186	0	333	896
08:00 AM	0	106	376	482	3	0	52	55	153	202	0	355	892
Total Volume	0	520	1528	2048	9	0	169	178	643	736	0	1379	3605
% App. Total	0	25.4	74.6		5.1	0	94.9		46.6	53.4	0		
PHF	.000	.878	.987	.972	.563	.000	.813	.809	.935	.911	.000	.971	.983

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 2

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				08:00 AM				07:15 AM				
+0 mins.	0	131	387	518	3	0	52	55	172	170	0	342	
+15 mins.	0	148	379	527	5	0	63	68	171	178	0	349	
+30 mins.	0	135	386	521	2	0	59	61	147	186	0	333	
+45 mins.	0	106	376	482	6	0	41	47	153	202	0	355	
Total Volume	0	520	1528	2048	16	0	215	231	643	736	0	1379	
% App. Total	0	25.4	74.6		6.9	0	93.1		46.6	53.4	0		
PHF	.000	.878	.987	.972	.667	.000	.853	.849	.935	.911	.000	.971	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	130	178	308	11	0	83	94	65	528	0	593	995
05:15 PM	0	127	179	306	13	0	93	106	60	536	0	596	1008
05:30 PM	0	147	182	329	15	0	78	93	59	542	0	601	1023
05:45 PM	0	131	166	297	7	0	108	115	54	526	0	580	992
Total Volume	0	535	705	1240	46	0	362	408	238	2132	0	2370	4018
% App. Total	0	43.1	56.9		11.3	0	88.7		10	90	0		
PHF	.000	.910	.968	.942	.767	.000	.838	.887	.915	.983	.000	.986	.982

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	130	178	308	11	0	83	94	65	528	0	593	
+15 mins.	0	127	179	306	13	0	93	106	60	536	0	596	
+30 mins.	0	147	182	329	15	0	78	93	59	542	0	601	
+45 mins.	0	131	166	297	7	0	108	115	54	526	0	580	
Total Volume	0	535	705	1240	46	0	362	408	238	2132	0	2370	
% App. Total	0	43.1	56.9		11.3	0	88.7		10	90	0		
PHF	.000	.910	.968	.942	.767	.000	.838	.887	.915	.983	.000	.986	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Heavy Vehicles

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	6	1	0	1	2	5	8	0	13	21
07:15 AM	0	5	4	9	0	0	3	3	5	15	0	20	32
07:30 AM	0	1	5	6	0	0	0	0	5	10	0	15	21
07:45 AM	0	5	3	8	0	0	3	3	4	15	0	19	30
Total	0	14	15	29	1	0	7	8	19	48	0	67	104
08:00 AM	0	4	8	12	0	0	2	2	5	10	0	15	29
08:15 AM	0	2	6	8	0	0	2	2	4	10	0	14	24
08:30 AM	0	4	1	5	2	0	1	3	4	11	0	15	23
08:45 AM	0	3	4	7	2	0	1	3	7	17	0	24	34
Total	0	13	19	32	4	0	6	10	20	48	0	68	110
*** BREAK ***													
04:00 PM	0	1	5	6	2	0	2	4	5	5	0	10	20
04:15 PM	0	0	6	6	0	0	1	1	3	3	0	6	13
04:30 PM	0	0	8	8	1	0	1	2	3	6	0	9	19
04:45 PM	0	4	11	15	0	0	1	1	3	3	0	6	22
Total	0	5	30	35	3	0	5	8	14	17	0	31	74
05:00 PM	0	2	4	6	1	0	0	1	2	2	0	4	11
05:15 PM	0	3	6	9	0	0	2	2	0	5	0	5	16
05:30 PM	0	2	8	10	1	0	2	3	1	1	0	2	15
05:45 PM	0	0	4	4	0	0	0	0	1	5	0	6	10
Total	0	7	22	29	2	0	4	6	4	13	0	17	52
Grand Total	0	39	86	125	10	0	22	32	57	126	0	183	340
Apprch %	0	31.2	68.8		31.2	0	68.8		31.1	68.9	0		
Total %	0	11.5	25.3	36.8	2.9	0	6.5	9.4	16.8	37.1	0	53.8	

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	5	4	9	0	0	3	3	5	15	0	20	32
07:30 AM	0	1	5	6	0	0	0	0	5	10	0	15	21
07:45 AM	0	5	3	8	0	0	3	3	4	15	0	19	30
08:00 AM	0	4	8	12	0	0	2	2	5	10	0	15	29
Total Volume	0	15	20	35	0	0	8	8	19	50	0	69	112
% App. Total	0	42.9	57.1		0	0	100		27.5	72.5	0		
PHF	.000	.750	.625	.729	.000	.000	.667	.667	.950	.833	.000	.863	.875

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 2

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				07:45 AM				07:15 AM				
+0 mins.	0	5	4	9	0	0	3	3	5	15	0	20	
+15 mins.	0	1	5	6	0	0	2	2	5	10	0	15	
+30 mins.	0	5	3	8	0	0	2	2	4	15	0	19	
+45 mins.	0	4	8	12	2	0	1	3	5	10	0	15	
Total Volume	0	15	20	35	2	0	8	10	19	50	0	69	
% App. Total	0	42.9	57.1		20	0	80		27.5	72.5	0		
PHF	.000	.750	.625	.729	.250	.000	.667	.833	.950	.833	.000	.863	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	1	5	6	2	0	2	4	5	5	0	10	20
04:15 PM	0	0	6	6	0	0	1	1	3	3	0	6	13
04:30 PM	0	0	8	8	1	0	1	2	3	6	0	9	19
04:45 PM	0	4	11	15	0	0	1	1	3	3	0	6	22
Total Volume	0	5	30	35	3	0	5	8	14	17	0	31	74
% App. Total	0	14.3	85.7		37.5	0	62.5		45.2	54.8	0		
PHF	.000	.313	.682	.583	.375	.000	.625	.500	.700	.708	.000	.775	.841

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM				04:00 PM				04:00 PM				
+0 mins.	0	4	11	15	2	0	2	4	5	5	0	10	
+15 mins.	0	2	4	6	0	0	1	1	3	3	0	6	
+30 mins.	0	3	6	9	1	0	1	2	3	6	0	9	
+45 mins.	0	2	8	10	0	0	1	1	3	3	0	6	
Total Volume	0	11	29	40	3	0	5	8	14	17	0	31	
% App. Total	0	27.5	72.5		37.5	0	62.5		45.2	54.8	0		
PHF	.000	.688	.659	.667	.375	.000	.625	.500	.700	.708	.000	.775	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- UTurns

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***													
Grand Total	0	0	0	0	0	0	0	0	2	0	0	2	2
Apprch %	0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 2

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500

Intersection Pedestrian & Bicycle Count

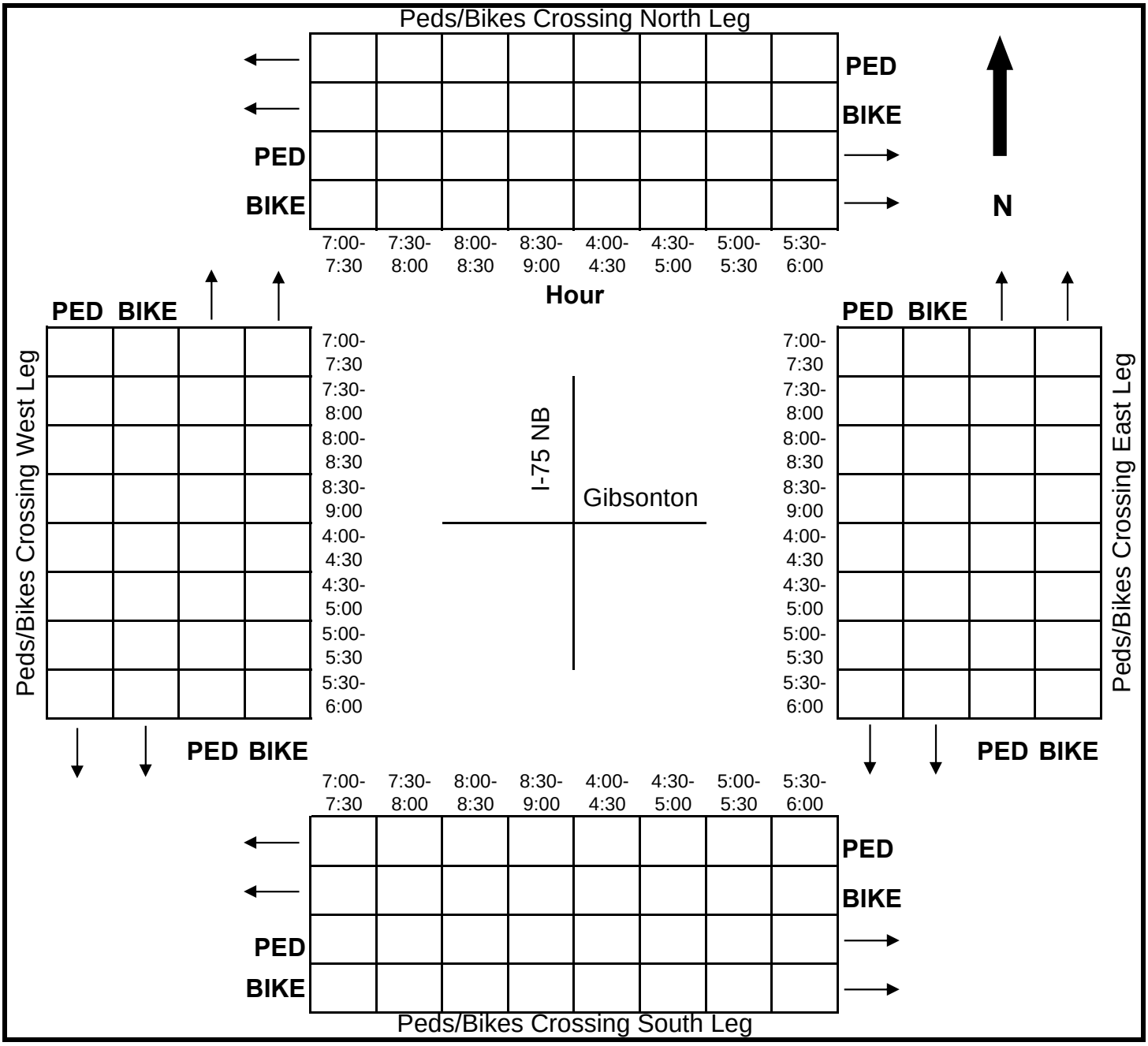
Date: 6/7/17 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Rain 7:50-8am

Intersection: Gibsonton Drive at I-75 NB Ramps

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

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



Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	93	0	54	147	54	61	0	115	0	235	21	256	518
07:15 AM	118	0	59	177	87	77	0	164	0	220	27	247	588
07:30 AM	123	0	62	185	71	81	0	152	0	200	28	228	565
07:45 AM	144	0	83	227	64	92	0	156	0	194	21	215	598
Total	478	0	258	736	276	311	0	587	0	849	97	946	2269
08:00 AM	121	0	57	178	74	88	0	162	0	215	29	244	584
08:15 AM	88	0	51	139	71	81	0	152	0	190	22	212	503
08:30 AM	131	0	58	189	55	84	0	139	0	155	22	177	505
08:45 AM	78	0	53	131	65	100	0	165	0	128	12	140	436
Total	418	0	219	637	265	353	0	618	0	688	85	773	2028
*** BREAK ***													
04:00 PM	293	0	124	417	44	154	0	198	0	208	25	233	848
04:15 PM	350	0	123	473	37	137	0	174	0	170	26	196	843
04:30 PM	297	0	125	422	25	131	0	156	1	174	20	195	773
04:45 PM	380	0	132	512	40	140	0	180	0	166	30	196	888
Total	1320	0	504	1824	146	562	0	708	1	718	101	820	3352
05:00 PM	401	0	135	536	48	104	0	152	0	158	20	178	866
05:15 PM	367	0	174	541	41	132	0	173	0	169	21	190	904
05:30 PM	377	0	147	524	45	135	0	180	0	143	17	160	864
05:45 PM	416	0	127	543	47	142	0	189	0	167	23	190	922
Total	1561	0	583	2144	181	513	0	694	0	637	81	718	3556
Grand Total	3777	0	1564	5341	868	1739	0	2607	1	2892	364	3257	11205
Apprch %	70.7	0	29.3		33.3	66.7	0		0	88.8	11.2		
Total %	33.7	0	14	47.7	7.7	15.5	0	23.3	0	25.8	3.2	29.1	
Passenger Vehicles	3708	0	1518	5226	823	1699	0	2522	0	2821	320	3141	10889
% Passenger Vehicles	98.2	0	97.1	97.8	94.8	97.7	0	96.7	0	97.5	87.9	96.4	97.2
Heavy Vehicles	69	0	46	115	21	40	0	61	0	71	44	115	291
% Heavy Vehicles	1.8	0	2.9	2.2	2.4	2.3	0	2.3	0	2.5	12.1	3.5	2.6
UTurns	0	0	0	0	24	0	0	24	1	0	0	1	25
% UTurns	0	0	0	0	2.8	0	0	0.9	100	0	0	0	0.2

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	118	0	59	177	87	77	0	164	0	220	27	247	588
07:30 AM	123	0	62	185	71	81	0	152	0	200	28	228	565
07:45 AM	144	0	83	227	64	92	0	156	0	194	21	215	598
08:00 AM	121	0	57	178	74	88	0	162	0	215	29	244	584
Total Volume	506	0	261	767	296	338	0	634	0	829	105	934	2335
% App. Total	66	0	34		46.7	53.3	0		0	88.8	11.2		
PHF	.878	.000	.786	.845	.851	.918	.000	.966	.000	.942	.905	.945	.976
Passenger Vehicles	485	0	246	731	267	324	0	591	0	801	86	887	2209
% Passenger Vehicles	95.8	0	94.3	95.3	90.2	95.9	0	93.2	0	96.6	81.9	95.0	94.6
Heavy Vehicles	21	0	15	36	7	14	0	21	0	28	19	47	104
% Heavy Vehicles	4.2	0	5.7	4.7	2.4	4.1	0	3.3	0	3.4	18.1	5.0	4.5
UTurns	0	0	0	0	22	0	0	22	0	0	0	0	22
% UTurns	0	0	0	0	7.4	0	0	3.5	0	0	0	0	0.9
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				07:15 AM				07:00 AM				
+0 mins.	118	0	59	177	87	77	0	164	0	235	21	256	
+15 mins.	123	0	62	185	71	81	0	152	0	220	27	247	
+30 mins.	144	0	83	227	64	92	0	156	0	200	28	228	
+45 mins.	121	0	57	178	74	88	0	162	0	194	21	215	
Total Volume	506	0	261	767	296	338	0	634	0	849	97	946	
% App. Total	66	0	34		46.7	53.3	0		0	89.7	10.3		
PHF	.878	.000	.786	.845	.851	.918	.000	.966	.000	.903	.866	.924	
Passenger Vehicles	485	0	246	731	267	324	0	591	0	827	77	904	
% Passenger Vehicles	95.8	0	94.3	95.3	90.2	95.9	0	93.2	0	97.4	79.4	95.6	
Heavy Vehicles	21	0	15	36	7	14	0	21	0	22	20	42	
% Heavy Vehicles	4.2	0	5.7	4.7	2.4	4.1	0	3.3	0	2.6	20.6	4.4	
UTurns	0	0	0	0	22	0	0	22	0	0	0	0	
% UTurns	0	0	0	0	7.4	0	0	3.5	0	0	0	0	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	401	0	135	536	48	104	0	152	0	158	20	178	866
05:15 PM	367	0	174	541	41	132	0	173	0	169	21	190	904
05:30 PM	377	0	147	524	45	135	0	180	0	143	17	160	864
05:45 PM	416	0	127	543	47	142	0	189	0	167	23	190	922
Total Volume	1561	0	583	2144	181	513	0	694	0	637	81	718	3556
% App. Total	72.8	0	27.2		26.1	73.9	0		0	88.7	11.3		
PHF	.938	.000	.838	.987	.943	.903	.000	.918	.000	.942	.880	.945	.964
Passenger Vehicles	1541	0	577	2118	179	507	0	686	0	631	79	710	3514
% Passenger Vehicles	98.7	0	99.0	98.8	98.9	98.8	0	98.8	0	99.1	97.5	98.9	98.8
Heavy Vehicles	20	0	6	26	2	6	0	8	0	6	2	8	42
% Heavy Vehicles	1.3	0	1.0	1.2	1.1	1.2	0	1.2	0	0.9	2.5	1.1	1.2
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 3

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				04:00 PM				04:00 PM				
+0 mins.	401	0	135	536	44	154	0	198	0	208	25	233	
+15 mins.	367	0	174	541	37	137	0	174	0	170	26	196	
+30 mins.	377	0	147	524	25	131	0	156	1	174	20	195	
+45 mins.	416	0	127	543	40	140	0	180	0	166	30	196	
Total Volume	1561	0	583	2144	146	562	0	708	1	718	101	820	
% App. Total	72.8	0	27.2		20.6	79.4	0		0.1	87.6	12.3		
PHF	.938	.000	.838	.987	.830	.912	.000	.894	.250	.863	.842	.880	
Passenger Vehicles	1541	0	577	2118	139	556	0	695	0	704	91	795	
% Passenger Vehicles	98.7	0	99	98.8	95.2	98.9	0	98.2	0	98.1	90.1	97	
Heavy Vehicles	20	0	6	26	6	6	0	12	0	14	10	24	
% Heavy Vehicles	1.3	0	1	1.2	4.1	1.1	0	1.7	0	1.9	9.9	2.9	
UTurns	0	0	0	0	1	0	0	1	1	0	0	1	
% UTurns	0	0	0	0	0.7	0	0	0.1	100	0	0	0.1	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	88	0	47	135	49	61	0	110	0	231	18	249	494
07:15 AM	112	0	57	169	77	73	0	150	0	218	20	238	557
07:30 AM	119	0	58	177	62	80	0	142	0	194	23	217	536
07:45 AM	137	0	78	215	56	88	0	144	0	184	16	200	559
Total	456	0	240	696	244	302	0	546	0	827	77	904	2146
08:00 AM	117	0	53	170	72	83	0	155	0	205	27	232	557
08:15 AM	87	0	47	134	71	78	0	149	0	183	18	201	484
08:30 AM	124	0	54	178	54	81	0	135	0	149	19	168	481
08:45 AM	75	0	49	124	64	92	0	156	0	122	9	131	411
Total	403	0	203	606	261	334	0	595	0	659	73	732	1933
*** BREAK ***													
04:00 PM	290	0	123	413	41	150	0	191	0	203	23	226	830
04:15 PM	348	0	122	470	37	137	0	174	0	168	22	190	834
04:30 PM	292	0	124	416	25	129	0	154	0	170	19	189	759
04:45 PM	378	0	129	507	36	140	0	176	0	163	27	190	873
Total	1308	0	498	1806	139	556	0	695	0	704	91	795	3296
05:00 PM	394	0	133	527	48	101	0	149	0	155	20	175	851
05:15 PM	362	0	173	535	40	130	0	170	0	168	21	189	894
05:30 PM	372	0	145	517	44	135	0	179	0	141	16	157	853
05:45 PM	413	0	126	539	47	141	0	188	0	167	22	189	916
Total	1541	0	577	2118	179	507	0	686	0	631	79	710	3514
Grand Total	3708	0	1518	5226	823	1699	0	2522	0	2821	320	3141	10889
Apprch %	71	0	29		32.6	67.4	0		0	89.8	10.2		
Total %	34.1	0	13.9	48	7.6	15.6	0	23.2	0	25.9	2.9	28.8	

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	112	0	57	169	77	73	0	150	0	218	20	238	557
07:30 AM	119	0	58	177	62	80	0	142	0	194	23	217	536
07:45 AM	137	0	78	215	56	88	0	144	0	184	16	200	559
08:00 AM	117	0	53	170	72	83	0	155	0	205	27	232	557
Total Volume	485	0	246	731	267	324	0	591	0	801	86	887	2209
% App. Total	66.3	0	33.7		45.2	54.8	0		0	90.3	9.7		
PHF	.885	.000	.788	.850	.867	.920	.000	.953	.000	.919	.796	.932	.988

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				08:00 AM				07:00 AM				
+0 mins.	112	0	57	169	72	83	0	155	0	231	18	249	
+15 mins.	119	0	58	177	71	78	0	149	0	218	20	238	
+30 mins.	137	0	78	215	54	81	0	135	0	194	23	217	
+45 mins.	117	0	53	170	64	92	0	156	0	184	16	200	
Total Volume	485	0	246	731	261	334	0	595	0	827	77	904	
% App. Total	66.3	0	33.7		43.9	56.1	0		0	91.5	8.5		
PHF	.885	.000	.788	.850	.906	.908	.000	.954	.000	.895	.837	.908	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	394	0	133	527	48	101	0	149	0	155	20	175	851
05:15 PM	362	0	173	535	40	130	0	170	0	168	21	189	894
05:30 PM	372	0	145	517	44	135	0	179	0	141	16	157	853
05:45 PM	413	0	126	539	47	141	0	188	0	167	22	189	916
Total Volume	1541	0	577	2118	179	507	0	686	0	631	79	710	3514
% App. Total	72.8	0	27.2		26.1	73.9	0		0	88.9	11.1		
PHF	.933	.000	.834	.982	.932	.899	.000	.912	.000	.939	.898	.939	.959
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				04:00 PM				04:00 PM				
+0 mins.	394	0	133	527	41	150	0	191	0	203	23	226	
+15 mins.	362	0	173	535	37	137	0	174	0	168	22	190	
+30 mins.	372	0	145	517	25	129	0	154	0	170	19	189	
+45 mins.	413	0	126	539	36	140	0	176	0	163	27	190	
Total Volume	1541	0	577	2118	139	556	0	695	0	704	91	795	
% App. Total	72.8	0	27.2		20	80	0		0	88.6	11.4		
PHF	.933	.000	.834	.982	.848	.927	.000	.910	.000	.867	.843	.879	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Heavy Vehicles

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	0	7	12	4	0	0	4	0	4	3	7	23
07:15 AM	6	0	2	8	1	4	0	5	0	2	7	9	22
07:30 AM	4	0	4	8	0	1	0	1	0	6	5	11	20
07:45 AM	7	0	5	12	4	4	0	8	0	10	5	15	35
Total	22	0	18	40	9	9	0	18	0	22	20	42	100
08:00 AM	4	0	4	8	2	5	0	7	0	10	2	12	27
08:15 AM	1	0	4	5	0	3	0	3	0	7	4	11	19
08:30 AM	7	0	4	11	1	3	0	4	0	6	3	9	24
08:45 AM	3	0	4	7	1	8	0	9	0	6	3	9	25
Total	15	0	16	31	4	19	0	23	0	29	12	41	95
*** BREAK ***													
04:00 PM	3	0	1	4	3	4	0	7	0	5	2	7	18
04:15 PM	2	0	1	3	0	0	0	0	0	2	4	6	9
04:30 PM	5	0	1	6	0	2	0	2	0	4	1	5	13
04:45 PM	2	0	3	5	3	0	0	3	0	3	3	6	14
Total	12	0	6	18	6	6	0	12	0	14	10	24	54
05:00 PM	7	0	2	9	0	3	0	3	0	3	0	3	15
05:15 PM	5	0	1	6	1	2	0	3	0	1	0	1	10
05:30 PM	5	0	2	7	1	0	0	1	0	2	1	3	11
05:45 PM	3	0	1	4	0	1	0	1	0	0	1	1	6
Total	20	0	6	26	2	6	0	8	0	6	2	8	42
Grand Total	69	0	46	115	21	40	0	61	0	71	44	115	291
Apprch %	60	0	40		34.4	65.6	0		0	61.7	38.3		
Total %	23.7	0	15.8	39.5	7.2	13.7	0	21	0	24.4	15.1	39.5	

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	7	0	5	12	4	4	0	8	0	10	5	15	35
08:00 AM	4	0	4	8	2	5	0	7	0	10	2	12	27
08:15 AM	1	0	4	5	0	3	0	3	0	7	4	11	19
08:30 AM	7	0	4	11	1	3	0	4	0	6	3	9	24
Total Volume	19	0	17	36	7	15	0	22	0	33	14	47	105
% App. Total	52.8	0	47.2		31.8	68.2	0		0	70.2	29.8		
PHF	.679	.000	.850	.750	.438	.750	.000	.688	.000	.825	.700	.783	.750

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				08:00 AM				07:30 AM				
+0 mins.	5	0	7	12	2	5	0	7	0	6	5	11	
+15 mins.	6	0	2	8	0	3	0	3	0	10	5	15	
+30 mins.	4	0	4	8	1	3	0	4	0	10	2	12	
+45 mins.	7	0	5	12	1	8	0	9	0	7	4	11	
Total Volume	22	0	18	40	4	19	0	23	0	33	16	49	
% App. Total	55	0	45		17.4	82.6	0		0	67.3	32.7		
PHF	.786	.000	.643	.833	.500	.594	.000	.639	.000	.825	.800	.817	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	3	0	1	4	3	4	0	7	0	5	2	7	18
04:15 PM	2	0	1	3	0	0	0	0	0	2	4	6	9
04:30 PM	5	0	1	6	0	2	0	2	0	4	1	5	13
04:45 PM	2	0	3	5	3	0	0	3	0	3	3	6	14
Total Volume	12	0	6	18	6	6	0	12	0	14	10	24	54
% App. Total	66.7	0	33.3		50	50	0		0	58.3	41.7		
PHF	.600	.000	.500	.750	.500	.375	.000	.429	.000	.700	.625	.857	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM			
+0 mins.	2	0	3	5	3	4	0	7	0	5	2	7
+15 mins.	7	0	2	9	0	0	0	0	0	2	4	6
+30 mins.	5	0	1	6	0	2	0	2	0	4	1	5
+45 mins.	5	0	2	7	3	0	0	3	0	3	3	6
Total Volume	19	0	8	27	6	6	0	12	0	14	10	24
% App. Total	70.4	0	29.6		50	50	0		0	58.3	41.7	
PHF	.679	.000	.667	.750	.500	.375	.000	.429	.000	.700	.625	.857

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- UTurns

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:30 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:45 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	0	0	0	0	23	0	0	23	0	0	0	0	23
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	1	0	0	1	2
*** BREAK ***													
Grand Total	0	0	0	0	24	0	0	24	1	0	0	1	25
Apprch %	0	0	0		100	0	0		100	0	0		
Total %	0	0	0	0	96	0	0	96	4	0	0	4	

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:30 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:45 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total Volume	0	0	0	0	23	0	0	23	0	0	0	0	23
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.639	.000	.000	.639	.000	.000	.000	.000	.639

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	9	0	0	9	0	0	0	0
+30 mins.	0	0	0	0	9	0	0	9	0	0	0	0
+45 mins.	0	0	0	0	4	0	0	4	0	0	0	0
Total Volume	0	0	0	0	23	0	0	23	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.639	.000	.000	.639	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	2
% App. Total	0	0	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1
% App. Total	0	0	0		100	0	0		100	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250

Intersection Pedestrian & Bicycle Count

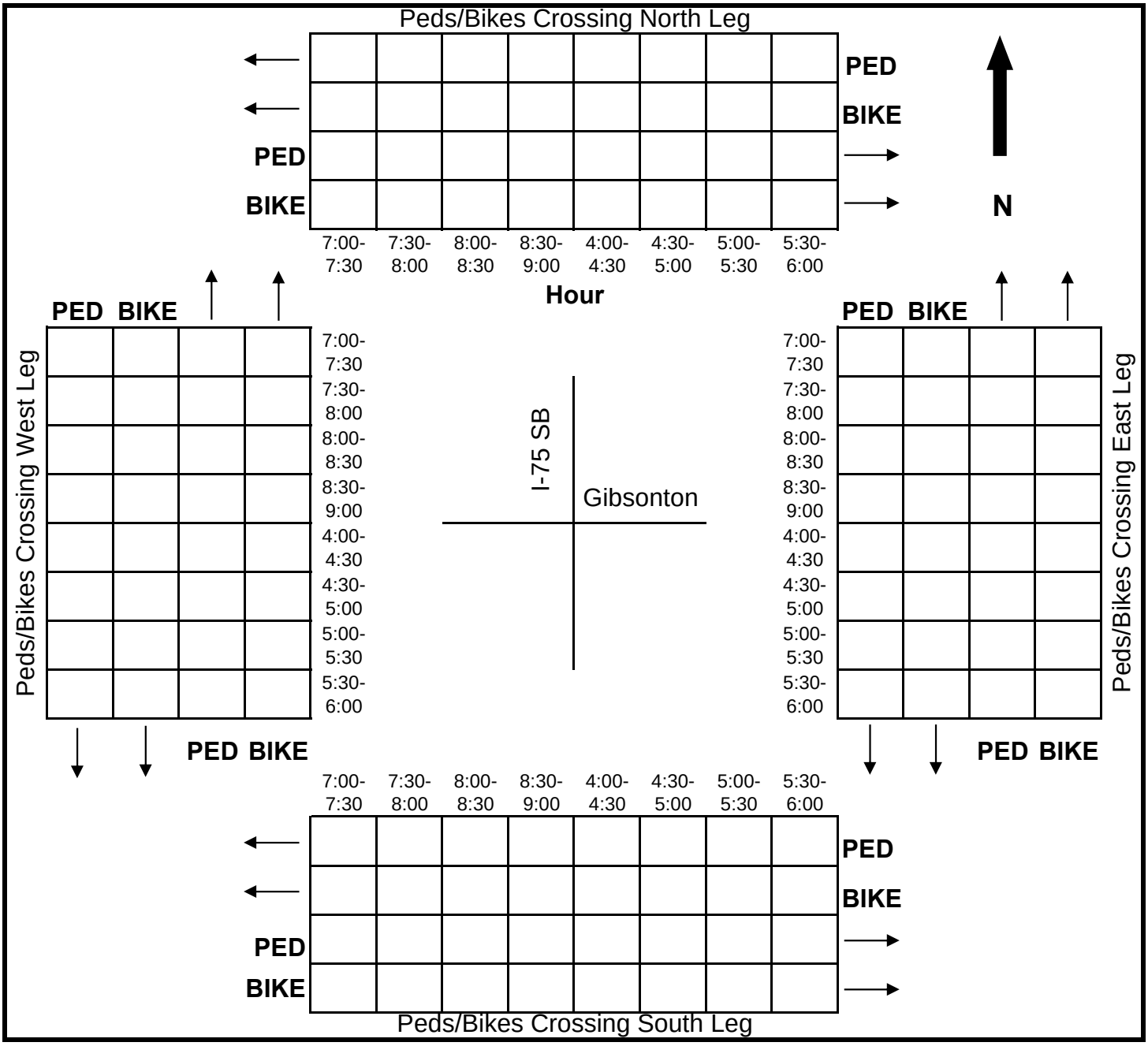
Date: 6/6/17 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: On/Off Sprinkle

Intersection: Gibsonton Drive at I-75 SB Ramps 5:15-6pm

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

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



Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	15	15	14	577	0	591	25	0	7	32	3	147	16	166	804
07:15 AM	0	0	10	10	10	496	0	506	30	0	6	36	4	167	17	188	740
07:30 AM	0	0	11	11	11	498	2	511	23	1	7	31	8	184	13	205	758
07:45 AM	0	0	4	4	19	590	0	609	21	0	11	32	3	221	19	243	888
Total	0	0	40	40	54	2161	2	2217	99	1	31	131	18	719	65	802	3190
08:00 AM	2	0	21	23	13	588	0	601	14	1	22	37	10	223	16	249	910
08:15 AM	0	0	12	12	8	574	2	584	25	0	10	35	5	194	13	212	843
08:30 AM	2	0	12	14	9	502	0	511	15	1	15	31	5	220	11	236	792
08:45 AM	0	0	14	14	10	496	2	508	11	1	15	27	14	176	9	199	748
Total	4	0	59	63	40	2160	4	2204	65	3	62	130	34	813	49	896	3293
*** BREAK ***																	
04:00 PM	2	0	14	16	13	328	1	342	9	0	33	42	8	478	9	495	895
04:15 PM	2	0	16	18	12	265	0	277	13	2	21	36	11	475	29	515	846
04:30 PM	0	0	8	8	6	303	0	309	13	2	33	48	9	510	21	540	905
04:45 PM	0	0	11	11	6	298	0	304	12	1	19	32	9	598	25	632	979
Total	4	0	49	53	37	1194	1	1232	47	5	106	158	37	2061	84	2182	3625
05:00 PM	2	0	20	22	8	327	15	350	11	0	26	37	11	587	15	613	1022
05:15 PM	2	3	18	23	4	299	1	304	12	0	21	33	8	559	15	582	942
05:30 PM	0	0	12	12	11	268	1	280	8	1	8	17	6	560	24	590	899
05:45 PM	1	0	18	19	10	277	2	289	3	0	9	12	6	602	32	640	960
Total	5	3	68	76	33	1171	19	1223	34	1	64	99	31	2308	86	2425	3823
Grand Total	13	3	216	232	164	6686	26	6876	245	10	263	518	120	5901	284	6305	13931
Apprch %	5.6	1.3	93.1		2.4	97.2	0.4		47.3	1.9	50.8		1.9	93.6	4.5		
Total %	0.1	0	1.6	1.7	1.2	48	0.2	49.4	1.8	0.1	1.9	3.7	0.9	42.4	2	45.3	
Passenger Vehicles	13	3	207	223	111	6563	26	6700	239	10	251	500	78	5801	271	6150	13573
% Passenger Vehicles	100	100	95.8	96.1	67.7	98.2	100	97.4	97.6	100	95.4	96.5	65	98.3	95.4	97.5	97.4
Heavy Vehicles	0	0	9	9	6	123	0	129	6	0	12	18	4	100	13	117	273
% Heavy Vehicles	0	0	4.2	3.9	3.7	1.8	0	1.9	2.4	0	4.6	3.5	3.3	1.7	4.6	1.9	2
UTurns	0	0	0	0	47	0	0	47	0	0	0	0	38	0	0	38	85
% UTurns	0	0	0	0	28.7	0	0	0.7	0	0	0	0	31.7	0	0	0.6	0.6

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	4	4	19	590	0	609	21	0	11	32	3	221	19	243	888
08:00 AM	2	0	21	23	13	588	0	601	14	1	22	37	10	223	16	249	910
08:15 AM	0	0	12	12	8	574	2	584	25	0	10	35	5	194	13	212	843
08:30 AM	2	0	12	14	9	502	0	511	15	1	15	31	5	220	11	236	792
Total Volume	4	0	49	53	49	2254	2	2305	75	2	58	135	23	858	59	940	3433
% App. Total	7.5	0	92.5		2.1	97.8	0.1		55.6	1.5	43		2.4	91.3	6.3		
PHF	.500	.000	.583	.576	.645	.955	.250	.946	.750	.500	.659	.912	.575	.962	.776	.944	.943
Passenger Vehicles	4	0	47	51	31	2219	2	2252	72	2	53	127	17	826	55	898	3328
% Passenger Vehicles	100	0	95.9	96.2	63.3	98.4	100	97.7	96.0	100	91.4	94.1	73.9	96.3	93.2	95.5	96.9
Heavy Vehicles	0	0	2	2	2	35	0	37	3	0	5	8	0	32	4	36	83
% Heavy Vehicles	0	0	4.1	3.8	4.1	1.6	0	1.6	4.0	0	8.6	5.9	0	3.7	6.8	3.8	2.4
UTurns	0	0	0	0	16	0	0	16	0	0	0	0	6	0	0	6	22
% UTurns	0	0	0	0	32.7	0	0	0.7	0	0	0	0	26.1	0	0	0.6	0.6
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:30 AM				07:15 AM				07:45 AM				
+0 mins.	2	0	21	23	11	498	2	511	30	0	6	36	3	221	19	243	
+15 mins.	0	0	12	12	19	590	0	609	23	1	7	31	10	223	16	249	
+30 mins.	2	0	12	14	13	588	0	601	21	0	11	32	5	194	13	212	
+45 mins.	0	0	14	14	8	574	2	584	14	1	22	37	5	220	11	236	
Total Volume	4	0	59	63	51	2250	4	2305	88	2	46	136	23	858	59	940	
% App. Total	6.3	0	93.7		2.2	97.6	0.2		64.7	1.5	33.8		2.4	91.3	6.3		
PHF	.500	.000	.702	.685	.671	.953	.500	.946	.733	.500	.523	.919	.575	.962	.776	.944	
Passenger Vehicles	4	0	57	61	31	2217	4	2252	87	2	41	130	17	826	55	898	
% Passenger Vehicles	100	0	96.6	96.8	60.8	98.5	100	97.7	98.9	100	89.1	95.6	73.9	96.3	93.2	95.5	
Heavy Vehicles	0	0	2	2	2	33	0	35	1	0	5	6	0	32	4	36	
% Heavy Vehicles	0	0	3.4	3.2	3.9	1.5	0	1.5	1.1	0	10.9	4.4	0	3.7	6.8	3.8	
UTurns	0	0	0	0	18	0	0	18	0	0	0	0	6	0	0	6	
% UTurns	0	0	0	0	35.3	0	0	0.8	0	0	0	0	26.1	0	0	0.6	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	8	8	6	303	0	309	13	2	33	48	9	510	21	540	905
04:45 PM	0	0	11	11	6	298	0	304	12	1	19	32	9	598	25	632	979
05:00 PM	2	0	20	22	8	327	15	350	11	0	26	37	11	587	15	613	1022
05:15 PM	2	3	18	23	4	299	1	304	12	0	21	33	8	559	15	582	942
Total Volume	4	3	57	64	24	1227	16	1267	48	3	99	150	37	2254	76	2367	3848
% App. Total	6.2	4.7	89.1		1.9	96.8	1.3		32	2	66		1.6	95.2	3.2		
PHF	.500	.250	.713	.696	.750	.938	.267	.905	.923	.375	.750	.781	.841	.942	.760	.936	.941
Passenger Vehicles	4	3	54	61	14	1197	16	1227	46	3	95	144	24	2232	73	2329	3761
% Passenger Vehicles	100	100	94.7	95.3	58.3	97.6	100	96.8	95.8	100	96.0	96.0	64.9	99.0	96.1	98.4	97.7

Heavy Vehicles	0	0	3	3	0	30	0	30	2	0	4	6	2	22	3	27	66
% Heavy Vehicles	0	0	5.3	4.7	0	2.4	0	2.4	4.2	0	4.0	4.0	5.4	1.0	3.9	1.1	1.7
UTurns	0	0	0	0	10	0	0	10	0	0	0	0	11	0	0	11	21
% UTurns	0	0	0	0	41.7	0	0	0.8	0	0	0	0	29.7	0	0	0.5	0.5

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	2	0	20	22	6	303	0	309	9	0	33	42	11	587	15	613
+15 mins.	2	3	18	23	6	298	0	304	13	2	21	36	8	559	15	582
+30 mins.	0	0	12	12	8	327	15	350	13	2	33	48	6	560	24	590
+45 mins.	1	0	18	19	4	299	1	304	12	1	19	32	6	602	32	640
Total Volume	5	3	68	76	24	1227	16	1267	47	5	106	158	31	2308	86	2425
% App. Total	6.6	3.9	89.5		1.9	96.8	1.3		29.7	3.2	67.1		1.3	95.2	3.5	
PHF	.625	.250	.850	.826	.750	.938	.267	.905	.904	.625	.803	.823	.705	.958	.672	.947
Passenger Vehicles	5	3	62	70	14	1197	16	1227	44	5	103	152	17	2290	82	2389
% Passenger Vehicles	100	100	91.2	92.1	58.3	97.6	100	96.8	93.6	100	97.2	96.2	54.8	99.2	95.3	98.5
Heavy Vehicles	0	0	6	6	0	30	0	30	3	0	3	6	2	18	4	24
% Heavy Vehicles	0	0	8.8	7.9	0	2.4	0	2.4	6.4	0	2.8	3.8	6.5	0.8	4.7	1
UTurns	0	0	0	0	10	0	0	10	0	0	0	0	12	0	0	12
% UTurns	0	0	0	0	41.7	0	0	0.8	0	0	0	0	38.7	0	0	0.5

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	15	15	10	570	0	580	25	0	7	32	0	139	16	155	782
07:15 AM	0	0	10	10	7	490	0	497	30	0	5	35	1	162	15	178	720
07:30 AM	0	0	11	11	5	494	2	501	23	1	6	30	5	176	12	193	735
07:45 AM	0	0	4	4	13	578	0	591	21	0	11	32	2	209	18	229	856
Total	0	0	40	40	35	2132	2	2169	99	1	29	129	8	686	61	755	3093
08:00 AM	2	0	20	22	9	578	0	587	13	1	19	33	5	213	16	234	876
08:15 AM	0	0	11	11	4	567	2	573	25	0	10	35	5	192	11	208	827
08:30 AM	2	0	12	14	5	496	0	501	13	1	13	27	5	212	10	227	769
08:45 AM	0	0	14	14	9	488	2	499	11	1	14	26	9	170	8	187	726
Total	4	0	57	61	27	2129	4	2160	62	3	56	121	24	787	45	856	3198
*** BREAK ***																	
04:00 PM	2	0	13	15	8	313	1	322	8	0	33	41	7	472	9	488	866
04:15 PM	2	0	16	18	10	256	0	266	13	2	21	36	9	471	29	509	829
04:30 PM	0	0	8	8	4	294	0	298	11	2	31	44	5	502	20	527	877
04:45 PM	0	0	11	11	2	287	0	289	12	1	18	31	8	593	25	626	957
Total	4	0	48	52	24	1150	1	1175	44	5	103	152	29	2038	83	2150	3529
05:00 PM	2	0	17	19	6	322	15	343	11	0	26	37	5	582	15	602	1001
05:15 PM	2	3	18	23	2	294	1	297	12	0	20	32	6	555	13	574	926
05:30 PM	0	0	12	12	10	264	1	275	8	1	8	17	3	553	23	579	883
05:45 PM	1	0	15	16	7	272	2	281	3	0	9	12	3	600	31	634	943
Total	5	3	62	70	25	1152	19	1196	34	1	63	98	17	2290	82	2389	3753
Grand Total	13	3	207	223	111	6563	26	6700	239	10	251	500	78	5801	271	6150	13573
Apprch %	5.8	1.3	92.8		1.7	98	0.4		47.8	2	50.2		1.3	94.3	4.4		
Total %	0.1	0	1.5	1.6	0.8	48.4	0.2	49.4	1.8	0.1	1.8	3.7	0.6	42.7	2	45.3	

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	4	4	13	578	0	591	21	0	11	32	2	209	18	229	856
08:00 AM	2	0	20	22	9	578	0	587	13	1	19	33	5	213	16	234	876
08:15 AM	0	0	11	11	4	567	2	573	25	0	10	35	5	192	11	208	827
08:30 AM	2	0	12	14	5	496	0	501	13	1	13	27	5	212	10	227	769
Total Volume	4	0	47	51	31	2219	2	2252	72	2	53	127	17	826	55	898	3328
% App. Total	7.8	0	92.2		1.4	98.5	0.1		56.7	1.6	41.7		1.9	92	6.1		
PHF	.500	.000	.588	.580	.596	.960	.250	.953	.720	.500	.697	.907	.850	.969	.764	.959	.950

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:30 AM				07:15 AM				07:45 AM				
+0 mins.	2	0	20	22	5	494	2	501	30	0	5	35	2	209	18	229	
+15 mins.	0	0	11	11	13	578	0	591	23	1	6	30	5	213	16	234	
+30 mins.	2	0	12	14	9	578	0	587	21	0	11	32	5	192	11	208	
+45 mins.	0	0	14	14	4	567	2	573	13	1	19	33	5	212	10	227	
Total Volume	4	0	57	61	31	2217	4	2252	87	2	41	130	17	826	55	898	
% App. Total	6.6	0	93.4		1.4	98.4	0.2		66.9	1.5	31.5		1.9	92	6.1		
PHF	.500	.000	.713	.693	.596	.959	.500	.953	.725	.500	.539	.929	.850	.969	.764	.959	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	11	11	2	287	0	289	12	1	18	31	8	593	25	626	957
05:00 PM	2	0	17	19	6	322	15	343	11	0	26	37	5	582	15	602	1001
05:15 PM	2	3	18	23	2	294	1	297	12	0	20	32	6	555	13	574	926
05:30 PM	0	0	12	12	10	264	1	275	8	1	8	17	3	553	23	579	883
Total Volume	4	3	58	65	20	1167	17	1204	43	2	72	117	22	2283	76	2381	3767
% App. Total	6.2	4.6	89.2		1.7	96.9	1.4		36.8	1.7	61.5		0.9	95.9	3.2		
PHF	.500	.250	.806	.707	.500	.906	.283	.878	.896	.500	.692	.791	.688	.962	.760	.951	.941

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	2	0	17	19	4	294	0	298	8	0	33	41	5	582	15	602
+15 mins.	2	3	18	23	2	287	0	289	13	2	21	36	6	555	13	574
+30 mins.	0	0	12	12	6	322	15	343	11	2	31	44	3	553	23	579
+45 mins.	1	0	15	16	2	294	1	297	12	1	18	31	3	600	31	634
Total Volume	5	3	62	70	14	1197	16	1227	44	5	103	152	17	2290	82	2389
% App. Total	7.1	4.3	88.6		1.1	97.6	1.3		28.9	3.3	67.8		0.7	95.9	3.4	
PHF	.625	.250	.861	.761	.583	.929	.267	.894	.846	.625	.780	.864	.708	.954	.661	.942

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Heavy Vehicles

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	7	0	9	0	0	0	0	0	8	0	8	17
07:15 AM	0	0	0	0	1	6	0	7	0	0	1	1	0	5	2	7	15
07:30 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	8	1	9	14
07:45 AM	0	0	0	0	1	12	0	13	0	0	0	0	0	12	1	13	26
Total	0	0	0	0	4	29	0	33	0	0	2	2	0	33	4	37	72
08:00 AM	0	0	1	1	0	10	0	10	1	0	3	4	0	10	0	10	25
08:15 AM	0	0	1	1	1	7	0	8	0	0	0	0	0	2	2	4	13
08:30 AM	0	0	0	0	0	6	0	6	2	0	2	4	0	8	1	9	19
08:45 AM	0	0	0	0	0	8	0	8	0	0	1	1	2	6	1	9	18
Total	0	0	2	2	1	31	0	32	3	0	6	9	2	26	4	32	75
*** BREAK ***																	
04:00 PM	0	0	1	1	1	15	0	16	1	0	0	1	0	6	0	6	24
04:15 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
04:30 PM	0	0	0	0	0	9	0	9	2	0	2	4	0	8	1	9	22
04:45 PM	0	0	0	0	0	11	0	11	0	0	1	1	0	5	0	5	17
Total	0	0	1	1	1	44	0	45	3	0	3	6	0	23	1	24	76
05:00 PM	0	0	3	3	0	5	0	5	0	0	0	0	2	5	0	7	15
05:15 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	4	2	6	12
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	1	8	12
05:45 PM	0	0	3	3	0	5	0	5	0	0	0	0	0	2	1	3	11
Total	0	0	6	6	0	19	0	19	0	0	1	1	2	18	4	24	50
Grand Total	0	0	9	9	6	123	0	129	6	0	12	18	4	100	13	117	273
Apprch %	0	0	100		4.7	95.3	0		33.3	0	66.7		3.4	85.5	11.1		
Total %	0	0	3.3	3.3	2.2	45.1	0	47.3	2.2	0	4.4	6.6	1.5	36.6	4.8	42.9	

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	1	12	0	13	0	0	0	0	0	12	1	13	26
08:00 AM	0	0	1	1	0	10	0	10	1	0	3	4	0	10	0	10	25
08:15 AM	0	0	1	1	1	7	0	8	0	0	0	0	0	2	2	4	13
08:30 AM	0	0	0	0	0	6	0	6	2	0	2	4	0	8	1	9	19
Total Volume	0	0	2	2	2	35	0	37	3	0	5	8	0	32	4	36	83
% App. Total	0	0	100		5.4	94.6	0		37.5	0	62.5		0	88.9	11.1		
PHF	.000	.000	.500	.500	.500	.729	.000	.712	.375	.000	.417	.500	.000	.667	.500	.692	.798

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:45 AM				08:00 AM				07:15 AM				
+0 mins.	0	0	0	0	1	12	0	13	1	0	3	4	0	5	2	7	
+15 mins.	0	0	0	0	0	10	0	10	0	0	0	0	0	8	1	9	
+30 mins.	0	0	1	1	1	7	0	8	2	0	2	4	0	12	1	13	
+45 mins.	0	0	1	1	0	6	0	6	0	0	1	1	0	10	0	10	
Total Volume	0	0	2	2	2	35	0	37	3	0	6	9	0	35	4	39	
% App. Total	0	0	100		5.4	94.6	0		33.3	0	66.7		0	89.7	10.3		
PHF	.000	.000	.500	.500	.500	.729	.000	.712	.375	.000	.500	.563	.000	.729	.500	.750	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	1	15	0	16	1	0	0	1	0	6	0	6	24
04:15 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
04:30 PM	0	0	0	0	0	9	0	9	2	0	2	4	0	8	1	9	22
04:45 PM	0	0	0	0	0	11	0	11	0	0	1	1	0	5	0	5	17
Total Volume	0	0	1	1	1	44	0	45	3	0	3	6	0	23	1	24	76
% App. Total	0	0	100		2.2	97.8	0		50	0	50		0	95.8	4.2		
PHF	.000	.000	.250	.250	.250	.733	.000	.703	.375	.000	.375	.375	.000	.719	.250	.667	.792

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	3	3	1	15	0	16	1	0	0	1	0	8	1	9
+15 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	9	0	9	2	0	2	4	2	5	0	7
+45 mins.	0	0	3	3	0	11	0	11	0	0	1	1	0	4	2	6
Total Volume	0	0	6	6	1	44	0	45	3	0	3	6	2	22	3	27
% App. Total	0	0	100		2.2	97.8	0		50	0	50		7.4	81.5	11.1	
PHF	.000	.000	.500	.500	.250	.733	.000	.703	.375	.000	.375	.375	.250	.688	.375	.750

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- UTurns

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
07:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
07:30 AM	0	0	0	0	6	0	0	6	0	0	0	0	3	0	0	3	9
07:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	1	0	0	1	6
Total	0	0	0	0	15	0	0	15	0	0	0	0	10	0	0	10	25
08:00 AM	0	0	0	0	4	0	0	4	0	0	0	0	5	0	0	5	9
08:15 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	12	0	0	12	0	0	0	0	8	0	0	8	20
*** BREAK ***																	
04:00 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
04:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	12	0	0	12	0	0	0	0	8	0	0	8	20
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
05:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
05:45 PM	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3	6
Total	0	0	0	0	8	0	0	8	0	0	0	0	12	0	0	12	20
Grand Total	0	0	0	0	47	0	0	47	0	0	0	0	38	0	0	38	85
Apprch %	0	0	0		100	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	55.3	0	0	55.3	0	0	0	0	44.7	0	0	44.7	

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
07:30 AM	0	0	0	0	6	0	0	6	0	0	0	0	3	0	0	3	9
07:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	1	0	0	1	6
08:00 AM	0	0	0	0	4	0	0	4	0	0	0	0	5	0	0	5	9
Total Volume	0	0	0	0	17	0	0	17	0	0	0	0	12	0	0	12	29
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.708	.000	.000	.708	.000	.000	.000	.000	.600	.000	.000	.600	.806

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:30 AM				07:00 AM				07:15 AM				
+0 mins.	0	0	0	0	6	0	0	6	0	0	0	0	3	0	0	3	
+15 mins.	0	0	0	0	5	0	0	5	0	0	0	0	3	0	0	3	
+30 mins.	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	
+45 mins.	0	0	0	0	3	0	0	3	0	0	0	0	5	0	0	5	
Total Volume	0	0	0	0	18	0	0	18	0	0	0	0	12	0	0	12	
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.600	.000	.000	.600	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
04:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
Total Volume	0	0	0	0	10	0	0	10	0	0	0	0	11	0	0	11	21
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.688	.000	.000	.688	.875

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				05:00 PM				
+0 mins.	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	4	
+15 mins.	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	
+45 mins.	0	0	0	0	4	0	0	4	0	0	0	0	3	0	0	3	
Total Volume	0	0	0	0	12	0	0	12	0	0	0	0	12	0	0	12	
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.750	.000	.000	.750	

Intersection Pedestrian & Bicycle Count

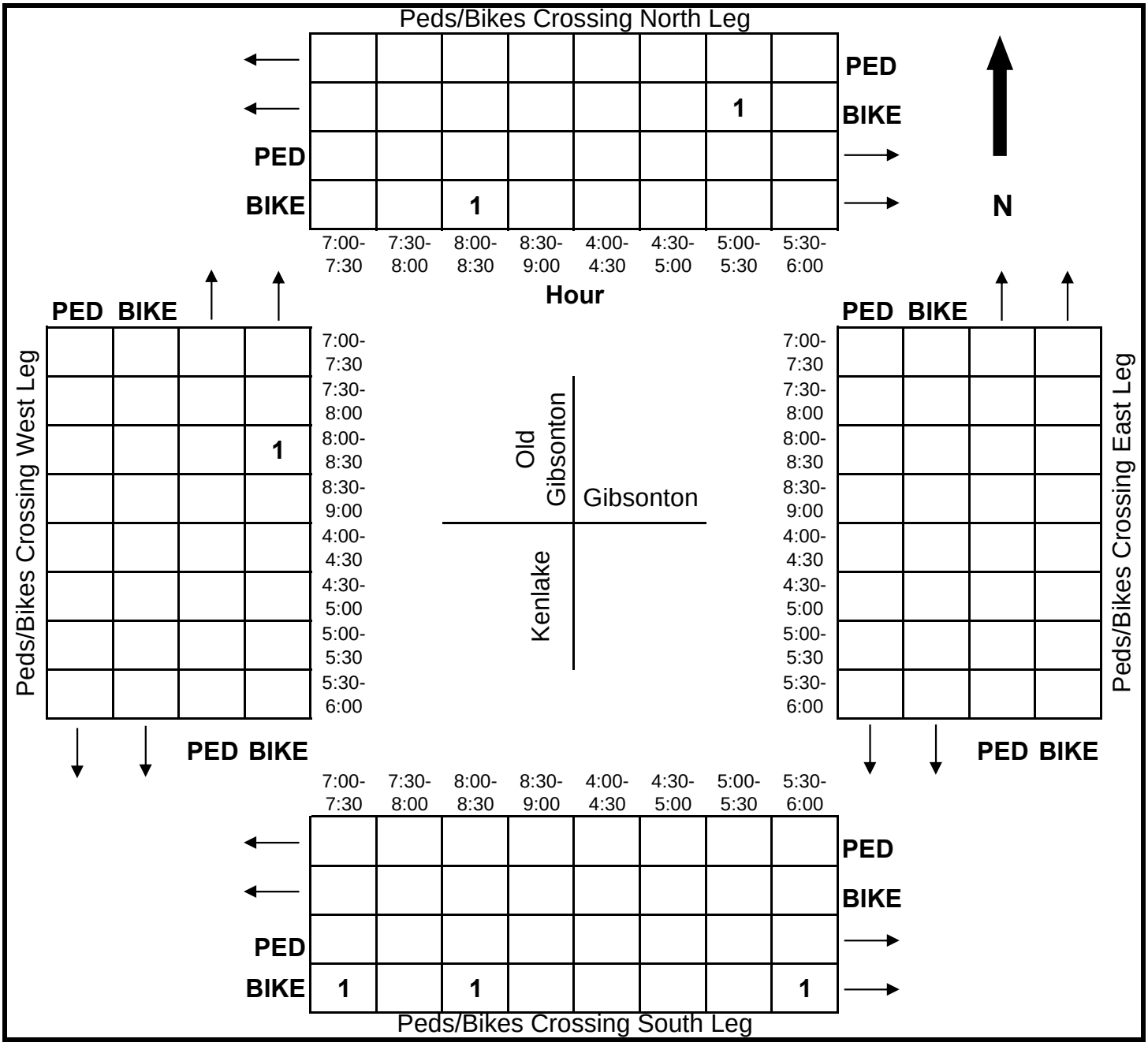
Date: 6/6/17 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: On/Off Sprinkle

Intersection: Gibsonton Drive at Kenlake Drive (Fern Hill)/Old Gibsonton Drive 5:15-6pm

Comments:

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



Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	17	0	1	1	19	22	81	5	8	116	12	10	101	43	166	1	108	3	0	112	413
07:15 AM	9	4	2	0	15	28	96	6	2	132	19	10	87	47	163	3	119	1	6	129	439
07:30 AM	8	3	0	1	12	19	98	3	2	122	23	9	88	44	164	1	109	1	3	114	412
07:45 AM	11	6	0	1	18	23	83	4	3	113	18	8	80	55	161	0	80	2	6	88	380
Total	45	13	3	3	64	92	358	18	15	483	72	37	356	189	654	5	416	7	15	443	1644
08:00 AM	14	3	0	1	18	24	80	4	1	109	6	13	88	44	151	1	115	5	1	122	400
08:15 AM	7	6	0	0	13	39	98	3	2	142	12	3	66	30	111	0	77	1	4	82	348
08:30 AM	7	2	2	0	11	24	96	3	2	125	9	3	41	23	76	1	117	3	3	124	336
08:45 AM	7	1	1	1	10	28	76	4	0	108	8	4	28	23	63	2	103	3	4	112	293
Total	35	12	3	2	52	115	350	14	5	484	35	23	223	120	401	4	412	12	12	440	1377
*** BREAK ***																					
04:00 PM	8	7	0	1	16	128	119	6	4	257	16	4	41	22	83	2	147	10	10	169	525
04:15 PM	9	5	0	0	14	93	129	10	6	238	12	7	38	22	79	1	146	11	9	167	498
04:30 PM	9	9	0	2	20	123	108	6	6	243	8	6	29	20	63	3	152	11	14	180	506
04:45 PM	15	7	2	0	24	108	96	5	5	214	12	5	36	18	71	3	145	6	10	164	473
Total	41	28	2	3	74	452	452	27	21	952	48	22	144	82	296	9	590	38	43	680	2002
05:00 PM	3	6	1	0	10	123	90	4	5	222	17	10	40	10	77	1	139	18	17	175	484
05:15 PM	6	7	0	0	13	155	101	10	4	270	7	4	46	18	75	0	124	12	14	150	508
05:30 PM	4	4	0	1	9	143	119	9	3	274	18	5	44	16	83	4	145	16	15	180	546
05:45 PM	4	8	0	1	13	137	107	5	4	253	16	6	34	13	69	3	148	15	13	179	514
Total	17	25	1	2	45	558	417	28	16	1019	58	25	164	57	304	8	556	61	59	684	2052
Grand Total	138	78	9	10	235	1217	1577	87	57	2938	213	107	887	448	1655	26	1974	118	129	2247	7075
Apprch %	58.7	33.2	3.8	4.3		41.4	53.7	3	1.9		12.9	6.5	53.6	27.1		1.2	87.9	5.3	5.7		
Total %	2	1.1	0.1	0.1	3.3	17.2	22.3	1.2	0.8	41.5	3	1.5	12.5	6.3	23.4	0.4	27.9	1.7	1.8	31.8	
Passenger Vehicles	133	76	9	9	227	1183	1522	84	55	2844	198	105	878	445	1626	14	1889	115	124	2142	6839
% Passenger Vehicles	96.4	97.4	100	90	96.6	97.2	96.5	96.6	96.5	96.8	93	98.1	99	99.3	98.2	53.8	95.7	97.5	96.1	95.3	96.7
Heavy Vehicles	5	2	0	1	8	22	55	3	2	82	10	2	9	3	24	0	85	3	5	93	207
% Heavy Vehicles	3.6	2.6	0	10	3.4	1.8	3.5	3.4	3.5	2.8	4.7	1.9	1	0.7	1.5	0	4.3	2.5	3.9	4.1	2.9
UTurns	0	0	0	0	0	12	0	0	0	12	5	0	0	0	5	12	0	0	0	12	29
% UTurns	0	0	0	0	0	1	0	0	0	0.4	2.3	0	0	0	0.3	46.2	0	0	0	0.5	0.4

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 2

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	17	0	1	1	19	22	81	5	8	116	12	10	101	43	166	1	108	3	0	112	413
07:15 AM	9	4	2	0	15	28	96	6	2	132	19	10	87	47	163	3	119	1	6	129	439
07:30 AM	8	3	0	1	12	19	98	3	2	122	23	9	88	44	164	1	109	1	3	114	412
07:45 AM	11	6	0	1	18	23	83	4	3	113	18	8	80	55	161	0	80	2	6	88	380
Total Volume	45	13	3	3	64	92	358	18	15	483	72	37	356	189	654	5	416	7	15	443	1644
% App. Total	70.3	20.3	4.7	4.7		19	74.1	3.7	3.1		11	5.7	54.4	28.9		1.1	93.9	1.6	3.4		
PHF	.662	.542	.375	.750	.842	.821	.913	.750	.469	.915	.783	.925	.881	.859	.985	.417	.874	.583	.625	.859	.936
Passenger Vehicles	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	388	6	13	410	1580
% Passenger Vehicles	100	92.3	100	100	98.4	91.3	96.1	94.4	100	95.2	97.2	100	98.9	99.5	98.9	60.0	93.3	85.7	86.7	92.6	96.1
Heavy Vehicles	0	1	0	0	1	5	14	1	0	20	1	0	4	1	6	0	28	1	2	31	58
% Heavy Vehicles	0	7.7	0	0	1.6	5.4	3.9	5.6	0	4.1	1.4	0	1.1	0.5	0.9	0	6.7	14.3	13.3	7.0	3.5
UTurns	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	2	0	0	0	2	6
% UTurns	0	0	0	0	0	3.3	0	0	0	0.6	1.4	0	0	0	0.2	40.0	0	0	0	0.5	0.4

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:00 AM					07:15 AM				
+0 mins.	17	0	1	1	19	23	83	4	3	113	12	10	101	43	166	3	119	1	6	129
+15 mins.	9	4	2	0	15	24	80	4	1	109	19	10	87	47	163	1	109	1	3	114
+30 mins.	8	3	0	1	12	39	98	3	2	142	23	9	88	44	164	0	80	2	6	88
+45 mins.	11	6	0	1	18	24	96	3	2	125	18	8	80	55	161	1	115	5	1	122
Total Volume	45	13	3	3	64	110	357	14	8	489	72	37	356	189	654	5	423	9	16	453
% App. Total	70.3	20.3	4.7	4.7		22.5	73	2.9	1.6		11	5.7	54.4	28.9		1.1	93.4	2	3.5	
PHF	.662	.542	.375	.750	.842	.705	.911	.875	.667	.861	.783	.925	.881	.859	.985	.417	.889	.450	.667	.878
Passenger Vehicles	45	12	3	3	63	98	335	12	8	453	70	37	352	188	647	3	390	8	14	415
% Passenger Vehicles	100	92.3	100	100	98.4	89.1	93.8	85.7	100	92.6	97.2	100	98.9	99.5	98.9	60	92.2	88.9	87.5	91.6
Heavy Vehicles	0	1	0	0	1	10	22	2	0	34	1	0	4	1	6	0	33	1	2	36
% Heavy Vehicles	0	7.7	0	0	1.6	9.1	6.2	14.3	0	7	1.4	0	1.1	0.5	0.9	0	7.8	11.1	12.5	7.9
UTurns	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2
% UTurns	0	0	0	0	0	1.8	0	0	0	0.4	1.4	0	0	0	0.2	40	0	0	0	0.4

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 3

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	6	1	0	10	123	90	4	5	222	17	10	40	10	77	1	139	18	17	175	484
05:15 PM	6	7	0	0	13	155	101	10	4	270	7	4	46	18	75	0	124	12	14	150	508
05:30 PM	4	4	0	1	9	143	119	9	3	274	18	5	44	16	83	4	145	16	15	180	546
05:45 PM	4	8	0	1	13	137	107	5	4	253	16	6	34	13	69	3	148	15	13	179	514
Total Volume	17	25	1	2	45	558	417	28	16	1019	58	25	164	57	304	8	556	61	59	684	2052
% App. Total	37.8	55.6	2.2	4.4		54.8	40.9	2.7	1.6		19.1	8.2	53.9	18.8		1.2	81.3	8.9	8.6		
PHF	.708	.781	.250	.500	.865	.900	.876	.700	.800	.930	.806	.625	.891	.792	.916	.500	.939	.847	.868	.950	.940
Passenger Vehicles	14	25	1	2	42	543	410	27	16	996	51	24	164	56	295	4	554	60	57	675	2008
% Passenger Vehicles	82.4	100	100	100	93.3	97.3	98.3	96.4	100	97.7	87.9	96.0	100	98.2	97.0	50.0	99.6	98.4	96.6	98.7	97.9
Heavy Vehicles	3	0	0	0	3	8	7	1	0	16	4	1	0	1	6	0	2	1	2	5	30
% Heavy Vehicles	17.6	0	0	0	6.7	1.4	1.7	3.6	0	1.6	6.9	4.0	0	1.8	2.0	0	0.4	1.6	3.4	0.7	1.5
UTurns	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4	14
% UTurns	0	0	0	0	0	1.3	0	0	0	0.7	5.2	0	0	0	1.0	50.0	0	0	0	0.6	0.7

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:45 PM					04:15 PM					
+0 mins.	8	7	0	1	16	123	90	4	5	222	12	5	36	18	71	1	146	11	9	167	
+15 mins.	9	5	0	0	14	155	101	10	4	270	17	10	40	10	77	3	152	11	14	180	
+30 mins.	9	9	0	2	20	143	119	9	3	274	7	4	46	18	75	3	145	6	10	164	
+45 mins.	15	7	2	0	24	137	107	5	4	253	18	5	44	16	83	1	139	18	17	175	
Total Volume	41	28	2	3	74	558	417	28	16	1019	54	24	166	62	306	8	582	46	50	686	
% App. Total	55.4	37.8	2.7	4.1		54.8	40.9	2.7	1.6		17.6	7.8	54.2	20.3		1.2	84.8	6.7	7.3		
PHF	.683	.778	.250	.375	.771	.900	.876	.700	.800	.930	.750	.600	.902	.861	.922	.667	.957	.639	.735	.953	
Passenger Vehicles	39	28	2	3	72	543	410	27	16	996	46	24	166	61	297	5	569	46	48	668	
% Passenger Vehicles	95.1	100	100	100	97.3	97.3	98.3	96.4	100	97.7	85.2	100	100	98.4	97.1	62.5	97.8	100	96	97.4	
Heavy Vehicles	2	0	0	0	2	8	7	1	0	16	5	0	0	1	6	0	13	0	2	15	
% Heavy Vehicles	4.9	0	0	0	2.7	1.4	1.7	3.6	0	1.6	9.3	0	0	1.6	2	0	2.2	0	4	2.2	
UTurns	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	3	0	0	0	3	
% UTurns	0	0	0	0	0	1.3	0	0	0	0.7	5.6	0	0	0	1	37.5	0	0	0	0.4	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	17	0	1	1	19	22	75	5	8	110	12	10	100	43	165	0	102	2	0	104	398
07:15 AM	9	3	2	0	14	26	91	6	2	125	19	10	84	46	159	2	111	1	6	120	418
07:30 AM	8	3	0	1	12	18	97	3	2	120	23	9	88	44	164	1	101	1	2	105	401
07:45 AM	11	6	0	1	18	18	81	3	3	105	16	8	80	55	159	0	74	2	5	81	363
Total	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	388	6	13	410	1580
08:00 AM	14	2	0	1	17	20	76	3	1	100	6	13	87	44	150	0	104	4	1	109	376
08:15 AM	7	6	0	0	13	39	91	3	2	135	12	3	65	30	110	0	73	1	4	78	336
08:30 AM	7	2	2	0	11	21	87	3	2	113	9	3	38	22	72	0	108	3	3	114	310
08:45 AM	7	1	1	0	9	28	68	4	0	100	8	4	28	23	63	0	89	3	4	96	268
Total	35	11	3	1	50	108	322	13	5	448	35	23	218	119	395	0	374	11	12	397	1290
*** BREAK ***																					
04:00 PM	8	7	0	1	16	126	115	6	4	251	14	3	41	22	80	2	142	10	10	164	511
04:15 PM	9	5	0	0	14	92	129	10	5	236	12	7	38	22	79	1	142	11	9	163	492
04:30 PM	7	9	0	2	18	123	107	6	5	241	7	6	29	20	62	1	147	11	14	173	494
04:45 PM	15	7	2	0	24	107	95	5	5	212	9	5	36	18	68	3	142	6	9	160	464
Total	39	28	2	3	72	448	446	27	19	940	42	21	144	82	289	7	573	38	42	660	1961
05:00 PM	3	6	1	0	10	118	87	3	5	213	14	10	40	10	74	0	138	18	16	172	469
05:15 PM	6	7	0	0	13	152	100	10	4	266	6	4	46	17	73	0	123	12	14	149	501
05:30 PM	3	4	0	1	8	141	116	9	3	269	17	5	44	16	82	2	145	16	15	178	537
05:45 PM	2	8	0	1	11	132	107	5	4	248	14	5	34	13	66	2	148	14	12	176	501
Total	14	25	1	2	42	543	410	27	16	996	51	24	164	56	295	4	554	60	57	675	2008
Grand Total	133	76	9	9	227	1183	1522	84	55	2844	198	105	878	445	1626	14	1889	115	124	2142	6839
Apprch %	58.6	33.5	4	4		41.6	53.5	3	1.9		12.2	6.5	54	27.4		0.7	88.2	5.4	5.8		
Total %	1.9	1.1	0.1	0.1	3.3	17.3	22.3	1.2	0.8	41.6	2.9	1.5	12.8	6.5	23.8	0.2	27.6	1.7	1.8	31.3	

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	17	0	1	1	19	22	75	5	8	110	12	10	100	43	165	0	102	2	0	104	398
07:15 AM	9	3	2	0	14	26	91	6	2	125	19	10	84	46	159	2	111	1	6	120	418
07:30 AM	8	3	0	1	12	18	97	3	2	120	23	9	88	44	164	1	101	1	2	105	401
07:45 AM	11	6	0	1	18	18	81	3	3	105	16	8	80	55	159	0	74	2	5	81	363
Total Volume	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	388	6	13	410	1580
% App. Total	71.4	19	4.8	4.8		18.3	74.8	3.7	3.3		10.8	5.7	54.4	29.1		0.7	94.6	1.5	3.2		
PHF	.662	.500	.375	.750	.829	.808	.887	.708	.469	.920	.761	.925	.880	.855	.980	.375	.874	.750	.542	.854	.945

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 2

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:15 AM					
+0 mins.	17	0	1	1	19	22	75	5	8	110	12	10	100	43	165	2	111	1	6	120	
+15 mins.	9	3	2	0	14	26	91	6	2	125	19	10	84	46	159	1	101	1	2	105	
+30 mins.	8	3	0	1	12	18	97	3	2	120	23	9	88	44	164	0	74	2	5	81	
+45 mins.	11	6	0	1	18	18	81	3	3	105	16	8	80	55	159	0	104	4	1	109	
Total Volume	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	390	8	14	415	
% App. Total	71.4	19	4.8	4.8		18.3	74.8	3.7	3.3		10.8	5.7	54.4	29.1		0.7	94	1.9	3.4		
PHF	.662	.500	.375	.750	.829	.808	.887	.708	.469	.920	.761	.925	.880	.855	.980	.375	.878	.500	.583	.865	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	6	1	0	10	118	87	3	5	213	14	10	40	10	74	0	138	18	16	172	469
05:15 PM	6	7	0	0	13	152	100	10	4	266	6	4	46	17	73	0	123	12	14	149	501
05:30 PM	3	4	0	1	8	141	116	9	3	269	17	5	44	16	82	2	145	16	15	178	537
05:45 PM	2	8	0	1	11	132	107	5	4	248	14	5	34	13	66	2	148	14	12	176	501
Total Volume	14	25	1	2	42	543	410	27	16	996	51	24	164	56	295	4	554	60	57	675	2008
% App. Total	33.3	59.5	2.4	4.8		54.5	41.2	2.7	1.6		17.3	8.1	55.6	19		0.6	82.1	8.9	8.4		
PHF	.583	.781	.250	.500	.808	.893	.884	.675	.800	.926	.750	.600	.891	.824	.899	.500	.936	.833	.891	.948	.935

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:45 PM					05:00 PM				
+0 mins.	8	7	0	1	16	118	87	3	5	213	9	5	36	18	68	0	138	18	16	172
+15 mins.	9	5	0	0	14	152	100	10	4	266	14	10	40	10	74	0	123	12	14	149
+30 mins.	7	9	0	2	18	141	116	9	3	269	6	4	46	17	73	2	145	16	15	178
+45 mins.	15	7	2	0	24	132	107	5	4	248	17	5	44	16	82	2	148	14	12	176
Total Volume	39	28	2	3	72	543	410	27	16	996	46	24	166	61	297	4	554	60	57	675
% App. Total	54.2	38.9	2.8	4.2		54.5	41.2	2.7	1.6		15.5	8.1	55.9	20.5		0.6	82.1	8.9	8.4	
PHF	.650	.778	.250	.375	.750	.893	.884	.675	.800	.926	.676	.600	.902	.847	.905	.500	.936	.833	.891	.948

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Heavy Vehicles

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	6	1	0	7	14
07:15 AM	0	1	0	0	1	2	5	0	0	7	0	0	3	1	4	0	8	0	0	8	20
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	1	9	10
07:45 AM	0	0	0	0	0	3	2	1	0	6	1	0	0	0	1	0	6	0	1	7	14
Total	0	1	0	0	1	5	14	1	0	20	1	0	4	1	6	0	28	1	2	31	58
08:00 AM	0	1	0	0	1	4	4	1	0	9	0	0	1	0	1	0	11	1	0	12	23
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	12
08:30 AM	0	0	0	0	0	3	9	0	0	12	0	0	3	1	4	0	9	0	0	9	25
08:45 AM	0	0	0	1	1	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	23
Total	0	1	0	1	2	7	28	1	0	36	0	0	5	1	6	0	38	1	0	39	83
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	4	0	0	5	2	1	0	0	3	0	5	0	0	5	13
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4	5
04:30 PM	2	0	0	0	2	0	1	0	1	2	1	0	0	0	1	0	5	0	0	5	10
04:45 PM	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	3	0	1	4	8
Total	2	0	0	0	2	2	6	0	2	10	5	1	0	0	6	0	17	0	1	18	36
05:00 PM	0	0	0	0	0	2	3	1	0	6	2	0	0	0	2	0	1	0	1	2	10
05:15 PM	0	0	0	0	0	2	1	0	0	3	1	0	0	1	2	0	1	0	0	1	6
05:30 PM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	2	0	0	0	2	3	0	0	0	3	1	1	0	0	2	0	0	1	1	2	9
Total	3	0	0	0	3	8	7	1	0	16	4	1	0	1	6	0	2	1	2	5	30
Grand Total	5	2	0	1	8	22	55	3	2	82	10	2	9	3	24	0	85	3	5	93	207
Apprch %	62.5	25	0	12.5		26.8	67.1	3.7	2.4		41.7	8.3	37.5	12.5		0	91.4	3.2	5.4		
Total %	2.4	1	0	0.5	3.9	10.6	26.6	1.4	1	39.6	4.8	1	4.3	1.4	11.6	0	41.1	1.4	2.4	44.9	

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	1	0	0	1	4	4	1	0	9	0	0	1	0	1	0	11	1	0	12	23
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	12
08:30 AM	0	0	0	0	0	3	9	0	0	12	0	0	3	1	4	0	9	0	0	9	25
08:45 AM	0	0	0	1	1	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	23
Total Volume	0	1	0	1	2	7	28	1	0	36	0	0	5	1	6	0	38	1	0	39	83
% App. Total	0	50	0	50		19.4	77.8	2.8	0		0	0	83.3	16.7		0	97.4	2.6	0		
PHF	.000	.250	.000	.250	.500	.438	.778	.250	.000	.750	.000	.000	.417	.250	.375	.000	.679	.250	.000	.696	.830

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					08:00 AM					07:45 AM					08:00 AM					
+0 mins.	0	1	0	0	1	4	4	1	0	9	1	0	0	0	1	0	11	1	0	12	
+15 mins.	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	
+30 mins.	0	0	0	0	0	3	9	0	0	12	0	0	1	0	1	0	9	0	0	9	
+45 mins.	0	1	0	0	1	0	8	0	0	8	0	0	3	1	4	0	14	0	0	14	
Total Volume	0	2	0	0	2	7	28	1	0	36	1	0	5	1	7	0	38	1	0	39	
% App. Total	0	100	0	0		19.4	77.8	2.8	0		14.3	0	71.4	14.3		0	97.4	2.6	0		
PHF	.000	.500	.000	.000	.500	.438	.778	.250	.000	.750	.250	.000	.417	.250	.438	.000	.679	.250	.000	.696	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	1	4	0	0	5	2	1	0	0	3	0	5	0	0	5	13
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4	5
04:30 PM	2	0	0	0	2	0	1	0	1	2	1	0	0	0	1	0	5	0	0	5	10
04:45 PM	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	3	0	1	4	8
Total Volume	2	0	0	0	2	2	6	0	2	10	5	1	0	0	6	0	17	0	1	18	36
% App. Total	100	0	0	0		20	60	0	20		83.3	16.7	0	0		0	94.4	0	5.6		
PHF	.250	.000	.000	.000	.250	.500	.375	.000	.500	.500	.625	.250	.000	.000	.500	.000	.850	.000	.250	.900	.692

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					04:30 PM					04:00 PM				
+0 mins.	0	0	0	0	0	2	3	1	0	6	1	0	0	0	1	0	5	0	0	5
+15 mins.	0	0	0	0	0	2	1	0	0	3	2	0	0	0	2	0	4	0	0	4
+30 mins.	1	0	0	0	1	1	3	0	0	4	2	0	0	0	2	0	5	0	0	5
+45 mins.	2	0	0	0	2	3	0	0	0	3	1	0	0	1	2	0	3	0	1	4
Total Volume	3	0	0	0	3	8	7	1	0	16	6	0	0	1	7	0	17	0	1	18
% App. Total	100	0	0	0		50	43.8	6.2	0		85.7	0	0	14.3		0	94.4	0	5.6	
PHF	.375	.000	.000	.000	.375	.667	.583	.250	.000	.667	.750	.000	.000	.250	.875	.000	.850	.000	.250	.900

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- UTurns

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	2	0	0	0	2	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	5
05:00 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1	5
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	4
05:45 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	4
Total	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4	14
Grand Total	0	0	0	0	0	12	0	0	0	12	5	0	0	0	5	12	0	0	0	12	29
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	41.4	0	0	0	41.4	17.2	0	0	0	17.2	41.4	0	0	0	41.4	

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
Total Volume	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	2	0	0	0	2	6
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.500

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					08:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	
+45 mins.	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	
Total Volume	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4	0	0	0	4	
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1	5
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	4
05:45 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	4
Total Volume	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4	14
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.000	.583	.750	.000	.000	.000	.750	.500	.000	.000	.000	.500	.700

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:45 PM					05:00 PM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1
+15 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2
+45 mins.	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.000	.583	.750	.000	.000	.000	.750	.500	.000	.000	.000	.500

Intersection Pedestrian & Bicycle Count

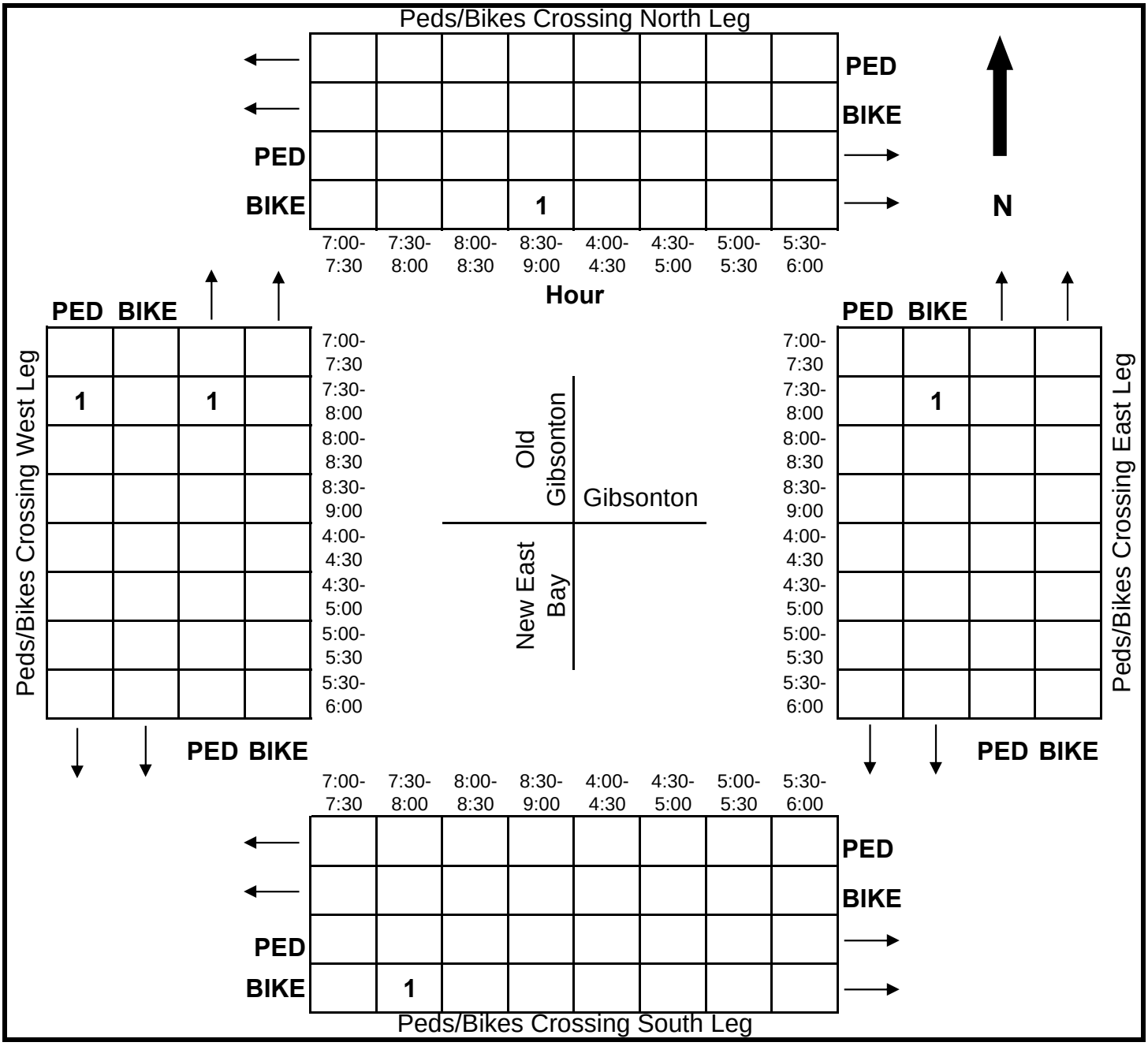
Date: 6/7/17 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Rain 7:50-8am

Intersection: Gibsonton Drive at New East Bay Road/Old Gibsonton Drive

Comments:

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



Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd between East Bay HS D/W & I-75 SB Ramps				

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	13	19	12	31	60	216	308	341	287	314	264
30	29	30	16	28	39	99	237	344	304	315	278	264
45	24	26	17	29	66	110	279	315	306	272	259	299
00	30	19	18	19	48	151	312	316	311	280	288	292
Hr Total	**112**	**88**	**70**	**88**	**184**	**420**	**1,044**	**1,283**	**1,262**	**1,154**	**1,139**	**1,119**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	287	269	246	260	248	295	307	207	150	108	79	54
30	273	256	254	257	255	294	240	188	153	110	69	51
45	259	259	252	278	256	298	264	162	139	112	59	41
00	271	261	207	227	251	242	171	165	147	99	69	41
Hr Total	**1,090**	**1,045**	**959**	**1,022**	**1,010**	**1,129**	**982**	**722**	**589**	**429**	**276**	**187**

24 Hour Total:	17,403					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,316	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	17:15	PM Peak Volume:	1,141	PM PeaK Hour Factor:		0.93

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	23	17	23	23	53	110	95	206	186	205	240
30	55	32	21	20	35	84	169	123	201	189	240	195
45	27	28	12	19	48	94	106	189	192	219	229	228
00	36	21	14	23	53	118	107	221	209	186	265	257
Hr Total	**159**	**104**	**64**	**85**	**159**	**349**	**492**	**628**	**808**	**780**	**939**	**920**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	236	230	239	276	357	280	273	215	163	111	78
30	269	242	261	264	304	329	285	208	211	182	93	56
45	244	232	249	269	301	310	275	201	164	152	82	38
00	259	244	258	292	344	303	242	195	153	105	58	54
Hr Total	**1,034**	**954**	**998**	**1,064**	**1,225**	**1,299**	**1,082**	**877**	**743**	**602**	**344**	**226**

24 Hour Total:	15,935					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,032	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,340	PM PeaK Hour Factor:		0.94

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	36	36	35	54	113	326	403	547	473	519	504
30	84	62	37	48	74	183	406	467	505	504	518	459
45	51	54	29	48	114	204	385	504	498	491	488	527
00	66	40	32	42	101	269	419	537	520	466	553	549
Hr Total	**271**	**192**	**134**	**173**	**343**	**769**	**1,536**	**1,911**	**2,070**	**1,934**	**2,078**	**2,039**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	549	505	476	499	524	652	587	480	365	271	190	132
30	542	498	515	521	559	623	525	396	364	292	162	107
45	503	491	501	547	557	608	539	363	303	264	141	79
00	530	505	465	519	595	545	413	360	300	204	127	95
Hr Total	**2,124**	**1,999**	**1,957**	**2,086**	**2,235**	**2,428**	**2,064**	**1,599**	**1,332**	**1,031**	**620**	**413**

24 Hour Total:	33,338					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,167	AM Peak Hour Factor:		0.99
PM Peak Hour begins:	16:45	PM Peak Volume:	2,478	PM PeaK Hour Factor:		0.95

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd between East Bay HS D/W & I-75 SB Ramps				

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	18	15	26	23	57	195	342	288	257	277	219
30	29	15	16	21	24	93	244	340	277	233	236	276
45	32	28	17	22	63	98	276	308	336	281	225	261
00	22	27	16	31	73	128	292	327	292	270	211	254
Hr Total	**118**	**88**	**64**	**100**	**183**	**376**	**1,007**	**1,317**	**1,193**	**1,041**	**949**	**1,010**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	274	234	225	241	257	291	300	204	160	118	77	56
30	246	254	190	237	254	285	264	172	138	113	71	39
45	261	230	220	286	281	293	256	163	151	108	81	44
00	219	223	240	242	267	278	211	166	128	99	75	45
Hr Total	**1,000**	**941**	**875**	**1,006**	**1,059**	**1,147**	**1,031**	**705**	**577**	**438**	**304**	**184**

24 Hour Total:	16,713					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,317	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	17:15	PM Peak Volume:	1,156	PM PeaK Hour Factor:		0.96

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	30	27	21	27	41	124	182	253	231	204	214
30	31	28	17	27	23	61	129	203	262	187	234	177
45	26	29	20	23	48	92	223	209	226	244	206	228
00	30	21	24	22	41	110	225	254	238	255	236	222
Hr Total	**142**	**108**	**88**	**93**	**139**	**304**	**701**	**848**	**979**	**917**	**880**	**841**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	221	248	241	253	301	386	304	231	195	176	107	67
30	225	206	257	271	365	346	283	197	205	162	101	46
45	247	247	249	262	341	331	261	254	145	168	89	62
00	240	245	262	269	335	310	236	195	148	133	82	73
Hr Total	**933**	**946**	**1,009**	**1,055**	**1,342**	**1,373**	**1,084**	**877**	**693**	**639**	**379**	**248**

24 Hour Total:	16,618					
AM Peak Hour begins:	7:45	AM Peak Volume:	995	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	16:15	PM Peak Volume:	1,427	PM PeaK Hour Factor:		0.92

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	90	48	42	47	50	98	319	524	541	488	481	433
30	60	43	33	48	47	154	373	543	539	420	470	453
45	58	57	37	45	111	190	499	517	562	525	431	489
00	52	48	40	53	114	238	517	581	530	525	447	476
Hr Total	**260**	**196**	**152**	**193**	**322**	**680**	**1,708**	**2,165**	**2,172**	**1,958**	**1,829**	**1,851**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	495	482	466	494	558	677	604	435	355	294	184	123
30	471	460	447	508	619	631	547	369	343	275	172	85
45	508	477	469	548	622	624	517	417	296	276	170	106
00	459	468	502	511	602	588	447	361	276	232	157	118
Hr Total	**1,933**	**1,887**	**1,884**	**2,061**	**2,401**	**2,520**	**2,115**	**1,582**	**1,270**	**1,077**	**683**	**432**

24 Hour Total:	33,331					
AM Peak Hour begins:	7:45	AM Peak Volume:	2,223	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	2,534	PM PeaK Hour Factor:		0.94

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd between East Bay HS D/W & I-75 SB Ramps				

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	23	28	22	27	55	231	325	272	295	249	278
30	42	23	20	26	34	33	226	289	267	336	263	276
45	27	27	13	24	39	92	304	294	301	280	255	294
00	22	34	18	10	52	134	254	278	266	266	260	296
Hr Total	**136**	**107**	**79**	**82**	**152**	**314**	**1,015**	**1,186**	**1,106**	**1,177**	**1,027**	**1,144**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	260	247	271	275	275	218	214	162	140	91	57
30	306	262	273	246	232	308	246	179	137	135	68	53
45	295	252	269	276	270	257	228	160	130	126	87	64
00	286	234	223	218	276	295	209	140	145	89	70	45
Hr Total	**1,153**	**1,008**	**1,012**	**1,011**	**1,053**	**1,135**	**901**	**693**	**574**	**490**	**316**	**219**

24 Hour Total:	17,090				
AM Peak Hour begins:	8:30	AM Peak Volume:	1,198	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	12:00	PM Peak Volume:	1,153	PM PeaK Hour Factor:	0.94

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	29	20	26	17	43	137	198	273	193	186	291
30	57	34	17	14	30	76	132	194	312	194	230	264
45	34	24	20	14	33	84	214	227	253	242	326	240
00	31	19	17	14	41	97	184	286	209	249	332	264
Hr Total	**166**	**106**	**74**	**68**	**121**	**300**	**667**	**905**	**1,047**	**878**	**1,074**	**1,059**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	265	281	296	288	280	363	315	267	199	172	130	89
30	255	258	276	285	322	326	320	209	198	190	137	70
45	293	253	280	291	307	348	261	242	231	154	96	86
00	296	265	251	294	327	281	267	198	196	116	95	48
Hr Total	**1,109**	**1,057**	**1,103**	**1,158**	**1,236**	**1,318**	**1,163**	**916**	**824**	**632**	**458**	**293**

24 Hour Total:	17,732				
AM Peak Hour begins:	10:30	AM Peak Volume:	1,213	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	1,364	PM PeaK Hour Factor:	0.94

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	89	52	48	48	44	98	368	523	545	488	435	569
30	99	57	37	40	64	109	358	483	579	530	493	540
45	61	51	33	38	72	176	518	521	554	522	581	534
00	53	53	35	24	93	231	438	564	475	515	592	560
Hr Total	**302**	**213**	**153**	**150**	**273**	**614**	**1,682**	**2,091**	**2,153**	**2,055**	**2,101**	**2,203**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	531	541	543	559	555	638	533	481	361	312	221	146
30	561	520	549	531	554	634	566	388	335	325	205	123
45	588	505	549	567	577	605	489	402	361	280	183	150
00	582	499	474	512	603	576	476	338	341	205	165	93
Hr Total	**2,262**	**2,065**	**2,115**	**2,169**	**2,289**	**2,453**	**2,064**	**1,609**	**1,398**	**1,122**	**774**	**512**

24 Hour Total:	34,822				
AM Peak Hour begins:	10:30	AM Peak Volume:	2,282	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	2,480	PM PeaK Hour Factor:	0.97

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd between East Bay HS D/W & I-75 SB Ramps				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	18	21	20	27	57	214	325	300	280	280	254
30	33	23	17	25	32	75	236	324	283	295	259	272
45	28	27	16	25	56	100	286	306	314	278	246	285
00	25	27	17	20	58	138	286	307	290	272	253	281
Hr Total	**122**	**94**	**71**	**90**	**173**	**370**	**1,022**	**1,262**	**1,187**	**1,124**	**1,038**	**1,091**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	254	239	257	260	287	275	208	157	122	82	56
30	275	257	239	247	247	296	250	180	143	119	69	48
45	272	247	247	280	269	283	249	162	140	115	76	50
00	259	239	223	229	265	272	197	157	140	96	71	44
Hr Total	**1,081**	**998**	**949**	**1,013**	**1,041**	**1,137**	**971**	**707**	**580**	**452**	**299**	**197**

24 Hour Total:	17,069					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,262	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,137	PM PeaK Hour Factor:	0.96	

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	27	21	23	22	46	124	158	244	203	198	248
30	48	31	18	20	29	74	143	173	258	190	235	212
45	29	27	17	19	43	90	181	208	224	235	254	232
00	32	20	18	20	45	108	172	254	219	230	278	248
Hr Total	**156**	**106**	**75**	**82**	**140**	**318**	**620**	**794**	**945**	**858**	**964**	**940**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	249	255	256	260	286	369	300	257	203	170	116	78
30	250	235	265	273	330	334	296	205	205	178	110	57
45	261	244	259	274	316	330	266	232	180	158	89	62
00	265	251	257	285	335	298	248	196	166	118	78	58
Hr Total	**1,025**	**986**	**1,037**	**1,092**	**1,268**	**1,330**	**1,110**	**890**	**753**	**624**	**394**	**256**

24 Hour Total:	16,762					
AM Peak Hour begins:	10:15	AM Peak Volume:	1,014	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,367	PM PeaK Hour Factor:	0.93	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	45	42	43	49	103	338	483	544	483	478	502
30	81	54	36	45	62	149	379	498	541	485	494	484
45	57	54	33	44	99	190	467	514	538	513	500	517
00	57	47	36	40	103	246	458	561	508	502	531	528
Hr Total	**278**	**200**	**146**	**172**	**313**	**688**	**1,642**	**2,056**	**2,132**	**1,982**	**2,003**	**2,031**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	525	509	495	517	546	656	575	465	360	292	198	134
30	525	493	504	520	577	629	546	384	347	297	180	105
45	533	491	506	554	585	612	515	394	320	273	165	112
00	524	491	480	514	600	570	445	353	306	214	150	102
Hr Total	**2,106**	**1,984**	**1,985**	**2,105**	**2,308**	**2,467**	**2,081**	**1,597**	**1,333**	**1,077**	**692**	**452**

24 Hour Total:	33,830					
AM Peak Hour begins:	7:45	AM Peak Volume:	2,184	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:45	PM Peak Volume:	2,497	PM PeaK Hour Factor:	0.95	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd east of Simmons Loop				

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	34	28	24	29	58	80	159	219	249	267	261
30	47	39	17	26	38	46	109	182	210	265	245	257
45	51	33	28	35	38	73	139	216	251	265	249	281
00	38	24	31	22	49	74	169	224	241	294	253	283
Hr Total	**192**	**130**	**104**	**107**	**154**	**251**	**497**	**781**	**921**	**1,073**	**1,014**	**1,082**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	269	296	282	294	416	472	419	344	264	195	152	118
30	291	298	301	337	394	466	489	307	263	169	145	115
45	315	283	274	326	454	512	496	264	256	210	143	92
00	299	306	289	374	453	498	336	253	208	176	105	102
Hr Total	**1,174**	**1,183**	**1,146**	**1,331**	**1,717**	**1,948**	**1,740**	**1,168**	**991**	**750**	**545**	**427**

24 Hour Total:	20,426				
AM Peak Hour begins:	11:45	AM Peak Volume:	1,158	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	1,948	PM PeaK Hour Factor:	0.95

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	24	21	39	57	126	365	567	473	294	329	296
30	43	37	28	32	59	192	448	599	480	344	334	280
45	35	29	25	32	91	240	516	622	373	317	312	303
00	34	17	24	48	78	265	501	486	344	334	301	264
Hr Total	**170**	**107**	**98**	**151**	**285**	**823**	**1,830**	**2,274**	**1,670**	**1,289**	**1,276**	**1,143**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	321	311	325	305	259	281	267	255	187	140	111	64
30	323	320	291	258	234	289	237	195	187	159	92	62
45	292	298	295	279	265	253	243	198	154	129	98	42
00	313	284	289	252	300	259	187	167	138	103	62	54
Hr Total	**1,249**	**1,213**	**1,200**	**1,094**	**1,058**	**1,082**	**934**	**815**	**666**	**531**	**363**	**222**

24 Hour Total:	21,543				
AM Peak Hour begins:	6:45	AM Peak Volume:	2,289	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:00	PM Peak Volume:	1,249	PM PeaK Hour Factor:	0.97

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	114	58	49	63	86	184	445	726	692	543	596	557
30	90	76	45	58	97	238	557	781	690	609	579	537
45	86	62	53	67	129	313	655	838	624	582	561	584
00	72	41	55	70	127	339	670	710	585	628	554	547
Hr Total	**362**	**237**	**202**	**258**	**439**	**1,074**	**2,327**	**3,055**	**2,591**	**2,362**	**2,290**	**2,225**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	590	607	607	599	675	753	686	599	451	335	263	182
30	614	618	592	595	628	755	726	502	450	328	237	177
45	607	581	569	605	719	765	739	462	410	339	241	134
00	612	590	578	626	753	757	523	420	346	279	167	156
Hr Total	**2,423**	**2,396**	**2,346**	**2,425**	**2,775**	**3,030**	**2,674**	**1,983**	**1,657**	**1,281**	**908**	**649**

24 Hour Total:	41,969				
AM Peak Hour begins:	7:00	AM Peak Volume:	3,055	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	3,030	PM PeaK Hour Factor:	0.99

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd east of Simmons Loop				

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	32	26	28	30	47	85	199	220	224	222	233
30	76	32	28	27	31	55	124	198	221	224	217	242
45	64	46	21	24	38	57	146	202	214	221	233	290
00	38	30	40	30	50	68	175	245	267	271	282	252
Hr Total	**234**	**140**	**115**	**109**	**149**	**227**	**530**	**844**	**922**	**940**	**954**	**1,017**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	254	275	241	284	400	485	443	322	267	209	137	115
30	311	272	288	307	374	503	496	307	240	219	145	76
45	275	288	290	315	420	530	377	246	243	209	132	84
00	264	305	308	366	464	523	352	258	241	176	107	66
Hr Total	**1,104**	**1,140**	**1,127**	**1,272**	**1,658**	**2,041**	**1,668**	**1,133**	**991**	**813**	**521**	**341**

24 Hour Total:	19,990				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,107	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	2,041	PM PeaK Hour Factor:	0.96

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	37	31	35	41	125	360	532	586	324	309	273
30	39	26	22	57	49	164	438	492	457	295	273	255
45	37	25	27	46	86	236	521	572	355	372	291	273
00	37	21	28	37	91	295	512	604	363	298	241	269
Hr Total	**167**	**109**	**108**	**175**	**267**	**820**	**1,831**	**2,200**	**1,761**	**1,289**	**1,114**	**1,070**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	311	295	287	295	281	297	233	196	144	124	68
30	271	283	295	269	281	287	269	184	159	143	103	54
45	290	271	253	281	276	272	267	225	166	135	109	52
00	289	272	276	216	299	271	225	199	143	136	66	71
Hr Total	**1,113**	**1,137**	**1,119**	**1,053**	**1,151**	**1,111**	**1,058**	**841**	**664**	**558**	**402**	**245**

24 Hour Total:	21,363				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,254	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:30	PM Peak Volume:	1,173	PM PeaK Hour Factor:	0.94

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	110	69	57	63	71	172	445	731	806	548	531	506
30	115	58	50	84	80	219	562	690	678	519	490	497
45	101	71	48	70	124	293	667	774	569	593	524	563
00	75	51	68	67	141	363	687	849	630	569	523	521
Hr Total	**401**	**249**	**223**	**284**	**416**	**1,047**	**2,361**	**3,044**	**2,683**	**2,229**	**2,068**	**2,087**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	517	586	536	571	695	766	740	555	463	353	261	183
30	582	555	583	576	655	790	765	491	399	362	248	130
45	565	559	543	596	696	802	644	471	409	344	241	136
00	553	577	584	582	763	794	577	457	384	312	173	137
Hr Total	**2,217**	**2,277**	**2,246**	**2,325**	**2,809**	**3,152**	**2,726**	**1,974**	**1,655**	**1,371**	**923**	**586**

24 Hour Total:	41,353				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,119	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	3,152	PM PeaK Hour Factor:	0.98

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd east of Simmons Loop				

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	28	28	29	29	39	89	176	238	238	231	371
30	81	33	36	24	30	56	115	214	264	243	239	326
45	69	34	19	24	36	61	177	225	251	289	410	301
00	54	39	29	25	61	69	178	225	212	247	480	318
Hr Total	**286**	**134**	**112**	**102**	**156**	**225**	**559**	**840**	**965**	**1,017**	**1,360**	**1,316**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	326	285	290	344	426	465	326	261	246	174	99
30	309	299	295	290	379	475	514	317	259	243	164	93
45	305	267	306	344	405	482	422	295	228	215	142	120
00	326	306	295	337	463	482	346	290	236	212	104	85
Hr Total	**1,196**	**1,198**	**1,181**	**1,261**	**1,591**	**1,865**	**1,747**	**1,228**	**984**	**916**	**584**	**397**

24 Hour Total:	21,220				
AM Peak Hour begins:	10:30	AM Peak Volume:	1,587	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:30	PM Peak Volume:	1,943	PM PeaK Hour Factor:	0.95

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	33	18	38	35	121	234	464	605	377	295	296
30	46	42	20	30	46	184	302	529	561	313	316	298
45	31	25	23	39	81	230	363	528	437	303	270	277
00	35	15	29	44	86	229	465	623	447	350	291	322
Hr Total	**167**	**115**	**90**	**151**	**248**	**764**	**1,364**	**2,144**	**2,050**	**1,343**	**1,172**	**1,193**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	312	315	359	323	301	319	258	247	185	163	110	68
30	309	320	329	328	272	288	282	220	168	155	130	72
45	374	334	329	302	295	290	271	236	223	151	105	71
00	345	294	292	283	296	253	255	189	177	117	96	49
Hr Total	**1,340**	**1,263**	**1,309**	**1,236**	**1,164**	**1,150**	**1,066**	**892**	**753**	**586**	**441**	**260**

24 Hour Total:	22,261				
AM Peak Hour begins:	7:30	AM Peak Volume:	2,317	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:30	PM Peak Volume:	1,354	PM PeaK Hour Factor:	0.91

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	137	61	46	67	64	160	323	640	843	615	526	667
30	127	75	56	54	76	240	417	743	825	556	555	624
45	100	59	42	63	117	291	540	753	688	592	680	578
00	89	54	58	69	147	298	643	848	659	597	771	640
Hr Total	**453**	**249**	**202**	**253**	**404**	**989**	**1,923**	**2,984**	**3,015**	**2,360**	**2,532**	**2,509**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	568	641	644	613	645	745	723	573	446	409	284	167
30	618	619	624	618	651	763	796	537	427	398	294	165
45	679	601	635	646	700	772	693	531	451	366	247	191
00	671	600	587	620	759	735	601	479	413	329	200	134
Hr Total	**2,536**	**2,461**	**2,490**	**2,497**	**2,755**	**3,015**	**2,813**	**2,120**	**1,737**	**1,502**	**1,025**	**657**

24 Hour Total:	43,481				
AM Peak Hour begins:	7:30	AM Peak Volume:	3,269	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	3,039	PM PeaK Hour Factor:	0.98

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd east of Simmons Loop				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	31	27	27	29	48	85	178	226	237	240	288
30	68	35	27	26	33	52	116	198	232	244	234	275
45	61	38	23	28	37	64	154	214	239	258	297	291
00	43	31	33	26	53	70	174	231	240	271	338	284
Hr Total	**237**	**135**	**110**	**106**	**153**	**234**	**529**	**822**	**936**	**1,010**	**1,109**	**1,138**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	260	299	269	289	387	461	442	331	264	217	154	111
30	304	290	295	311	382	481	500	310	254	210	151	95
45	298	279	290	328	426	508	432	268	242	211	139	99
00	296	306	297	359	460	501	345	267	228	188	105	84
Hr Total	**1,158**	**1,174**	**1,151**	**1,288**	**1,655**	**1,951**	**1,718**	**1,176**	**989**	**826**	**550**	**388**

24 Hour Total:	20,545					
AM Peak Hour begins:	10:30	AM Peak Volume:	1,199	AM Peak Hour Factor:		0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	1,951	PM PeaK Hour Factor:		0.96

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	31	23	37	44	124	320	521	555	332	311	288
30	43	35	23	40	51	180	396	540	499	317	308	278
45	34	26	25	39	86	235	467	574	388	331	291	284
00	35	18	27	43	85	263	493	571	385	327	278	285
Hr Total	**168**	**110**	**99**	**159**	**267**	**802**	**1,675**	**2,206**	**1,827**	**1,307**	**1,187**	**1,135**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	299	312	326	305	285	294	274	245	189	149	115	67
30	301	308	305	285	262	288	263	200	171	152	108	63
45	319	301	292	287	279	272	260	220	181	138	104	55
00	316	283	286	250	298	261	222	185	153	119	75	58
Hr Total	**1,234**	**1,204**	**1,209**	**1,128**	**1,124**	**1,114**	**1,019**	**849**	**694**	**558**	**402**	**242**

24 Hour Total:	21,722					
AM Peak Hour begins:	7:15	AM Peak Volume:	2,240	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	12:30	PM Peak Volume:	1,254	PM PeaK Hour Factor:		0.98

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	120	63	51	64	74	172	404	699	780	569	551	577
30	111	70	50	65	84	232	512	738	731	561	541	553
45	96	64	48	67	123	299	621	788	627	589	588	575
00	79	49	60	69	138	333	667	802	625	598	616	569
Hr Total	**405**	**245**	**209**	**265**	**420**	**1,037**	**2,204**	**3,028**	**2,763**	**2,317**	**2,297**	**2,274**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	558	611	596	594	672	755	716	576	453	366	269	177
30	605	597	600	596	645	769	762	510	425	363	260	157
45	617	580	582	616	705	780	692	488	423	350	243	154
00	612	589	583	609	758	762	567	452	381	307	180	142
Hr Total	**2,392**	**2,378**	**2,361**	**2,416**	**2,780**	**3,066**	**2,738**	**2,026**	**1,683**	**1,385**	**952**	**631**

24 Hour Total:	42,268					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,109	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	17:00	PM Peak Volume:	3,066	PM PeaK Hour Factor:		0.98

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd west of East Bay HS D/W				

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	14	18	10	31	61	224	288	323	283	296	262
30	27	30	18	29	41	99	240	330	298	307	267	246
45	29	26	15	25	62	107	277	300	292	271	266	303
00	21	22	20	19	46	153	316	308	276	259	266	300
Hr Total	**105**	**92**	**71**	**83**	**180**	**420**	**1,057**	**1,226**	**1,189**	**1,120**	**1,095**	**1,111**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	278	273	257	263	235	292	296	210	149	98	80	58
30	261	263	247	273	255	283	279	184	147	116	69	48
45	271	250	248	280	257	303	243	152	149	105	54	45
00	260	246	213	210	255	236	169	166	148	98	71	40
Hr Total	**1,070**	**1,032**	**965**	**1,026**	**1,002**	**1,114**	**987**	**712**	**593**	**417**	**274**	**191**

24 Hour Total:	17,132				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,261	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,133	PM PeaK Hour Factor:	0.93

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	24	18	26	26	49	101	187	239	189	223	222
30	56	23	22	19	33	77	152	214	237	189	223	216
45	27	31	12	18	38	71	195	227	219	233	220	232
00	32	17	12	19	45	111	201	214	223	225	215	225
Hr Total	**152**	**95**	**64**	**82**	**142**	**308**	**649**	**842**	**918**	**836**	**881**	**895**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	248	235	223	233	291	333	301	282	212	154	120	79
30	271	240	261	258	261	335	290	221	208	189	99	63
45	249	236	239	234	330	325	268	198	158	153	84	43
00	250	238	250	288	322	283	238	191	166	103	52	57
Hr Total	**1,018**	**949**	**973**	**1,013**	**1,204**	**1,276**	**1,097**	**892**	**744**	**599**	**355**	**242**

24 Hour Total:	16,226				
AM Peak Hour begins:	11:45	AM Peak Volume:	993	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	1,320	PM PeaK Hour Factor:	0.99

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	38	36	36	57	110	325	475	562	472	519	484
30	83	53	40	48	74	176	392	544	535	496	490	462
45	56	57	27	43	100	178	472	527	511	504	486	535
00	53	39	32	38	91	264	517	522	499	484	481	525
Hr Total	**257**	**187**	**135**	**165**	**322**	**728**	**1,706**	**2,068**	**2,107**	**1,956**	**1,976**	**2,006**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	526	508	480	496	526	625	597	492	361	252	200	137
30	532	503	508	531	516	618	569	405	355	305	168	111
45	520	486	487	514	587	628	511	350	307	258	138	88
00	510	484	463	498	577	519	407	357	314	201	123	97
Hr Total	**2,088**	**1,981**	**1,938**	**2,039**	**2,206**	**2,390**	**2,084**	**1,604**	**1,337**	**1,016**	**629**	**433**

24 Hour Total:	33,358				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,155	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	2,448	PM PeaK Hour Factor:	0.97

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd west of East Bay HS D/W				

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	18	14	27	21	59	188	340	283	246	285	234
30	26	16	17	19	31	85	255	336	268	234	267	271
45	34	24	16	25	58	102	295	305	317	275	246	251
00	19	27	14	27	76	136	282	313	290	262	223	254
Hr Total	**111**	**85**	**61**	**98**	**186**	**382**	**1,020**	**1,294**	**1,158**	**1,017**	**1,021**	**1,010**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	278	235	227	236	253	310	304	215	152	125	82	56
30	243	250	193	239	238	301	269	172	150	122	66	39
45	254	227	221	292	304	304	251	169	144	107	91	47
00	216	220	247	249	240	283	208	153	128	98	73	43
Hr Total	**991**	**932**	**888**	**1,016**	**1,035**	**1,198**	**1,032**	**709**	**574**	**452**	**312**	**185**

24 Hour Total:	16,767				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,294	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	1,198	PM PeaK Hour Factor:	0.97

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	31	26	22	17	40	113	178	275	228	197	196
30	34	28	16	27	33	62	119	200	260	181	226	169
45	27	30	20	20	44	84	198	200	230	254	189	200
00	30	23	25	22	42	108	237	227	216	245	205	214
Hr Total	**143**	**112**	**87**	**91**	**136**	**294**	**667**	**805**	**981**	**908**	**817**	**779**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	244	230	265	300	352	323	239	206	175	120	69
30	211	188	237	263	354	381	294	198	202	167	100	47
45	243	242	250	253	346	340	254	248	154	173	82	61
00	235	232	246	266	340	282	245	201	150	125	82	66
Hr Total	**911**	**906**	**963**	**1,047**	**1,340**	**1,355**	**1,116**	**886**	**712**	**640**	**384**	**243**

24 Hour Total:	16,323				
AM Peak Hour begins:	7:45	AM Peak Volume:	992	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30	PM Peak Volume:	1,419	PM PeaK Hour Factor:	0.93

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	84	49	40	49	38	99	301	518	558	474	482	430
30	60	44	33	46	64	147	374	536	528	415	493	440
45	61	54	36	45	102	186	493	505	547	529	435	451
00	49	50	39	49	118	244	519	540	506	507	428	468
Hr Total	**254**	**197**	**148**	**189**	**322**	**676**	**1,687**	**2,099**	**2,139**	**1,925**	**1,838**	**1,789**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	500	479	457	501	553	662	627	454	358	300	202	125
30	454	438	430	502	592	682	563	370	352	289	166	86
45	497	469	471	545	650	644	505	417	298	280	173	108
00	451	452	493	515	580	565	453	354	278	223	155	109
Hr Total	**1,902**	**1,838**	**1,851**	**2,063**	**2,375**	**2,553**	**2,148**	**1,595**	**1,286**	**1,092**	**696**	**428**

24 Hour Total:	33,090				
AM Peak Hour begins:	7:45	AM Peak Volume:	2,173	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	2,574	PM PeaK Hour Factor:	0.94

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd west of East Bay HS D/W				

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	21	27	22	26	54	240	341	277	325	250	266
30	43	22	20	28	35	101	228	289	270	322	267	301
45	26	30	16	19	41	93	295	290	318	274	261	283
00	23	34	16	11	50	144	257	272	241	256	281	304
Hr Total	**137**	**107**	**79**	**80**	**152**	**392**	**1,020**	**1,192**	**1,106**	**1,177**	**1,059**	**1,154**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	247	261	275	284	300	281	222	159	150	98	55
30	291	263	286	268	254	301	282	189	139	142	68	51
45	308	240	285	293	301	293	227	169	141	126	87	67
00	291	235	239	246	298	339	223	158	142	87	75	41
Hr Total	**1,166**	**985**	**1,071**	**1,082**	**1,137**	**1,233**	**1,013**	**738**	**581**	**505**	**328**	**214**

24 Hour Total:	17,708				
AM Peak Hour begins:	8:30	AM Peak Volume:	1,206	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	1,233	PM PeaK Hour Factor:	0.91

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	29	19	24	18	44	123	185	266	204	182	283
30	56	29	19	13	29	72	129	187	307	192	213	263
45	35	31	18	13	30	81	208	207	225	229	264	239
00	32	19	20	17	36	88	176	269	210	236	335	232
Hr Total	**175**	**108**	**76**	**67**	**113**	**285**	**636**	**848**	**1,008**	**861**	**994**	**1,017**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	264	269	279	269	287	359	316	260	210	179	128	100
30	248	265	271	265	315	313	315	224	203	177	137	72
45	287	260	282	289	320	341	271	245	215	166	92	83
00	277	244	255	309	305	290	258	186	225	121	95	48
Hr Total	**1,076**	**1,038**	**1,087**	**1,132**	**1,227**	**1,303**	**1,160**	**915**	**853**	**643**	**452**	**303**

24 Hour Total:	17,377				
AM Peak Hour begins:	10:30	AM Peak Volume:	1,145	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45	PM Peak Volume:	1,318	PM PeaK Hour Factor:	0.92

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	97	50	46	46	44	98	363	526	543	529	432	549
30	99	51	39	41	64	173	357	476	577	514	480	564
45	61	61	34	32	71	174	503	497	543	503	525	522
00	55	53	36	28	86	232	433	541	451	492	616	536
Hr Total	**312**	**215**	**155**	**147**	**265**	**677**	**1,656**	**2,040**	**2,114**	**2,038**	**2,053**	**2,171**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	540	516	540	544	571	659	597	482	369	329	226	155
30	539	528	557	533	569	614	597	413	342	319	205	123
45	595	500	567	582	621	634	498	414	356	292	179	150
00	568	479	494	555	603	629	481	344	367	208	170	89
Hr Total	**2,242**	**2,023**	**2,158**	**2,214**	**2,364**	**2,536**	**2,173**	**1,653**	**1,434**	**1,148**	**780**	**517**

24 Hour Total:	35,085				
AM Peak Hour begins:	10:30	AM Peak Volume:	2,254	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	2,536	PM PeaK Hour Factor:	0.96

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd west of East Bay HS D/W				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	18	20	20	26	58	217	323	294	285	277	254
30	32	23	18	25	36	95	241	318	279	288	267	273
45	30	27	16	23	54	101	289	298	309	273	258	279
00	21	28	17	19	57	144	285	298	269	259	257	286
Hr Total	**118**	**95**	**70**	**87**	**173**	**398**	**1,032**	**1,237**	**1,151**	**1,105**	**1,058**	**1,092**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	277	252	248	258	257	301	294	216	153	124	87	56
30	265	259	242	260	249	295	277	182	145	127	68	46
45	278	239	251	288	287	300	240	163	145	113	77	53
00	256	234	233	235	264	286	200	159	139	94	73	41
Hr Total	**1,076**	**983**	**975**	**1,041**	**1,058**	**1,182**	**1,011**	**720**	**583**	**458**	**305**	**197**

24 Hour Total:	17,202					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,237	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,182	PM PeaK Hour Factor:	0.98	

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	28	21	24	20	44	112	183	260	207	201	234
30	49	27	19	20	32	70	133	200	268	187	221	216
45	30	31	17	17	37	79	200	211	225	239	224	224
00	31	20	19	19	41	102	205	237	216	235	252	224
Hr Total	**157**	**105**	**76**	**80**	**130**	**296**	**651**	**832**	**969**	**868**	**897**	**897**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	245	249	244	256	293	348	313	260	209	169	123	83
30	243	231	256	262	310	343	300	214	204	178	112	61
45	260	246	257	259	332	335	264	230	176	164	86	62
00	254	238	250	288	322	285	247	193	180	116	76	57
Hr Total	**1,002**	**964**	**1,008**	**1,064**	**1,257**	**1,311**	**1,124**	**898**	**770**	**627**	**397**	**263**

24 Hour Total:	16,642					
AM Peak Hour begins:	7:45	AM Peak Volume:	989	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,349	PM PeaK Hour Factor:	0.97	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	46	41	44	46	102	330	506	554	492	478	488
30	81	49	37	45	67	165	374	519	547	475	488	489
45	59	57	32	40	91	179	489	510	534	512	482	503
00	52	47	36	38	98	247	490	534	485	494	508	510
Hr Total	**274**	**200**	**146**	**167**	**303**	**694**	**1,683**	**2,069**	**2,120**	**1,973**	**1,956**	**1,989**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	522	501	492	514	550	649	607	476	363	294	209	139
30	508	490	498	522	559	638	576	396	350	304	180	107
45	537	485	508	547	619	635	505	394	320	277	163	115
00	510	472	483	523	587	571	447	352	320	211	149	98
Hr Total	**2,077**	**1,947**	**1,982**	**2,105**	**2,315**	**2,493**	**2,135**	**1,617**	**1,352**	**1,085**	**702**	**459**

24 Hour Total:	33,844					
AM Peak Hour begins:	7:45	AM Peak Volume:	2,169	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	16:45	PM Peak Volume:	2,509	PM PeaK Hour Factor:	0.97	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd west of Simmons Loop				

Eastbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	37	29	24	30	59	99	180	234	270	294	278
30	51	39	19	29	43	46	129	190	228	276	254	291
45	55	35	32	34	38	75	156	240	279	281	255	294
00	42	25	28	26	48	86	205	254	265	291	274	300
Hr Total	**203**	**136**	**108**	**113**	**159**	**266**	**589**	**864**	**1,006**	**1,118**	**1,077**	**1,163**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	301	321	303	314	434	492	470	370	278	211	157	122
30	309	305	324	364	429	535	541	333	273	181	148	121
45	331	311	297	362	515	552	521	281	282	233	154	93
00	328	325	297	393	505	519	373	281	214	182	109	104
Hr Total	**1,269**	**1,262**	**1,221**	**1,433**	**1,883**	**2,098**	**1,905**	**1,265**	**1,047**	**807**	**568**	**440**

24 Hour Total:	22,000				
AM Peak Hour begins:	11:45	AM Peak Volume:	1,241	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	2,098	PM PeaK Hour Factor:	0.95

Westbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	23	19	43	56	118	366	689	536	289	342	303
30	43	36	25	31	68	198	445	680	518	350	339	278
45	45	31	27	31	93	234	577	665	402	345	309	313
00	34	22	25	44	83	275	618	605	356	317	306	258
Hr Total	**181**	**112**	**96**	**149**	**300**	**825**	**2,006**	**2,639**	**1,812**	**1,301**	**1,296**	**1,152**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	303	311	299	293	279	322	293	245	190	157	120	68
30	342	316	312	288	257	282	236	227	176	164	90	61
45	303	302	278	277	269	265	220	186	164	138	101	47
00	291	301	313	248	297	265	208	181	142	98	64	50
Hr Total	**1,239**	**1,230**	**1,202**	**1,106**	**1,102**	**1,134**	**957**	**839**	**672**	**557**	**375**	**226**

24 Hour Total:	22,508				
AM Peak Hour begins:	6:45	AM Peak Volume:	2,652	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:15	PM Peak Volume:	1,247	PM PeaK Hour Factor:	0.91

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	114	60	48	67	86	177	465	869	770	559	636	581
30	94	75	44	60	111	244	574	870	746	626	593	569
45	100	66	59	65	131	309	733	905	681	626	564	607
00	76	47	53	70	131	361	823	859	621	608	580	558
Hr Total	**384**	**248**	**204**	**262**	**459**	**1,091**	**2,595**	**3,503**	**2,818**	**2,419**	**2,373**	**2,315**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	604	632	602	607	713	814	763	615	468	368	277	190
30	651	621	636	652	686	817	777	560	449	345	238	182
45	634	613	575	639	784	817	741	467	446	371	255	140
00	619	626	610	641	802	784	581	462	356	280	173	154
Hr Total	**2,508**	**2,492**	**2,423**	**2,539**	**2,985**	**3,232**	**2,862**	**2,104**	**1,719**	**1,364**	**943**	**666**

24 Hour Total:	44,508				
AM Peak Hour begins:	7:00	AM Peak Volume:	3,503	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	3,250	PM PeaK Hour Factor:	0.99

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd west of Simmons Loop				

Eastbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	30	28	28	33	48	102	210	235	229	230	202
30	80	35	29	27	31	61	132	216	236	239	244	244
45	61	49	23	27	39	60	169	226	234	241	259	304
00	42	33	38	30	51	83	209	263	275	286	252	272
Hr Total	**238**	**147**	**118**	**112**	**154**	**252**	**612**	**915**	**980**	**995**	**985**	**1,022**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	281	287	257	312	433	534	513	373	288	237	155	114
30	311	296	299	322	412	602	575	327	278	250	165	86
45	296	307	322	344	504	612	424	268	260	232	137	86
00	279	318	323	400	539	600	383	293	266	193	124	69
Hr Total	**1,167**	**1,208**	**1,201**	**1,378**	**1,888**	**2,348**	**1,895**	**1,261**	**1,092**	**912**	**581**	**355**

24 Hour Total:	21,816				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,168	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	2,348	PM PeaK Hour Factor:	0.96

Westbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	35	31	33	38	121	352	563	545	324	319	286
30	42	29	21	59	49	168	440	567	533	296	276	271
45	41	31	30	51	88	233	545	582	376	348	274	287
00	37	23	29	39	88	291	553	548	396	303	255	273
Hr Total	**173**	**118**	**111**	**182**	**263**	**813**	**1,890**	**2,260**	**1,850**	**1,271**	**1,124**	**1,117**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	288	291	275	292	308	312	239	188	153	125	67
30	271	284	297	283	296	290	276	196	181	143	108	57
45	299	287	259	287	285	283	254	233	160	138	106	58
00	286	280	279	238	316	290	234	200	144	137	81	66
Hr Total	**1,128**	**1,139**	**1,126**	**1,083**	**1,189**	**1,171**	**1,076**	**868**	**673**	**571**	**420**	**248**

24 Hour Total:	21,864				
AM Peak Hour begins:	6:45	AM Peak Volume:	2,265	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:15	PM Peak Volume:	1,205	PM PeaK Hour Factor:	0.95

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	108	65	59	61	71	169	454	773	780	553	549	488
30	122	64	50	86	80	229	572	783	769	535	520	515
45	102	80	53	78	127	293	714	808	610	589	533	591
00	79	56	67	69	139	374	762	811	671	589	507	545
Hr Total	**411**	**265**	**229**	**294**	**417**	**1,065**	**2,502**	**3,175**	**2,830**	**2,266**	**2,109**	**2,139**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	553	575	548	587	725	842	825	612	476	390	280	181
30	582	580	596	605	708	892	851	523	459	393	273	143
45	595	594	581	631	789	895	678	501	420	370	243	144
00	565	598	602	638	855	890	617	493	410	330	205	135
Hr Total	**2,295**	**2,347**	**2,327**	**2,461**	**3,077**	**3,519**	**2,971**	**2,129**	**1,765**	**1,483**	**1,001**	**603**

24 Hour Total:	43,680				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,182	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00	PM Peak Volume:	3,519	PM PeaK Hour Factor:	0.98

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd west of Simmons Loop				

Eastbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	32	29	27	31	36	105	184	249	256	244	401
30	82	38	39	23	29	56	130	238	279	274	251	374
45	71	36	21	24	36	71	208	228	267	303	468	337
00	59	39	31	26	65	73	203	233	243	268	445	356
Hr Total	**298**	**145**	**120**	**100**	**161**	**236**	**646**	**883**	**1,038**	**1,101**	**1,408**	**1,468**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	291	349	340	341	444	527	541	371	304	286	177	108
30	345	338	352	349	474	625	585	367	277	267	181	110
45	345	306	355	410	515	607	480	345	260	239	144	115
00	349	358	331	412	575	556	369	310	265	227	116	92
Hr Total	**1,330**	**1,351**	**1,378**	**1,512**	**2,008**	**2,315**	**1,975**	**1,393**	**1,106**	**1,019**	**618**	**425**

24 Hour Total:	24,034				
AM Peak Hour begins:	10:30	AM Peak Volume:	1,688	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45	PM Peak Volume:	2,334	PM PeaK Hour Factor:	0.93

Westbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	28	19	40	34	113	371	589	563	339	317	304
30	48	49	19	29	50	190	425	558	560	334	305	297
45	33	29	24	39	80	234	536	643	427	348	303	281
00	34	17	29	45	90	248	502	627	392	346	272	301
Hr Total	**172**	**123**	**91**	**153**	**254**	**785**	**1,834**	**2,417**	**1,942**	**1,367**	**1,197**	**1,183**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	320	333	341	362	285	331	277	253	197	155	109	77
30	309	314	351	322	310	311	290	227	191	164	131	70
45	380	338	336	322	310	300	258	250	228	152	114	84
00	343	313	302	284	279	255	271	200	189	110	93	52
Hr Total	**1,352**	**1,298**	**1,330**	**1,290**	**1,184**	**1,197**	**1,096**	**930**	**805**	**581**	**447**	**283**

24 Hour Total:	23,311				
AM Peak Hour begins:	7:00	AM Peak Volume:	2,417	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:30	PM Peak Volume:	1,370	PM PeaK Hour Factor:	0.90

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	143	60	48	67	65	149	476	773	812	595	561	705
30	130	87	58	52	79	246	555	796	839	608	556	671
45	104	65	45	63	116	305	744	871	694	651	771	618
00	93	56	60	71	155	321	705	860	635	614	717	657
Hr Total	**470**	**268**	**211**	**253**	**415**	**1,021**	**2,480**	**3,300**	**2,980**	**2,468**	**2,605**	**2,651**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	611	682	681	703	729	858	818	624	501	441	286	185
30	654	652	703	671	784	936	875	594	468	431	312	180
45	725	644	691	732	825	907	738	595	488	391	258	199
00	692	671	633	696	854	811	640	510	454	337	209	144
Hr Total	**2,682**	**2,649**	**2,708**	**2,802**	**3,192**	**3,512**	**3,071**	**2,323**	**1,911**	**1,600**	**1,065**	**708**

24 Hour Total:	47,345				
AM Peak Hour begins:	7:30	AM Peak Volume:	3,382	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	3,555	PM PeaK Hour Factor:	0.95

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Big Bend Rd west of Simmons Loop				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	33	29	26	31	48	102	191	239	252	256	294
30	71	37	29	26	34	54	130	215	248	263	250	303
45	62	40	25	28	38	69	178	231	260	275	327	312
00	48	32	32	27	55	81	206	250	261	282	324	309
Hr Total	**246**	**143**	**115**	**108**	**158**	**251**	**616**	**887**	**1,008**	**1,071**	**1,157**	**1,218**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	291	319	300	322	437	518	508	371	290	245	163	115
30	322	313	325	345	438	587	567	342	276	233	165	106
45	324	308	325	372	511	590	475	298	267	235	145	98
00	319	334	317	402	540	558	375	295	248	201	116	88
Hr Total	**1,255**	**1,274**	**1,267**	**1,441**	**1,926**	**2,254**	**1,925**	**1,306**	**1,082**	**913**	**589**	**407**

24 Hour Total:	22,617					
AM Peak Hour begins:	10:30	AM Peak Volume:	1,248	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:00	PM Peak Volume:	2,254	PM PeaK Hour Factor:	0.95	

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	29	23	39	43	117	363	614	548	317	326	298
30	44	38	22	40	56	185	437	602	537	327	307	282
45	40	30	27	40	87	234	553	630	402	347	295	294
00	35	21	28	43	87	271	558	593	381	322	278	277
Hr Total	**175**	**118**	**99**	**161**	**272**	**808**	**1,910**	**2,439**	**1,868**	**1,313**	**1,206**	**1,151**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	298	311	310	310	285	320	294	246	192	155	118	71
30	307	305	320	298	288	294	267	217	183	157	110	63
45	327	309	291	295	288	283	244	223	184	143	107	63
00	307	298	298	257	297	270	238	194	158	115	79	56
Hr Total	**1,240**	**1,222**	**1,219**	**1,160**	**1,158**	**1,167**	**1,043**	**879**	**717**	**570**	**414**	**252**

24 Hour Total:	22,561					
AM Peak Hour begins:	7:00	AM Peak Volume:	2,439	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	12:15	PM Peak Volume:	1,252	PM PeaK Hour Factor:	0.96	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	122	62	52	65	74	165	465	805	787	569	582	591
30	115	75	51	66	90	240	567	816	785	590	556	585
45	102	70	52	69	125	302	730	861	662	622	623	605
00	83	53	60	70	142	352	763	843	642	604	601	587
Hr Total	**422**	**260**	**215**	**270**	**430**	**1,059**	**2,526**	**3,326**	**2,876**	**2,384**	**2,362**	**2,368**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	589	630	610	632	722	838	802	617	482	400	281	185
30	629	618	645	643	726	882	834	559	459	390	274	168
45	651	617	616	667	799	873	719	521	451	377	252	161
00	625	632	615	658	837	828	613	488	407	316	196	144
Hr Total	**2,495**	**2,496**	**2,486**	**2,601**	**3,085**	**3,421**	**2,968**	**2,185**	**1,798**	**1,482**	**1,003**	**659**

24 Hour Total:	45,178					
AM Peak Hour begins:	7:00	AM Peak Volume:	3,326	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:45	PM Peak Volume:	3,430	PM PeaK Hour Factor:	0.97	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	East Bay HS D/W north of Big Bend Rd				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	1	12	26	27	15	11	19
30	1	0	0	0	0	2	11	17	14	15	9	7
45	1	0	1	0	1	6	12	14	4	10	14	13
00	1	2	0	1	4	12	26	30	15	15	13	17
Hr Total	**4**	**3**	**2**	**1**	**5**	**21**	**61**	**87**	**60**	**55**	**47**	**56**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	6	17	14	15	13	15	8	9	6	6	5
30	12	11	17	18	19	17	19	6	12	3	3	3
45	26	10	10	19	17	15	16	12	3	6	2	1
00	9	7	15	6	24	15	9	3	1	5	2	3
Hr Total	**63**	**34**	**59**	**57**	**75**	**60**	**59**	**29**	**25**	**20**	**13**	**12**

24 Hour Total:	908				
AM Peak Hour begins:	7:15	AM Peak Volume:	88	AM Peak Hour Factor:	0.73
PM Peak Hour begins:	16:00	PM Peak Volume:	75	PM PeaK Hour Factor:	0.78

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	2	1	1	2	22	26	15	13	13
30	4	0	1	1	0	3	6	22	26	10	13	11
45	1	0	0	0	0	1	7	32	15	12	10	10
00	0	0	2	2	4	7	20	22	12	17	12	13
Hr Total	**8**	**0**	**3**	**5**	**5**	**12**	**35**	**98**	**79**	**54**	**48**	**47**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	16	10	9	35	18	16	11	5	4	5	5
30	21	10	17	6	27	25	11	11	9	2	1	6
45	14	15	17	18	26	27	17	9	5	6	4	3
00	11	8	10	18	18	12	11	8	2	11	3	4
Hr Total	**65**	**49**	**54**	**51**	**106**	**82**	**55**	**39**	**21**	**23**	**13**	**18**

24 Hour Total:	970				
AM Peak Hour begins:	7:30	AM Peak Volume:	106	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:45	PM Peak Volume:	106	PM PeaK Hour Factor:	0.76

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	2	1	2	14	48	53	30	24	32
30	5	0	1	1	0	5	17	39	40	25	22	18
45	2	0	1	0	1	7	19	46	19	22	24	23
00	1	2	2	3	8	19	46	52	27	32	25	30
Hr Total	**12**	**3**	**5**	**6**	**10**	**33**	**96**	**185**	**139**	**109**	**95**	**103**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	22	27	23	50	31	31	19	14	10	11	10
30	33	21	34	24	46	42	30	17	21	5	4	9
45	40	25	27	37	43	42	33	21	8	12	6	4
00	20	15	25	24	42	27	20	11	3	16	5	7
Hr Total	**128**	**83**	**113**	**108**	**181**	**142**	**114**	**68**	**46**	**43**	**26**	**30**

24 Hour Total:	1,878				
AM Peak Hour begins:	7:30	AM Peak Volume:	191	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:00	PM Peak Volume:	181	PM PeaK Hour Factor:	0.91

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	East Bay HS D/W north of Big Bend Rd				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	4	7	27	16	19	15	10
30	0	0	0	1	0	5	14	18	20	10	8	14
45	5	0	0	1	1	4	19	21	18	20	11	7
00	2	0	0	1	3	9	18	34	20	13	8	6
Hr Total	**9**	**0**	**0**	**3**	**4**	**22**	**58**	**100**	**74**	**62**	**42**	**37**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	15	2	8	10	19	26	14	5	2	2	5
30	12	9	12	20	7	19	17	10	12	5	2	4
45	8	9	9	17	14	22	16	6	3	2	11	3
00	16	13	14	18	17	20	9	8	8	6	9	1
Hr Total	**52**	**46**	**37**	**63**	**48**	**80**	**68**	**38**	**28**	**15**	**24**	**13**

24 Hour Total:	923					
AM Peak Hour begins:	7:00	AM Peak Volume:	100	AM Peak Hour Factor:	0.74	
PM Peak Hour begins:	17:15	PM Peak Volume:	87	PM PeaK Hour Factor:	0.84	

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	1	6	27	31	16	11	9
30	1	1	0	1	0	3	9	20	23	20	13	17
45	6	2	0	0	1	3	11	17	32	23	10	3
00	1	0	0	3	2	1	18	29	13	7	5	9
Hr Total	**9**	**3**	**0**	**4**	**3**	**8**	**44**	**93**	**99**	**66**	**39**	**38**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	5	13	7	47	21	23	11	8	10	2	4
30	17	6	7	18	18	17	19	9	11	5	1	2
45	8	16	12	15	16	26	13	13	4	4	1	2
00	14	11	7	14	21	16	8	11	7	4	5	2
Hr Total	**51**	**38**	**39**	**54**	**102**	**80**	**63**	**44**	**30**	**23**	**9**	**10**

24 Hour Total:	949					
AM Peak Hour begins:	7:45	AM Peak Volume:	115	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	16:00	PM Peak Volume:	102	PM PeaK Hour Factor:	0.54	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	5	13	54	47	35	26	19
30	1	1	0	2	0	8	23	38	43	30	21	31
45	11	2	0	1	2	7	30	38	50	43	21	10
00	3	0	0	4	5	10	36	63	33	20	13	15
Hr Total	**18**	**3**	**0**	**7**	**7**	**30**	**102**	**193**	**173**	**128**	**81**	**75**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	20	15	15	57	40	49	25	13	12	4	9
30	29	15	19	38	25	36	36	19	23	10	3	6
45	16	25	21	32	30	48	29	19	7	6	12	5
00	30	24	21	32	38	36	17	19	15	10	14	3
Hr Total	**103**	**84**	**76**	**117**	**150**	**160**	**131**	**82**	**58**	**38**	**33**	**23**

24 Hour Total:	1,872					
AM Peak Hour begins:	7:45	AM Peak Volume:	203	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	17:15	PM Peak Volume:	169	PM PeaK Hour Factor:	0.86	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	East Bay HS D/W north of Big Bend Rd				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	13	33	28	15	17	15
30	3	2	0	0	0	4	11	24	23	25	18	15
45	1	1	1	0	3	4	18	25	20	11	19	16
00	0	0	0	0	4	9	14	27	14	13	36	24
Hr Total	**4**	**3**	**2**	**0**	**7**	**18**	**56**	**109**	**85**	**64**	**90**	**70**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	14	22	21	23	23	31	18	13	7	2	1
30	24	28	17	20	14	22	35	12	3	3	2	0
45	23	18	12	22	15	26	18	6	9	3	2	4
00	20	16	19	15	24	27	24	5	12	6	1	2
Hr Total	**93**	**76**	**70**	**78**	**76**	**98**	**108**	**41**	**37**	**19**	**7**	**7**

24 Hour Total:	1,218				
AM Peak Hour begins:	7:00	AM Peak Volume:	109	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:30	PM Peak Volume:	119	PM PeaK Hour Factor:	0.85

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	1	2	2	21	31	20	17	19
30	4	2	0	2	0	5	4	12	17	19	13	20
45	0	2	0	0	0	1	14	32	14	18	12	23
00	1	1	0	1	1	1	14	31	30	14	13	23
Hr Total	**8**	**5**	**0**	**3**	**2**	**9**	**34**	**96**	**92**	**71**	**55**	**85**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	21	18	6	39	17	24	16	16	13	4	3
30	34	33	13	8	14	14	16	6	29	7	3	1
45	10	22	23	26	12	25	21	8	11	2	7	4
00	7	9	13	22	23	11	13	7	18	3	5	1
Hr Total	**75**	**85**	**67**	**62**	**88**	**67**	**74**	**37**	**74**	**25**	**19**	**9**

24 Hour Total:	1,142				
AM Peak Hour begins:	7:30	AM Peak Volume:	111	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	15:30	PM Peak Volume:	101	PM PeaK Hour Factor:	0.65

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	1	3	15	54	59	35	34	34
30	7	4	0	2	0	9	15	36	40	44	31	35
45	1	3	1	0	3	5	32	57	34	29	31	39
00	1	1	0	1	5	10	28	58	44	27	49	47
Hr Total	**12**	**8**	**2**	**3**	**9**	**27**	**90**	**205**	**177**	**135**	**145**	**155**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	35	40	27	62	40	55	34	29	20	6	4
30	58	61	30	28	28	36	51	18	32	10	5	1
45	33	40	35	48	27	51	39	14	20	5	9	8
00	27	25	32	37	47	38	37	12	30	9	6	3
Hr Total	**168**	**161**	**137**	**140**	**164**	**165**	**182**	**78**	**111**	**44**	**26**	**16**

24 Hour Total:	2,360				
AM Peak Hour begins:	7:30	AM Peak Volume:	214	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:30	PM Peak Volume:	195	PM PeaK Hour Factor:	0.89

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	East Bay HS D/W north of Big Bend Rd				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	0	2	11	29	24	16	14	15
30	1	1	0	0	0	4	12	20	19	17	12	12
45	2	0	1	0	2	5	16	20	14	14	15	12
00	1	1	0	1	4	10	19	30	16	14	19	16
Hr Total	**6**	**2**	**1**	**1**	**5**	**20**	**58**	**99**	**73**	**60**	**60**	**54**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	12	14	14	16	18	24	13	9	5	3	4
30	16	16	15	19	13	19	24	9	9	4	2	2
45	19	12	10	19	15	21	17	8	5	4	5	3
00	15	12	16	13	22	21	14	5	7	6	4	2
Hr Total	**69**	**52**	**55**	**66**	**66**	**79**	**78**	**36**	**30**	**18**	**15**	**11**

24 Hour Total:	1,016					
AM Peak Hour begins:	7:00	AM Peak Volume:	99	AM Peak Hour Factor:	0.81
PM Peak Hour begins:	17:30	PM Peak Volume:	89	PM PeaK Hour Factor:	0.93

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	1	1	3	23	29	17	14	14
30	3	1	0	1	0	4	6	18	22	16	13	16
45	2	1	0	0	0	2	11	27	20	18	11	12
00	1	0	1	2	2	3	17	27	18	13	10	15
Hr Total	**8**	**3**	**1**	**4**	**3**	**10**	**38**	**96**	**90**	**64**	**47**	**57**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	14	14	7	40	19	21	13	10	9	4	4
30	24	16	12	11	20	19	15	9	16	5	2	3
45	11	18	17	20	18	26	17	10	7	4	4	3
00	11	9	10	18	21	13	11	9	9	6	4	2
Hr Total	**64**	**57**	**53**	**56**	**99**	**76**	**64**	**40**	**42**	**24**	**14**	**12**

24 Hour Total:	1,020					
AM Peak Hour begins:	7:30	AM Peak Volume:	106	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:00	PM Peak Volume:	99	PM PeaK Hour Factor:	0.61

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	1	1	3	14	52	53	33	28	28
30	4	2	0	2	0	7	18	38	41	33	25	28
45	5	2	1	0	2	6	27	47	34	31	25	24
00	2	1	1	3	6	13	37	58	35	26	29	31
Hr Total	**14**	**5**	**2**	**5**	**9**	**30**	**96**	**194**	**163**	**124**	**107**	**111**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	26	27	22	56	37	45	26	19	14	7	8
30	40	32	28	30	33	38	39	18	25	8	4	5
45	30	30	28	39	33	47	34	18	12	8	9	6
00	26	21	26	31	42	34	25	14	16	12	8	4
Hr Total	**133**	**109**	**109**	**122**	**165**	**156**	**142**	**76**	**72**	**42**	**28**	**23**

24 Hour Total:	2,037					
AM Peak Hour begins:	7:30	AM Peak Volume:	199	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:00	PM Peak Volume:	165	PM PeaK Hour Factor:	0.73

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB Off Ramp to Big Bend Rd EB				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	1	2	4	9	17	31	30	41	36	29
30	1	5	2	1	2	9	25	39	37	45	31	48
45	7	3	9	5	6	15	33	45	47	48	25	44
00	2	1	4	5	10	12	35	45	45	35	38	37
Hr Total	**17**	**15**	**16**	**13**	**22**	**45**	**110**	**160**	**159**	**169**	**130**	**158**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	35	54	71	104	100	62	67	41	24	28	21
30	35	42	65	82	61	75	84	56	46	20	34	19
45	55	48	37	73	88	110	95	56	41	31	26	22
00	49	55	64	67	91	77	69	35	30	29	9	20
Hr Total	**172**	**180**	**220**	**293**	**344**	**362**	**310**	**214**	**158**	**104**	**97**	**82**

24 Hour Total:	3,550				
AM Peak Hour begins:	8:45	AM Peak Volume:	179	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	376	PM PeaK Hour Factor:	0.85

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	1	2	4	9	17	31	30	41	36	29
30	1	5	2	1	2	9	25	39	37	45	31	48
45	7	3	9	5	6	15	33	45	47	48	25	44
00	2	1	4	5	10	12	35	45	45	35	38	37
Hr Total	**17**	**15**	**16**	**13**	**22**	**45**	**110**	**160**	**159**	**169**	**130**	**158**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	35	54	71	104	100	62	67	41	24	28	21
30	35	42	65	82	61	75	84	56	46	20	34	19
45	55	48	37	73	88	110	95	56	41	31	26	22
00	49	55	64	67	91	77	69	35	30	29	9	20
Hr Total	**172**	**180**	**220**	**293**	**344**	**362**	**310**	**214**	**158**	**104**	**97**	**82**

24 Hour Total:	3,550				
AM Peak Hour begins:	8:45	AM Peak Volume:	179	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	376	PM PeaK Hour Factor:	0.85

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB Off Ramp to Big Bend Rd EB				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	8	2	1	1	4	14	34	29	45	30	49
30	6	1	2	1	7	14	24	43	46	38	38	43
45	5	6	6	6	3	11	31	52	38	40	32	56
00	4	5	8	7	9	12	32	62	36	45	54	53
Hr Total	**19**	**20**	**18**	**15**	**20**	**41**	**101**	**191**	**149**	**168**	**154**	**201**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	53	33	59	82	107	88	55	44	29	18	23
30	39	52	47	49	62	122	100	44	40	31	22	15
45	63	57	47	57	84	135	56	32	33	36	25	11
00	50	64	57	67	93	112	63	40	37	26	20	11
Hr Total	**190**	**226**	**184**	**232**	**321**	**476**	**307**	**171**	**154**	**122**	**85**	**60**

24 Hour Total:	3,625				
AM Peak Hour begins:	10:45	AM Peak Volume:	202	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:00	PM Peak Volume:	476	PM PeaK Hour Factor:	0.88

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	8	2	1	1	4	14	34	29	45	30	49
30	6	1	2	1	7	14	24	43	46	38	38	43
45	5	6	6	6	3	11	31	52	38	40	32	56
00	4	5	8	7	9	12	32	62	36	45	54	53
Hr Total	**19**	**20**	**18**	**15**	**20**	**41**	**101**	**191**	**149**	**168**	**154**	**201**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	53	33	59	82	107	88	55	44	29	18	23
30	39	52	47	49	62	122	100	44	40	31	22	15
45	63	57	47	57	84	135	56	32	33	36	25	11
00	50	64	57	67	93	112	63	40	37	26	20	11
Hr Total	**190**	**226**	**184**	**232**	**321**	**476**	**307**	**171**	**154**	**122**	**85**	**60**

24 Hour Total:	3,625				
AM Peak Hour begins:	10:45	AM Peak Volume:	202	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:00	PM Peak Volume:	476	PM PeaK Hour Factor:	0.88

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB Off Ramp to Big Bend Rd EB				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	5	4	1	8	17	23	65	38	21	100
30	7	3	2	3	8	9	23	40	102	35	59	84
45	7	3	6	8	6	11	38	54	39	31	204	53
00	10	7	1	10	12	17	27	79	33	35	187	55
Hr Total	**32**	**19**	**14**	**25**	**27**	**45**	**105**	**196**	**239**	**139**	**471**	**292**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	63	66	61	94	89	113	41	37	37	22	18
30	45	55	60	56	84	130	105	45	36	33	22	13
45	56	39	68	65	110	117	74	54	39	34	30	21
00	60	81	44	88	92	108	72	55	40	32	23	11
Hr Total	**211**	**238**	**238**	**270**	**380**	**444**	**364**	**195**	**152**	**136**	**97**	**63**

24 Hour Total:	4,392					
AM Peak Hour begins:	10:30	AM Peak Volume:	575	AM Peak Hour Factor:	0.70	
PM Peak Hour begins:	17:15	PM Peak Volume:	468	PM PeaK Hour Factor:	0.90	

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	5	4	1	8	17	23	65	38	21	100
30	7	3	2	3	8	9	23	40	102	35	59	84
45	7	3	6	8	6	11	38	54	39	31	204	53
00	10	7	1	10	12	17	27	79	33	35	187	55
Hr Total	**32**	**19**	**14**	**25**	**27**	**45**	**105**	**196**	**239**	**139**	**471**	**292**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	63	66	61	94	89	113	41	37	37	22	18
30	45	55	60	56	84	130	105	45	36	33	22	13
45	56	39	68	65	110	117	74	54	39	34	30	21
00	60	81	44	88	92	108	72	55	40	32	23	11
Hr Total	**211**	**238**	**238**	**270**	**380**	**444**	**364**	**195**	**152**	**136**	**97**	**63**

24 Hour Total:	4,392					
AM Peak Hour begins:	10:30	AM Peak Volume:	575	AM Peak Hour Factor:	0.70	
PM Peak Hour begins:	17:15	PM Peak Volume:	468	PM PeaK Hour Factor:	0.90	

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB Off Ramp to Big Bend Rd EB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	3	2	2	7	16	29	41	41	29	59
30	5	3	2	2	6	11	24	41	62	39	43	58
45	6	4	7	6	5	12	34	50	41	40	87	51
00	5	4	4	7	10	14	31	62	38	38	93	48
Hr Total	**23**	**18**	**16**	**18**	**23**	**44**	**105**	**182**	**182**	**159**	**252**	**217**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	50	51	64	93	99	88	54	41	30	23	21
30	40	50	57	62	69	109	96	48	41	28	26	16
45	58	48	51	65	94	121	75	47	38	34	27	18
00	53	67	55	74	92	99	68	43	36	29	17	14
Hr Total	**191**	**215**	**214**	**265**	**348**	**427**	**327**	**193**	**155**	**121**	**93**	**68**

24 Hour Total:	3,856					
AM Peak Hour begins:	10:30	AM Peak Volume:	298	AM Peak Hour Factor:	0.80	
PM Peak Hour begins:	17:00	PM Peak Volume:	427	PM PeaK Hour Factor:	0.89	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	3	2	2	7	16	29	41	41	29	59
30	5	3	2	2	6	11	24	41	62	39	43	58
45	6	4	7	6	5	12	34	50	41	40	87	51
00	5	4	4	7	10	14	31	62	38	38	93	48
Hr Total	**23**	**18**	**16**	**18**	**23**	**44**	**105**	**182**	**182**	**159**	**252**	**217**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	50	51	64	93	99	88	54	41	30	23	21
30	40	50	57	62	69	109	96	48	41	28	26	16
45	58	48	51	65	94	121	75	47	38	34	27	18
00	53	67	55	74	92	99	68	43	36	29	17	14
Hr Total	**191**	**215**	**214**	**265**	**348**	**427**	**327**	**193**	**155**	**121**	**93**	**68**

24 Hour Total:	3,856					
AM Peak Hour begins:	10:30	AM Peak Volume:	298	AM Peak Hour Factor:	0.80	
PM Peak Hour begins:	17:00	PM Peak Volume:	427	PM PeaK Hour Factor:	0.89	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB Off Ramp to Big Bend Rd WB				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	4	1	1	3	19	13	14	20	12
30	4	1	1	2	1	7	11	12	14	11	14	17
45	5	0	0	1	2	14	11	17	18	20	18	14
00	0	0	1	0	2	7	23	16	17	16	21	27
Hr Total	**9**	**2**	**2**	**7**	**6**	**29**	**48**	**64**	**62**	**61**	**73**	**70**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	26	21	16	9	20	22	21	13	8	3	3
30	19	13	27	17	22	14	14	3	14	3	1	2
45	14	13	9	13	26	8	18	14	8	8	2	2
00	24	18	11	26	24	13	13	15	10	4	9	1
Hr Total	**78**	**70**	**68**	**72**	**81**	**55**	**67**	**53**	**45**	**23**	**15**	**8**

24 Hour Total:	1,068				
AM Peak Hour begins:	11:30	AM Peak Volume:	81	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	16:15	PM Peak Volume:	92	PM PeaK Hour Factor:	0.88

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	4	1	1	3	19	13	14	20	12
30	4	1	1	2	1	7	11	12	14	11	14	17
45	5	0	0	1	2	14	11	17	18	20	18	14
00	0	0	1	0	2	7	23	16	17	16	21	27
Hr Total	**9**	**2**	**2**	**7**	**6**	**29**	**48**	**64**	**62**	**61**	**73**	**70**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	26	21	16	9	20	22	21	13	8	3	3
30	19	13	27	17	22	14	14	3	14	3	1	2
45	14	13	9	13	26	8	18	14	8	8	2	2
00	24	18	11	26	24	13	13	15	10	4	9	1
Hr Total	**78**	**70**	**68**	**72**	**81**	**55**	**67**	**53**	**45**	**23**	**15**	**8**

24 Hour Total:	1,068				
AM Peak Hour begins:	11:30	AM Peak Volume:	81	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	16:15	PM Peak Volume:	92	PM PeaK Hour Factor:	0.88

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB Off Ramp to Big Bend Rd WB				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	4	1	3	7	17	18	8	14	10
30	1	1	2	1	1	10	8	11	8	12	14	4
45	1	0	0	0	1	8	9	13	17	16	8	13
00	0	1	1	0	2	5	15	12	15	16	8	15
Hr Total	**3**	**3**	**3**	**5**	**5**	**26**	**39**	**53**	**58**	**52**	**44**	**42**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	15	21	32	27	26	25	16	15	9	5	0
30	22	17	16	33	32	31	22	20	10	3	4	2
45	10	11	18	19	40	14	22	10	5	1	4	6
00	13	5	20	24	39	34	19	22	13	2	11	4
Hr Total	**53**	**48**	**75**	**108**	**138**	**105**	**88**	**68**	**43**	**15**	**24**	**12**

24 Hour Total:	1,110					
AM Peak Hour begins:	9:30	AM Peak Volume:	60	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:00	PM Peak Volume:	138	PM PeaK Hour Factor:	0.86	

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	4	1	3	7	17	18	8	14	10
30	1	1	2	1	1	10	8	11	8	12	14	4
45	1	0	0	0	1	8	9	13	17	16	8	13
00	0	1	1	0	2	5	15	12	15	16	8	15
Hr Total	**3**	**3**	**3**	**5**	**5**	**26**	**39**	**53**	**58**	**52**	**44**	**42**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	15	21	32	27	26	25	16	15	9	5	0
30	22	17	16	33	32	31	22	20	10	3	4	2
45	10	11	18	19	40	14	22	10	5	1	4	6
00	13	5	20	24	39	34	19	22	13	2	11	4
Hr Total	**53**	**48**	**75**	**108**	**138**	**105**	**88**	**68**	**43**	**15**	**24**	**12**

24 Hour Total:	1,110					
AM Peak Hour begins:	9:30	AM Peak Volume:	60	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:00	PM Peak Volume:	138	PM PeaK Hour Factor:	0.86	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB Off Ramp to Big Bend Rd WB				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	4	0	4	6	16	16	15	9	35
30	6	0	1	1	1	6	6	20	12	17	20	26
45	1	2	0	0	0	9	9	10	14	22	41	32
00	2	0	0	0	1	6	13	10	7	16	98	21
Hr Total	**10**	**4**	**1**	**5**	**2**	**25**	**34**	**56**	**49**	**70**	**168**	**114**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	28	35	26	27	35	34	23	14	9	12	3
30	35	28	22	29	16	29	25	18	14	14	3	5
45	13	21	21	28	25	32	21	13	15	7	2	2
00	36	18	22	29	27	24	24	17	7	9	3	0
Hr Total	**109**	**95**	**100**	**112**	**95**	**120**	**104**	**71**	**50**	**39**	**20**	**10**

24 Hour Total:	1,463					
AM Peak Hour begins:	10:30	AM Peak Volume:	200	AM Peak Hour Factor:	0.51	
PM Peak Hour begins:	16:45	PM Peak Volume:	123	PM PeaK Hour Factor:	0.88	

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	4	0	4	6	16	16	15	9	35
30	6	0	1	1	1	6	6	20	12	17	20	26
45	1	2	0	0	0	9	9	10	14	22	41	32
00	2	0	0	0	1	6	13	10	7	16	98	21
Hr Total	**10**	**4**	**1**	**5**	**2**	**25**	**34**	**56**	**49**	**70**	**168**	**114**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	28	35	26	27	35	34	23	14	9	12	3
30	35	28	22	29	16	29	25	18	14	14	3	5
45	13	21	21	28	25	32	21	13	15	7	2	2
00	36	18	22	29	27	24	24	17	7	9	3	0
Hr Total	**109**	**95**	**100**	**112**	**95**	**120**	**104**	**71**	**50**	**39**	**20**	**10**

24 Hour Total:	1,463					
AM Peak Hour begins:	10:30	AM Peak Volume:	200	AM Peak Hour Factor:	0.51	
PM Peak Hour begins:	16:45	PM Peak Volume:	123	PM PeaK Hour Factor:	0.88	

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB Off Ramp to Big Bend Rd WB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	4	1	3	5	17	16	12	14	19
30	4	1	1	1	1	8	8	14	11	13	16	16
45	2	1	0	0	1	10	10	13	16	19	22	20
00	1	0	1	0	2	6	17	13	13	16	42	21
Hr Total	**7**	**3**	**2**	**6**	**4**	**27**	**40**	**58**	**56**	**61**	**95**	**75**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	23	26	25	21	27	27	20	14	9	7	2
30	25	19	22	26	23	25	20	14	13	7	3	3
45	12	15	16	20	30	18	20	12	9	5	3	3
00	24	14	18	26	30	24	19	18	10	5	8	2
Hr Total	**80**	**71**	**81**	**97**	**105**	**93**	**86**	**64**	**46**	**26**	**20**	**10**

24 Hour Total:	1,214					
AM Peak Hour begins:	10:15	AM Peak Volume:	100	AM Peak Hour Factor:	0.59	
PM Peak Hour begins:	16:30	PM Peak Volume:	112	PM PeaK Hour Factor:	0.92	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	4	1	3	5	17	16	12	14	19
30	4	1	1	1	1	8	8	14	11	13	16	16
45	2	1	0	0	1	10	10	13	16	19	22	20
00	1	0	1	0	2	6	17	13	13	16	42	21
Hr Total	**7**	**3**	**2**	**6**	**4**	**27**	**40**	**58**	**56**	**61**	**95**	**75**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	23	26	25	21	27	27	20	14	9	7	2
30	25	19	22	26	23	25	20	14	13	7	3	3
45	12	15	16	20	30	18	20	12	9	5	3	3
00	24	14	18	26	30	24	19	18	10	5	8	2
Hr Total	**80**	**71**	**81**	**97**	**105**	**93**	**86**	**64**	**46**	**26**	**20**	**10**

24 Hour Total:	1,214					
AM Peak Hour begins:	10:15	AM Peak Volume:	100	AM Peak Hour Factor:	0.59	
PM Peak Hour begins:	16:30	PM Peak Volume:	112	PM PeaK Hour Factor:	0.92	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB On Ramp from Big Bend Rd EB				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	12	5	9	10	29	164	232	187	114	127	122
30	13	13	9	6	18	55	160	239	208	157	123	91
45	9	8	7	18	31	72	201	261	189	142	115	119
00	11	8	4	13	22	88	177	219	125	117	121	125
Hr Total	**46**	**41**	**25**	**46**	**81**	**244**	**702**	**951**	**709**	**530**	**486**	**457**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	128	98	132	103	100	97	83	50	30	21	18
30	93	120	112	118	116	85	76	67	41	35	18	20
45	108	104	103	154	100	101	95	60	40	37	15	18
00	120	103	118	91	95	86	55	62	48	34	25	13
Hr Total	**430**	**455**	**431**	**495**	**414**	**372**	**323**	**272**	**179**	**136**	**79**	**69**

24 Hour Total:	7,973				
AM Peak Hour begins:	7:00	AM Peak Volume:	951	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	14:45	PM Peak Volume:	522	PM PeaK Hour Factor:	0.85

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	12	5	9	10	29	164	232	187	114	127	122
30	13	13	9	6	18	55	160	239	208	157	123	91
45	9	8	7	18	31	72	201	261	189	142	115	119
00	11	8	4	13	22	88	177	219	125	117	121	125
Hr Total	**46**	**41**	**25**	**46**	**81**	**244**	**702**	**951**	**709**	**530**	**486**	**457**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	128	98	132	103	100	97	83	50	30	21	18
30	93	120	112	118	116	85	76	67	41	35	18	20
45	108	104	103	154	100	101	95	60	40	37	15	18
00	120	103	118	91	95	86	55	62	48	34	25	13
Hr Total	**430**	**455**	**431**	**495**	**414**	**372**	**323**	**272**	**179**	**136**	**79**	**69**

24 Hour Total:	7,973				
AM Peak Hour begins:	7:00	AM Peak Volume:	951	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	14:45	PM Peak Volume:	522	PM PeaK Hour Factor:	0.85

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB On Ramp from Big Bend Rd EB				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	6	6	6	35	127	201	262	165	123	107
30	6	1	1	8	19	48	181	241	244	148	136	137
45	7	4	7	10	28	62	198	271	225	173	104	118
00	5	6	6	11	37	69	191	214	146	118	100	119
Hr Total	**33**	**17**	**20**	**35**	**90**	**214**	**697**	**927**	**877**	**604**	**463**	**481**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	86	107	89	114	112	109	85	44	47	28	21
30	96	146	78	126	94	105	107	64	51	34	23	19
45	143	123	87	113	112	115	101	54	39	39	19	17
00	94	114	88	122	95	101	73	67	46	28	27	19
Hr Total	**482**	**469**	**360**	**450**	**415**	**433**	**390**	**270**	**180**	**148**	**97**	**76**

24 Hour Total:	8,228					
AM Peak Hour begins:	7:30	AM Peak Volume:	991	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	13:15	PM Peak Volume:	490	PM PeaK Hour Factor:	0.84	

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	6	6	6	35	127	201	262	165	123	107
30	6	1	1	8	19	48	181	241	244	148	136	137
45	7	4	7	10	28	62	198	271	225	173	104	118
00	5	6	6	11	37	69	191	214	146	118	100	119
Hr Total	**33**	**17**	**20**	**35**	**90**	**214**	**697**	**927**	**877**	**604**	**463**	**481**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	86	107	89	114	112	109	85	44	47	28	21
30	96	146	78	126	94	105	107	64	51	34	23	19
45	143	123	87	113	112	115	101	54	39	39	19	17
00	94	114	88	122	95	101	73	67	46	28	27	19
Hr Total	**482**	**469**	**360**	**450**	**415**	**433**	**390**	**270**	**180**	**148**	**97**	**76**

24 Hour Total:	8,228					
AM Peak Hour begins:	7:30	AM Peak Volume:	991	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	13:15	PM Peak Volume:	490	PM PeaK Hour Factor:	0.84	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB On Ramp from Big Bend Rd EB				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	15	12	8	27	140	194	201	152	121	78
30	11	9	8	10	24	69	146	220	190	167	113	96
45	7	13	4	15	19	90	170	286	149	155	69	106
00	7	11	5	4	24	104	189	207	141	125	56	99
Hr Total	**35**	**41**	**32**	**41**	**75**	**290**	**645**	**907**	**681**	**599**	**359**	**379**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	90	106	107	131	119	77	92	59	36	33	18
30	100	119	128	98	120	134	100	82	43	67	29	22
45	92	98	127	139	111	104	93	57	38	42	33	28
00	116	84	116	97	117	118	65	54	46	30	23	11
Hr Total	**418**	**391**	**477**	**441**	**479**	**475**	**335**	**285**	**186**	**175**	**118**	**79**

24 Hour Total:	7,943					
AM Peak Hour begins:	7:15	AM Peak Volume:	914	AM Peak Hour Factor:	0.80	
PM Peak Hour begins:	15:30	PM Peak Volume:	487	PM PeaK Hour Factor:	0.88	

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	15	12	8	27	140	194	201	152	121	78
30	11	9	8	10	24	69	146	220	190	167	113	96
45	7	13	4	15	19	90	170	286	149	155	69	106
00	7	11	5	4	24	104	189	207	141	125	56	99
Hr Total	**35**	**41**	**32**	**41**	**75**	**290**	**645**	**907**	**681**	**599**	**359**	**379**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	90	106	107	131	119	77	92	59	36	33	18
30	100	119	128	98	120	134	100	82	43	67	29	22
45	92	98	127	139	111	104	93	57	38	42	33	28
00	116	84	116	97	117	118	65	54	46	30	23	11
Hr Total	**418**	**391**	**477**	**441**	**479**	**475**	**335**	**285**	**186**	**175**	**118**	**79**

24 Hour Total:	7,943					
AM Peak Hour begins:	7:15	AM Peak Volume:	914	AM Peak Hour Factor:	0.80	
PM Peak Hour begins:	15:30	PM Peak Volume:	487	PM PeaK Hour Factor:	0.88	

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB On Ramp from Big Bend Rd EB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	9	9	8	30	144	209	217	144	124	102
30	10	8	6	8	20	57	162	233	214	157	124	108
45	8	8	6	14	26	75	190	273	188	157	96	114
00	8	8	5	9	28	87	186	213	137	120	92	114
Hr Total	**38**	**33**	**26**	**41**	**82**	**249**	**681**	**928**	**756**	**578**	**436**	**439**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	101	104	109	116	110	94	87	51	38	27	19
30	96	128	106	114	110	108	94	71	45	45	23	20
45	114	108	106	135	108	107	96	57	39	39	22	21
00	110	100	107	103	102	102	64	61	47	31	25	14
Hr Total	**443**	**438**	**423**	**462**	**436**	**427**	**349**	**276**	**182**	**153**	**98**	**75**

24 Hour Total:	8,048					
AM Peak Hour begins:	7:15	AM Peak Volume:	936	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	15:15	PM Peak Volume:	469	PM PeaK Hour Factor:	0.87	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	9	9	8	30	144	209	217	144	124	102
30	10	8	6	8	20	57	162	233	214	157	124	108
45	8	8	6	14	26	75	190	273	188	157	96	114
00	8	8	5	9	28	87	186	213	137	120	92	114
Hr Total	**38**	**33**	**26**	**41**	**82**	**249**	**681**	**928**	**756**	**578**	**436**	**439**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	101	104	109	116	110	94	87	51	38	27	19
30	96	128	106	114	110	108	94	71	45	45	23	20
45	114	108	106	135	108	107	96	57	39	39	22	21
00	110	100	107	103	102	102	64	61	47	31	25	14
Hr Total	**443**	**438**	**423**	**462**	**436**	**427**	**349**	**276**	**182**	**153**	**98**	**75**

24 Hour Total:	8,048					
AM Peak Hour begins:	7:15	AM Peak Volume:	936	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	15:15	PM Peak Volume:	469	PM PeaK Hour Factor:	0.87	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB On Ramp from Big Bend Rd WB				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	9	7	21	34	64	260	302	296	163	163	150
30	15	14	9	18	39	119	281	330	293	170	157	118
45	26	16	15	16	58	163	328	332	206	166	142	145
00	12	9	12	26	52	176	290	310	199	155	127	126
Hr Total	**82**	**48**	**43**	**81**	**183**	**522**	**1,159**	**1,274**	**994**	**654**	**589**	**539**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	142	131	132	95	117	98	79	73	50	50	22
30	139	134	129	107	120	91	98	101	62	52	39	25
45	119	142	145	122	97	97	79	75	64	37	43	25
00	106	112	134	87	94	112	68	60	47	34	24	13
Hr Total	**482**	**530**	**539**	**448**	**406**	**417**	**343**	**315**	**246**	**173**	**156**	**85**

24 Hour Total:	10,308					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,274	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	14:15	PM Peak Volume:	540	PM PeaK Hour Factor:	0.93	

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	9	7	21	34	64	260	302	296	163	163	150
30	15	14	9	18	39	119	281	330	293	170	157	118
45	26	16	15	16	58	163	328	332	206	166	142	145
00	12	9	12	26	52	176	290	310	199	155	127	126
Hr Total	**82**	**48**	**43**	**81**	**183**	**522**	**1,159**	**1,274**	**994**	**654**	**589**	**539**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	142	131	132	95	117	98	79	73	50	50	22
30	139	134	129	107	120	91	98	101	62	52	39	25
45	119	142	145	122	97	97	79	75	64	37	43	25
00	106	112	134	87	94	112	68	60	47	34	24	13
Hr Total	**482**	**530**	**539**	**448**	**406**	**417**	**343**	**315**	**246**	**173**	**156**	**85**

24 Hour Total:	10,308					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,274	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	14:15	PM Peak Volume:	540	PM PeaK Hour Factor:	0.93	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB On Ramp from Big Bend Rd WB				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	16	9	17	25	75	249	326	268	169	161	139
30	17	7	12	33	31	108	296	308	287	158	127	136
45	20	7	13	36	52	154	307	285	215	149	113	112
00	16	11	12	22	50	188	298	289	181	122	101	108
Hr Total	**65**	**41**	**46**	**108**	**158**	**525**	**1,150**	**1,208**	**951**	**598**	**502**	**495**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	125	106	113	121	126	104	110	64	46	44	22
30	123	130	128	115	107	98	109	82	66	50	42	25
45	132	118	107	114	92	96	126	81	65	42	45	19
00	97	104	110	92	99	107	98	74	52	51	31	25
Hr Total	**481**	**477**	**451**	**434**	**419**	**427**	**437**	**347**	**247**	**189**	**162**	**91**

24 Hour Total:	10,009					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,239	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	12:30	PM Peak Volume:	484	PM PeaK Hour Factor:	0.92	

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	16	9	17	25	75	249	326	268	169	161	139
30	17	7	12	33	31	108	296	308	287	158	127	136
45	20	7	13	36	52	154	307	285	215	149	113	112
00	16	11	12	22	50	188	298	289	181	122	101	108
Hr Total	**65**	**41**	**46**	**108**	**158**	**525**	**1,150**	**1,208**	**951**	**598**	**502**	**495**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	125	106	113	121	126	104	110	64	46	44	22
30	123	130	128	115	107	98	109	82	66	50	42	25
45	132	118	107	114	92	96	126	81	65	42	45	19
00	97	104	110	92	99	107	98	74	52	51	31	25
Hr Total	**481**	**477**	**451**	**434**	**419**	**427**	**437**	**347**	**247**	**189**	**162**	**91**

24 Hour Total:	10,009					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,239	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	12:30	PM Peak Volume:	484	PM PeaK Hour Factor:	0.92	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB On Ramp from Big Bend Rd WB				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	12	6	22	23	75	236	328	258	181	160	103
30	16	22	11	22	31	112	302	287	260	168	136	106
45	17	11	7	23	58	139	311	300	192	163	63	96
00	11	8	14	30	56	167	307	317	210	168	71	131
Hr Total	**69**	**53**	**38**	**97**	**168**	**493**	**1,156**	**1,232**	**920**	**680**	**430**	**436**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	144	180	194	119	120	98	92	91	50	41	25
30	136	150	198	195	111	95	105	90	79	51	50	30
45	152	149	179	0	116	103	119	100	69	54	44	30
00	164	138	226	133	104	125	117	84	56	45	28	22
Hr Total	**603**	**581**	**783**	**522**	**450**	**443**	**439**	**366**	**295**	**200**	**163**	**107**

24 Hour Total:	10,724					
AM Peak Hour begins:	6:15	AM Peak Volume:	1,248	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	14:15	PM Peak Volume:	797	PM PeaK Hour Factor:	0.88	

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	12	6	22	23	75	236	328	258	181	160	103
30	16	22	11	22	31	112	302	287	260	168	136	106
45	17	11	7	23	58	139	311	300	192	163	63	96
00	11	8	14	30	56	167	307	317	210	168	71	131
Hr Total	**69**	**53**	**38**	**97**	**168**	**493**	**1,156**	**1,232**	**920**	**680**	**430**	**436**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	144	180	194	119	120	98	92	91	50	41	25
30	136	150	198	195	111	95	105	90	79	51	50	30
45	152	149	179	0	116	103	119	100	69	54	44	30
00	164	138	226	133	104	125	117	84	56	45	28	22
Hr Total	**603**	**581**	**783**	**522**	**450**	**443**	**439**	**366**	**295**	**200**	**163**	**107**

24 Hour Total:	10,724					
AM Peak Hour begins:	6:15	AM Peak Volume:	1,248	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	14:15	PM Peak Volume:	797	PM PeaK Hour Factor:	0.88	

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 NB On Ramp from Big Bend Rd WB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	12	7	20	27	71	248	319	274	171	161	131
30	16	14	11	24	34	113	293	308	280	165	140	120
45	21	11	12	25	56	152	315	306	204	159	106	118
00	13	9	13	26	53	177	298	305	197	148	100	122
Hr Total	**72**	**47**	**42**	**95**	**170**	**513**	**1,155**	**1,238**	**955**	**644**	**507**	**490**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	137	139	146	112	121	100	94	76	49	45	23
30	133	138	152	139	113	95	104	91	69	51	44	27
45	134	136	144	118	102	99	108	85	66	44	44	25
00	122	118	157	104	99	115	94	73	52	43	28	20
Hr Total	**522**	**529**	**591**	**507**	**425**	**429**	**406**	**343**	**263**	**187**	**160**	**94**

24 Hour Total:	10,386					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,241	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	14:15	PM Peak Volume:	598	PM PeaK Hour Factor:		0.95

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	12	7	20	27	71	248	319	274	171	161	131
30	16	14	11	24	34	113	293	308	280	165	140	120
45	21	11	12	25	56	152	315	306	204	159	106	118
00	13	9	13	26	53	177	298	305	197	148	100	122
Hr Total	**72**	**47**	**42**	**95**	**170**	**513**	**1,155**	**1,238**	**955**	**644**	**507**	**490**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	137	139	146	112	121	100	94	76	49	45	23
30	133	138	152	139	113	95	104	91	69	51	44	27
45	134	136	144	118	102	99	108	85	66	44	44	25
00	122	118	157	104	99	115	94	73	52	43	28	20
Hr Total	**522**	**529**	**591**	**507**	**425**	**429**	**406**	**343**	**263**	**187**	**160**	**94**

24 Hour Total:	10,386					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,241	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	14:15	PM Peak Volume:	598	PM PeaK Hour Factor:		0.95

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd EB				

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	25	16	17	14	24	60	81	110	121	102	108
30	33	20	8	13	25	13	66	115	96	102	87	108
45	34	20	15	22	13	38	84	117	108	119	88	113
00	26	13	10	15	19	43	100	112	100	123	102	121
Hr Total	**129**	**78**	**49**	**67**	**71**	**118**	**310**	**425**	**414**	**465**	**379**	**450**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	110	118	149	224	267	243	198	141	128	82	70
30	131	126	129	158	249	290	327	183	139	103	82	69
45	136	136	158	199	281	289	268	149	134	135	85	53
00	140	153	141	198	292	314	215	143	97	104	62	55
Hr Total	**534**	**525**	**546**	**704**	**1,046**	**1,160**	**1,053**	**673**	**511**	**470**	**311**	**247**

24 Hour Total:	10,735					
AM Peak Hour begins:	11:45	AM Peak Volume:	515	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:30	PM Peak Volume:	1,173	PM PeaK Hour Factor:	0.90	

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	25	16	17	14	24	60	81	110	121	102	108
30	33	20	8	13	25	13	66	115	96	102	87	108
45	34	20	15	22	13	38	84	117	108	119	88	113
00	26	13	10	15	19	43	100	112	100	123	102	121
Hr Total	**129**	**78**	**49**	**67**	**71**	**118**	**310**	**425**	**414**	**465**	**379**	**450**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	110	118	149	224	267	243	198	141	128	82	70
30	131	126	129	158	249	290	327	183	139	103	82	69
45	136	136	158	199	281	289	268	149	134	135	85	53
00	140	153	141	198	292	314	215	143	97	104	62	55
Hr Total	**534**	**525**	**546**	**704**	**1,046**	**1,160**	**1,053**	**673**	**511**	**470**	**311**	**247**

24 Hour Total:	10,735					
AM Peak Hour begins:	11:45	AM Peak Volume:	515	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:30	PM Peak Volume:	1,173	PM PeaK Hour Factor:	0.90	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd EB				

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	18	22	14	18	31	63	113	104	98	78	97
30	51	22	11	12	18	20	56	91	97	92	87	98
45	32	25	17	13	18	34	96	115	85	84	97	114
00	19	12	14	6	19	38	114	127	126	99	108	107
Hr Total	**142**	**77**	**64**	**45**	**73**	**123**	**329**	**446**	**412**	**373**	**370**	**416**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	122	123	153	206	311	292	215	151	129	88	61
30	131	120	150	152	239	330	261	186	145	155	92	53
45	114	140	142	168	259	344	245	158	142	132	69	53
00	121	139	158	217	310	322	213	164	147	110	60	33
Hr Total	**505**	**521**	**573**	**690**	**1,014**	**1,307**	**1,011**	**723**	**585**	**526**	**309**	**200**

24 Hour Total:	10,834				
AM Peak Hour begins:	11:30	AM Peak Volume:	491	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:00	PM Peak Volume:	1,307	PM PeaK Hour Factor:	0.95

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	18	22	14	18	31	63	113	104	98	78	97
30	51	22	11	12	18	20	56	91	97	92	87	98
45	32	25	17	13	18	34	96	115	85	84	97	114
00	19	12	14	6	19	38	114	127	126	99	108	107
Hr Total	**142**	**77**	**64**	**45**	**73**	**123**	**329**	**446**	**412**	**373**	**370**	**416**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	122	123	153	206	311	292	215	151	129	88	61
30	131	120	150	152	239	330	261	186	145	155	92	53
45	114	140	142	168	259	344	245	158	142	132	69	53
00	121	139	158	217	310	322	213	164	147	110	60	33
Hr Total	**505**	**521**	**573**	**690**	**1,014**	**1,307**	**1,011**	**723**	**585**	**526**	**309**	**200**

24 Hour Total:	10,834				
AM Peak Hour begins:	11:30	AM Peak Volume:	491	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:00	PM Peak Volume:	1,307	PM PeaK Hour Factor:	0.95

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd EB				

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	23	14	13	12	9	54	108	85	101	97	121
30	44	17	25	8	15	27	71	121	100	106	90	106
45	41	16	11	6	17	40	119	108	96	135	102	111
00	33	17	17	17	35	41	125	97	89	115	101	133
Hr Total	**168**	**73**	**67**	**44**	**79**	**117**	**369**	**434**	**370**	**457**	**390**	**471**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	127	140	154	206	319	289	191	156	170	115	57
30	121	133	149	183	280	335	295	202	162	149	107	62
45	109	155	152	218	282	305	264	186	149	138	70	62
00	149	144	175	200	315	335	211	176	134	136	57	59
Hr Total	**486**	**559**	**616**	**755**	**1,083**	**1,294**	**1,059**	**755**	**601**	**593**	**349**	**240**

24 Hour Total:	11,429				
AM Peak Hour begins:	6:30	AM Peak Volume:	473	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	1,294	PM PeaK Hour Factor:	0.97

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	23	14	13	12	9	54	108	85	101	97	121
30	44	17	25	8	15	27	71	121	100	106	90	106
45	41	16	11	6	17	40	119	108	96	135	102	111
00	33	17	17	17	35	41	125	97	89	115	101	133
Hr Total	**168**	**73**	**67**	**44**	**79**	**117**	**369**	**434**	**370**	**457**	**390**	**471**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	127	140	154	206	319	289	191	156	170	115	57
30	121	133	149	183	280	335	295	202	162	149	107	62
45	109	155	152	218	282	305	264	186	149	138	70	62
00	149	144	175	200	315	335	211	176	134	136	57	59
Hr Total	**486**	**559**	**616**	**755**	**1,083**	**1,294**	**1,059**	**755**	**601**	**593**	**349**	**240**

24 Hour Total:	11,429				
AM Peak Hour begins:	6:30	AM Peak Volume:	473	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	1,294	PM PeaK Hour Factor:	0.97

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd EB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	22	17	15	15	21	59	101	100	107	92	109
30	43	20	15	11	19	20	64	109	98	100	88	104
45	36	20	14	14	16	37	100	113	96	113	96	113
00	26	14	14	13	24	41	113	112	105	112	104	120
Hr Total	**146**	**76**	**60**	**52**	**74**	**119**	**336**	**435**	**399**	**432**	**380**	**446**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	120	127	152	212	299	275	201	149	142	95	63
30	128	126	143	164	256	318	294	190	149	136	94	61
45	120	144	151	195	274	313	259	164	142	135	75	56
00	137	145	158	205	306	324	213	161	126	117	60	49
Hr Total	**508**	**535**	**578**	**716**	**1,048**	**1,254**	**1,041**	**717**	**566**	**530**	**323**	**229**

24 Hour Total:	10,999					
AM Peak Hour begins:	11:45	AM Peak Volume:	492	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	1,254	PM PeaK Hour Factor:		0.97

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:		#DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	22	17	15	15	21	59	101	100	107	92	109
30	43	20	15	11	19	20	64	109	98	100	88	104
45	36	20	14	14	16	37	100	113	96	113	96	113
00	26	14	14	13	24	41	113	112	105	112	104	120
Hr Total	**146**	**76**	**60**	**52**	**74**	**119**	**336**	**435**	**399**	**432**	**380**	**446**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	120	127	152	212	299	275	201	149	142	95	63
30	128	126	143	164	256	318	294	190	149	136	94	61
45	120	144	151	195	274	313	259	164	142	135	75	56
00	137	145	158	205	306	324	213	161	126	117	60	49
Hr Total	**508**	**535**	**578**	**716**	**1,048**	**1,254**	**1,041**	**717**	**566**	**530**	**323**	**229**

24 Hour Total:	10,999					
AM Peak Hour begins:	11:45	AM Peak Volume:	492	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	1,254	PM PeaK Hour Factor:		0.97

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd WB				

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	15	7	5	11	28	79	87	58	49	60
30	18	5	3	8	6	23	69	58	76	77	59	68
45	10	9	1	2	13	29	81	66	68	68	79	70
00	13	8	2	9	14	43	46	74	68	77	74	97
Hr Total	**55**	**27**	**21**	**26**	**38**	**106**	**224**	**277**	**299**	**280**	**261**	**295**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	87	76	78	119	170	122	100	84	62	50	29
30	85	69	96	108	157	170	131	81	97	89	42	26
45	90	85	98	98	129	168	132	69	55	51	15	21
00	47	75	94	150	143	135	94	75	70	39	15	9
Hr Total	**296**	**316**	**364**	**434**	**548**	**643**	**479**	**325**	**306**	**241**	**122**	**85**

24 Hour Total:	6,068				
AM Peak Hour begins:	11:45	AM Peak Volume:	346	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:45	PM Peak Volume:	651	PM PeaK Hour Factor:	0.96

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	15	7	5	11	28	79	87	58	49	60
30	18	5	3	8	6	23	69	58	76	77	59	68
45	10	9	1	2	13	29	81	66	68	68	79	70
00	13	8	2	9	14	43	46	74	68	77	74	97
Hr Total	**55**	**27**	**21**	**26**	**38**	**106**	**224**	**277**	**299**	**280**	**261**	**295**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	87	76	78	119	170	122	100	84	62	50	29
30	85	69	96	108	157	170	131	81	97	89	42	26
45	90	85	98	98	129	168	132	69	55	51	15	21
00	47	75	94	150	143	135	94	75	70	39	15	9
Hr Total	**296**	**316**	**364**	**434**	**548**	**643**	**479**	**325**	**306**	**241**	**122**	**85**

24 Hour Total:	6,068				
AM Peak Hour begins:	11:45	AM Peak Volume:	346	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:45	PM Peak Volume:	651	PM PeaK Hour Factor:	0.96

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd WB				

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	11	5	4	9	10	37	51	71	60	58	57
30	7	7	6	3	8	13	67	87	102	49	73	57
45	9	9	4	7	12	24	82	75	75	64	60	65
00	6	8	10	10	12	50	68	89	83	85	56	65
Hr Total	**32**	**35**	**25**	**24**	**41**	**97**	**254**	**302**	**331**	**258**	**247**	**244**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	68	92	93	144	188	122	68	78	78	26	21
30	72	69	74	117	143	162	140	100	74	80	35	16
45	97	66	87	70	167	151	82	97	76	69	32	21
00	75	69	118	129	167	147	119	78	58	50	36	22
Hr Total	**325**	**272**	**371**	**409**	**621**	**648**	**463**	**343**	**286**	**277**	**129**	**80**

24 Hour Total:	6,114					
AM Peak Hour begins:	7:30	AM Peak Volume:	337	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	16:30	PM Peak Volume:	684	PM PeaK Hour Factor:	0.91	

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	11	5	4	9	10	37	51	71	60	58	57
30	7	7	6	3	8	13	67	87	102	49	73	57
45	9	9	4	7	12	24	82	75	75	64	60	65
00	6	8	10	10	12	50	68	89	83	85	56	65
Hr Total	**32**	**35**	**25**	**24**	**41**	**97**	**254**	**302**	**331**	**258**	**247**	**244**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	68	92	93	144	188	122	68	78	78	26	21
30	72	69	74	117	143	162	140	100	74	80	35	16
45	97	66	87	70	167	151	82	97	76	69	32	21
00	75	69	118	129	167	147	119	78	58	50	36	22
Hr Total	**325**	**272**	**371**	**409**	**621**	**648**	**463**	**343**	**286**	**277**	**129**	**80**

24 Hour Total:	6,114					
AM Peak Hour begins:	7:30	AM Peak Volume:	337	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	16:30	PM Peak Volume:	684	PM PeaK Hour Factor:	0.91	

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd WB				

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	9	9	3	7	12	43	72	89	63	43	79
30	36	11	2	6	6	16	61	75	90	58	75	73
45	7	2	6	3	11	23	79	68	76	77	76	60
00	11	8	7	5	15	43	62	83	56	72	96	95
Hr Total	**61**	**30**	**24**	**17**	**39**	**94**	**245**	**298**	**311**	**270**	**290**	**307**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	81	108	101	138	179	173	102	79	65	51	39
30	89	90	68	128	137	141	120	90	83	64	55	31
45	77	61	104	108	157	172	100	64	73	59	26	22
00	89	112	103	140	174	126	115	87	92	45	30	22
Hr Total	**326**	**344**	**383**	**477**	**606**	**618**	**508**	**343**	**327**	**233**	**162**	**114**

24 Hour Total:	6,427					
AM Peak Hour begins:	7:45	AM Peak Volume:	338	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	666	PM PeaK Hour Factor:	0.93	

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	9	9	3	7	12	43	72	89	63	43	79
30	36	11	2	6	6	16	61	75	90	58	75	73
45	7	2	6	3	11	23	79	68	76	77	76	60
00	11	8	7	5	15	43	62	83	56	72	96	95
Hr Total	**61**	**30**	**24**	**17**	**39**	**94**	**245**	**298**	**311**	**270**	**290**	**307**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	81	108	101	138	179	173	102	79	65	51	39
30	89	90	68	128	137	141	120	90	83	64	55	31
45	77	61	104	108	157	172	100	64	73	59	26	22
00	89	112	103	140	174	126	115	87	92	45	30	22
Hr Total	**326**	**344**	**383**	**477**	**606**	**618**	**508**	**343**	**327**	**233**	**162**	**114**

24 Hour Total:	6,427					
AM Peak Hour begins:	7:45	AM Peak Volume:	338	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	666	PM PeaK Hour Factor:	0.93	

Volume Count Report

3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB Off Ramp to Big Bend Rd WB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	10	5	7	11	36	67	82	60	50	65
30	20	8	4	6	7	17	66	73	89	61	69	66
45	9	7	4	4	12	25	81	70	73	70	72	65
00	10	8	6	8	14	45	59	82	69	78	75	86
Hr Total	**49**	**31**	**23**	**22**	**39**	**99**	**241**	**292**	**314**	**269**	**266**	**282**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	79	92	91	134	179	139	90	80	68	42	30
30	82	76	79	118	146	158	130	90	85	78	44	24
45	88	71	96	92	151	164	105	77	68	60	24	21
00	70	85	105	140	161	136	109	80	73	45	27	18
Hr Total	**316**	**311**	**373**	**440**	**592**	**636**	**483**	**337**	**306**	**250**	**138**	**93**

24 Hour Total:	6,203					
AM Peak Hour begins:	11:45	AM Peak Volume:	331	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	662	PM PeaK Hour Factor:	0.92	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	10	5	7	11	36	67	82	60	50	65
30	20	8	4	6	7	17	66	73	89	61	69	66
45	9	7	4	4	12	25	81	70	73	70	72	65
00	10	8	6	8	14	45	59	82	69	78	75	86
Hr Total	**49**	**31**	**23**	**22**	**39**	**99**	**241**	**292**	**314**	**269**	**266**	**282**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	79	92	91	134	179	139	90	80	68	42	30
30	82	76	79	118	146	158	130	90	85	78	44	24
45	88	71	96	92	151	164	105	77	68	60	24	21
00	70	85	105	140	161	136	109	80	73	45	27	18
Hr Total	**316**	**311**	**373**	**440**	**592**	**636**	**483**	**337**	**306**	**250**	**138**	**93**

24 Hour Total:	6,203					
AM Peak Hour begins:	11:45	AM Peak Volume:	331	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	662	PM PeaK Hour Factor:	0.92	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB On Ramp from Big Bend Rd EB				

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	7	5	37	39	28	32	25	11
30	1	1	0	0	9	13	35	42	41	25	19	25
45	3	5	1	4	13	10	47	42	34	21	13	19
00	2	4	1	1	9	21	55	42	38	19	18	21
Hr Total	**7**	**11**	**3**	**5**	**38**	**49**	**174**	**165**	**141**	**97**	**75**	**76**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	14	11	19	27	23	25	13	3	9	7	1
30	28	16	18	23	23	23	18	24	13	8	5	0
45	20	16	24	24	22	36	28	11	3	9	4	2
00	18	26	21	26	21	24	12	9	7	7	6	1
Hr Total	**90**	**72**	**74**	**92**	**93**	**106**	**83**	**57**	**26**	**33**	**22**	**4**

24 Hour Total:	1,593				
AM Peak Hour begins:	6:30	AM Peak Volume:	183	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:15	PM Peak Volume:	108	PM PeaK Hour Factor:	0.75

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	7	5	37	39	28	32	25	11
30	1	1	0	0	9	13	35	42	41	25	19	25
45	3	5	1	4	13	10	47	42	34	21	13	19
00	2	4	1	1	9	21	55	42	38	19	18	21
Hr Total	**7**	**11**	**3**	**5**	**38**	**49**	**174**	**165**	**141**	**97**	**75**	**76**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	14	11	19	27	23	25	13	3	9	7	1
30	28	16	18	23	23	23	18	24	13	8	5	0
45	20	16	24	24	22	36	28	11	3	9	4	2
00	18	26	21	26	21	24	12	9	7	7	6	1
Hr Total	**90**	**72**	**74**	**92**	**93**	**106**	**83**	**57**	**26**	**33**	**22**	**4**

24 Hour Total:	1,593				
AM Peak Hour begins:	6:30	AM Peak Volume:	183	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:15	PM Peak Volume:	108	PM PeaK Hour Factor:	0.75

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB On Ramp from Big Bend Rd EB				

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	5	1	12	37	48	35	18	21	23
30	2	2	3	1	2	10	32	47	31	24	30	26
45	4	2	0	2	9	22	51	38	42	28	22	28
00	0	4	0	4	8	13	47	36	30	25	22	25
Hr Total	**10**	**11**	**5**	**12**	**20**	**57**	**167**	**169**	**138**	**95**	**95**	**102**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	18	13	21	21	26	22	15	9	3	4	3
30	22	20	20	14	18	38	20	16	10	2	3	0
45	17	15	21	24	28	23	16	14	9	3	10	5
00	16	18	29	20	21	19	17	8	6	4	7	2
Hr Total	**90**	**71**	**83**	**79**	**88**	**106**	**75**	**53**	**34**	**12**	**24**	**10**

24 Hour Total:	1,606				
AM Peak Hour begins:	6:30	AM Peak Volume:	193	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	113	PM PeaK Hour Factor:	0.74

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	5	1	12	37	48	35	18	21	23
30	2	2	3	1	2	10	32	47	31	24	30	26
45	4	2	0	2	9	22	51	38	42	28	22	28
00	0	4	0	4	8	13	47	36	30	25	22	25
Hr Total	**10**	**11**	**5**	**12**	**20**	**57**	**167**	**169**	**138**	**95**	**95**	**102**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	18	13	21	21	26	22	15	9	3	4	3
30	22	20	20	14	18	38	20	16	10	2	3	0
45	17	15	21	24	28	23	16	14	9	3	10	5
00	16	18	29	20	21	19	17	8	6	4	7	2
Hr Total	**90**	**71**	**83**	**79**	**88**	**106**	**75**	**53**	**34**	**12**	**24**	**10**

24 Hour Total:	1,606				
AM Peak Hour begins:	6:30	AM Peak Volume:	193	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	113	PM PeaK Hour Factor:	0.74

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB On Ramp from Big Bend Rd EB				

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	2	4	12	46	42	35	32	39	21
30	2	1	0	3	2	9	34	43	33	28	28	17
45	0	0	1	0	7	12	55	38	37	29	30	34
00	2	4	1	1	4	20	43	53	29	30	24	29
Hr Total	**7**	**7**	**2**	**6**	**17**	**53**	**178**	**176**	**134**	**119**	**121**	**101**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	26	20	22	26	34	24	12	9	9	5	4
30	16	23	19	28	21	21	31	4	17	7	4	1
45	24	30	29	26	27	25	15	8	12	3	4	4
00	27	29	11	18	30	23	17	4	6	7	5	8
Hr Total	**104**	**108**	**79**	**94**	**104**	**103**	**87**	**28**	**44**	**26**	**18**	**17**

24 Hour Total:	1,733				
AM Peak Hour begins:	6:30	AM Peak Volume:	183	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:15	PM Peak Volume:	112	PM PeaK Hour Factor:	0.82

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	2	4	12	46	42	35	32	39	21
30	2	1	0	3	2	9	34	43	33	28	28	17
45	0	0	1	0	7	12	55	38	37	29	30	34
00	2	4	1	1	4	20	43	53	29	30	24	29
Hr Total	**7**	**7**	**2**	**6**	**17**	**53**	**178**	**176**	**134**	**119**	**121**	**101**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	26	20	22	26	34	24	12	9	9	5	4
30	16	23	19	28	21	21	31	4	17	7	4	1
45	24	30	29	26	27	25	15	8	12	3	4	4
00	27	29	11	18	30	23	17	4	6	7	5	8
Hr Total	**104**	**108**	**79**	**94**	**104**	**103**	**87**	**28**	**44**	**26**	**18**	**17**

24 Hour Total:	1,733				
AM Peak Hour begins:	6:30	AM Peak Volume:	183	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:15	PM Peak Volume:	112	PM PeaK Hour Factor:	0.82

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB On Ramp from Big Bend Rd EB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	2	4	10	40	43	33	27	28	18
30	2	1	1	1	4	11	34	44	35	26	26	23
45	2	2	1	2	10	15	51	39	38	26	22	27
00	1	4	1	2	7	18	48	44	32	25	21	25
Hr Total	**8**	**10**	**3**	**8**	**25**	**53**	**173**	**170**	**138**	**104**	**97**	**93**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	19	15	21	25	28	24	13	7	7	5	3
30	22	20	19	22	21	27	23	15	13	6	4	0
45	20	20	25	25	26	28	20	11	8	5	6	4
00	20	24	20	21	24	22	15	7	6	6	6	4
Hr Total	**95**	**84**	**79**	**88**	**95**	**105**	**82**	**46**	**35**	**24**	**21**	**10**

24 Hour Total:	1,644					
AM Peak Hour begins:	6:30	AM Peak Volume:	186	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	107	PM PeaK Hour Factor:	0.96	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	2	4	10	40	43	33	27	28	18
30	2	1	1	1	4	11	34	44	35	26	26	23
45	2	2	1	2	10	15	51	39	38	26	22	27
00	1	4	1	2	7	18	48	44	32	25	21	25
Hr Total	**8**	**10**	**3**	**8**	**25**	**53**	**173**	**170**	**138**	**104**	**97**	**93**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	19	15	21	25	28	24	13	7	7	5	3
30	22	20	19	22	21	27	23	15	13	6	4	0
45	20	20	25	25	26	28	20	11	8	5	6	4
00	20	24	20	21	24	22	15	7	6	6	6	4
Hr Total	**95**	**84**	**79**	**88**	**95**	**105**	**82**	**46**	**35**	**24**	**21**	**10**

24 Hour Total:	1,644					
AM Peak Hour begins:	6:30	AM Peak Volume:	186	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	107	PM PeaK Hour Factor:	0.96	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB On Ramp from Big Bend Rd WB				

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	4	9	4	16	56	90	60	41	53	25
30	0	2	5	4	10	36	64	102	80	48	49	35
45	8	0	4	2	11	29	100	117	73	44	41	33
00	6	1	2	2	8	40	86	91	49	43	42	34
Hr Total	**19**	**8**	**15**	**17**	**33**	**121**	**306**	**400**	**262**	**176**	**185**	**127**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	38	47	35	34	36	42	34	16	17	15	5
30	43	43	38	35	37	48	39	28	16	27	6	12
45	33	23	39	46	37	34	27	20	19	26	15	2
00	35	47	36	35	39	44	21	17	27	12	10	7
Hr Total	**145**	**151**	**160**	**151**	**147**	**162**	**129**	**99**	**78**	**82**	**46**	**26**

24 Hour Total:	3,045					
AM Peak Hour begins:	7:00	AM Peak Volume:	400	AM Peak Hour Factor:	0.85	
PM Peak Hour begins:	13:45	PM Peak Volume:	171	PM PeaK Hour Factor:	0.91	

N/A

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	4	9	4	16	56	90	60	41	53	25
30	0	2	5	4	10	36	64	102	80	48	49	35
45	8	0	4	2	11	29	100	117	73	44	41	33
00	6	1	2	2	8	40	86	91	49	43	42	34
Hr Total	**19**	**8**	**15**	**17**	**33**	**121**	**306**	**400**	**262**	**176**	**185**	**127**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	38	47	35	34	36	42	34	16	17	15	5
30	43	43	38	35	37	48	39	28	16	27	6	12
45	33	23	39	46	37	34	27	20	19	26	15	2
00	35	47	36	35	39	44	21	17	27	12	10	7
Hr Total	**145**	**151**	**160**	**151**	**147**	**162**	**129**	**99**	**78**	**82**	**46**	**26**

24 Hour Total:	3,045					
AM Peak Hour begins:	7:00	AM Peak Volume:	400	AM Peak Hour Factor:	0.85	
PM Peak Hour begins:	13:45	PM Peak Volume:	171	PM PeaK Hour Factor:	0.91	

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB On Ramp from Big Bend Rd WB				

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	5	4	17	51	75	74	44	39	33
30	4	4	0	5	7	29	64	103	69	33	33	36
45	3	4	8	2	6	30	83	92	61	47	40	40
00	2	3	2	3	12	40	115	70	70	36	35	29
Hr Total	**14**	**15**	**14**	**15**	**29**	**116**	**313**	**340**	**274**	**160**	**147**	**138**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	28	46	35	31	45	47	26	23	24	15	8
30	31	30	26	41	30	43	43	32	23	19	13	7
45	31	35	37	31	46	42	31	28	19	22	14	8
00	46	40	31	33	45	40	24	26	18	12	19	4
Hr Total	**141**	**133**	**140**	**140**	**152**	**170**	**145**	**112**	**83**	**77**	**61**	**27**

24 Hour Total:	2,956				
AM Peak Hour begins:	6:45	AM Peak Volume:	385	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	16:30	PM Peak Volume:	179	PM PeaK Hour Factor:	0.97

N/A

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	5	4	17	51	75	74	44	39	33
30	4	4	0	5	7	29	64	103	69	33	33	36
45	3	4	8	2	6	30	83	92	61	47	40	40
00	2	3	2	3	12	40	115	70	70	36	35	29
Hr Total	**14**	**15**	**14**	**15**	**29**	**116**	**313**	**340**	**274**	**160**	**147**	**138**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	28	46	35	31	45	47	26	23	24	15	8
30	31	30	26	41	30	43	43	32	23	19	13	7
45	31	35	37	31	46	42	31	28	19	22	14	8
00	46	40	31	33	45	40	24	26	18	12	19	4
Hr Total	**141**	**133**	**140**	**140**	**152**	**170**	**145**	**112**	**83**	**77**	**61**	**27**

24 Hour Total:	2,956				
AM Peak Hour begins:	6:45	AM Peak Volume:	385	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	16:30	PM Peak Volume:	179	PM PeaK Hour Factor:	0.97

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB On Ramp from Big Bend Rd WB				

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	2	7	6	19	45	88	63	48	58	45
30	8	3	2	1	3	24	68	95	82	51	38	41
45	2	2	5	3	4	36	87	93	55	47	47	54
00	5	2	5	8	17	35	104	75	69	49	37	47
Hr Total	**26**	**10**	**14**	**19**	**30**	**114**	**304**	**351**	**269**	**195**	**180**	**187**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	49	52	67	43	47	45	27	20	14	10	10
30	45	53	49	38	39	40	42	30	22	19	8	10
45	45	74	55	45	46	50	26	26	31	17	14	8
00	33	50	46	47	33	40	38	25	27	15	16	7
Hr Total	**150**	**226**	**202**	**197**	**161**	**177**	**151**	**108**	**100**	**65**	**48**	**35**

24 Hour Total:	3,319				
AM Peak Hour begins:	6:45	AM Peak Volume:	380	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	13:15	PM Peak Volume:	229	PM PeaK Hour Factor:	0.77

N/A

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	2	7	6	19	45	88	63	48	58	45
30	8	3	2	1	3	24	68	95	82	51	38	41
45	2	2	5	3	4	36	87	93	55	47	47	54
00	5	2	5	8	17	35	104	75	69	49	37	47
Hr Total	**26**	**10**	**14**	**19**	**30**	**114**	**304**	**351**	**269**	**195**	**180**	**187**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	49	52	67	43	47	45	27	20	14	10	10
30	45	53	49	38	39	40	42	30	22	19	8	10
45	45	74	55	45	46	50	26	26	31	17	14	8
00	33	50	46	47	33	40	38	25	27	15	16	7
Hr Total	**150**	**226**	**202**	**197**	**161**	**177**	**151**	**108**	**100**	**65**	**48**	**35**

24 Hour Total:	3,319				
AM Peak Hour begins:	6:45	AM Peak Volume:	380	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	13:15	PM Peak Volume:	229	PM PeaK Hour Factor:	0.77

Volume Count Report
3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	I-75 SB On Ramp from Big Bend Rd WB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	3	7	5	17	51	84	66	44	50	34
30	4	3	2	3	7	30	65	100	77	44	40	37
45	4	2	6	2	7	32	90	101	63	46	43	42
00	4	2	3	4	12	38	102	79	63	43	38	37
Hr Total	**20**	**11**	**14**	**17**	**31**	**117**	**308**	**364**	**268**	**177**	**171**	**151**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	38	48	46	36	43	45	29	20	18	13	8
30	40	42	38	38	35	44	41	30	20	22	9	10
45	36	44	44	41	43	42	28	25	23	22	14	6
00	38	46	38	38	39	41	28	23	24	13	15	6
Hr Total	**145**	**170**	**167**	**163**	**153**	**170**	**142**	**106**	**87**	**75**	**52**	**29**

24 Hour Total:	3,107					
AM Peak Hour begins:	6:45	AM Peak Volume:	387	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	13:15	PM Peak Volume:	180	PM PeaK Hour Factor:	0.93	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	3	7	5	17	51	84	66	44	50	34
30	4	3	2	3	7	30	65	100	77	44	40	37
45	4	2	6	2	7	32	90	101	63	46	43	42
00	4	2	3	4	12	38	102	79	63	43	38	37
Hr Total	**20**	**11**	**14**	**17**	**31**	**117**	**308**	**364**	**268**	**177**	**171**	**151**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	38	48	46	36	43	45	29	20	18	13	8
30	40	42	38	38	35	44	41	30	20	22	9	10
45	36	44	44	41	43	42	28	25	23	22	14	6
00	38	46	38	38	39	41	28	23	24	13	15	6
Hr Total	**145**	**170**	**167**	**163**	**153**	**170**	**142**	**106**	**87**	**75**	**52**	**29**

24 Hour Total:	3,107					
AM Peak Hour begins:	6:45	AM Peak Volume:	387	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	13:15	PM Peak Volume:	180	PM PeaK Hour Factor:	0.93	

Volume Count Report

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 6, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Simmons Loop south of Big Bend Rd				

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	4	3	4	21	36	18	21	22	21
30	2	1	2	2	3	8	24	48	19	33	18	23
45	9	4	3	1	1	15	35	35	17	27	18	16
00	0	3	2	1	7	14	41	39	21	19	22	17
Hr Total	**14**	**10**	**8**	**8**	**14**	**41**	**121**	**158**	**75**	**100**	**80**	**77**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	15	20	20	27	42	12	25	18	24	11	6
30	27	24	14	39	29	16	17	28	7	11	9	3
45	26	15	22	25	19	34	11	15	10	22	4	8
00	8	26	33	34	21	20	14	9	18	6	5	3
Hr Total	**91**	**80**	**89**	**118**	**96**	**112**	**54**	**77**	**53**	**63**	**29**	**20**

24 Hour Total:	1,588					
AM Peak Hour begins:	6:30	AM Peak Volume:	160	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:15	PM Peak Volume:	125	PM PeaK Hour Factor:	0.80

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	1	4	4	10	17	20	19	24	20
30	6	1	3	2	2	4	20	22	20	20	21	18
45	4	6	3	3	5	6	20	23	34	20	17	31
00	1	3	1	5	1	16	36	34	29	15	19	28
Hr Total	**15**	**13**	**10**	**11**	**12**	**30**	**86**	**96**	**103**	**74**	**81**	**97**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	30	25	36	36	51	41	45	23	14	7	5
30	19	22	33	36	39	58	55	41	22	14	10	7
45	24	32	28	50	42	47	47	20	21	27	15	5
00	30	37	23	42	55	72	33	21	13	14	5	6
Hr Total	**111**	**121**	**109**	**164**	**172**	**228**	**176**	**127**	**79**	**69**	**37**	**23**

24 Hour Total:	2,044					
AM Peak Hour begins:	11:30	AM Peak Volume:	116	AM Peak Hour Factor:	0.76
PM Peak Hour begins:	17:00	PM Peak Volume:	228	PM PeaK Hour Factor:	0.79

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	4	5	7	8	31	53	38	40	46	41
30	8	2	5	4	5	12	44	70	39	53	39	41
45	13	10	6	4	6	21	55	58	51	47	35	47
00	1	6	3	6	8	30	77	73	50	34	41	45
Hr Total	**29**	**23**	**18**	**19**	**26**	**71**	**207**	**254**	**178**	**174**	**161**	**174**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	45	45	56	63	93	53	70	41	38	18	11
30	46	46	47	75	68	74	72	69	29	25	19	10
45	50	47	50	75	61	81	58	35	31	49	19	13
00	38	63	56	76	76	92	47	30	31	20	10	9
Hr Total	**202**	**201**	**198**	**282**	**268**	**340**	**230**	**204**	**132**	**132**	**66**	**43**

24 Hour Total:	3,632					
AM Peak Hour begins:	6:45	AM Peak Volume:	258	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00	PM Peak Volume:	340	PM PeaK Hour Factor:	0.91

Volume Count Report

Start Date:	June 7, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 7, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Simmons Loop south of Big Bend Rd				

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	0	3	0	1	10	44	31	13	20	23
30	6	3	4	5	1	12	20	47	23	20	14	23
45	7	7	4	1	3	10	34	39	26	9	17	12
00	2	0	2	4	2	14	29	31	35	23	29	19
Hr Total	**20**	**11**	**10**	**13**	**6**	**37**	**93**	**161**	**115**	**65**	**80**	**77**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	19	18	17	20	28	20	24	17	14	9	9
30	28	16	29	25	23	21	20	18	9	10	6	3
45	20	21	24	39	26	23	16	21	14	4	4	9
00	12	27	20	31	25	18	20	12	8	13	5	3
Hr Total	**70**	**83**	**91**	**112**	**94**	**90**	**76**	**75**	**48**	**41**	**24**	**24**

24 Hour Total:	1,516				
AM Peak Hour begins:	7:00	AM Peak Volume:	161	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	15:15	PM Peak Volume:	115	PM PeaK Hour Factor:	0.74

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	3	0	4	3	14	16	19	15	27	14
30	7	3	2	2	1	6	16	20	27	26	23	24
45	2	3	1	2	3	6	24	23	30	25	29	19
00	3	3	3	1	2	12	33	23	22	21	17	25
Hr Total	**21**	**12**	**9**	**5**	**10**	**27**	**87**	**82**	**98**	**87**	**96**	**82**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	28	28	32	37	45	61	27	25	18	19	3
30	23	26	28	33	36	55	58	22	20	17	8	6
45	29	32	29	36	40	59	50	24	19	25	10	6
00	28	27	33	34	61	73	31	29	24	22	13	4
Hr Total	**101**	**113**	**118**	**135**	**174**	**232**	**200**	**102**	**88**	**82**	**50**	**19**

24 Hour Total:	2,030				
AM Peak Hour begins:	9:45	AM Peak Volume:	100	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:30	PM Peak Volume:	251	PM PeaK Hour Factor:	0.86

Total Volume for All Lanes

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	4	3	3	4	4	24	60	50	28	47	37
30	13	6	6	7	2	18	36	67	50	46	37	47
45	9	10	5	3	6	16	58	62	56	34	46	31
00	5	3	5	5	4	26	62	54	57	44	46	44
Hr Total	**41**	**23**	**19**	**18**	**16**	**64**	**180**	**243**	**213**	**152**	**176**	**159**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	47	46	49	57	73	81	51	42	32	28	12
30	51	42	57	58	59	76	78	40	29	27	14	9
45	49	53	53	75	66	82	66	45	33	29	14	15
00	40	54	53	65	86	91	51	41	32	35	18	7
Hr Total	**171**	**196**	**209**	**247**	**268**	**322**	**276**	**177**	**136**	**123**	**74**	**43**

24 Hour Total:	3,546				
AM Peak Hour begins:	6:45	AM Peak Volume:	251	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:30	PM Peak Volume:	332	PM PeaK Hour Factor:	0.91

Volume Count Report

Start Date:	June 8, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Simmons Loop south of Big Bend Rd				

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	1	3	2	5	13	37	26	14	27	26
30	3	8	2	1	2	8	17	39	20	17	28	17
45	4	4	2	1	3	9	37	42	19	22	33	16
00	4	5	3	3	4	9	37	39	19	30	21	17
Hr Total	**18**	**19**	**8**	**8**	**11**	**31**	**104**	**157**	**84**	**83**	**109**	**76**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	23	19	28	26	39	21	24	33	17	12	10
30	14	21	24	27	31	19	21	16	18	13	10	7
45	21	23	34	36	36	21	20	16	17	10	15	8
00	23	20	31	26	31	23	20	26	9	9	5	6
Hr Total	**81**	**87**	**108**	**117**	**124**	**102**	**82**	**82**	**77**	**49**	**42**	**31**

24 Hour Total:	1,690				
AM Peak Hour begins:	7:00	AM Peak Volume:	157	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:15	PM Peak Volume:	137	PM PeaK Hour Factor:	0.88

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	0	1	1	2	12	15	20	30	20	28
30	5	5	2	1	0	5	16	21	16	27	23	28
45	2	3	1	2	1	7	28	23	19	31	16	26
00	8	0	3	2	1	9	30	12	23	21	43	26
Hr Total	**19**	**13**	**6**	**6**	**3**	**23**	**86**	**71**	**78**	**109**	**102**	**108**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	22	34	30	54	57	59	36	30	30	8	11
30	26	32	28	30	39	61	55	30	23	23	14	6
45	22	29	19	38	55	80	55	29	26	18	18	7
00	25	36	30	40	74	59	37	18	23	23	12	3
Hr Total	**92**	**119**	**111**	**138**	**222**	**257**	**206**	**113**	**102**	**94**	**52**	**27**

24 Hour Total:	2,157				
AM Peak Hour begins:	10:45	AM Peak Volume:	125	AM Peak Hour Factor:	0.73
PM Peak Hour begins:	16:45	PM Peak Volume:	272	PM PeaK Hour Factor:	0.85

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	1	4	3	7	25	52	46	44	47	54
30	8	13	4	2	2	13	33	60	36	44	51	45
45	6	7	3	3	4	16	65	65	38	53	49	42
00	12	5	6	5	5	18	67	51	42	51	64	43
Hr Total	**37**	**32**	**14**	**14**	**14**	**54**	**190**	**228**	**162**	**192**	**211**	**184**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	45	53	58	80	96	80	60	63	47	20	21
30	40	53	52	57	70	80	76	46	41	36	24	13
45	43	52	53	74	91	101	75	45	43	28	33	15
00	48	56	61	66	105	82	57	44	32	32	17	9
Hr Total	**173**	**206**	**219**	**255**	**346**	**359**	**288**	**195**	**179**	**143**	**94**	**58**

24 Hour Total:	3,847				
AM Peak Hour begins:	6:30	AM Peak Volume:	244	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	382	PM PeaK Hour Factor:	0.91

Volume Count Report

3-Day Average

Start Date:	June 6, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 8, 2017	Stop Time:	24:00	ID:	0
City:	Riverview	County:	Hillsborough		
Location	Simmons Loop south of Big Bend Rd				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	3	2	3	15	39	25	16	23	23
30	4	4	3	3	2	9	20	45	21	23	20	21
45	7	5	3	1	2	11	35	39	21	19	23	15
00	2	3	2	3	4	12	36	36	25	24	24	18
Hr Total	**17**	**13**	**9**	**10**	**10**	**36**	**106**	**159**	**91**	**83**	**90**	**77**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	19	19	22	24	36	18	24	23	18	11	8
30	23	20	22	30	28	19	19	21	11	11	8	4
45	22	20	27	33	27	26	16	17	14	12	8	8
00	14	24	28	30	26	20	18	16	12	9	5	4
Hr Total	**81**	**83**	**96**	**116**	**105**	**101**	**71**	**78**	**59**	**51**	**32**	**25**

24 Hour Total:	1,598					
AM Peak Hour begins:	7:00	AM Peak Volume:	159	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	15:15	PM Peak Volume:	118	PM PeaK Hour Factor:	0.89	

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	1	3	3	12	16	20	21	24	21
30	6	3	2	2	1	5	17	21	21	24	22	23
45	3	4	2	2	3	6	24	23	28	25	21	25
00	4	2	2	3	1	12	33	23	25	19	26	26
Hr Total	**18**	**13**	**8**	**7**	**8**	**27**	**86**	**83**	**93**	**90**	**93**	**96**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	27	29	33	42	51	54	36	26	21	11	6
30	23	27	30	33	38	58	56	31	22	18	11	6
45	25	31	25	41	46	62	51	24	22	23	14	6
00	28	33	29	39	63	68	34	23	20	20	10	4
Hr Total	**101**	**118**	**113**	**146**	**189**	**239**	**194**	**114**	**90**	**82**	**46**	**23**

24 Hour Total:	2,077					
AM Peak Hour begins:	11:15	AM Peak Volume:	101	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	17:15	PM Peak Volume:	242	PM PeaK Hour Factor:	0.89	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	3	4	5	6	27	55	45	37	47	44
30	10	7	5	4	3	14	38	66	42	48	42	44
45	9	9	5	3	5	18	59	62	48	45	43	40
00	6	5	5	5	6	25	69	59	50	43	50	44
Hr Total	**36**	**26**	**17**	**17**	**19**	**63**	**192**	**242**	**184**	**173**	**183**	**172**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	46	48	54	67	87	71	60	49	39	22	15
30	46	47	52	63	66	77	75	52	33	29	19	11
45	47	51	52	75	73	88	66	42	36	35	22	14
00	42	58	57	69	89	88	52	38	32	29	15	8
Hr Total	**182**	**201**	**209**	**261**	**294**	**340**	**265**	**192**	**149**	**133**	**78**	**48**

24 Hour Total:	3,675					
AM Peak Hour begins:	6:45	AM Peak Volume:	251	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	341	PM PeaK Hour Factor:	0.96	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	0	6	0	25	1	146	10	1	158	12	299	0	311	494
07:15 AM	7	0	10	0	17	2	166	13	0	181	5	313	0	318	516
07:30 AM	9	0	5	0	14	0	169	8	1	178	9	282	0	291	483
07:45 AM	8	0	12	0	20	0	191	14	0	205	11	279	0	290	515
Total	43	0	33	0	76	3	672	45	2	722	37	1173	0	1210	2008
08:00 AM	15	0	13	0	28	1	206	8	0	215	5	246	0	251	494
08:15 AM	9	0	6	0	15	1	225	9	0	235	7	244	0	251	501
08:30 AM	10	0	12	0	22	1	191	8	1	201	5	282	0	287	510
08:45 AM	5	0	3	0	8	2	192	6	0	200	11	256	0	267	475
Total	39	0	34	0	73	5	814	31	1	851	28	1028	0	1056	1980
*** BREAK ***															
04:00 PM	19	0	24	0	43	1	290	4	0	295	3	238	0	241	579
04:15 PM	9	0	7	0	16	3	350	2	1	356	7	243	0	250	622
04:30 PM	3	0	10	0	13	4	338	7	0	349	5	276	0	281	643
04:45 PM	8	0	11	0	19	1	328	8	1	338	7	254	0	261	618
Total	39	0	52	0	91	9	1306	21	2	1338	22	1011	0	1033	2462
05:00 PM	8	0	12	1	21	2	348	12	0	362	5	287	0	292	675
05:15 PM	5	0	9	0	14	1	354	10	0	365	11	276	0	287	666
05:30 PM	11	0	14	0	25	2	309	8	1	320	12	280	0	292	637
05:45 PM	5	0	10	0	15	1	315	5	0	321	15	284	0	299	635
Total	29	0	45	1	75	6	1326	35	1	1368	43	1127	0	1170	2613
Grand Total	150	0	164	1	315	23	4118	132	6	4279	130	4339	0	4469	9063
Apprch %	47.6	0	52.1	0.3		0.5	96.2	3.1	0.1		2.9	97.1	0		
Total %	1.7	0	1.8	0	3.5	0.3	45.4	1.5	0.1	47.2	1.4	47.9	0	49.3	
Passenger Vehicles	126	0	159	1	286	0	3832	114	4	3950	117	4099	0	4216	8452
% Passenger Vehicles	84	0	97	100	90.8	0	93.1	86.4	66.7	92.3	90	94.5	0	94.3	93.3
Heavy Vehicles	24	0	5	0	29	0	286	18	2	306	4	240	0	244	579
% Heavy Vehicles	16	0	3	0	9.2	0	6.9	13.6	33.3	7.2	3.1	5.5	0	5.5	6.4
UTurns	0	0	0	0	0	23	0	0	0	23	9	0	0	9	32
% UTurns	0	0	0	0	0	100	0	0	0	0.5	6.9	0	0	0.2	0.4

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 2

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	8	0	12	0	20	0	191	14	0	205	11	279	0	290	515
08:00 AM	15	0	13	0	28	1	206	8	0	215	5	246	0	251	494
08:15 AM	9	0	6	0	15	1	225	9	0	235	7	244	0	251	501
08:30 AM	10	0	12	0	22	1	191	8	1	201	5	282	0	287	510
Total Volume	42	0	43	0	85	3	813	39	1	856	28	1051	0	1079	2020
% App. Total	49.4	0	50.6	0		0.4	95	4.6	0.1		2.6	97.4	0		
PHF	.700	.000	.827	.000	.759	.750	.903	.696	.250	.911	.636	.932	.000	.930	.981
Passenger Vehicles	29	0	39	0	68	0	694	26	0	720	25	953	0	978	1766
% Passenger Vehicles	69.0	0	90.7	0	80.0	0	85.4	66.7	0	84.1	89.3	90.7	0	90.6	87.4
Heavy Vehicles	13	0	4	0	17	0	119	13	1	133	0	98	0	98	248
% Heavy Vehicles	31.0	0	9.3	0	20.0	0	14.6	33.3	100	15.5	0	9.3	0	9.1	12.3
UTurns	0	0	0	0	0	3	0	0	0	3	3	0	0	3	6
% UTurns	0	0	0	0	0	100	0	0	0	0.4	10.7	0	0	0.3	0.3
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:45 AM					07:45 AM					07:00 AM				
+0 mins.	8	0	12	0	20	0	191	14	0	205	12	299	0	311	
+15 mins.	15	0	13	0	28	1	206	8	0	215	5	313	0	318	
+30 mins.	9	0	6	0	15	1	225	9	0	235	9	282	0	291	
+45 mins.	10	0	12	0	22	1	191	8	1	201	11	279	0	290	
Total Volume	42	0	43	0	85	3	813	39	1	856	37	1173	0	1210	
% App. Total	49.4	0	50.6	0		0.4	95	4.6	0.1		3.1	96.9	0		
PHF	.700	.000	.827	.000	.759	.750	.903	.696	.250	.911	.771	.937	.000	.951	
Passenger Vehicles	29	0	39	0	68	0	694	26	0	720	35	1091	0	1126	
% Passenger Vehicles	69	0	90.7	0	80	0	85.4	66.7	0	84.1	94.6	93	0	93.1	
Heavy Vehicles	13	0	4	0	17	0	119	13	1	133	0	82	0	82	
% Heavy Vehicles	31	0	9.3	0	20	0	14.6	33.3	100	15.5	0	7	0	6.8	
UTurns	0	0	0	0	0	3	0	0	0	3	2	0	0	2	
% UTurns	0	0	0	0	0	100	0	0	0	0.4	5.4	0	0	0.2	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	8	0	12	1	21	2	348	12	0	362	5	287	0	292	675
05:15 PM	5	0	9	0	14	1	354	10	0	365	11	276	0	287	666
05:30 PM	11	0	14	0	25	2	309	8	1	320	12	280	0	292	637
05:45 PM	5	0	10	0	15	1	315	5	0	321	15	284	0	299	635
Total Volume	29	0	45	1	75	6	1326	35	1	1368	43	1127	0	1170	2613
% App. Total	38.7	0	60	1.3		0.4	96.9	2.6	0.1		3.7	96.3	0		
PHF	.659	.000	.804	.250	.750	.750	.936	.729	.250	.937	.717	.982	.000	.978	.968
Passenger Vehicles	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
% Passenger Vehicles	96.6	0	100	100	98.7	0	97.5	100	100	97.1	90.7	97.7	0	97.4	97.3
Heavy Vehicles	1	0	0	0	1	0	33	0	0	33	0	26	0	26	60
% Heavy Vehicles	3.4	0	0	0	1.3	0	2.5	0	0	2.4	0	2.3	0	2.2	2.3
UTurns	0	0	0	0	0	6	0	0	0	6	4	0	0	4	10

% UTurns	0	0	0	0	0	100	0	0	0	0.4	9.3	0	0	0.3	0.4

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					05:00 PM				
+0 mins.	19	0	24	0	43	4	338	7	0	349	5	287	0	292	
+15 mins.	9	0	7	0	16	1	328	8	1	338	11	276	0	287	
+30 mins.	3	0	10	0	13	2	348	12	0	362	12	280	0	292	
+45 mins.	8	0	11	0	19	1	354	10	0	365	15	284	0	299	
Total Volume	39	0	52	0	91	8	1368	37	1	1414	43	1127	0	1170	
% App. Total	42.9	0	57.1	0		0.6	96.7	2.6	0.1		3.7	96.3	0		
PHF	.513	.000	.542	.000	.529	.500	.966	.771	.250	.968	.717	.982	.000	.978	
Passenger Vehicles	38	0	52	0	90	0	1331	37	1	1369	39	1101	0	1140	
% Passenger Vehicles	97.4	0	100	0	98.9	0	97.3	100	100	96.8	90.7	97.7	0	97.4	
Heavy Vehicles	1	0	0	0	1	0	37	0	0	37	0	26	0	26	
% Heavy Vehicles	2.6	0	0	0	1.1	0	2.7	0	0	2.6	0	2.3	0	2.2	
UTurns	0	0	0	0	0	8	0	0	0	8	4	0	0	4	
% UTurns	0	0	0	0	0	100	0	0	0	0.6	9.3	0	0	0.3	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	0	6	0	19	0	124	9	1	134	12	277	0	289	442
07:15 AM	7	0	9	0	16	0	146	13	0	159	5	296	0	301	476
07:30 AM	8	0	5	0	13	0	146	6	0	152	8	263	0	271	436
07:45 AM	6	0	12	0	18	0	160	6	0	166	10	255	0	265	449
Total	34	0	32	0	66	0	576	34	1	611	35	1091	0	1126	1803
08:00 AM	13	0	12	0	25	0	175	6	0	181	5	222	0	227	433
08:15 AM	6	0	6	0	12	0	203	7	0	210	6	225	0	231	453
08:30 AM	4	0	9	0	13	0	156	7	0	163	4	251	0	255	431
08:45 AM	3	0	3	0	6	0	161	4	0	165	7	234	0	241	412
Total	26	0	30	0	56	0	695	24	0	719	22	932	0	954	1729
*** BREAK ***															
04:00 PM	19	0	24	0	43	0	280	4	0	284	3	229	0	232	559
04:15 PM	8	0	7	0	15	0	339	2	1	342	6	233	0	239	596
04:30 PM	3	0	10	0	13	0	332	7	0	339	5	266	0	271	623
04:45 PM	8	0	11	0	19	0	317	8	1	326	7	247	0	254	599
Total	38	0	52	0	90	0	1268	21	2	1291	21	975	0	996	2377
05:00 PM	8	0	12	1	21	0	333	12	0	345	5	279	0	284	650
05:15 PM	5	0	9	0	14	0	349	10	0	359	9	267	0	276	649
05:30 PM	11	0	14	0	25	0	305	8	1	314	10	275	0	285	624
05:45 PM	4	0	10	0	14	0	306	5	0	311	15	280	0	295	620
Total	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
Grand Total	126	0	159	1	286	0	3832	114	4	3950	117	4099	0	4216	8452
Apprch %	44.1	0	55.6	0.3		0	97	2.9	0.1		2.8	97.2	0		
Total %	1.5	0	1.9	0	3.4	0	45.3	1.3	0	46.7	1.4	48.5	0	49.9	

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	13	0	6	0	19	0	124	9	1	134	12	277	0	289	442
07:15 AM	7	0	9	0	16	0	146	13	0	159	5	296	0	301	476
07:30 AM	8	0	5	0	13	0	146	6	0	152	8	263	0	271	436
07:45 AM	6	0	12	0	18	0	160	6	0	166	10	255	0	265	449
Total Volume	34	0	32	0	66	0	576	34	1	611	35	1091	0	1126	1803
% App. Total	51.5	0	48.5	0		0	94.3	5.6	0.2		3.1	96.9	0		
PHF	.654	.000	.667	.000	.868	.000	.900	.654	.250	.920	.729	.921	.000	.935	.947

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 2

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM					07:45 AM					07:00 AM				
+0 mins.	7	0	9	0	16	0	160	6	0	166	12	277	0	289	
+15 mins.	8	0	5	0	13	0	175	6	0	181	5	296	0	301	
+30 mins.	6	0	12	0	18	0	203	7	0	210	8	263	0	271	
+45 mins.	13	0	12	0	25	0	156	7	0	163	10	255	0	265	
Total Volume	34	0	38	0	72	0	694	26	0	720	35	1091	0	1126	
% App. Total	47.2	0	52.8	0		0	96.4	3.6	0		3.1	96.9	0		
PHF	.654	.000	.792	.000	.720	.000	.855	.929	.000	.857	.729	.921	.000	.935	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	8	0	12	1	21	0	333	12	0	345	5	279	0	284	650
05:15 PM	5	0	9	0	14	0	349	10	0	359	9	267	0	276	649
05:30 PM	11	0	14	0	25	0	305	8	1	314	10	275	0	285	624
05:45 PM	4	0	10	0	14	0	306	5	0	311	15	280	0	295	620
Total Volume	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
% App. Total	37.8	0	60.8	1.4		0	97.3	2.6	0.1		3.4	96.6	0		
PHF	.636	.000	.804	.250	.740	.000	.926	.729	.250	.925	.650	.983	.000	.966	.978

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					05:00 PM				
+0 mins.	19	0	24	0	43	0	332	7	0	339	5	279	0	284	
+15 mins.	8	0	7	0	15	0	317	8	1	326	9	267	0	276	
+30 mins.	3	0	10	0	13	0	333	12	0	345	10	275	0	285	
+45 mins.	8	0	11	0	19	0	349	10	0	359	15	280	0	295	
Total Volume	38	0	52	0	90	0	1331	37	1	1369	39	1101	0	1140	
% App. Total	42.2	0	57.8	0		0	97.2	2.7	0.1		3.4	96.6	0		
PHF	.500	.000	.542	.000	.523	.000	.953	.771	.250	.953	.650	.983	.000	.966	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Heavy Vehicles

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	0	0	0	6	0	22	1	0	23	0	22	0	22	51
07:15 AM	0	0	1	0	1	0	20	0	0	20	0	17	0	17	38
07:30 AM	1	0	0	0	1	0	23	2	1	26	0	19	0	19	46
07:45 AM	2	0	0	0	2	0	31	8	0	39	0	24	0	24	65
Total	9	0	1	0	10	0	96	11	1	108	0	82	0	82	200
08:00 AM	2	0	1	0	3	0	31	2	0	33	0	24	0	24	60
08:15 AM	3	0	0	0	3	0	22	2	0	24	0	19	0	19	46
08:30 AM	6	0	3	0	9	0	35	1	1	37	0	31	0	31	77
08:45 AM	2	0	0	0	2	0	31	2	0	33	4	22	0	26	61
Total	13	0	4	0	17	0	119	7	1	127	4	96	0	100	244
*** BREAK ***															
04:00 PM	0	0	0	0	0	0	10	0	0	10	0	9	0	9	19
04:15 PM	1	0	0	0	1	0	11	0	0	11	0	10	0	10	22
04:30 PM	0	0	0	0	0	0	6	0	0	6	0	10	0	10	16
04:45 PM	0	0	0	0	0	0	11	0	0	11	0	7	0	7	18
Total	1	0	0	0	1	0	38	0	0	38	0	36	0	36	75
05:00 PM	0	0	0	0	0	0	15	0	0	15	0	8	0	8	23
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	9	0	9	14
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	5	0	5	9
05:45 PM	1	0	0	0	1	0	9	0	0	9	0	4	0	4	14
Total	1	0	0	0	1	0	33	0	0	33	0	26	0	26	60
Grand Total	24	0	5	0	29	0	286	18	2	306	4	240	0	244	579
Apprch %	82.8	0	17.2	0		0	93.5	5.9	0.7		1.6	98.4	0		
Total %	4.1	0	0.9	0	5	0	49.4	3.1	0.3	52.8	0.7	41.5	0	42.1	

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	2	0	0	0	2	0	31	8	0	39	0	24	0	24	65
08:00 AM	2	0	1	0	3	0	31	2	0	33	0	24	0	24	60
08:15 AM	3	0	0	0	3	0	22	2	0	24	0	19	0	19	46
08:30 AM	6	0	3	0	9	0	35	1	1	37	0	31	0	31	77
Total Volume	13	0	4	0	17	0	119	13	1	133	0	98	0	98	248
% App. Total	76.5	0	23.5	0		0	89.5	9.8	0.8		0	100	0		
PHF	.542	.000	.333	.000	.472	.000	.850	.406	.250	.853	.000	.790	.000	.790	.805

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:45 AM					07:45 AM					08:00 AM				
+0 mins.	2	0	0	0	2	0	31	8	0	39	0	24	0	24	
+15 mins.	2	0	1	0	3	0	31	2	0	33	0	19	0	19	
+30 mins.	3	0	0	0	3	0	22	2	0	24	0	31	0	31	
+45 mins.	6	0	3	0	9	0	35	1	1	37	4	22	0	26	
Total Volume	13	0	4	0	17	0	119	13	1	133	4	96	0	100	
% App. Total	76.5	0	23.5	0		0	89.5	9.8	0.8		4	96	0		
PHF	.542	.000	.333	.000	.472	.000	.850	.406	.250	.853	.250	.774	.000	.806	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:15 PM															
04:15 PM	1	0	0	0	1	0	11	0	0	11	0	10	0	10	22
04:30 PM	0	0	0	0	0	0	6	0	0	6	0	10	0	10	16
04:45 PM	0	0	0	0	0	0	11	0	0	11	0	7	0	7	18
05:00 PM	0	0	0	0	0	0	15	0	0	15	0	8	0	8	23
Total Volume	1	0	0	0	1	0	43	0	0	43	0	35	0	35	79
% App. Total	100	0	0	0		0	100	0	0		0	100	0		
PHF	.250	.000	.000	.000	.250	.000	.717	.000	.000	.717	.000	.875	.000	.875	.859

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM					04:15 PM					04:00 PM				
+0 mins.	0	0	0	0	0	0	11	0	0	11	0	9	0	9	
+15 mins.	1	0	0	0	1	0	6	0	0	6	0	10	0	10	
+30 mins.	0	0	0	0	0	0	11	0	0	11	0	10	0	10	
+45 mins.	0	0	0	0	0	0	15	0	0	15	0	7	0	7	
Total Volume	1	0	0	0	1	0	43	0	0	43	0	36	0	36	
% App. Total	100	0	0	0		0	100	0	0		0	100	0		
PHF	.250	.000	.000	.000	.250	.000	.717	.000	.000	.717	.000	.900	.000	.900	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- UTurns

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	3	0	0	0	3	2	0	0	2	5
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	5	0	0	0	5	2	0	0	2	7
*** BREAK ***															
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	1	4
04:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	9	0	0	0	9	1	0	0	1	10
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	2	3
05:30 PM	0	0	0	0	0	2	0	0	0	2	2	0	0	2	4
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	6	0	0	0	6	4	0	0	4	10
Grand Total	0	0	0	0	0	23	0	0	0	23	9	0	0	9	32
Apprch %	0	0	0	0		100	0	0	0		100	0	0		
Total %	0	0	0	0	0	71.9	0	0	0	71.9	28.1	0	0	28.1	

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	5	0	0	0	5	2	0	0	2	7
% App. Total	0	0	0	0		100	0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.500	.000	.000	.500	.875

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 2

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM					08:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	1	
+15 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	1	
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	2	0	0	0	2	1	0	0	1	
Total Volume	0	0	0	0	0	5	0	0	0	5	3	0	0	3	
% App. Total	0	0	0	0		100	0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.750	.000	.000	.750	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:15 PM															
04:15 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	1	4
04:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	10	0	0	0	10	1	0	0	1	11
% App. Total	0	0	0	0		100	0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.250	.000	.000	.250	.688

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM					04:15 PM					04:45 PM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	
+15 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	
+30 mins.	0	0	0	0	0	1	0	0	0	1	2	0	0	2	
+45 mins.	0	0	0	0	0	2	0	0	0	2	2	0	0	2	
Total Volume	0	0	0	0	0	10	0	0	0	10	4	0	0	4	
% App. Total	0	0	0	0		100	0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.500	.000	.000	.500	

Intersection Pedestrian & Bicycle Count

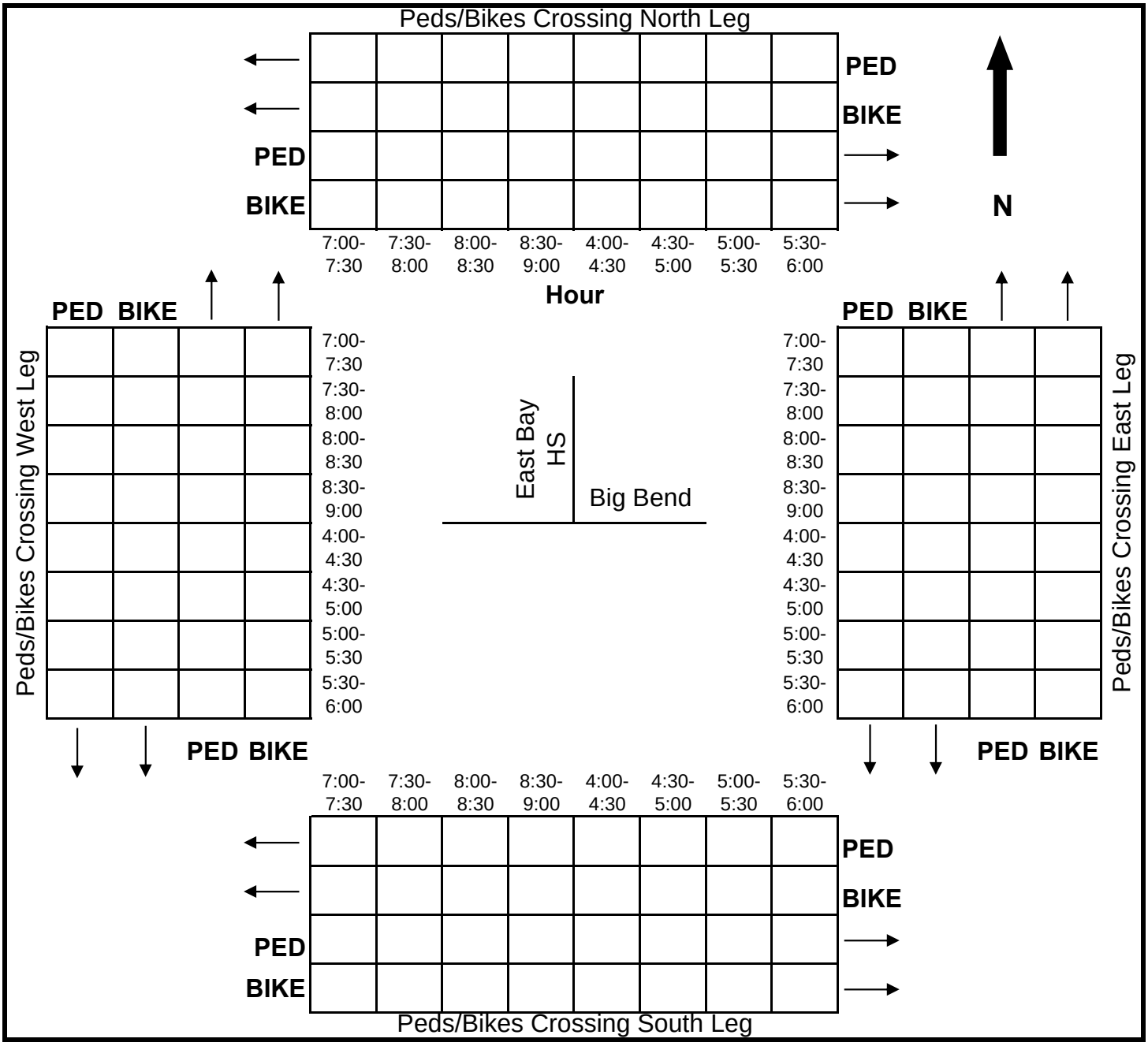
Date: 6/7/17 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: On/Off Rain

Intersection: Big Bend Road at East Bay High School 7:20-9am

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

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



Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Rain 7:20-7:45
Comments:

File Name : BigBend&SimmonsLoopAM
Site Code : 0702903
Start Date : 6/8/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	3	513	0	516	30	0	2	5	37	0	166	11	1	178	731
07:15 AM	1	470	0	471	32	0	1	2	35	0	195	22	0	217	723
07:30 AM	1	471	0	472	41	0	1	2	44	0	208	17	0	225	741
07:45 AM	1	507	0	508	33	0	1	3	37	0	228	11	0	239	784
Total	6	1961	0	1967	136	0	5	12	153	0	797	61	1	859	2979
08:00 AM	4	509	0	513	30	0	0	2	32	0	238	17	0	255	800
08:15 AM	2	452	0	454	17	0	0	2	19	0	258	14	0	272	745
08:30 AM	2	378	0	380	17	0	1	1	19	1	257	13	2	273	672
08:45 AM	2	315	0	317	18	0	0	3	21	0	202	18	1	221	559
Total	10	1654	0	1664	82	0	1	8	91	1	955	62	3	1021	2776
Grand Total	16	3615	0	3631	218	0	6	20	244	1	1752	123	4	1880	5755
Apprch %	0.4	99.6	0		89.3	0	2.5	8.2		0.1	93.2	6.5	0.2		
Total %	0.3	62.8	0	63.1	3.8	0	0.1	0.3	4.2	0	30.4	2.1	0.1	32.7	
Passenger Vehicles	10	3444	0	3454	210	0	5	20	235	0	1560	121	4	1685	5374
% Passenger Vehicles	62.5	95.3	0	95.1	96.3	0	83.3	100	96.3	0	89	98.4	100	89.6	93.4
Heavy Vehicles	1	171	0	172	5	0	1	0	6	0	192	2	0	194	372
% Heavy Vehicles	6.2	4.7	0	4.7	2.3	0	16.7	0	2.5	0	11	1.6	0	10.3	6.5
UTurns	5	0	0	5	3	0	0	0	3	1	0	0	0	1	9
% UTurns	31.2	0	0	0.1	1.4	0	0	0	1.2	100	0	0	0	0.1	0.2

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	1	471	0	472	41	0	1	2	44	0	208	17	0	225	741
07:45 AM	1	507	0	508	33	0	1	3	37	0	228	11	0	239	784
08:00 AM	4	509	0	513	30	0	0	2	32	0	238	17	0	255	800
08:15 AM	2	452	0	454	17	0	0	2	19	0	258	14	0	272	745
Total Volume	8	1939	0	1947	121	0	2	9	132	0	932	59	0	991	3070
% App. Total	0.4	99.6	0		91.7	0	1.5	6.8		0	94	6	0		
PHF	.500	.952	.000	.949	.738	.000	.500	.750	.750	.000	.903	.868	.000	.911	.959
Passenger Vehicles	4	1848	0	1852	116	0	2	9	127	0	839	58	0	897	2876
% Passenger Vehicles	50.0	95.3	0	95.1	95.9	0	100	100	96.2	0	90.0	98.3	0	90.5	93.7
Heavy Vehicles	0	91	0	91	3	0	0	0	3	0	93	1	0	94	188
% Heavy Vehicles	0	4.7	0	4.7	2.5	0	0	0	2.3	0	10.0	1.7	0	9.5	6.1
UTurns	4	0	0	4	2	0	0	0	2	0	0	0	0	0	6
% UTurns	50.0	0	0	0.2	1.7	0	0	0	1.5	0	0	0	0	0	0.2

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Rain 7:20-7:45
Comments:

File Name : BigBend&SimmonsLoopAM
Site Code : 0702903
Start Date : 6/8/2017
Page No : 2

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM					07:45 AM					
+0 mins.	3	513	0	516	30	0	2	5	37	0	228	11	0	239	
+15 mins.	1	470	0	471	32	0	1	2	35	0	238	17	0	255	
+30 mins.	1	471	0	472	41	0	1	2	44	0	258	14	0	272	
+45 mins.	1	507	0	508	33	0	1	3	37	1	257	13	2	273	
Total Volume	6	1961	0	1967	136	0	5	12	153	1	981	55	2	1039	
% App. Total	0.3	99.7	0		88.9	0	3.3	7.8		0.1	94.4	5.3	0.2		
PHF	.500	.956	.000	.953	.829	.000	.625	.600	.869	.250	.951	.809	.250	.951	
Passenger Vehicles	5	1878	0	1883	131	0	4	12	147	0	877	53	2	932	
% Passenger Vehicles	83.3	95.8	0	95.7	96.3	0	80	100	96.1	0	89.4	96.4	100	89.7	
Heavy Vehicles	0	83	0	83	2	0	1	0	3	0	104	2	0	106	
% Heavy Vehicles	0	4.2	0	4.2	1.5	0	20	0	2	0	10.6	3.6	0	10.2	
UTurns	1	0	0	1	3	0	0	0	3	1	0	0	0	1	
% UTurns	16.7	0	0	0.1	2.2	0	0	0	2	100	0	0	0	0.1	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Rain 7:20-7:45
Comments:

File Name : BigBend&SimmonsLoopAM
Site Code : 0702903
Start Date : 6/8/2017
Page No : 1

Groups Printed- Passenger Vehicles

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	2	500	0	502	29	0	1	5	35	0	148	11	1	160	697
07:15 AM	1	455	0	456	32	0	1	2	35	0	162	22	0	184	675
07:30 AM	1	442	0	443	39	0	1	2	42	0	188	17	0	205	690
07:45 AM	1	481	0	482	31	0	1	3	35	0	203	10	0	213	730
Total	5	1878	0	1883	131	0	4	12	147	0	701	60	1	762	2792
08:00 AM	1	490	0	491	29	0	0	2	31	0	211	17	0	228	750
08:15 AM	1	435	0	436	17	0	0	2	19	0	237	14	0	251	706
08:30 AM	2	349	0	351	16	0	1	1	18	0	226	12	2	240	609
08:45 AM	1	292	0	293	17	0	0	3	20	0	185	18	1	204	517
Total	5	1566	0	1571	79	0	1	8	88	0	859	61	3	923	2582
Grand Total	10	3444	0	3454	210	0	5	20	235	0	1560	121	4	1685	5374
Apprch %	0.3	99.7	0		89.4	0	2.1	8.5		0	92.6	7.2	0.2		
Total %	0.2	64.1	0	64.3	3.9	0	0.1	0.4	4.4	0	29	2.3	0.1	31.4	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	1	442	0	443	39	0	1	2	42	0	188	17	0	205	690
07:45 AM	1	481	0	482	31	0	1	3	35	0	203	10	0	213	730
08:00 AM	1	490	0	491	29	0	0	2	31	0	211	17	0	228	750
08:15 AM	1	435	0	436	17	0	0	2	19	0	237	14	0	251	706
Total Volume	4	1848	0	1852	116	0	2	9	127	0	839	58	0	897	2876
% App. Total	0.2	99.8	0		91.3	0	1.6	7.1		0	93.5	6.5	0		
PHF	1.00	.943	.000	.943	.744	.000	.500	.750	.756	.000	.885	.853	.000	.893	.959

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM					07:45 AM				
+0 mins.	2	500	0	502	29	0	1	5	35	0	203	10	0	213
+15 mins.	1	455	0	456	32	0	1	2	35	0	211	17	0	228
+30 mins.	1	442	0	443	39	0	1	2	42	0	237	14	0	251
+45 mins.	1	481	0	482	31	0	1	3	35	0	226	12	2	240
Total Volume	5	1878	0	1883	131	0	4	12	147	0	877	53	2	932
% App. Total	0.3	99.7	0		89.1	0	2.7	8.2		0	94.1	5.7	0.2	
PHF	.625	.939	.000	.938	.840	.000	1.000	.600	.875	.000	.925	.779	.250	.928

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Rain 7:20-7:45
Comments:

File Name : BigBend&SimmonsLoopAM
Site Code : 0702903
Start Date : 6/8/2017
Page No : 1

Groups Printed- Heavy Vehicles

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	0	13	0	13	0	0	1	0	1	0	18	0	0	18	32
07:15 AM	0	15	0	15	0	0	0	0	0	0	33	0	0	33	48
07:30 AM	0	29	0	29	1	0	0	0	1	0	20	0	0	20	50
07:45 AM	0	26	0	26	1	0	0	0	1	0	25	1	0	26	53
Total	0	83	0	83	2	0	1	0	3	0	96	1	0	97	183
08:00 AM	0	19	0	19	1	0	0	0	1	0	27	0	0	27	47
08:15 AM	0	17	0	17	0	0	0	0	0	0	21	0	0	21	38
08:30 AM	0	29	0	29	1	0	0	0	1	0	31	1	0	32	62
08:45 AM	1	23	0	24	1	0	0	0	1	0	17	0	0	17	42
Total	1	88	0	89	3	0	0	0	3	0	96	1	0	97	189
Grand Total	1	171	0	172	5	0	1	0	6	0	192	2	0	194	372
Apprch %	0.6	99.4	0		83.3	0	16.7	0		0	99	1	0		
Total %	0.3	46	0	46.2	1.3	0	0.3	0	1.6	0	51.6	0.5	0	52.2	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	0	26	0	26	1	0	0	0	1	0	25	1	0	26	53
08:00 AM	0	19	0	19	1	0	0	0	1	0	27	0	0	27	47
08:15 AM	0	17	0	17	0	0	0	0	0	0	21	0	0	21	38
08:30 AM	0	29	0	29	1	0	0	0	1	0	31	1	0	32	62
Total Volume	0	91	0	91	3	0	0	0	3	0	104	2	0	106	200
% App. Total	0	100	0		100	0	0	0		0	98.1	1.9	0		
PHF	.000	.784	.000	.784	.750	.000	.000	.000	.750	.000	.839	.500	.000	.828	.806

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM					07:15 AM					
+0 mins.	0	29	0	29	0	0	1	0	1	0	33	0	0	33	
+15 mins.	0	26	0	26	0	0	0	0	0	0	20	0	0	20	
+30 mins.	0	19	0	19	1	0	0	0	1	0	25	1	0	26	
+45 mins.	0	17	0	17	1	0	0	0	1	0	27	0	0	27	
Total Volume	0	91	0	91	2	0	1	0	3	0	105	1	0	106	
% App. Total	0	100	0		66.7	0	33.3	0		0	99.1	0.9	0		
PHF	.000	.784	.000	.784	.500	.000	.250	.000	.750	.000	.795	.250	.000	.803	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Rain 7:20-7:45
Comments:

File Name : BigBend&SimmonsLoopAM
Site Code : 0702903
Start Date : 6/8/2017
Page No : 1

Groups Printed- UTurns

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	1	3	0	0	0	3	0	0	0	0	0	4
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	4	0	0	0	0	0	1	0	0	0	1	5
Grand Total	5	0	0	5	3	0	0	0	3	1	0	0	0	1	9
Apprch %	100	0	0		100	0	0	0		100	0	0	0		
Total %	55.6	0	0	55.6	33.3	0	0	0	33.3	11.1	0	0	0	11.1	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	4	0	0	4	2	0	0	0	2	0	0	0	0	0	6
% App. Total	100	0	0		100	0	0	0		0	0	0	0		
PHF	.333	.000	.000	.333	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM					07:45 AM				
+0 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	3	0	0	3	1	0	0	0	1	0	0	0	0	0
+45 mins.	1	0	0	1	1	0	0	0	1	1	0	0	0	1
Total Volume	4	0	0	4	3	0	0	0	3	1	0	0	0	1
% App. Total	100	0	0		100	0	0	0		100	0	0	0	
PHF	.333	.000	.000	.333	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Light Sprinkle
Comments:

File Name : BigBend&SimmonsLoopPM
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	3	233	0	236	16	0	2	6	24	0	397	30	1	428	688
04:15 PM	3	215	0	218	21	0	3	9	33	0	437	34	0	471	722
04:30 PM	4	261	0	265	14	0	0	8	22	1	489	46	0	536	823
04:45 PM	3	274	0	277	11	0	1	6	18	0	480	55	2	537	832
Total	13	983	0	996	62	0	6	29	97	1	1803	165	3	1972	3065
05:00 PM	5	260	0	265	34	0	2	7	43	0	482	41	0	523	831
05:15 PM	7	276	0	283	9	0	2	4	15	0	534	51	3	588	886
05:30 PM	1	246	0	247	27	0	1	7	35	0	578	47	2	627	909
05:45 PM	2	267	0	269	7	0	4	7	18	0	482	67	1	550	837
Total	15	1049	0	1064	77	0	9	25	111	0	2076	206	6	2288	3463
Grand Total	28	2032	0	2060	139	0	15	54	208	1	3879	371	9	4260	6528
Apprch %	1.4	98.6	0		66.8	0	7.2	26		0	91.1	8.7	0.2		
Total %	0.4	31.1	0	31.6	2.1	0	0.2	0.8	3.2	0	59.4	5.7	0.1	65.3	
Passenger Vehicles	24	1921	0	1945	136	0	15	53	204	0	3802	369	9	4180	6329
% Passenger Vehicles	85.7	94.5	0	94.4	97.8	0	100	98.1	98.1	0	98	99.5	100	98.1	97
Heavy Vehicles	1	111	0	112	2	0	0	1	3	0	77	2	0	79	194
% Heavy Vehicles	3.6	5.5	0	5.4	1.4	0	0	1.9	1.4	0	2	0.5	0	1.9	3
UTurns	3	0	0	3	1	0	0	0	1	1	0	0	0	1	5
% UTurns	10.7	0	0	0.1	0.7	0	0	0	0.5	100	0	0	0	0	0.1

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	5	260	0	265	34	0	2	7	43	0	482	41	0	523	831
05:15 PM	7	276	0	283	9	0	2	4	15	0	534	51	3	588	886
05:30 PM	1	246	0	247	27	0	1	7	35	0	578	47	2	627	909
05:45 PM	2	267	0	269	7	0	4	7	18	0	482	67	1	550	837
Total Volume	15	1049	0	1064	77	0	9	25	111	0	2076	206	6	2288	3463
% App. Total	1.4	98.6	0		69.4	0	8.1	22.5		0	90.7	9	0.3		
PHF	.536	.950	.000	.940	.566	.000	.563	.893	.645	.000	.898	.769	.500	.912	.952
Passenger Vehicles	13	1003	0	1016	75	0	9	24	108	0	2042	204	6	2252	3376
% Passenger Vehicles	86.7	95.6	0	95.5	97.4	0	100	96.0	97.3	0	98.4	99.0	100	98.4	97.5
Heavy Vehicles	0	46	0	46	2	0	0	1	3	0	34	2	0	36	85
% Heavy Vehicles	0	4.4	0	4.3	2.6	0	0	4.0	2.7	0	1.6	1.0	0	1.6	2.5
UTurns	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% UTurns	13.3	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Light Sprinkle
Comments:

File Name : BigBend&SimmonsLoopPM
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM				04:15 PM					05:00 PM					
+0 mins.	4	261	0	265	21	0	3	9	33	0	482	41	0	523	
+15 mins.	3	274	0	277	14	0	0	8	22	0	534	51	3	588	
+30 mins.	5	260	0	265	11	0	1	6	18	0	578	47	2	627	
+45 mins.	7	276	0	283	34	0	2	7	43	0	482	67	1	550	
Total Volume	19	1071	0	1090	80	0	6	30	116	0	2076	206	6	2288	
% App. Total	1.7	98.3	0		69	0	5.2	25.9		0	90.7	9	0.3		
PHF	.679	.970	.000	.963	.588	.000	.500	.833	.674	.000	.898	.769	.500	.912	
Passenger Vehicles	17	1010	0	1027	79	0	6	30	115	0	2042	204	6	2252	
% Passenger Vehicles	89.5	94.3	0	94.2	98.8	0	100	100	99.1	0	98.4	99	100	98.4	
Heavy Vehicles	0	61	0	61	0	0	0	0	0	0	34	2	0	36	
% Heavy Vehicles	0	5.7	0	5.6	0	0	0	0	0	0	1.6	1	0	1.6	
UTurns	2	0	0	2	1	0	0	0	1	0	0	0	0	0	
% UTurns	10.5	0	0	0.2	1.2	0	0	0	0.9	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Light Sprinkle
Comments:

File Name : BigBend&SimmonsLoopPM
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	3	214	0	217	16	0	2	6	24	0	385	30	1	416	657
04:15 PM	2	203	0	205	20	0	3	9	32	0	428	34	0	462	699
04:30 PM	3	249	0	252	14	0	0	8	22	0	480	46	0	526	800
04:45 PM	3	252	0	255	11	0	1	6	18	0	467	55	2	524	797
Total	11	918	0	929	61	0	6	29	96	0	1760	165	3	1928	2953
05:00 PM	5	249	0	254	34	0	2	7	43	0	477	41	0	518	815
05:15 PM	6	260	0	266	9	0	2	3	14	0	525	49	3	577	857
05:30 PM	1	238	0	239	26	0	1	7	34	0	569	47	2	618	891
05:45 PM	1	256	0	257	6	0	4	7	17	0	471	67	1	539	813
Total	13	1003	0	1016	75	0	9	24	108	0	2042	204	6	2252	3376
Grand Total	24	1921	0	1945	136	0	15	53	204	0	3802	369	9	4180	6329
Apprch %	1.2	98.8	0		66.7	0	7.4	26		0	91	8.8	0.2		
Total %	0.4	30.4	0	30.7	2.1	0	0.2	0.8	3.2	0	60.1	5.8	0.1	66	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	5	249	0	254	34	0	2	7	43	0	477	41	0	518	815
05:15 PM	6	260	0	266	9	0	2	3	14	0	525	49	3	577	857
05:30 PM	1	238	0	239	26	0	1	7	34	0	569	47	2	618	891
05:45 PM	1	256	0	257	6	0	4	7	17	0	471	67	1	539	813
Total Volume	13	1003	0	1016	75	0	9	24	108	0	2042	204	6	2252	3376
% App. Total	1.3	98.7	0		69.4	0	8.3	22.2		0	90.7	9.1	0.3		
PHF	.542	.964	.000	.955	.551	.000	.563	.857	.628	.000	.897	.761	.500	.911	.947

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM					05:00 PM				
+0 mins.	3	249	0	252	20	0	3	9	32	0	477	41	0	518
+15 mins.	3	252	0	255	14	0	0	8	22	0	525	49	3	577
+30 mins.	5	249	0	254	11	0	1	6	18	0	569	47	2	618
+45 mins.	6	260	0	266	34	0	2	7	43	0	471	67	1	539
Total Volume	17	1010	0	1027	79	0	6	30	115	0	2042	204	6	2252
% App. Total	1.7	98.3	0		68.7	0	5.2	26.1		0	90.7	9.1	0.3	
PHF	.708	.971	.000	.965	.581	.000	.500	.833	.669	.000	.897	.761	.500	.911

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Light Sprinkle
Comments:

File Name : BigBend&SimmonsLoopPM
Site Code : 0702903
Start Date : 6/6/2017

Groups Printed- Heavy Vehicles

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	0	19	0	19	0	0	0	0	0	0	12	0	0	12	31
04:15 PM	1	12	0	13	0	0	0	0	0	0	9	0	0	9	22
04:30 PM	0	12	0	12	0	0	0	0	0	0	9	0	0	9	21
04:45 PM	0	22	0	22	0	0	0	0	0	0	13	0	0	13	35
Total	1	65	0	66	0	0	0	0	0	0	43	0	0	43	109
05:00 PM	0	11	0	11	0	0	0	0	0	0	5	0	0	5	16
05:15 PM	0	16	0	16	0	0	0	1	1	0	9	2	0	11	28
05:30 PM	0	8	0	8	1	0	0	0	1	0	9	0	0	9	18
05:45 PM	0	11	0	11	1	0	0	0	1	0	11	0	0	11	23
Total	0	46	0	46	2	0	0	1	3	0	34	2	0	36	85
Grand Total	1	111	0	112	2	0	0	1	3	0	77	2	0	79	194
Apprch %	0.9	99.1	0		66.7	0	0	33.3		0	97.5	2.5	0		
Total %	0.5	57.2	0	57.7	1	0	0	0.5	1.5	0	39.7	1	0	40.7	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	19	0	19	0	0	0	0	0	0	12	0	0	12	31
04:15 PM	1	12	0	13	0	0	0	0	0	0	9	0	0	9	22
04:30 PM	0	12	0	12	0	0	0	0	0	0	9	0	0	9	21
04:45 PM	0	22	0	22	0	0	0	0	0	0	13	0	0	13	35
Total Volume	1	65	0	66	0	0	0	0	0	0	43	0	0	43	109
% App. Total	1.5	98.5	0		0	0	0	0		0	100	0	0		
PHF	.250	.739	.000	.750	.000	.000	.000	.000	.000	.000	.827	.000	.000	.827	.779

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM					04:00 PM				
+0 mins.	0	19	0	19	0	0	0	0	0	0	12	0	0	12
+15 mins.	1	12	0	13	0	0	0	1	1	0	9	0	0	9
+30 mins.	0	12	0	12	1	0	0	0	1	0	9	0	0	9
+45 mins.	0	22	0	22	1	0	0	0	1	0	13	0	0	13
Total Volume	1	65	0	66	2	0	0	1	3	0	43	0	0	43
% App. Total	1.5	98.5	0		66.7	0	0	33.3		0	100	0	0	
PHF	.250	.739	.000	.750	.500	.000	.000	.250	.750	.000	.827	.000	.000	.827

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Light Sprinkle
Comments:

File Name : BigBend&SimmonsLoopPM
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- UTurns

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	3	0	0	3	1	0	0	0	1	1	0	0	0	1	5
Apprch %	100	0	0		100	0	0	0		100	0	0	0		
Total %	60	0	0	60	20	0	0	0	20	20	0	0	0	20	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
% App. Total	100	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.375

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM					04:00 PM					
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
Total Volume	2	0	0	2	1	0	0	0	1	1	0	0	0	1	
% App. Total	100	0	0		100	0	0	0		100	0	0	0		
PHF	.500	.000	.000	.500	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

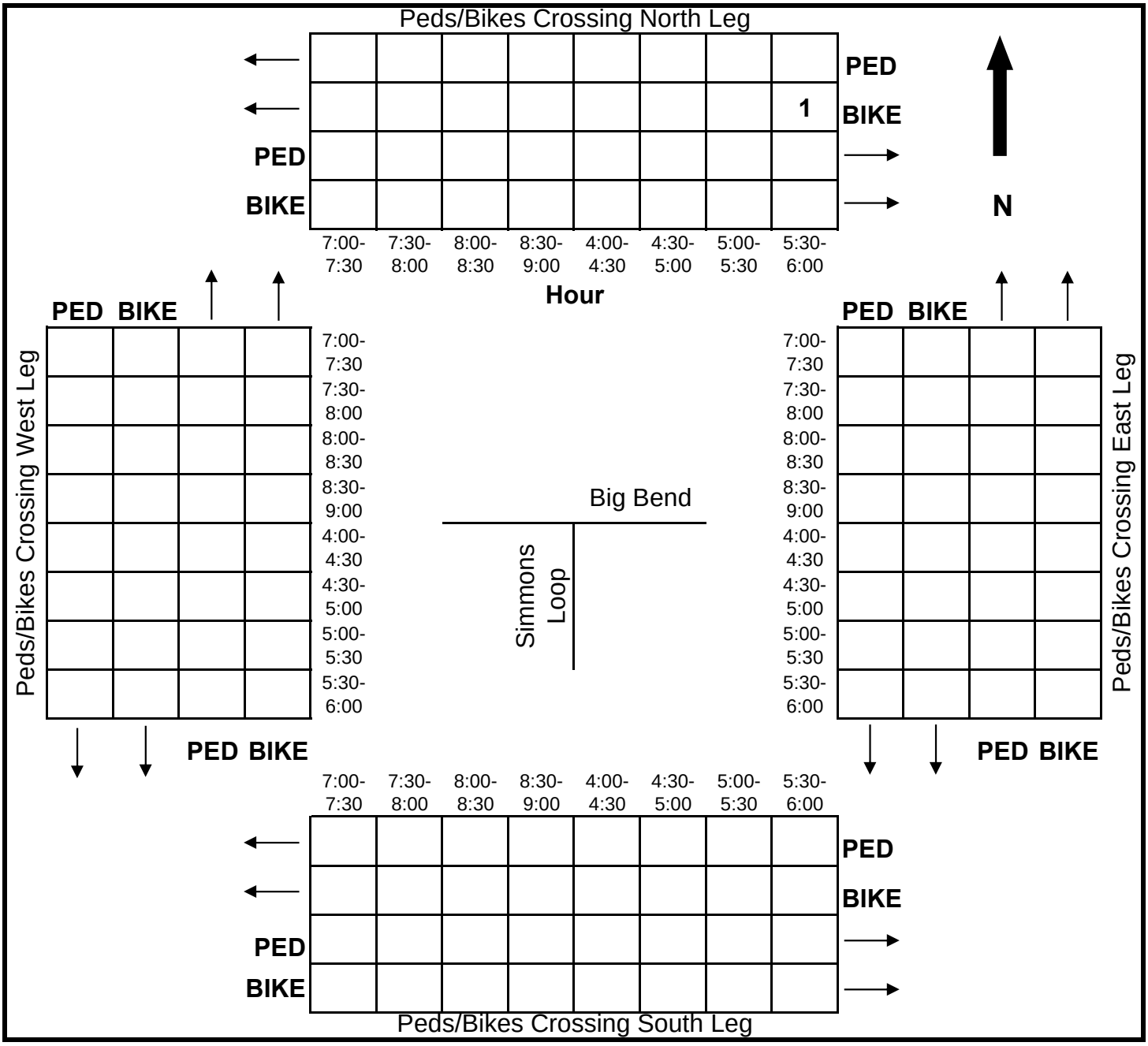
Date: 6/6/17-PM & 6/8/17-AM Day: Tues & Thurs

Count Times: 7-9am & 4-6pm Weather: Rain 7:20-7:45am

Intersection: Big Bend Road at Simmons Loop On/Off Sprinkle in

Comments: Afternoon

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



Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	30th St SE north of SR 674				

Northbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	12	7	6	15	13	44	173	106	80	72	97
30	17	14	3	7	17	15	73	180	103	72	78	114
45	15	9	5	7	12	18	126	103	94	96	96	106
00	13	5	6	8	17	38	197	106	96	90	91	101
Hr Total	**67**	**40**	**21**	**28**	**61**	**84**	**440**	**562**	**399**	**338**	**337**	**418**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	135	111	106	119	158	233	94	57	48	32	23
30	133	119	98	105	138	182	192	90	73	46	25	25
45	168	111	76	124	140	208	128	64	64	38	32	25
00	117	101	124	122	144	227	104	69	51	48	29	38
Hr Total	**554**	**466**	**409**	**457**	**541**	**775**	**657**	**317**	**245**	**180**	**118**	**111**

24 Hour Total:	7,625				
AM Peak Hour begins:	6:30	AM Peak Volume:	676	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:30	PM Peak Volume:	860	PM PeaK Hour Factor:	0.92

Southbound Volume for Lane 2

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	14	16	12	14	181	59	108	130	72	85	98
30	20	11	17	19	10	111	61	137	106	77	82	130
45	16	15	12	15	71	63	98	127	108	79	102	112
00	18	10	8	8	43	56	111	110	71	81	95	128
Hr Total	**70**	**50**	**53**	**54**	**138**	**411**	**329**	**482**	**415**	**309**	**364**	**468**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	144	122	120	88	133	252	74	52	27	27	16
30	128	98	99	114	112	97	238	80	51	37	21	24
45	144	121	90	131	122	206	104	56	54	31	19	44
00	133	104	105	109	120	111	85	58	54	33	33	14
Hr Total	**599**	**467**	**416**	**474**	**442**	**547**	**679**	**268**	**211**	**128**	**100**	**98**

24 Hour Total:	7,572				
AM Peak Hour begins:	11:45	AM Peak Volume:	594	AM Peak Hour Factor:	0.77
PM Peak Hour begins:	17:30	PM Peak Volume:	807	PM PeaK Hour Factor:	0.80

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	26	23	18	29	194	103	281	236	152	157	195
30	37	25	20	26	27	126	134	317	209	149	160	244
45	31	24	17	22	83	81	224	230	202	175	198	218
00	31	15	14	16	60	94	308	216	167	171	186	229
Hr Total	**137**	**90**	**74**	**82**	**199**	**495**	**769**	**1,044**	**814**	**647**	**701**	**886**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	330	279	233	226	207	291	485	168	109	75	59	39
30	261	217	197	219	250	279	430	170	124	83	46	49
45	312	232	166	255	262	414	232	120	118	69	51	69
00	250	205	229	231	264	338	189	127	105	81	62	52
Hr Total	**1,153**	**933**	**825**	**931**	**983**	**1,322**	**1,336**	**585**	**456**	**308**	**218**	**209**

24 Hour Total:	15,197				
AM Peak Hour begins:	6:45	AM Peak Volume:	1,136	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:30	PM Peak Volume:	1,667	PM PeaK Hour Factor:	0.86

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	30th St SE north of SR 674				

Northbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	8	14	17	16	16	55	240	94	84	89	84
30	14	3	10	4	12	18	67	218	81	95	72	104
45	6	7	6	1	22	27	154	108	97	83	74	95
00	18	7	3	8	10	34	219	102	92	77	92	108
Hr Total	**56**	**25**	**33**	**30**	**60**	**95**	**495**	**668**	**364**	**339**	**327**	**391**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	96	108	112	108	202	214	86	60	55	40	41
30	146	111	116	113	107	200	207	81	59	59	37	25
45	134	108	114	116	156	212	107	74	54	60	34	35
00	129	116	101	85	166	216	102	57	67	39	37	40
Hr Total	**530**	**431**	**439**	**426**	**537**	**830**	**630**	**298**	**240**	**213**	**148**	**141**

24 Hour Total:	7,746				
AM Peak Hour begins:	6:30	AM Peak Volume:	831	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:30	PM Peak Volume:	849	PM PeaK Hour Factor:	0.98

Southbound Volume for Lane 2

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	7	11	9	16	186	67	111	146	71	94	122
30	15	7	19	18	17	123	64	135	105	78	72	103
45	11	8	13	12	82	53	88	141	89	87	77	123
00	11	7	12	9	58	58	109	130	102	96	93	115
Hr Total	**64**	**29**	**55**	**48**	**173**	**420**	**328**	**517**	**442**	**332**	**336**	**463**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	130	121	122	80	127	255	85	50	55	40	23
30	146	128	98	65	75	99	225	73	41	37	33	23
45	152	116	120	94	115	203	143	76	53	34	15	57
00	128	106	113	67	95	160	96	61	49	40	54	26
Hr Total	**635**	**480**	**452**	**348**	**365**	**589**	**719**	**295**	**193**	**166**	**142**	**129**

24 Hour Total:	7,720				
AM Peak Hour begins:	11:45	AM Peak Volume:	622	AM Peak Hour Factor:	0.74
PM Peak Hour begins:	17:30	PM Peak Volume:	843	PM PeaK Hour Factor:	0.83

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	15	25	26	32	202	122	351	240	155	183	206
30	29	10	29	22	29	141	131	353	186	173	144	207
45	17	15	19	13	104	80	242	249	186	170	151	218
00	29	14	15	17	68	92	328	232	194	173	185	223
Hr Total	**120**	**54**	**88**	**78**	**233**	**515**	**823**	**1,185**	**806**	**671**	**663**	**854**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	330	226	229	234	188	329	469	171	110	110	80	64
30	292	239	214	178	182	299	432	154	100	96	70	48
45	286	224	234	210	271	415	250	150	107	94	49	92
00	257	222	214	152	261	376	198	118	116	79	91	66
Hr Total	**1,165**	**911**	**891**	**774**	**902**	**1,419**	**1,349**	**593**	**433**	**379**	**290**	**270**

24 Hour Total:	15,466				
AM Peak Hour begins:	6:45	AM Peak Volume:	1,281	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:30	PM Peak Volume:	1,692	PM PeaK Hour Factor:	0.90

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	30th St SE north of SR 674				

Northbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	16	12	13	9	19	25	189	78	73	72	109
30	17	11	14	5	15	9	80	199	77	71	70	90
45	17	10	10	7	12	24	117	93	83	91	113	96
00	24	10	7	8	8	26	207	117	88	77	105	109
Hr Total	**67**	**47**	**43**	**33**	**44**	**78**	**429**	**598**	**326**	**312**	**360**	**404**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	139	127	129	158	220	228	98	88	55	54	50
30	154	120	115	91	144	213	183	82	59	65	52	14
45	128	104	116	126	149	226	114	84	59	38	40	34
00	113	101	110	116	147	203	85	69	48	49	30	29
Hr Total	**515**	**464**	**468**	**462**	**598**	**862**	**610**	**333**	**254**	**207**	**176**	**127**

24 Hour Total:	7,817				
AM Peak Hour begins:	6:30	AM Peak Volume:	712	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:15	PM Peak Volume:	870	PM PeaK Hour Factor:	0.95

Southbound Volume for Lane 2

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	10	12	16	25	177	56	115	122	96	89	98
30	28	7	18	10	20	147	59	119	99	82	94	116
45	18	16	18	14	65	55	89	129	90	92	117	134
00	13	10	12	9	40	60	106	125	85	65	116	103
Hr Total	**80**	**43**	**60**	**49**	**150**	**439**	**310**	**488**	**396**	**335**	**416**	**451**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	112	118	106	150	123	234	69	61	42	38	23
30	130	115	115	118	110	132	200	68	44	35	40	25
45	161	103	112	115	148	202	113	65	47	35	22	51
00	140	103	92	114	95	155	82	71	72	41	40	26
Hr Total	**583**	**433**	**437**	**453**	**503**	**612**	**629**	**273**	**224**	**153**	**140**	**125**

24 Hour Total:	7,782				
AM Peak Hour begins:	11:45	AM Peak Volume:	546	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:30	PM Peak Volume:	791	PM PeaK Hour Factor:	0.85

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	26	24	29	34	196	81	304	200	169	161	207
30	45	18	32	15	35	156	139	318	176	153	164	206
45	35	26	28	21	77	79	206	222	173	183	230	230
00	37	20	19	17	48	86	313	242	173	142	221	212
Hr Total	**147**	**90**	**103**	**82**	**194**	**517**	**739**	**1,086**	**722**	**647**	**776**	**855**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	251	245	235	308	343	462	167	149	97	92	73
30	284	235	230	209	254	345	383	150	103	100	92	39
45	289	207	228	241	297	428	227	149	106	73	62	85
00	253	204	202	230	242	358	167	140	120	90	70	55
Hr Total	**1,098**	**897**	**905**	**915**	**1,101**	**1,474**	**1,239**	**606**	**478**	**360**	**316**	**252**

24 Hour Total:	15,599				
AM Peak Hour begins:	6:45	AM Peak Volume:	1,157	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:30	PM Peak Volume:	1,631	PM PeaK Hour Factor:	0.88

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	30th St SE north of SR 674				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	12	11	12	13	16	41	201	93	79	78	97
30	16	9	9	5	15	14	73	199	87	79	73	103
45	13	9	7	5	15	23	132	101	91	90	94	99
00	18	7	5	8	12	33	208	108	92	81	96	106
Hr Total	**63**	**37**	**32**	**30**	**55**	**86**	**455**	**609**	**363**	**330**	**341**	**404**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	123	115	116	128	193	225	93	68	53	42	38
30	144	117	110	103	130	198	194	84	64	57	38	21
45	143	108	102	122	148	215	116	74	59	45	35	31
00	120	106	112	108	152	215	97	65	55	45	32	36
Hr Total	**533**	**454**	**439**	**448**	**559**	**822**	**632**	**316**	**246**	**200**	**147**	**126**

24 Hour Total:	7,729					
AM Peak Hour begins:	6:30	AM Peak Volume:	740	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	17:15	PM Peak Volume:	854	PM PeaK Hour Factor:	0.95	

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	10	13	12	18	181	61	111	133	80	89	106
30	21	8	18	16	16	127	61	130	103	79	83	116
45	15	13	14	14	73	57	92	132	96	86	99	123
00	14	9	11	9	47	58	109	122	86	81	101	115
Hr Total	**71**	**41**	**56**	**50**	**154**	**423**	**322**	**496**	**418**	**325**	**372**	**461**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	129	120	116	106	128	247	76	54	41	35	21
30	135	114	104	99	99	109	221	74	45	36	31	24
45	152	113	107	113	128	204	120	66	51	33	19	51
00	134	104	103	97	103	142	88	63	58	38	42	22
Hr Total	**606**	**460**	**435**	**425**	**437**	**583**	**676**	**279**	**209**	**149**	**127**	**117**

24 Hour Total:	7,691					
AM Peak Hour begins:	11:45	AM Peak Volume:	587	AM Peak Hour Factor:	0.79	
PM Peak Hour begins:	17:30	PM Peak Volume:	814	PM PeaK Hour Factor:	0.82	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	22	24	24	32	197	102	312	225	159	167	203
30	37	18	27	21	30	141	135	329	190	158	156	219
45	28	22	21	19	88	80	224	234	187	176	193	222
00	32	16	16	17	59	91	316	230	178	162	197	221
Hr Total	**135**	**78**	**88**	**81**	**209**	**509**	**777**	**1,105**	**781**	**655**	**713**	**865**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	311	252	236	232	234	321	472	169	123	94	77	59
30	279	230	214	202	229	308	415	158	109	93	69	45
45	296	221	209	235	277	419	236	140	110	79	54	82
00	253	210	215	204	256	357	185	128	114	83	74	58
Hr Total	**1,139**	**914**	**874**	**873**	**995**	**1,405**	**1,308**	**595**	**456**	**349**	**275**	**244**

24 Hour Total:	15,421					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,191	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:30	PM Peak Volume:	1,663	PM PeaK Hour Factor:	0.88	

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	33rd St SE south of SR 674				

Northbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	1	3	1	7	26	50	47	54	56	59
30	4	3	0	1	2	6	32	49	48	64	40	36
45	2	3	0	3	3	12	40	46	34	52	46	55
00	2	2	2	3	6	25	55	72	44	67	61	72
Hr Total	**16**	**11**	**3**	**10**	**12**	**50**	**153**	**217**	**173**	**237**	**203**	**222**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	74	64	73	88	47	38	51	29	22	15	17
30	76	72	54	56	34	60	51	13	33	26	15	9
45	64	61	53	46	57	59	37	33	47	14	7	11
00	68	73	43	49	54	41	45	31	30	18	16	7
Hr Total	**274**	**280**	**214**	**224**	**233**	**207**	**171**	**128**	**139**	**80**	**53**	**44**

24 Hour Total:	3,354					
AM Peak Hour begins:	11:45	AM Peak Volume:	278	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	12:15	PM Peak Volume:	282	PM PeaK Hour Factor:	0.93	

Southbound Volume for Lane 2

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	2	1	2	4	11	27	27	38	38	60
30	9	4	0	0	2	4	14	19	31	36	41	63
45	6	2	0	0	2	7	12	30	56	40	46	59
00	1	2	0	2	3	8	20	31	48	38	44	53
Hr Total	**24**	**11**	**2**	**3**	**9**	**23**	**57**	**107**	**162**	**152**	**169**	**235**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	71	60	63	75	89	55	52	37	24	23	17
30	88	58	69	64	67	85	66	34	31	23	15	8
45	86	78	48	74	66	72	69	30	27	22	13	7
00	80	66	59	65	60	70	53	51	33	27	8	5
Hr Total	**324**	**273**	**236**	**266**	**268**	**316**	**243**	**167**	**128**	**96**	**59**	**37**

24 Hour Total:	3,367					
AM Peak Hour begins:	11:45	AM Peak Volume:	297	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	12:15	PM Peak Volume:	325	PM PeaK Hour Factor:	0.92	

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	6	3	4	3	11	37	77	74	92	94	119
30	13	7	0	1	4	10	46	68	79	100	81	99
45	8	5	0	3	5	19	52	76	90	92	92	114
00	3	4	2	5	9	33	75	103	92	105	105	125
Hr Total	**40**	**22**	**5**	**13**	**21**	**73**	**210**	**324**	**335**	**389**	**372**	**457**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	145	124	136	163	136	93	103	66	46	38	34
30	164	130	123	120	101	145	117	47	64	49	30	17
45	150	139	101	120	123	131	106	63	74	36	20	18
00	148	139	102	114	114	111	98	82	63	45	24	12
Hr Total	**598**	**553**	**450**	**490**	**501**	**523**	**414**	**295**	**267**	**176**	**112**	**81**

24 Hour Total:	6,721					
AM Peak Hour begins:	11:45	AM Peak Volume:	575	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	12:15	PM Peak Volume:	607	PM PeaK Hour Factor:	0.93	

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	33rd St SE south of SR 674				

Northbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	1	1	7	35	55	47	51	44	57
30	5	2	1	4	5	7	23	52	43	53	53	60
45	3	2	1	5	3	12	39	57	48	61	59	50
00	2	3	3	4	4	19	41	51	55	60	52	66
Hr Total	**14**	**10**	**8**	**14**	**13**	**45**	**138**	**215**	**193**	**225**	**208**	**233**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	63	71	55	52	65	52	46	31	21	15	22
30	46	72	44	59	42	64	48	40	23	19	24	6
45	53	85	50	36	60	45	43	39	27	22	19	7
00	85	61	58	37	43	58	44	33	31	15	21	6
Hr Total	**257**	**281**	**223**	**187**	**197**	**232**	**187**	**158**	**112**	**77**	**79**	**41**

24 Hour Total:	3,347				
AM Peak Hour begins:	11:15	AM Peak Volume:	249	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	12:45	PM Peak Volume:	305	PM PeaK Hour Factor:	0.90

Southbound Volume for Lane 2

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	0	0	1	2	13	24	29	39	50	61
30	3	3	3	1	0	5	8	23	40	41	37	61
45	6	3	0	3	4	5	14	30	53	35	39	66
00	1	4	1	0	1	12	17	35	51	44	62	69
Hr Total	**16**	**14**	**4**	**4**	**6**	**24**	**52**	**112**	**173**	**159**	**188**	**257**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	64	76	82	63	67	65	53	38	32	28	11
30	65	76	73	61	79	79	63	45	33	32	22	12
45	77	66	62	61	70	63	57	48	37	29	10	5
00	70	67	58	72	57	50	54	36	42	28	12	7
Hr Total	**293**	**273**	**269**	**276**	**269**	**259**	**239**	**182**	**150**	**121**	**72**	**35**

24 Hour Total:	3,447				
AM Peak Hour begins:	11:45	AM Peak Volume:	292	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:00	PM Peak Volume:	293	PM PeaK Hour Factor:	0.90

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	3	1	2	9	48	79	76	90	94	118
30	8	5	4	5	5	12	31	75	83	94	90	121
45	9	5	1	8	7	17	53	87	101	96	98	116
00	3	7	4	4	5	31	58	86	106	104	114	135
Hr Total	**30**	**24**	**12**	**18**	**19**	**69**	**190**	**327**	**366**	**384**	**396**	**490**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	154	127	147	137	115	132	117	99	69	53	43	33
30	111	148	117	120	121	143	111	85	56	51	46	18
45	130	151	112	97	130	108	100	87	64	51	29	12
00	155	128	116	109	100	108	98	69	73	43	33	13
Hr Total	**550**	**554**	**492**	**463**	**466**	**491**	**426**	**340**	**262**	**198**	**151**	**76**

24 Hour Total:	6,794				
AM Peak Hour begins:	11:45	AM Peak Volume:	530	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	12:45	PM Peak Volume:	581	PM PeaK Hour Factor:	0.94

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	33rd St SE south of SR 674				

Northbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	0	2	1	6	24	44	49	50	60	56
30	8	2	0	6	2	4	38	56	43	64	57	58
45	3	0	1	3	3	9	48	55	56	69	65	60
00	7	1	2	2	5	21	45	75	65	76	51	73
Hr Total	**22**	**8**	**3**	**13**	**11**	**40**	**155**	**230**	**213**	**259**	**233**	**247**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	79	56	54	53	64	45	60	29	18	23	22
30	76	66	67	60	49	68	47	47	27	32	17	13
45	64	53	49	54	45	59	55	32	28	24	17	6
00	70	83	63	66	49	55	46	25	27	16	12	7
Hr Total	**276**	**281**	**235**	**234**	**196**	**246**	**193**	**164**	**111**	**90**	**69**	**48**

24 Hour Total:	3,577					
AM Peak Hour begins:	11:45	AM Peak Volume:	279	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	12:15	PM Peak Volume:	289	PM PeaK Hour Factor:	0.91	

Southbound Volume for Lane 2

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	5	2	3	2	4	12	19	38	40	35	51
30	3	2	0	2	3	2	20	23	54	60	54	63
45	7	1	1	2	1	7	10	25	49	48	56	83
00	8	2	1	6	4	8	23	39	43	47	55	49
Hr Total	**20**	**10**	**4**	**13**	**10**	**21**	**65**	**106**	**184**	**195**	**200**	**246**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	59	82	58	50	72	70	56	38	30	32	14
30	82	68	62	59	70	72	54	43	51	33	16	6
45	82	71	59	78	78	85	60	40	33	28	16	12
00	68	58	71	75	81	69	58	42	33	28	13	7
Hr Total	**311**	**256**	**274**	**270**	**279**	**298**	**242**	**181**	**155**	**119**	**77**	**39**

24 Hour Total:	3,575					
AM Peak Hour begins:	11:30	AM Peak Volume:	293	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	12:00	PM Peak Volume:	311	PM PeaK Hour Factor:	0.95	

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	10	2	5	3	10	36	63	87	90	95	107
30	11	4	0	8	5	6	58	79	97	124	111	121
45	10	1	2	5	4	16	58	80	105	117	121	143
00	15	3	3	8	9	29	68	114	108	123	106	122
Hr Total	**42**	**18**	**7**	**26**	**21**	**61**	**220**	**336**	**397**	**454**	**433**	**493**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	138	138	112	103	136	115	116	67	48	55	36
30	158	134	129	119	119	140	101	90	78	65	33	19
45	146	124	108	132	123	144	115	72	61	52	33	18
00	138	141	134	141	130	124	104	67	60	44	25	14
Hr Total	**587**	**537**	**509**	**504**	**475**	**544**	**435**	**345**	**266**	**209**	**146**	**87**

24 Hour Total:	7,152					
AM Peak Hour begins:	11:45	AM Peak Volume:	571	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	12:00	PM Peak Volume:	587	PM PeaK Hour Factor:	0.93	

Volume Count Report

3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	33rd St SE south of SR 674				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	2	1	7	28	50	48	52	53	57
30	6	2	0	4	3	6	31	52	45	60	50	51
45	3	2	1	4	3	11	42	53	46	61	57	55
00	4	2	2	3	5	22	47	66	55	68	55	70
Hr Total	**17**	**10**	**5**	**12**	**12**	**45**	**149**	**221**	**193**	**240**	**215**	**234**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	72	64	61	64	59	45	52	30	20	18	20
30	66	70	55	58	42	64	49	33	28	26	19	9
45	60	66	51	45	54	54	45	35	34	20	14	8
00	74	72	55	51	49	51	45	30	29	16	16	7
Hr Total	**269**	**281**	**224**	**215**	**209**	**228**	**184**	**150**	**121**	**82**	**67**	**44**

24 Hour Total:	3,426				
AM Peak Hour begins:	11:45	AM Peak Volume:	265	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:45	PM Peak Volume:	283	PM PeaK Hour Factor:	0.95

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	1	2	3	12	23	31	39	41	57
30	5	3	1	1	2	4	14	22	42	46	44	62
45	6	2	0	2	2	6	12	28	53	41	47	69
00	3	3	1	3	3	9	20	35	47	43	54	57
Hr Total	**20**	**12**	**3**	**7**	**8**	**23**	**58**	**108**	**173**	**169**	**186**	**246**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	65	73	68	63	76	63	54	38	29	28	14
30	78	67	68	61	72	79	61	41	38	29	18	9
45	82	72	56	71	71	73	62	39	32	26	13	8
00	73	64	63	71	66	63	55	43	36	28	11	6
Hr Total	**309**	**267**	**260**	**271**	**272**	**291**	**241**	**177**	**144**	**112**	**69**	**37**

24 Hour Total:	3,463				
AM Peak Hour begins:	11:45	AM Peak Volume:	294	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:00	PM Peak Volume:	309	PM PeaK Hour Factor:	0.95

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	3	3	3	10	40	73	79	91	94	115
30	11	5	1	5	5	9	45	74	86	106	94	114
45	9	4	1	5	5	17	54	81	99	102	104	124
00	7	5	3	6	8	31	67	101	102	111	108	127
Hr Total	**37**	**21**	**8**	**19**	**20**	**68**	**207**	**329**	**366**	**409**	**400**	**480**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	137	136	128	127	135	108	106	67	49	45	34
30	144	137	123	120	114	143	110	74	66	55	36	18
45	142	138	107	116	125	128	107	74	66	46	27	16
00	147	136	117	121	115	114	100	73	65	44	27	13
Hr Total	**578**	**548**	**484**	**486**	**481**	**519**	**425**	**327**	**265**	**194**	**136**	**81**

24 Hour Total:	6,889				
AM Peak Hour begins:	11:45	AM Peak Volume:	559	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:00	PM Peak Volume:	578	PM PeaK Hour Factor:	0.98

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	Cypress Village Blvd north of SR 674				

Northbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	3	6	4	6	17	53	116	106	104	117
30	4	2	1	1	3	3	32	94	116	107	89	100
45	7	6	1	1	6	17	48	84	106	96	85	139
00	6	1	1	2	12	23	64	132	97	116	109	122
Hr Total	**25**	**13**	**6**	**10**	**25**	**49**	**161**	**363**	**435**	**425**	**387**	**478**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	131	93	106	112	123	83	79	49	30	24	16
30	133	122	85	98	101	135	101	67	42	37	30	7
45	114	93	109	103	126	107	102	70	47	29	11	12
00	122	114	82	116	110	113	84	60	40	42	18	5
Hr Total	**480**	**460**	**369**	**423**	**449**	**478**	**370**	**276**	**178**	**138**	**83**	**40**

24 Hour Total:	6,121			
AM Peak Hour begins:	11:30	AM Peak Volume:	505	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	12:15	PM Peak Volume:	500	PM PeaK Hour Factor: 0.94

Southbound Volume for Lane 2

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	5	1	3	12	50	121	119	112	102	117
30	4	4	1	6	3	12	56	144	132	109	123	143
45	4	2	1	3	10	34	76	130	125	110	110	126
00	0	3	5	2	10	43	116	114	126	112	115	131
Hr Total	**18**	**12**	**12**	**12**	**26**	**101**	**298**	**509**	**502**	**443**	**450**	**517**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	152	146	149	163	172	100	74	58	38	36	26
30	142	137	153	131	137	125	85	81	52	40	24	9
45	150	141	147	157	126	93	95	80	43	39	15	15
00	142	171	125	141	143	89	92	66	55	41	23	9
Hr Total	**597**	**601**	**571**	**578**	**569**	**479**	**372**	**301**	**208**	**158**	**98**	**59**

24 Hour Total:	7,491			
AM Peak Hour begins:	11:45	AM Peak Volume:	586	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	13:45	PM Peak Volume:	617	PM PeaK Hour Factor: 0.90

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	7	8	7	7	18	67	174	235	218	206	234
30	8	6	2	7	6	15	88	238	248	216	212	243
45	11	8	2	4	16	51	124	214	231	206	195	265
00	6	4	6	4	22	66	180	246	223	228	224	253
Hr Total	**43**	**25**	**18**	**22**	**51**	**150**	**459**	**872**	**937**	**868**	**837**	**995**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	274	283	239	255	275	295	183	153	107	68	60	42
30	275	259	238	229	238	260	186	148	94	77	54	16
45	264	234	256	260	252	200	197	150	90	68	26	27
00	264	285	207	257	253	202	176	126	95	83	41	14
Hr Total	**1,077**	**1,061**	**940**	**1,001**	**1,018**	**957**	**742**	**577**	**386**	**296**	**181**	**99**

24 Hour Total:	13,612			
AM Peak Hour begins:	11:30	AM Peak Volume:	1,067	AM Peak Hour Factor: 0.97
PM Peak Hour begins:	12:15	PM Peak Volume:	1,086	PM PeaK Hour Factor: 0.96

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	Cypress Village Blvd north of SR 674				

Northbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	5	4	2	4	7	18	54	89	101	99	109
30	4	2	1	2	5	9	39	91	118	79	98	117
45	3	5	4	4	4	13	54	104	111	107	111	121
00	0	6	2	2	9	20	53	128	118	121	121	113
Hr Total	**20**	**18**	**11**	**10**	**22**	**49**	**164**	**377**	**436**	**408**	**429**	**460**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	134	107	124	84	118	89	79	60	27	26	17
30	113	111	123	112	75	96	87	75	49	32	25	10
45	135	130	122	93	106	120	80	57	43	32	19	16
00	127	119	119	118	104	105	101	72	51	36	11	6
Hr Total	**497**	**494**	**471**	**447**	**369**	**439**	**357**	**283**	**203**	**127**	**81**	**49**

24 Hour Total:	6,221				
AM Peak Hour begins:	11:45	AM Peak Volume:	483	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	12:15	PM Peak Volume:	509	PM PeaK Hour Factor:	0.94

Southbound Volume for Lane 2

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	5	3	2	19	55	105	116	97	126	131
30	4	5	2	6	4	25	57	142	123	101	119	130
45	5	2	3	1	7	36	68	122	128	106	113	123
00	1	4	4	1	14	50	104	141	111	102	119	134
Hr Total	**14**	**13**	**14**	**11**	**27**	**130**	**284**	**510**	**478**	**406**	**477**	**518**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	133	158	141	128	137	127	80	64	46	34	25
30	160	166	142	165	144	119	81	91	44	41	26	8
45	161	154	153	119	142	93	89	68	60	35	18	19
00	120	160	152	86	113	90	91	56	57	25	20	17
Hr Total	**564**	**613**	**605**	**511**	**527**	**439**	**388**	**295**	**225**	**147**	**98**	**69**

24 Hour Total:	7,363				
AM Peak Hour begins:	11:45	AM Peak Volume:	578	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	13:15	PM Peak Volume:	638	PM PeaK Hour Factor:	0.96

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	7	9	5	6	26	73	159	205	198	225	240
30	8	7	3	8	9	34	96	233	241	180	217	247
45	8	7	7	5	11	49	122	226	239	213	224	244
00	1	10	6	3	23	70	157	269	229	223	240	247
Hr Total	**34**	**31**	**25**	**21**	**49**	**179**	**448**	**887**	**914**	**814**	**906**	**978**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	245	267	265	265	212	255	216	159	124	73	60	42
30	273	277	265	277	219	215	168	166	93	73	51	18
45	296	284	275	212	248	213	169	125	103	67	37	35
00	247	279	271	204	217	195	192	128	108	61	31	23
Hr Total	**1,061**	**1,107**	**1,076**	**958**	**896**	**878**	**745**	**578**	**428**	**274**	**179**	**118**

24 Hour Total:	13,584				
AM Peak Hour begins:	11:45	AM Peak Volume:	1,061	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	13:00	PM Peak Volume:	1,107	PM PeaK Hour Factor:	0.97

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	Cypress Village Blvd north of SR 674				

Northbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	0	1	12	26	69	86	79	108	104
30	7	3	2	4	3	13	32	83	103	100	106	106
45	1	1	3	3	8	12	48	90	96	106	100	96
00	5	1	0	3	7	24	62	100	110	95	115	119
Hr Total	**18**	**9**	**6**	**10**	**19**	**61**	**168**	**342**	**395**	**380**	**429**	**425**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	128	112	123	134	136	83	76	52	33	25	10
30	130	138	135	129	108	105	97	71	42	26	25	10
45	138	123	113	125	109	138	106	56	57	43	29	6
00	139	120	117	130	105	118	72	70	34	35	19	8
Hr Total	**534**	**509**	**477**	**507**	**456**	**497**	**358**	**273**	**185**	**137**	**98**	**34**

24 Hour Total:	6,327					
AM Peak Hour begins:	11:45	AM Peak Volume:	514	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	12:30	PM Peak Volume:	543	PM PeaK Hour Factor:	0.98	

Southbound Volume for Lane 2

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	8	2	2	4	17	53	114	119	113	118	125
30	6	3	3	1	9	22	63	129	121	93	118	146
45	2	1	2	4	5	31	85	116	104	124	131	137
00	2	4	0	6	8	41	98	126	108	102	153	130
Hr Total	**16**	**16**	**7**	**13**	**26**	**111**	**299**	**485**	**452**	**432**	**520**	**538**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	158	149	133	148	154	119	78	73	44	28	41
30	164	133	136	149	138	135	94	71	58	30	37	14
45	141	164	137	134	121	131	99	74	64	37	27	11
00	150	125	160	137	106	122	96	58	54	26	19	6
Hr Total	**608**	**580**	**582**	**553**	**513**	**542**	**408**	**281**	**249**	**137**	**111**	**72**

24 Hour Total:	7,551					
AM Peak Hour begins:	11:45	AM Peak Volume:	588	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	12:15	PM Peak Volume:	613	PM PeaK Hour Factor:	0.93	

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	12	3	2	5	29	79	183	205	192	226	229
30	13	6	5	5	12	35	95	212	224	193	224	252
45	3	2	5	7	13	43	133	206	200	230	231	233
00	7	5	0	9	15	65	160	226	218	197	268	249
Hr Total	**34**	**25**	**13**	**23**	**45**	**172**	**467**	**827**	**847**	**812**	**949**	**963**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	280	286	261	256	282	290	202	154	125	77	53	51
30	294	271	271	278	246	240	191	142	100	56	62	24
45	279	287	250	259	230	269	205	130	121	80	56	17
00	289	245	277	267	211	240	168	128	88	61	38	14
Hr Total	**1,142**	**1,089**	**1,059**	**1,060**	**969**	**1,039**	**766**	**554**	**434**	**274**	**209**	**106**

24 Hour Total:	13,878					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,102	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	12:15	PM Peak Volume:	1,148	PM PeaK Hour Factor:	0.98	

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	Cypress Village Blvd north of SR 674				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	3	3	3	8	20	59	97	95	104	110
30	5	2	1	2	4	8	34	89	112	95	98	108
45	4	4	3	3	6	14	50	93	104	103	99	119
00	4	3	1	2	9	22	60	120	108	111	115	118
Hr Total	**21**	**13**	**8**	**10**	**22**	**53**	**164**	**361**	**422**	**404**	**415**	**454**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	131	104	118	110	126	85	78	54	30	25	14
30	125	124	114	113	95	112	95	71	44	32	27	9
45	129	115	115	107	114	122	96	61	49	35	20	11
00	129	118	106	121	106	112	86	67	42	38	16	6
Hr Total	**504**	**488**	**439**	**459**	**425**	**471**	**362**	**277**	**189**	**134**	**87**	**41**

24 Hour Total:	6,223					
AM Peak Hour begins:	11:45	AM Peak Volume:	492	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	12:15	PM Peak Volume:	515	PM PeaK Hour Factor:	0.98	

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	4	2	3	16	53	113	118	107	115	124
30	5	4	2	4	5	20	59	138	125	101	120	140
45	4	2	2	3	7	34	76	123	119	113	118	129
00	1	4	3	3	11	45	106	127	115	105	129	132
Hr Total	**16**	**14**	**11**	**12**	**26**	**114**	**294**	**501**	**477**	**427**	**482**	**524**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	148	151	141	146	154	115	77	65	43	33	31
30	155	145	144	148	140	126	87	81	51	37	29	10
45	151	153	146	137	130	106	94	74	56	37	20	15
00	137	152	146	121	121	100	93	60	55	31	21	11
Hr Total	**590**	**598**	**586**	**547**	**536**	**487**	**389**	**292**	**227**	**147**	**102**	**67**

24 Hour Total:	7,468					
AM Peak Hour begins:	11:45	AM Peak Volume:	584	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	13:15	PM Peak Volume:	601	PM PeaK Hour Factor:	0.98	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	9	7	5	6	24	73	172	215	203	219	234
30	10	6	3	7	9	28	93	228	238	196	218	247
45	7	6	5	5	13	48	126	215	223	216	217	247
00	5	6	4	5	20	67	166	247	223	216	244	250
Hr Total	**37**	**27**	**19**	**22**	**48**	**167**	**458**	**862**	**899**	**831**	**897**	**979**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	279	255	259	256	280	200	155	119	73	58	45
30	281	269	258	261	234	238	182	152	96	69	56	19
45	280	268	260	244	243	227	190	135	105	72	40	26
00	267	270	252	243	227	212	179	127	97	68	37	17
Hr Total	**1,093**	**1,086**	**1,025**	**1,006**	**961**	**958**	**751**	**570**	**416**	**281**	**190**	**108**

24 Hour Total:	13,691					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,076	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	12:15	PM Peak Volume:	1,106	PM PeaK Hour Factor:	0.98	

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	I-75 NB Off Ramp to SR 674 EB				

Northbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	5	3	4	7	11	21	51	39	42	31
30	6	3	0	1	2	4	16	48	60	54	35	34
45	4	3	1	4	2	2	21	44	44	37	41	38
00	5	1	7	1	2	10	25	65	42	36	34	30
Hr Total	**18**	**9**	**13**	**9**	**10**	**23**	**73**	**178**	**197**	**166**	**152**	**133**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	36	41	45	54	69	57	55	20	24	12	6
30	49	29	48	54	52	72	54	32	20	15	13	6
45	43	47	32	65	62	64	49	33	23	14	9	8
00	41	46	32	57	48	75	49	22	10	14	7	9
Hr Total	**178**	**158**	**153**	**221**	**216**	**280**	**209**	**142**	**73**	**67**	**41**	**29**

24 Hour Total:	2,748				
AM Peak Hour begins:	7:30	AM Peak Volume:	220	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:00	PM Peak Volume:	280	PM PeaK Hour Factor:	0.93

N/A

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	5	3	4	7	11	21	51	39	42	31
30	6	3	0	1	2	4	16	48	60	54	35	34
45	4	3	1	4	2	2	21	44	44	37	41	38
00	5	1	7	1	2	10	25	65	42	36	34	30
Hr Total	**18**	**9**	**13**	**9**	**10**	**23**	**73**	**178**	**197**	**166**	**152**	**133**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	36	41	45	54	69	57	55	20	24	12	6
30	49	29	48	54	52	72	54	32	20	15	13	6
45	43	47	32	65	62	64	49	33	23	14	9	8
00	41	46	32	57	48	75	49	22	10	14	7	9
Hr Total	**178**	**158**	**153**	**221**	**216**	**280**	**209**	**142**	**73**	**67**	**41**	**29**

24 Hour Total:	2,748				
AM Peak Hour begins:	7:30	AM Peak Volume:	220	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:00	PM Peak Volume:	280	PM PeaK Hour Factor:	0.93

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	I-75 NB Off Ramp to SR 674 EB				

Northbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	2	0	2	5	8	33	48	52	45	32
30	6	5	4	5	2	6	12	27	59	48	38	46
45	5	4	4	1	4	8	30	55	42	40	64	43
00	9	0	3	1	3	15	35	36	52	41	39	23
Hr Total	**27**	**10**	**13**	**7**	**11**	**34**	**85**	**151**	**201**	**181**	**186**	**144**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	31	33	57	76	89	63	46	26	27	22	8
30	43	38	57	44	53	76	70	30	30	13	22	6
45	39	53	62	66	80	73	77	27	25	20	6	8
00	43	45	41	109	73	61	94	32	26	18	15	6
Hr Total	**151**	**167**	**193**	**276**	**282**	**299**	**304**	**135**	**107**	**78**	**65**	**28**

24 Hour Total:	3,135					
AM Peak Hour begins:	8:15	AM Peak Volume:	205	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	15:45	PM Peak Volume:	318	PM PeaK Hour Factor:	0.73	

N/A

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	2	0	2	5	8	33	48	52	45	32
30	6	5	4	5	2	6	12	27	59	48	38	46
45	5	4	4	1	4	8	30	55	42	40	64	43
00	9	0	3	1	3	15	35	36	52	41	39	23
Hr Total	**27**	**10**	**13**	**7**	**11**	**34**	**85**	**151**	**201**	**181**	**186**	**144**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	31	33	57	76	89	63	46	26	27	22	8
30	43	38	57	44	53	76	70	30	30	13	22	6
45	39	53	62	66	80	73	77	27	25	20	6	8
00	43	45	41	109	73	61	94	32	26	18	15	6
Hr Total	**151**	**167**	**193**	**276**	**282**	**299**	**304**	**135**	**107**	**78**	**65**	**28**

24 Hour Total:	3,135					
AM Peak Hour begins:	8:15	AM Peak Volume:	205	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	15:45	PM Peak Volume:	318	PM PeaK Hour Factor:	0.73	

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	I-75 NB Off Ramp to SR 674 EB				

Northbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	4	0	0	8	21	39	52	41	49	40
30	14	8	2	0	6	11	8	40	62	51	36	38
45	15	2	1	2	7	8	30	76	31	44	47	45
00	0	2	2	5	8	18	39	54	61	56	42	26
Hr Total	**33**	**16**	**9**	**7**	**21**	**45**	**98**	**209**	**206**	**192**	**174**	**149**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	37	52	56	67	78	65	53	29	25	17	5
30	42	45	59	49	53	83	64	34	31	21	16	7
45	44	45	51	66	70	96	65	27	22	22	8	10
00	51	49	39	80	70	87	77	28	23	22	10	11
Hr Total	**178**	**176**	**201**	**251**	**260**	**344**	**271**	**142**	**105**	**90**	**51**	**33**

24 Hour Total:	3,261				
AM Peak Hour begins:	7:30	AM Peak Volume:	244	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	17:00	PM Peak Volume:	344	PM PeaK Hour Factor:	0.90

N/A

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	4	0	0	8	21	39	52	41	49	40
30	14	8	2	0	6	11	8	40	62	51	36	38
45	15	2	1	2	7	8	30	76	31	44	47	45
00	0	2	2	5	8	18	39	54	61	56	42	26
Hr Total	**33**	**16**	**9**	**7**	**21**	**45**	**98**	**209**	**206**	**192**	**174**	**149**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	37	52	56	67	78	65	53	29	25	17	5
30	42	45	59	49	53	83	64	34	31	21	16	7
45	44	45	51	66	70	96	65	27	22	22	8	10
00	51	49	39	80	70	87	77	28	23	22	10	11
Hr Total	**178**	**176**	**201**	**251**	**260**	**344**	**271**	**142**	**105**	**90**	**51**	**33**

24 Hour Total:	3,261				
AM Peak Hour begins:	7:30	AM Peak Volume:	244	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	17:00	PM Peak Volume:	344	PM PeaK Hour Factor:	0.90

Volume Count Report

3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	I-75 NB Off Ramp to SR 674 EB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	4	1	2	7	13	31	50	44	45	34
30	9	5	2	2	3	7	12	38	60	51	36	39
45	8	3	2	2	4	6	27	58	39	40	51	42
00	5	1	4	2	4	14	33	52	52	44	38	26
Hr Total	**26**	**12**	**12**	**8**	**14**	**34**	**85**	**179**	**201**	**180**	**171**	**142**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	35	42	53	66	79	62	51	25	25	17	6
30	45	37	55	49	53	77	63	32	27	16	17	6
45	42	48	48	66	71	78	64	29	23	19	8	9
00	45	47	37	82	64	74	73	27	20	18	11	9
Hr Total	**169**	**167**	**182**	**249**	**253**	**308**	**261**	**140**	**95**	**78**	**52**	**30**

24 Hour Total:	3,048					
AM Peak Hour begins:	7:30	AM Peak Volume:	221	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	308	PM PeaK Hour Factor:	0.98	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	4	1	2	7	13	31	50	44	45	34
30	9	5	2	2	3	7	12	38	60	51	36	39
45	8	3	2	2	4	6	27	58	39	40	51	42
00	5	1	4	2	4	14	33	52	52	44	38	26
Hr Total	**26**	**12**	**12**	**8**	**14**	**34**	**85**	**179**	**201**	**180**	**171**	**142**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	35	42	53	66	79	62	51	25	25	17	6
30	45	37	55	49	53	77	63	32	27	16	17	6
45	42	48	48	66	71	78	64	29	23	19	8	9
00	45	47	37	82	64	74	73	27	20	18	11	9
Hr Total	**169**	**167**	**182**	**249**	**253**	**308**	**261**	**140**	**95**	**78**	**52**	**30**

24 Hour Total:	3,048					
AM Peak Hour begins:	7:30	AM Peak Volume:	221	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	308	PM PeaK Hour Factor:	0.98	

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	I-75 NB Off Ramp to SR 674 WB				

Northbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	4	0	3	3	8	26	22	15	12	19
30	8	4	4	1	0	6	17	29	23	13	16	14
45	4	5	1	3	2	4	24	25	23	29	18	16
00	5	1	1	4	5	10	29	20	18	23	16	22
Hr Total	**26**	**14**	**10**	**8**	**10**	**23**	**78**	**100**	**86**	**80**	**62**	**71**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	28	32	25	39	46	38	36	15	9	14	3
30	19	18	30	27	28	49	42	16	23	17	9	10
45	20	19	23	32	50	51	25	20	15	17	5	5
00	20	25	23	37	34	56	37	18	13	9	4	3
Hr Total	**80**	**90**	**108**	**121**	**151**	**202**	**142**	**90**	**66**	**52**	**32**	**21**

24 Hour Total:	1,723				
AM Peak Hour begins:	6:45	AM Peak Volume:	109	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	202	PM PeaK Hour Factor:	0.90

N/A

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	4	0	3	3	8	26	22	15	12	19
30	8	4	4	1	0	6	17	29	23	13	16	14
45	4	5	1	3	2	4	24	25	23	29	18	16
00	5	1	1	4	5	10	29	20	18	23	16	22
Hr Total	**26**	**14**	**10**	**8**	**10**	**23**	**78**	**100**	**86**	**80**	**62**	**71**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	28	32	25	39	46	38	36	15	9	14	3
30	19	18	30	27	28	49	42	16	23	17	9	10
45	20	19	23	32	50	51	25	20	15	17	5	5
00	20	25	23	37	34	56	37	18	13	9	4	3
Hr Total	**80**	**90**	**108**	**121**	**151**	**202**	**142**	**90**	**66**	**52**	**32**	**21**

24 Hour Total:	1,723				
AM Peak Hour begins:	6:45	AM Peak Volume:	109	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	202	PM PeaK Hour Factor:	0.90

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	I-75 NB Off Ramp to SR 674 WB				

Northbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	0	8	5	3	2	6	24	23	14	17	15
30	3	1	0	0	0	5	12	38	12	24	15	12
45	5	3	1	4	5	7	27	33	28	24	20	20
00	5	3	0	2	0	9	35	17	7	10	10	24
Hr Total	**20**	**7**	**9**	**11**	**8**	**23**	**80**	**112**	**70**	**72**	**62**	**71**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	19	19	13	26	42	40	11	8	3	0	6
30	19	27	31	32	34	42	50	28	10	9	4	7
45	15	19	14	31	27	40	21	7	12	5	5	5
00	21	21	32	17	39	67	12	10	7	5	4	1
Hr Total	**79**	**86**	**96**	**93**	**126**	**191**	**123**	**56**	**37**	**22**	**13**	**19**

24 Hour Total:	1,486				
AM Peak Hour begins:	6:45	AM Peak Volume:	130	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:30	PM Peak Volume:	197	PM PeaK Hour Factor:	0.74

N/A

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	0	8	5	3	2	6	24	23	14	17	15
30	3	1	0	0	0	5	12	38	12	24	15	12
45	5	3	1	4	5	7	27	33	28	24	20	20
00	5	3	0	2	0	9	35	17	7	10	10	24
Hr Total	**20**	**7**	**9**	**11**	**8**	**23**	**80**	**112**	**70**	**72**	**62**	**71**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	19	19	13	26	42	40	11	8	3	0	6
30	19	27	31	32	34	42	50	28	10	9	4	7
45	15	19	14	31	27	40	21	7	12	5	5	5
00	21	21	32	17	39	67	12	10	7	5	4	1
Hr Total	**79**	**86**	**96**	**93**	**126**	**191**	**123**	**56**	**37**	**22**	**13**	**19**

24 Hour Total:	1,486				
AM Peak Hour begins:	6:45	AM Peak Volume:	130	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:30	PM Peak Volume:	197	PM PeaK Hour Factor:	0.74

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	I-75 NB Off Ramp to SR 674 WB				

Northbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	2	6	1	7	1	17	17	15	12	11
30	1	0	3	2	0	5	13	18	13	15	22	10
45	1	0	1	5	2	14	9	9	19	19	18	17
00	4	1	1	0	6	2	26	14	14	23	10	21
Hr Total	**6**	**2**	**7**	**13**	**9**	**28**	**49**	**58**	**63**	**72**	**62**	**59**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	19	12	16	29	22	38	25	11	18	17	2
30	19	15	12	27	36	40	42	24	9	17	8	2
45	15	20	16	34	30	41	20	29	16	16	6	2
00	14	11	24	21	40	50	19	16	13	7	10	7
Hr Total	**73**	**65**	**64**	**98**	**135**	**153**	**119**	**94**	**49**	**58**	**41**	**13**

24 Hour Total:	1,390				
AM Peak Hour begins:	11:30	AM Peak Volume:	82	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	17:30	PM Peak Volume:	171	PM PeaK Hour Factor:	0.86

N/A

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	2	6	1	7	1	17	17	15	12	11
30	1	0	3	2	0	5	13	18	13	15	22	10
45	1	0	1	5	2	14	9	9	19	19	18	17
00	4	1	1	0	6	2	26	14	14	23	10	21
Hr Total	**6**	**2**	**7**	**13**	**9**	**28**	**49**	**58**	**63**	**72**	**62**	**59**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	19	12	16	29	22	38	25	11	18	17	2
30	19	15	12	27	36	40	42	24	9	17	8	2
45	15	20	16	34	30	41	20	29	16	16	6	2
00	14	11	24	21	40	50	19	16	13	7	10	7
Hr Total	**73**	**65**	**64**	**98**	**135**	**153**	**119**	**94**	**49**	**58**	**41**	**13**

24 Hour Total:	1,390				
AM Peak Hour begins:	11:30	AM Peak Volume:	82	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	17:30	PM Peak Volume:	171	PM PeaK Hour Factor:	0.86

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	I-75 NB Off Ramp to SR 674 WB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	5	4	2	4	5	22	21	15	14	15
30	4	2	2	1	0	5	14	28	16	17	18	12
45	3	3	1	4	3	8	20	22	23	24	19	18
00	5	2	1	2	4	7	30	17	13	19	12	22
Hr Total	**17**	**8**	**9**	**11**	**9**	**25**	**69**	**90**	**73**	**75**	**62**	**67**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	22	21	18	31	37	39	24	11	10	10	4
30	19	20	24	29	33	44	45	23	14	14	7	6
45	17	19	18	32	36	44	22	19	14	13	5	4
00	18	19	26	25	38	58	23	15	11	7	6	4
Hr Total	**77**	**80**	**89**	**104**	**137**	**182**	**128**	**80**	**51**	**44**	**29**	**18**

24 Hour Total:	1,533					
AM Peak Hour begins:	6:45	AM Peak Volume:	103	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	17:30	PM Peak Volume:	185	PM PeaK Hour Factor:	0.80	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	5	4	2	4	5	22	21	15	14	15
30	4	2	2	1	0	5	14	28	16	17	18	12
45	3	3	1	4	3	8	20	22	23	24	19	18
00	5	2	1	2	4	7	30	17	13	19	12	22
Hr Total	**17**	**8**	**9**	**11**	**9**	**25**	**69**	**90**	**73**	**75**	**62**	**67**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	22	21	18	31	37	39	24	11	10	10	4
30	19	20	24	29	33	44	45	23	14	14	7	6
45	17	19	18	32	36	44	22	19	14	13	5	4
00	18	19	26	25	38	58	23	15	11	7	6	4
Hr Total	**77**	**80**	**89**	**104**	**137**	**182**	**128**	**80**	**51**	**44**	**29**	**18**

24 Hour Total:	1,533					
AM Peak Hour begins:	6:45	AM Peak Volume:	103	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	17:30	PM Peak Volume:	185	PM PeaK Hour Factor:	0.80	

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	I-75 SB On Ramp from SR 674 EB				

Southbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	5	2	3	21	41	73	55	30	23	22
30	1	4	2	9	8	29	63	66	43	36	38	23
45	4	0	3	5	11	19	91	55	35	22	28	25
00	0	5	7	5	16	45	49	47	37	30	31	39
Hr Total	**8**	**13**	**17**	**21**	**38**	**114**	**244**	**241**	**170**	**118**	**120**	**109**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	38	25	25	28	33	30	12	7	11	6	2
30	25	29	34	20	25	26	41	13	18	6	9	3
45	34	32	23	23	28	30	23	13	9	9	4	5
00	21	33	27	31	31	17	20	11	1	14	7	7
Hr Total	**112**	**132**	**109**	**99**	**112**	**106**	**114**	**49**	**35**	**40**	**26**	**17**

24 Hour Total:	2,164					
AM Peak Hour begins:	6:30	AM Peak Volume:	279	AM Peak Hour Factor:	0.77	
PM Peak Hour begins:	13:00	PM Peak Volume:	132	PM PeaK Hour Factor:	0.87	

N/A

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	5	2	3	21	41	73	55	30	23	22
30	1	4	2	9	8	29	63	66	43	36	38	23
45	4	0	3	5	11	19	91	55	35	22	28	25
00	0	5	7	5	16	45	49	47	37	30	31	39
Hr Total	**8**	**13**	**17**	**21**	**38**	**114**	**244**	**241**	**170**	**118**	**120**	**109**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	38	25	25	28	33	30	12	7	11	6	2
30	25	29	34	20	25	26	41	13	18	6	9	3
45	34	32	23	23	28	30	23	13	9	9	4	5
00	21	33	27	31	31	17	20	11	1	14	7	7
Hr Total	**112**	**132**	**109**	**99**	**112**	**106**	**114**	**49**	**35**	**40**	**26**	**17**

24 Hour Total:	2,164					
AM Peak Hour begins:	6:30	AM Peak Volume:	279	AM Peak Hour Factor:	0.77	
PM Peak Hour begins:	13:00	PM Peak Volume:	132	PM PeaK Hour Factor:	0.87	

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	I-75 SB On Ramp from SR 674 EB				

Southbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	0	3	2	27	46	63	46	31	34	32
30	1	2	2	6	7	30	70	73	42	27	22	24
45	6	0	3	1	12	30	77	48	48	31	19	29
00	0	1	1	2	17	23	39	44	20	13	18	41
Hr Total	**9**	**6**	**6**	**12**	**38**	**110**	**232**	**228**	**156**	**102**	**93**	**126**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	32	26	31	27	25	30	11	7	5	10	8
30	41	16	20	29	27	28	33	25	11	10	10	3
45	21	33	36	10	22	43	32	11	14	3	8	4
00	27	14	18	29	24	25	16	20	11	2	3	3
Hr Total	**120**	**95**	**100**	**99**	**100**	**121**	**111**	**67**	**43**	**20**	**31**	**18**

24 Hour Total:	2,043				
AM Peak Hour begins:	6:30	AM Peak Volume:	252	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	17:30	PM Peak Volume:	131	PM PeaK Hour Factor:	0.76

N/A

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	0	3	2	27	46	63	46	31	34	32
30	1	2	2	6	7	30	70	73	42	27	22	24
45	6	0	3	1	12	30	77	48	48	31	19	29
00	0	1	1	2	17	23	39	44	20	13	18	41
Hr Total	**9**	**6**	**6**	**12**	**38**	**110**	**232**	**228**	**156**	**102**	**93**	**126**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	32	26	31	27	25	30	11	7	5	10	8
30	41	16	20	29	27	28	33	25	11	10	10	3
45	21	33	36	10	22	43	32	11	14	3	8	4
00	27	14	18	29	24	25	16	20	11	2	3	3
Hr Total	**120**	**95**	**100**	**99**	**100**	**121**	**111**	**67**	**43**	**20**	**31**	**18**

24 Hour Total:	2,043				
AM Peak Hour begins:	6:30	AM Peak Volume:	252	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	17:30	PM Peak Volume:	131	PM PeaK Hour Factor:	0.76

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	I-75 SB On Ramp from SR 674 EB				

Southbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	4	3	8	31	54	61	52	23	28	28
30	9	4	2	0	2	30	71	73	46	40	27	35
45	13	7	3	4	15	21	75	49	33	35	30	20
00	19	0	0	3	10	34	45	48	23	37	29	28
Hr Total	**53**	**15**	**9**	**10**	**35**	**116**	**245**	**231**	**154**	**135**	**114**	**111**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	39	16	33	34	26	29	19	12	8	13	12
30	37	25	39	19	23	28	27	23	11	12	7	6
45	30	27	29	19	35	29	29	13	6	10	2	7
00	29	34	27	22	49	21	16	6	9	10	4	3
Hr Total	**120**	**125**	**111**	**93**	**141**	**104**	**101**	**61**	**38**	**40**	**26**	**28**

24 Hour Total:	2,216				
AM Peak Hour begins:	6:30	AM Peak Volume:	254	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:00	PM Peak Volume:	141	PM PeaK Hour Factor:	0.72

N/A

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	4	3	8	31	54	61	52	23	28	28
30	9	4	2	0	2	30	71	73	46	40	27	35
45	13	7	3	4	15	21	75	49	33	35	30	20
00	19	0	0	3	10	34	45	48	23	37	29	28
Hr Total	**53**	**15**	**9**	**10**	**35**	**116**	**245**	**231**	**154**	**135**	**114**	**111**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	39	16	33	34	26	29	19	12	8	13	12
30	37	25	39	19	23	28	27	23	11	12	7	6
45	30	27	29	19	35	29	29	13	6	10	2	7
00	29	34	27	22	49	21	16	6	9	10	4	3
Hr Total	**120**	**125**	**111**	**93**	**141**	**104**	**101**	**61**	**38**	**40**	**26**	**28**

24 Hour Total:	2,216				
AM Peak Hour begins:	6:30	AM Peak Volume:	254	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:00	PM Peak Volume:	141	PM PeaK Hour Factor:	0.72

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	I-75 SB On Ramp from SR 674 EB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	3	3	4	26	47	66	51	28	28	27
30	4	3	2	5	6	30	68	71	44	34	29	27
45	8	2	3	3	13	23	81	51	39	29	26	25
00	6	2	3	3	14	34	44	46	27	27	26	36
Hr Total	**23**	**11**	**11**	**14**	**37**	**113**	**240**	**233**	**160**	**118**	**109**	**115**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	36	22	30	30	28	30	14	9	8	10	7
30	34	23	31	23	25	27	34	20	13	9	9	4
45	28	31	29	17	28	34	28	12	10	7	5	5
00	26	27	24	27	35	21	17	12	7	9	5	4
Hr Total	**117**	**117**	**107**	**97**	**118**	**110**	**109**	**59**	**39**	**33**	**28**	**21**

24 Hour Total:	2,141					
AM Peak Hour begins:	6:30	AM Peak Volume:	262	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	12:15	PM Peak Volume:	125	PM PeaK Hour Factor:	0.86	

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	3	3	4	26	47	66	51	28	28	27
30	4	3	2	5	6	30	68	71	44	34	29	27
45	8	2	3	3	13	23	81	51	39	29	26	25
00	6	2	3	3	14	34	44	46	27	27	26	36
Hr Total	**23**	**11**	**11**	**14**	**37**	**113**	**240**	**233**	**160**	**118**	**109**	**115**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	36	22	30	30	28	30	14	9	8	10	7
30	34	23	31	23	25	27	34	20	13	9	9	4
45	28	31	29	17	28	34	28	12	10	7	5	5
00	26	27	24	27	35	21	17	12	7	9	5	4
Hr Total	**117**	**117**	**107**	**97**	**118**	**110**	**109**	**59**	**39**	**33**	**28**	**21**

24 Hour Total:	2,141					
AM Peak Hour begins:	6:30	AM Peak Volume:	262	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	12:15	PM Peak Volume:	125	PM PeaK Hour Factor:	0.86	

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	I-75 SB On Ramp from SR 674 WB				

Southbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	1	1	8	16	38	97	43	34	38	32
30	0	0	3	1	3	11	50	78	56	43	47	37
45	1	1	0	0	8	31	53	57	39	44	35	44
00	5	8	4	0	10	29	65	64	52	34	40	48
Hr Total	**11**	**9**	**8**	**2**	**29**	**87**	**206**	**296**	**190**	**155**	**160**	**161**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	47	42	36	43	57	32	20	10	10	7	10
30	36	27	43	37	54	52	25	23	16	10	11	2
45	44	32	29	44	35	30	26	18	19	16	6	6
00	38	35	24	41	44	19	17	15	11	13	6	2
Hr Total	**158**	**141**	**138**	**158**	**176**	**158**	**100**	**76**	**56**	**49**	**30**	**20**

24 Hour Total:	2,574					
AM Peak Hour begins:	6:45	AM Peak Volume:	297	AM Peak Hour Factor:	0.77	
PM Peak Hour begins:	16:15	PM Peak Volume:	190	PM PeaK Hour Factor:	0.83	

N/A

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	1	1	8	16	38	97	43	34	38	32
30	0	0	3	1	3	11	50	78	56	43	47	37
45	1	1	0	0	8	31	53	57	39	44	35	44
00	5	8	4	0	10	29	65	64	52	34	40	48
Hr Total	**11**	**9**	**8**	**2**	**29**	**87**	**206**	**296**	**190**	**155**	**160**	**161**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	47	42	36	43	57	32	20	10	10	7	10
30	36	27	43	37	54	52	25	23	16	10	11	2
45	44	32	29	44	35	30	26	18	19	16	6	6
00	38	35	24	41	44	19	17	15	11	13	6	2
Hr Total	**158**	**141**	**138**	**158**	**176**	**158**	**100**	**76**	**56**	**49**	**30**	**20**

24 Hour Total:	2,574					
AM Peak Hour begins:	6:45	AM Peak Volume:	297	AM Peak Hour Factor:	0.77	
PM Peak Hour begins:	16:15	PM Peak Volume:	190	PM PeaK Hour Factor:	0.83	

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	I-75 SB On Ramp from SR 674 WB				

Southbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	4	1	1	16	47	74	55	49	37	39
30	2	0	3	0	4	20	68	62	49	37	28	45
45	1	2	0	6	2	20	52	55	43	40	39	51
00	2	5	0	7	12	34	68	59	36	47	41	42
Hr Total	**9**	**7**	**7**	**14**	**19**	**90**	**235**	**250**	**183**	**173**	**145**	**177**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	43	29	48	45	56	33	23	17	14	7	11
30	23	50	42	48	59	53	21	18	11	18	12	5
45	30	40	28	37	53	24	26	18	10	15	8	1
00	40	54	39	18	49	34	23	17	8	18	5	2
Hr Total	**136**	**187**	**138**	**151**	**206**	**167**	**103**	**76**	**46**	**65**	**32**	**19**

24 Hour Total:	2,635					
AM Peak Hour begins:	6:15	AM Peak Volume:	262	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:15	PM Peak Volume:	217	PM PeaK Hour Factor:	0.92	

N/A

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!	
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!	

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	4	1	1	16	47	74	55	49	37	39
30	2	0	3	0	4	20	68	62	49	37	28	45
45	1	2	0	6	2	20	52	55	43	40	39	51
00	2	5	0	7	12	34	68	59	36	47	41	42
Hr Total	**9**	**7**	**7**	**14**	**19**	**90**	**235**	**250**	**183**	**173**	**145**	**177**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	43	29	48	45	56	33	23	17	14	7	11
30	23	50	42	48	59	53	21	18	11	18	12	5
45	30	40	28	37	53	24	26	18	10	15	8	1
00	40	54	39	18	49	34	23	17	8	18	5	2
Hr Total	**136**	**187**	**138**	**151**	**206**	**167**	**103**	**76**	**46**	**65**	**32**	**19**

24 Hour Total:	2,635					
AM Peak Hour begins:	6:15	AM Peak Volume:	262	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:15	PM Peak Volume:	217	PM PeaK Hour Factor:	0.92	

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	I-75 SB On Ramp from SR 674 WB				

Southbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	3	1	18	42	70	43	43	63	39
30	5	4	2	4	4	23	66	79	53	48	42	35
45	5	0	2	1	7	21	63	55	48	40	30	56
00	2	5	6	0	10	25	69	53	53	49	43	42
Hr Total	**16**	**12**	**13**	**8**	**22**	**87**	**240**	**257**	**197**	**180**	**178**	**172**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	42	47	36	42	62	27	22	10	9	19	9
30	50	43	39	37	52	37	41	27	22	21	10	4
45	29	36	50	32	34	39	29	29	11	17	2	3
00	39	29	33	43	45	30	25	13	7	14	6	2
Hr Total	**167**	**150**	**169**	**148**	**173**	**168**	**122**	**91**	**50**	**61**	**37**	**18**

24 Hour Total:	2,736				
AM Peak Hour begins:	6:30	AM Peak Volume:	281	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:15	PM Peak Volume:	193	PM PeaK Hour Factor:	0.78

N/A

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	3	1	18	42	70	43	43	63	39
30	5	4	2	4	4	23	66	79	53	48	42	35
45	5	0	2	1	7	21	63	55	48	40	30	56
00	2	5	6	0	10	25	69	53	53	49	43	42
Hr Total	**16**	**12**	**13**	**8**	**22**	**87**	**240**	**257**	**197**	**180**	**178**	**172**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	42	47	36	42	62	27	22	10	9	19	9
30	50	43	39	37	52	37	41	27	22	21	10	4
45	29	36	50	32	34	39	29	29	11	17	2	3
00	39	29	33	43	45	30	25	13	7	14	6	2
Hr Total	**167**	**150**	**169**	**148**	**173**	**168**	**122**	**91**	**50**	**61**	**37**	**18**

24 Hour Total:	2,736				
AM Peak Hour begins:	6:30	AM Peak Volume:	281	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:15	PM Peak Volume:	193	PM PeaK Hour Factor:	0.78

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	I-75 SB On Ramp from SR 674 WB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	3	2	3	17	42	80	47	42	46	37
30	2	1	3	2	4	18	61	73	53	43	39	39
45	2	1	1	2	6	24	56	56	43	41	35	50
00	3	6	3	2	11	29	67	59	47	43	41	44
Hr Total	**12**	**9**	**9**	**8**	**23**	**88**	**227**	**268**	**190**	**169**	**161**	**170**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	44	39	40	43	58	31	22	12	11	11	10
30	36	40	41	41	55	47	29	23	16	16	11	4
45	34	36	36	38	41	31	27	22	13	16	5	3
00	39	39	32	34	46	28	22	15	9	15	6	2
Hr Total	**154**	**159**	**148**	**152**	**185**	**164**	**108**	**81**	**51**	**58**	**33**	**19**

24 Hour Total:	2,648				
AM Peak Hour begins:	6:30	AM Peak Volume:	277	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:15	PM Peak Volume:	200	PM PeaK Hour Factor:	0.86

N/A

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00	PM Peak Volume:	0	PM PeaK Hour Factor:	#DIV/0!

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	3	2	3	17	42	80	47	42	46	37
30	2	1	3	2	4	18	61	73	53	43	39	39
45	2	1	1	2	6	24	56	56	43	41	35	50
00	3	6	3	2	11	29	67	59	47	43	41	44
Hr Total	**12**	**9**	**9**	**8**	**23**	**88**	**227**	**268**	**190**	**169**	**161**	**170**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	44	39	40	43	58	31	22	12	11	11	10
30	36	40	41	41	55	47	29	23	16	16	11	4
45	34	36	36	38	41	31	27	22	13	16	5	3
00	39	39	32	34	46	28	22	15	9	15	6	2
Hr Total	**154**	**159**	**148**	**152**	**185**	**164**	**108**	**81**	**51**	**58**	**33**	**19**

24 Hour Total:	2,648				
AM Peak Hour begins:	6:30	AM Peak Volume:	277	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:15	PM Peak Volume:	200	PM PeaK Hour Factor:	0.86

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	Racetrac D/W south of SR 674				

Northbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	3	0	2	4	5	7	18	8	5	4
30	1	1	1	0	0	1	7	10	12	6	7	3
45	2	1	2	0	1	1	7	3	13	3	6	9
00	0	4	0	3	4	4	9	7	9	8	4	9
Hr Total	**4**	**7**	**6**	**3**	**7**	**10**	**28**	**27**	**52**	**25**	**22**	**25**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	13	7	7	7	6	7	7	2	6	6	4
30	14	10	11	6	8	12	7	13	10	8	6	2
45	10	12	4	12	10	10	7	7	5	6	2	9
00	9	8	5	13	17	15	5	8	8	7	4	3
Hr Total	**38**	**43**	**27**	**38**	**42**	**43**	**26**	**35**	**25**	**27**	**18**	**18**

24 Hour Total:	596					
AM Peak Hour begins:	8:00	AM Peak Volume:	52	AM Peak Hour Factor:	0.72
PM Peak Hour begins:	12:15	PM Peak Volume:	46	PM PeaK Hour Factor:	0.82

Southbound Volume for Lane 2

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	4	4	3	17	51	34	34	23	33	15
30	5	3	6	3	7	9	37	44	44	29	25	25
45	2	4	9	5	13	16	46	33	29	29	31	29
00	0	4	4	6	10	32	43	36	27	22	25	33
Hr Total	**13**	**15**	**23**	**18**	**33**	**74**	**177**	**147**	**134**	**103**	**114**	**102**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	34	31	23	34	23	31	22	16	11	16	4
30	23	34	30	27	32	31	35	25	25	15	17	4
45	36	25	30	34	27	34	38	20	17	12	7	14
00	24	20	29	34	46	32	33	15	18	19	15	7
Hr Total	**115**	**113**	**120**	**118**	**139**	**120**	**137**	**82**	**76**	**57**	**55**	**29**

24 Hour Total:	2,114					
AM Peak Hour begins:	6:00	AM Peak Volume:	177	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:00	PM Peak Volume:	139	PM PeaK Hour Factor:	0.76

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	7	4	5	21	56	41	52	31	38	19
30	6	4	7	3	7	10	44	54	56	35	32	28
45	4	5	11	5	14	17	53	36	42	32	37	38
00	0	8	4	9	14	36	52	43	36	30	29	42
Hr Total	**17**	**22**	**29**	**21**	**40**	**84**	**205**	**174**	**186**	**128**	**136**	**127**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	47	38	30	41	29	38	29	18	17	22	8
30	37	44	41	33	40	43	42	38	35	23	23	6
45	46	37	34	46	37	44	45	27	22	18	9	23
00	33	28	34	47	63	47	38	23	26	26	19	10
Hr Total	**153**	**156**	**147**	**156**	**181**	**163**	**163**	**117**	**101**	**84**	**73**	**47**

24 Hour Total:	2,710					
AM Peak Hour begins:	6:00	AM Peak Volume:	205	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00	PM Peak Volume:	181	PM PeaK Hour Factor:	0.72

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	Racetrac D/W south of SR 674				

Northbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	1	4	1	2	4	4	6	5	9	10
30	1	2	0	1	0	3	11	2	10	4	3	9
45	1	0	0	1	4	4	9	12	8	2	3	11
00	3	2	0	1	2	4	11	3	7	2	3	7
Hr Total	**6**	**7**	**1**	**7**	**7**	**13**	**35**	**21**	**31**	**13**	**18**	**37**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	11	8	13	8	13	12	9	4	4	6	5
30	13	9	6	10	10	12	9	10	6	8	6	2
45	7	10	7	1	6	17	7	7	6	6	1	1
00	8	8	7	10	8	8	5	5	8	5	1	6
Hr Total	**37**	**38**	**28**	**34**	**32**	**50**	**33**	**31**	**24**	**23**	**14**	**14**

24 Hour Total:	554					
AM Peak Hour begins:	11:30	AM Peak Volume:	40	AM Peak Hour Factor:	0.77
PM Peak Hour begins:	16:45	PM Peak Volume:	50	PM PeaK Hour Factor:	0.74

Southbound Volume for Lane 2

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	3	5	2	16	43	40	47	22	25	36
30	1	3	0	3	2	15	52	43	30	21	16	30
45	5	2	1	2	14	19	42	42	28	28	23	27
00	5	4	4	3	12	20	42	37	29	30	16	40
Hr Total	**13**	**12**	**8**	**13**	**30**	**70**	**179**	**162**	**134**	**101**	**80**	**133**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	33	37	30	29	40	40	36	28	21	10	11
30	27	26	37	29	35	29	33	19	19	12	11	5
45	29	26	27	23	27	39	22	15	14	13	4	9
00	29	29	39	15	28	18	25	20	19	7	6	10
Hr Total	**120**	**114**	**140**	**97**	**119**	**126**	**120**	**90**	**80**	**53**	**31**	**35**

24 Hour Total:	2,060					
AM Peak Hour begins:	6:00	AM Peak Volume:	179	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	14:00	PM Peak Volume:	140	PM PeaK Hour Factor:	0.90

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	6	4	9	3	18	47	44	53	27	34	46
30	2	5	0	4	2	18	63	45	40	25	19	39
45	6	2	1	3	18	23	51	54	36	30	26	38
00	8	6	4	4	14	24	53	40	36	32	19	47
Hr Total	**19**	**19**	**9**	**20**	**37**	**83**	**214**	**183**	**165**	**114**	**98**	**170**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	44	45	43	37	53	52	45	32	25	16	16
30	40	35	43	39	45	41	42	29	25	20	17	7
45	36	36	34	24	33	56	29	22	20	19	5	10
00	37	37	46	25	36	26	30	25	27	12	7	16
Hr Total	**157**	**152**	**168**	**131**	**151**	**176**	**153**	**121**	**104**	**76**	**45**	**49**

24 Hour Total:	2,614					
AM Peak Hour begins:	6:00	AM Peak Volume:	214	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45	PM Peak Volume:	186	PM PeaK Hour Factor:	0.83

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	Racetrac D/W south of SR 674				

Northbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	1	4	1	8	9	2	7	8	6
30	3	6	2	0	0	6	4	3	10	3	6	5
45	2	1	1	0	4	4	1	7	5	1	6	6
00	4	1	0	3	2	4	9	13	7	6	12	7
Hr Total	**13**	**9**	**4**	**4**	**10**	**15**	**22**	**32**	**24**	**17**	**32**	**24**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	10	19	10	6	12	11	7	8	6	8	4
30	9	6	14	10	9	16	5	7	4	8	13	4
45	13	8	14	11	16	17	6	11	1	3	5	4
00	10	6	10	6	8	12	5	4	5	7	2	6
Hr Total	**37**	**30**	**57**	**37**	**39**	**57**	**27**	**29**	**18**	**24**	**28**	**18**

24 Hour Total:	607					
AM Peak Hour begins:	11:45	AM Peak Volume:	34	AM Peak Hour Factor:	0.65	
PM Peak Hour begins:	14:00	PM Peak Volume:	57	PM PeaK Hour Factor:	0.75	

Southbound Volume for Lane 2

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	1	2	5	22	50	40	45	21	24	23
30	6	9	5	6	5	20	40	42	36	16	27	25
45	7	1	1	3	11	29	43	46	25	21	31	33
00	8	1	2	5	9	27	37	28	23	32	44	26
Hr Total	**29**	**15**	**9**	**16**	**30**	**98**	**170**	**156**	**129**	**90**	**126**	**107**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	24	33	24	34	24	37	20	21	20	14	9
30	31	32	38	23	30	42	24	27	9	13	12	11
45	36	34	36	26	42	44	20	19	13	20	7	9
00	28	38	28	29	27	32	22	18	17	18	8	4
Hr Total	**134**	**128**	**135**	**102**	**133**	**142**	**103**	**84**	**60**	**71**	**41**	**33**

24 Hour Total:	2,141					
AM Peak Hour begins:	6:00	AM Peak Volume:	170	AM Peak Hour Factor:	0.85	
PM Peak Hour begins:	17:15	PM Peak Volume:	155	PM PeaK Hour Factor:	0.88	

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	5	2	3	9	23	58	49	47	28	32	29
30	9	15	7	6	5	26	44	45	46	19	33	30
45	9	2	2	3	15	33	44	53	30	22	37	39
00	12	2	2	8	11	31	46	41	30	38	56	33
Hr Total	**42**	**24**	**13**	**20**	**40**	**113**	**192**	**188**	**153**	**107**	**158**	**131**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	34	52	34	40	36	48	27	29	26	22	13
30	40	38	52	33	39	58	29	34	13	21	25	15
45	49	42	50	37	58	61	26	30	14	23	12	13
00	38	44	38	35	35	44	27	22	22	25	10	10
Hr Total	**171**	**158**	**192**	**139**	**172**	**199**	**130**	**113**	**78**	**95**	**69**	**51**

24 Hour Total:	2,748					
AM Peak Hour begins:	6:45	AM Peak Volume:	193	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:15	PM Peak Volume:	211	PM PeaK Hour Factor:	0.86	

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	Racetrac D/W south of SR 674				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	2	2	2	6	7	9	7	7	7
30	2	3	1	0	0	3	7	5	11	4	5	6
45	2	1	1	0	3	3	6	7	9	2	5	9
00	2	2	0	2	3	4	10	8	8	5	6	8
Hr Total	**8**	**8**	**4**	**5**	**8**	**13**	**28**	**27**	**36**	**18**	**24**	**29**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	11	11	10	7	10	10	8	5	5	7	4
30	12	8	10	9	9	13	7	10	7	8	8	3
45	10	10	8	8	11	15	7	8	4	5	3	5
00	9	7	7	10	11	12	5	6	7	6	2	5
Hr Total	**37**	**37**	**37**	**36**	**38**	**50**	**29**	**32**	**22**	**25**	**20**	**17**

24 Hour Total:	586					
AM Peak Hour begins:	11:45	AM Peak Volume:	36	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	17:00	PM Peak Volume:	50	PM PeaK Hour Factor:	0.85

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	3	4	3	18	48	38	42	22	27	25
30	4	5	4	4	5	15	43	43	37	22	23	27
45	5	2	4	3	13	21	44	40	27	26	28	30
00	4	3	3	5	10	26	41	34	26	28	28	33
Hr Total	**18**	**14**	**13**	**16**	**31**	**81**	**175**	**155**	**132**	**98**	**107**	**114**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	30	34	26	32	29	36	26	22	17	13	8
30	27	31	35	26	32	34	31	24	18	13	13	7
45	34	28	31	28	32	39	27	18	15	15	6	11
00	27	29	32	26	34	27	27	18	18	15	10	7
Hr Total	**123**	**118**	**132**	**106**	**130**	**129**	**120**	**85**	**72**	**60**	**42**	**32**

24 Hour Total:	2,105					
AM Peak Hour begins:	6:00	AM Peak Volume:	175	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:15	PM Peak Volume:	136	PM PeaK Hour Factor:	0.87

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	4	5	6	21	54	45	51	29	35	31
30	6	8	5	4	5	18	50	48	47	26	28	32
45	6	3	5	4	16	24	49	48	36	28	33	38
00	7	5	3	7	13	30	50	41	34	33	35	41
Hr Total	**26**	**22**	**17**	**20**	**39**	**93**	**204**	**182**	**168**	**116**	**131**	**143**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	42	45	36	39	39	46	34	26	23	20	12
30	39	39	45	35	41	47	38	34	24	21	22	9
45	44	38	39	36	43	54	33	26	19	20	9	15
00	36	36	39	36	45	39	32	23	25	21	12	12
Hr Total	**160**	**155**	**169**	**142**	**168**	**179**	**149**	**117**	**94**	**85**	**62**	**49**

24 Hour Total:	2,691					
AM Peak Hour begins:	6:00	AM Peak Volume:	204	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:15	PM Peak Volume:	186	PM PeaK Hour Factor:	0.87

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	SR 674 between I-75 NB & Cypress Village Blvd				

Eastbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	17	14	15	25	52	100	194	387	285	303	297
30	24	17	10	15	20	46	151	275	373	295	241	271
45	23	30	18	20	32	69	184	307	291	320	272	274
00	30	15	15	7	35	104	214	360	331	316	278	293
Hr Total	**107**	**79**	**57**	**57**	**112**	**271**	**649**	**1,136**	**1,382**	**1,216**	**1,094**	**1,135**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	283	314	298	312	304	344	307	262	162	111	68	63
30	346	263	294	318	352	361	328	215	141	116	68	26
45	329	320	310	331	333	287	310	189	143	102	62	54
00	344	299	288	342	318	361	260	159	119	95	60	38
Hr Total	**1,302**	**1,196**	**1,190**	**1,303**	**1,307**	**1,353**	**1,205**	**825**	**565**	**424**	**258**	**181**

24 Hour Total:	18,404					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,427	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	1,356	PM PeaK Hour Factor:		0.94

Westbound Volume for Lane 2

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	12	9	13	28	68	209	335	288	256	300	299
30	40	24	11	16	32	61	252	363	303	312	302	305
45	22	7	10	17	40	118	264	323	257	311	300	332
00	16	19	16	20	39	159	296	320	273	285	289	327
Hr Total	**121**	**62**	**46**	**66**	**139**	**406**	**1,021**	**1,341**	**1,121**	**1,164**	**1,191**	**1,263**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	374	367	311	276	393	467	297	224	154	142	106	83
30	383	338	361	304	376	383	250	204	146	127	108	47
45	372	304	325	379	344	318	220	175	127	122	58	51
00	324	289	272	380	365	271	218	161	141	123	72	48
Hr Total	**1,453**	**1,298**	**1,269**	**1,339**	**1,478**	**1,439**	**985**	**764**	**568**	**514**	**344**	**229**

24 Hour Total:	19,621					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,456	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	1,559	PM PeaK Hour Factor:		0.83

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	73	29	23	28	53	120	309	529	675	541	603	596
30	64	41	21	31	52	107	403	638	676	607	543	576
45	45	37	28	37	72	187	448	630	548	631	572	606
00	46	34	31	27	74	263	510	680	604	601	567	620
Hr Total	**228**	**141**	**103**	**123**	**251**	**677**	**1,670**	**2,477**	**2,503**	**2,380**	**2,285**	**2,398**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	657	681	609	588	697	811	604	486	316	253	174	146
30	729	601	655	622	728	744	578	419	287	243	176	73
45	701	624	635	710	677	605	530	364	270	224	120	105
00	668	588	560	722	683	632	478	320	260	218	132	86
Hr Total	**2,755**	**2,494**	**2,459**	**2,642**	**2,785**	**2,792**	**2,190**	**1,589**	**1,133**	**938**	**602**	**410**

24 Hour Total:	38,025					
AM Peak Hour begins:	11:45	AM Peak Volume:	2,707	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	16:30	PM Peak Volume:	2,915	PM PeaK Hour Factor:		0.90

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	SR 674 between I-75 NB & Cypress Village Blvd				

Eastbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	15	16	11	12	42	103	214	298	299	277	267
30	25	15	15	18	22	63	137	254	361	276	263	284
45	21	25	20	16	33	73	186	332	329	295	290	306
00	20	9	16	16	41	108	204	374	336	323	257	279
Hr Total	**93**	**64**	**67**	**61**	**108**	**286**	**630**	**1,174**	**1,324**	**1,193**	**1,087**	**1,136**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	291	324	328	334	275	364	282	263	163	130	78	53
30	321	308	319	261	284	358	301	191	172	104	90	46
45	321	341	326	301	336	301	319	212	152	90	66	70
00	351	325	309	402	340	305	315	174	159	92	76	41
Hr Total	**1,284**	**1,298**	**1,282**	**1,298**	**1,235**	**1,328**	**1,217**	**840**	**646**	**416**	**310**	**210**

24 Hour Total:	18,587				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,365	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30	PM Peak Volume:	1,398	PM PeaK Hour Factor:	0.96

Westbound Volume for Lane 2

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	11	17	9	18	80	221	324	313	261	280	326
30	18	23	13	16	27	88	268	340	297	317	283	342
45	17	8	11	13	23	100	272	325	258	321	333	334
00	12	23	17	17	61	159	276	313	254	295	318	355
Hr Total	**86**	**65**	**58**	**55**	**129**	**427**	**1,037**	**1,302**	**1,122**	**1,194**	**1,214**	**1,357**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	333	382	367	356	444	292	199	154	132	83	100
30	330	377	368	394	403	404	220	212	140	147	101	68
45	359	338	303	321	362	296	203	167	138	129	85	62
00	355	350	328	257	374	260	214	149	134	114	77	50
Hr Total	**1,392**	**1,398**	**1,381**	**1,339**	**1,495**	**1,404**	**929**	**727**	**566**	**522**	**346**	**280**

24 Hour Total:	19,825				
AM Peak Hour begins:	11:45	AM Peak Volume:	1,392	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	1,584	PM PeaK Hour Factor:	0.89

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	26	33	20	30	122	324	538	611	560	557	593
30	43	38	28	34	49	151	405	594	658	593	546	626
45	38	33	31	29	56	173	458	657	587	616	623	640
00	32	32	33	33	102	267	480	687	590	618	575	634
Hr Total	**179**	**129**	**125**	**116**	**237**	**713**	**1,667**	**2,476**	**2,446**	**2,387**	**2,301**	**2,493**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	639	657	710	701	631	808	574	462	317	262	161	153
30	651	685	687	655	687	762	521	403	312	251	191	114
45	680	679	629	622	698	597	522	379	290	219	151	132
00	706	675	637	659	714	565	529	323	293	206	153	91
Hr Total	**2,676**	**2,696**	**2,663**	**2,637**	**2,730**	**2,732**	**2,146**	**1,567**	**1,212**	**938**	**656**	**490**

24 Hour Total:	38,412				
AM Peak Hour begins:	7:30	AM Peak Volume:	2,613	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	2,982	PM PeaK Hour Factor:	0.92

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	SR 674 between I-75 NB & Cypress Village Blvd				

Eastbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	33	19	11	21	57	114	203	272	279	300	298
30	43	21	13	14	25	72	126	251	350	264	267	288
45	47	17	21	11	28	73	187	354	304	296	314	311
00	21	19	23	33	43	109	256	333	343	302	314	294
Hr Total	**138**	**90**	**76**	**69**	**117**	**311**	**683**	**1,141**	**1,269**	**1,141**	**1,195**	**1,191**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	331	310	348	325	358	382	305	261	193	135	103	50
30	317	321	335	290	345	366	301	210	154	141	95	40
45	358	331	355	383	333	406	281	189	154	130	75	63
00	328	308	347	380	318	342	287	193	135	124	72	43
Hr Total	**1,334**	**1,270**	**1,385**	**1,378**	**1,354**	**1,496**	**1,174**	**853**	**636**	**530**	**345**	**196**

24 Hour Total:	19,372				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,309	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	1,496	PM PeaK Hour Factor:	0.92

Westbound Volume for Lane 2

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	26	14	12	20	64	194	288	271	277	342	322
30	24	20	11	20	28	86	247	379	269	286	287	329
45	31	17	9	17	29	103	298	327	254	303	333	353
00	17	14	13	13	48	144	291	309	301	337	291	363
Hr Total	**107**	**77**	**47**	**62**	**125**	**397**	**1,030**	**1,303**	**1,095**	**1,203**	**1,253**	**1,367**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	377	386	357	319	370	451	299	230	190	125	141	111
30	397	393	395	330	355	383	288	188	148	128	113	52
45	341	341	347	331	361	331	241	206	156	122	60	59
00	332	348	324	384	338	305	231	150	129	128	67	39
Hr Total	**1,447**	**1,468**	**1,423**	**1,364**	**1,424**	**1,470**	**1,059**	**774**	**623**	**503**	**381**	**261**

24 Hour Total:	20,263				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,490	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	1,533	PM PeaK Hour Factor:	0.85

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	59	33	23	41	121	308	491	543	556	642	620
30	67	41	24	34	53	158	373	630	619	550	554	617
45	78	34	30	28	57	176	485	681	558	599	647	664
00	38	33	36	46	91	253	547	642	644	639	605	657
Hr Total	**245**	**167**	**123**	**131**	**242**	**708**	**1,713**	**2,444**	**2,364**	**2,344**	**2,448**	**2,558**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	708	696	705	644	728	833	604	491	383	260	244	161
30	714	714	730	620	700	749	589	398	302	269	208	92
45	699	672	702	714	694	737	522	395	310	252	135	122
00	660	656	671	764	656	647	518	343	264	252	139	82
Hr Total	**2,781**	**2,738**	**2,808**	**2,742**	**2,778**	**2,966**	**2,233**	**1,627**	**1,259**	**1,033**	**726**	**457**

24 Hour Total:	39,635				
AM Peak Hour begins:	11:45	AM Peak Volume:	2,778	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	2,975	PM PeaK Hour Factor:	0.89

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	SR 674 between I-75 NB & Cypress Village Blvd				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	22	16	12	19	50	106	204	319	288	293	287
30	31	18	13	16	22	60	138	260	361	278	257	281
45	30	24	20	16	31	72	186	331	308	304	292	297
00	24	14	18	19	40	107	225	356	337	314	283	289
Hr Total	**113**	**78**	**67**	**62**	**112**	**289**	**654**	**1,150**	**1,325**	**1,183**	**1,125**	**1,154**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	302	316	325	324	312	363	298	262	173	125	83	55
30	328	297	316	290	327	362	310	205	156	120	84	37
45	336	331	330	338	334	331	303	197	150	107	68	62
00	341	311	315	375	325	336	287	175	138	104	69	41
Hr Total	**1,307**	**1,255**	**1,286**	**1,326**	**1,299**	**1,392**	**1,199**	**839**	**616**	**457**	**304**	**196**

24 Hour Total:	18,788					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,367	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,392	PM PeaK Hour Factor:	0.96	

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	16	13	11	22	71	208	316	291	265	307	316
30	27	22	12	17	29	78	256	361	290	305	291	325
45	23	11	10	16	31	107	278	325	256	312	322	340
00	15	19	15	17	49	154	288	314	276	306	299	348
Hr Total	**105**	**68**	**50**	**61**	**131**	**410**	**1,029**	**1,315**	**1,113**	**1,187**	**1,219**	**1,329**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	366	362	350	321	373	454	296	218	166	133	110	98
30	370	369	375	343	378	390	253	201	145	134	107	56
45	357	328	325	344	356	315	221	183	140	124	68	57
00	337	329	308	340	359	279	221	153	135	122	72	46
Hr Total	**1,431**	**1,388**	**1,358**	**1,347**	**1,466**	**1,438**	**991**	**755**	**586**	**513**	**357**	**257**

24 Hour Total:	19,903					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,442	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,559	PM PeaK Hour Factor:	0.86	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	38	30	24	41	121	314	519	610	552	601	603
30	58	40	24	33	51	139	394	621	651	583	548	606
45	54	35	30	31	62	179	464	656	564	615	614	637
00	39	33	33	35	89	261	512	670	613	619	582	637
Hr Total	**217**	**146**	**117**	**123**	**243**	**699**	**1,683**	**2,466**	**2,438**	**2,370**	**2,345**	**2,483**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	668	678	675	644	685	817	594	480	339	258	193	153
30	698	667	691	632	705	752	563	407	300	254	192	93
45	693	658	655	682	690	646	525	379	290	232	135	120
00	678	640	623	715	684	615	508	329	272	225	141	86
Hr Total	**2,737**	**2,643**	**2,643**	**2,674**	**2,764**	**2,830**	**2,190**	**1,594**	**1,201**	**970**	**661**	**452**

24 Hour Total:	38,691					
AM Peak Hour begins:	11:45	AM Peak Volume:	2,696	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:30	PM Peak Volume:	2,943	PM PeaK Hour Factor:	0.90	

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 east of 30th St SE				

Eastbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	20	21	11	33	206	171	345	328	250	225	257
30	22	24	25	31	34	151	258	343	311	232	222	254
45	25	21	28	33	93	150	308	326	268	268	272	249
00	17	18	20	16	81	160	286	331	228	289	260	260
Hr Total	**89**	**83**	**94**	**91**	**241**	**667**	**1,023**	**1,345**	**1,135**	**1,039**	**979**	**1,020**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	281	283	279	259	229	262	329	156	131	75	66	47
30	284	254	258	267	266	242	347	175	104	78	48	40
45	286	256	217	237	246	300	225	130	115	98	37	45
00	271	215	238	235	286	208	158	125	105	78	49	31
Hr Total	**1,122**	**1,008**	**992**	**998**	**1,027**	**1,012**	**1,059**	**586**	**455**	**329**	**200**	**163**

24 Hour Total:	16,757				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,345	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:30	PM Peak Volume:	1,184	PM PeaK Hour Factor:	0.85

Westbound Volume for Lane 2

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	29	18	24	27	46	131	306	239	244	223	230
30	69	30	22	15	32	37	164	351	266	206	259	246
45	47	31	14	13	31	54	252	260	245	268	251	277
00	36	18	16	18	26	91	303	281	242	250	263	296
Hr Total	**214**	**108**	**70**	**70**	**116**	**228**	**850**	**1,198**	**992**	**968**	**996**	**1,049**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	316	291	283	362	397	443	299	206	188	148	72
30	323	311	325	291	395	433	385	255	205	173	120	69
45	342	273	251	338	368	389	340	204	146	151	105	62
00	279	273	273	380	347	437	288	211	181	155	92	77
Hr Total	**1,259**	**1,173**	**1,140**	**1,292**	**1,472**	**1,656**	**1,456**	**969**	**738**	**667**	**465**	**280**

24 Hour Total:	19,426				
AM Peak Hour begins:	11:45	AM Peak Volume:	1,276	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15	PM Peak Volume:	1,702	PM PeaK Hour Factor:	0.96

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	87	49	39	35	60	252	302	651	567	494	448	487
30	91	54	47	46	66	188	422	694	577	438	481	500
45	72	52	42	46	124	204	560	586	513	536	523	526
00	53	36	36	34	107	251	589	612	470	539	523	556
Hr Total	**303**	**191**	**164**	**161**	**357**	**895**	**1,873**	**2,543**	**2,127**	**2,007**	**1,975**	**2,069**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	596	599	570	542	591	659	772	455	337	263	214	119
30	607	565	583	558	661	675	732	430	309	251	168	109
45	628	529	468	575	614	689	565	334	261	249	142	107
00	550	488	511	615	633	645	446	336	286	233	141	108
Hr Total	**2,381**	**2,181**	**2,132**	**2,290**	**2,499**	**2,668**	**2,515**	**1,555**	**1,193**	**996**	**665**	**443**

24 Hour Total:	36,183				
AM Peak Hour begins:	7:00	AM Peak Volume:	2,543	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:30	PM Peak Volume:	2,838	PM PeaK Hour Factor:	0.92

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 east of 30th St SE				

Eastbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	18	16	20	27	215	175	371	306	231	253	254
30	32	20	22	27	47	166	256	386	290	234	218	250
45	23	17	37	23	98	149	313	357	284	253	221	261
00	16	17	11	22	79	172	261	344	249	273	215	273
Hr Total	**98**	**72**	**86**	**92**	**251**	**702**	**1,005**	**1,458**	**1,129**	**991**	**907**	**1,038**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	291	305	272	261	187	242	312	197	130	110	82	39
30	272	287	234	207	193	237	317	154	102	79	66	49
45	291	263	276	237	207	289	213	167	126	75	46	51
00	279	252	230	232	217	261	218	118	134	81	66	38
Hr Total	**1,133**	**1,107**	**1,012**	**937**	**804**	**1,029**	**1,060**	**636**	**492**	**345**	**260**	**177**

24 Hour Total:	16,821					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,458	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	17:30	PM Peak Volume:	1,179	PM PeaK Hour Factor:	0.93	

Westbound Volume for Lane 2

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	20	26	24	26	43	139	386	261	232	215	233
30	43	16	16	12	30	44	160	350	225	298	230	299
45	29	23	18	8	30	65	277	291	230	263	237	246
00	33	22	18	20	20	90	326	242	220	239	267	263
Hr Total	**155**	**81**	**78**	**64**	**106**	**242**	**902**	**1,269**	**936**	**1,032**	**949**	**1,041**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	332	280	292	307	361	489	434	282	173	178	117	111
30	321	287	323	325	361	465	381	244	193	172	121	74
45	320	274	278	381	367	416	311	216	167	184	113	94
00	299	313	314	334	420	426	304	196	185	132	84	68
Hr Total	**1,272**	**1,154**	**1,207**	**1,347**	**1,509**	**1,796**	**1,430**	**938**	**718**	**666**	**435**	**347**

24 Hour Total:	19,674					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,353	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,796	PM PeaK Hour Factor:	0.92	

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	77	38	42	44	53	258	314	757	567	463	468	487
30	75	36	38	39	77	210	416	736	515	532	448	549
45	52	40	55	31	128	214	590	648	514	516	458	507
00	49	39	29	42	99	262	587	586	469	512	482	536
Hr Total	**253**	**153**	**164**	**156**	**357**	**944**	**1,907**	**2,727**	**2,065**	**2,023**	**1,856**	**2,079**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	623	585	564	568	548	731	746	479	303	288	199	150
30	593	574	557	532	554	702	698	398	295	251	187	123
45	611	537	554	618	574	705	524	383	293	259	159	145
00	578	565	544	566	637	687	522	314	319	213	150	106
Hr Total	**2,405**	**2,261**	**2,219**	**2,284**	**2,313**	**2,825**	**2,490**	**1,574**	**1,210**	**1,011**	**695**	**524**

24 Hour Total:	36,495					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,728	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:15	PM Peak Volume:	2,840	PM PeaK Hour Factor:	0.95	

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 east of 30th St SE				

Eastbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	27	18	15	43	196	194	316	265	227	283	237
30	43	19	21	22	40	191	244	341	294	225	225	272
45	40	34	30	26	95	134	294	341	275	268	245	256
00	27	13	21	25	73	153	302	330	232	216	284	247
Hr Total	**143**	**93**	**90**	**88**	**251**	**674**	**1,034**	**1,328**	**1,066**	**936**	**1,037**	**1,012**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	295	276	235	276	281	319	198	157	105	88	54
30	275	250	270	228	246	270	284	166	115	99	86	50
45	334	259	273	245	285	314	226	154	118	105	64	60
00	263	257	234	284	247	260	178	162	106	98	54	40
Hr Total	**1,142**	**1,061**	**1,053**	**992**	**1,054**	**1,125**	**1,007**	**680**	**496**	**407**	**292**	**204**

24 Hour Total:	17,265				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,328	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:30	PM Peak Volume:	1,177	PM PeaK Hour Factor:	0.92

Westbound Volume for Lane 2

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	33	24	24	12	55	96	303	232	203	251	276
30	53	32	24	19	28	43	148	318	222	204	227	248
45	55	28	20	23	35	61	253	269	252	258	258	288
00	54	31	13	16	31	78	349	286	280	269	260	294
Hr Total	**213**	**124**	**81**	**82**	**106**	**237**	**846**	**1,176**	**986**	**934**	**996**	**1,106**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	287	336	347	311	364	500	457	300	212	183	166	95
30	287	307	341	281	374	520	372	235	189	199	127	63
45	296	283	293	344	358	463	292	226	208	165	103	77
00	311	306	340	345	378	425	259	210	139	169	102	64
Hr Total	**1,181**	**1,232**	**1,321**	**1,281**	**1,474**	**1,908**	**1,380**	**971**	**748**	**716**	**498**	**299**

24 Hour Total:	19,896				
AM Peak Hour begins:	6:45	AM Peak Volume:	1,239	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	1,908	PM PeaK Hour Factor:	0.92

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	84	60	42	39	55	251	290	619	497	430	534	513
30	96	51	45	41	68	234	392	659	516	429	452	520
45	95	62	50	49	130	195	547	610	527	526	503	544
00	81	44	34	41	104	231	651	616	512	485	544	541
Hr Total	**356**	**217**	**171**	**170**	**357**	**911**	**1,880**	**2,504**	**2,052**	**1,870**	**2,033**	**2,118**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	557	631	623	546	640	781	776	498	369	288	254	149
30	562	557	611	509	620	790	656	401	304	298	213	113
45	630	542	566	589	643	777	518	380	326	270	167	137
00	574	563	574	629	625	685	437	372	245	267	156	104
Hr Total	**2,323**	**2,293**	**2,374**	**2,273**	**2,528**	**3,033**	**2,387**	**1,651**	**1,244**	**1,123**	**790**	**503**

24 Hour Total:	37,161				
AM Peak Hour begins:	6:45	AM Peak Volume:	2,539	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	3,033	PM PeaK Hour Factor:	0.96

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 east of 30th St SE				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	22	18	15	34	206	180	344	300	236	254	249
30	32	21	23	27	40	169	253	357	298	230	222	259
45	29	24	32	27	95	144	305	341	276	263	246	255
00	20	16	17	21	78	162	283	335	236	259	253	260
Hr Total	**110**	**83**	**90**	**90**	**248**	**681**	**1,021**	**1,377**	**1,110**	**989**	**974**	**1,023**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	281	294	276	252	231	262	320	184	139	97	79	47
30	277	264	254	234	235	250	316	165	107	85	67	46
45	304	259	255	240	246	301	221	150	120	93	49	52
00	271	241	234	250	250	243	185	135	115	86	56	36
Hr Total	**1,132**	**1,059**	**1,019**	**976**	**962**	**1,055**	**1,042**	**634**	**481**	**360**	**251**	**181**

24 Hour Total:	16,948					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,377	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	17:30	PM Peak Volume:	1,180	PM PeaK Hour Factor:		0.92

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	27	23	24	22	48	122	332	244	226	230	246
30	55	26	21	15	30	41	157	340	238	236	239	264
45	44	27	17	15	32	60	261	273	242	263	249	270
00	41	24	16	18	26	86	326	270	247	253	263	284
Hr Total	**194**	**104**	**76**	**72**	**109**	**236**	**866**	**1,214**	**971**	**978**	**980**	**1,065**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	311	311	310	300	362	462	445	294	197	183	144	93
30	310	302	330	299	377	473	379	245	196	181	123	69
45	319	277	274	354	364	423	314	215	174	167	107	78
00	296	297	309	353	382	429	284	206	168	152	93	70
Hr Total	**1,237**	**1,186**	**1,223**	**1,307**	**1,485**	**1,787**	**1,422**	**959**	**735**	**683**	**466**	**309**

24 Hour Total:	19,665					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,271	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	1,787	PM PeaK Hour Factor:		0.94

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	49	41	39	56	254	302	676	544	462	483	496
30	87	47	43	42	70	211	410	696	536	466	460	523
45	73	51	49	42	127	204	566	615	518	526	495	526
00	61	40	33	39	103	248	609	605	484	512	516	544
Hr Total	**304**	**187**	**166**	**162**	**357**	**917**	**1,887**	**2,591**	**2,081**	**1,967**	**1,955**	**2,089**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	592	605	586	552	593	724	765	477	336	280	222	139
30	587	565	584	533	612	722	695	410	303	267	189	115
45	623	536	529	594	610	724	536	366	293	259	156	130
00	567	539	543	603	632	672	468	341	283	238	149	106
Hr Total	**2,370**	**2,245**	**2,242**	**2,282**	**2,447**	**2,842**	**2,464**	**1,593**	**1,216**	**1,043**	**717**	**490**

24 Hour Total:	36,613					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,596	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	17:15	PM Peak Volume:	2,883	PM PeaK Hour Factor:		0.94

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	SR 674 east of Cypress Village Dr				

Eastbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	18	13	12	18	45	92	194	321	270	291	279
30	18	14	7	15	15	36	146	220	328	263	229	253
45	18	26	17	18	21	71	166	275	262	310	293	238
00	26	13	18	9	34	91	181	292	301	291	270	298
Hr Total	**85**	**71**	**55**	**54**	**88**	**243**	**585**	**981**	**1,212**	**1,134**	**1,083**	**1,068**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	295	290	285	297	345	285	236	157	103	64	50
30	302	296	281	289	322	370	263	197	127	110	51	20
45	299	293	280	305	314	347	274	173	151	96	68	42
00	352	299	290	305	332	318	248	145	117	92	57	36
Hr Total	**1,215**	**1,183**	**1,141**	**1,184**	**1,265**	**1,380**	**1,070**	**751**	**552**	**401**	**240**	**148**

24 Hour Total:	17,189				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,216	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	1,394	PM PeaK Hour Factor:	0.94

Westbound Volume for Lane 2

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	21	10	12	27	50	167	252	256	246	309	307
30	35	12	6	8	31	58	199	279	243	283	284	310
45	20	6	8	11	24	109	228	263	248	285	303	347
00	12	15	14	15	46	119	192	251	242	270	303	343
Hr Total	**106**	**54**	**38**	**46**	**128**	**336**	**786**	**1,045**	**989**	**1,084**	**1,199**	**1,307**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	346	367	220	226	365	409	283	217	136	105	98	62
30	375	325	350	230	338	318	224	184	129	111	102	33
45	370	250	254	392	334	292	198	156	111	137	60	37
00	338	250	212	326	340	242	195	150	123	108	56	36
Hr Total	**1,429**	**1,192**	**1,036**	**1,174**	**1,377**	**1,261**	**900**	**707**	**499**	**461**	**316**	**168**

24 Hour Total:	17,638				
AM Peak Hour begins:	11:45	AM Peak Volume:	1,434	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:15	PM Peak Volume:	1,450	PM PeaK Hour Factor:	0.97

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	39	23	24	45	95	259	446	577	516	600	586
30	53	26	13	23	46	94	345	499	571	546	513	563
45	38	32	25	29	45	180	394	538	510	595	596	585
00	38	28	32	24	80	210	373	543	543	561	573	641
Hr Total	**191**	**125**	**93**	**100**	**216**	**579**	**1,371**	**2,026**	**2,201**	**2,218**	**2,282**	**2,375**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	608	662	510	511	662	754	568	453	293	208	162	112
30	677	621	631	519	660	688	487	381	256	221	153	53
45	669	543	534	697	648	639	472	329	262	233	128	79
00	690	549	502	631	672	560	443	295	240	200	113	72
Hr Total	**2,644**	**2,375**	**2,177**	**2,358**	**2,642**	**2,641**	**1,970**	**1,458**	**1,051**	**862**	**556**	**316**

24 Hour Total:	34,827				
AM Peak Hour begins:	11:45	AM Peak Volume:	2,595	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	2,762	PM PeaK Hour Factor:	0.92

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	SR 674 east of Cypress Village Dr				

Eastbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	12	15	11	7	38	92	197	297	273	280	213
30	30	16	14	20	21	60	127	209	292	257	270	279
45	19	17	15	14	28	72	177	281	283	257	259	261
00	20	7	18	16	37	98	183	310	325	324	234	245
Hr Total	**92**	**52**	**62**	**61**	**93**	**268**	**579**	**997**	**1,197**	**1,111**	**1,043**	**998**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	290	309	294	297	288	342	305	191	149	104	59	42
30	312	311	303	279	313	332	316	165	140	91	48	42
45	309	306	316	246	271	299	270	181	129	84	70	38
00	358	336	274	343	350	348	202	174	118	74	65	36
Hr Total	**1,269**	**1,262**	**1,187**	**1,165**	**1,222**	**1,321**	**1,093**	**711**	**536**	**353**	**242**	**158**

24 Hour Total:	17,072					
AM Peak Hour begins:	8:00	AM Peak Volume:	1,197	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	16:45	PM Peak Volume:	1,323	PM PeaK Hour Factor:		0.95

Westbound Volume for Lane 2

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	13	10	7	19	65	169	265	236	249	273	304
30	17	21	12	10	20	69	225	243	245	282	279	369
45	14	11	10	13	22	84	209	251	224	302	326	324
00	11	22	11	14	53	119	215	266	245	301	319	333
Hr Total	**83**	**67**	**43**	**44**	**114**	**337**	**818**	**1,025**	**950**	**1,134**	**1,197**	**1,330**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	342	342	338	353	319	382	234	202	127	118	96	68
30	344	331	341	407	360	332	215	175	125	149	75	63
45	391	316	289	236	323	260	207	137	123	150	74	43
00	392	339	309	224	376	248	215	135	109	110	60	32
Hr Total	**1,469**	**1,328**	**1,277**	**1,220**	**1,378**	**1,222**	**871**	**649**	**484**	**527**	**305**	**206**

24 Hour Total:	18,078					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,410	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	12:00	PM Peak Volume:	1,469	PM PeaK Hour Factor:		0.94

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	25	25	18	26	103	261	462	533	522	553	517
30	47	37	26	30	41	129	352	452	537	539	549	648
45	33	28	25	27	50	156	386	532	507	559	585	585
00	31	29	29	30	90	217	398	576	570	625	553	578
Hr Total	**175**	**119**	**105**	**105**	**207**	**605**	**1,397**	**2,022**	**2,147**	**2,245**	**2,240**	**2,328**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	632	651	632	650	607	724	539	393	276	222	155	110
30	656	642	644	686	673	664	531	340	265	240	123	105
45	700	622	605	482	594	559	477	318	252	234	144	81
00	750	675	583	567	726	596	417	309	227	184	125	68
Hr Total	**2,738**	**2,590**	**2,464**	**2,385**	**2,600**	**2,543**	**1,964**	**1,360**	**1,020**	**880**	**547**	**364**

24 Hour Total:	35,150					
AM Peak Hour begins:	11:45	AM Peak Volume:	2,566	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	12:15	PM Peak Volume:	2,757	PM PeaK Hour Factor:		0.92

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	SR 674 east of Cypress Village Dr				

Eastbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	42	26	13	30	59	144	225	340	373	412	474
30	51	24	13	22	33	90	161	298	390	336	402	482
45	56	21	26	12	21	85	219	447	404	392	406	453
00	26	30	26	38	64	152	312	466	411	422	471	467
Hr Total	**166**	**117**	**91**	**85**	**148**	**386**	**836**	**1,436**	**1,545**	**1,523**	**1,691**	**1,876**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	493	481	472	449	496	444	452	395	258	183	161	69
30	424	481	446	459	488	506	427	324	215	196	120	52
45	512	459	519	522	438	512	420	292	202	173	101	65
00	524	514	572	494	430	455	385	253	189	134	81	57
Hr Total	**1,953**	**1,935**	**2,009**	**1,924**	**1,852**	**1,917**	**1,684**	**1,264**	**864**	**686**	**463**	**243**

24 Hour Total:	26,694					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,896	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	14:00	PM Peak Volume:	2,009	PM PeaK Hour Factor:		0.88

Westbound Volume for Lane 2

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	16	13	8	15	51	163	230	222	258	347	341
30	15	14	8	14	22	70	198	280	237	263	303	352
45	24	14	6	12	27	83	233	256	237	284	321	333
00	16	12	13	8	43	108	209	262	270	325	294	361
Hr Total	**86**	**56**	**40**	**42**	**107**	**312**	**803**	**1,028**	**966**	**1,130**	**1,265**	**1,387**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	383	394	313	298	364	414	250	184	142	109	154	66
30	349	376	377	331	340	328	276	164	148	118	69	39
45	362	326	320	325	331	316	237	181	111	134	55	44
00	337	351	280	334	352	275	216	151	89	130	51	26
Hr Total	**1,431**	**1,447**	**1,290**	**1,288**	**1,387**	**1,333**	**979**	**680**	**490**	**491**	**329**	**175**

24 Hour Total:	18,542					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,455	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	12:30	PM Peak Volume:	1,469	PM PeaK Hour Factor:		0.93

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	58	39	21	45	110	307	455	562	631	759	815
30	66	38	21	36	55	160	359	578	627	599	705	834
45	80	35	32	24	48	168	452	703	641	676	727	786
00	42	42	39	46	107	260	521	728	681	747	765	828
Hr Total	**252**	**173**	**131**	**127**	**255**	**698**	**1,639**	**2,464**	**2,511**	**2,653**	**2,956**	**3,263**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	876	875	785	747	860	858	702	579	400	292	315	135
30	773	857	823	790	828	834	703	488	363	314	189	91
45	874	785	839	847	769	828	657	473	313	307	156	109
00	861	865	852	828	782	730	601	404	278	264	132	83
Hr Total	**3,384**	**3,382**	**3,299**	**3,212**	**3,239**	**3,250**	**2,663**	**1,944**	**1,354**	**1,177**	**792**	**418**

24 Hour Total:	45,236					
AM Peak Hour begins:	11:45	AM Peak Volume:	3,351	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	12:30	PM Peak Volume:	3,467	PM PeaK Hour Factor:		0.99

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Sun City Center	County:	Hillsborough		
Location	SR 674 east of Cypress Village Dr				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	24	18	12	18	47	109	205	319	305	328	322
30	33	18	11	19	23	62	145	242	337	285	300	338
45	31	21	19	15	23	76	187	334	316	320	319	317
00	24	17	21	21	45	114	225	356	346	346	325	337
Hr Total	**114**	**80**	**69**	**67**	**110**	**299**	**667**	**1,138**	**1,318**	**1,256**	**1,272**	**1,314**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	362	352	344	360	377	347	274	188	130	95	54
30	346	363	343	342	374	403	335	229	161	132	73	38
45	373	353	372	358	341	386	321	215	161	118	80	48
00	411	383	379	381	371	374	278	191	141	100	68	43
Hr Total	**1,479**	**1,460**	**1,446**	**1,424**	**1,446**	**1,539**	**1,282**	**909**	**651**	**480**	**315**	**183**

24 Hour Total:	20,318					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,404	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	1,539	PM PeaK Hour Factor:		0.96

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	17	11	9	20	55	166	249	238	251	310	317
30	22	16	9	11	24	66	207	267	242	276	289	344
45	19	10	8	12	24	92	223	257	236	290	317	335
00	13	16	13	12	47	115	205	260	252	299	305	346
Hr Total	**92**	**59**	**40**	**44**	**116**	**328**	**802**	**1,033**	**968**	**1,116**	**1,220**	**1,341**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	357	368	290	292	349	402	256	201	135	111	116	65
30	356	344	356	323	346	326	238	174	134	126	82	45
45	374	297	288	318	329	289	214	158	115	140	63	41
00	356	313	267	295	356	255	209	145	107	116	56	31
Hr Total	**1,443**	**1,322**	**1,201**	**1,227**	**1,381**	**1,272**	**917**	**679**	**491**	**493**	**317**	**183**

24 Hour Total:	18,086					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,433	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	12:15	PM Peak Volume:	1,454	PM PeaK Hour Factor:		0.97

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	41	29	21	39	103	276	454	557	556	637	639
30	55	34	20	30	47	128	352	510	578	561	589	682
45	50	32	27	27	48	168	411	591	553	610	636	652
00	37	33	33	33	92	229	431	616	598	644	630	682
Hr Total	**206**	**139**	**110**	**111**	**226**	**627**	**1,469**	**2,171**	**2,286**	**2,372**	**2,493**	**2,655**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	705	729	642	636	710	779	603	475	323	241	211	119
30	702	707	699	665	720	729	574	403	295	258	155	83
45	748	650	659	675	670	675	535	373	276	258	143	90
00	767	696	646	675	727	629	487	336	248	216	123	74
Hr Total	**2,922**	**2,782**	**2,647**	**2,652**	**2,827**	**2,811**	**2,199**	**1,587**	**1,142**	**973**	**632**	**366**

24 Hour Total:	38,404					
AM Peak Hour begins:	11:45	AM Peak Volume:	2,837	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	12:30	PM Peak Volume:	2,951	PM PeaK Hour Factor:		0.96

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 west of 30th St SE				

Eastbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	15	8	8	23	67	171	282	287	231	204	211
30	14	16	7	17	28	65	250	278	253	201	211	211
45	15	12	24	22	38	106	265	275	233	261	232	209
00	18	5	9	17	43	147	276	315	189	240	227	216
Hr Total	**64**	**48**	**48**	**64**	**132**	**385**	**962**	**1,150**	**962**	**933**	**874**	**847**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	227	223	188	181	208	193	134	123	79	52	41
30	225	208	210	194	208	219	214	146	103	71	42	31
45	229	211	178	202	190	174	184	119	99	94	37	27
00	215	177	205	191	247	176	131	100	97	58	43	26
Hr Total	**879**	**823**	**816**	**775**	**826**	**777**	**722**	**499**	**422**	**302**	**174**	**125**

24 Hour Total:	13,609				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,155	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:15	PM Peak Volume:	896	PM PeaK Hour Factor:	0.98

Westbound Volume for Lane 2

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	27	15	15	18	41	76	135	167	171	190	165
30	49	25	12	13	10	34	86	177	181	151	201	184
45	36	21	10	6	21	40	125	189	167	180	189	201
00	28	15	11	10	18	61	131	179	147	184	182	212
Hr Total	**159**	**88**	**48**	**44**	**67**	**176**	**418**	**680**	**662**	**686**	**762**	**762**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	239	242	219	220	255	278	266	227	175	163	118	70
30	227	211	238	203	299	291	246	198	159	143	103	50
45	225	194	200	244	250	237	232	158	103	122	72	44
00	205	217	187	284	243	272	202	172	159	109	64	42
Hr Total	**896**	**864**	**844**	**951**	**1,047**	**1,078**	**946**	**755**	**596**	**537**	**357**	**206**

24 Hour Total:	13,629				
AM Peak Hour begins:	11:45	AM Peak Volume:	903	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:45	PM Peak Volume:	1,088	PM PeaK Hour Factor:	0.91

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	42	23	23	41	108	247	417	454	402	394	376
30	63	41	19	30	38	99	336	455	434	352	412	395
45	51	33	34	28	59	146	390	464	400	441	421	410
00	46	20	20	27	61	208	407	494	336	424	409	428
Hr Total	**223**	**136**	**96**	**108**	**199**	**561**	**1,380**	**1,830**	**1,624**	**1,619**	**1,636**	**1,609**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	449	469	442	408	436	486	459	361	298	242	170	111
30	452	419	448	397	507	510	460	344	262	214	145	81
45	454	405	378	446	440	411	416	277	202	216	109	71
00	420	394	392	475	490	448	333	272	256	167	107	68
Hr Total	**1,775**	**1,687**	**1,660**	**1,726**	**1,873**	**1,855**	**1,668**	**1,254**	**1,018**	**839**	**531**	**331**

24 Hour Total:	27,238				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,867	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	1,926	PM PeaK Hour Factor:	0.94

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 west of 30th St SE				

Eastbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	11	9	10	20	54	181	306	254	195	217	214
30	20	16	10	14	25	83	247	361	232	194	180	221
45	16	12	21	20	38	120	254	294	238	212	188	215
00	9	11	4	19	46	147	256	302	206	226	174	222
Hr Total	**60**	**50**	**44**	**63**	**129**	**404**	**938**	**1,263**	**930**	**827**	**759**	**872**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	221	248	214	189	156	212	164	170	119	98	60	34
30	225	224	198	195	162	227	171	118	101	68	53	32
45	213	215	208	178	170	173	138	142	106	59	38	28
00	220	207	200	196	187	171	158	113	139	63	42	21
Hr Total	**879**	**894**	**820**	**758**	**675**	**783**	**631**	**543**	**465**	**288**	**193**	**115**

24 Hour Total:	13,383				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,263	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	12:45	PM Peak Volume:	907	PM PeaK Hour Factor:	0.91

Westbound Volume for Lane 2

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	14	14	10	13	37	80	154	174	136	162	165
30	30	14	14	7	15	36	88	154	157	193	146	209
45	30	16	9	10	17	37	121	193	155	169	185	196
00	20	13	17	12	15	64	123	160	174	184	190	175
Hr Total	**124**	**57**	**54**	**39**	**60**	**174**	**412**	**661**	**660**	**682**	**683**	**745**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	228	211	206	224	258	314	252	223	133	154	97	76
30	264	229	229	244	250	315	237	177	150	128	93	55
45	223	208	214	247	239	252	230	184	136	135	86	63
00	200	210	214	214	299	234	213	158	150	104	72	40
Hr Total	**915**	**858**	**863**	**929**	**1,046**	**1,115**	**932**	**742**	**569**	**521**	**348**	**234**

24 Hour Total:	13,423				
AM Peak Hour begins:	11:45	AM Peak Volume:	890	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	16:45	PM Peak Volume:	1,180	PM PeaK Hour Factor:	0.94

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	25	23	20	33	91	261	460	428	331	379	379
30	50	30	24	21	40	119	335	515	389	387	326	430
45	46	28	30	30	55	157	375	487	393	381	373	411
00	29	24	21	31	61	211	379	462	380	410	364	397
Hr Total	**184**	**107**	**98**	**102**	**189**	**578**	**1,350**	**1,924**	**1,590**	**1,509**	**1,442**	**1,617**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	449	459	420	413	414	526	416	393	252	252	157	110
30	489	453	427	439	412	542	408	295	251	196	146	87
45	436	423	422	425	409	425	368	326	242	194	124	91
00	420	417	414	410	486	405	371	271	289	167	114	61
Hr Total	**1,794**	**1,752**	**1,683**	**1,687**	**1,721**	**1,898**	**1,563**	**1,285**	**1,034**	**809**	**541**	**349**

24 Hour Total:	26,806				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,924	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	1,979	PM PeaK Hour Factor:	0.91

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 west of 30th St SE				

Eastbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	15	12	6	19	66	199	299	231	188	251	208
30	21	11	11	16	19	82	251	323	244	180	180	203
45	22	14	8	20	39	120	253	294	242	225	188	225
00	13	5	15	16	42	132	263	277	200	187	243	211
Hr Total	**69**	**45**	**46**	**58**	**119**	**400**	**966**	**1,193**	**917**	**780**	**862**	**847**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	257	239	178	226	246	204	159	137	92	66	44
30	226	232	192	185	211	229	171	146	104	99	66	37
45	247	208	210	213	218	215	156	137	106	79	49	35
00	220	228	204	229	196	175	155	139	95	81	46	26
Hr Total	**919**	**925**	**845**	**805**	**851**	**865**	**686**	**581**	**442**	**351**	**227**	**142**

24 Hour Total:	13,941					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,193	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	12:30	PM Peak Volume:	956	PM PeaK Hour Factor:	0.93	

Westbound Volume for Lane 2

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	22	16	10	7	54	74	153	163	154	180	195
30	36	23	12	14	10	39	77	170	154	144	185	167
45	26	20	12	15	21	40	127	178	176	188	192	203
00	25	17	6	12	26	49	155	180	203	196	173	216
Hr Total	**132**	**82**	**46**	**51**	**64**	**182**	**433**	**681**	**696**	**682**	**730**	**781**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	200	224	241	217	262	315	252	204	177	149	123	67
30	196	238	244	238	286	355	250	180	138	149	106	59
45	214	219	218	252	247	279	215	186	163	118	75	61
00	232	204	227	264	273	284	204	169	135	131	74	48
Hr Total	**842**	**885**	**930**	**971**	**1,068**	**1,233**	**921**	**739**	**613**	**547**	**378**	**235**

24 Hour Total:	13,922					
AM Peak Hour begins:	11:45	AM Peak Volume:	826	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,233	PM PeaK Hour Factor:	0.87	

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	37	28	16	26	120	273	452	394	342	431	403
30	57	34	23	30	29	121	328	493	398	324	365	370
45	48	34	20	35	60	160	380	472	418	413	380	428
00	38	22	21	28	68	181	418	457	403	383	416	427
Hr Total	**201**	**127**	**92**	**109**	**183**	**582**	**1,399**	**1,874**	**1,613**	**1,462**	**1,592**	**1,628**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	426	481	480	395	488	561	456	363	314	241	189	111
30	422	470	436	423	497	584	421	326	242	248	172	96
45	461	427	428	465	465	494	371	323	269	197	124	96
00	452	432	431	493	469	459	359	308	230	212	120	74
Hr Total	**1,761**	**1,810**	**1,775**	**1,776**	**1,919**	**2,098**	**1,607**	**1,320**	**1,055**	**898**	**605**	**377**

24 Hour Total:	27,863					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,874	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	16:45	PM Peak Volume:	2,108	PM PeaK Hour Factor:	0.90	

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 west of 30th St SE				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	14	10	8	21	62	184	296	257	205	224	211
30	18	14	9	16	24	77	249	321	243	192	190	212
45	18	13	18	21	38	115	257	288	238	233	203	216
00	13	7	9	17	44	142	265	298	198	218	215	216
Hr Total	**64**	**48**	**46**	**62**	**127**	**396**	**955**	**1,202**	**936**	**847**	**832**	**855**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	219	244	225	185	188	222	187	154	126	90	59	40
30	225	221	200	191	194	225	185	137	103	79	54	33
45	230	211	199	198	193	187	159	133	104	77	41	30
00	218	204	203	205	210	174	148	117	110	67	44	24
Hr Total	**892**	**881**	**827**	**779**	**784**	**808**	**680**	**541**	**443**	**314**	**198**	**127**

24 Hour Total:	13,644					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,202	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	12:15	PM Peak Volume:	917	PM PeaK Hour Factor:		0.94

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	21	15	12	13	44	77	147	168	154	177	175
30	38	21	13	11	12	36	84	167	164	163	177	187
45	31	19	10	10	20	39	124	187	166	179	189	200
00	24	15	11	11	20	58	136	173	175	188	182	201
Hr Total	**138**	**76**	**49**	**45**	**64**	**177**	**421**	**674**	**673**	**683**	**725**	**763**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	226	222	220	258	302	257	218	162	155	113	71
30	229	226	237	228	278	320	244	185	149	140	101	55
45	221	207	211	248	245	256	226	176	134	125	78	56
00	212	210	209	254	272	263	206	166	148	115	70	43
Hr Total	**884**	**869**	**879**	**950**	**1,054**	**1,142**	**933**	**745**	**593**	**535**	**361**	**225**

24 Hour Total:	13,658					
AM Peak Hour begins:	11:45	AM Peak Volume:	873	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	1,150	PM PeaK Hour Factor:		0.90

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	35	25	20	33	106	260	443	425	358	401	386
30	57	35	22	27	36	113	333	488	407	354	368	398
45	48	32	28	31	58	154	382	474	404	412	391	416
00	38	22	21	29	63	200	401	471	373	406	396	417
Hr Total	**203**	**123**	**95**	**106**	**190**	**574**	**1,376**	**1,876**	**1,609**	**1,530**	**1,557**	**1,618**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	441	470	447	405	446	524	444	372	288	245	172	111
30	454	447	437	420	472	545	430	322	252	219	154	88
45	450	418	409	445	438	443	385	309	238	202	119	86
00	431	414	412	459	482	437	354	284	258	182	114	68
Hr Total	**1,777**	**1,750**	**1,706**	**1,730**	**1,838**	**1,950**	**1,613**	**1,286**	**1,036**	**849**	**559**	**352**

24 Hour Total:	27,302					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,876	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,995	PM PeaK Hour Factor:		0.91

Volume Count Report

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 13, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 west of I-75 SB				

Eastbound Volume for Lane 1

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	22	23	20	34	212	213	386	381	282	268	276
30	22	25	20	32	44	164	302	381	346	262	262	300
45	30	21	33	35	92	164	381	385	309	306	300	285
00	19	22	26	20	85	191	330	369	286	328	288	303
Hr Total	**106**	**90**	**102**	**107**	**255**	**731**	**1,226**	**1,521**	**1,322**	**1,178**	**1,118**	**1,164**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	321	311	306	280	271	311	337	194	155	87	83	64
30	326	285	290	305	313	301	395	192	130	94	52	45
45	337	290	267	297	293	322	276	160	131	100	44	51
00	312	261	278	279	323	262	198	143	116	85	53	34
Hr Total	**1,296**	**1,147**	**1,141**	**1,161**	**1,200**	**1,196**	**1,206**	**689**	**532**	**366**	**232**	**194**

24 Hour Total:	19,280					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,521	AM Peak Hour Factor:		0.99
PM Peak Hour begins:	17:30	PM Peak Volume:	1,316	PM PeaK Hour Factor:		0.83

Westbound Volume for Lane 2

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	33	19	23	30	42	128	313	253	255	246	246
30	68	30	18	14	30	40	175	367	277	230	281	259
45	40	32	12	13	31	59	260	284	266	287	273	290
00	34	19	17	17	30	95	329	294	263	272	268	300
Hr Total	**201**	**114**	**66**	**67**	**121**	**236**	**892**	**1,258**	**1,059**	**1,044**	**1,068**	**1,095**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	311	321	303	294	388	423	452	316	208	186	148	75
30	345	341	347	316	405	433	394	244	208	172	129	71
45	359	282	276	354	357	404	346	213	147	151	103	68
00	294	285	295	396	360	430	306	216	181	160	90	79
Hr Total	**1,309**	**1,229**	**1,221**	**1,360**	**1,510**	**1,690**	**1,498**	**989**	**744**	**669**	**470**	**293**

24 Hour Total:	20,203					
AM Peak Hour begins:	11:45	AM Peak Volume:	1,315	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	17:15	PM Peak Volume:	1,719	PM PeaK Hour Factor:		0.95

Total Volume for All Lanes

Tuesday, June 13, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	94	55	42	43	64	254	341	699	634	537	514	522
30	90	55	38	46	74	204	477	748	623	492	543	559
45	70	53	45	48	123	223	641	669	575	593	573	575
00	53	41	43	37	115	286	659	663	549	600	556	603
Hr Total	**307**	**204**	**168**	**174**	**376**	**967**	**2,118**	**2,779**	**2,381**	**2,222**	**2,186**	**2,259**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	632	632	609	574	659	734	789	510	363	273	231	139
30	671	626	637	621	718	734	789	436	338	266	181	116
45	696	572	543	651	650	726	622	373	278	251	147	119
00	606	546	573	675	683	692	504	359	297	245	143	113
Hr Total	**2,605**	**2,376**	**2,362**	**2,521**	**2,710**	**2,886**	**2,704**	**1,678**	**1,276**	**1,035**	**702**	**487**

24 Hour Total:	39,483					
AM Peak Hour begins:	7:00	AM Peak Volume:	2,779	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	17:30	PM Peak Volume:	2,996	PM PeaK Hour Factor:		0.95

Volume Count Report

Start Date:	June 14, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 14, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 west of I-75 SB				

Eastbound Volume for Lane 1

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	27	16	19	25	206	209	382	340	281	279	308
30	30	18	23	30	44	187	334	422	352	269	261	274
45	26	24	33	28	94	155	343	420	314	307	245	307
00	18	19	15	24	100	184	326	388	283	324	253	316
Hr Total	**111**	**88**	**87**	**101**	**263**	**732**	**1,212**	**1,612**	**1,289**	**1,181**	**1,038**	**1,205**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	358	322	310	324	217	283	328	230	143	128	90	46
30	312	330	290	255	238	288	340	183	137	90	75	51
45	315	311	317	251	250	301	275	185	129	76	57	61
00	318	281	279	266	267	319	245	148	141	78	66	43
Hr Total	**1,303**	**1,244**	**1,196**	**1,096**	**972**	**1,191**	**1,188**	**746**	**550**	**372**	**288**	**201**

24 Hour Total:	19,266					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,612	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	12:00	PM Peak Volume:	1,303	PM PeaK Hour Factor:		0.91

Westbound Volume for Lane 2

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	20	27	24	22	41	145	379	274	253	228	245
30	42	14	18	12	31	39	165	350	233	304	245	310
45	30	26	14	10	26	67	288	302	247	270	257	261
00	35	21	21	17	24	92	361	265	229	264	269	270
Hr Total	**162**	**81**	**80**	**63**	**103**	**239**	**959**	**1,296**	**983**	**1,091**	**999**	**1,086**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	339	298	323	327	339	464	432	287	172	174	113	111
30	327	314	337	343	359	452	377	250	202	169	129	79
45	342	293	301	343	359	411	315	215	172	193	117	91
00	325	314	326	320	424	402	310	188	174	135	87	70
Hr Total	**1,333**	**1,219**	**1,287**	**1,333**	**1,481**	**1,729**	**1,434**	**940**	**720**	**671**	**446**	**351**

24 Hour Total:	20,086					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,392	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	16:45	PM Peak Volume:	1,751	PM PeaK Hour Factor:		0.94

Total Volume for All Lanes

Wednesday, June 14, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	92	47	43	43	47	247	354	761	614	534	507	553
30	72	32	41	42	75	226	499	772	585	573	506	584
45	56	50	47	38	120	222	631	722	561	577	502	568
00	53	40	36	41	124	276	687	653	512	588	522	586
Hr Total	**273**	**169**	**167**	**164**	**366**	**971**	**2,171**	**2,908**	**2,272**	**2,272**	**2,037**	**2,291**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	697	620	633	651	556	747	760	517	315	302	203	157
30	639	644	627	598	597	740	717	433	339	259	204	130
45	657	604	618	594	609	712	590	400	301	269	174	152
00	643	595	605	586	691	721	555	336	315	213	153	113
Hr Total	**2,636**	**2,463**	**2,483**	**2,429**	**2,453**	**2,920**	**2,622**	**1,686**	**1,270**	**1,043**	**734**	**552**

24 Hour Total:	39,352					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,942	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	17:15	PM Peak Volume:	2,933	PM PeaK Hour Factor:		0.96

Volume Count Report

Start Date:	June 15, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 west of I-75 SB				

Eastbound Volume for Lane 1

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	31	19	15	43	215	237	376	316	268	305	291
30	51	18	18	26	34	210	307	408	320	240	276	310
45	45	37	35	30	101	156	353	376	318	309	268	303
00	33	13	22	27	79	177	325	371	269	269	315	274
Hr Total	**166**	**99**	**94**	**98**	**257**	**758**	**1,222**	**1,531**	**1,223**	**1,086**	**1,164**	**1,178**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	302	333	287	331	327	323	218	175	153	124	71
30	324	304	303	270	302	285	338	180	137	173	133	64
45	363	311	299	298	322	344	253	165	142	178	80	86
00	329	287	282	305	288	328	206	188	171	143	83	52
Hr Total	**1,331**	**1,204**	**1,217**	**1,160**	**1,243**	**1,284**	**1,120**	**751**	**625**	**647**	**420**	**273**

24 Hour Total:	20,151					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,531	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	17:30	PM Peak Volume:	1,333	PM PeaK Hour Factor:		0.97

Westbound Volume for Lane 2

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	36	24	19	18	52	105	315	241	228	259	273
30	56	35	25	20	27	44	152	324	230	216	241	273
45	55	26	20	22	28	63	262	280	259	271	278	300
00	53	30	12	17	30	73	374	310	281	294	277	310
Hr Total	**217**	**127**	**81**	**78**	**103**	**232**	**893**	**1,229**	**1,011**	**1,009**	**1,055**	**1,156**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	304	357	346	330	395	495	454	290	227	188	174	104
30	305	302	371	298	378	533	388	222	187	199	129	64
45	312	304	329	346	377	477	301	235	211	161	109	81
00	320	328	360	356	392	434	290	212	148	171	99	69
Hr Total	**1,241**	**1,291**	**1,406**	**1,330**	**1,542**	**1,939**	**1,433**	**959**	**773**	**719**	**511**	**318**

24 Hour Total:	20,653					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,293	AM Peak Hour Factor:		0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	1,939	PM PeaK Hour Factor:		0.91

Total Volume for All Lanes

Thursday, June 15, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	90	67	43	34	61	267	342	691	557	496	564	564
30	107	53	43	46	61	254	459	732	550	456	517	583
45	100	63	55	52	129	219	615	656	577	580	546	603
00	86	43	34	44	109	250	699	681	550	563	592	584
Hr Total	**383**	**226**	**175**	**176**	**360**	**990**	**2,115**	**2,760**	**2,234**	**2,095**	**2,219**	**2,334**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	619	659	679	617	726	822	777	508	402	341	298	175
30	629	606	674	568	680	818	726	402	324	372	262	128
45	675	615	628	644	699	821	554	400	353	339	189	167
00	649	615	642	661	680	762	496	400	319	314	182	121
Hr Total	**2,572**	**2,495**	**2,623**	**2,490**	**2,785**	**3,223**	**2,553**	**1,710**	**1,398**	**1,366**	**931**	**591**

24 Hour Total:	40,804					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,778	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	3,223	PM PeaK Hour Factor:		0.98

Volume Count Report
3-Day Average

Start Date:	June 13, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 15, 2017	Stop Time:	24:00	ID:	0
City:	Ruskin	County:	Hillsborough		
Location	SR 674 west of I-75 SB				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	27	19	18	34	211	220	381	346	277	284	292
30	34	20	20	29	41	187	314	404	339	257	266	295
45	34	27	34	31	96	158	359	394	314	307	271	298
00	23	18	21	24	88	184	327	376	279	307	285	298
Hr Total	**128**	**92**	**94**	**102**	**258**	**740**	**1,220**	**1,555**	**1,278**	**1,148**	**1,107**	**1,182**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	331	312	316	297	273	307	329	214	158	123	99	60
30	321	306	294	277	284	291	358	185	135	119	87	53
45	338	304	294	282	288	322	268	170	134	118	60	66
00	320	276	280	283	293	303	216	160	143	102	67	43
Hr Total	**1,310**	**1,198**	**1,185**	**1,139**	**1,138**	**1,224**	**1,171**	**729**	**569**	**462**	**313**	**223**

24 Hour Total:	19,566					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,555	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	17:30	PM Peak Volume:	1,312	PM PeaK Hour Factor:		0.92

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	30	23	22	23	45	126	336	256	245	244	255
30	55	26	20	15	29	41	164	347	247	250	256	281
45	42	28	15	15	28	63	270	289	257	276	269	284
00	41	23	17	17	28	87	355	290	258	277	271	293
Hr Total	**193**	**107**	**76**	**69**	**109**	**236**	**915**	**1,261**	**1,018**	**1,048**	**1,041**	**1,112**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	318	325	324	317	374	461	446	298	202	183	145	97
30	326	319	352	319	381	473	386	239	199	180	129	71
45	338	293	302	348	364	431	321	221	177	168	110	80
00	313	309	327	357	392	422	302	205	168	155	92	73
Hr Total	**1,294**	**1,246**	**1,305**	**1,341**	**1,511**	**1,786**	**1,455**	**963**	**746**	**686**	**476**	**321**

24 Hour Total:	20,314					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,326	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	1,786	PM PeaK Hour Factor:		0.94

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	92	56	43	40	57	256	346	717	602	522	528	546
30	90	47	41	45	70	228	478	751	586	507	522	575
45	75	55	49	46	124	221	629	682	571	583	540	582
00	64	41	38	41	116	271	682	666	537	584	557	591
Hr Total	**321**	**200**	**170**	**171**	**367**	**976**	**2,135**	**2,816**	**2,296**	**2,196**	**2,147**	**2,295**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	649	637	640	614	647	768	775	512	360	305	244	157
30	646	625	646	596	665	764	744	424	334	299	216	125
45	676	597	596	630	653	753	589	391	311	286	170	146
00	633	585	607	641	685	725	518	365	310	257	159	116
Hr Total	**2,604**	**2,445**	**2,489**	**2,480**	**2,649**	**3,010**	**2,626**	**1,691**	**1,315**	**1,148**	**789**	**543**

24 Hour Total:	39,880					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,832	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	17:15	PM Peak Volume:	3,017	PM PeaK Hour Factor:		0.97

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	112	3	4	10	129	8	122	76	50	256	5	4	1	0	10	45	204	21	2	272	667
07:15 AM	100	5	2	3	110	12	153	80	61	306	2	0	0	1	3	43	237	25	2	307	726
07:30 AM	101	5	6	10	122	19	156	28	32	235	4	0	0	1	5	27	251	19	1	298	660
07:45 AM	106	3	9	9	127	14	156	44	46	260	5	2	0	3	10	29	228	12	1	270	667
Total	419	16	21	32	488	53	587	228	189	1057	16	6	1	5	28	144	920	77	6	1147	2720
08:00 AM	113	7	1	4	125	14	131	20	19	184	1	1	0	1	3	18	181	23	2	224	536
08:15 AM	86	5	4	3	98	16	151	20	27	214	5	1	1	0	7	23	181	20	2	226	545
08:30 AM	73	3	2	9	87	12	165	32	21	230	4	1	0	0	5	20	224	12	1	257	579
08:45 AM	71	6	0	6	83	15	169	34	23	241	4	1	0	2	7	21	177	4	1	203	534
Total	343	21	7	22	393	57	616	106	90	869	14	4	1	3	22	82	763	59	6	910	2194
*** BREAK ***																					
04:00 PM	123	1	11	10	145	15	266	41	44	366	2	1	0	2	5	32	177	20	2	231	747
04:15 PM	80	2	11	16	109	20	246	48	36	350	7	0	0	0	7	22	170	13	2	207	673
04:30 PM	122	3	12	6	143	24	225	42	46	337	9	2	3	2	16	39	171	15	0	225	721
04:45 PM	77	0	5	9	91	29	242	61	33	365	2	2	1	0	5	19	160	2	1	182	643
Total	402	6	39	41	488	88	979	192	159	1418	20	5	4	4	33	112	678	50	5	845	2784
05:00 PM	99	0	9	8	116	10	319	65	71	465	4	8	1	1	14	27	183	9	0	219	814
05:15 PM	102	5	10	9	126	17	334	86	62	499	7	2	1	1	11	32	155	17	0	204	840
05:30 PM	143	2	15	16	176	25	268	78	64	435	6	6	0	0	12	39	160	14	0	213	836
05:45 PM	129	2	3	9	143	20	263	71	62	416	3	8	0	1	12	29	135	9	1	174	745
Total	473	9	37	42	561	72	1184	300	259	1815	20	24	2	3	49	127	633	49	1	810	3235
Grand Total	1637	52	104	137	1930	270	3366	826	697	5159	70	39	8	15	132	465	2994	235	18	3712	10933
Apprch %	84.8	2.7	5.4	7.1		5.2	65.2	16	13.5		53	29.5	6.1	11.4		12.5	80.7	6.3	0.5		
Total %	15	0.5	1	1.3	17.7	2.5	30.8	7.6	6.4	47.2	0.6	0.4	0.1	0.1	1.2	4.3	27.4	2.1	0.2	34	
Passenger Vehicles	1417	50	99	132	1698	177	3241	793	677	4888	67	39	7	14	127	347	2895	229	18	3489	10202
% Passenger Vehicles	86.6	96.2	95.2	96.4	88	65.6	96.3	96	97.1	94.7	95.7	100	87.5	93.3	96.2	74.6	96.7	97.4	100	94	93.3
Heavy Vehicles	67	2	5	5	79	5	125	33	20	183	3	0	1	1	5	8	99	6	0	113	380
% Heavy Vehicles	4.1	3.8	4.8	3.6	4.1	1.9	3.7	4	2.9	3.5	4.3	0	12.5	6.7	3.8	1.7	3.3	2.6	0	3	3.5
UTurns	153	0	0	0	153	88	0	0	0	88	0	0	0	0	0	110	0	0	0	110	351
% UTurns	9.3	0	0	0	7.9	32.6	0	0	0	1.7	0	0	0	0	0	23.7	0	0	0	3	3.2

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 2

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	112	3	4	10	129	8	122	76	50	256	5	4	1	0	10	45	204	21	2	272	667
07:15 AM	100	5	2	3	110	12	153	80	61	306	2	0	0	1	3	43	237	25	2	307	726
07:30 AM	101	5	6	10	122	19	156	28	32	235	4	0	0	1	5	27	251	19	1	298	660
07:45 AM	106	3	9	9	127	14	156	44	46	260	5	2	0	3	10	29	228	12	1	270	667
Total Volume	419	16	21	32	488	53	587	228	189	1057	16	6	1	5	28	144	920	77	6	1147	2720
% App. Total	85.9	3.3	4.3	6.6		5	55.5	21.6	17.9		57.1	21.4	3.6	17.9		12.6	80.2	6.7	0.5		
PHF	.935	.800	.583	.800	.946	.697	.941	.713	.775	.864	.800	.375	.250	.417	.700	.800	.916	.770	.750	.934	.937
Passenger Vehicles	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	2503
% Passenger Vehicles	85.0	100	81.0	100	86.3	58.5	94.4	95.6	96.8	93.3	87.5	100	100	80.0	89.3	72.9	96.2	97.4	100	93.4	92.0
Heavy Vehicles	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	123
% Heavy Vehicles	5.7	0	19.0	0	5.7	7.5	5.6	4.4	3.2	5.0	12.5	0	0	20.0	10.7	1.4	3.8	2.6	0	3.4	4.5
UTurns	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	94
% UTurns	9.3	0	0	0	8.0	34.0	0	0	0	1.7	0	0	0	0	0	25.7	0	0	0	3.2	3.5

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

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	112	3	4	10	129	8	122	76	50	256	5	4	1	0	10	45	204	21	2	272
+15 mins.	100	5	2	3	110	12	153	80	61	306	2	0	0	1	3	43	237	25	2	307
+30 mins.	101	5	6	10	122	19	156	28	32	235	4	0	0	1	5	27	251	19	1	298
+45 mins.	106	3	9	9	127	14	156	44	46	260	5	2	0	3	10	29	228	12	1	270
Total Volume	419	16	21	32	488	53	587	228	189	1057	16	6	1	5	28	144	920	77	6	1147
% App. Total	85.9	3.3	4.3	6.6		5	55.5	21.6	17.9		57.1	21.4	3.6	17.9		12.6	80.2	6.7	0.5	
PHF	.935	.800	.583	.800	.946	.697	.941	.713	.775	.864	.800	.375	.250	.417	.700	.800	.916	.770	.750	.934
Passenger Vehicles	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071
% Passenger Vehicles	85	100	81	100	86.3	58.5	94.4	95.6	96.8	93.3	87.5	100	100	80	89.3	72.9	96.2	97.4	100	93.4
Heavy Vehicles	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39
% Heavy Vehicles	5.7	0	19	0	5.7	7.5	5.6	4.4	3.2	5	12.5	0	0	20	10.7	1.4	3.8	2.6	0	3.4
UTurns	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37
% UTurns	9.3	0	0	0	8	34	0	0	0	1.7	0	0	0	0	0	25.7	0	0	0	3.2

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 3

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	99	0	9	8	116	10	319	65	71	465	4	8	1	1	14	27	183	9	0	219	814
05:15 PM	102	5	10	9	126	17	334	86	62	499	7	2	1	1	11	32	155	17	0	204	840
05:30 PM	143	2	15	16	176	25	268	78	64	435	6	6	0	0	12	39	160	14	0	213	836
05:45 PM	129	2	3	9	143	20	263	71	62	416	3	8	0	1	12	29	135	9	1	174	745
Total Volume	473	9	37	42	561	72	1184	300	259	1815	20	24	2	3	49	127	633	49	1	810	3235
% App. Total	84.3	1.6	6.6	7.5		4	65.2	16.5	14.3		40.8	49	4.1	6.1		15.7	78.1	6	0.1		
PHF	.827	.450	.617	.656	.797	.720	.886	.872	.912	.909	.714	.750	.500	.750	.875	.814	.865	.721	.250	.925	.963
Passenger Vehicles	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	95	618	47	1	761	3100
% Passenger Vehicles	91.1	88.9	100	100	92.3	72.2	99.1	97.3	98.8	97.7	95.0	100	100	100	98.0	74.8	97.6	95.9	100	94.0	95.8
Heavy Vehicles	17	1	0	0	18	0	11	8	3	22	1	0	0	0	1	2	15	2	0	19	60
% Heavy Vehicles	3.6	11.1	0	0	3.2	0	0.9	2.7	1.2	1.2	5.0	0	0	0	2.0	1.6	2.4	4.1	0	2.3	1.9
UTurns	25	0	0	0	25	20	0	0	0	20	0	0	0	0	0	30	0	0	0	30	75
% UTurns	5.3	0	0	0	4.5	27.8	0	0	0	1.1	0	0	0	0	0	23.6	0	0	0	3.7	2.3

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					04:00 PM					
+0 mins.	99	0	9	8	116	10	319	65	71	465	4	8	1	1	14	32	177	20	2	231	
+15 mins.	102	5	10	9	126	17	334	86	62	499	7	2	1	1	11	22	170	13	2	207	
+30 mins.	143	2	15	16	176	25	268	78	64	435	6	6	0	0	12	39	171	15	0	225	
+45 mins.	129	2	3	9	143	20	263	71	62	416	3	8	0	1	12	19	160	2	1	182	
Total Volume	473	9	37	42	561	72	1184	300	259	1815	20	24	2	3	49	112	678	50	5	845	
% App. Total	84.3	1.6	6.6	7.5		4	65.2	16.5	14.3		40.8	49	4.1	6.1		13.3	80.2	5.9	0.6		
PHF	.827	.450	.617	.656	.797	.720	.886	.872	.912	.909	.714	.750	.500	.750	.875	.718	.958	.625	.625	.915	
Passenger Vehicles	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	89	660	49	5	803	
% Passenger Vehicles	91.1	88.9	100	100	92.3	72.2	99.1	97.3	98.8	97.7	95	100	100	100	98	79.5	97.3	98	100	95	
Heavy Vehicles	17	1	0	0	18	0	11	8	3	22	1	0	0	0	1	1	18	1	0	20	
% Heavy Vehicles	3.6	11.1	0	0	3.2	0	0.9	2.7	1.2	1.2	5	0	0	0	2	0.9	2.7	2	0	2.4	
UTurns	25	0	0	0	25	20	0	0	0	20	0	0	0	0	0	22	0	0	0	22	
% UTurns	5.3	0	0	0	4.5	27.8	0	0	0	1.1	0	0	0	0	0	19.6	0	0	0	2.6	

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- Passenger Vehicles

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	104	3	3	10	120	8	116	71	49	244	4	4	1	0	9	31	201	21	2	255	628
07:15 AM	84	5	0	3	92	6	145	79	60	290	2	0	0	1	3	32	229	25	2	288	673
07:30 AM	78	5	6	10	99	10	146	26	30	212	4	0	0	1	5	20	242	19	1	282	598
07:45 AM	90	3	8	9	110	7	147	42	44	240	4	2	0	2	8	22	213	10	1	246	604
Total	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	2503
08:00 AM	98	7	1	3	109	8	123	18	14	163	1	1	0	1	3	12	175	23	2	212	487
08:15 AM	70	5	3	3	81	10	135	20	26	191	5	1	1	0	7	17	173	19	2	211	490
08:30 AM	65	3	2	9	79	7	145	30	20	202	4	1	0	0	5	16	212	12	1	241	527
08:45 AM	56	6	0	4	66	9	153	34	22	218	4	1	0	2	7	13	172	4	1	190	481
Total	289	21	6	19	335	34	556	102	82	774	14	4	1	3	22	58	732	58	6	854	1985
*** BREAK ***																					
04:00 PM	102	1	11	8	122	10	261	38	43	352	2	1	0	2	5	26	170	20	2	218	697
04:15 PM	65	1	11	16	93	12	242	43	35	332	7	0	0	0	7	16	165	12	2	195	627
04:30 PM	109	3	12	6	130	16	220	40	45	321	9	2	2	2	15	30	170	15	0	215	681
04:45 PM	65	0	5	9	79	22	235	60	33	350	2	2	1	0	5	17	155	2	1	175	609
Total	341	5	39	39	424	60	958	181	156	1355	20	5	3	4	32	89	660	49	5	803	2614
05:00 PM	89	0	9	8	106	5	314	62	68	449	4	8	1	1	14	21	180	9	0	210	779
05:15 PM	92	4	10	9	115	13	332	83	62	490	7	2	1	1	11	26	151	16	0	193	809
05:30 PM	133	2	15	16	166	19	267	78	64	428	5	6	0	0	11	28	156	14	0	198	803
05:45 PM	117	2	3	9	131	15	260	69	62	406	3	8	0	1	12	20	131	8	1	160	709
Total	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	95	618	47	1	761	3100
Grand Total	1417	50	99	132	1698	177	3241	793	677	4888	67	39	7	14	127	347	2895	229	18	3489	10202
Apprch %	83.5	2.9	5.8	7.8		3.6	66.3	16.2	13.9		52.8	30.7	5.5	11		9.9	83	6.6	0.5		
Total %	13.9	0.5	1	1.3	16.6	1.7	31.8	7.8	6.6	47.9	0.7	0.4	0.1	0.1	1.2	3.4	28.4	2.2	0.2	34.2	

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	104	3	3	10	120	8	116	71	49	244	4	4	1	0	9	31	201	21	2	255	628
07:15 AM	84	5	0	3	92	6	145	79	60	290	2	0	0	1	3	32	229	25	2	288	673
07:30 AM	78	5	6	10	99	10	146	26	30	212	4	0	0	1	5	20	242	19	1	282	598
07:45 AM	90	3	8	9	110	7	147	42	44	240	4	2	0	2	8	22	213	10	1	246	604
Total Volume	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	2503
% App. Total	84.6	3.8	4	7.6		3.1	56.2	22.1	18.6		56	24	4	16		9.8	82.6	7	0.6		
PHF	.856	.800	.531	.800	.877	.775	.942	.690	.763	.850	.875	.375	.250	.500	.694	.820	.914	.750	.750	.930	.930

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 2

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	104	3	3	10	120	8	116	71	49	244	4	4	1	0	9	31	201	21	2	255	
+15 mins.	84	5	0	3	92	6	145	79	60	290	2	0	0	1	3	32	229	25	2	288	
+30 mins.	78	5	6	10	99	10	146	26	30	212	4	0	0	1	5	20	242	19	1	282	
+45 mins.	90	3	8	9	110	7	147	42	44	240	4	2	0	2	8	22	213	10	1	246	
Total Volume	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	
% App. Total	84.6	3.8	4	7.6		3.1	56.2	22.1	18.6		56	24	4	16		9.8	82.6	7	0.6		
PHF	.856	.800	.531	.800	.877	.775	.942	.690	.763	.850	.875	.375	.250	.500	.694	.820	.914	.750	.750	.930	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	89	0	9	8	106	5	314	62	68	449	4	8	1	1	14	21	180	9	0	210	779
05:15 PM	92	4	10	9	115	13	332	83	62	490	7	2	1	1	11	26	151	16	0	193	809
05:30 PM	133	2	15	16	166	19	267	78	64	428	5	6	0	0	11	28	156	14	0	198	803
05:45 PM	117	2	3	9	131	15	260	69	62	406	3	8	0	1	12	20	131	8	1	160	709
Total Volume	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	95	618	47	1	761	3100
% App. Total	83.2	1.5	7.1	8.1		2.9	66.2	16.5	14.4		39.6	50	4.2	6.2		12.5	81.2	6.2	0.1		
PHF	.810	.500	.617	.656	.780	.684	.883	.880	.941	.905	.679	.750	.500	.750	.857	.848	.858	.734	.250	.906	.958
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					05:00 PM					05:00 PM					04:00 PM					
+0 mins.	89	0	9	8	106	5	314	62	68	449	4	8	1	1	14	26	170	20	2	218	
+15 mins.	92	4	10	9	115	13	332	83	62	490	7	2	1	1	11	16	165	12	2	195	
+30 mins.	133	2	15	16	166	19	267	78	64	428	5	6	0	0	11	30	170	15	0	215	
+45 mins.	117	2	3	9	131	15	260	69	62	406	3	8	0	1	12	17	155	2	1	175	
Total Volume	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	89	660	49	5	803	
% App. Total	83.2	1.5	7.1	8.1		2.9	66.2	16.5	14.4		39.6	50	4.2	6.2		11.1	82.2	6.1	0.6		
PHF	.810	.500	.617	.656	.780	.684	.883	.880	.941	.905	.679	.750	.500	.750	.857	.742	.971	.613	.625	.921	

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- Heavy Vehicles

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	3	0	1	0	4	0	6	5	1	12	1	0	0	0	1	0	3	0	0	3	20
07:15 AM	7	0	2	0	9	0	8	1	1	10	0	0	0	0	0	1	8	0	0	9	28
07:30 AM	7	0	0	0	7	2	10	2	2	16	0	0	0	0	0	1	9	0	0	10	33
07:45 AM	7	0	1	0	8	2	9	2	2	15	1	0	0	1	2	0	15	2	0	17	42
Total	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	123
08:00 AM	4	0	0	1	5	1	8	2	5	16	0	0	0	0	0	0	6	0	0	6	27
08:15 AM	5	0	1	0	6	0	16	0	1	17	0	0	0	0	0	1	8	1	0	10	33
08:30 AM	3	0	0	0	3	0	20	2	1	23	0	0	0	0	0	0	12	0	0	12	38
08:45 AM	0	0	0	2	2	0	16	0	1	17	0	0	0	0	0	2	5	0	0	7	26
Total	12	0	1	3	16	1	60	4	8	73	0	0	0	0	0	3	31	1	0	35	124
*** BREAK ***																					
04:00 PM	5	0	0	2	7	0	5	3	1	9	0	0	0	0	0	0	7	0	0	7	23
04:15 PM	4	1	0	0	5	0	4	5	1	10	0	0	0	0	0	0	5	1	0	6	21
04:30 PM	4	0	0	0	4	0	5	2	1	8	0	0	1	0	1	1	1	0	0	2	15
04:45 PM	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	0	5	0	0	5	14
Total	14	1	0	2	17	0	21	11	3	35	0	0	1	0	1	1	18	1	0	20	73
05:00 PM	3	0	0	0	3	0	5	3	3	11	0	0	0	0	0	0	3	0	0	3	17
05:15 PM	6	1	0	0	7	0	2	3	0	5	0	0	0	0	0	0	4	1	0	5	17
05:30 PM	4	0	0	0	4	0	1	0	0	1	1	0	0	0	1	2	4	0	0	6	12
05:45 PM	4	0	0	0	4	0	3	2	0	5	0	0	0	0	0	0	4	1	0	5	14
Total	17	1	0	0	18	0	11	8	3	22	1	0	0	0	1	2	15	2	0	19	60
Grand Total	67	2	5	5	79	5	125	33	20	183	3	0	1	1	5	8	99	6	0	113	380
Apprch %	84.8	2.5	6.3	6.3		2.7	68.3	18	10.9		60	0	20	20		7.1	87.6	5.3	0		
Total %	17.6	0.5	1.3	1.3	20.8	1.3	32.9	8.7	5.3	48.2	0.8	0	0.3	0.3	1.3	2.1	26.1	1.6	0	29.7	

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	3	0	1	0	4	0	6	5	1	12	1	0	0	0	1	0	3	0	0	3	20
07:15 AM	7	0	2	0	9	0	8	1	1	10	0	0	0	0	0	1	8	0	0	9	28
07:30 AM	7	0	0	0	7	2	10	2	2	16	0	0	0	0	0	1	9	0	0	10	33
07:45 AM	7	0	1	0	8	2	9	2	2	15	1	0	0	1	2	0	15	2	0	17	42
Total Volume	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	123
% App. Total	85.7	0	14.3	0		7.5	62.3	18.9	11.3		66.7	0	0	33.3		5.1	89.7	5.1	0		
PHF	.857	.000	.500	.000	.778	.500	.825	.500	.750	.828	.500	.000	.000	.250	.375	.500	.583	.250	.000	.574	.732

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 2

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	3	0	1	0	4	0	6	5	1	12	1	0	0	0	1	0	3	0	0	3	
+15 mins.	7	0	2	0	9	0	8	1	1	10	0	0	0	0	0	1	8	0	0	9	
+30 mins.	7	0	0	0	7	2	10	2	2	16	0	0	0	0	0	1	9	0	0	10	
+45 mins.	7	0	1	0	8	2	9	2	2	15	1	0	0	1	2	0	15	2	0	17	
Total Volume	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	
% App. Total	85.7	0	14.3	0		7.5	62.3	18.9	11.3		66.7	0	0	33.3		5.1	89.7	5.1	0		
PHF	.857	.000	.500	.000	.778	.500	.825	.500	.750	.828	.500	.000	.000	.250	.375	.500	.583	.250	.000	.574	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	5	0	0	2	7	0	5	3	1	9	0	0	0	0	0	0	7	0	0	7	23
04:15 PM	4	1	0	0	5	0	4	5	1	10	0	0	0	0	0	0	5	1	0	6	21
04:30 PM	4	0	0	0	4	0	5	2	1	8	0	0	1	0	1	1	1	0	0	2	15
04:45 PM	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	0	5	0	0	5	14
Total Volume	14	1	0	2	17	0	21	11	3	35	0	0	1	0	1	1	18	1	0	20	73
% App. Total	82.4	5.9	0	11.8		0	60	31.4	8.6		0	0	100	0		5	90	5	0		
PHF	.700	.250	.000	.250	.607	.000	.750	.550	.750	.875	.000	.000	.250	.000	.250	.250	.643	.250	.000	.714	.793

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound				
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Each Approach Begins at:																				
	05:00 PM					04:15 PM					04:00 PM					04:00 PM				
+0 mins.	3	0	0	0	3	0	4	5	1	10	0	0	0	0	0	0	7	0	0	7
+15 mins.	6	1	0	0	7	0	5	2	1	8	0	0	0	0	0	0	5	1	0	6
+30 mins.	4	0	0	0	4	0	7	1	0	8	0	0	1	0	1	1	1	0	0	2
+45 mins.	4	0	0	0	4	0	5	3	3	11	0	0	0	0	0	0	5	0	0	5
Total Volume	17	1	0	0	18	0	21	11	5	37	0	0	1	0	1	1	18	1	0	20
% App. Total	94.4	5.6	0	0		0	56.8	29.7	13.5		0	0	100	0		5	90	5	0	
PHF	.708	.250	.000	.000	.643	.000	.750	.550	.417	.841	.000	.000	.250	.000	.250	.250	.643	.250	.000	.714

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- UTurns

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	19
07:15 AM	9	0	0	0	9	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10	25
07:30 AM	16	0	0	0	16	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	29
07:45 AM	9	0	0	0	9	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	21
Total	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	94
08:00 AM	11	0	0	0	11	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	22
08:15 AM	11	0	0	0	11	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	22
08:30 AM	5	0	0	0	5	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	14
08:45 AM	15	0	0	0	15	6	0	0	0	6	0	0	0	0	0	6	0	0	0	6	27
Total	42	0	0	0	42	22	0	0	0	22	0	0	0	0	0	21	0	0	0	21	85
*** BREAK ***																					
04:00 PM	16	0	0	0	16	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	27
04:15 PM	11	0	0	0	11	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6	25
04:30 PM	9	0	0	0	9	8	0	0	0	8	0	0	0	0	0	8	0	0	0	8	25
04:45 PM	11	0	0	0	11	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	20
Total	47	0	0	0	47	28	0	0	0	28	0	0	0	0	0	22	0	0	0	22	97
05:00 PM	7	0	0	0	7	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	18
05:15 PM	4	0	0	0	4	4	0	0	0	4	0	0	0	0	0	6	0	0	0	6	14
05:30 PM	6	0	0	0	6	6	0	0	0	6	0	0	0	0	0	9	0	0	0	9	21
05:45 PM	8	0	0	0	8	5	0	0	0	5	0	0	0	0	0	9	0	0	0	9	22
Total	25	0	0	0	25	20	0	0	0	20	0	0	0	0	0	30	0	0	0	30	75
Grand Total	153	0	0	0	153	88	0	0	0	88	0	0	0	0	0	110	0	0	0	110	351
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	43.6	0	0	0	43.6	25.1	0	0	0	25.1	0	0	0	0	0	31.3	0	0	0	31.3	

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	19
07:15 AM	9	0	0	0	9	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10	25
07:30 AM	16	0	0	0	16	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	29
07:45 AM	9	0	0	0	9	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	21
Total Volume	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	94
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.609	.000	.000	.000	.609	.643	.000	.000	.000	.643	.000	.000	.000	.000	.000	.661	.000	.000	.000	.661	.810

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 2

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	
+15 mins.	9	0	0	0	9	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10	
+30 mins.	16	0	0	0	16	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	
+45 mins.	9	0	0	0	9	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	
Total Volume	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.609	.000	.000	.000	.609	.643	.000	.000	.000	.643	.000	.000	.000	.000	.000	.661	.000	.000	.000	.661	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	16	0	0	0	16	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	27
04:15 PM	11	0	0	0	11	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6	25
04:30 PM	9	0	0	0	9	8	0	0	0	8	0	0	0	0	0	8	0	0	0	8	25
04:45 PM	11	0	0	0	11	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	20
Total Volume	47	0	0	0	47	28	0	0	0	28	0	0	0	0	0	22	0	0	0	22	97
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.734	.000	.000	.000	.734	.875	.000	.000	.000	.875	.000	.000	.000	.000	.000	.688	.000	.000	.000	.688	.898

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					05:00 PM				
+0 mins.	16	0	0	0	16	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6
+15 mins.	11	0	0	0	11	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6
+30 mins.	9	0	0	0	9	8	0	0	0	8	0	0	0	0	0	9	0	0	0	9
+45 mins.	11	0	0	0	11	7	0	0	0	7	0	0	0	0	0	9	0	0	0	9
Total Volume	47	0	0	0	47	28	0	0	0	28	0	0	0	0	0	30	0	0	0	30
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0	
PHF	.734	.000	.000	.000	.734	.875	.000	.000	.000	.875	.000	.000	.000	.000	.000	.833	.000	.000	.000	.833

Intersection Pedestrian & Bicycle Count

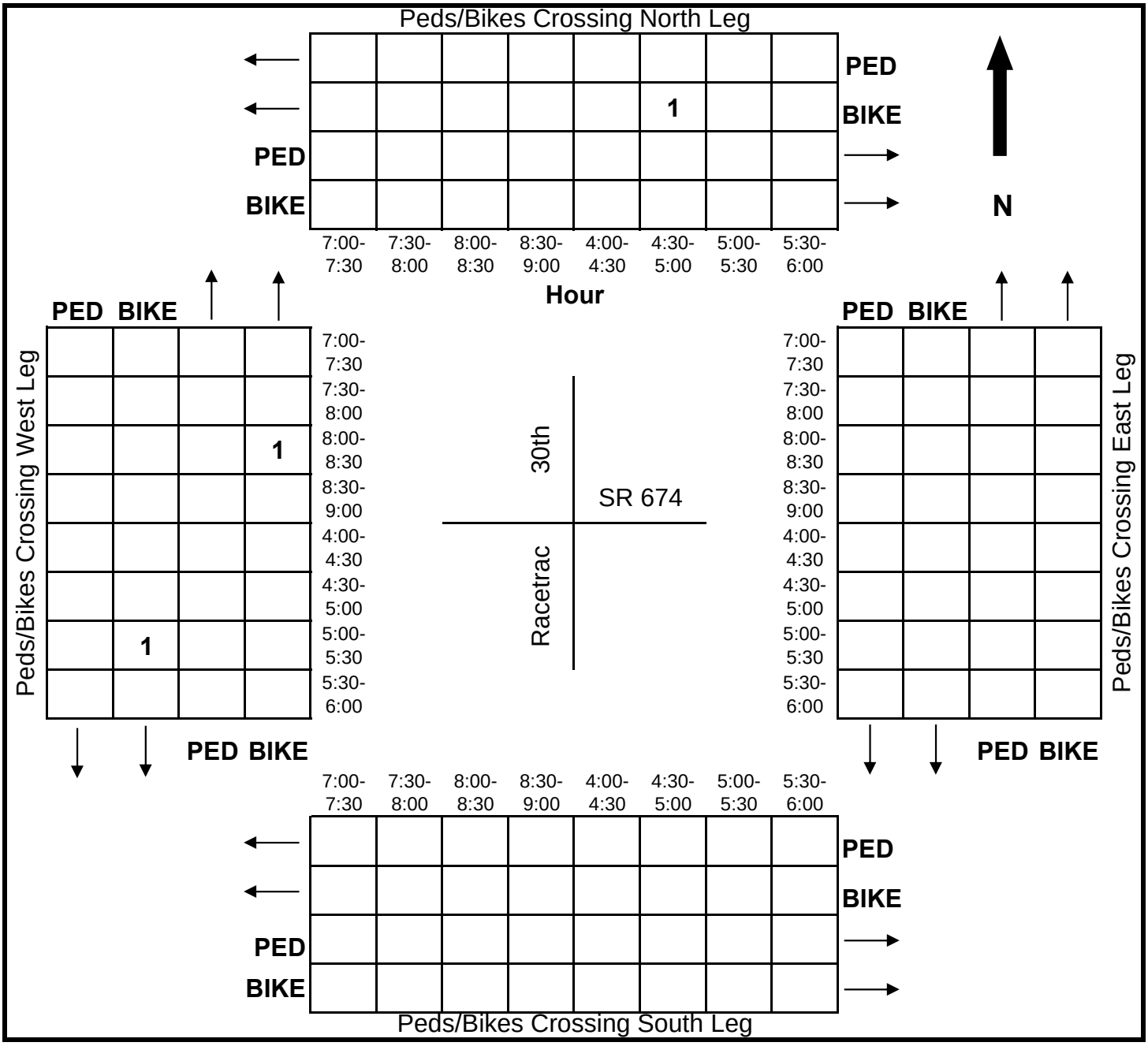
Date: 6/15/17 Day: Thursday

Count Times: 7-9am & 4-6pm Weather: Light Rain 5:45-6pm

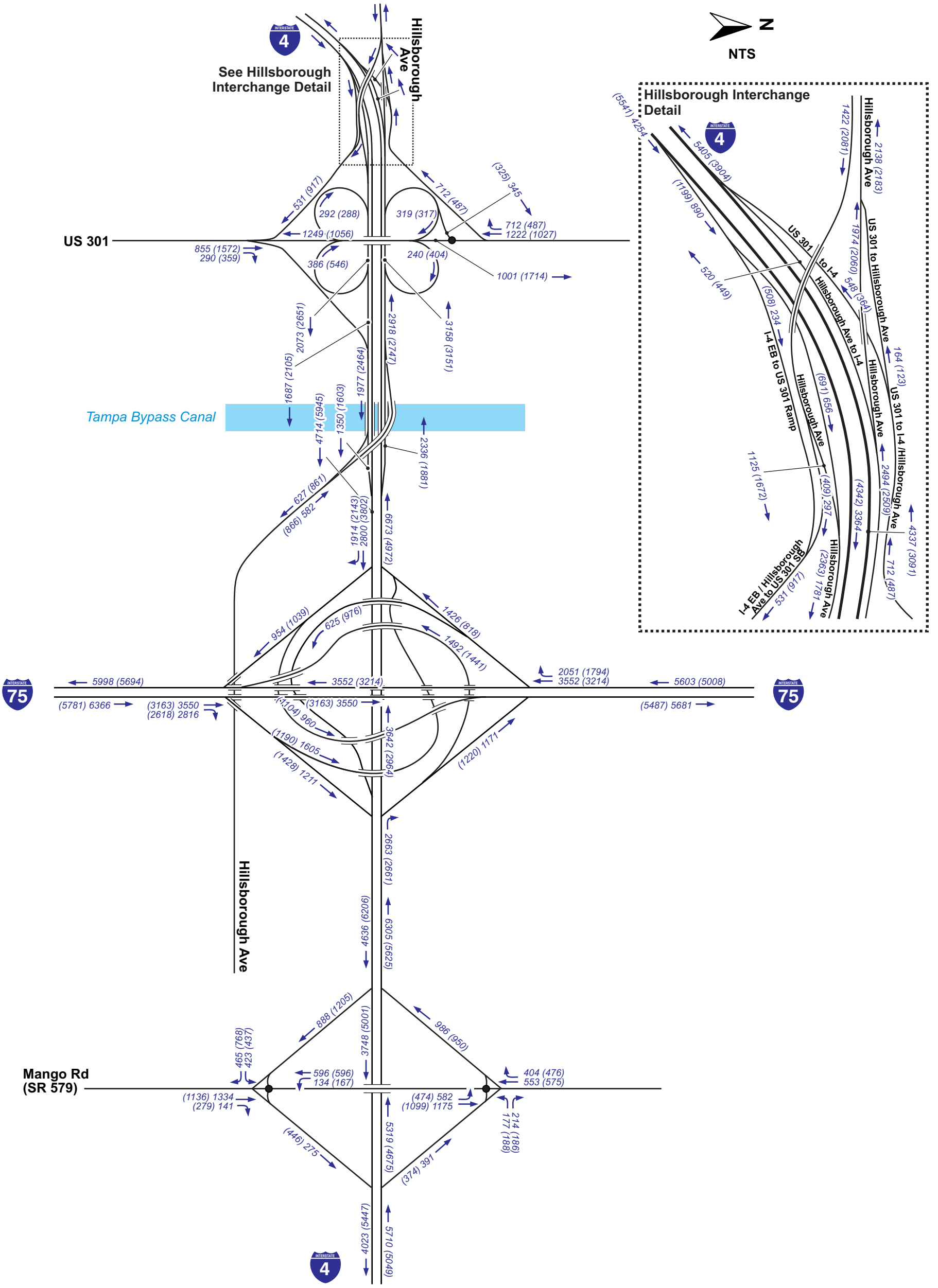
Intersection: SR 674 at 30th Street SE/Racetrac D/W

Comments:

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



SR674&30thStSEPED



LEGEND

- ● - Signalized Intersection
- 6411 (4842) — PM Peak Hour Traffic Volume / AM Peak Hour Traffic Volume

FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) AM/PM PEAK HOUR VOLUMES

Figure 10

APPENDIX C

Existing Network Model Calibration Memorandum

American Consulting Professionals, LLC
American Consulting Engineers of Florida, LLC
2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Tel 813.435.2600 • Fax 813.435.2601
american@acp-fl.com • www.acp-americas.com

MEMORANDUM

Date: April 29, 2020

Subject: **I-75 PD&E Study Traffic Update for Express Lanes: From north of Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County**

Financial Project Identification Number (FPID): 419235-2-22-01

CORSIM Existing Network Model Calibration

American Project No: 5127392.014

The existing network was coded using CORSIM (TSIS) 6.3 to analyze the existing conditions for the study network. FHWA Traffic Analysis Toolbox Volume IV: Guidelines for Applying Traffic Microsimulation Modeling Software (FHWA, 2007) and 2014 FDOT Traffic Analysis Handbook was used as a guide. The I-75 PD&E Study (FPN: 201032-1-22-01) for Manatee/Sarasota County previously documented the future transportation needs of the Moccasin Wallow Road interchange, and it is for that reason that the interchange is not included in this update. The previous calibrated and validated existing network from the I-75 Project Development & Environment Study from Moccasin Wallow Road (CR 6) to South of US Highway 301 (SR 43) dated 2010, WPI Segment No. 419235-2, was used as the base network. This model calibration was conducted on in addition to the calibration conducted as a part of the previous study. The traffic setting that was coded and input prior to running the simulation included the following primary components:

- *Updates related to the geometrics of each roadway component along each of the three I-75 study interchanges at SR 674, Big Bend Road and Gibsonton Drive;*
- *Traffic volumes entering/exiting the roadway system;*
- *Turning movements (included in **Appendix A**);*
- *Traffic control devices (e.g., traffic signals, yield signs, stop signs);*
- *Existing signal timings at signalized intersections as obtained from Hillsborough County (included in **Appendix B**);*
- *Design hour truck percentages (included in **Appendix A**).*

The existing traffic volume inputs for the AM and PM peak to the CORSIM model are based on the Existing Year 2017 AM and PM Peak Hour Traffic Volumes shown in **Appendix A**. Three hour AM and PM peak period analysis was conducted. The percentages of traffic beyond the peak hour were determined based on the existing traffic counts and were provided by WSP for consistency purposes with the northern project from south of US 301 to north of Bruce B. Downs Boulevard (FPID No. 419235-3-22-01). These microsimulation percentage distributions of traffic over extended AM and PM peak periods have also been included in **Appendix C**.

Existing conditions model calibration has been conducted based on the field observations and travel time data collection conducted by Adams Traffic, Inc between October 19, 2017 and November 9, 2017. These data used for calibration purposes are included in **Appendix D**.

For calibration of the existing CORSIM model, visual audits were conducted through field observations on January 17, 2018 for AM peak (6:30 am – 8:30 am) and January 18, 2018 for PM peak (4:00 pm – 6 pm). Focus for this calibration effort was along the interstate I-75.

For calibrating the CORSIM model, the following adjustments have been made to the existing models:

AM Model

The CORSIM model calibration was mainly focused on the PM condition. The adjustments made to the PM model calibration parameters were also applied to the AM model.

In the adjusted AM CORSIM model, the following extensive queues of the study network that were observed in the field was verified.

- Extensive queues were observed for westbound right turn movement along Gibsonton Drive at I-75 NB Ramps extending almost to the upstream intersection at Mathog Road
- Extensive queues were observed for eastbound left turn movement along Gibsonton Drive at I-75 NB Ramps extending to the upstream intersection at I-75 SB Ramps
- Back up observed along Fern Hill Drive
- Extensive queues were observed for westbound left turn along Big Bend Road onto I-75 NB On Ramp

- Queues were observed for eastbound right turn traveling onto northbound on loop ramp along Big Bend Road

PM Model

The following adjustments were made to the previously calibrated PM CORSIM model.

Adjustment of Local Calibration Parameters

For calibration of the bottlenecks and replicate field conditions, a few local calibration parameters were adjusted as listed below:

- The free flow speed for the ramp link 318 – 7002 from I-75 SB to Gibsonton Drive was changed to 45 mph from 55 mph; for the link 7002 – 480 was changed to 40 mph from 45 mph; and, for links 480 – 479 and 479 – 478 were changed to 35 mph from 45 mph to represent field conditions.
- The free flow speed for the ramp link 340 – 7006 from I-75 SB to Big Bend Road was changed to 25 mph from 35 mph; for the link 7006 – 449 was changed to 25 mph from 35 mph; and, for link 449 – 448 was changed to 25 mph from 30 mph to represent field conditions and queuing of this ramp as observed in the field.
- The signal timing settings were updated to be consistent with the signal timing plan and the split table from Hillsborough County (**Appendix B**).
- In order to replicate the field conditions of outside lane being congested and slowed down upstream of the SB off ramp gore to Gibsonton Drive as observed by FDOT during August 28, 2018 and September 4 and 5, 2018, the car-following sensitivity multiplier has been modified on the following links:.
  - 316 – 318 180%
  - 314 – 316 165%
  - 312 – 314 165%
  - 311 – 312 150%
  - 310 – 311 135%

In the adjusted PM CORSIM model, the following traffic flow that was observed in the field was verified.

- Heavy I-75 SB traffic (primarily the outside lane) between Gibsonton Drive and Big Bend Road that slows down specially approaching Gibsonton Drive exit and Big Bend Road exit predominantly because of the heavy SB off ramp traffic volume.

The CORSIM simulations were run with 10 distinct random seeds for both AM and PM model. The average 10-run simulation results for AM and PM were summarized to evaluate the CORSIM model performance.

The Measures of Effectiveness (MOE) used for the purpose of calibration of the existing model are volume throughput and speeds for the I-75 freeway segments. These variable outputs from the model were compared to the actual traffic volumes and the field measured speed data. The speed data used for calibration purposes was based on field travel time runs conducted between October 19, 2017 and November 9, 2017. Adams Traffic performed six travel time runs along I-75 in each direction within the study limits (included in **Appendix D**). The calibration acceptance targets were focused on the interstate system including I-75 freeway segments and the ramps. The Geoffrey E. Havers (GEH) Statistic is used as the volume calibration criteria. The GEH calibration targets are GEH Statistic for individual link flows less than 5 for more than 85% of the cases. The MOE comparison tables for the CORSIM model calibration are provided in **Appendix E**; the GEH values that do not meet the calibration criteria are highlighted in red. The CORSIM results meet the MOE calibration targets as shown in the following tables.

MOE Acceptance Target for Interstate 75 for Existing Year 2017 AM Peak

MOE Criteria	Calibration Acceptance Targets	Percent of Model Output that met the Acceptance Targets*
Individual Link Flows	GEH < 5 for > 85% of the cases	Met for 89% of cases
Field Measured Speeds	Within +/- 10 mph of field-measured flow for >85% of cases	Met for 94% of cases

MOE Acceptance Target for Interstate 75 for Existing Year 2015 PM Peak

MOE Criteria	Calibration Acceptance Targets	Percent of Model Output that met the Acceptance Targets*
Individual Link Flows	GEH < 5 for > 85% of the cases	Met for 100% of cases
Field Measured Speeds	Within +/- 10 mph of field-measured flow for >85% of cases	Met for 100% of cases

*: I-75 freeway segments.

APPENDICES

- APPENDIX A – EXISTING YEAR 2017 TRAFFIC VOLUMES AND DESIGN HOUR TRUCK PERCENTAGES
- APPENDIX B – EXISTING SIGNAL TIMINGS FROM HILLSBOROUGH COUNTY
- APPENDIX C – MICROSIMULATION DISTRIBUTION OF TRAFFIC OVER EXTENDED PEAK PERIODS
- APPENDIX D – TRAVEL TIME DATA
- APPENDIX E – CORSIM MEASURES OF EFFECTIVENESS (MOE) COMPARISON TABLES

APPENDIX A

EXISTING YEAR 2017 TRAFFIC VOLUMES

AND

DESIGN HOUR TRUCK PERCENTAGES

TO: Kirk Bogen, PE
FDOT Project Manager

FROM: Gary Kleker, PE
WSP Senior Transportation Engineer
Hongyan Gao, PE
WSP Transportation Engineer

DATE: November 30, 2017

PURPOSE: Responses to Comments for the Development of Existing Traffic Volumes

WSP USA is in receipt of comments provided by the Florida Department of Transportation (FDOT) dated October 20, 2017 in regards to the I-75 PD&E Existing Traffic Volumes and Methodology Memorandum. The responses to comments are presented below.

Comment 1: Please provide the axle adjustment factors and the seasonal adjustment factors used to adjust the machine counts.
Response:
The axle factors and the season factors used to adjust the raw machine counts were obtained from 2016 FDOT FTI database. The count program for the entire study area was conducted by the Adams Traffic Tuesday through Thursday from May 2, 2017 to June 29, 2017. Depending on when and where the machine counts were collected, the axle adjustment factors and seasonal factors were applied for the specific roadway. The Hillsborough County area wide axle adjustment factor was used for all the roadways which are not specified in the 2016 Weekly Axle Factor Category report. The table below is used to summarized the weekly axle factors adopted in the study. Similarly, 2016 Hillsborough county wide seasonal factors were used for all the roadways in the study area except for I-4 and I-75 which are specified in 2016 Peak Season Factor Category Report. All the factors are included in Appendix A.

Roadways	Axle Factor
Hillsborough County Wide	0.94
I-75, Manatee - US 301	0.91
I-75, US 301 - SR 582 (Fowler)	0.93
I-75, SR 582 (Fowler) - Pasco County	0.93
I-4, I-275 - I-75	0.94
I-4, I-75 - Polk	0.91
US 301, I-75 - I-4	0.96
SR 60, US 301 - Lakewood	0.96

Source: 2016 Weekly Axle Factor Category report from FDOT Florida Traffic Online (2016)

Comment 2: Please provide the K factor and development of the D factors.
Response:
The K and D factors for I-75 and I-4 mainlines and ramps are recommended be obtained from the 2016 FDOT FTI database since the 2017 traffic count program for this study does not include the freeway mainlines and some of the ramps. The K and D factors for all the count stations on the cross roads were calculated and included in Appendix B.

Comment 3: Were 2016 counts grown to the year 2017? Please provide additional documentation.
Response:
All traffic volumes represent 2017 conditions. The 2016 FTI I-75 and I-4 mainline traffic counts were adjusted to merge with the 2017 traffic count program. This process included smoothing and balancing the traffic counts from interchange to interchange in addition to the cross roads. During this process the traffic counts were adjusted to represent the higher of traffic counts if multiple counts were available offering a more conservative approach and thus representing 2017 conditions. The 2017 traffic counts were always defaulted to especially since a significant amount of 2016 traffic counts from the FTI database were estimated from previous traffic counts and were not actual traffic counts.

Comment 4: Please provide the spreadsheet used to develop traffic volumes (AADT and peak hour – AM & PM).
Response:
Both AADTs and peak hour volumes were calculated and adjusted manually to obtain the appropriate magnitude of traffic volumes and to also insure that the traffic volumes were balanced from interchange to interchange along I-75 and I-4 and from intersection to intersection along the cross roads. To merge the two traffic count databases together, apply all the adjustment factors, perform the smoothing and balancing process, required a significant amount of iterations, which would be difficult and very complicated to document through a spreadsheet.

Comment 5: Has this methodology been coordinated with American?
Response:
Americans have been involved in several meetings where the methodology was discussed with the Department. Meeting minutes were sent to all the attendees.

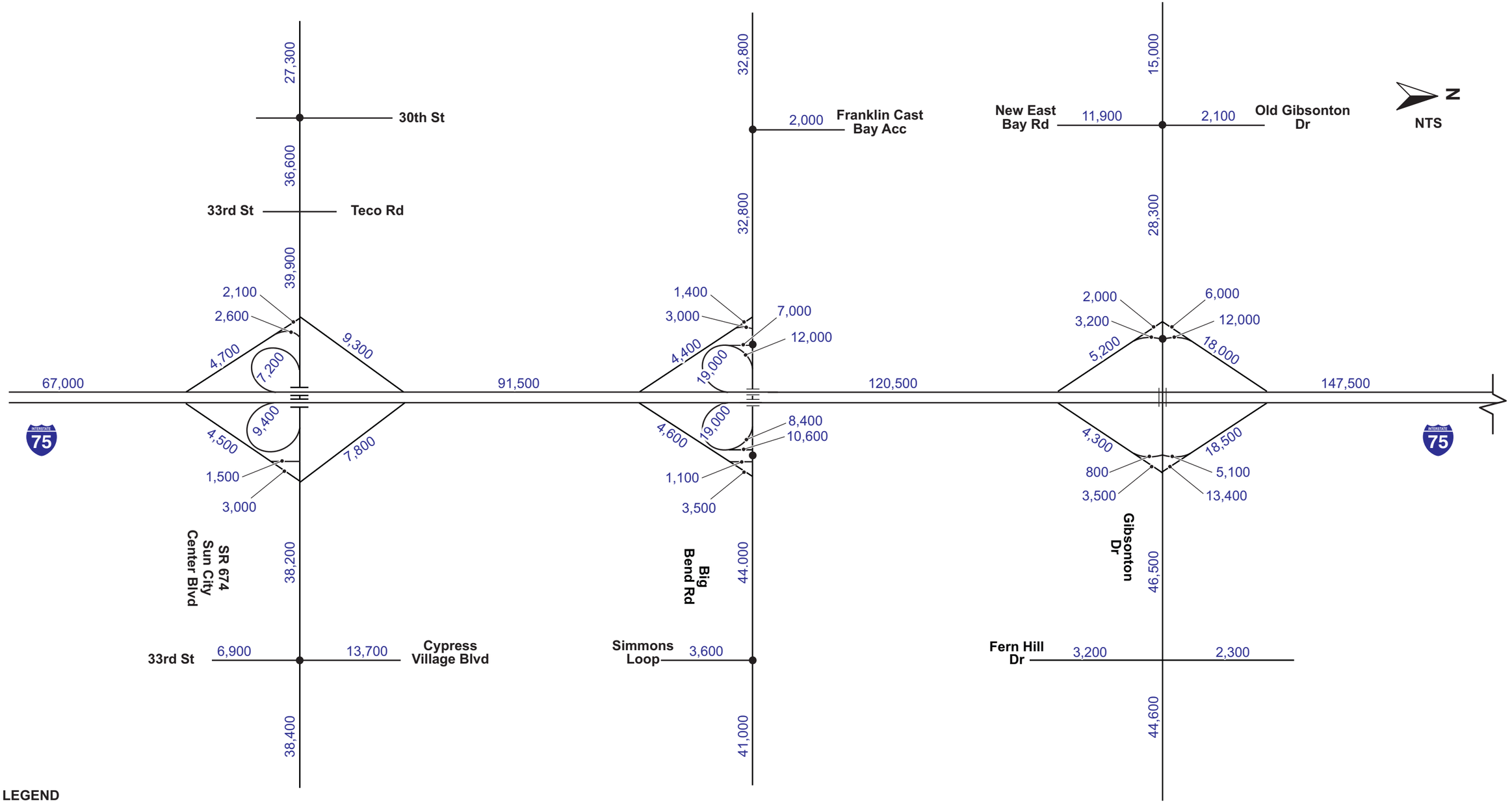
Comment 6: When comparing the AADT for the study area to the Florida Traffic Online information, the following discrepancy was noticed:

a. **The AADT for the Ramp, EB Frontage Road (I-4) to EB Hillsborough Avenue is shown as 4,100 and the FDOT traffic online is showing 7,600.**
b. **The ADDT for the Ramp, WB Hillsborough Avenue to WB Frontage Road (I-4) is shown as 4,000 and the FDOT traffic online is showing 7,100.**

Response:
The 4100 and 4000 AADTs for the ramps connecting Hillsborough Avenue and I-4 Frontage Road east of US 301 were developed as a result of using 2016 AADT for I-4 mainline at the western section end of the study area. According to the raw counts provided by Adams Traffic, the adjusted AADTs are revised to be

a. The AADT for the Ramp, EB Frontage Road (I-4) to EB Hillsborough Avenue is 8500.
b. The ADDT for the Ramp, WB Hillsborough Avenue to WB Frontage Road (I-4) is 7700.

The revised AADTs and existing (2017) AM and PM peak hour volumes for the study area are shown in Figures 1 to 10.



LEGEND

● - Signalized Intersection

38,400 - Annual Average Daily Traffic (AADT) Volume

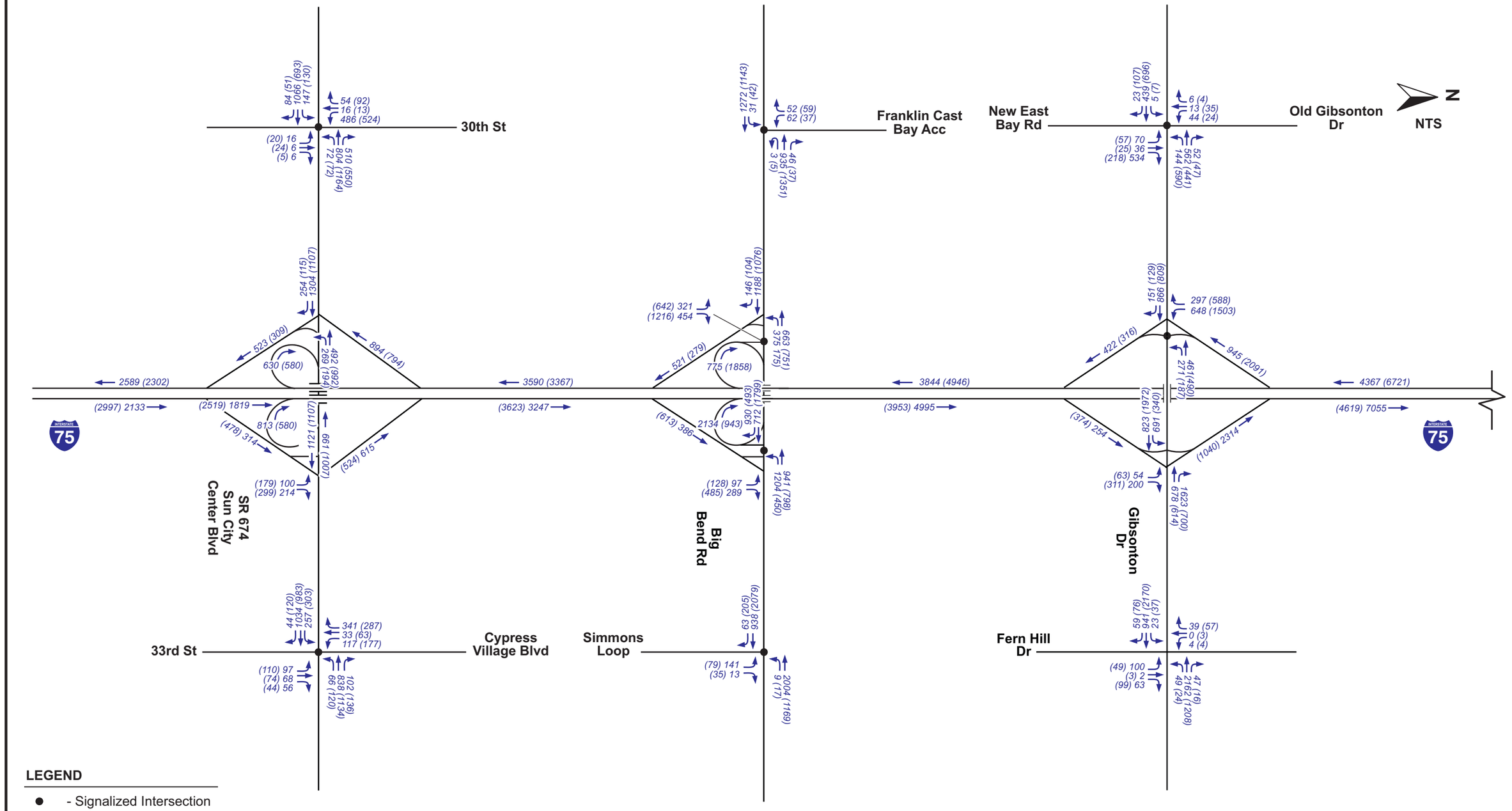
FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

Figure 1



FDOT FPID No. 419235-3-22-01

I-75 EXPRESS LANES PD&E STUDY

I-75 (SR 93A) from South of SR 674 to North of Bruce B. Downs Blvd., Hillsborough County

EXISTING (2017) AM/PM PEAK HOUR VOLUMES

Figure 6

Appendix A - A

2016 Axle Factors and Seasonal Factors

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1000 HILLSBOROUGH - COUNTY WID	1001 HILLSBOROUGH RURAL	1002 HILLSBOROUGH URBAN	1003 I75, MANATEE-US301
1	01/01/2016 - 01/02/2016	0.94	0.89	0.96	0.91
2	01/03/2016 - 01/09/2016	0.95	0.89	0.96	0.91
3	01/10/2016 - 01/16/2016	0.95	0.89	0.96	0.91
4	01/17/2016 - 01/23/2016	0.95	0.89	0.96	0.91
5	01/24/2016 - 01/30/2016	0.95	0.89	0.96	0.91
6	01/31/2016 - 02/06/2016	0.94	0.89	0.96	0.91
7	02/07/2016 - 02/13/2016	0.94	0.89	0.96	0.91
8	02/14/2016 - 02/20/2016	0.94	0.89	0.96	0.91
9	02/21/2016 - 02/27/2016	0.94	0.89	0.96	0.91
10	02/28/2016 - 03/05/2016	0.94	0.89	0.96	0.91
11	03/06/2016 - 03/12/2016	0.94	0.89	0.96	0.91
12	03/13/2016 - 03/19/2016	0.94	0.89	0.96	0.91
13	03/20/2016 - 03/26/2016	0.94	0.89	0.96	0.91
14	03/27/2016 - 04/02/2016	0.94	0.89	0.96	0.91
15	04/03/2016 - 04/09/2016	0.94	0.89	0.96	0.91
16	04/10/2016 - 04/16/2016	0.94	0.89	0.96	0.91
17	04/17/2016 - 04/23/2016	0.94	0.89	0.96	0.91
18	04/24/2016 - 04/30/2016	0.94	0.89	0.96	0.91
19	05/01/2016 - 05/07/2016	0.94	0.89	0.96	0.91
20	05/08/2016 - 05/14/2016	0.94	0.89	0.96	0.91
21	05/15/2016 - 05/21/2016	0.94	0.89	0.96	0.91
22	05/22/2016 - 05/28/2016	0.94	0.89	0.96	0.91
23	05/29/2016 - 06/04/2016	0.94	0.89	0.96	0.91
24	06/05/2016 - 06/11/2016	0.94	0.89	0.96	0.91
25	06/12/2016 - 06/18/2016	0.94	0.89	0.96	0.91
26	06/19/2016 - 06/25/2016	0.94	0.89	0.96	0.91
27	06/26/2016 - 07/02/2016	0.94	0.89	0.96	0.91
28	07/03/2016 - 07/09/2016	0.93	0.89	0.96	0.91
29	07/10/2016 - 07/16/2016	0.93	0.89	0.96	0.91
30	07/17/2016 - 07/23/2016	0.93	0.89	0.96	0.91
31	07/24/2016 - 07/30/2016	0.93	0.89	0.96	0.91
32	07/31/2016 - 08/06/2016	0.93	0.89	0.96	0.91
33	08/07/2016 - 08/13/2016	0.93	0.89	0.96	0.91
34	08/14/2016 - 08/20/2016	0.93	0.89	0.96	0.91
35	08/21/2016 - 08/27/2016	0.94	0.89	0.96	0.91
36	08/28/2016 - 09/03/2016	0.94	0.89	0.96	0.91
37	09/04/2016 - 09/10/2016	0.95	0.89	0.96	0.91
38	09/11/2016 - 09/17/2016	0.95	0.89	0.96	0.91
39	09/18/2016 - 09/24/2016	0.95	0.89	0.96	0.91
40	09/25/2016 - 10/01/2016	0.95	0.89	0.96	0.91
41	10/02/2016 - 10/08/2016	0.95	0.89	0.96	0.91
42	10/09/2016 - 10/15/2016	0.95	0.89	0.96	0.91
43	10/16/2016 - 10/22/2016	0.95	0.89	0.96	0.91
44	10/23/2016 - 10/29/2016	0.95	0.89	0.96	0.91
45	10/30/2016 - 11/05/2016	0.94	0.89	0.96	0.91
46	11/06/2016 - 11/12/2016	0.94	0.89	0.96	0.91
47	11/13/2016 - 11/19/2016	0.94	0.89	0.96	0.91
48	11/20/2016 - 11/26/2016	0.94	0.89	0.96	0.91
49	11/27/2016 - 12/03/2016	0.94	0.89	0.96	0.91
50	12/04/2016 - 12/10/2016	0.94	0.89	0.96	0.91
51	12/11/2016 - 12/17/2016	0.94	0.89	0.96	0.91
52	12/18/2016 - 12/24/2016	0.95	0.89	0.96	0.91
53	12/25/2016 - 12/31/2016	0.95	0.89	0.96	0.91

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1004 I75, US301 - SR582	1005 I75, SR582 - PASCO C	1007 I275, PINELLAS-I4	1009 SR569/599,SR618-US92
1	01/01/2016 - 01/02/2016	0.93	0.93	0.98	0.97
2	01/03/2016 - 01/09/2016	0.93	0.93	0.98	0.97
3	01/10/2016 - 01/16/2016	0.93	0.93	0.98	0.97
4	01/17/2016 - 01/23/2016	0.93	0.93	0.98	0.97
5	01/24/2016 - 01/30/2016	0.93	0.93	0.98	0.97
6	01/31/2016 - 02/06/2016	0.93	0.93	0.98	0.97
7	02/07/2016 - 02/13/2016	0.93	0.93	0.98	0.97
8	02/14/2016 - 02/20/2016	0.93	0.93	0.98	0.97
9	02/21/2016 - 02/27/2016	0.93	0.93	0.98	0.97
10	02/28/2016 - 03/05/2016	0.93	0.93	0.98	0.97
11	03/06/2016 - 03/12/2016	0.93	0.93	0.98	0.97
12	03/13/2016 - 03/19/2016	0.93	0.93	0.98	0.97
13	03/20/2016 - 03/26/2016	0.93	0.93	0.98	0.97
14	03/27/2016 - 04/02/2016	0.93	0.93	0.98	0.97
15	04/03/2016 - 04/09/2016	0.93	0.93	0.98	0.97
16	04/10/2016 - 04/16/2016	0.93	0.93	0.98	0.97
17	04/17/2016 - 04/23/2016	0.93	0.93	0.98	0.97
18	04/24/2016 - 04/30/2016	0.93	0.93	0.98	0.97
19	05/01/2016 - 05/07/2016	0.93	0.93	0.98	0.97
20	05/08/2016 - 05/14/2016	0.93	0.93	0.98	0.97
21	05/15/2016 - 05/21/2016	0.93	0.93	0.98	0.97
22	05/22/2016 - 05/28/2016	0.93	0.93	0.98	0.97
23	05/29/2016 - 06/04/2016	0.93	0.93	0.98	0.97
24	06/05/2016 - 06/11/2016	0.93	0.93	0.98	0.97
25	06/12/2016 - 06/18/2016	0.93	0.93	0.98	0.97
26	06/19/2016 - 06/25/2016	0.93	0.93	0.98	0.97
27	06/26/2016 - 07/02/2016	0.93	0.93	0.98	0.97
28	07/03/2016 - 07/09/2016	0.93	0.93	0.98	0.97
29	07/10/2016 - 07/16/2016	0.93	0.93	0.98	0.97
30	07/17/2016 - 07/23/2016	0.93	0.93	0.98	0.97
31	07/24/2016 - 07/30/2016	0.93	0.93	0.98	0.97
32	07/31/2016 - 08/06/2016	0.93	0.93	0.98	0.97
33	08/07/2016 - 08/13/2016	0.93	0.93	0.98	0.97
34	08/14/2016 - 08/20/2016	0.93	0.93	0.98	0.97
35	08/21/2016 - 08/27/2016	0.93	0.93	0.98	0.97
36	08/28/2016 - 09/03/2016	0.93	0.93	0.98	0.97
37	09/04/2016 - 09/10/2016	0.93	0.93	0.98	0.97
38	09/11/2016 - 09/17/2016	0.93	0.93	0.98	0.97
39	09/18/2016 - 09/24/2016	0.93	0.93	0.98	0.97
40	09/25/2016 - 10/01/2016	0.93	0.93	0.98	0.97
41	10/02/2016 - 10/08/2016	0.93	0.93	0.98	0.97
42	10/09/2016 - 10/15/2016	0.93	0.93	0.98	0.97
43	10/16/2016 - 10/22/2016	0.93	0.93	0.98	0.97
44	10/23/2016 - 10/29/2016	0.93	0.93	0.98	0.97
45	10/30/2016 - 11/05/2016	0.93	0.93	0.98	0.97
46	11/06/2016 - 11/12/2016	0.93	0.93	0.98	0.97
47	11/13/2016 - 11/19/2016	0.93	0.93	0.98	0.97
48	11/20/2016 - 11/26/2016	0.93	0.93	0.98	0.97
49	11/27/2016 - 12/03/2016	0.93	0.93	0.98	0.97
50	12/04/2016 - 12/10/2016	0.93	0.93	0.98	0.97
51	12/11/2016 - 12/17/2016	0.93	0.93	0.98	0.97
52	12/18/2016 - 12/24/2016	0.93	0.93	0.98	0.97
53	12/25/2016 - 12/31/2016	0.93	0.93	0.98	0.97

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1014 US301, CR672 - I75	1015 US301, I75 - I-4	1016 SR685(NB),SR60-SR574	1017 SR685, SR574 - SR580
1	01/01/2016 - 01/02/2016	0.94	0.96	1.00	0.99
2	01/03/2016 - 01/09/2016	0.94	0.96	1.00	0.99
3	01/10/2016 - 01/16/2016	0.94	0.96	1.00	0.99
4	01/17/2016 - 01/23/2016	0.94	0.96	1.00	0.99
5	01/24/2016 - 01/30/2016	0.94	0.96	1.00	0.99
6	01/31/2016 - 02/06/2016	0.94	0.96	1.00	0.99
7	02/07/2016 - 02/13/2016	0.94	0.96	1.00	0.99
8	02/14/2016 - 02/20/2016	0.94	0.96	1.00	0.99
9	02/21/2016 - 02/27/2016	0.94	0.96	1.00	0.99
10	02/28/2016 - 03/05/2016	0.94	0.96	1.00	0.99
11	03/06/2016 - 03/12/2016	0.94	0.96	1.00	0.99
12	03/13/2016 - 03/19/2016	0.94	0.96	1.00	0.99
13	03/20/2016 - 03/26/2016	0.94	0.96	1.00	0.99
14	03/27/2016 - 04/02/2016	0.94	0.96	1.00	0.99
15	04/03/2016 - 04/09/2016	0.94	0.96	1.00	0.99
16	04/10/2016 - 04/16/2016	0.94	0.96	1.00	0.99
17	04/17/2016 - 04/23/2016	0.94	0.96	1.00	0.99
18	04/24/2016 - 04/30/2016	0.94	0.96	1.00	0.99
19	05/01/2016 - 05/07/2016	0.94	0.96	1.00	0.99
20	05/08/2016 - 05/14/2016	0.94	0.96	1.00	0.99
21	05/15/2016 - 05/21/2016	0.94	0.96	1.00	0.99
22	05/22/2016 - 05/28/2016	0.94	0.96	1.00	0.99
23	05/29/2016 - 06/04/2016	0.94	0.96	1.00	0.99
24	06/05/2016 - 06/11/2016	0.94	0.96	1.00	0.99
25	06/12/2016 - 06/18/2016	0.94	0.96	1.00	0.99
26	06/19/2016 - 06/25/2016	0.94	0.96	1.00	0.99
27	06/26/2016 - 07/02/2016	0.94	0.96	1.00	0.99
28	07/03/2016 - 07/09/2016	0.94	0.96	1.00	0.99
29	07/10/2016 - 07/16/2016	0.94	0.96	1.00	0.99
30	07/17/2016 - 07/23/2016	0.94	0.96	1.00	0.99
31	07/24/2016 - 07/30/2016	0.94	0.96	1.00	0.99
32	07/31/2016 - 08/06/2016	0.94	0.96	1.00	0.99
33	08/07/2016 - 08/13/2016	0.94	0.96	1.00	0.99
34	08/14/2016 - 08/20/2016	0.94	0.96	1.00	0.99
35	08/21/2016 - 08/27/2016	0.94	0.96	1.00	0.99
36	08/28/2016 - 09/03/2016	0.94	0.96	1.00	0.99
37	09/04/2016 - 09/10/2016	0.94	0.96	1.00	0.99
38	09/11/2016 - 09/17/2016	0.94	0.96	1.00	0.99
39	09/18/2016 - 09/24/2016	0.94	0.96	1.00	0.99
40	09/25/2016 - 10/01/2016	0.94	0.96	1.00	0.99
41	10/02/2016 - 10/08/2016	0.94	0.96	1.00	0.99
42	10/09/2016 - 10/15/2016	0.94	0.96	1.00	0.99
43	10/16/2016 - 10/22/2016	0.94	0.96	1.00	0.99
44	10/23/2016 - 10/29/2016	0.94	0.96	1.00	0.99
45	10/30/2016 - 11/05/2016	0.94	0.96	1.00	0.99
46	11/06/2016 - 11/12/2016	0.94	0.96	1.00	0.99
47	11/13/2016 - 11/19/2016	0.94	0.96	1.00	0.99
48	11/20/2016 - 11/26/2016	0.94	0.96	1.00	0.99
49	11/27/2016 - 12/03/2016	0.94	0.96	1.00	0.99
50	12/04/2016 - 12/10/2016	0.94	0.96	1.00	0.99
51	12/11/2016 - 12/17/2016	0.94	0.96	1.00	0.99
52	12/18/2016 - 12/24/2016	0.94	0.96	1.00	0.99
53	12/25/2016 - 12/31/2016	0.94	0.96	1.00	0.99

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1038 SR60, SR585 - US301	1039 SR60,US301-LAKEWOOD	1040 SR60, LKWOOD- POLK	1041 SR674, US41 - US301
1	01/01/2016 - 01/02/2016	0.96	0.98	0.96	0.97
2	01/03/2016 - 01/09/2016	0.96	0.98	0.96	0.97
3	01/10/2016 - 01/16/2016	0.96	0.98	0.96	0.97
4	01/17/2016 - 01/23/2016	0.96	0.98	0.96	0.97
5	01/24/2016 - 01/30/2016	0.96	0.98	0.96	0.97
6	01/31/2016 - 02/06/2016	0.96	0.98	0.96	0.97
7	02/07/2016 - 02/13/2016	0.96	0.98	0.96	0.97
8	02/14/2016 - 02/20/2016	0.96	0.98	0.96	0.97
9	02/21/2016 - 02/27/2016	0.96	0.98	0.96	0.97
10	02/28/2016 - 03/05/2016	0.96	0.98	0.96	0.97
11	03/06/2016 - 03/12/2016	0.96	0.98	0.96	0.97
12	03/13/2016 - 03/19/2016	0.96	0.98	0.96	0.97
13	03/20/2016 - 03/26/2016	0.96	0.98	0.96	0.97
14	03/27/2016 - 04/02/2016	0.96	0.98	0.96	0.97
15	04/03/2016 - 04/09/2016	0.96	0.98	0.96	0.97
16	04/10/2016 - 04/16/2016	0.96	0.98	0.96	0.97
17	04/17/2016 - 04/23/2016	0.96	0.98	0.96	0.97
18	04/24/2016 - 04/30/2016	0.96	0.98	0.96	0.97
19	05/01/2016 - 05/07/2016	0.96	0.98	0.96	0.97
20	05/08/2016 - 05/14/2016	0.96	0.98	0.96	0.97
21	05/15/2016 - 05/21/2016	0.96	0.98	0.96	0.97
22	05/22/2016 - 05/28/2016	0.96	0.98	0.96	0.97
23	05/29/2016 - 06/04/2016	0.96	0.98	0.96	0.97
24	06/05/2016 - 06/11/2016	0.95	0.98	0.96	0.97
25	06/12/2016 - 06/18/2016	0.95	0.98	0.96	0.97
26	06/19/2016 - 06/25/2016	0.95	0.98	0.96	0.97
27	06/26/2016 - 07/02/2016	0.96	0.98	0.96	0.97
28	07/03/2016 - 07/09/2016	0.96	0.98	0.96	0.97
29	07/10/2016 - 07/16/2016	0.96	0.98	0.96	0.97
30	07/17/2016 - 07/23/2016	0.96	0.98	0.96	0.97
31	07/24/2016 - 07/30/2016	0.96	0.98	0.96	0.97
32	07/31/2016 - 08/06/2016	0.96	0.98	0.96	0.97
33	08/07/2016 - 08/13/2016	0.96	0.98	0.96	0.97
34	08/14/2016 - 08/20/2016	0.96	0.98	0.96	0.97
35	08/21/2016 - 08/27/2016	0.96	0.98	0.96	0.97
36	08/28/2016 - 09/03/2016	0.96	0.98	0.96	0.97
37	09/04/2016 - 09/10/2016	0.96	0.98	0.96	0.97
38	09/11/2016 - 09/17/2016	0.96	0.98	0.96	0.97
39	09/18/2016 - 09/24/2016	0.96	0.98	0.96	0.97
40	09/25/2016 - 10/01/2016	0.96	0.98	0.96	0.97
41	10/02/2016 - 10/08/2016	0.96	0.98	0.96	0.97
42	10/09/2016 - 10/15/2016	0.96	0.98	0.96	0.97
43	10/16/2016 - 10/22/2016	0.96	0.98	0.96	0.97
44	10/23/2016 - 10/29/2016	0.96	0.98	0.96	0.97
45	10/30/2016 - 11/05/2016	0.96	0.98	0.96	0.97
46	11/06/2016 - 11/12/2016	0.96	0.98	0.96	0.97
47	11/13/2016 - 11/19/2016	0.96	0.98	0.96	0.97
48	11/20/2016 - 11/26/2016	0.96	0.98	0.96	0.97
49	11/27/2016 - 12/03/2016	0.96	0.98	0.96	0.97
50	12/04/2016 - 12/10/2016	0.96	0.98	0.96	0.97
51	12/11/2016 - 12/17/2016	0.96	0.98	0.96	0.97
52	12/18/2016 - 12/24/2016	0.96	0.98	0.96	0.97
53	12/25/2016 - 12/31/2016	0.96	0.98	0.96	0.97

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1079 I-275, SR580 - PASCO	1080 I-4, I-275 - I-75	1081 I-4, I-75 - POLK	1082 US301, HARNEY-PASCO
1	01/01/2016 - 01/02/2016	0.96	0.94	0.92	0.95
2	01/03/2016 - 01/09/2016	0.96	0.94	0.92	0.95
3	01/10/2016 - 01/16/2016	0.96	0.94	0.92	0.95
4	01/17/2016 - 01/23/2016	0.96	0.94	0.92	0.95
5	01/24/2016 - 01/30/2016	0.96	0.94	0.92	0.95
6	01/31/2016 - 02/06/2016	0.96	0.94	0.92	0.95
7	02/07/2016 - 02/13/2016	0.96	0.94	0.92	0.95
8	02/14/2016 - 02/20/2016	0.96	0.94	0.92	0.95
9	02/21/2016 - 02/27/2016	0.96	0.94	0.92	0.95
10	02/28/2016 - 03/05/2016	0.96	0.94	0.92	0.95
11	03/06/2016 - 03/12/2016	0.96	0.94	0.91	0.95
12	03/13/2016 - 03/19/2016	0.96	0.94	0.91	0.95
13	03/20/2016 - 03/26/2016	0.96	0.94	0.91	0.95
14	03/27/2016 - 04/02/2016	0.96	0.94	0.91	0.95
15	04/03/2016 - 04/09/2016	0.96	0.94	0.91	0.95
16	04/10/2016 - 04/16/2016	0.96	0.94	0.91	0.95
17	04/17/2016 - 04/23/2016	0.96	0.94	0.91	0.95
18	04/24/2016 - 04/30/2016	0.96	0.94	0.91	0.95
19	05/01/2016 - 05/07/2016	0.96	0.94	0.92	0.95
20	05/08/2016 - 05/14/2016	0.96	0.94	0.92	0.95
21	05/15/2016 - 05/21/2016	0.96	0.94	0.92	0.95
22	05/22/2016 - 05/28/2016	0.96	0.94	0.92	0.95
23	05/29/2016 - 06/04/2016	0.96	0.94	0.92	0.95
24	06/05/2016 - 06/11/2016	0.96	0.94	0.91	0.95
25	06/12/2016 - 06/18/2016	0.96	0.94	0.91	0.95
26	06/19/2016 - 06/25/2016	0.96	0.94	0.91	0.95
27	06/26/2016 - 07/02/2016	0.96	0.94	0.92	0.95
28	07/03/2016 - 07/09/2016	0.96	0.94	0.92	0.95
29	07/10/2016 - 07/16/2016	0.96	0.94	0.92	0.95
30	07/17/2016 - 07/23/2016	0.96	0.94	0.92	0.95
31	07/24/2016 - 07/30/2016	0.96	0.94	0.92	0.95
32	07/31/2016 - 08/06/2016	0.96	0.94	0.91	0.95
33	08/07/2016 - 08/13/2016	0.96	0.94	0.91	0.95
34	08/14/2016 - 08/20/2016	0.96	0.94	0.91	0.95
35	08/21/2016 - 08/27/2016	0.96	0.94	0.91	0.95
36	08/28/2016 - 09/03/2016	0.96	0.94	0.91	0.95
37	09/04/2016 - 09/10/2016	0.96	0.94	0.91	0.95
38	09/11/2016 - 09/17/2016	0.96	0.94	0.91	0.95
39	09/18/2016 - 09/24/2016	0.96	0.94	0.91	0.95
40	09/25/2016 - 10/01/2016	0.96	0.94	0.91	0.95
41	10/02/2016 - 10/08/2016	0.96	0.94	0.91	0.95
42	10/09/2016 - 10/15/2016	0.96	0.94	0.91	0.95
43	10/16/2016 - 10/22/2016	0.96	0.94	0.91	0.95
44	10/23/2016 - 10/29/2016	0.96	0.94	0.91	0.95
45	10/30/2016 - 11/05/2016	0.96	0.94	0.90	0.95
46	11/06/2016 - 11/12/2016	0.96	0.94	0.90	0.95
47	11/13/2016 - 11/19/2016	0.96	0.94	0.90	0.95
48	11/20/2016 - 11/26/2016	0.96	0.94	0.91	0.95
49	11/27/2016 - 12/03/2016	0.96	0.94	0.91	0.95
50	12/04/2016 - 12/10/2016	0.96	0.94	0.92	0.95
51	12/11/2016 - 12/17/2016	0.96	0.94	0.92	0.95
52	12/18/2016 - 12/24/2016	0.96	0.94	0.92	0.95
53	12/25/2016 - 12/31/2016	0.96	0.94	0.92	0.95

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2016 - 01/02/2016	1.01	1.04
2	01/03/2016 - 01/09/2016	1.03	1.06
3	01/10/2016 - 01/16/2016	1.06	1.09
4	01/17/2016 - 01/23/2016	1.04	1.07
5	01/24/2016 - 01/30/2016	1.02	1.05
6	01/31/2016 - 02/06/2016	1.00	1.03
* 7	02/07/2016 - 02/13/2016	0.99	1.02
* 8	02/14/2016 - 02/20/2016	0.97	1.00
* 9	02/21/2016 - 02/27/2016	0.97	1.00
*10	02/28/2016 - 03/05/2016	0.96	0.99
*11	03/06/2016 - 03/12/2016	0.96	0.99
*12	03/13/2016 - 03/19/2016	0.96	0.99
*13	03/20/2016 - 03/26/2016	0.96	0.99
*14	03/27/2016 - 04/02/2016	0.97	1.00
*15	04/03/2016 - 04/09/2016	0.98	1.01
*16	04/10/2016 - 04/16/2016	0.98	1.01
*17	04/17/2016 - 04/23/2016	0.99	1.02
*18	04/24/2016 - 04/30/2016	0.99	1.02
*19	05/01/2016 - 05/07/2016	0.99	1.02
20	05/08/2016 - 05/14/2016	1.00	1.03
21	05/15/2016 - 05/21/2016	1.00	1.03
22	05/22/2016 - 05/28/2016	1.01	1.04
23	05/29/2016 - 06/04/2016	1.02	1.05
24	06/05/2016 - 06/11/2016	1.03	1.06
25	06/12/2016 - 06/18/2016	1.03	1.06
26	06/19/2016 - 06/25/2016	1.04	1.07
27	06/26/2016 - 07/02/2016	1.05	1.08
28	07/03/2016 - 07/09/2016	1.05	1.08
29	07/10/2016 - 07/16/2016	1.06	1.09
30	07/17/2016 - 07/23/2016	1.05	1.08
31	07/24/2016 - 07/30/2016	1.04	1.07
32	07/31/2016 - 08/06/2016	1.04	1.07
33	08/07/2016 - 08/13/2016	1.03	1.06
34	08/14/2016 - 08/20/2016	1.02	1.05
35	08/21/2016 - 08/27/2016	1.02	1.05
36	08/28/2016 - 09/03/2016	1.02	1.05
37	09/04/2016 - 09/10/2016	1.02	1.05
38	09/11/2016 - 09/17/2016	1.02	1.05
39	09/18/2016 - 09/24/2016	1.01	1.04
40	09/25/2016 - 10/01/2016	1.00	1.03
41	10/02/2016 - 10/08/2016	0.99	1.02
42	10/09/2016 - 10/15/2016	0.97	1.00
43	10/16/2016 - 10/22/2016	0.98	1.01
44	10/23/2016 - 10/29/2016	0.98	1.01
45	10/30/2016 - 11/05/2016	0.99	1.02
46	11/06/2016 - 11/12/2016	0.99	1.02
47	11/13/2016 - 11/19/2016	0.99	1.02
48	11/20/2016 - 11/26/2016	1.00	1.03
49	11/27/2016 - 12/03/2016	1.00	1.03
50	12/04/2016 - 12/10/2016	1.00	1.03
51	12/11/2016 - 12/17/2016	1.01	1.04
52	12/18/2016 - 12/24/2016	1.03	1.06
53	12/25/2016 - 12/31/2016	1.06	1.09

* PEAK SEASON

21-FEB-2017 10:54:35 830UPD 7_1000_PKSEASON.TXT

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1004 HILLSBOROUGH I4

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2016 - 01/02/2016	1.02	1.07
2	01/03/2016 - 01/09/2016	1.03	1.08
3	01/10/2016 - 01/16/2016	1.03	1.08
4	01/17/2016 - 01/23/2016	1.01	1.06
5	01/24/2016 - 01/30/2016	1.00	1.05
* 6	01/31/2016 - 02/06/2016	0.98	1.03
* 7	02/07/2016 - 02/13/2016	0.96	1.01
* 8	02/14/2016 - 02/20/2016	0.95	1.00
* 9	02/21/2016 - 02/27/2016	0.94	0.99
*10	02/28/2016 - 03/05/2016	0.93	0.98
*11	03/06/2016 - 03/12/2016	0.92	0.97
*12	03/13/2016 - 03/19/2016	0.91	0.96
*13	03/20/2016 - 03/26/2016	0.92	0.97
*14	03/27/2016 - 04/02/2016	0.94	0.99
*15	04/03/2016 - 04/09/2016	0.95	1.00
*16	04/10/2016 - 04/16/2016	0.97	1.02
*17	04/17/2016 - 04/23/2016	0.98	1.03
*18	04/24/2016 - 04/30/2016	0.98	1.03
19	05/01/2016 - 05/07/2016	0.99	1.04
20	05/08/2016 - 05/14/2016	0.99	1.04
21	05/15/2016 - 05/21/2016	1.00	1.05
22	05/22/2016 - 05/28/2016	1.01	1.06
23	05/29/2016 - 06/04/2016	1.02	1.07
24	06/05/2016 - 06/11/2016	1.03	1.08
25	06/12/2016 - 06/18/2016	1.05	1.11
26	06/19/2016 - 06/25/2016	1.04	1.09
27	06/26/2016 - 07/02/2016	1.04	1.09
28	07/03/2016 - 07/09/2016	1.04	1.09
29	07/10/2016 - 07/16/2016	1.04	1.09
30	07/17/2016 - 07/23/2016	1.04	1.09
31	07/24/2016 - 07/30/2016	1.04	1.09
32	07/31/2016 - 08/06/2016	1.04	1.09
33	08/07/2016 - 08/13/2016	1.04	1.09
34	08/14/2016 - 08/20/2016	1.04	1.09
35	08/21/2016 - 08/27/2016	1.04	1.09
36	08/28/2016 - 09/03/2016	1.04	1.09
37	09/04/2016 - 09/10/2016	1.04	1.09
38	09/11/2016 - 09/17/2016	1.05	1.11
39	09/18/2016 - 09/24/2016	1.04	1.09
40	09/25/2016 - 10/01/2016	1.03	1.08
41	10/02/2016 - 10/08/2016	1.02	1.07
42	10/09/2016 - 10/15/2016	1.01	1.06
43	10/16/2016 - 10/22/2016	1.01	1.06
44	10/23/2016 - 10/29/2016	1.01	1.06
45	10/30/2016 - 11/05/2016	1.01	1.06
46	11/06/2016 - 11/12/2016	1.01	1.06
47	11/13/2016 - 11/19/2016	1.02	1.07
48	11/20/2016 - 11/26/2016	1.02	1.07
49	11/27/2016 - 12/03/2016	1.02	1.07
50	12/04/2016 - 12/10/2016	1.02	1.07
51	12/11/2016 - 12/17/2016	1.02	1.07
52	12/18/2016 - 12/24/2016	1.03	1.08
53	12/25/2016 - 12/31/2016	1.03	1.08

* PEAK SEASON

21-FEB-2017 10:54:35 830UPD 7_1004_PKSEASON.TXT

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1075 HILLSBOROUGH I75

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2016 - 01/02/2016	1.00	1.02
2	01/03/2016 - 01/09/2016	1.05	1.07
3	01/10/2016 - 01/16/2016	1.10	1.12
4	01/17/2016 - 01/23/2016	1.08	1.10
5	01/24/2016 - 01/30/2016	1.06	1.08
6	01/31/2016 - 02/06/2016	1.04	1.06
7	02/07/2016 - 02/13/2016	1.02	1.04
8	02/14/2016 - 02/20/2016	1.00	1.02
9	02/21/2016 - 02/27/2016	1.00	1.02
10	02/28/2016 - 03/05/2016	1.00	1.02
11	03/06/2016 - 03/12/2016	0.99	1.01
12	03/13/2016 - 03/19/2016	0.99	1.01
13	03/20/2016 - 03/26/2016	0.99	1.01
14	03/27/2016 - 04/02/2016	1.00	1.02
15	04/03/2016 - 04/09/2016	1.00	1.02
16	04/10/2016 - 04/16/2016	1.00	1.02
17	04/17/2016 - 04/23/2016	1.00	1.02
18	04/24/2016 - 04/30/2016	1.00	1.02
19	05/01/2016 - 05/07/2016	1.00	1.02
20	05/08/2016 - 05/14/2016	1.00	1.02
21	05/15/2016 - 05/21/2016	1.00	1.02
22	05/22/2016 - 05/28/2016	1.00	1.02
23	05/29/2016 - 06/04/2016	1.00	1.02
24	06/05/2016 - 06/11/2016	1.00	1.02
25	06/12/2016 - 06/18/2016	1.00	1.02
26	06/19/2016 - 06/25/2016	1.01	1.03
27	06/26/2016 - 07/02/2016	1.01	1.03
28	07/03/2016 - 07/09/2016	1.02	1.04
29	07/10/2016 - 07/16/2016	1.02	1.04
30	07/17/2016 - 07/23/2016	1.01	1.03
31	07/24/2016 - 07/30/2016	1.00	1.02
32	07/31/2016 - 08/06/2016	1.00	1.02
*33	08/07/2016 - 08/13/2016	0.99	1.01
*34	08/14/2016 - 08/20/2016	0.98	1.00
*35	08/21/2016 - 08/27/2016	0.98	1.00
*36	08/28/2016 - 09/03/2016	0.99	1.01
*37	09/04/2016 - 09/10/2016	0.99	1.01
*38	09/11/2016 - 09/17/2016	0.99	1.01
*39	09/18/2016 - 09/24/2016	0.98	1.00
*40	09/25/2016 - 10/01/2016	0.98	1.00
*41	10/02/2016 - 10/08/2016	0.97	0.99
*42	10/09/2016 - 10/15/2016	0.96	0.98
*43	10/16/2016 - 10/22/2016	0.97	0.99
*44	10/23/2016 - 10/29/2016	0.98	1.00
*45	10/30/2016 - 11/05/2016	0.99	1.01
46	11/06/2016 - 11/12/2016	1.00	1.02
47	11/13/2016 - 11/19/2016	1.01	1.03
48	11/20/2016 - 11/26/2016	1.01	1.03
49	11/27/2016 - 12/03/2016	1.01	1.03
50	12/04/2016 - 12/10/2016	1.00	1.02
51	12/11/2016 - 12/17/2016	1.00	1.02
52	12/18/2016 - 12/24/2016	1.05	1.07
53	12/25/2016 - 12/31/2016	1.10	1.12

* PEAK SEASON

21-FEB-2017 10:54:35 830UPD 7_1075_PKSEASON.TXT

Appendix A - B

Estimated 2017 K and D Factors

US 301 South of I-75

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	7:00:00 AM	72380	5649	7.80%
Wed 6/7/2017	4:30:00 PM	71641	5678	7.93%
Thur 6/8/2017	4:45:00 PM	74860	5854	7.82%
Average			**Estimated K=**	**7.85%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		NB +SB	NB	SB	
Tue 6/6/2017	7:00:00 AM	5649	4086	1563	72.33%
Wed 6/7/2017	4:30:00 PM	5678	1972	3706	65.27%
Thur 6/8/2017	4:45:00 PM	5854	2109	3745	63.97%
Average				**Estimated D =**	**67.19%**

Gibsonton Dr between I-75NB & Kenlake Dr

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	4:45:00 PM	48476	3674	7.58%
Wed 6/7/2017	5:00:00 PM	46121	3803	8.25%
Thur 6/8/2017	5:00:00 PM	49109	3771	7.68%
Average			**Estimated K=**	**7.84%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	4:45:00 PM	3674	2443	1231	66.49%
Wed 6/7/2017	5:00:00 PM	3803	2525	1278	66.39%
Thur 6/8/2017	5:00:00 PM	3771	2438	1333	64.65%
Average				**Estimated D =**	**65.85%**

Gibsonton Dr between New East Bay Rd & I-75 SB

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	4:30:00 PM	26039	1996	7.67%
Wed 6/7/2017	5:15:00 PM	24786	1911	7.71%
Thur 6/8/2017	3:30:00 PM	26563	1943	7.31%
Average			**Estimated K=**	**7.56%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	4:30:00 PM	1996	814	1182	59.22%
Wed 6/7/2017	5:15:00 PM	1911	855	1056	55.26%
Thur 6/8/2017	3:30:00 PM	1943	946	997	51.31%
Average				**Estimated D =**	**55.26%**

Gibsonton Dr East of Kenlake Dr

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	5:00:00 PM	45638	3670	8.04%
Wed 6/7/2017	5:00:00 PM	44420	3845	8.66%
Thur 6/8/2017	4:45:00 PM	47957	4132	8.62%
Average			**Estimated K=**	**8.44%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	5:00:00 PM	3670	2398	1272	65.34%
Wed 6/7/2017	5:00:00 PM	3845	2545	1300	66.19%
Thur 6/8/2017	4:45:00 PM	4132	2816	1316	68.15%
Average				**Estimated D =**	**66.56%**

Gibsonton Dr West of New East Bay Rd

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	3:15:00 PM	15519	1169	7.53%
Wed 6/7/2017	3:30:00 PM	14554	1156	7.94%
Thur 6/8/2017	5:00:00 PM	16266	1240	7.62%
Average			**Estimated K=**	**7.70%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	3:15:00 PM	1169	627	542	53.64%
Wed 6/7/2017	3:30:00 PM	1156	599	557	51.82%
Thur 6/8/2017	5:00:00 PM	1240	683	557	55.08%
Average				**Estimated D =**	**53.51%**

Big Bend Rd between East Bay HS D/W & I-75 SB Ramps

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	4:45:00 PM	33338	2478	7.43%
Wed 6/7/2017	4:45:00 PM	33331	2534	7.60%
Thur 6/8/2017	4:45:00 PM	34822	2480	7.12%
Average			**Estimated K=**	**7.38%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	4:45:00 PM	2478	1138	1340	54.08%
Wed 6/7/2017	4:45:00 PM	2534	1136	1398	55.17%
Thur 6/8/2017	4:45:00 PM	2480	1116	1364	55.00%
Average				**Estimated D =**	**54.75%**

Big Bend Rd East of Simmons Loop

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	7:00:00 AM	41969	3055	7.28%
Wed 6/7/2017	5:00:00 PM	41353	3152	7.62%
Thur 6/8/2017	7:30:00 AM	43481	3269	7.52%
Average			**Estimated K=**	**7.47%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	7:00:00 AM	3055	781	2274	74.44%
Wed 6/7/2017	5:00:00 PM	3152	2041	1111	64.75%
Thur 6/8/2017	7:30:00 AM	3269	952	2317	70.88%
Average			**Estimated D =**		**70.02%**

Big Bend Rd West of East Bay HS D/W

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	4:45:00 PM	33358	2448	7.34%
Wed 6/7/2017	4:30:00 PM	33090	2574	7.78%
Thur 6/8/2017	5:00:00 PM	35085	2536	7.23%
Average			**Estimated K=**	**7.45%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	4:45:00 PM	2448	1133	1315	53.72%
Wed 6/7/2017	4:30:00 PM	2574	1155	1419	55.13%
Thur 6/8/2017	5:00:00 PM	2536	1233	1303	51.38%
Average			**Estimated D =**		**53.41%**

Big Bend Rd West of Simmons Loop

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/6/2017	7:00:00 AM	44508	3503	7.87%
Wed 6/7/2017	5:00:00 PM	43680	3519	8.06%
Thur 6/8/2017	4:45:00 PM	47345	3555	7.51%
Average			**Estimated K=**	**7.81%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/6/2017	7:00:00 AM	3503	864	2639	75.34%
Wed 6/7/2017	5:00:00 PM	3519	2348	1171	66.72%
Thur 6/8/2017	4:45:00 PM	3555	2334	1221	65.65%
Average			**Estimated D =**		**69.24%**

SR 674 between I-75 NB & Cypress Village Blvd

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/13/2017	4:30:00 PM	38025	2915	7.67%
Wed 6/14/2017	4:30:00 PM	38412	2982	7.76%
Thur 6/15/2017	4:45:00 PM	39635	2975	7.51%
Average			**Estimated K=**	**7.65%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/13/2017	4:30:00 PM	2915	1356	1559	53.48%
Wed 6/14/2017	4:30:00 PM	2982	1398	1584	53.12%
Thur 6/15/2017	4:45:00 PM	2975	1472	1503	50.52%
Average				**Estimated D =**	**52.37%**

SR 674 East of 30th St SE

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/13/2017	5:30:00 PM	36183	2838	7.84%
Wed 6/14/2017	5:15:00 PM	36495	2840	7.78%
Thur 6/15/2017	5:00:00 PM	37161	3033	8.16%
Average			**Estimated K=**	**7.93%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/13/2017	5:30:00 PM	2838	1184	1654	58.28%
Wed 6/14/2017	5:15:00 PM	2840	1099	1741	61.30%
Thur 6/15/2017	5:00:00 PM	3033	1125	1908	62.91%
Average				**Estimated D =**	**60.83%**

SR 674 East of Cypress Village Dr

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/13/2017	4:30:00 PM	34827	2762	7.93%
Wed 6/14/2017	5:15:00 PM	41091	2840	6.91%
Thur 6/15/2017	3:30:00 PM	45236	3363	7.43%
Average			**Estimated K=**	**7.42%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/13/2017	4:30:00 PM	2762	1361	1401	50.72%
Wed 6/14/2017	5:15:00 PM	2840	1099	1741	61.30%
Thur 6/15/2017	3:30:00 PM	3363	2000	1363	59.47%
Average				**Estimated D =**	**57.17%**

SR 674 West of 30th St SE

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/13/2017	4:30:00 PM	27238	1926	7.07%
Wed 6/14/2017	4:45:00 PM	26806	1979	7.38%
Thur 6/15/2017	4:45:00 PM	27863	2108	7.57%
Average			**Estimated K=**	**7.34%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/13/2017	4:30:00 PM	1926	864	1062	55.14%
Wed 6/14/2017	4:45:00 PM	1979	799	1180	59.63%
Thur 6/15/2017	4:45:00 PM	2108	886	1222	57.97%
Average				**Estimated D =**	**57.58%**

SR 674 West of I-75 SB

Traffic Characteristics Estimates

ESTIMATED K (Peak/Daily)

Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Tue 6/13/2017	5:30:00 PM	39483	2996	7.59%
Wed 6/14/2017	6:45:00 AM	39352	2942	7.48%
Thur 6/15/2017	5:00:00 PM	40804	3223	7.90%
Average			**Estimated K=**	**7.66%**

ESTIMATED D

Measured Day	Peak Hour	Peak Hour Count			D
		EB + WB	EB	WB	
Tue 6/13/2017	5:30:00 PM	2996	1316	1680	56.07%
Wed 6/14/2017	6:45:00 AM	2942	1550	1392	52.69%
Thur 6/15/2017	5:00:00 PM	3223	1284	1939	60.16%
Average				**Estimated D =**	**56.31%**

I-75 Express Lanes PD&E Study - From Moccasin Wallow Road to South of US 301

Existing Year 2017 AM Peak Truck Percentage

Roadway	Truck Percent (Design Hour Truck)	
	AM Peak	PM Peak
30th Street North of SR 674	6%	3%
30th Street South of SR 674	11%	2%
SR 674 West of 30th Street	3%	2%
SR 674 East of Cypress Village Blvd	8%	3%
Cypress Village Blvd North of SR 674	2%	1%
33rd St South of SR 674	5%	1%
Franklin Cast Bay Acc North of Big Bend Road	20%	1%
Big Bend Road West of Franklin Cast Bay Acc	9%	2%
Simmons Loop South of Big Bend Rd	2%	3%
Big Bend Road East of Simmons Loop	5%	4%
Gibsonton Dr West of New East Bay Rd	7%	1%
Old Gibsonton Dr North of Gibsonton Dr	2%	7%
New East Bay Rd South of Gibsonton Dr	1%	2%
Gibsonton Dr East of Fern Hill Dr	2%	2%
Fern Hill Dr South of Gibsonton Dr	6%	4%
Fern Hill Dr North of Gibsonton Dr	4%	5%
US 301 West of I-75	3%	3%
US 301 East of I-75	3%	3%
I-75 NB - South of SR 674	8%	8%
I-75 SB - North of US 301	6%	6%
Frontage Road SB - North of 301	3%	3%

Florida Department of Transportation
Transportation Statistics Office
2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0147 - SR 93A/I-75, NORTH OF SR 43/US 301

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2016	91500 C	N 40500	S 51000	9.00	57.00	11.30
2015	88000 C	N 39000	S 49000	9.00	56.20	8.20
2014	75500 C	N 34500	S 41000	9.00	56.20	9.30
2013	67500 C	N 30500	S 37000	9.00	58.40	8.00
2012	67500 C	N 31500	S 36000	9.00	58.30	7.70
2011	80000 C	N 40500	S 39500	9.00	56.80	12.10
2010	74000 C	N 37500	S 36500	8.92	54.78	12.10
2009	94000 C	N 49000	S 45000	8.51	54.06	12.10
2008	88500 C	N 45000	S 43500	8.99	55.49	12.90
2005	82000 C	N 39000	S 43000	8.50	56.40	12.10
2002	62000 C	N 29500	S 32500	9.60	54.30	12.80
2001	63500 C	N 35000	S 28500	9.70	53.10	15.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; R = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0160 - SR 93A/I-75 CONNECTOR/DISTRIBUTOR (SB), S OF SR 618

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2016	25500 C	S 25500	0	9.00	99.90	5.10
2015	25000 C	S 25000	0	9.00	99.90	8.20
2014	22500 C	S 22500		9.00	99.90	5.10
2013	23500 C	S 23500	0	9.00	99.90	5.10
2012	23500 C	S 23500	0	9.00	99.90	5.10
2008	15000 S	0	0	9.13	99.99	7.90
2007	15000 E	S 15000	0	9.52	99.99	7.90
2006	9100 C	S 9100	0	9.41	99.99	10.00
2005	13500 C	S 13500		9.70	99.90	12.10
2004	6100 C	S 6100	0	8.60	99.90	11.90
2003	21000 C	S 21000	0	9.80	99.90	6.90

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; R = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5601 - SR 93A/I-75, NORTH OF MANATEE CO LINE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2016	67000 C	N 34500	S 32500	10.50	57.00	16.40
2015	67500 C	N 32500	S 35000	10.50	56.20	19.70
2014	50000 F	N 25000	S 25000	10.50	56.20	17.30
2013	51000 C	N 25500	S 25500	10.50	55.10	17.30
2012	52500 C	N 26000	S 26500	10.50	58.30	15.30
2011	58000 C	N 27500	S 30500	10.50	56.80	15.10
2010	50000 C	N 24000	S 26000	8.92	54.78	15.10
2009	50500 C	N 25500	S 25000	8.51	54.06	18.60
2008	51500 C	N 26000	S 25500	8.99	55.49	20.60
2007	59500 C	N 30000	S 29500	8.56	52.31	14.90
2006	54000 C	N 27000	S 27000	8.75	52.50	19.90
2005	83000 C	N 39500	S 43500	8.50	56.40	9.90
2003	54000 S	N 31000	S 23000	8.40	54.20	19.80
2002	51500 F	N 29500	S 22000	9.60	54.30	11.60
2001	49000 C	N 28000	S 21000	9.70	53.10	19.80

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; R = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0044 - SR 43/US 301, N OF BLOOMINGDALE AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2016	74000 C	N 38500	S 35500	9.00	57.00	5.60
2015	67500 C	N 34500	S 33000	9.00	56.80	8.10
2014	66500 C	N 33500	S 33000	9.00	58.60	5.70
2013	66000 C	N 33000	S 33000	9.00	58.20	4.10
2012	60500 C	N 31500	S 29000	9.00	59.00	4.10
2011	58500 C	N 30000	S 28500	9.00	57.20	4.10
2010	58000 C	N 30500	S 27500	9.51	56.00	5.10
2009	55000 C	N 28500	S 26500	9.54	55.72	5.10
2008	56000 C	N 28000	S 28000	9.13	55.29	5.40
2007	44500 C	N 22500	S 22000	9.52	56.79	6.80
2006	42000 C	N 21000	S 21000	9.41	55.29	7.70
2005	35000 C	N 17000	S 18000	9.70	55.90	8.60
2002	52500 C	N 26500	S 26000	9.80	55.20	6.30
2001	46500 C	N 23500	S 23000	9.20	53.50	6.60

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; R = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5324 - SR 43/US 301, NORTH OF I-75

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2016	55000 C	N 25500	S 29500	9.00	57.00	5.20
2015	50000 C	N 23000	S 27000	9.00	56.80	6.90
2014	44000 F	N 20500	S 23500	9.00	58.60	12.50
2013	44000 C	N 20500	S 23500	9.00	58.20	7.30
2012	42000 C	N 19500	S 22500	9.00	59.00	7.80
2011	39000 C	N 18000	S 21000	9.00	57.20	6.20
2010	37500 C	N 17000	S 20500	9.51	56.00	7.60
2009	38000 C	N 17500	S 20500	9.54	55.72	8.10
2008	40000 F	N 18500	S 21500	9.13	55.29	8.10
2007	40000 C	N 18500	S 21500	9.52	56.79	8.10
2006	41500 C	N 19500	S 22000	9.41	55.29	7.60
2005	38000 C	N 17000	S 21000	9.70	55.90	8.10
2004	39500 F	N 19500	S 20000	8.60	54.00	8.10
2003	38500 C	N 19000	S 19500	9.80	58.50	8.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; R = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	112	3	4	10	129	8	122	76	50	256	5	4	1	0	10	45	204	21	2	272	667
07:15 AM	100	5	2	3	110	12	153	80	61	306	2	0	0	1	3	43	237	25	2	307	726
07:30 AM	101	5	6	10	122	19	156	28	32	235	4	0	0	1	5	27	251	19	1	298	660
07:45 AM	106	3	9	9	127	14	156	44	46	260	5	2	0	3	10	29	228	12	1	270	667
Total	419	16	21	32	488	53	587	228	189	1057	16	6	1	5	28	144	920	77	6	1147	2720
08:00 AM	113	7	1	4	125	14	131	20	19	184	1	1	0	1	3	18	181	23	2	224	536
08:15 AM	86	5	4	3	98	16	151	20	27	214	5	1	1	0	7	23	181	20	2	226	545
08:30 AM	73	3	2	9	87	12	165	32	21	230	4	1	0	0	5	20	224	12	1	257	579
08:45 AM	71	6	0	6	83	15	169	34	23	241	4	1	0	2	7	21	177	4	1	203	534
Total	343	21	7	22	393	57	616	106	90	869	14	4	1	3	22	82	763	59	6	910	2194
*** BREAK ***																					
04:00 PM	123	1	11	10	145	15	266	41	44	366	2	1	0	2	5	32	177	20	2	231	747
04:15 PM	80	2	11	16	109	20	246	48	36	350	7	0	0	0	7	22	170	13	2	207	673
04:30 PM	122	3	12	6	143	24	225	42	46	337	9	2	3	2	16	39	171	15	0	225	721
04:45 PM	77	0	5	9	91	29	242	61	33	365	2	2	1	0	5	19	160	2	1	182	643
Total	402	6	39	41	488	88	979	192	159	1418	20	5	4	4	33	112	678	50	5	845	2784
05:00 PM	99	0	9	8	116	10	319	65	71	465	4	8	1	1	14	27	183	9	0	219	814
05:15 PM	102	5	10	9	126	17	334	86	62	499	7	2	1	1	11	32	155	17	0	204	840
05:30 PM	143	2	15	16	176	25	268	78	64	435	6	6	0	0	12	39	160	14	0	213	836
05:45 PM	129	2	3	9	143	20	263	71	62	416	3	8	0	1	12	29	135	9	1	174	745
Total	473	9	37	42	561	72	1184	300	259	1815	20	24	2	3	49	127	633	49	1	810	3235
Grand Total	1637	52	104	137	1930	270	3366	826	697	5159	70	39	8	15	132	465	2994	235	18	3712	10933
Apprch %	84.8	2.7	5.4	7.1		5.2	65.2	16	13.5		53	29.5	6.1	11.4		12.5	80.7	6.3	0.5		
Total %	15	0.5	1	1.3	17.7	2.5	30.8	7.6	6.4	47.2	0.6	0.4	0.1	0.1	1.2	4.3	27.4	2.1	0.2	34	
Passenger Vehicles	1417	50	99	132	1698	177	3241	793	677	4888	67	39	7	14	127	347	2895	229	18	3489	10202
% Passenger Vehicles	86.6	96.2	95.2	96.4	88	65.6	96.3	96	97.1	94.7	95.7	100	87.5	93.3	96.2	74.6	96.7	97.4	100	94	93.3
Heavy Vehicles	67	2	5	5	79	5	125	33	20	183	3	0	1	1	5	8	99	6	0	113	380
% Heavy Vehicles	4.1	3.8	4.8	3.6	4.1	1.9	3.7	4	2.9	3.5	4.3	0	12.5	6.7	3.8	1.7	3.3	2.6	0	3	3.5
UTurns	153	0	0	0	153	88	0	0	0	88	0	0	0	0	0	110	0	0	0	110	351
% UTurns	9.3	0	0	0	7.9	32.6	0	0	0	1.7	0	0	0	0	0	23.7	0	0	0	3	3.2

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	112	3	4	10	129	8	122	76	50	256	5	4	1	0	10	45	204	21	2	272	667
07:15 AM	100	5	2	3	110	12	153	80	61	306	2	0	0	1	3	43	237	25	2	307	726
07:30 AM	101	5	6	10	122	19	156	28	32	235	4	0	0	1	5	27	251	19	1	298	660
07:45 AM	106	3	9	9	127	14	156	44	46	260	5	2	0	3	10	29	228	12	1	270	667
Total Volume	419	16	21	32	488	53	587	228	189	1057	16	6	1	5	28	144	920	77	6	1147	2720
% App. Total	85.9	3.3	4.3	6.6		5	55.5	21.6	17.9		57.1	21.4	3.6	17.9		12.6	80.2	6.7	0.5		
PHF	.935	.800	.583	.800	.946	.697	.941	.713	.775	.864	.800	.375	.250	.417	.700	.800	.916	.770	.750	.934	.937
Passenger Vehicles	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	2503
% Passenger Vehicles	85.0	100	81.0	100	86.3	58.5	94.4	95.6	96.8	93.3	87.5	100	100	80.0	89.3	72.9	96.2	97.4	100	93.4	92.0
Heavy Vehicles	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	123
% Heavy Vehicles	5.7	0	19.0	0	5.7	7.5	5.6	4.4	3.2	5.0	12.5	0	0	20.0	10.7	1.4	3.8	2.6	0	3.4	4.5
UTurns	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	94
% UTurns	9.3	0	0	0	8.0	34.0	0	0	0	1.7	0	0	0	0	0	25.7	0	0	0	3.2	3.5

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

	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	112	3	4	10	129	8	122	76	50	256	5	4	1	0	10	45	204	21	2	272	
+15 mins.	100	5	2	3	110	12	153	80	61	306	2	0	0	1	3	43	237	25	2	307	
+30 mins.	101	5	6	10	122	19	156	28	32	235	4	0	0	1	5	27	251	19	1	298	
+45 mins.	106	3	9	9	127	14	156	44	46	260	5	2	0	3	10	29	228	12	1	270	
Total Volume	419	16	21	32	488	53	587	228	189	1057	16	6	1	5	28	144	920	77	6	1147	
% App. Total	85.9	3.3	4.3	6.6		5	55.5	21.6	17.9		57.1	21.4	3.6	17.9		12.6	80.2	6.7	0.5		
PHF	.935	.800	.583	.800	.946	.697	.941	.713	.775	.864	.800	.375	.250	.417	.700	.800	.916	.770	.750	.934	
Passenger Vehicles	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	
% Passenger Vehicles	85	100	81	100	86.3	58.5	94.4	95.6	96.8	93.3	87.5	100	100	80	89.3	72.9	96.2	97.4	100	93.4	
Heavy Vehicles	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	
% Heavy Vehicles	5.7	0	19	0	5.7	7.5	5.6	4.4	3.2	5	12.5	0	0	20	10.7	1.4	3.8	2.6	0	3.4	
UTurns	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	
% UTurns	9.3	0	0	0	8	34	0	0	0	1.7	0	0	0	0	0	25.7	0	0	0	3.2	

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	99	0	9	8	116	10	319	65	71	465	4	8	1	1	14	27	183	9	0	219	814
05:15 PM	102	5	10	9	126	17	334	86	62	499	7	2	1	1	11	32	155	17	0	204	840
05:30 PM	143	2	15	16	176	25	268	78	64	435	6	6	0	0	12	39	160	14	0	213	836
05:45 PM	129	2	3	9	143	20	263	71	62	416	3	8	0	1	12	29	135	9	1	174	745
Total Volume	473	9	37	42	561	72	1184	300	259	1815	20	24	2	3	49	127	633	49	1	810	3235
% App. Total	84.3	1.6	6.6	7.5		4	65.2	16.5	14.3		40.8	49	4.1	6.1		15.7	78.1	6	0.1		
PHF	.827	.450	.617	.656	.797	.720	.886	.872	.912	.909	.714	.750	.500	.750	.875	.814	.865	.721	.250	.925	.963
Passenger Vehicles	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	95	618	47	1	761	3100
% Passenger Vehicles	91.1	88.9	100	100	92.3	72.2	99.1	97.3	98.8	97.7	95.0	100	100	100	98.0	74.8	97.6	95.9	100	94.0	95.8
Heavy Vehicles	17	1	0	0	18	0	11	8	3	22	1	0	0	0	1	2	15	2	0	19	60
% Heavy Vehicles	3.6	11.1	0	0	3.2	0	0.9	2.7	1.2	1.2	5.0	0	0	0	2.0	1.6	2.4	4.1	0	2.3	1.9
UTurns	25	0	0	0	25	20	0	0	0	20	0	0	0	0	0	30	0	0	0	30	75
% UTurns	5.3	0	0	0	4.5	27.8	0	0	0	1.1	0	0	0	0	0	23.6	0	0	0	3.7	2.3

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					04:00 PM				
+0 mins.	99	0	9	8	116	10	319	65	71	465	4	8	1	1	14	32	177	20	2	231
+15 mins.	102	5	10	9	126	17	334	86	62	499	7	2	1	1	11	22	170	13	2	207
+30 mins.	143	2	15	16	176	25	268	78	64	435	6	6	0	0	12	39	171	15	0	225
+45 mins.	129	2	3	9	143	20	263	71	62	416	3	8	0	1	12	19	160	2	1	182
Total Volume	473	9	37	42	561	72	1184	300	259	1815	20	24	2	3	49	112	678	50	5	845
% App. Total	84.3	1.6	6.6	7.5		4	65.2	16.5	14.3		40.8	49	4.1	6.1		13.3	80.2	5.9	0.6	
PHF	.827	.450	.617	.656	.797	.720	.886	.872	.912	.909	.714	.750	.500	.750	.875	.718	.958	.625	.625	.915
Passenger Vehicles	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	89	660	49	5	803
% Passenger Vehicles	91.1	88.9	100	100	92.3	72.2	99.1	97.3	98.8	97.7	95	100	100	100	98	79.5	97.3	98	100	95
Heavy Vehicles	17	1	0	0	18	0	11	8	3	22	1	0	0	0	1	1	18	1	0	20
% Heavy Vehicles	3.6	11.1	0	0	3.2	0	0.9	2.7	1.2	1.2	5	0	0	0	2	0.9	2.7	2	0	2.4
UTurns	25	0	0	0	25	20	0	0	0	20	0	0	0	0	0	22	0	0	0	22
% UTurns	5.3	0	0	0	4.5	27.8	0	0	0	1.1	0	0	0	0	0	19.6	0	0	0	2.6

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- Passenger Vehicles

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	104	3	3	10	120	8	116	71	49	244	4	4	1	0	9	31	201	21	2	255	628
07:15 AM	84	5	0	3	92	6	145	79	60	290	2	0	0	1	3	32	229	25	2	288	673
07:30 AM	78	5	6	10	99	10	146	26	30	212	4	0	0	1	5	20	242	19	1	282	598
07:45 AM	90	3	8	9	110	7	147	42	44	240	4	2	0	2	8	22	213	10	1	246	604
Total	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	2503
08:00 AM	98	7	1	3	109	8	123	18	14	163	1	1	0	1	3	12	175	23	2	212	487
08:15 AM	70	5	3	3	81	10	135	20	26	191	5	1	1	0	7	17	173	19	2	211	490
08:30 AM	65	3	2	9	79	7	145	30	20	202	4	1	0	0	5	16	212	12	1	241	527
08:45 AM	56	6	0	4	66	9	153	34	22	218	4	1	0	2	7	13	172	4	1	190	481
Total	289	21	6	19	335	34	556	102	82	774	14	4	1	3	22	58	732	58	6	854	1985
*** BREAK ***																					
04:00 PM	102	1	11	8	122	10	261	38	43	352	2	1	0	2	5	26	170	20	2	218	697
04:15 PM	65	1	11	16	93	12	242	43	35	332	7	0	0	0	7	16	165	12	2	195	627
04:30 PM	109	3	12	6	130	16	220	40	45	321	9	2	2	2	15	30	170	15	0	215	681
04:45 PM	65	0	5	9	79	22	235	60	33	350	2	2	1	0	5	17	155	2	1	175	609
Total	341	5	39	39	424	60	958	181	156	1355	20	5	3	4	32	89	660	49	5	803	2614
05:00 PM	89	0	9	8	106	5	314	62	68	449	4	8	1	1	14	21	180	9	0	210	779
05:15 PM	92	4	10	9	115	13	332	83	62	490	7	2	1	1	11	26	151	16	0	193	809
05:30 PM	133	2	15	16	166	19	267	78	64	428	5	6	0	0	11	28	156	14	0	198	803
05:45 PM	117	2	3	9	131	15	260	69	62	406	3	8	0	1	12	20	131	8	1	160	709
Total	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	95	618	47	1	761	3100
Grand Total	1417	50	99	132	1698	177	3241	793	677	4888	67	39	7	14	127	347	2895	229	18	3489	10202
Apprch %	83.5	2.9	5.8	7.8		3.6	66.3	16.2	13.9		52.8	30.7	5.5	11		9.9	83	6.6	0.5		
Total %	13.9	0.5	1	1.3	16.6	1.7	31.8	7.8	6.6	47.9	0.7	0.4	0.1	0.1	1.2	3.4	28.4	2.2	0.2	34.2	

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	104	3	3	10	120	8	116	71	49	244	4	4	1	0	9	31	201	21	2	255	628
07:15 AM	84	5	0	3	92	6	145	79	60	290	2	0	0	1	3	32	229	25	2	288	673
07:30 AM	78	5	6	10	99	10	146	26	30	212	4	0	0	1	5	20	242	19	1	282	598
07:45 AM	90	3	8	9	110	7	147	42	44	240	4	2	0	2	8	22	213	10	1	246	604
Total Volume	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	2503
% App. Total	84.6	3.8	4	7.6		3.1	56.2	22.1	18.6		56	24	4	16		9.8	82.6	7	0.6		
PHF	.856	.800	.531	.800	.877	.775	.942	.690	.763	.850	.875	.375	.250	.500	.694	.820	.914	.750	.750	.930	.930

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	104	3	3	10	120	8	116	71	49	244	4	4	1	0	9	31	201	21	2	255	
+15 mins.	84	5	0	3	92	6	145	79	60	290	2	0	0	1	3	32	229	25	2	288	
+30 mins.	78	5	6	10	99	10	146	26	30	212	4	0	0	1	5	20	242	19	1	282	
+45 mins.	90	3	8	9	110	7	147	42	44	240	4	2	0	2	8	22	213	10	1	246	
Total Volume	356	16	17	32	421	31	554	218	183	986	14	6	1	4	25	105	885	75	6	1071	
% App. Total	84.6	3.8	4	7.6		3.1	56.2	22.1	18.6		56	24	4	16		9.8	82.6	7	0.6		
PHF	.856	.800	.531	.800	.877	.775	.942	.690	.763	.850	.875	.375	.250	.500	.694	.820	.914	.750	.750	.930	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	89	0	9	8	106	5	314	62	68	449	4	8	1	1	14	21	180	9	0	210	779
05:15 PM	92	4	10	9	115	13	332	83	62	490	7	2	1	1	11	26	151	16	0	193	809
05:30 PM	133	2	15	16	166	19	267	78	64	428	5	6	0	0	11	28	156	14	0	198	803
05:45 PM	117	2	3	9	131	15	260	69	62	406	3	8	0	1	12	20	131	8	1	160	709
Total Volume	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	95	618	47	1	761	3100
% App. Total	83.2	1.5	7.1	8.1		2.9	66.2	16.5	14.4		39.6	50	4.2	6.2		12.5	81.2	6.2	0.1		
PHF	.810	.500	.617	.656	.780	.684	.883	.880	.941	.905	.679	.750	.500	.750	.857	.848	.858	.734	.250	.906	.958

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					04:00 PM					
+0 mins.	89	0	9	8	106	5	314	62	68	449	4	8	1	1	14	26	170	20	2	218	
+15 mins.	92	4	10	9	115	13	332	83	62	490	7	2	1	1	11	16	165	12	2	195	
+30 mins.	133	2	15	16	166	19	267	78	64	428	5	6	0	0	11	30	170	15	0	215	
+45 mins.	117	2	3	9	131	15	260	69	62	406	3	8	0	1	12	17	155	2	1	175	
Total Volume	431	8	37	42	518	52	1173	292	256	1773	19	24	2	3	48	89	660	49	5	803	
% App. Total	83.2	1.5	7.1	8.1		2.9	66.2	16.5	14.4		39.6	50	4.2	6.2		11.1	82.2	6.1	0.6		
PHF	.810	.500	.617	.656	.780	.684	.883	.880	.941	.905	.679	.750	.500	.750	.857	.742	.971	.613	.625	.921	

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- Heavy Vehicles

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	3	0	1	0	4	0	6	5	1	12	1	0	0	0	1	0	3	0	0	3	20
07:15 AM	7	0	2	0	9	0	8	1	1	10	0	0	0	0	0	1	8	0	0	9	28
07:30 AM	7	0	0	0	7	2	10	2	2	16	0	0	0	0	0	1	9	0	0	10	33
07:45 AM	7	0	1	0	8	2	9	2	2	15	1	0	0	1	2	0	15	2	0	17	42
Total	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	123
08:00 AM	4	0	0	1	5	1	8	2	5	16	0	0	0	0	0	0	6	0	0	6	27
08:15 AM	5	0	1	0	6	0	16	0	1	17	0	0	0	0	0	1	8	1	0	10	33
08:30 AM	3	0	0	0	3	0	20	2	1	23	0	0	0	0	0	0	12	0	0	12	38
08:45 AM	0	0	0	2	2	0	16	0	1	17	0	0	0	0	0	2	5	0	0	7	26
Total	12	0	1	3	16	1	60	4	8	73	0	0	0	0	0	3	31	1	0	35	124
*** BREAK ***																					
04:00 PM	5	0	0	2	7	0	5	3	1	9	0	0	0	0	0	0	7	0	0	7	23
04:15 PM	4	1	0	0	5	0	4	5	1	10	0	0	0	0	0	0	5	1	0	6	21
04:30 PM	4	0	0	0	4	0	5	2	1	8	0	0	1	0	1	1	1	0	0	2	15
04:45 PM	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	0	5	0	0	5	14
Total	14	1	0	2	17	0	21	11	3	35	0	0	1	0	1	1	18	1	0	20	73
05:00 PM	3	0	0	0	3	0	5	3	3	11	0	0	0	0	0	0	3	0	0	3	17
05:15 PM	6	1	0	0	7	0	2	3	0	5	0	0	0	0	0	0	4	1	0	5	17
05:30 PM	4	0	0	0	4	0	1	0	0	1	1	0	0	0	1	2	4	0	0	6	12
05:45 PM	4	0	0	0	4	0	3	2	0	5	0	0	0	0	0	0	4	1	0	5	14
Total	17	1	0	0	18	0	11	8	3	22	1	0	0	0	1	2	15	2	0	19	60
Grand Total	67	2	5	5	79	5	125	33	20	183	3	0	1	1	5	8	99	6	0	113	380
Apprch %	84.8	2.5	6.3	6.3		2.7	68.3	18	10.9		60	0	20	20		7.1	87.6	5.3	0		
Total %	17.6	0.5	1.3	1.3	20.8	1.3	32.9	8.7	5.3	48.2	0.8	0	0.3	0.3	1.3	2.1	26.1	1.6	0	29.7	

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	3	0	1	0	4	0	6	5	1	12	1	0	0	0	1	0	3	0	0	3	20
07:15 AM	7	0	2	0	9	0	8	1	1	10	0	0	0	0	0	1	8	0	0	9	28
07:30 AM	7	0	0	0	7	2	10	2	2	16	0	0	0	0	0	1	9	0	0	10	33
07:45 AM	7	0	1	0	8	2	9	2	2	15	1	0	0	1	2	0	15	2	0	17	42
Total Volume	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	123
% App. Total	85.7	0	14.3	0		7.5	62.3	18.9	11.3		66.7	0	0	33.3		5.1	89.7	5.1	0		
PHF	.857	.000	.500	.000	.778	.500	.825	.500	.750	.828	.500	.000	.000	.250	.375	.500	.583	.250	.000	.574	.732

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	3	0	1	0	4	0	6	5	1	12	1	0	0	0	1	0	3	0	0	3	
+15 mins.	7	0	2	0	9	0	8	1	1	10	0	0	0	0	0	1	8	0	0	9	
+30 mins.	7	0	0	0	7	2	10	2	2	16	0	0	0	0	0	1	9	0	0	10	
+45 mins.	7	0	1	0	8	2	9	2	2	15	1	0	0	1	2	0	15	2	0	17	
Total Volume	24	0	4	0	28	4	33	10	6	53	2	0	0	1	3	2	35	2	0	39	
% App. Total	85.7	0	14.3	0		7.5	62.3	18.9	11.3		66.7	0	0	33.3		5.1	89.7	5.1	0		
PHF	.857	.000	.500	.000	.778	.500	.825	.500	.750	.828	.500	.000	.000	.250	.375	.500	.583	.250	.000	.574	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	5	0	0	2	7	0	5	3	1	9	0	0	0	0	0	0	7	0	0	7	23
04:15 PM	4	1	0	0	5	0	4	5	1	10	0	0	0	0	0	0	5	1	0	6	21
04:30 PM	4	0	0	0	4	0	5	2	1	8	0	0	1	0	1	1	1	0	0	2	15
04:45 PM	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	0	5	0	0	5	14
Total Volume	14	1	0	2	17	0	21	11	3	35	0	0	1	0	1	1	18	1	0	20	73
% App. Total	82.4	5.9	0	11.8		0	60	31.4	8.6		0	0	100	0		5	90	5	0		
PHF	.700	.250	.000	.250	.607	.000	.750	.550	.750	.875	.000	.000	.250	.000	.250	.250	.643	.250	.000	.714	.793

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound				
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Each Approach Begins at:																				
	05:00 PM					04:15 PM					04:00 PM					04:00 PM				
+0 mins.	3	0	0	0	3	0	4	5	1	10	0	0	0	0	0	0	7	0	0	7
+15 mins.	6	1	0	0	7	0	5	2	1	8	0	0	0	0	0	0	5	1	0	6
+30 mins.	4	0	0	0	4	0	7	1	0	8	0	0	1	0	1	1	1	0	0	2
+45 mins.	4	0	0	0	4	0	5	3	3	11	0	0	0	0	0	0	5	0	0	5
Total Volume	17	1	0	0	18	0	21	11	5	37	0	0	1	0	1	1	18	1	0	20
% App. Total	94.4	5.6	0	0		0	56.8	29.7	13.5		0	0	100	0		5	90	5	0	
PHF	.708	.250	.000	.000	.643	.000	.750	.550	.417	.841	.000	.000	.250	.000	.250	.250	.643	.250	.000	.714

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- UTurns

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	19
07:15 AM	9	0	0	0	9	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10	25
07:30 AM	16	0	0	0	16	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	29
07:45 AM	9	0	0	0	9	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	21
Total	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	94
08:00 AM	11	0	0	0	11	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	22
08:15 AM	11	0	0	0	11	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	22
08:30 AM	5	0	0	0	5	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	14
08:45 AM	15	0	0	0	15	6	0	0	0	6	0	0	0	0	0	6	0	0	0	6	27
Total	42	0	0	0	42	22	0	0	0	22	0	0	0	0	0	21	0	0	0	21	85
*** BREAK ***																					
04:00 PM	16	0	0	0	16	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	27
04:15 PM	11	0	0	0	11	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6	25
04:30 PM	9	0	0	0	9	8	0	0	0	8	0	0	0	0	0	8	0	0	0	8	25
04:45 PM	11	0	0	0	11	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	20
Total	47	0	0	0	47	28	0	0	0	28	0	0	0	0	0	22	0	0	0	22	97
05:00 PM	7	0	0	0	7	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	18
05:15 PM	4	0	0	0	4	4	0	0	0	4	0	0	0	0	0	6	0	0	0	6	14
05:30 PM	6	0	0	0	6	6	0	0	0	6	0	0	0	0	0	9	0	0	0	9	21
05:45 PM	8	0	0	0	8	5	0	0	0	5	0	0	0	0	0	9	0	0	0	9	22
Total	25	0	0	0	25	20	0	0	0	20	0	0	0	0	0	30	0	0	0	30	75
Grand Total	153	0	0	0	153	88	0	0	0	88	0	0	0	0	0	110	0	0	0	110	351
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	43.6	0	0	0	43.6	25.1	0	0	0	25.1	0	0	0	0	0	31.3	0	0	0	31.3	

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	19
07:15 AM	9	0	0	0	9	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10	25
07:30 AM	16	0	0	0	16	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	29
07:45 AM	9	0	0	0	9	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	21
Total Volume	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	94
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.609	.000	.000	.000	.609	.643	.000	.000	.000	.643	.000	.000	.000	.000	.000	.661	.000	.000	.000	.661	.810

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&30thStSE
Site Code : 1702903
Start Date : 6/15/2017

	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	
+15 mins.	9	0	0	0	9	6	0	0	0	6	0	0	0	0	0	10	0	0	0	10	
+30 mins.	16	0	0	0	16	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	
+45 mins.	9	0	0	0	9	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	
Total Volume	39	0	0	0	39	18	0	0	0	18	0	0	0	0	0	37	0	0	0	37	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.609	.000	.000	.000	.609	.643	.000	.000	.000	.643	.000	.000	.000	.000	.000	.661	.000	.000	.000	.661	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	16	0	0	0	16	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	27
04:15 PM	11	0	0	0	11	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6	25
04:30 PM	9	0	0	0	9	8	0	0	0	8	0	0	0	0	0	8	0	0	0	8	25
04:45 PM	11	0	0	0	11	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	20
Total Volume	47	0	0	0	47	28	0	0	0	28	0	0	0	0	0	22	0	0	0	22	97
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.734	.000	.000	.000	.734	.875	.000	.000	.000	.875	.000	.000	.000	.000	.000	.688	.000	.000	.000	.688	.898

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					05:00 PM				
+0 mins.	16	0	0	0	16	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6
+15 mins.	11	0	0	0	11	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6
+30 mins.	9	0	0	0	9	8	0	0	0	8	0	0	0	0	0	9	0	0	0	9
+45 mins.	11	0	0	0	11	7	0	0	0	7	0	0	0	0	0	9	0	0	0	9
Total Volume	47	0	0	0	47	28	0	0	0	28	0	0	0	0	0	30	0	0	0	30
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0	
PHF	.734	.000	.000	.000	.734	.875	.000	.000	.000	.875	.000	.000	.000	.000	.000	.833	.000	.000	.000	.833

Intersection Pedestrian & Bicycle Count

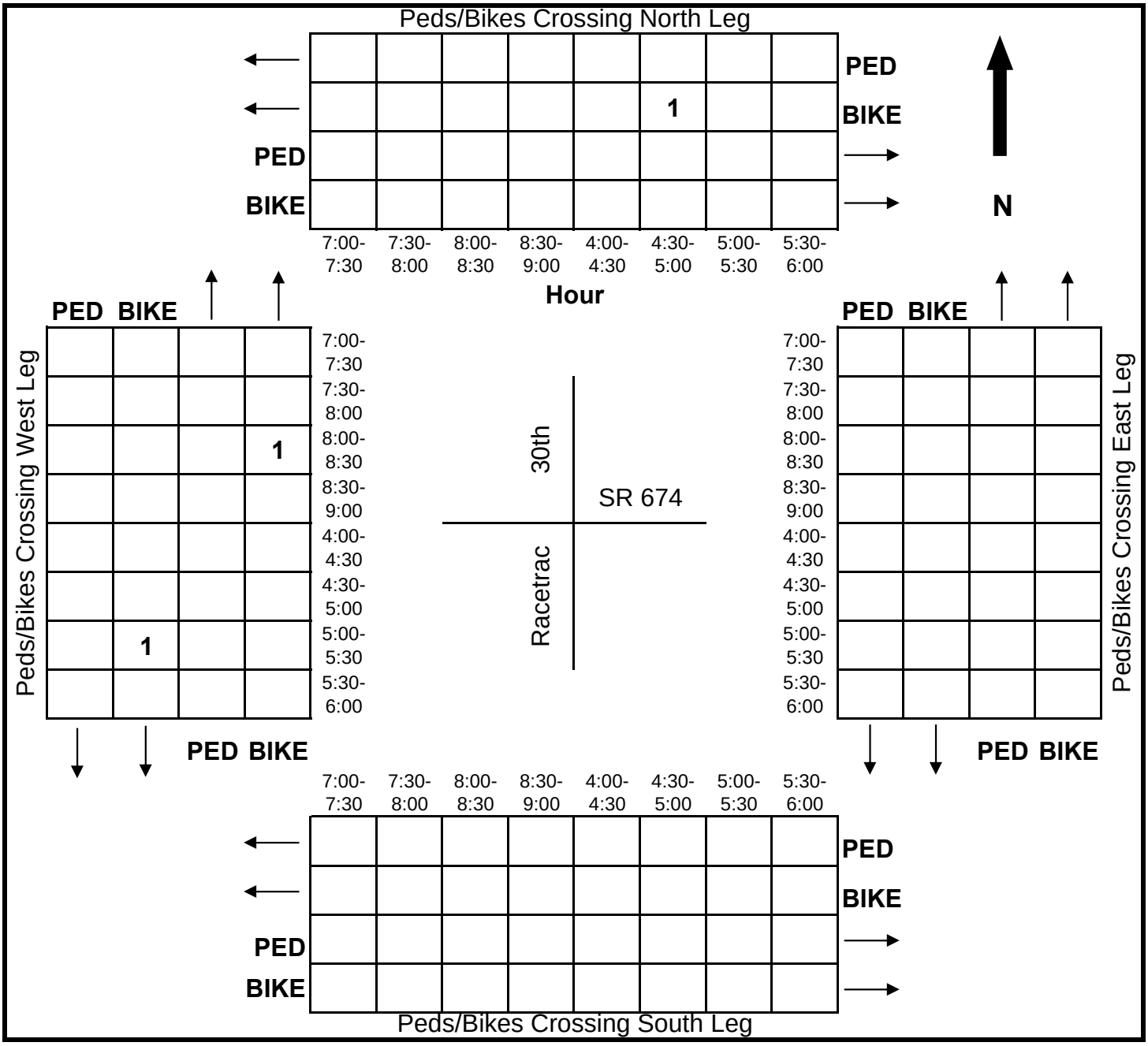
Date: 6/15/17 Day: Thursday

Count Times: 7-9am & 4-6pm Weather: Light Rain 5:45-6pm

Intersection: SR 674 at 30th Street SE/Racetrac D/W

Comments:

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



Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Clear
Comments:

File Name : SR674&I75SB
Site Code : 1702903
Start Date : 6/13/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	184	184	93	120	0	213	0	0	71	71	0	310	69	379	847
07:15 AM	0	0	163	163	71	155	0	226	0	0	90	90	0	330	64	394	873
07:30 AM	0	0	135	135	63	128	0	191	0	0	92	92	0	318	46	364	782
07:45 AM	0	0	140	140	53	143	0	196	0	0	123	123	0	302	51	353	812
Total	0	0	622	622	280	546	0	826	0	0	376	376	0	1260	230	1490	3314
08:00 AM	0	0	126	126	46	111	0	157	0	0	119	119	0	319	48	367	769
08:15 AM	0	0	114	114	50	137	0	187	0	0	120	120	0	290	46	336	757
08:30 AM	0	0	116	116	40	138	0	178	0	0	95	95	0	260	31	291	680
08:45 AM	0	0	127	127	42	128	0	170	0	0	115	115	0	227	37	264	676
Total	0	0	483	483	178	514	0	692	0	0	449	449	0	1096	162	1258	2882
*** BREAK ***																	
04:00 PM	0	0	135	135	44	229	0	273	0	0	100	100	0	238	27	265	773
04:15 PM	0	0	152	152	51	209	0	260	0	0	126	126	0	263	21	284	822
04:30 PM	0	0	130	130	33	215	0	248	0	0	107	107	0	258	25	283	768
04:45 PM	0	0	120	120	47	219	0	266	0	0	103	103	0	293	29	322	811
Total	0	0	537	537	175	872	0	1047	0	0	436	436	0	1052	102	1154	3174
05:00 PM	0	0	143	143	54	292	0	346	0	0	95	95	0	280	32	312	896
05:15 PM	0	0	164	164	54	224	0	278	0	0	111	111	0	249	23	272	825
05:30 PM	0	0	164	164	29	238	0	267	0	0	91	91	0	295	34	329	851
05:45 PM	0	0	201	201	23	224	0	247	0	0	123	123	0	232	17	249	820
Total	0	0	672	672	160	978	0	1138	0	0	420	420	0	1056	106	1162	3392
Grand Total	0	0	2314	2314	793	2910	0	3703	0	0	1681	1681	0	4464	600	5064	12762
Apprch %	0	0	100		21.4	78.6	0		0	0	100		0	88.2	11.8		
Total %	0	0	18.1	18.1	6.2	22.8	0	29	0	0	13.2	13.2	0	35	4.7	39.7	
Passenger Vehicles	0	0	2216	2216	742	2822	0	3564	0	0	1621	1621	0	4331	577	4908	12309
% Passenger Vehicles	0	0	95.8	95.8	93.6	97	0	96.2	0	0	96.4	96.4	0	97	96.2	96.9	96.5
Heavy Vehicles	0	0	98	98	35	88	0	123	0	0	60	60	0	133	23	156	437
% Heavy Vehicles	0	0	4.2	4.2	4.4	3	0	3.3	0	0	3.6	3.6	0	3	3.8	3.1	3.4
UTurns	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	16
% UTurns	0	0	0	0	2	0	0	0.4	0	0	0	0	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Clear
Comments:

File Name : SR674&I75SB
Site Code : 1702903
Start Date : 6/13/2017
Page No : 2

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	184	184	93	120	0	213	0	0	71	71	0	310	69	379	847
07:15 AM	0	0	163	163	71	155	0	226	0	0	90	90	0	330	64	394	873
07:30 AM	0	0	135	135	63	128	0	191	0	0	92	92	0	318	46	364	782
07:45 AM	0	0	140	140	53	143	0	196	0	0	123	123	0	302	51	353	812
Total Volume	0	0	622	622	280	546	0	826	0	0	376	376	0	1260	230	1490	3314
% App. Total	0	0	100		33.9	66.1	0		0	0	100		0	84.6	15.4		
PHF	.000	.000	.845	.845	.753	.881	.000	.914	.000	.000	.764	.764	.000	.955	.833	.945	.949
Passenger Vehicles	0	0	586	586	267	522	0	789	0	0	358	358	0	1221	219	1440	3173
% Passenger Vehicles	0	0	94.2	94.2	95.4	95.6	0	95.5	0	0	95.2	95.2	0	96.9	95.2	96.6	95.7
Heavy Vehicles	0	0	36	36	12	24	0	36	0	0	18	18	0	39	11	50	140
% Heavy Vehicles	0	0	5.8	5.8	4.3	4.4	0	4.4	0	0	4.8	4.8	0	3.1	4.8	3.4	4.2
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% UTurns	0	0	0	0	0.4	0	0	0.1	0	0	0	0	0	0	0	0	0.0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:45 AM				07:00 AM				
+0 mins.	0	0	184	184	93	120	0	213	0	0	123	123	0	310	69	379	
+15 mins.	0	0	163	163	71	155	0	226	0	0	119	119	0	330	64	394	
+30 mins.	0	0	135	135	63	128	0	191	0	0	120	120	0	318	46	364	
+45 mins.	0	0	140	140	53	143	0	196	0	0	95	95	0	302	51	353	
Total Volume	0	0	622	622	280	546	0	826	0	0	457	457	0	1260	230	1490	
% App. Total	0	0	100		33.9	66.1	0		0	0	100		0	84.6	15.4		
PHF	.000	.000	.845	.845	.753	.881	.000	.914	.000	.000	.929	.929	.000	.955	.833	.945	
Passenger Vehicles	0	0	586	586	267	522	0	789	0	0	440	440	0	1221	219	1440	
% Passenger Vehicles	0	0	94.2	94.2	95.4	95.6	0	95.5	0	0	96.3	96.3	0	96.9	95.2	96.6	
Heavy Vehicles	0	0	36	36	12	24	0	36	0	0	17	17	0	39	11	50	
% Heavy Vehicles	0	0	5.8	5.8	4.3	4.4	0	4.4	0	0	3.7	3.7	0	3.1	4.8	3.4	
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0.4	0	0	0.1	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	143	143	54	292	0	346	0	0	95	95	0	280	32	312	896
05:15 PM	0	0	164	164	54	224	0	278	0	0	111	111	0	249	23	272	825
05:30 PM	0	0	164	164	29	238	0	267	0	0	91	91	0	295	34	329	851
05:45 PM	0	0	201	201	23	224	0	247	0	0	123	123	0	232	17	249	820
Total Volume	0	0	672	672	160	978	0	1138	0	0	420	420	0	1056	106	1162	3392
% App. Total	0	0	100		14.1	85.9	0		0	0	100		0	90.9	9.1		
PHF	.000	.000	.836	.836	.741	.837	.000	.822	.000	.000	.854	.854	.000	.895	.779	.883	.946
Passenger Vehicles	0	0	663	663	151	963	0	1114	0	0	411	411	0	1027	104	1131	3319
% Passenger Vehicles	0	0	98.7	98.7	94.4	98.5	0	97.9	0	0	97.9	97.9	0	97.3	98.1	97.3	97.8

Intersection Turning Movement Count

Heavy Vehicles	0	0	9	9	5	15	0	20	0	0	9	9	0	29	2	31	69
% Heavy Vehicles	0	0	1.3	1.3	3.1	1.5	0	1.8	0	0	2.1	2.1	0	2.7	1.9	2.7	2.0
UTurns	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
% UTurns	0	0	0	0	2.5	0	0	0.4	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	143	143	47	219	0	266	0	0	100	100	0	293	29	322
+15 mins.	0	0	164	164	54	292	0	346	0	0	126	126	0	280	32	312
+30 mins.	0	0	164	164	54	224	0	278	0	0	107	107	0	249	23	272
+45 mins.	0	0	201	201	29	238	0	267	0	0	103	103	0	295	34	329
Total Volume	0	0	672	672	184	973	0	1157	0	0	436	436	0	1117	118	1235
% App. Total	0	0	100		15.9	84.1	0		0	0	100		0	90.4	9.6	
PHF	.000	.000	.836	.836	.852	.833	.000	.836	.000	.000	.865	.865	.000	.947	.868	.938
Passenger Vehicles	0	0	663	663	174	956	0	1130	0	0	424	424	0	1085	114	1199
% Passenger Vehicles	0	0	98.7	98.7	94.6	98.3	0	97.7	0	0	97.2	97.2	0	97.1	96.6	97.1
Heavy Vehicles	0	0	9	9	5	17	0	22	0	0	12	12	0	32	4	36
% Heavy Vehicles	0	0	1.3	1.3	2.7	1.7	0	1.9	0	0	2.8	2.8	0	2.9	3.4	2.9
UTurns	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	2.7	0	0	0.4	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Clear
Comments:

File Name : SR674&I75SB
Site Code : 1702903
Start Date : 6/13/2017
Page No : 1

Groups Printed- Passenger Vehicles

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	170	170	90	112	0	202	0	0	67	67	0	304	68	372	811
07:15 AM	0	0	158	158	68	149	0	217	0	0	83	83	0	321	60	381	839
07:30 AM	0	0	126	126	60	122	0	182	0	0	88	88	0	303	42	345	741
07:45 AM	0	0	132	132	49	139	0	188	0	0	120	120	0	293	49	342	782
Total	0	0	586	586	267	522	0	789	0	0	358	358	0	1221	219	1440	3173
08:00 AM	0	0	118	118	44	106	0	150	0	0	112	112	0	309	47	356	736
08:15 AM	0	0	109	109	49	125	0	174	0	0	114	114	0	282	45	327	724
08:30 AM	0	0	106	106	35	133	0	168	0	0	94	94	0	254	31	285	653
08:45 AM	0	0	115	115	36	121	0	157	0	0	108	108	0	219	36	255	635
Total	0	0	448	448	164	485	0	649	0	0	428	428	0	1064	159	1223	2748
*** BREAK ***																	
04:00 PM	0	0	126	126	44	222	0	266	0	0	96	96	0	228	27	255	743
04:15 PM	0	0	152	152	40	206	0	246	0	0	124	124	0	254	18	272	794
04:30 PM	0	0	123	123	31	209	0	240	0	0	105	105	0	252	23	275	743
04:45 PM	0	0	118	118	45	215	0	260	0	0	99	99	0	285	27	312	789
Total	0	0	519	519	160	852	0	1012	0	0	424	424	0	1019	95	1114	3069
05:00 PM	0	0	142	142	52	285	0	337	0	0	92	92	0	268	31	299	870
05:15 PM	0	0	160	160	51	220	0	271	0	0	108	108	0	247	23	270	809
05:30 PM	0	0	161	161	26	236	0	262	0	0	89	89	0	285	33	318	830
05:45 PM	0	0	200	200	22	222	0	244	0	0	122	122	0	227	17	244	810
Total	0	0	663	663	151	963	0	1114	0	0	411	411	0	1027	104	1131	3319
Grand Total	0	0	2216	2216	742	2822	0	3564	0	0	1621	1621	0	4331	577	4908	12309
Apprch %	0	0	100		20.8	79.2	0		0	0	100		0	88.2	11.8		
Total %	0	0	18	18	6	22.9	0	29	0	0	13.2	13.2	0	35.2	4.7	39.9	

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	170	170	90	112	0	202	0	0	67	67	0	304	68	372	811
07:15 AM	0	0	158	158	68	149	0	217	0	0	83	83	0	321	60	381	839
07:30 AM	0	0	126	126	60	122	0	182	0	0	88	88	0	303	42	345	741
07:45 AM	0	0	132	132	49	139	0	188	0	0	120	120	0	293	49	342	782
Total Volume	0	0	586	586	267	522	0	789	0	0	358	358	0	1221	219	1440	3173
% App. Total	0	0	100		33.8	66.2	0		0	0	100		0	84.8	15.2		
PHF	.000	.000	.862	.862	.742	.876	.000	.909	.000	.000	.746	.746	.000	.951	.805	.945	.945

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Clear
Comments:

File Name : SR674&I75SB
Site Code : 1702903
Start Date : 6/13/2017
Page No : 2

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:45 AM				07:00 AM				
+0 mins.	0	0	170	170	90	112	0	202	0	0	120	120	0	304	68	372	
+15 mins.	0	0	158	158	68	149	0	217	0	0	112	112	0	321	60	381	
+30 mins.	0	0	126	126	60	122	0	182	0	0	114	114	0	303	42	345	
+45 mins.	0	0	132	132	49	139	0	188	0	0	94	94	0	293	49	342	
Total Volume	0	0	586	586	267	522	0	789	0	0	440	440	0	1221	219	1440	
% App. Total	0	0	100		33.8	66.2	0		0	0	100		0	84.8	15.2		
PHF	.000	.000	.862	.862	.742	.876	.000	.909	.000	.000	.917	.917	.000	.951	.805	.945	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	142	142	52	285	0	337	0	0	92	92	0	268	31	299	870
05:15 PM	0	0	160	160	51	220	0	271	0	0	108	108	0	247	23	270	809
05:30 PM	0	0	161	161	26	236	0	262	0	0	89	89	0	285	33	318	830
05:45 PM	0	0	200	200	22	222	0	244	0	0	122	122	0	227	17	244	810
Total Volume	0	0	663	663	151	963	0	1114	0	0	411	411	0	1027	104	1131	3319
% App. Total	0	0	100		13.6	86.4	0		0	0	100		0	90.8	9.2		
PHF	.000	.000	.829	.829	.726	.845	.000	.826	.000	.000	.842	.842	.000	.901	.788	.889	.954

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	142	142	45	215	0	260	0	0	96	96	0	285	27	312
+15 mins.	0	0	160	160	52	285	0	337	0	0	124	124	0	268	31	299
+30 mins.	0	0	161	161	51	220	0	271	0	0	105	105	0	247	23	270
+45 mins.	0	0	200	200	26	236	0	262	0	0	99	99	0	285	33	318
Total Volume	0	0	663	663	174	956	0	1130	0	0	424	424	0	1085	114	1199
% App. Total	0	0	100		15.4	84.6	0		0	0	100		0	90.5	9.5	
PHF	.000	.000	.829	.829	.837	.839	.000	.838	.000	.000	.855	.855	.000	.952	.864	.943

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Clear
Comments:

File Name : SR674&I75SB
Site Code : 1702903
Start Date : 6/13/2017
Page No : 1

Groups Printed- Heavy Vehicles

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	14	14	3	8	0	11	0	0	4	4	0	6	1	7	36
07:15 AM	0	0	5	5	3	6	0	9	0	0	7	7	0	9	4	13	34
07:30 AM	0	0	9	9	2	6	0	8	0	0	4	4	0	15	4	19	40
07:45 AM	0	0	8	8	4	4	0	8	0	0	3	3	0	9	2	11	30
Total	0	0	36	36	12	24	0	36	0	0	18	18	0	39	11	50	140
08:00 AM	0	0	8	8	2	5	0	7	0	0	7	7	0	10	1	11	33
08:15 AM	0	0	5	5	1	12	0	13	0	0	6	6	0	8	1	9	33
08:30 AM	0	0	10	10	3	5	0	8	0	0	1	1	0	6	0	6	25
08:45 AM	0	0	12	12	5	7	0	12	0	0	7	7	0	8	1	9	40
Total	0	0	35	35	11	29	0	40	0	0	21	21	0	32	3	35	131
*** BREAK ***																	
04:00 PM	0	0	9	9	0	7	0	7	0	0	4	4	0	10	0	10	30
04:15 PM	0	0	0	0	6	3	0	9	0	0	2	2	0	9	3	12	23
04:30 PM	0	0	7	7	1	6	0	7	0	0	2	2	0	6	2	8	24
04:45 PM	0	0	2	2	0	4	0	4	0	0	4	4	0	8	2	10	20
Total	0	0	18	18	7	20	0	27	0	0	12	12	0	33	7	40	97
05:00 PM	0	0	1	1	1	7	0	8	0	0	3	3	0	12	1	13	25
05:15 PM	0	0	4	4	3	4	0	7	0	0	3	3	0	2	0	2	16
05:30 PM	0	0	3	3	1	2	0	3	0	0	2	2	0	10	1	11	19
05:45 PM	0	0	1	1	0	2	0	2	0	0	1	1	0	5	0	5	9
Total	0	0	9	9	5	15	0	20	0	0	9	9	0	29	2	31	69
Grand Total	0	0	98	98	35	88	0	123	0	0	60	60	0	133	23	156	437
Apprch %	0	0	100		28.5	71.5	0		0	0	100		0	85.3	14.7		
Total %	0	0	22.4	22.4	8	20.1	0	28.1	0	0	13.7	13.7	0	30.4	5.3	35.7	

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	14	14	3	8	0	11	0	0	4	4	0	6	1	7	36
07:15 AM	0	0	5	5	3	6	0	9	0	0	7	7	0	9	4	13	34
07:30 AM	0	0	9	9	2	6	0	8	0	0	4	4	0	15	4	19	40
07:45 AM	0	0	8	8	4	4	0	8	0	0	3	3	0	9	2	11	30
Total Volume	0	0	36	36	12	24	0	36	0	0	18	18	0	39	11	50	140
% App. Total	0	0	100		33.3	66.7	0		0	0	100		0	78	22		
PHF	.000	.000	.643	.643	.750	.750	.000	.818	.000	.000	.643	.643	.000	.650	.688	.658	.875

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Clear
Comments:

File Name : SR674&I75SB
Site Code : 1702903
Start Date : 6/13/2017
Page No : 2

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				08:00 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	14	14	2	5	0	7	0	0	7	7	0	9	4	13	
+15 mins.	0	0	5	5	1	12	0	13	0	0	4	4	0	15	4	19	
+30 mins.	0	0	9	9	3	5	0	8	0	0	3	3	0	9	2	11	
+45 mins.	0	0	8	8	5	7	0	12	0	0	7	7	0	10	1	11	
Total Volume	0	0	36	36	11	29	0	40	0	0	21	21	0	43	11	54	
% App. Total	0	0	100		27.5	72.5	0		0	0	100		0	79.6	20.4		
PHF	.000	.000	.643	.643	.550	.604	.000	.769	.000	.000	.750	.750	.000	.717	.688	.711	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	9	9	0	7	0	7	0	0	4	4	0	10	0	10	30
04:15 PM	0	0	0	0	6	3	0	9	0	0	2	2	0	9	3	12	23
04:30 PM	0	0	7	7	1	6	0	7	0	0	2	2	0	6	2	8	24
04:45 PM	0	0	2	2	0	4	0	4	0	0	4	4	0	8	2	10	20
Total Volume	0	0	18	18	7	20	0	27	0	0	12	12	0	33	7	40	97
% App. Total	0	0	100		25.9	74.1	0		0	0	100		0	82.5	17.5		
PHF	.000	.000	.500	.500	.292	.714	.000	.750	.000	.000	.750	.750	.000	.825	.583	.833	.808

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:00 PM				04:15 PM				
+0 mins.	0	0	9	9	6	3	0	9	0	0	4	4	0	9	3	12	
+15 mins.	0	0	0	0	1	6	0	7	0	0	2	2	0	6	2	8	
+30 mins.	0	0	7	7	0	4	0	4	0	0	2	2	0	8	2	10	
+45 mins.	0	0	2	2	1	7	0	8	0	0	4	4	0	12	1	13	
Total Volume	0	0	18	18	8	20	0	28	0	0	12	12	0	35	8	43	
% App. Total	0	0	100		28.6	71.4	0		0	0	100		0	81.4	18.6		
PHF	.000	.000	.500	.500	.333	.714	.000	.778	.000	.000	.750	.750	.000	.729	.667	.827	

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Clear
Comments:

File Name : SR674&I75SB
Site Code : 1702903
Start Date : 6/13/2017
Page No : 1

Groups Printed- UTurns

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
08:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
*** BREAK ***																	
04:15 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	8
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
05:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	16
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.375

Intersection Turning Movement Count

City/County: Ruskin/Hillsborough
Weather: Clear
Comments:

File Name : SR674&I75SB
Site Code : 1702903
Start Date : 6/13/2017
Page No : 2

	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				08:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	9
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.450	.000	.000	.450	.000	.000	.000	.000	.000	.000	.000	.000	.450

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.450	.000	.000	.450	.000	.000	.000	.000	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

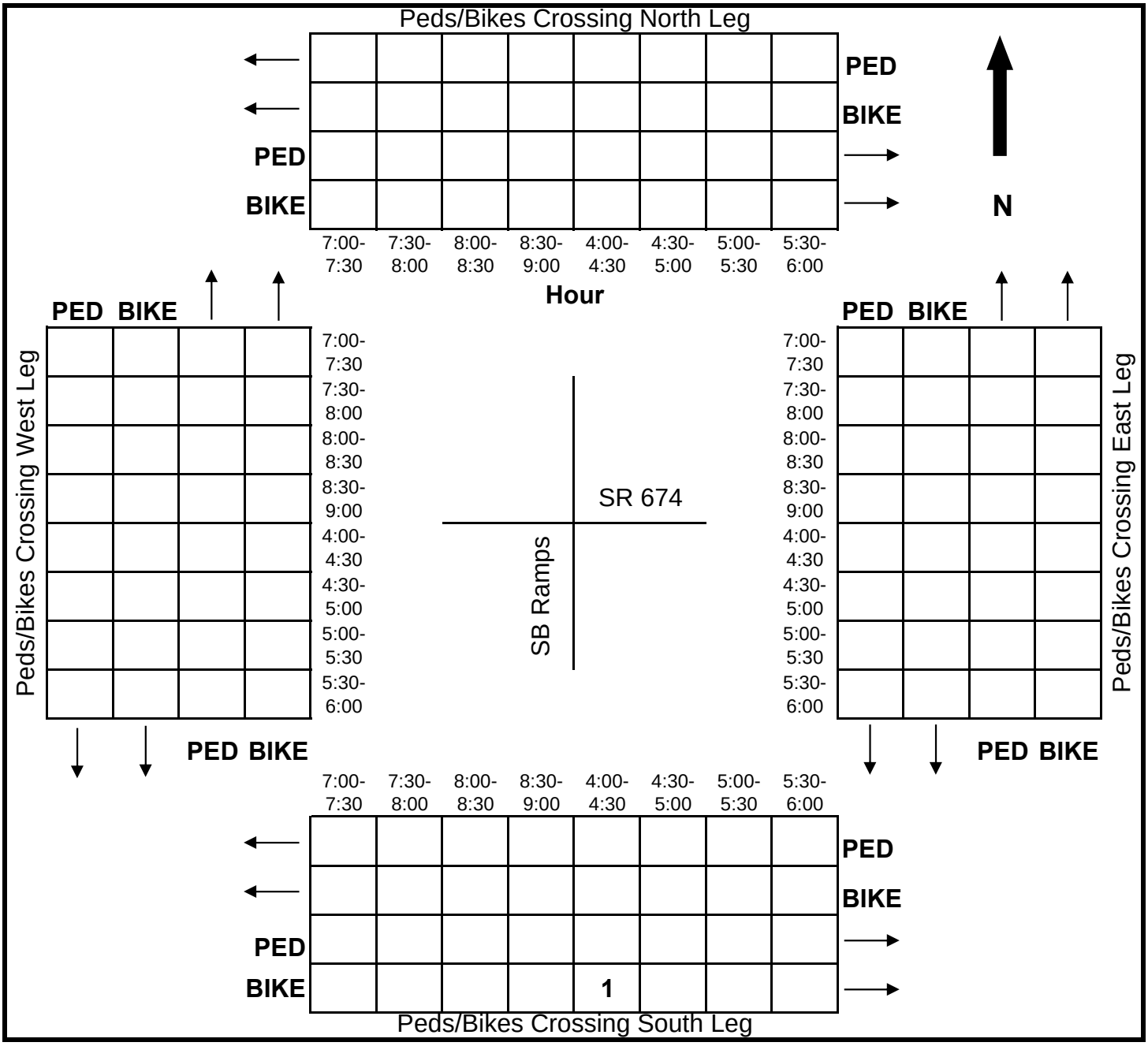
Date: 6/13/17 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 674 at I-75 SB Ramps

Comments:

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



SR674&I75SBPED

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&I75NB
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	158	160	318	21	0	34	55	0	166	238	404	777
07:15 AM	0	189	174	363	17	0	38	55	0	203	217	420	838
07:30 AM	0	192	135	327	25	0	57	82	0	273	181	454	863
07:45 AM	0	153	146	299	20	0	51	71	0	282	177	459	829
Total	0	692	615	1307	83	0	180	263	0	924	813	1737	3307
08:00 AM	0	139	111	250	20	0	47	67	0	209	156	365	682
08:15 AM	0	145	124	269	21	0	56	77	0	276	133	409	755
08:30 AM	0	166	102	268	18	0	33	51	0	279	136	415	734
08:45 AM	0	208	117	325	29	0	42	71	0	282	115	397	793
Total	0	658	454	1112	88	0	178	266	0	1046	540	1586	2964
*** BREAK ***													
04:00 PM	0	292	129	421	28	0	49	77	0	301	108	409	907
04:15 PM	0	247	136	383	46	0	51	97	0	287	101	388	868
04:30 PM	0	229	137	366	26	0	69	95	0	248	134	382	843
04:45 PM	0	232	115	347	42	0	65	107	0	234	119	353	807
Total	0	1000	517	1517	142	0	234	376	0	1070	462	1532	3425
05:00 PM	0	303	171	474	41	0	60	101	0	289	145	434	1009
05:15 PM	0	253	126	379	60	0	67	127	0	293	118	411	917
05:30 PM	0	235	106	341	67	0	58	125	0	324	164	488	954
05:45 PM	0	197	121	318	34	0	65	99	0	266	153	419	836
Total	0	988	524	1512	202	0	250	452	0	1172	580	1752	3716
Grand Total	0	3338	2110	5448	515	0	842	1357	0	4212	2395	6607	13412
Apprch %	0	61.3	38.7		38	0	62		0	63.8	36.2		
Total %	0	24.9	15.7	40.6	3.8	0	6.3	10.1	0	31.4	17.9	49.3	
Passenger Vehicles	0	3246	1986	5232	504	0	820	1324	0	4040	2306	6346	12902
% Passenger Vehicles	0	97.2	94.1	96	97.9	0	97.4	97.6	0	95.9	96.3	96	96.2
Heavy Vehicles	0	92	124	216	11	0	22	33	0	172	89	261	510
% Heavy Vehicles	0	2.8	5.9	4	2.1	0	2.6	2.4	0	4.1	3.7	4	3.8
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&I75NB
Site Code : 1702903
Start Date : 6/15/2017
Page No : 2

	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	158	160	318	21	0	34	55	0	166	238	404	777
07:15 AM	0	189	174	363	17	0	38	55	0	203	217	420	838
07:30 AM	0	192	135	327	25	0	57	82	0	273	181	454	863
07:45 AM	0	153	146	299	20	0	51	71	0	282	177	459	829
Total Volume	0	692	615	1307	83	0	180	263	0	924	813	1737	3307
% App. Total	0	52.9	47.1		31.6	0	68.4		0	53.2	46.8		
PHF	.000	.901	.884	.900	.830	.000	.789	.802	.000	.819	.854	.946	.958
Passenger Vehicles	0	669	560	1229	79	0	170	249	0	866	788	1654	3132
% Passenger Vehicles	0	96.7	91.1	94.0	95.2	0	94.4	94.7	0	93.7	96.9	95.2	94.7
Heavy Vehicles	0	23	55	78	4	0	10	14	0	58	25	83	175
% Heavy Vehicles	0	3.3	8.9	6.0	4.8	0	5.6	5.3	0	6.3	3.1	4.8	5.3
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:00 AM				
+0 mins.	0	158	160	318	25	0	57	82	0	166	238	404	
+15 mins.	0	189	174	363	20	0	51	71	0	203	217	420	
+30 mins.	0	192	135	327	20	0	47	67	0	273	181	454	
+45 mins.	0	153	146	299	21	0	56	77	0	282	177	459	
Total Volume	0	692	615	1307	86	0	211	297	0	924	813	1737	
% App. Total	0	52.9	47.1		29	0	71		0	53.2	46.8		
PHF	.000	.901	.884	.900	.860	.000	.925	.905	.000	.819	.854	.946	
Passenger Vehicles	0	669	560	1229	82	0	207	289	0	866	788	1654	
% Passenger Vehicles	0	96.7	91.1	94	95.3	0	98.1	97.3	0	93.7	96.9	95.2	
Heavy Vehicles	0	23	55	78	4	0	4	8	0	58	25	83	
% Heavy Vehicles	0	3.3	8.9	6	4.7	0	1.9	2.7	0	6.3	3.1	4.8	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	303	171	474	41	0	60	101	0	289	145	434	1009
05:15 PM	0	253	126	379	60	0	67	127	0	293	118	411	917
05:30 PM	0	235	106	341	67	0	58	125	0	324	164	488	954
05:45 PM	0	197	121	318	34	0	65	99	0	266	153	419	836
Total Volume	0	988	524	1512	202	0	250	452	0	1172	580	1752	3716
% App. Total	0	65.3	34.7		44.7	0	55.3		0	66.9	33.1		
PHF	.000	.815	.766	.797	.754	.000	.933	.890	.000	.904	.884	.898	.921
Passenger Vehicles	0	966	503	1469	202	0	248	450	0	1148	554	1702	3621
% Passenger Vehicles	0	97.8	96.0	97.2	100	0	99.2	99.6	0	98.0	95.5	97.1	97.4
Heavy Vehicles	0	22	21	43	0	0	2	2	0	24	26	50	95
% Heavy Vehicles	0	2.2	4.0	2.8	0	0	0.8	0.4	0	2.0	4.5	2.9	2.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&I75NB
Site Code : 1702903
Start Date : 6/15/2017
Page No : 3

	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:15 PM				04:45 PM				05:00 PM				
+0 mins.	0	247	136	383	42	0	65	107	0	289	145	434	
+15 mins.	0	229	137	366	41	0	60	101	0	293	118	411	
+30 mins.	0	232	115	347	60	0	67	127	0	324	164	488	
+45 mins.	0	303	171	474	67	0	58	125	0	266	153	419	
Total Volume	0	1011	559	1570	210	0	250	460	0	1172	580	1752	
% App. Total	0	64.4	35.6		45.7	0	54.3		0	66.9	33.1		
PHF	.000	.834	.817	.828	.784	.000	.933	.906	.000	.904	.884	.898	
Passenger Vehicles	0	982	541	1523	208	0	247	455	0	1148	554	1702	
% Passenger Vehicles	0	97.1	96.8	97	99	0	98.8	98.9	0	98	95.5	97.1	
Heavy Vehicles	0	29	18	47	2	0	3	5	0	24	26	50	
% Heavy Vehicles	0	2.9	3.2	3	1	0	1.2	1.1	0	2	4.5	2.9	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&I75NB
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- Passenger Vehicles

	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	151	151	302	19	0	32	51	0	156	235	391	744
07:15 AM	0	184	160	344	17	0	32	49	0	190	210	400	793
07:30 AM	0	183	115	298	24	0	57	81	0	257	175	432	811
07:45 AM	0	151	134	285	19	0	49	68	0	263	168	431	784
Total	0	669	560	1229	79	0	170	249	0	866	788	1654	3132
08:00 AM	0	134	106	240	18	0	45	63	0	196	152	348	651
08:15 AM	0	142	117	259	21	0	56	77	0	256	130	386	722
08:30 AM	0	162	98	260	18	0	32	50	0	261	127	388	698
08:45 AM	0	196	103	299	27	0	39	66	0	271	111	382	747
Total	0	634	424	1058	84	0	172	256	0	984	520	1504	2818
*** BREAK ***													
04:00 PM	0	287	123	410	28	0	48	76	0	293	104	397	883
04:15 PM	0	240	133	373	45	0	51	96	0	280	96	376	845
04:30 PM	0	224	130	354	26	0	67	93	0	242	131	373	820
04:45 PM	0	226	113	339	40	0	64	104	0	227	113	340	783
Total	0	977	499	1476	139	0	230	369	0	1042	444	1486	3331
05:00 PM	0	292	165	457	41	0	59	100	0	284	139	423	980
05:15 PM	0	247	117	364	60	0	66	126	0	290	110	400	890
05:30 PM	0	234	102	336	67	0	58	125	0	312	156	468	929
05:45 PM	0	193	119	312	34	0	65	99	0	262	149	411	822
Total	0	966	503	1469	202	0	248	450	0	1148	554	1702	3621
Grand Total	0	3246	1986	5232	504	0	820	1324	0	4040	2306	6346	12902
Apprch %	0	62	38		38.1	0	61.9		0	63.7	36.3		
Total %	0	25.2	15.4	40.6	3.9	0	6.4	10.3	0	31.3	17.9	49.2	

	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	151	151	302	19	0	32	51	0	156	235	391	744
07:15 AM	0	184	160	344	17	0	32	49	0	190	210	400	793
07:30 AM	0	183	115	298	24	0	57	81	0	257	175	432	811
07:45 AM	0	151	134	285	19	0	49	68	0	263	168	431	784
Total Volume	0	669	560	1229	79	0	170	249	0	866	788	1654	3132
% App. Total	0	54.4	45.6		31.7	0	68.3		0	52.4	47.6		
PHF	.000	.909	.875	.893	.823	.000	.746	.769	.000	.823	.838	.957	.965

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&I75NB
Site Code : 1702903
Start Date : 6/15/2017
Page No : 2

	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				07:30 AM				07:00 AM				
+0 mins.	0	151	151	302	24	0	57	81	0	156	235	391	
+15 mins.	0	184	160	344	19	0	49	68	0	190	210	400	
+30 mins.	0	183	115	298	18	0	45	63	0	257	175	432	
+45 mins.	0	151	134	285	21	0	56	77	0	263	168	431	
Total Volume	0	669	560	1229	82	0	207	289	0	866	788	1654	
% App. Total	0	54.4	45.6		28.4	0	71.6		0	52.4	47.6		
PHF	.000	.909	.875	.893	.854	.000	.908	.892	.000	.823	.838	.957	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	292	165	457	41	0	59	100	0	284	139	423	980
05:15 PM	0	247	117	364	60	0	66	126	0	290	110	400	890
05:30 PM	0	234	102	336	67	0	58	125	0	312	156	468	929
05:45 PM	0	193	119	312	34	0	65	99	0	262	149	411	822
Total Volume	0	966	503	1469	202	0	248	450	0	1148	554	1702	3621
% App. Total	0	65.8	34.2		44.9	0	55.1		0	67.5	32.5		
PHF	.000	.827	.762	.804	.754	.000	.939	.893	.000	.920	.888	.909	.924

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:15 PM				04:45 PM				05:00 PM				
+0 mins.	0	240	133	373	40	0	64	104	0	284	139	423	
+15 mins.	0	224	130	354	41	0	59	100	0	290	110	400	
+30 mins.	0	226	113	339	60	0	66	126	0	312	156	468	
+45 mins.	0	292	165	457	67	0	58	125	0	262	149	411	
Total Volume	0	982	541	1523	208	0	247	455	0	1148	554	1702	
% App. Total	0	64.5	35.5		45.7	0	54.3		0	67.5	32.5		
PHF	.000	.841	.820	.833	.776	.000	.936	.903	.000	.920	.888	.909	

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&I75NB
Site Code : 1702903
Start Date : 6/15/2017
Page No : 1

Groups Printed- Heavy Vehicles

	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	9	16	2	0	2	4	0	10	3	13	33
07:15 AM	0	5	14	19	0	0	6	6	0	13	7	20	45
07:30 AM	0	9	20	29	1	0	0	1	0	16	6	22	52
07:45 AM	0	2	12	14	1	0	2	3	0	19	9	28	45
Total	0	23	55	78	4	0	10	14	0	58	25	83	175
08:00 AM	0	5	5	10	2	0	2	4	0	13	4	17	31
08:15 AM	0	3	7	10	0	0	0	0	0	20	3	23	33
08:30 AM	0	4	4	8	0	0	1	1	0	18	9	27	36
08:45 AM	0	12	14	26	2	0	3	5	0	11	4	15	46
Total	0	24	30	54	4	0	6	10	0	62	20	82	146
*** BREAK ***													
04:00 PM	0	5	6	11	0	0	1	1	0	8	4	12	24
04:15 PM	0	7	3	10	1	0	0	1	0	7	5	12	23
04:30 PM	0	5	7	12	0	0	2	2	0	6	3	9	23
04:45 PM	0	6	2	8	2	0	1	3	0	7	6	13	24
Total	0	23	18	41	3	0	4	7	0	28	18	46	94
05:00 PM	0	11	6	17	0	0	1	1	0	5	6	11	29
05:15 PM	0	6	9	15	0	0	1	1	0	3	8	11	27
05:30 PM	0	1	4	5	0	0	0	0	0	12	8	20	25
05:45 PM	0	4	2	6	0	0	0	0	0	4	4	8	14
Total	0	22	21	43	0	0	2	2	0	24	26	50	95
Grand Total	0	92	124	216	11	0	22	33	0	172	89	261	510
Apprch %	0	42.6	57.4		33.3	0	66.7		0	65.9	34.1		
Total %	0	18	24.3	42.4	2.2	0	4.3	6.5	0	33.7	17.5	51.2	

	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	7	9	16	2	0	2	4	0	10	3	13	33
07:15 AM	0	5	14	19	0	0	6	6	0	13	7	20	45
07:30 AM	0	9	20	29	1	0	0	1	0	16	6	22	52
07:45 AM	0	2	12	14	1	0	2	3	0	19	9	28	45
Total Volume	0	23	55	78	4	0	10	14	0	58	25	83	175
% App. Total	0	29.5	70.5		28.6	0	71.4		0	69.9	30.1		
PHF	.000	.639	.688	.672	.500	.000	.417	.583	.000	.763	.694	.741	.841

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Light Rain 5:45-6pm
Comments:

File Name : SR674&I75NB
Site Code : 1702903
Start Date : 6/15/2017
Page No : 2

	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				07:00 AM				07:45 AM				
+0 mins.	0	7	9	16	2	0	2	4	0	19	9	28	
+15 mins.	0	5	14	19	0	0	6	6	0	13	4	17	
+30 mins.	0	9	20	29	1	0	0	1	0	20	3	23	
+45 mins.	0	2	12	14	1	0	2	3	0	18	9	27	
Total Volume	0	23	55	78	4	0	10	14	0	70	25	95	
% App. Total	0	29.5	70.5		28.6	0	71.4		0	73.7	26.3		
PHF	.000	.639	.688	.672	.500	.000	.417	.583	.000	.875	.694	.848	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	6	2	8	2	0	1	3	0	7	6	13	24
05:00 PM	0	11	6	17	0	0	1	1	0	5	6	11	29
05:15 PM	0	6	9	15	0	0	1	1	0	3	8	11	27
05:30 PM	0	1	4	5	0	0	0	0	0	12	8	20	25
Total Volume	0	24	21	45	2	0	3	5	0	27	28	55	105
% App. Total	0	53.3	46.7		40	0	60		0	49.1	50.9		
PHF	.000	.545	.583	.662	.250	.000	.750	.417	.000	.563	.875	.688	.905

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:30 PM				04:00 PM				04:45 PM				
+0 mins.	0	5	7	12	0	0	1	1	0	7	6	13	
+15 mins.	0	6	2	8	1	0	0	1	0	5	6	11	
+30 mins.	0	11	6	17	0	0	2	2	0	3	8	11	
+45 mins.	0	6	9	15	2	0	1	3	0	12	8	20	
Total Volume	0	28	24	52	3	0	4	7	0	27	28	55	
% App. Total	0	53.8	46.2		42.9	0	57.1		0	49.1	50.9		
PHF	.000	.636	.667	.765	.375	.000	.500	.583	.000	.563	.875	.688	

Intersection Pedestrian & Bicycle Count

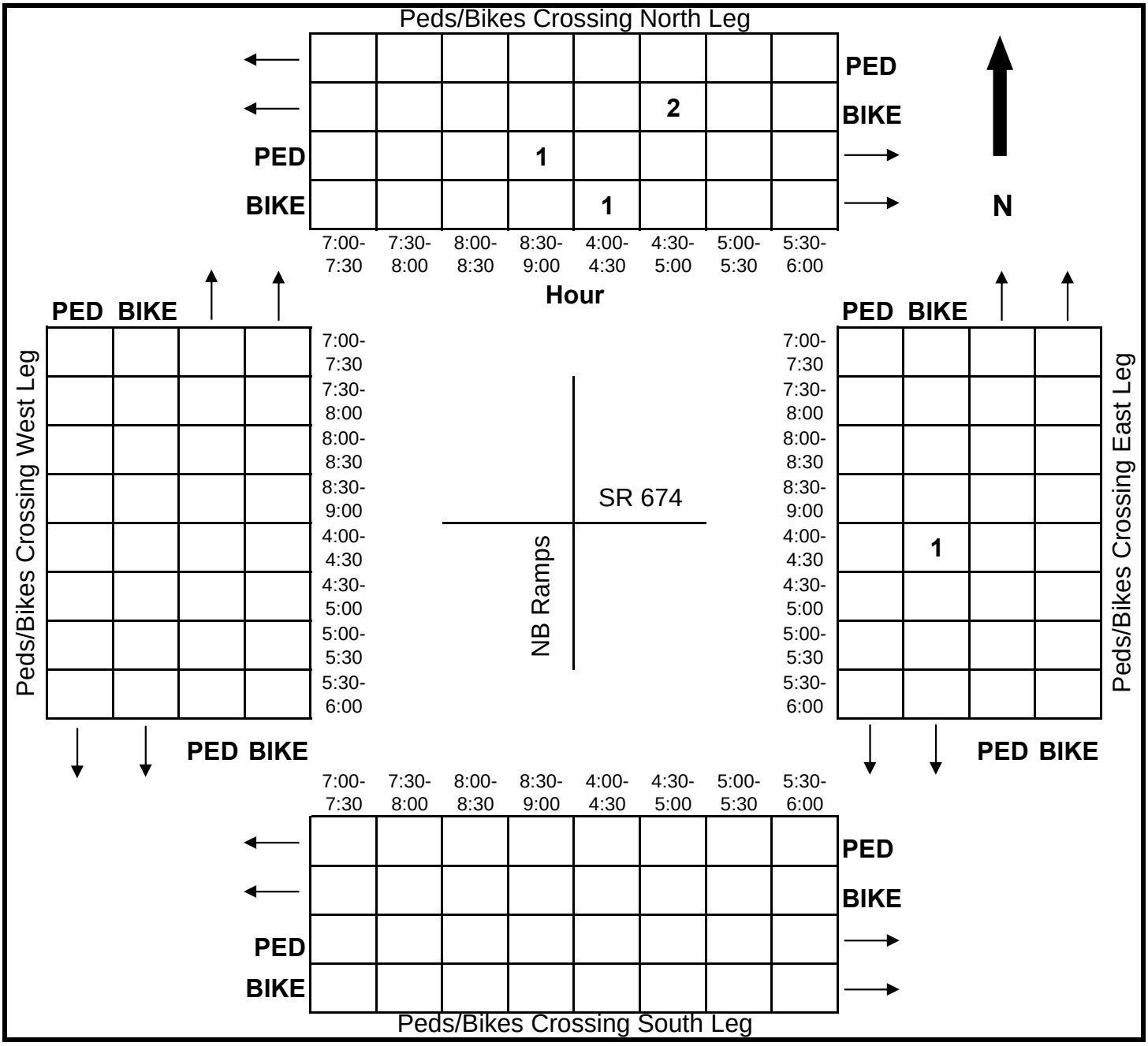
Date: 6/15/17 Day: Thursday

Count Times: 7-9am & 4-6pm Weather: Light Rain 5:45-6pm

Intersection: SR 674 at I-75 NB Ramps

Comments:

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



SR674&I75NBPED

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Clear
Comments:

File Name : SR674&CypressVillage
Site Code : 0702903
Start Date : 6/13/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	15	5	18	83	121	15	219	4	4	242	23	10	5	9	47	33	155	6	4	198	608
07:15 AM	17	3	16	106	142	13	191	0	12	216	17	25	5	1	48	51	166	5	4	226	632
07:30 AM	26	8	17	81	132	23	195	11	10	239	18	15	7	3	43	47	207	9	3	266	680
07:45 AM	18	8	13	77	116	12	180	7	14	213	23	25	8	4	60	77	243	7	5	332	721
Total	76	24	64	347	511	63	785	22	40	910	81	75	25	17	198	208	771	27	16	1022	2641
08:00 AM	36	7	6	67	116	10	177	5	17	209	24	9	5	10	48	67	236	11	4	318	691
08:15 AM	34	9	9	61	113	13	184	13	13	223	20	10	8	4	42	70	248	7	3	328	706
08:30 AM	39	10	18	50	117	19	166	10	18	213	15	12	3	4	34	58	201	14	11	284	648
08:45 AM	44	9	16	51	120	20	170	18	11	219	15	11	3	6	35	56	203	18	7	284	658
Total	153	35	49	229	466	62	697	46	59	864	74	42	19	24	159	251	888	50	25	1214	2703
*** BREAK ***																					
04:00 PM	48	15	35	49	147	35	253	24	4	316	39	24	9	7	79	51	212	15	11	289	831
04:15 PM	47	17	29	34	127	32	272	14	13	331	23	6	6	3	38	63	226	11	10	310	806
04:30 PM	47	16	23	44	130	36	248	40	7	331	25	10	5	15	55	71	222	12	12	317	833
04:45 PM	47	18	21	51	137	23	263	22	5	313	27	20	4	5	56	61	226	10	12	309	815
Total	189	66	108	178	541	126	1036	100	29	1291	114	60	24	30	228	246	886	48	45	1225	3285
05:00 PM	51	18	40	47	156	30	352	22	15	419	20	15	3	3	41	64	227	20	15	326	942
05:15 PM	39	13	30	42	124	31	271	17	8	327	30	24	5	1	60	84	235	14	16	349	860
05:30 PM	31	17	13	36	97	28	209	22	10	269	29	24	6	0	59	50	231	10	9	300	725
05:45 PM	31	10	21	35	97	26	199	18	4	247	12	14	9	3	38	67	238	17	16	338	720
Total	152	58	104	160	474	115	1031	79	37	1262	91	77	23	7	198	265	931	61	56	1313	3247
Grand Total	570	183	325	914	1992	366	3549	247	165	4327	360	254	91	78	783	970	3476	186	142	4774	11876
Apprch %	28.6	9.2	16.3	45.9		8.5	82	5.7	3.8		46	32.4	11.6	10		20.3	72.8	3.9	3		
Total %	4.8	1.5	2.7	7.7	16.8	3.1	29.9	2.1	1.4	36.4	3	2.1	0.8	0.7	6.6	8.2	29.3	1.6	1.2	40.2	
Passenger Vehicles	553	180	319	904	1956	272	3382	244	165	4063	338	250	88	76	752	923	3342	182	138	4585	11356
% Passenger Vehicles	97	98.4	98.2	98.9	98.2	74.3	95.3	98.8	100	93.9	93.9	98.4	96.7	97.4	96	95.2	96.1	97.8	97.2	96	95.6
Heavy Vehicles	10	3	6	10	29	7	167	3	0	177	22	4	3	2	31	18	134	4	4	160	397
% Heavy Vehicles	1.8	1.6	1.8	1.1	1.5	1.9	4.7	1.2	0	4.1	6.1	1.6	3.3	2.6	4	1.9	3.9	2.2	2.8	3.4	3.3
UTurns	7	0	0	0	7	87	0	0	0	87	0	0	0	0	0	29	0	0	0	29	123
% UTurns	1.2	0	0	0	0.4	23.8	0	0	0	2	0	0	0	0	0	3	0	0	0	0.6	1

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Clear
Comments:

File Name : SR674&CypressVillage
Site Code : 0702903
Start Date : 6/13/2017

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	26	8	17	81	132	23	195	11	10	239	18	15	7	3	43	47	207	9	3	266	680
07:45 AM	18	8	13	77	116	12	180	7	14	213	23	25	8	4	60	77	243	7	5	332	721
08:00 AM	36	7	6	67	116	10	177	5	17	209	24	9	5	10	48	67	236	11	4	318	691
08:15 AM	34	9	9	61	113	13	184	13	13	223	20	10	8	4	42	70	248	7	3	328	706
Total Volume	114	32	45	286	477	58	736	36	54	884	85	59	28	21	193	261	934	34	15	1244	2798
% App. Total	23.9	6.7	9.4	60		6.6	83.3	4.1	6.1		44	30.6	14.5	10.9		21	75.1	2.7	1.2		
PHF	.792	.889	.662	.883	.903	.630	.944	.692	.794	.925	.885	.590	.875	.525	.804	.847	.942	.773	.750	.937	.970
Passenger Vehicles	109	32	44	283	468	36	671	35	54	796	84	59	27	20	190	246	887	32	14	1179	2633
% Passenger Vehicles	95.6	100	97.8	99.0	98.1	62.1	91.2	97.2	100	90.0	98.8	100	96.4	95.2	98.4	94.3	95.0	94.1	93.3	94.8	94.1
Heavy Vehicles	3	0	1	3	7	1	65	1	0	67	1	0	1	1	3	10	47	2	1	60	137
% Heavy Vehicles	2.6	0	2.2	1.0	1.5	1.7	8.8	2.8	0	7.6	1.2	0	3.6	4.8	1.6	3.8	5.0	5.9	6.7	4.8	4.9
UTurns	2	0	0	0	2	21	0	0	0	21	0	0	0	0	0	5	0	0	0	5	28
% UTurns	1.8	0	0	0	0.4	36.2	0	0	0	2.4	0	0	0	0	0	1.9	0	0	0	0.4	1.0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:15 AM					07:45 AM					
+0 mins.	15	5	18	83	121	15	219	4	4	242	17	25	5	1	48	77	243	7	5	332	
+15 mins.	17	3	16	106	142	13	191	0	12	216	18	15	7	3	43	67	236	11	4	318	
+30 mins.	26	8	17	81	132	23	195	11	10	239	23	25	8	4	60	70	248	7	3	328	
+45 mins.	18	8	13	77	116	12	180	7	14	213	24	9	5	10	48	58	201	14	11	284	
Total Volume	76	24	64	347	511	63	785	22	40	910	82	74	25	18	199	272	928	39	23	1262	
% App. Total	14.9	4.7	12.5	67.9		6.9	86.3	2.4	4.4		41.2	37.2	12.6	9		21.6	73.5	3.1	1.8		
PHF	.731	.750	.889	.818	.900	.685	.896	.500	.714	.940	.854	.740	.781	.450	.829	.883	.935	.696	.523	.950	
Passenger Vehicles	75	24	62	344	505	38	737	21	40	836	80	73	25	17	195	260	889	37	22	1208	
% Passenger Vehicles	98.7	100	96.9	99.1	98.8	60.3	93.9	95.5	100	91.9	97.6	98.6	100	94.4	98	95.6	95.8	94.9	95.7	95.7	
Heavy Vehicles	1	0	2	3	6	1	48	1	0	50	2	1	0	1	4	10	39	2	1	52	
% Heavy Vehicles	1.3	0	3.1	0.9	1.2	1.6	6.1	4.5	0	5.5	2.4	1.4	0	5.6	2	3.7	4.2	5.1	4.3	4.1	
UTurns	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	2	0	0	0	2	
% UTurns	0	0	0	0	0	38.1	0	0	0	2.6	0	0	0	0	0	0.7	0	0	0	0.2	

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Clear
Comments:

File Name : SR674&CypressVillage
Site Code : 0702903
Start Date : 6/13/2017
Page No : 3

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	47	16	23	44	130	36	248	40	7	331	25	10	5	15	55	71	222	12	12	317	833
04:45 PM	47	18	21	51	137	23	263	22	5	313	27	20	4	5	56	61	226	10	12	309	815
05:00 PM	51	18	40	47	156	30	352	22	15	419	20	15	3	3	41	64	227	20	15	326	942
05:15 PM	39	13	30	42	124	31	271	17	8	327	30	24	5	1	60	84	235	14	16	349	860
Total Volume	184	65	114	184	547	120	1134	101	35	1390	102	69	17	24	212	280	910	56	55	1301	3450
% App. Total	33.6	11.9	20.8	33.6		8.6	81.6	7.3	2.5		48.1	32.5	8	11.3		21.5	69.9	4.3	4.2		
PHF	.902	.903	.713	.902	.877	.833	.805	.631	.583	.829	.850	.719	.850	.400	.883	.833	.968	.700	.859	.932	.916
Passenger Vehicles	178	65	113	183	539	96	1095	100	35	1326	100	69	17	24	210	269	888	54	52	1263	3338
% Passenger Vehicles	96.7	100	99.1	99.5	98.5	80.0	96.6	99.0	100	95.4	98.0	100	100	100	99.1	96.1	97.6	96.4	94.5	97.1	96.8
Heavy Vehicles	1	0	1	1	3	1	39	1	0	41	2	0	0	0	2	2	22	2	3	29	75
% Heavy Vehicles	0.5	0	0.9	0.5	0.5	0.8	3.4	1.0	0	2.9	2.0	0	0	0	0.9	0.7	2.4	3.6	5.5	2.2	2.2
UTurns	5	0	0	0	5	23	0	0	0	23	0	0	0	0	0	9	0	0	0	9	37
% UTurns	2.7	0	0	0	0.9	19.2	0	0	0	1.7	0	0	0	0	0	3.2	0	0	0	0.7	1.1

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:00 PM					05:00 PM				
+0 mins.	47	17	29	34	127	32	272	14	13	331	39	24	9	7	79	64	227	20	15	326
+15 mins.	47	16	23	44	130	36	248	40	7	331	23	6	6	3	38	84	235	14	16	349
+30 mins.	47	18	21	51	137	23	263	22	5	313	25	10	5	15	55	50	231	10	9	300
+45 mins.	51	18	40	47	156	30	352	22	15	419	27	20	4	5	56	67	238	17	16	338
Total Volume	192	69	113	176	550	121	1135	98	40	1394	114	60	24	30	228	265	931	61	56	1313
% App. Total	34.9	12.5	20.5	32		8.7	81.4	7	2.9		50	26.3	10.5	13.2		20.2	70.9	4.6	4.3	
PHF	.941	.958	.706	.863	.881	.840	.806	.613	.667	.832	.731	.625	.667	.500	.722	.789	.978	.763	.875	.941
Passenger Vehicles	187	68	113	175	543	92	1101	97	40	1330	106	59	24	30	219	255	905	59	55	1274
% Passenger Vehicles	97.4	98.6	100	99.4	98.7	76	97	99	100	95.4	93	98.3	100	100	96.1	96.2	97.2	96.7	98.2	97
Heavy Vehicles	1	1	0	1	3	1	34	1	0	36	8	1	0	0	9	0	26	2	1	29
% Heavy Vehicles	0.5	1.4	0	0.6	0.5	0.8	3	1	0	2.6	7	1.7	0	0	3.9	0	2.8	3.3	1.8	2.2
UTurns	4	0	0	0	4	28	0	0	0	28	0	0	0	0	0	10	0	0	0	10
% UTurns	2.1	0	0	0	0.7	23.1	0	0	0	2	0	0	0	0	0	3.8	0	0	0	0.8

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Clear
Comments:

File Name : SR674&CypressVillage
Site Code : 0702903
Start Date : 6/13/2017
Page No : 1

Groups Printed- Passenger Vehicles

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	15	5	17	83	120	12	211	4	4	231	18	10	5	8	41	31	147	6	4	188	580
07:15 AM	16	3	16	104	139	6	184	0	12	202	16	24	5	1	46	48	149	5	4	206	593
07:30 AM	26	8	17	80	131	12	177	11	10	210	18	15	7	3	43	43	195	9	3	250	634
07:45 AM	18	8	12	77	115	8	165	6	14	193	22	25	8	4	59	76	236	7	4	323	690
Total	75	24	62	344	505	38	737	21	40	836	74	74	25	16	189	198	727	27	15	967	2497
08:00 AM	34	7	6	67	114	7	162	5	17	191	24	9	5	9	47	60	221	9	4	294	646
08:15 AM	31	9	9	59	108	9	167	13	13	202	20	10	7	4	41	67	235	7	3	312	663
08:30 AM	38	10	17	50	115	15	155	9	18	197	15	11	3	4	33	57	197	14	11	279	624
08:45 AM	43	9	16	48	116	14	154	18	11	197	14	10	3	6	33	54	192	18	7	271	617
Total	146	35	48	224	453	45	638	45	59	787	73	40	18	23	154	238	845	48	25	1156	2550
*** BREAK ***																					
04:00 PM	46	15	33	48	142	30	247	24	4	305	36	24	9	7	76	48	205	15	11	279	802
04:15 PM	47	16	29	34	126	22	264	14	13	313	19	5	6	3	33	58	222	11	10	301	773
04:30 PM	46	16	23	44	129	27	239	40	7	313	25	10	5	15	55	69	215	12	12	308	805
04:45 PM	47	18	21	51	137	17	258	22	5	302	26	20	4	5	55	57	223	10	10	300	794
Total	186	65	106	177	534	96	1008	100	29	1233	106	59	24	30	219	232	865	48	43	1188	3174
05:00 PM	47	18	40	46	151	26	340	21	15	402	20	15	3	3	41	61	223	19	15	318	912
05:15 PM	38	13	29	42	122	26	258	17	8	309	29	24	5	1	59	82	227	13	15	337	827
05:30 PM	31	16	13	36	96	20	205	22	10	257	26	24	6	0	56	48	223	10	9	290	699
05:45 PM	30	9	21	35	95	21	196	18	4	239	10	14	7	3	34	64	232	17	16	329	697
Total	146	56	103	159	464	93	999	78	37	1207	85	77	21	7	190	255	905	59	55	1274	3135
Grand Total	553	180	319	904	1956	272	3382	244	165	4063	338	250	88	76	752	923	3342	182	138	4585	11356
Apprch %	28.3	9.2	16.3	46.2		6.7	83.2	6	4.1		44.9	33.2	11.7	10.1		20.1	72.9	4	3		
Total %	4.9	1.6	2.8	8	17.2	2.4	29.8	2.1	1.5	35.8	3	2.2	0.8	0.7	6.6	8.1	29.4	1.6	1.2	40.4	

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	26	8	17	80	131	12	177	11	10	210	18	15	7	3	43	43	195	9	3	250	634
07:45 AM	18	8	12	77	115	8	165	6	14	193	22	25	8	4	59	76	236	7	4	323	690
08:00 AM	34	7	6	67	114	7	162	5	17	191	24	9	5	9	47	60	221	9	4	294	646
08:15 AM	31	9	9	59	108	9	167	13	13	202	20	10	7	4	41	67	235	7	3	312	663
Total Volume	109	32	44	283	468	36	671	35	54	796	84	59	27	20	190	246	887	32	14	1179	2633
% App. Total	23.3	6.8	9.4	60.5		4.5	84.3	4.4	6.8		44.2	31.1	14.2	10.5		20.9	75.2	2.7	1.2		
PHF	.801	.889	.647	.884	.893	.750	.948	.673	.794	.948	.875	.590	.844	.556	.805	.809	.940	.889	.875	.913	.954

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Clear
Comments:

File Name : SR674&CypressVillage
Site Code : 0702903
Start Date : 6/13/2017

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:15 AM					07:45 AM					
+0 mins.	15	5	17	83	120	12	211	4	4	231	16	24	5	1	46	76	236	7	4	323	
+15 mins.	16	3	16	104	139	6	184	0	12	202	18	15	7	3	43	60	221	9	4	294	
+30 mins.	26	8	17	80	131	12	177	11	10	210	22	25	8	4	59	67	235	7	3	312	
+45 mins.	18	8	12	77	115	8	165	6	14	193	24	9	5	9	47	57	197	14	11	279	
Total Volume	75	24	62	344	505	38	737	21	40	836	80	73	25	17	195	260	889	37	22	1208	
% App. Total	14.9	4.8	12.3	68.1		4.5	88.2	2.5	4.8		41	37.4	12.8	8.7		21.5	73.6	3.1	1.8		
PHF	.721	.750	.912	.827	.908	.792	.873	.477	.714	.905	.833	.730	.781	.472	.826	.855	.942	.661	.500	.935	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	46	16	23	44	129	27	239	40	7	313	25	10	5	15	55	69	215	12	12	308	805
04:45 PM	47	18	21	51	137	17	258	22	5	302	26	20	4	5	55	57	223	10	10	300	794
05:00 PM	47	18	40	46	151	26	340	21	15	402	20	15	3	3	41	61	223	19	15	318	912
05:15 PM	38	13	29	42	122	26	258	17	8	309	29	24	5	1	59	82	227	13	15	337	827
Total Volume	178	65	113	183	539	96	1095	100	35	1326	100	69	17	24	210	269	888	54	52	1263	3338
% App. Total	33	12.1	21	34		7.2	82.6	7.5	2.6		47.6	32.9	8.1	11.4		21.3	70.3	4.3	4.1		
PHF	.947	.903	.706	.897	.892	.889	.805	.625	.583	.825	.862	.719	.850	.400	.890	.820	.978	.711	.867	.937	.915

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:15 PM					04:00 PM					05:00 PM					
+0 mins.	47	16	29	34	126	22	264	14	13	313	36	24	9	7	76	61	223	19	15	318	
+15 mins.	46	16	23	44	129	27	239	40	7	313	19	5	6	3	33	82	227	13	15	337	
+30 mins.	47	18	21	51	137	17	258	22	5	302	25	10	5	15	55	48	223	10	9	290	
+45 mins.	47	18	40	46	151	26	340	21	15	402	26	20	4	5	55	64	232	17	16	329	
Total Volume	187	68	113	175	543	92	1101	97	40	1330	106	59	24	30	219	255	905	59	55	1274	
% App. Total	34.4	12.5	20.8	32.2		6.9	82.8	7.3	3		48.4	26.9	11	13.7		20	71	4.6	4.3		
PHF	.995	.944	.706	.858	.899	.852	.810	.606	.667	.827	.736	.615	.667	.500	.720	.777	.975	.776	.859	.945	

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Clear
Comments:

File Name : SR674&CypressVillage
Site Code : 0702903
Start Date : 6/13/2017
Page No : 1

Groups Printed- Heavy Vehicles

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	8	0	0	8	5	0	0	1	6	0	8	0	0	8	23
07:15 AM	1	0	0	2	3	0	7	0	0	7	1	1	0	0	2	3	17	0	0	20	32
07:30 AM	0	0	0	1	1	0	18	0	0	18	0	0	0	0	0	1	12	0	0	13	32
07:45 AM	0	0	1	0	1	1	15	1	0	17	1	0	0	0	1	1	7	0	1	9	28
Total	1	0	2	3	6	1	48	1	0	50	7	1	0	1	9	5	44	0	1	50	115
08:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	1	1	6	15	2	0	23	39
08:15 AM	3	0	0	2	5	0	17	0	0	17	0	0	1	0	1	2	13	0	0	15	38
08:30 AM	1	0	1	0	2	1	11	1	0	13	0	1	0	0	1	1	4	0	0	5	21
08:45 AM	1	0	0	3	4	1	16	0	0	17	1	1	0	0	2	0	11	0	0	11	34
Total	5	0	1	5	11	2	59	1	0	62	1	2	1	1	5	9	43	2	0	54	132
*** BREAK ***																					
04:00 PM	2	0	2	1	5	0	6	0	0	6	3	0	0	0	3	2	7	0	0	9	23
04:15 PM	0	1	0	0	1	0	8	0	0	8	4	1	0	0	5	0	4	0	0	4	18
04:30 PM	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	1	7	0	0	8	18
04:45 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	1	3	0	2	6	12
Total	3	1	2	1	7	0	28	0	0	28	8	1	0	0	9	4	21	0	2	27	71
05:00 PM	0	0	0	1	1	1	12	1	0	14	0	0	0	0	0	0	4	1	0	5	20
05:15 PM	0	0	1	0	1	0	13	0	0	13	1	0	0	0	1	0	8	1	1	10	25
05:30 PM	0	1	0	0	1	3	4	0	0	7	3	0	0	0	3	0	8	0	0	8	19
05:45 PM	1	1	0	0	2	0	3	0	0	3	2	0	2	0	4	0	6	0	0	6	15
Total	1	2	1	1	5	4	32	1	0	37	6	0	2	0	8	0	26	2	1	29	79
Grand Total	10	3	6	10	29	7	167	3	0	177	22	4	3	2	31	18	134	4	4	160	397
Apprch %	34.5	10.3	20.7	34.5		4	94.4	1.7	0		71	12.9	9.7	6.5		11.2	83.8	2.5	2.5		
Total %	2.5	0.8	1.5	2.5	7.3	1.8	42.1	0.8	0	44.6	5.5	1	0.8	0.5	7.8	4.5	33.8	1	1	40.3	

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	1	1	0	18	0	0	18	0	0	0	0	0	1	12	0	0	13	32
07:45 AM	0	0	1	0	1	1	15	1	0	17	1	0	0	0	1	1	7	0	1	9	28
08:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	1	1	6	15	2	0	23	39
08:15 AM	3	0	0	2	5	0	17	0	0	17	0	0	1	0	1	2	13	0	0	15	38
Total Volume	3	0	1	3	7	1	65	1	0	67	1	0	1	1	3	10	47	2	1	60	137
% App. Total	42.9	0	14.3	42.9		1.5	97	1.5	0		33.3	0	33.3	33.3		16.7	78.3	3.3	1.7		
PHF	.250	.000	.250	.375	.350	.250	.903	.250	.000	.931	.250	.000	.250	.250	.750	.417	.783	.250	.250	.652	.878

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Clear
Comments:

File Name : SR674&CypressVillage
Site Code : 0702903
Start Date : 6/13/2017

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:30 AM					07:00 AM					07:15 AM					
+0 mins.	0	0	0	0	0	0	18	0	0	18	5	0	0	1	6	3	17	0	0	20	
+15 mins.	3	0	0	2	5	1	15	1	0	17	1	1	0	0	2	1	12	0	0	13	
+30 mins.	1	0	1	0	2	0	15	0	0	15	0	0	0	0	0	1	7	0	1	9	
+45 mins.	1	0	0	3	4	0	17	0	0	17	1	0	0	0	1	6	15	2	0	23	
Total Volume	5	0	1	5	11	1	65	1	0	67	7	1	0	1	9	11	51	2	1	65	
% App. Total	45.5	0	9.1	45.5		1.5	97	1.5	0		77.8	11.1	0	11.1		16.9	78.5	3.1	1.5		
PHF	.417	.000	.250	.417	.550	.250	.903	.250	.000	.931	.350	.250	.000	.250	.375	.458	.750	.250	.250	.707	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	1	1	1	12	1	0	14	0	0	0	0	0	0	4	1	0	5	20
05:15 PM	0	0	1	0	1	0	13	0	0	13	1	0	0	0	1	0	8	1	1	10	25
05:30 PM	0	1	0	0	1	3	4	0	0	7	3	0	0	0	3	0	8	0	0	8	19
05:45 PM	1	1	0	0	2	0	3	0	0	3	2	0	2	0	4	0	6	0	0	6	15
Total Volume	1	2	1	1	5	4	32	1	0	37	6	0	2	0	8	0	26	2	1	29	79
% App. Total	20	40	20	20		10.8	86.5	2.7	0		75	0	25	0		0	89.7	6.9	3.4		
PHF	.250	.500	.250	.250	.625	.333	.615	.250	.000	.661	.500	.000	.250	.000	.500	.000	.813	.500	.250	.725	.790

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:00 PM					04:30 PM				
+0 mins.	2	0	2	1	5	0	9	0	0	9	3	0	0	0	3	1	7	0	0	8
+15 mins.	0	1	0	0	1	0	5	0	0	5	4	1	0	0	5	1	3	0	2	6
+30 mins.	1	0	0	0	1	1	12	1	0	14	0	0	0	0	0	0	4	1	0	5
+45 mins.	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	0	8	1	1	10
Total Volume	3	1	2	1	7	1	39	1	0	41	8	1	0	0	9	2	22	2	3	29
% App. Total	42.9	14.3	28.6	14.3		2.4	95.1	2.4	0		88.9	11.1	0	0		6.9	75.9	6.9	10.3	
PHF	.375	.250	.250	.250	.350	.250	.750	.250	.000	.732	.500	.250	.000	.000	.450	.500	.688	.500	.375	.725

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Clear
Comments:

File Name : SR674&CypressVillage
Site Code : 0702903
Start Date : 6/13/2017
Page No : 1

Groups Printed- UTurns

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
07:15 AM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	14
07:45 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	5	0	0	0	5	29
08:00 AM	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	6
08:15 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
08:30 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	7
Total	2	0	0	0	2	15	0	0	0	15	0	0	0	0	0	4	0	0	0	4	21
*** BREAK ***																					
04:00 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6
04:15 PM	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	5	0	0	0	5	15
04:30 PM	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	1	0	0	0	1	10
04:45 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	9
Total	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	10	0	0	0	10	40
05:00 PM	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	10
05:15 PM	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	8
05:30 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	7
05:45 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	3	0	0	0	3	8
Total	5	0	0	0	5	18	0	0	0	18	0	0	0	0	0	10	0	0	0	10	33
Grand Total	7	0	0	0	7	87	0	0	0	87	0	0	0	0	0	29	0	0	0	29	123
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	5.7	0	0	0	5.7	70.7	0	0	0	70.7	0	0	0	0	0	23.6	0	0	0	23.6	

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	14
07:45 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	6
Total Volume	2	0	0	0	2	24	0	0	0	24	0	0	0	0	0	4	0	0	0	4	30
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.545	.000	.000	.000	.545	.000	.000	.000	.000	.000	.333	.000	.000	.000	.333	.536

Intersection Turning Movement Count

City/County: Sun City Ctr/Hillsborough
Weather: Clear
Comments:

File Name : SR674&CypressVillage
Site Code : 0702903
Start Date : 6/13/2017

	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	
+15 mins.	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	
+45 mins.	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
Total Volume	2	0	0	0	2	24	0	0	0	24	0	0	0	0	0	5	0	0	0	5	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.545	.000	.000	.000	.545	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	5	0	0	0	5	15
04:30 PM	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	1	0	0	0	1	10
04:45 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	9
05:00 PM	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	10
Total Volume	4	0	0	0	4	28	0	0	0	28	0	0	0	0	0	12	0	0	0	12	44
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.700	.000	.000	.000	.700	.000	.000	.000	.000	.000	.600	.000	.000	.000	.600	.733

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:00 PM					04:00 PM					04:15 PM					
+0 mins.	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	
+15 mins.	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	1	0	0	0	1	
+30 mins.	4	0	0	0	4	9	0	0	0	9	0	0	0	0	0	3	0	0	0	3	
+45 mins.	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	
Total Volume	5	0	0	0	5	30	0	0	0	30	0	0	0	0	0	12	0	0	0	12	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.313	.000	.000	.000	.313	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.600	.000	.000	.000	.600	

Intersection Pedestrian & Bicycle Count

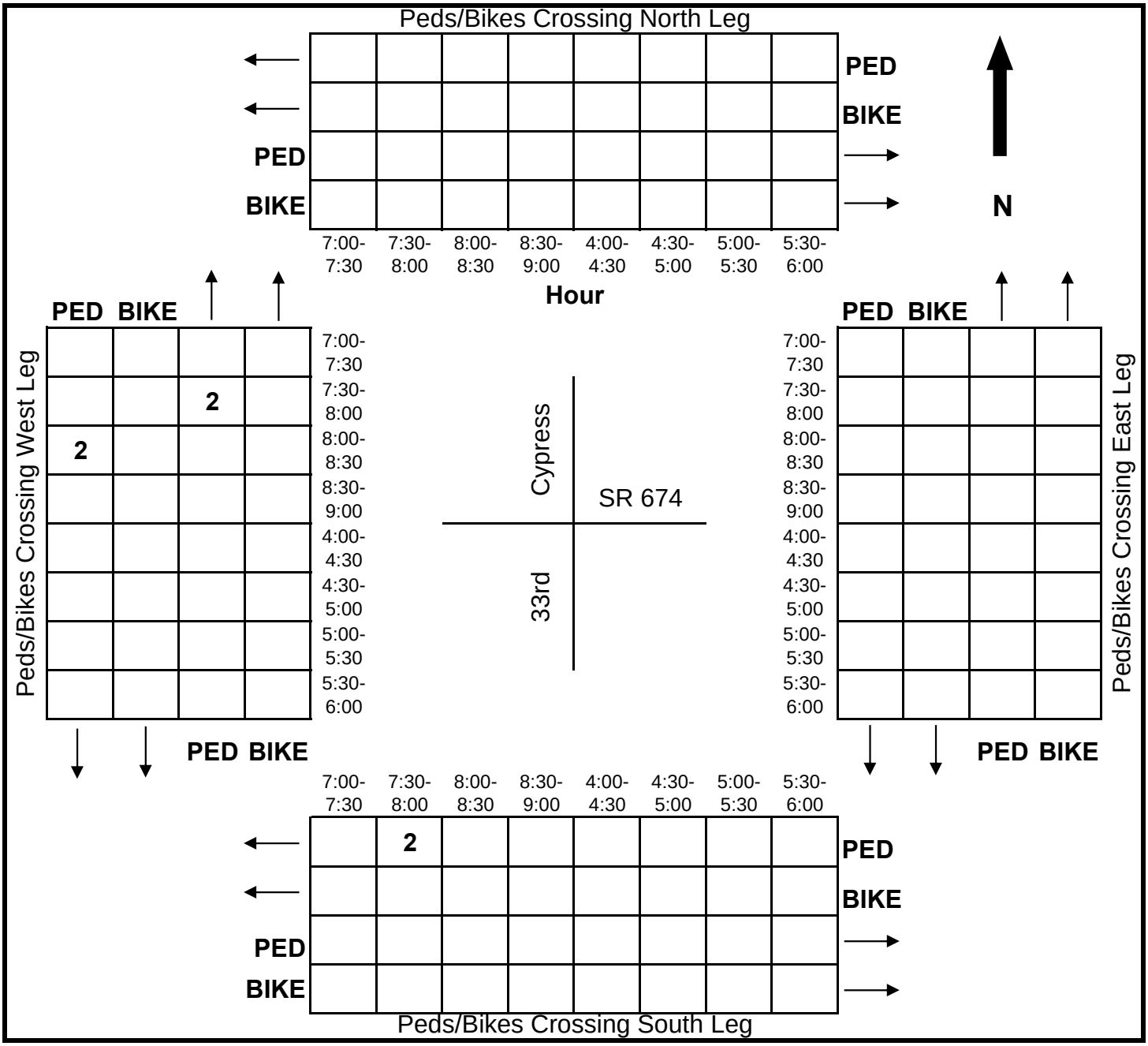
Date: 6/13/17 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: Clear

Intersection: SR 674 at Cypress Village Boulevard/33rd Street SE

Comments:

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



Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	0	6	0	25	1	146	10	1	158	12	299	0	311	494
07:15 AM	7	0	10	0	17	2	166	13	0	181	5	313	0	318	516
07:30 AM	9	0	5	0	14	0	169	8	1	178	9	282	0	291	483
07:45 AM	8	0	12	0	20	0	191	14	0	205	11	279	0	290	515
Total	43	0	33	0	76	3	672	45	2	722	37	1173	0	1210	2008
08:00 AM	15	0	13	0	28	1	206	8	0	215	5	246	0	251	494
08:15 AM	9	0	6	0	15	1	225	9	0	235	7	244	0	251	501
08:30 AM	10	0	12	0	22	1	191	8	1	201	5	282	0	287	510
08:45 AM	5	0	3	0	8	2	192	6	0	200	11	256	0	267	475
Total	39	0	34	0	73	5	814	31	1	851	28	1028	0	1056	1980
*** BREAK ***															
04:00 PM	19	0	24	0	43	1	290	4	0	295	3	238	0	241	579
04:15 PM	9	0	7	0	16	3	350	2	1	356	7	243	0	250	622
04:30 PM	3	0	10	0	13	4	338	7	0	349	5	276	0	281	643
04:45 PM	8	0	11	0	19	1	328	8	1	338	7	254	0	261	618
Total	39	0	52	0	91	9	1306	21	2	1338	22	1011	0	1033	2462
05:00 PM	8	0	12	1	21	2	348	12	0	362	5	287	0	292	675
05:15 PM	5	0	9	0	14	1	354	10	0	365	11	276	0	287	666
05:30 PM	11	0	14	0	25	2	309	8	1	320	12	280	0	292	637
05:45 PM	5	0	10	0	15	1	315	5	0	321	15	284	0	299	635
Total	29	0	45	1	75	6	1326	35	1	1368	43	1127	0	1170	2613
Grand Total	150	0	164	1	315	23	4118	132	6	4279	130	4339	0	4469	9063
Apprch %	47.6	0	52.1	0.3		0.5	96.2	3.1	0.1		2.9	97.1	0		
Total %	1.7	0	1.8	0	3.5	0.3	45.4	1.5	0.1	47.2	1.4	47.9	0	49.3	
Passenger Vehicles	126	0	159	1	286	0	3832	114	4	3950	117	4099	0	4216	8452
% Passenger Vehicles	84	0	97	100	90.8	0	93.1	86.4	66.7	92.3	90	94.5	0	94.3	93.3
Heavy Vehicles	24	0	5	0	29	0	286	18	2	306	4	240	0	244	579
% Heavy Vehicles	16	0	3	0	9.2	0	6.9	13.6	33.3	7.2	3.1	5.5	0	5.5	6.4
UTurns	0	0	0	0	0	23	0	0	0	23	9	0	0	9	32
% UTurns	0	0	0	0	0	100	0	0	0	0.5	6.9	0	0	0.2	0.4

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	8	0	12	0	20	0	191	14	0	205	11	279	0	290	515
08:00 AM	15	0	13	0	28	1	206	8	0	215	5	246	0	251	494
08:15 AM	9	0	6	0	15	1	225	9	0	235	7	244	0	251	501
08:30 AM	10	0	12	0	22	1	191	8	1	201	5	282	0	287	510
Total Volume	42	0	43	0	85	3	813	39	1	856	28	1051	0	1079	2020
% App. Total	49.4	0	50.6	0		0.4	95	4.6	0.1		2.6	97.4	0		
PHF	.700	.000	.827	.000	.759	.750	.903	.696	.250	.911	.636	.932	.000	.930	.981
Passenger Vehicles	29	0	39	0	68	0	694	26	0	720	25	953	0	978	1766
% Passenger Vehicles	69.0	0	90.7	0	80.0	0	85.4	66.7	0	84.1	89.3	90.7	0	90.6	87.4
Heavy Vehicles	13	0	4	0	17	0	119	13	1	133	0	98	0	98	248
% Heavy Vehicles	31.0	0	9.3	0	20.0	0	14.6	33.3	100	15.5	0	9.3	0	9.1	12.3
UTurns	0	0	0	0	0	3	0	0	0	3	3	0	0	3	6
% UTurns	0	0	0	0	0	100	0	0	0	0.4	10.7	0	0	0.3	0.3
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:45 AM					07:45 AM					07:00 AM				
+0 mins.	8	0	12	0	20	0	191	14	0	205	12	299	0	311	
+15 mins.	15	0	13	0	28	1	206	8	0	215	5	313	0	318	
+30 mins.	9	0	6	0	15	1	225	9	0	235	9	282	0	291	
+45 mins.	10	0	12	0	22	1	191	8	1	201	11	279	0	290	
Total Volume	42	0	43	0	85	3	813	39	1	856	37	1173	0	1210	
% App. Total	49.4	0	50.6	0		0.4	95	4.6	0.1		3.1	96.9	0		
PHF	.700	.000	.827	.000	.759	.750	.903	.696	.250	.911	.771	.937	.000	.951	
Passenger Vehicles	29	0	39	0	68	0	694	26	0	720	35	1091	0	1126	
% Passenger Vehicles	69	0	90.7	0	80	0	85.4	66.7	0	84.1	94.6	93	0	93.1	
Heavy Vehicles	13	0	4	0	17	0	119	13	1	133	0	82	0	82	
% Heavy Vehicles	31	0	9.3	0	20	0	14.6	33.3	100	15.5	0	7	0	6.8	
UTurns	0	0	0	0	0	3	0	0	0	3	2	0	0	2	
% UTurns	0	0	0	0	0	100	0	0	0	0.4	5.4	0	0	0.2	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	8	0	12	1	21	2	348	12	0	362	5	287	0	292	675
05:15 PM	5	0	9	0	14	1	354	10	0	365	11	276	0	287	666
05:30 PM	11	0	14	0	25	2	309	8	1	320	12	280	0	292	637
05:45 PM	5	0	10	0	15	1	315	5	0	321	15	284	0	299	635
Total Volume	29	0	45	1	75	6	1326	35	1	1368	43	1127	0	1170	2613
% App. Total	38.7	0	60	1.3		0.4	96.9	2.6	0.1		3.7	96.3	0		
PHF	.659	.000	.804	.250	.750	.750	.936	.729	.250	.937	.717	.982	.000	.978	.968
Passenger Vehicles	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
% Passenger Vehicles	96.6	0	100	100	98.7	0	97.5	100	100	97.1	90.7	97.7	0	97.4	97.3
Heavy Vehicles	1	0	0	0	1	0	33	0	0	33	0	26	0	26	60
% Heavy Vehicles	3.4	0	0	0	1.3	0	2.5	0	0	2.4	0	2.3	0	2.2	2.3
UTurns	0	0	0	0	0	6	0	0	0	6	4	0	0	4	10

% UTurns	0	0	0	0	0	100	0	0	0	0.4	9.3	0	0	0.3	0.4

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					05:00 PM				
+0 mins.	19	0	24	0	43	4	338	7	0	349	5	287	0	292	
+15 mins.	9	0	7	0	16	1	328	8	1	338	11	276	0	287	
+30 mins.	3	0	10	0	13	2	348	12	0	362	12	280	0	292	
+45 mins.	8	0	11	0	19	1	354	10	0	365	15	284	0	299	
Total Volume	39	0	52	0	91	8	1368	37	1	1414	43	1127	0	1170	
% App. Total	42.9	0	57.1	0		0.6	96.7	2.6	0.1		3.7	96.3	0		
PHF	.513	.000	.542	.000	.529	.500	.966	.771	.250	.968	.717	.982	.000	.978	
Passenger Vehicles	38	0	52	0	90	0	1331	37	1	1369	39	1101	0	1140	
% Passenger Vehicles	97.4	0	100	0	98.9	0	97.3	100	100	96.8	90.7	97.7	0	97.4	
Heavy Vehicles	1	0	0	0	1	0	37	0	0	37	0	26	0	26	
% Heavy Vehicles	2.6	0	0	0	1.1	0	2.7	0	0	2.6	0	2.3	0	2.2	
UTurns	0	0	0	0	0	8	0	0	0	8	4	0	0	4	
% UTurns	0	0	0	0	0	100	0	0	0	0.6	9.3	0	0	0.3	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	0	6	0	19	0	124	9	1	134	12	277	0	289	442
07:15 AM	7	0	9	0	16	0	146	13	0	159	5	296	0	301	476
07:30 AM	8	0	5	0	13	0	146	6	0	152	8	263	0	271	436
07:45 AM	6	0	12	0	18	0	160	6	0	166	10	255	0	265	449
Total	34	0	32	0	66	0	576	34	1	611	35	1091	0	1126	1803
08:00 AM	13	0	12	0	25	0	175	6	0	181	5	222	0	227	433
08:15 AM	6	0	6	0	12	0	203	7	0	210	6	225	0	231	453
08:30 AM	4	0	9	0	13	0	156	7	0	163	4	251	0	255	431
08:45 AM	3	0	3	0	6	0	161	4	0	165	7	234	0	241	412
Total	26	0	30	0	56	0	695	24	0	719	22	932	0	954	1729
*** BREAK ***															
04:00 PM	19	0	24	0	43	0	280	4	0	284	3	229	0	232	559
04:15 PM	8	0	7	0	15	0	339	2	1	342	6	233	0	239	596
04:30 PM	3	0	10	0	13	0	332	7	0	339	5	266	0	271	623
04:45 PM	8	0	11	0	19	0	317	8	1	326	7	247	0	254	599
Total	38	0	52	0	90	0	1268	21	2	1291	21	975	0	996	2377
05:00 PM	8	0	12	1	21	0	333	12	0	345	5	279	0	284	650
05:15 PM	5	0	9	0	14	0	349	10	0	359	9	267	0	276	649
05:30 PM	11	0	14	0	25	0	305	8	1	314	10	275	0	285	624
05:45 PM	4	0	10	0	14	0	306	5	0	311	15	280	0	295	620
Total	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
Grand Total	126	0	159	1	286	0	3832	114	4	3950	117	4099	0	4216	8452
Apprch %	44.1	0	55.6	0.3		0	97	2.9	0.1		2.8	97.2	0		
Total %	1.5	0	1.9	0	3.4	0	45.3	1.3	0	46.7	1.4	48.5	0	49.9	

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	13	0	6	0	19	0	124	9	1	134	12	277	0	289	442
07:15 AM	7	0	9	0	16	0	146	13	0	159	5	296	0	301	476
07:30 AM	8	0	5	0	13	0	146	6	0	152	8	263	0	271	436
07:45 AM	6	0	12	0	18	0	160	6	0	166	10	255	0	265	449
Total Volume	34	0	32	0	66	0	576	34	1	611	35	1091	0	1126	1803
% App. Total	51.5	0	48.5	0		0	94.3	5.6	0.2		3.1	96.9	0		
PHF	.654	.000	.667	.000	.868	.000	.900	.654	.250	.920	.729	.921	.000	.935	.947

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:15 AM					07:45 AM					07:00 AM				
+0 mins.	7	0	9	0	16	0	160	6	0	166	12	277	0	289	
+15 mins.	8	0	5	0	13	0	175	6	0	181	5	296	0	301	
+30 mins.	6	0	12	0	18	0	203	7	0	210	8	263	0	271	
+45 mins.	13	0	12	0	25	0	156	7	0	163	10	255	0	265	
Total Volume	34	0	38	0	72	0	694	26	0	720	35	1091	0	1126	
% App. Total	47.2	0	52.8	0		0	96.4	3.6	0		3.1	96.9	0		
PHF	.654	.000	.792	.000	.720	.000	.855	.929	.000	.857	.729	.921	.000	.935	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	8	0	12	1	21	0	333	12	0	345	5	279	0	284	650
05:15 PM	5	0	9	0	14	0	349	10	0	359	9	267	0	276	649
05:30 PM	11	0	14	0	25	0	305	8	1	314	10	275	0	285	624
05:45 PM	4	0	10	0	14	0	306	5	0	311	15	280	0	295	620
Total Volume	28	0	45	1	74	0	1293	35	1	1329	39	1101	0	1140	2543
% App. Total	37.8	0	60.8	1.4		0	97.3	2.6	0.1		3.4	96.6	0		
PHF	.636	.000	.804	.250	.740	.000	.926	.729	.250	.925	.650	.983	.000	.966	.978

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					05:00 PM				
+0 mins.	19	0	24	0	43	0	332	7	0	339	5	279	0	284	
+15 mins.	8	0	7	0	15	0	317	8	1	326	9	267	0	276	
+30 mins.	3	0	10	0	13	0	333	12	0	345	10	275	0	285	
+45 mins.	8	0	11	0	19	0	349	10	0	359	15	280	0	295	
Total Volume	38	0	52	0	90	0	1331	37	1	1369	39	1101	0	1140	
% App. Total	42.2	0	57.8	0		0	97.2	2.7	0.1		3.4	96.6	0		
PHF	.500	.000	.542	.000	.523	.000	.953	.771	.250	.953	.650	.983	.000	.966	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Heavy Vehicles

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	0	0	0	6	0	22	1	0	23	0	22	0	22	51
07:15 AM	0	0	1	0	1	0	20	0	0	20	0	17	0	17	38
07:30 AM	1	0	0	0	1	0	23	2	1	26	0	19	0	19	46
07:45 AM	2	0	0	0	2	0	31	8	0	39	0	24	0	24	65
Total	9	0	1	0	10	0	96	11	1	108	0	82	0	82	200
08:00 AM	2	0	1	0	3	0	31	2	0	33	0	24	0	24	60
08:15 AM	3	0	0	0	3	0	22	2	0	24	0	19	0	19	46
08:30 AM	6	0	3	0	9	0	35	1	1	37	0	31	0	31	77
08:45 AM	2	0	0	0	2	0	31	2	0	33	4	22	0	26	61
Total	13	0	4	0	17	0	119	7	1	127	4	96	0	100	244
*** BREAK ***															
04:00 PM	0	0	0	0	0	0	10	0	0	10	0	9	0	9	19
04:15 PM	1	0	0	0	1	0	11	0	0	11	0	10	0	10	22
04:30 PM	0	0	0	0	0	0	6	0	0	6	0	10	0	10	16
04:45 PM	0	0	0	0	0	0	11	0	0	11	0	7	0	7	18
Total	1	0	0	0	1	0	38	0	0	38	0	36	0	36	75
05:00 PM	0	0	0	0	0	0	15	0	0	15	0	8	0	8	23
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	9	0	9	14
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	5	0	5	9
05:45 PM	1	0	0	0	1	0	9	0	0	9	0	4	0	4	14
Total	1	0	0	0	1	0	33	0	0	33	0	26	0	26	60
Grand Total	24	0	5	0	29	0	286	18	2	306	4	240	0	244	579
Apprch %	82.8	0	17.2	0		0	93.5	5.9	0.7		1.6	98.4	0		
Total %	4.1	0	0.9	0	5	0	49.4	3.1	0.3	52.8	0.7	41.5	0	42.1	

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	2	0	0	0	2	0	31	8	0	39	0	24	0	24	65
08:00 AM	2	0	1	0	3	0	31	2	0	33	0	24	0	24	60
08:15 AM	3	0	0	0	3	0	22	2	0	24	0	19	0	19	46
08:30 AM	6	0	3	0	9	0	35	1	1	37	0	31	0	31	77
Total Volume	13	0	4	0	17	0	119	13	1	133	0	98	0	98	248
% App. Total	76.5	0	23.5	0		0	89.5	9.8	0.8		0	100	0		
PHF	.542	.000	.333	.000	.472	.000	.850	.406	.250	.853	.000	.790	.000	.790	.805

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:45 AM					07:45 AM					08:00 AM				
+0 mins.	2	0	0	0	2	0	31	8	0	39	0	24	0	24	
+15 mins.	2	0	1	0	3	0	31	2	0	33	0	19	0	19	
+30 mins.	3	0	0	0	3	0	22	2	0	24	0	31	0	31	
+45 mins.	6	0	3	0	9	0	35	1	1	37	4	22	0	26	
Total Volume	13	0	4	0	17	0	119	13	1	133	4	96	0	100	
% App. Total	76.5	0	23.5	0		0	89.5	9.8	0.8		4	96	0		
PHF	.542	.000	.333	.000	.472	.000	.850	.406	.250	.853	.250	.774	.000	.806	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:15 PM															
04:15 PM	1	0	0	0	1	0	11	0	0	11	0	10	0	10	22
04:30 PM	0	0	0	0	0	0	6	0	0	6	0	10	0	10	16
04:45 PM	0	0	0	0	0	0	11	0	0	11	0	7	0	7	18
05:00 PM	0	0	0	0	0	0	15	0	0	15	0	8	0	8	23
Total Volume	1	0	0	0	1	0	43	0	0	43	0	35	0	35	79
% App. Total	100	0	0	0		0	100	0	0		0	100	0		
PHF	.250	.000	.000	.000	.250	.000	.717	.000	.000	.717	.000	.875	.000	.875	.859

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM					04:15 PM					04:00 PM				
+0 mins.	0	0	0	0	0	0	11	0	0	11	0	9	0	9	
+15 mins.	1	0	0	0	1	0	6	0	0	6	0	10	0	10	
+30 mins.	0	0	0	0	0	0	11	0	0	11	0	10	0	10	
+45 mins.	0	0	0	0	0	0	15	0	0	15	0	7	0	7	
Total Volume	1	0	0	0	1	0	43	0	0	43	0	36	0	36	
% App. Total	100	0	0	0		0	100	0	0		0	100	0		
PHF	.250	.000	.000	.000	.250	.000	.717	.000	.000	.717	.000	.900	.000	.900	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- UTurns

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	3	0	0	0	3	2	0	0	2	5
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	5	0	0	0	5	2	0	0	2	7
*** BREAK ***															
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	1	4
04:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	9	0	0	0	9	1	0	0	1	10
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	2	3
05:30 PM	0	0	0	0	0	2	0	0	0	2	2	0	0	2	4
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	6	0	0	0	6	4	0	0	4	10
Grand Total	0	0	0	0	0	23	0	0	0	23	9	0	0	9	32
Apprch %	0	0	0	0		100	0	0	0		100	0	0		
Total %	0	0	0	0	0	71.9	0	0	0	71.9	28.1	0	0	28.1	

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	5	0	0	0	5	2	0	0	2	7
% App. Total	0	0	0	0		100	0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.500	.000	.000	.500	.875

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Rain 7:20-9am
Comments:

File Name : SR674&EastBayHS
Site Code : 0702903
Start Date : 6/7/2017

	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM					08:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	1	
+15 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	1	
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	2	0	0	0	2	1	0	0	1	
Total Volume	0	0	0	0	0	5	0	0	0	5	3	0	0	3	
% App. Total	0	0	0	0		100	0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.750	.000	.000	.750	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:15 PM															
04:15 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	1	4
04:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	10	0	0	0	10	1	0	0	1	11
% App. Total	0	0	0	0		100	0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.250	.000	.000	.250	.688

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:00 PM					04:15 PM					04:45 PM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	
+15 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	
+30 mins.	0	0	0	0	0	1	0	0	0	1	2	0	0	2	
+45 mins.	0	0	0	0	0	2	0	0	0	2	2	0	0	2	
Total Volume	0	0	0	0	0	10	0	0	0	10	4	0	0	4	
% App. Total	0	0	0	0		100	0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.500	.000	.000	.500	

Intersection Pedestrian & Bicycle Count

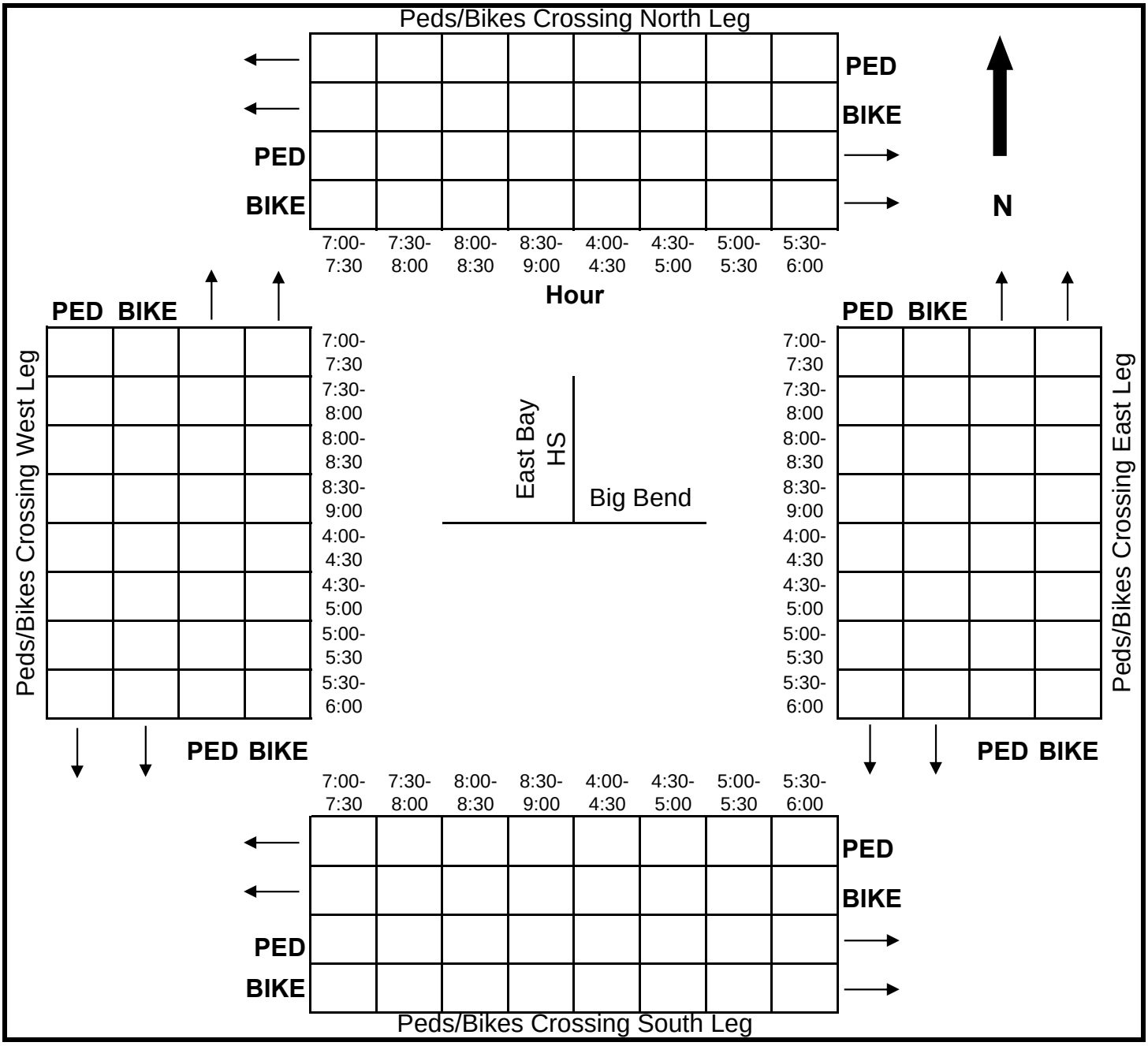
Date: 6/7/17 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: On/Off Rain

Intersection: Big Bend Road at East Bay High School 7:20-9am

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

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



BigBend&EastBayHSPED

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Rain 7:20-7:45
Comments:

File Name : BigBend&SimmonsLoopAM
Site Code : 0702903
Start Date : 6/8/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	3	513	0	516	30	0	2	5	37	0	166	11	1	178	731
07:15 AM	1	470	0	471	32	0	1	2	35	0	195	22	0	217	723
07:30 AM	1	471	0	472	41	0	1	2	44	0	208	17	0	225	741
07:45 AM	1	507	0	508	33	0	1	3	37	0	228	11	0	239	784
Total	6	1961	0	1967	136	0	5	12	153	0	797	61	1	859	2979
08:00 AM	4	509	0	513	30	0	0	2	32	0	238	17	0	255	800
08:15 AM	2	452	0	454	17	0	0	2	19	0	258	14	0	272	745
08:30 AM	2	378	0	380	17	0	1	1	19	1	257	13	2	273	672
08:45 AM	2	315	0	317	18	0	0	3	21	0	202	18	1	221	559
Total	10	1654	0	1664	82	0	1	8	91	1	955	62	3	1021	2776
Grand Total	16	3615	0	3631	218	0	6	20	244	1	1752	123	4	1880	5755
Apprch %	0.4	99.6	0		89.3	0	2.5	8.2		0.1	93.2	6.5	0.2		
Total %	0.3	62.8	0	63.1	3.8	0	0.1	0.3	4.2	0	30.4	2.1	0.1	32.7	
Passenger Vehicles	10	3444	0	3454	210	0	5	20	235	0	1560	121	4	1685	5374
% Passenger Vehicles	62.5	95.3	0	95.1	96.3	0	83.3	100	96.3	0	89	98.4	100	89.6	93.4
Heavy Vehicles	1	171	0	172	5	0	1	0	6	0	192	2	0	194	372
% Heavy Vehicles	6.2	4.7	0	4.7	2.3	0	16.7	0	2.5	0	11	1.6	0	10.3	6.5
UTurns	5	0	0	5	3	0	0	0	3	1	0	0	0	1	9
% UTurns	31.2	0	0	0.1	1.4	0	0	0	1.2	100	0	0	0	0.1	0.2

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	1	471	0	472	41	0	1	2	44	0	208	17	0	225	741
07:45 AM	1	507	0	508	33	0	1	3	37	0	228	11	0	239	784
08:00 AM	4	509	0	513	30	0	0	2	32	0	238	17	0	255	800
08:15 AM	2	452	0	454	17	0	0	2	19	0	258	14	0	272	745
Total Volume	8	1939	0	1947	121	0	2	9	132	0	932	59	0	991	3070
% App. Total	0.4	99.6	0		91.7	0	1.5	6.8		0	94	6	0		
PHF	.500	.952	.000	.949	.738	.000	.500	.750	.750	.000	.903	.868	.000	.911	.959
Passenger Vehicles	4	1848	0	1852	116	0	2	9	127	0	839	58	0	897	2876
% Passenger Vehicles	50.0	95.3	0	95.1	95.9	0	100	100	96.2	0	90.0	98.3	0	90.5	93.7
Heavy Vehicles	0	91	0	91	3	0	0	0	3	0	93	1	0	94	188
% Heavy Vehicles	0	4.7	0	4.7	2.5	0	0	0	2.3	0	10.0	1.7	0	9.5	6.1
UTurns	4	0	0	4	2	0	0	0	2	0	0	0	0	0	6
% UTurns	50.0	0	0	0.2	1.7	0	0	0	1.5	0	0	0	0	0	0.2

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Rain 7:20-7:45
Comments:

File Name : BigBend&SimmonsLoopAM
Site Code : 0702903
Start Date : 6/8/2017
Page No : 2

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	07:00 AM				07:00 AM					07:45 AM					
+0 mins.	3	513	0	516	30	0	2	5	37	0	228	11	0	239	
+15 mins.	1	470	0	471	32	0	1	2	35	0	238	17	0	255	
+30 mins.	1	471	0	472	41	0	1	2	44	0	258	14	0	272	
+45 mins.	1	507	0	508	33	0	1	3	37	1	257	13	2	273	
Total Volume	6	1961	0	1967	136	0	5	12	153	1	981	55	2	1039	
% App. Total	0.3	99.7	0		88.9	0	3.3	7.8		0.1	94.4	5.3	0.2		
PHF	.500	.956	.000	.953	.829	.000	.625	.600	.869	.250	.951	.809	.250	.951	
Passenger Vehicles	5	1878	0	1883	131	0	4	12	147	0	877	53	2	932	
% Passenger Vehicles	83.3	95.8	0	95.7	96.3	0	80	100	96.1	0	89.4	96.4	100	89.7	
Heavy Vehicles	0	83	0	83	2	0	1	0	3	0	104	2	0	106	
% Heavy Vehicles	0	4.2	0	4.2	1.5	0	20	0	2	0	10.6	3.6	0	10.2	
UTurns	1	0	0	1	3	0	0	0	3	1	0	0	0	1	
% UTurns	16.7	0	0	0.1	2.2	0	0	0	2	100	0	0	0	0.1	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Rain 7:20-7:45
Comments:

File Name : BigBend&SimmonsLoopAM
Site Code : 0702903
Start Date : 6/8/2017
Page No : 1

Groups Printed- Passenger Vehicles

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	2	500	0	502	29	0	1	5	35	0	148	11	1	160	697
07:15 AM	1	455	0	456	32	0	1	2	35	0	162	22	0	184	675
07:30 AM	1	442	0	443	39	0	1	2	42	0	188	17	0	205	690
07:45 AM	1	481	0	482	31	0	1	3	35	0	203	10	0	213	730
Total	5	1878	0	1883	131	0	4	12	147	0	701	60	1	762	2792
08:00 AM	1	490	0	491	29	0	0	2	31	0	211	17	0	228	750
08:15 AM	1	435	0	436	17	0	0	2	19	0	237	14	0	251	706
08:30 AM	2	349	0	351	16	0	1	1	18	0	226	12	2	240	609
08:45 AM	1	292	0	293	17	0	0	3	20	0	185	18	1	204	517
Total	5	1566	0	1571	79	0	1	8	88	0	859	61	3	923	2582
Grand Total	10	3444	0	3454	210	0	5	20	235	0	1560	121	4	1685	5374
Apprch %	0.3	99.7	0		89.4	0	2.1	8.5		0	92.6	7.2	0.2		
Total %	0.2	64.1	0	64.3	3.9	0	0.1	0.4	4.4	0	29	2.3	0.1	31.4	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	1	442	0	443	39	0	1	2	42	0	188	17	0	205	690
07:45 AM	1	481	0	482	31	0	1	3	35	0	203	10	0	213	730
08:00 AM	1	490	0	491	29	0	0	2	31	0	211	17	0	228	750
08:15 AM	1	435	0	436	17	0	0	2	19	0	237	14	0	251	706
Total Volume	4	1848	0	1852	116	0	2	9	127	0	839	58	0	897	2876
% App. Total	0.2	99.8	0		91.3	0	1.6	7.1		0	93.5	6.5	0		
PHF	1.00	.943	.000	.943	.744	.000	.500	.750	.756	.000	.885	.853	.000	.893	.959

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM					07:45 AM				
+0 mins.	2	500	0	502	29	0	1	5	35	0	203	10	0	213
+15 mins.	1	455	0	456	32	0	1	2	35	0	211	17	0	228
+30 mins.	1	442	0	443	39	0	1	2	42	0	237	14	0	251
+45 mins.	1	481	0	482	31	0	1	3	35	0	226	12	2	240
Total Volume	5	1878	0	1883	131	0	4	12	147	0	877	53	2	932
% App. Total	0.3	99.7	0		89.1	0	2.7	8.2		0	94.1	5.7	0.2	
PHF	.625	.939	.000	.938	.840	.000	1.000	.600	.875	.000	.925	.779	.250	.928

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Rain 7:20-7:45
Comments:

File Name : BigBend&SimmonsLoopAM
Site Code : 0702903
Start Date : 6/8/2017
Page No : 1

Groups Printed- Heavy Vehicles

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	0	13	0	13	0	0	1	0	1	0	18	0	0	18	32
07:15 AM	0	15	0	15	0	0	0	0	0	0	33	0	0	33	48
07:30 AM	0	29	0	29	1	0	0	0	1	0	20	0	0	20	50
07:45 AM	0	26	0	26	1	0	0	0	1	0	25	1	0	26	53
Total	0	83	0	83	2	0	1	0	3	0	96	1	0	97	183
08:00 AM	0	19	0	19	1	0	0	0	1	0	27	0	0	27	47
08:15 AM	0	17	0	17	0	0	0	0	0	0	21	0	0	21	38
08:30 AM	0	29	0	29	1	0	0	0	1	0	31	1	0	32	62
08:45 AM	1	23	0	24	1	0	0	0	1	0	17	0	0	17	42
Total	1	88	0	89	3	0	0	0	3	0	96	1	0	97	189
Grand Total	1	171	0	172	5	0	1	0	6	0	192	2	0	194	372
Apprch %	0.6	99.4	0		83.3	0	16.7	0		0	99	1	0		
Total %	0.3	46	0	46.2	1.3	0	0.3	0	1.6	0	51.6	0.5	0	52.2	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	0	26	0	26	1	0	0	0	1	0	25	1	0	26	53
08:00 AM	0	19	0	19	1	0	0	0	1	0	27	0	0	27	47
08:15 AM	0	17	0	17	0	0	0	0	0	0	21	0	0	21	38
08:30 AM	0	29	0	29	1	0	0	0	1	0	31	1	0	32	62
Total Volume	0	91	0	91	3	0	0	0	3	0	104	2	0	106	200
% App. Total	0	100	0		100	0	0	0		0	98.1	1.9	0		
PHF	.000	.784	.000	.784	.750	.000	.000	.000	.750	.000	.839	.500	.000	.828	.806

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM					07:15 AM					
+0 mins.	0	29	0	29	0	0	1	0	1	0	33	0	0	33	
+15 mins.	0	26	0	26	0	0	0	0	0	0	20	0	0	20	
+30 mins.	0	19	0	19	1	0	0	0	1	0	25	1	0	26	
+45 mins.	0	17	0	17	1	0	0	0	1	0	27	0	0	27	
Total Volume	0	91	0	91	2	0	1	0	3	0	105	1	0	106	
% App. Total	0	100	0		66.7	0	33.3	0		0	99.1	0.9	0		
PHF	.000	.784	.000	.784	.500	.000	.250	.000	.750	.000	.795	.250	.000	.803	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Rain 7:20-7:45
Comments:

File Name : BigBend&SimmonsLoopAM
Site Code : 0702903
Start Date : 6/8/2017
Page No : 1

Groups Printed- UTurns

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	1	3	0	0	0	3	0	0	0	0	0	4
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	4	0	0	0	0	0	1	0	0	0	1	5
Grand Total	5	0	0	5	3	0	0	0	3	1	0	0	0	1	9
Apprch %	100	0	0		100	0	0	0		100	0	0	0		
Total %	55.6	0	0	55.6	33.3	0	0	0	33.3	11.1	0	0	0	11.1	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	4	0	0	4	2	0	0	0	2	0	0	0	0	0	6
% App. Total	100	0	0		100	0	0	0		0	0	0	0		
PHF	.333	.000	.000	.333	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM					07:45 AM					
+0 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	3	0	0	3	1	0	0	0	1	0	0	0	0	0	
+45 mins.	1	0	0	1	1	0	0	0	1	1	0	0	0	1	
Total Volume	4	0	0	4	3	0	0	0	3	1	0	0	0	1	
% App. Total	100	0	0		100	0	0	0		100	0	0	0		
PHF	.333	.000	.000	.333	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Light Sprinkle
Comments:

File Name : BigBend&SimmonsLoopPM
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	3	233	0	236	16	0	2	6	24	0	397	30	1	428	688
04:15 PM	3	215	0	218	21	0	3	9	33	0	437	34	0	471	722
04:30 PM	4	261	0	265	14	0	0	8	22	1	489	46	0	536	823
04:45 PM	3	274	0	277	11	0	1	6	18	0	480	55	2	537	832
Total	13	983	0	996	62	0	6	29	97	1	1803	165	3	1972	3065
05:00 PM	5	260	0	265	34	0	2	7	43	0	482	41	0	523	831
05:15 PM	7	276	0	283	9	0	2	4	15	0	534	51	3	588	886
05:30 PM	1	246	0	247	27	0	1	7	35	0	578	47	2	627	909
05:45 PM	2	267	0	269	7	0	4	7	18	0	482	67	1	550	837
Total	15	1049	0	1064	77	0	9	25	111	0	2076	206	6	2288	3463
Grand Total	28	2032	0	2060	139	0	15	54	208	1	3879	371	9	4260	6528
Apprch %	1.4	98.6	0		66.8	0	7.2	26		0	91.1	8.7	0.2		
Total %	0.4	31.1	0	31.6	2.1	0	0.2	0.8	3.2	0	59.4	5.7	0.1	65.3	
Passenger Vehicles	24	1921	0	1945	136	0	15	53	204	0	3802	369	9	4180	6329
% Passenger Vehicles	85.7	94.5	0	94.4	97.8	0	100	98.1	98.1	0	98	99.5	100	98.1	97
Heavy Vehicles	1	111	0	112	2	0	0	1	3	0	77	2	0	79	194
% Heavy Vehicles	3.6	5.5	0	5.4	1.4	0	0	1.9	1.4	0	2	0.5	0	1.9	3
UTurns	3	0	0	3	1	0	0	0	1	1	0	0	0	1	5
% UTurns	10.7	0	0	0.1	0.7	0	0	0	0.5	100	0	0	0	0	0.1

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	5	260	0	265	34	0	2	7	43	0	482	41	0	523	831
05:15 PM	7	276	0	283	9	0	2	4	15	0	534	51	3	588	886
05:30 PM	1	246	0	247	27	0	1	7	35	0	578	47	2	627	909
05:45 PM	2	267	0	269	7	0	4	7	18	0	482	67	1	550	837
Total Volume	15	1049	0	1064	77	0	9	25	111	0	2076	206	6	2288	3463
% App. Total	1.4	98.6	0		69.4	0	8.1	22.5		0	90.7	9	0.3		
PHF	.536	.950	.000	.940	.566	.000	.563	.893	.645	.000	.898	.769	.500	.912	.952
Passenger Vehicles	13	1003	0	1016	75	0	9	24	108	0	2042	204	6	2252	3376
% Passenger Vehicles	86.7	95.6	0	95.5	97.4	0	100	96.0	97.3	0	98.4	99.0	100	98.4	97.5
Heavy Vehicles	0	46	0	46	2	0	0	1	3	0	34	2	0	36	85
% Heavy Vehicles	0	4.4	0	4.3	2.6	0	0	4.0	2.7	0	1.6	1.0	0	1.6	2.5
UTurns	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% UTurns	13.3	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Light Sprinkle
Comments:

File Name : BigBend&SimmonsLoopPM
Site Code : 0702903
Start Date : 6/6/2017

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
	04:30 PM				04:15 PM					05:00 PM					
+0 mins.	4	261	0	265	21	0	3	9	33	0	482	41	0	523	
+15 mins.	3	274	0	277	14	0	0	8	22	0	534	51	3	588	
+30 mins.	5	260	0	265	11	0	1	6	18	0	578	47	2	627	
+45 mins.	7	276	0	283	34	0	2	7	43	0	482	67	1	550	
Total Volume	19	1071	0	1090	80	0	6	30	116	0	2076	206	6	2288	
% App. Total	1.7	98.3	0		69	0	5.2	25.9		0	90.7	9	0.3		
PHF	.679	.970	.000	.963	.588	.000	.500	.833	.674	.000	.898	.769	.500	.912	
Passenger Vehicles	17	1010	0	1027	79	0	6	30	115	0	2042	204	6	2252	
% Passenger Vehicles	89.5	94.3	0	94.2	98.8	0	100	100	99.1	0	98.4	99	100	98.4	
Heavy Vehicles	0	61	0	61	0	0	0	0	0	0	34	2	0	36	
% Heavy Vehicles	0	5.7	0	5.6	0	0	0	0	0	0	1.6	1	0	1.6	
UTurns	2	0	0	2	1	0	0	0	1	0	0	0	0	0	
% UTurns	10.5	0	0	0.2	1.2	0	0	0	0.9	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Light Sprinkle
Comments:

File Name : BigBend&SimmonsLoopPM
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	3	214	0	217	16	0	2	6	24	0	385	30	1	416	657
04:15 PM	2	203	0	205	20	0	3	9	32	0	428	34	0	462	699
04:30 PM	3	249	0	252	14	0	0	8	22	0	480	46	0	526	800
04:45 PM	3	252	0	255	11	0	1	6	18	0	467	55	2	524	797
Total	11	918	0	929	61	0	6	29	96	0	1760	165	3	1928	2953
05:00 PM	5	249	0	254	34	0	2	7	43	0	477	41	0	518	815
05:15 PM	6	260	0	266	9	0	2	3	14	0	525	49	3	577	857
05:30 PM	1	238	0	239	26	0	1	7	34	0	569	47	2	618	891
05:45 PM	1	256	0	257	6	0	4	7	17	0	471	67	1	539	813
Total	13	1003	0	1016	75	0	9	24	108	0	2042	204	6	2252	3376
Grand Total	24	1921	0	1945	136	0	15	53	204	0	3802	369	9	4180	6329
Apprch %	1.2	98.8	0		66.7	0	7.4	26		0	91	8.8	0.2		
Total %	0.4	30.4	0	30.7	2.1	0	0.2	0.8	3.2	0	60.1	5.8	0.1	66	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	5	249	0	254	34	0	2	7	43	0	477	41	0	518	815
05:15 PM	6	260	0	266	9	0	2	3	14	0	525	49	3	577	857
05:30 PM	1	238	0	239	26	0	1	7	34	0	569	47	2	618	891
05:45 PM	1	256	0	257	6	0	4	7	17	0	471	67	1	539	813
Total Volume	13	1003	0	1016	75	0	9	24	108	0	2042	204	6	2252	3376
% App. Total	1.3	98.7	0		69.4	0	8.3	22.2		0	90.7	9.1	0.3		
PHF	.542	.964	.000	.955	.551	.000	.563	.857	.628	.000	.897	.761	.500	.911	.947

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM					05:00 PM				
+0 mins.	3	249	0	252	20	0	3	9	32	0	477	41	0	518
+15 mins.	3	252	0	255	14	0	0	8	22	0	525	49	3	577
+30 mins.	5	249	0	254	11	0	1	6	18	0	569	47	2	618
+45 mins.	6	260	0	266	34	0	2	7	43	0	471	67	1	539
Total Volume	17	1010	0	1027	79	0	6	30	115	0	2042	204	6	2252
% App. Total	1.7	98.3	0		68.7	0	5.2	26.1		0	90.7	9.1	0.3	
PHF	.708	.971	.000	.965	.581	.000	.500	.833	.669	.000	.897	.761	.500	.911

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Light Sprinkle
Comments:

File Name : BigBend&SimmonsLoopPM
Site Code : 0702903
Start Date : 6/6/2017

Groups Printed- Heavy Vehicles

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	0	19	0	19	0	0	0	0	0	0	12	0	0	12	31
04:15 PM	1	12	0	13	0	0	0	0	0	0	9	0	0	9	22
04:30 PM	0	12	0	12	0	0	0	0	0	0	9	0	0	9	21
04:45 PM	0	22	0	22	0	0	0	0	0	0	13	0	0	13	35
Total	1	65	0	66	0	0	0	0	0	0	43	0	0	43	109
05:00 PM	0	11	0	11	0	0	0	0	0	0	5	0	0	5	16
05:15 PM	0	16	0	16	0	0	0	1	1	0	9	2	0	11	28
05:30 PM	0	8	0	8	1	0	0	0	1	0	9	0	0	9	18
05:45 PM	0	11	0	11	1	0	0	0	1	0	11	0	0	11	23
Total	0	46	0	46	2	0	0	1	3	0	34	2	0	36	85
Grand Total	1	111	0	112	2	0	0	1	3	0	77	2	0	79	194
Apprch %	0.9	99.1	0		66.7	0	0	33.3		0	97.5	2.5	0		
Total %	0.5	57.2	0	57.7	1	0	0	0.5	1.5	0	39.7	1	0	40.7	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	19	0	19	0	0	0	0	0	0	12	0	0	12	31
04:15 PM	1	12	0	13	0	0	0	0	0	0	9	0	0	9	22
04:30 PM	0	12	0	12	0	0	0	0	0	0	9	0	0	9	21
04:45 PM	0	22	0	22	0	0	0	0	0	0	13	0	0	13	35
Total Volume	1	65	0	66	0	0	0	0	0	0	43	0	0	43	109
% App. Total	1.5	98.5	0		0	0	0	0		0	100	0	0		
PHF	.250	.739	.000	.750	.000	.000	.000	.000	.000	.000	.827	.000	.000	.827	.779

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM					04:00 PM				
+0 mins.	0	19	0	19	0	0	0	0	0	0	12	0	0	12
+15 mins.	1	12	0	13	0	0	0	1	1	0	9	0	0	9
+30 mins.	0	12	0	12	1	0	0	0	1	0	9	0	0	9
+45 mins.	0	22	0	22	1	0	0	0	1	0	13	0	0	13
Total Volume	1	65	0	66	2	0	0	1	3	0	43	0	0	43
% App. Total	1.5	98.5	0		66.7	0	0	33.3		0	100	0	0	
PHF	.250	.739	.000	.750	.500	.000	.000	.250	.750	.000	.827	.000	.000	.827

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: On/Off Light Sprinkle
Comments:

File Name : BigBend&SimmonsLoopPM
Site Code : 0702903
Start Date : 6/6/2017

Groups Printed- UTurns

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	3	0	0	3	1	0	0	0	1	1	0	0	0	1	5
Apprch %	100	0	0		100	0	0	0		100	0	0	0		
Total %	60	0	0	60	20	0	0	0	20	20	0	0	0	20	

	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
% App. Total	100	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.375

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM					04:00 PM					
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
Total Volume	2	0	0	2	1	0	0	0	1	1	0	0	0	1	
% App. Total	100	0	0		100	0	0	0		100	0	0	0		
PHF	.500	.000	.000	.500	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

Date: 6/6/17-PM & 6/8/17-AM

Day: Tues & Thurs

Count Times: 7-9am & 4-6pm

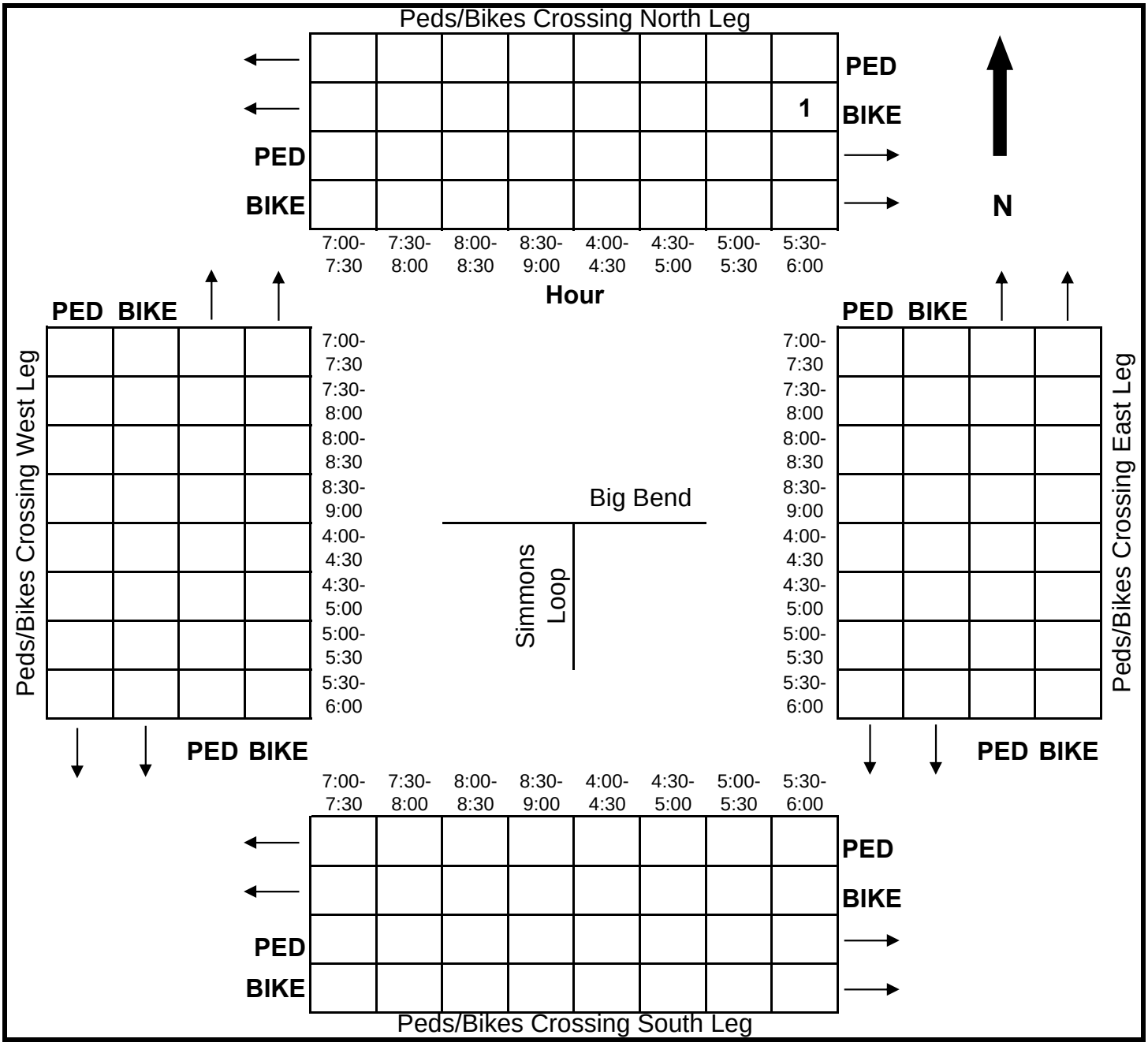
Weather: Rain 7:20-7:45am

Intersection: Big Bend Road at Simmons Loop

On/Off Sprinkle in Afternoon

Comments:

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



Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	17	0	1	1	19	22	81	5	8	116	12	10	101	43	166	1	108	3	0	112	413
07:15 AM	9	4	2	0	15	28	96	6	2	132	19	10	87	47	163	3	119	1	6	129	439
07:30 AM	8	3	0	1	12	19	98	3	2	122	23	9	88	44	164	1	109	1	3	114	412
07:45 AM	11	6	0	1	18	23	83	4	3	113	18	8	80	55	161	0	80	2	6	88	380
Total	45	13	3	3	64	92	358	18	15	483	72	37	356	189	654	5	416	7	15	443	1644
08:00 AM	14	3	0	1	18	24	80	4	1	109	6	13	88	44	151	1	115	5	1	122	400
08:15 AM	7	6	0	0	13	39	98	3	2	142	12	3	66	30	111	0	77	1	4	82	348
08:30 AM	7	2	2	0	11	24	96	3	2	125	9	3	41	23	76	1	117	3	3	124	336
08:45 AM	7	1	1	1	10	28	76	4	0	108	8	4	28	23	63	2	103	3	4	112	293
Total	35	12	3	2	52	115	350	14	5	484	35	23	223	120	401	4	412	12	12	440	1377
*** BREAK ***																					
04:00 PM	8	7	0	1	16	128	119	6	4	257	16	4	41	22	83	2	147	10	10	169	525
04:15 PM	9	5	0	0	14	93	129	10	6	238	12	7	38	22	79	1	146	11	9	167	498
04:30 PM	9	9	0	2	20	123	108	6	6	243	8	6	29	20	63	3	152	11	14	180	506
04:45 PM	15	7	2	0	24	108	96	5	5	214	12	5	36	18	71	3	145	6	10	164	473
Total	41	28	2	3	74	452	452	27	21	952	48	22	144	82	296	9	590	38	43	680	2002
05:00 PM	3	6	1	0	10	123	90	4	5	222	17	10	40	10	77	1	139	18	17	175	484
05:15 PM	6	7	0	0	13	155	101	10	4	270	7	4	46	18	75	0	124	12	14	150	508
05:30 PM	4	4	0	1	9	143	119	9	3	274	18	5	44	16	83	4	145	16	15	180	546
05:45 PM	4	8	0	1	13	137	107	5	4	253	16	6	34	13	69	3	148	15	13	179	514
Total	17	25	1	2	45	558	417	28	16	1019	58	25	164	57	304	8	556	61	59	684	2052
Grand Total	138	78	9	10	235	1217	1577	87	57	2938	213	107	887	448	1655	26	1974	118	129	2247	7075
Apprch %	58.7	33.2	3.8	4.3		41.4	53.7	3	1.9		12.9	6.5	53.6	27.1		1.2	87.9	5.3	5.7		
Total %	2	1.1	0.1	0.1	3.3	17.2	22.3	1.2	0.8	41.5	3	1.5	12.5	6.3	23.4	0.4	27.9	1.7	1.8	31.8	
Passenger Vehicles	133	76	9	9	227	1183	1522	84	55	2844	198	105	878	445	1626	14	1889	115	124	2142	6839
% Passenger Vehicles	96.4	97.4	100	90	96.6	97.2	96.5	96.6	96.5	96.8	93	98.1	99	99.3	98.2	53.8	95.7	97.5	96.1	95.3	96.7
Heavy Vehicles	5	2	0	1	8	22	55	3	2	82	10	2	9	3	24	0	85	3	5	93	207
% Heavy Vehicles	3.6	2.6	0	10	3.4	1.8	3.5	3.4	3.5	2.8	4.7	1.9	1	0.7	1.5	0	4.3	2.5	3.9	4.1	2.9
UTurns	0	0	0	0	0	12	0	0	0	12	5	0	0	0	5	12	0	0	0	12	29
% UTurns	0	0	0	0	0	1	0	0	0	0.4	2.3	0	0	0	0.3	46.2	0	0	0	0.5	0.4

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	17	0	1	1	19	22	81	5	8	116	12	10	101	43	166	1	108	3	0	112	413
07:15 AM	9	4	2	0	15	28	96	6	2	132	19	10	87	47	163	3	119	1	6	129	439
07:30 AM	8	3	0	1	12	19	98	3	2	122	23	9	88	44	164	1	109	1	3	114	412
07:45 AM	11	6	0	1	18	23	83	4	3	113	18	8	80	55	161	0	80	2	6	88	380
Total Volume	45	13	3	3	64	92	358	18	15	483	72	37	356	189	654	5	416	7	15	443	1644
% App. Total	70.3	20.3	4.7	4.7		19	74.1	3.7	3.1		11	5.7	54.4	28.9		1.1	93.9	1.6	3.4		
PHF	.662	.542	.375	.750	.842	.821	.913	.750	.469	.915	.783	.925	.881	.859	.985	.417	.874	.583	.625	.859	.936
Passenger Vehicles	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	388	6	13	410	1580
% Passenger Vehicles	100	92.3	100	100	98.4	91.3	96.1	94.4	100	95.2	97.2	100	98.9	99.5	98.9	60.0	93.3	85.7	86.7	92.6	96.1
Heavy Vehicles	0	1	0	0	1	5	14	1	0	20	1	0	4	1	6	0	28	1	2	31	58
% Heavy Vehicles	0	7.7	0	0	1.6	5.4	3.9	5.6	0	4.1	1.4	0	1.1	0.5	0.9	0	6.7	14.3	13.3	7.0	3.5
UTurns	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	2	0	0	0	2	6
% UTurns	0	0	0	0	0	3.3	0	0	0	0.6	1.4	0	0	0	0.2	40.0	0	0	0	0.5	0.4

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:00 AM					07:15 AM				
+0 mins.	17	0	1	1	19	23	83	4	3	113	12	10	101	43	166	3	119	1	6	129
+15 mins.	9	4	2	0	15	24	80	4	1	109	19	10	87	47	163	1	109	1	3	114
+30 mins.	8	3	0	1	12	39	98	3	2	142	23	9	88	44	164	0	80	2	6	88
+45 mins.	11	6	0	1	18	24	96	3	2	125	18	8	80	55	161	1	115	5	1	122
Total Volume	45	13	3	3	64	110	357	14	8	489	72	37	356	189	654	5	423	9	16	453
% App. Total	70.3	20.3	4.7	4.7		22.5	73	2.9	1.6		11	5.7	54.4	28.9		1.1	93.4	2	3.5	
PHF	.662	.542	.375	.750	.842	.705	.911	.875	.667	.861	.783	.925	.881	.859	.985	.417	.889	.450	.667	.878
Passenger Vehicles	45	12	3	3	63	98	335	12	8	453	70	37	352	188	647	3	390	8	14	415
% Passenger Vehicles	100	92.3	100	100	98.4	89.1	93.8	85.7	100	92.6	97.2	100	98.9	99.5	98.9	60	92.2	88.9	87.5	91.6
Heavy Vehicles	0	1	0	0	1	10	22	2	0	34	1	0	4	1	6	0	33	1	2	36
% Heavy Vehicles	0	7.7	0	0	1.6	9.1	6.2	14.3	0	7	1.4	0	1.1	0.5	0.9	0	7.8	11.1	12.5	7.9
UTurns	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2
% UTurns	0	0	0	0	0	1.8	0	0	0	0.4	1.4	0	0	0	0.2	40	0	0	0	0.4

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	6	1	0	10	123	90	4	5	222	17	10	40	10	77	1	139	18	17	175	484
05:15 PM	6	7	0	0	13	155	101	10	4	270	7	4	46	18	75	0	124	12	14	150	508
05:30 PM	4	4	0	1	9	143	119	9	3	274	18	5	44	16	83	4	145	16	15	180	546
05:45 PM	4	8	0	1	13	137	107	5	4	253	16	6	34	13	69	3	148	15	13	179	514
Total Volume	17	25	1	2	45	558	417	28	16	1019	58	25	164	57	304	8	556	61	59	684	2052
% App. Total	37.8	55.6	2.2	4.4		54.8	40.9	2.7	1.6		19.1	8.2	53.9	18.8		1.2	81.3	8.9	8.6		
PHF	.708	.781	.250	.500	.865	.900	.876	.700	.800	.930	.806	.625	.891	.792	.916	.500	.939	.847	.868	.950	.940
Passenger Vehicles	14	25	1	2	42	543	410	27	16	996	51	24	164	56	295	4	554	60	57	675	2008
% Passenger Vehicles	82.4	100	100	100	93.3	97.3	98.3	96.4	100	97.7	87.9	96.0	100	98.2	97.0	50.0	99.6	98.4	96.6	98.7	97.9
Heavy Vehicles	3	0	0	0	3	8	7	1	0	16	4	1	0	1	6	0	2	1	2	5	30
% Heavy Vehicles	17.6	0	0	0	6.7	1.4	1.7	3.6	0	1.6	6.9	4.0	0	1.8	2.0	0	0.4	1.6	3.4	0.7	1.5
UTurns	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4	14
% UTurns	0	0	0	0	0	1.3	0	0	0	0.7	5.2	0	0	0	1.0	50.0	0	0	0	0.6	0.7

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:45 PM					04:15 PM				
+0 mins.	8	7	0	1	16	123	90	4	5	222	12	5	36	18	71	1	146	11	9	167
+15 mins.	9	5	0	0	14	155	101	10	4	270	17	10	40	10	77	3	152	11	14	180
+30 mins.	9	9	0	2	20	143	119	9	3	274	7	4	46	18	75	3	145	6	10	164
+45 mins.	15	7	2	0	24	137	107	5	4	253	18	5	44	16	83	1	139	18	17	175
Total Volume	41	28	2	3	74	558	417	28	16	1019	54	24	166	62	306	8	582	46	50	686
% App. Total	55.4	37.8	2.7	4.1		54.8	40.9	2.7	1.6		17.6	7.8	54.2	20.3		1.2	84.8	6.7	7.3	
PHF	.683	.778	.250	.375	.771	.900	.876	.700	.800	.930	.750	.600	.902	.861	.922	.667	.957	.639	.735	.953
Passenger Vehicles	39	28	2	3	72	543	410	27	16	996	46	24	166	61	297	5	569	46	48	668
% Passenger Vehicles	95.1	100	100	100	97.3	97.3	98.3	96.4	100	97.7	85.2	100	100	98.4	97.1	62.5	97.8	100	96	97.4
Heavy Vehicles	2	0	0	0	2	8	7	1	0	16	5	0	0	1	6	0	13	0	2	15
% Heavy Vehicles	4.9	0	0	0	2.7	1.4	1.7	3.6	0	1.6	9.3	0	0	1.6	2	0	2.2	0	4	2.2
UTurns	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	3	0	0	0	3
% UTurns	0	0	0	0	0	1.3	0	0	0	0.7	5.6	0	0	0	1	37.5	0	0	0	0.4

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	17	0	1	1	19	22	75	5	8	110	12	10	100	43	165	0	102	2	0	104	398
07:15 AM	9	3	2	0	14	26	91	6	2	125	19	10	84	46	159	2	111	1	6	120	418
07:30 AM	8	3	0	1	12	18	97	3	2	120	23	9	88	44	164	1	101	1	2	105	401
07:45 AM	11	6	0	1	18	18	81	3	3	105	16	8	80	55	159	0	74	2	5	81	363
Total	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	388	6	13	410	1580
08:00 AM	14	2	0	1	17	20	76	3	1	100	6	13	87	44	150	0	104	4	1	109	376
08:15 AM	7	6	0	0	13	39	91	3	2	135	12	3	65	30	110	0	73	1	4	78	336
08:30 AM	7	2	2	0	11	21	87	3	2	113	9	3	38	22	72	0	108	3	3	114	310
08:45 AM	7	1	1	0	9	28	68	4	0	100	8	4	28	23	63	0	89	3	4	96	268
Total	35	11	3	1	50	108	322	13	5	448	35	23	218	119	395	0	374	11	12	397	1290
*** BREAK ***																					
04:00 PM	8	7	0	1	16	126	115	6	4	251	14	3	41	22	80	2	142	10	10	164	511
04:15 PM	9	5	0	0	14	92	129	10	5	236	12	7	38	22	79	1	142	11	9	163	492
04:30 PM	7	9	0	2	18	123	107	6	5	241	7	6	29	20	62	1	147	11	14	173	494
04:45 PM	15	7	2	0	24	107	95	5	5	212	9	5	36	18	68	3	142	6	9	160	464
Total	39	28	2	3	72	448	446	27	19	940	42	21	144	82	289	7	573	38	42	660	1961
05:00 PM	3	6	1	0	10	118	87	3	5	213	14	10	40	10	74	0	138	18	16	172	469
05:15 PM	6	7	0	0	13	152	100	10	4	266	6	4	46	17	73	0	123	12	14	149	501
05:30 PM	3	4	0	1	8	141	116	9	3	269	17	5	44	16	82	2	145	16	15	178	537
05:45 PM	2	8	0	1	11	132	107	5	4	248	14	5	34	13	66	2	148	14	12	176	501
Total	14	25	1	2	42	543	410	27	16	996	51	24	164	56	295	4	554	60	57	675	2008
Grand Total	133	76	9	9	227	1183	1522	84	55	2844	198	105	878	445	1626	14	1889	115	124	2142	6839
Apprch %	58.6	33.5	4	4		41.6	53.5	3	1.9		12.2	6.5	54	27.4		0.7	88.2	5.4	5.8		
Total %	1.9	1.1	0.1	0.1	3.3	17.3	22.3	1.2	0.8	41.6	2.9	1.5	12.8	6.5	23.8	0.2	27.6	1.7	1.8	31.3	

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	17	0	1	1	19	22	75	5	8	110	12	10	100	43	165	0	102	2	0	104	398
07:15 AM	9	3	2	0	14	26	91	6	2	125	19	10	84	46	159	2	111	1	6	120	418
07:30 AM	8	3	0	1	12	18	97	3	2	120	23	9	88	44	164	1	101	1	2	105	401
07:45 AM	11	6	0	1	18	18	81	3	3	105	16	8	80	55	159	0	74	2	5	81	363
Total Volume	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	388	6	13	410	1580
% App. Total	71.4	19	4.8	4.8		18.3	74.8	3.7	3.3		10.8	5.7	54.4	29.1		0.7	94.6	1.5	3.2		
PHF	.662	.500	.375	.750	.829	.808	.887	.708	.469	.920	.761	.925	.880	.855	.980	.375	.874	.750	.542	.854	.945

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:15 AM					
+0 mins.	17	0	1	1	19	22	75	5	8	110	12	10	100	43	165	2	111	1	6	120	
+15 mins.	9	3	2	0	14	26	91	6	2	125	19	10	84	46	159	1	101	1	2	105	
+30 mins.	8	3	0	1	12	18	97	3	2	120	23	9	88	44	164	0	74	2	5	81	
+45 mins.	11	6	0	1	18	18	81	3	3	105	16	8	80	55	159	0	104	4	1	109	
Total Volume	45	12	3	3	63	84	344	17	15	460	70	37	352	188	647	3	390	8	14	415	
% App. Total	71.4	19	4.8	4.8		18.3	74.8	3.7	3.3		10.8	5.7	54.4	29.1		0.7	94	1.9	3.4		
PHF	.662	.500	.375	.750	.829	.808	.887	.708	.469	.920	.761	.925	.880	.855	.980	.375	.878	.500	.583	.865	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	6	1	0	10	118	87	3	5	213	14	10	40	10	74	0	138	18	16	172	469
05:15 PM	6	7	0	0	13	152	100	10	4	266	6	4	46	17	73	0	123	12	14	149	501
05:30 PM	3	4	0	1	8	141	116	9	3	269	17	5	44	16	82	2	145	16	15	178	537
05:45 PM	2	8	0	1	11	132	107	5	4	248	14	5	34	13	66	2	148	14	12	176	501
Total Volume	14	25	1	2	42	543	410	27	16	996	51	24	164	56	295	4	554	60	57	675	2008
% App. Total	33.3	59.5	2.4	4.8		54.5	41.2	2.7	1.6		17.3	8.1	55.6	19		0.6	82.1	8.9	8.4		
PHF	.583	.781	.250	.500	.808	.893	.884	.675	.800	.926	.750	.600	.891	.824	.899	.500	.936	.833	.891	.948	.935

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					05:00 PM					04:45 PM					05:00 PM					
+0 mins.	8	7	0	1	16	118	87	3	5	213	9	5	36	18	68	0	138	18	16	172	
+15 mins.	9	5	0	0	14	152	100	10	4	266	14	10	40	10	74	0	123	12	14	149	
+30 mins.	7	9	0	2	18	141	116	9	3	269	6	4	46	17	73	2	145	16	15	178	
+45 mins.	15	7	2	0	24	132	107	5	4	248	17	5	44	16	82	2	148	14	12	176	
Total Volume	39	28	2	3	72	543	410	27	16	996	46	24	166	61	297	4	554	60	57	675	
% App. Total	54.2	38.9	2.8	4.2		54.5	41.2	2.7	1.6		15.5	8.1	55.9	20.5		0.6	82.1	8.9	8.4		
PHF	.650	.778	.250	.375	.750	.893	.884	.675	.800	.926	.676	.600	.902	.847	.905	.500	.936	.833	.891	.948	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Heavy Vehicles

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	6	1	0	7	14
07:15 AM	0	1	0	0	1	2	5	0	0	7	0	0	3	1	4	0	8	0	0	8	20
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	1	9	10
07:45 AM	0	0	0	0	0	3	2	1	0	6	1	0	0	0	1	0	6	0	1	7	14
Total	0	1	0	0	1	5	14	1	0	20	1	0	4	1	6	0	28	1	2	31	58
08:00 AM	0	1	0	0	1	4	4	1	0	9	0	0	1	0	1	0	11	1	0	12	23
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	12
08:30 AM	0	0	0	0	0	3	9	0	0	12	0	0	3	1	4	0	9	0	0	9	25
08:45 AM	0	0	0	1	1	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	23
Total	0	1	0	1	2	7	28	1	0	36	0	0	5	1	6	0	38	1	0	39	83
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	4	0	0	5	2	1	0	0	3	0	5	0	0	5	13
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4	5
04:30 PM	2	0	0	0	2	0	1	0	1	2	1	0	0	0	1	0	5	0	0	5	10
04:45 PM	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	3	0	1	4	8
Total	2	0	0	0	2	2	6	0	2	10	5	1	0	0	6	0	17	0	1	18	36
05:00 PM	0	0	0	0	0	2	3	1	0	6	2	0	0	0	2	0	1	0	1	2	10
05:15 PM	0	0	0	0	0	2	1	0	0	3	1	0	0	1	2	0	1	0	0	1	6
05:30 PM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	2	0	0	0	2	3	0	0	0	3	1	1	0	0	2	0	0	1	1	2	9
Total	3	0	0	0	3	8	7	1	0	16	4	1	0	1	6	0	2	1	2	5	30
Grand Total	5	2	0	1	8	22	55	3	2	82	10	2	9	3	24	0	85	3	5	93	207
Apprch %	62.5	25	0	12.5		26.8	67.1	3.7	2.4		41.7	8.3	37.5	12.5		0	91.4	3.2	5.4		
Total %	2.4	1	0	0.5	3.9	10.6	26.6	1.4	1	39.6	4.8	1	4.3	1.4	11.6	0	41.1	1.4	2.4	44.9	

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	1	0	0	1	4	4	1	0	9	0	0	1	0	1	0	11	1	0	12	23
08:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	12
08:30 AM	0	0	0	0	0	3	9	0	0	12	0	0	3	1	4	0	9	0	0	9	25
08:45 AM	0	0	0	1	1	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	23
Total Volume	0	1	0	1	2	7	28	1	0	36	0	0	5	1	6	0	38	1	0	39	83
% App. Total	0	50	0	50		19.4	77.8	2.8	0		0	0	83.3	16.7		0	97.4	2.6	0		
PHF	.000	.250	.000	.250	.500	.438	.778	.250	.000	.750	.000	.000	.417	.250	.375	.000	.679	.250	.000	.696	.830

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					08:00 AM					07:45 AM					08:00 AM					
+0 mins.	0	1	0	0	1	4	4	1	0	9	1	0	0	0	1	0	11	1	0	12	
+15 mins.	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	4	0	0	4	
+30 mins.	0	0	0	0	0	3	9	0	0	12	0	0	1	0	1	0	9	0	0	9	
+45 mins.	0	1	0	0	1	0	8	0	0	8	0	0	3	1	4	0	14	0	0	14	
Total Volume	0	2	0	0	2	7	28	1	0	36	1	0	5	1	7	0	38	1	0	39	
% App. Total	0	100	0	0		19.4	77.8	2.8	0		14.3	0	71.4	14.3		0	97.4	2.6	0		
PHF	.000	.500	.000	.000	.500	.438	.778	.250	.000	.750	.250	.000	.417	.250	.438	.000	.679	.250	.000	.696	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	1	4	0	0	5	2	1	0	0	3	0	5	0	0	5	13
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4	5
04:30 PM	2	0	0	0	2	0	1	0	1	2	1	0	0	0	1	0	5	0	0	5	10
04:45 PM	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	3	0	1	4	8
Total Volume	2	0	0	0	2	2	6	0	2	10	5	1	0	0	6	0	17	0	1	18	36
% App. Total	100	0	0	0		20	60	0	20		83.3	16.7	0	0		0	94.4	0	5.6		
PHF	.250	.000	.000	.000	.250	.500	.375	.000	.500	.500	.625	.250	.000	.000	.500	.000	.850	.000	.250	.900	.692

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					05:00 PM					04:30 PM					04:00 PM					
+0 mins.	0	0	0	0	0	2	3	1	0	6	1	0	0	0	1	0	5	0	0	5	
+15 mins.	0	0	0	0	0	2	1	0	0	3	2	0	0	0	2	0	4	0	0	4	
+30 mins.	1	0	0	0	1	1	3	0	0	4	2	0	0	0	2	0	5	0	0	5	
+45 mins.	2	0	0	0	2	3	0	0	0	3	1	0	0	1	2	0	3	0	1	4	
Total Volume	3	0	0	0	3	8	7	1	0	16	6	0	0	1	7	0	17	0	1	18	
% App. Total	100	0	0	0		50	43.8	6.2	0		85.7	0	0	14.3		0	94.4	0	5.6		
PHF	.375	.000	.000	.000	.375	.667	.583	.250	.000	.667	.750	.000	.000	.250	.875	.000	.850	.000	.250	.900	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- UTurns

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
Total	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	2	0	0	0	2	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	5
05:00 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1	5
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	4
05:45 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	4
Total	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4	14
Grand Total	0	0	0	0	0	12	0	0	0	12	5	0	0	0	5	12	0	0	0	12	29
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	41.4	0	0	0	41.4	17.2	0	0	0	17.2	41.4	0	0	0	41.4	

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
Total Volume	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	2	0	0	0	2	6
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.500

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&NewEastBay
Site Code : 1702903
Start Date : 6/7/2017

	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					08:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	
+45 mins.	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	
Total Volume	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4	0	0	0	4	
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1	5
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	4
05:45 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	4
Total Volume	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4	14
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.000	.583	.750	.000	.000	.000	.750	.500	.000	.000	.000	.500	.700

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:45 PM					05:00 PM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1
+15 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2
+45 mins.	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	4	0	0	0	4
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.000	.583	.750	.000	.000	.000	.750	.500	.000	.000	.000	.500

Intersection Pedestrian & Bicycle Count

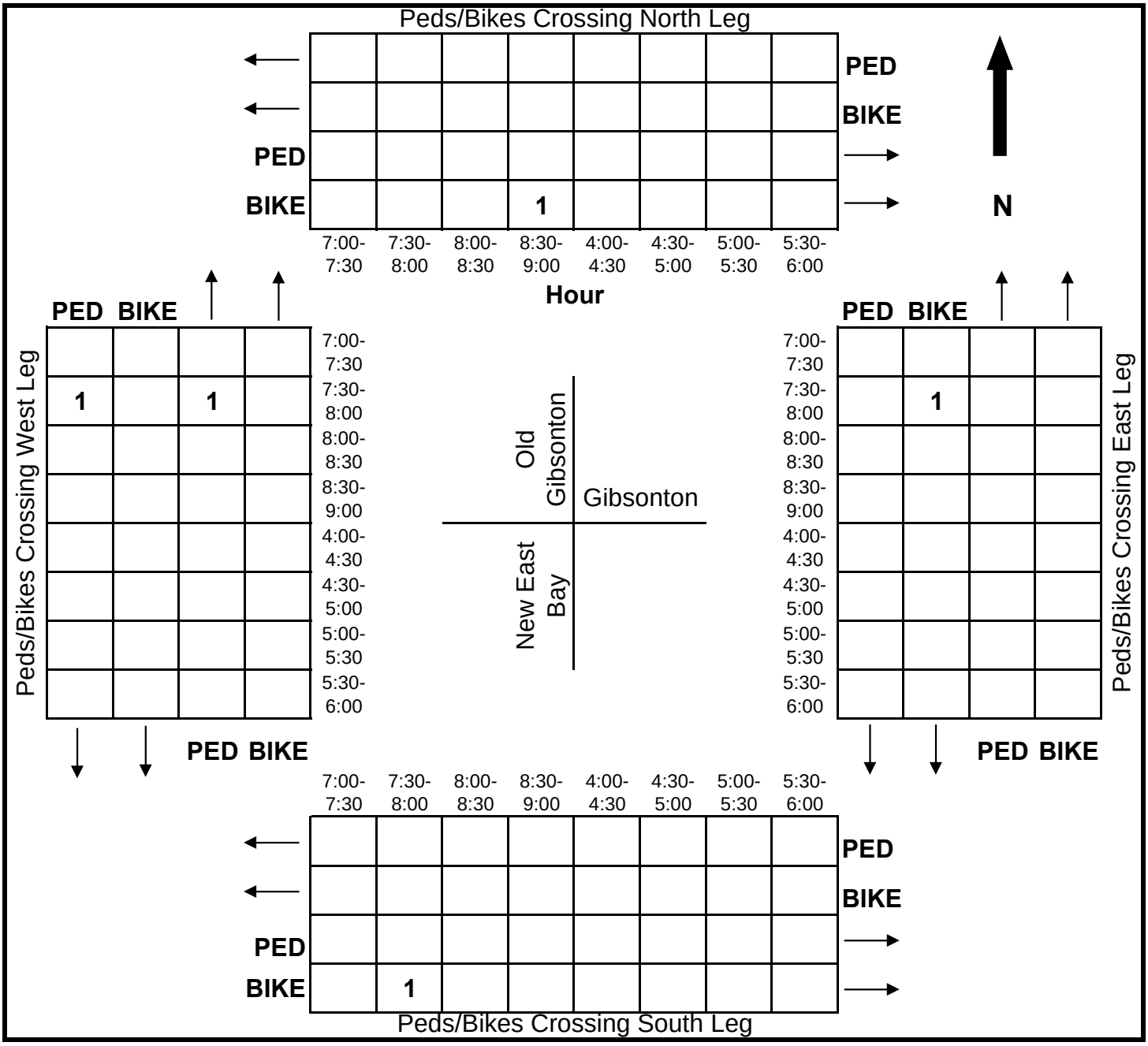
Date: 6/7/17 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Rain 7:50-8am

Intersection: Gibsonton Drive at New East Bay Road/Old Gibsonton Drive

Comments:

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



Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	93	0	54	147	54	61	0	115	0	235	21	256	518
07:15 AM	118	0	59	177	87	77	0	164	0	220	27	247	588
07:30 AM	123	0	62	185	71	81	0	152	0	200	28	228	565
07:45 AM	144	0	83	227	64	92	0	156	0	194	21	215	598
Total	478	0	258	736	276	311	0	587	0	849	97	946	2269
08:00 AM	121	0	57	178	74	88	0	162	0	215	29	244	584
08:15 AM	88	0	51	139	71	81	0	152	0	190	22	212	503
08:30 AM	131	0	58	189	55	84	0	139	0	155	22	177	505
08:45 AM	78	0	53	131	65	100	0	165	0	128	12	140	436
Total	418	0	219	637	265	353	0	618	0	688	85	773	2028
*** BREAK ***													
04:00 PM	293	0	124	417	44	154	0	198	0	208	25	233	848
04:15 PM	350	0	123	473	37	137	0	174	0	170	26	196	843
04:30 PM	297	0	125	422	25	131	0	156	1	174	20	195	773
04:45 PM	380	0	132	512	40	140	0	180	0	166	30	196	888
Total	1320	0	504	1824	146	562	0	708	1	718	101	820	3352
05:00 PM	401	0	135	536	48	104	0	152	0	158	20	178	866
05:15 PM	367	0	174	541	41	132	0	173	0	169	21	190	904
05:30 PM	377	0	147	524	45	135	0	180	0	143	17	160	864
05:45 PM	416	0	127	543	47	142	0	189	0	167	23	190	922
Total	1561	0	583	2144	181	513	0	694	0	637	81	718	3556
Grand Total	3777	0	1564	5341	868	1739	0	2607	1	2892	364	3257	11205
Apprch %	70.7	0	29.3		33.3	66.7	0		0	88.8	11.2		
Total %	33.7	0	14	47.7	7.7	15.5	0	23.3	0	25.8	3.2	29.1	
Passenger Vehicles	3708	0	1518	5226	823	1699	0	2522	0	2821	320	3141	10889
% Passenger Vehicles	98.2	0	97.1	97.8	94.8	97.7	0	96.7	0	97.5	87.9	96.4	97.2
Heavy Vehicles	69	0	46	115	21	40	0	61	0	71	44	115	291
% Heavy Vehicles	1.8	0	2.9	2.2	2.4	2.3	0	2.3	0	2.5	12.1	3.5	2.6
UTurns	0	0	0	0	24	0	0	24	1	0	0	1	25
% UTurns	0	0	0	0	2.8	0	0	0.9	100	0	0	0	0.2

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	118	0	59	177	87	77	0	164	0	220	27	247	588
07:30 AM	123	0	62	185	71	81	0	152	0	200	28	228	565
07:45 AM	144	0	83	227	64	92	0	156	0	194	21	215	598
08:00 AM	121	0	57	178	74	88	0	162	0	215	29	244	584
Total Volume	506	0	261	767	296	338	0	634	0	829	105	934	2335
% App. Total	66	0	34		46.7	53.3	0		0	88.8	11.2		
PHF	.878	.000	.786	.845	.851	.918	.000	.966	.000	.942	.905	.945	.976
Passenger Vehicles	485	0	246	731	267	324	0	591	0	801	86	887	2209
% Passenger Vehicles	95.8	0	94.3	95.3	90.2	95.9	0	93.2	0	96.6	81.9	95.0	94.6
Heavy Vehicles	21	0	15	36	7	14	0	21	0	28	19	47	104
% Heavy Vehicles	4.2	0	5.7	4.7	2.4	4.1	0	3.3	0	3.4	18.1	5.0	4.5
UTurns	0	0	0	0	22	0	0	22	0	0	0	0	22
% UTurns	0	0	0	0	7.4	0	0	3.5	0	0	0	0	0.9
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				07:15 AM				07:00 AM				
+0 mins.	118	0	59	177	87	77	0	164	0	235	21	256	
+15 mins.	123	0	62	185	71	81	0	152	0	220	27	247	
+30 mins.	144	0	83	227	64	92	0	156	0	200	28	228	
+45 mins.	121	0	57	178	74	88	0	162	0	194	21	215	
Total Volume	506	0	261	767	296	338	0	634	0	849	97	946	
% App. Total	66	0	34		46.7	53.3	0		0	89.7	10.3		
PHF	.878	.000	.786	.845	.851	.918	.000	.966	.000	.903	.866	.924	
Passenger Vehicles	485	0	246	731	267	324	0	591	0	827	77	904	
% Passenger Vehicles	95.8	0	94.3	95.3	90.2	95.9	0	93.2	0	97.4	79.4	95.6	
Heavy Vehicles	21	0	15	36	7	14	0	21	0	22	20	42	
% Heavy Vehicles	4.2	0	5.7	4.7	2.4	4.1	0	3.3	0	2.6	20.6	4.4	
UTurns	0	0	0	0	22	0	0	22	0	0	0	0	
% UTurns	0	0	0	0	7.4	0	0	3.5	0	0	0	0	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	401	0	135	536	48	104	0	152	0	158	20	178	866
05:15 PM	367	0	174	541	41	132	0	173	0	169	21	190	904
05:30 PM	377	0	147	524	45	135	0	180	0	143	17	160	864
05:45 PM	416	0	127	543	47	142	0	189	0	167	23	190	922
Total Volume	1561	0	583	2144	181	513	0	694	0	637	81	718	3556
% App. Total	72.8	0	27.2		26.1	73.9	0		0	88.7	11.3		
PHF	.938	.000	.838	.987	.943	.903	.000	.918	.000	.942	.880	.945	.964
Passenger Vehicles	1541	0	577	2118	179	507	0	686	0	631	79	710	3514
% Passenger Vehicles	98.7	0	99.0	98.8	98.9	98.8	0	98.8	0	99.1	97.5	98.9	98.8
Heavy Vehicles	20	0	6	26	2	6	0	8	0	6	2	8	42
% Heavy Vehicles	1.3	0	1.0	1.2	1.1	1.2	0	1.2	0	0.9	2.5	1.1	1.2
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 3

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				04:00 PM				04:00 PM				
+0 mins.	401	0	135	536	44	154	0	198	0	208	25	233	
+15 mins.	367	0	174	541	37	137	0	174	0	170	26	196	
+30 mins.	377	0	147	524	25	131	0	156	1	174	20	195	
+45 mins.	416	0	127	543	40	140	0	180	0	166	30	196	
Total Volume	1561	0	583	2144	146	562	0	708	1	718	101	820	
% App. Total	72.8	0	27.2		20.6	79.4	0		0.1	87.6	12.3		
PHF	.938	.000	.838	.987	.830	.912	.000	.894	.250	.863	.842	.880	
Passenger Vehicles	1541	0	577	2118	139	556	0	695	0	704	91	795	
% Passenger Vehicles	98.7	0	99	98.8	95.2	98.9	0	98.2	0	98.1	90.1	97	
Heavy Vehicles	20	0	6	26	6	6	0	12	0	14	10	24	
% Heavy Vehicles	1.3	0	1	1.2	4.1	1.1	0	1.7	0	1.9	9.9	2.9	
UTurns	0	0	0	0	1	0	0	1	1	0	0	1	
% UTurns	0	0	0	0	0.7	0	0	0.1	100	0	0	0.1	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	88	0	47	135	49	61	0	110	0	231	18	249	494
07:15 AM	112	0	57	169	77	73	0	150	0	218	20	238	557
07:30 AM	119	0	58	177	62	80	0	142	0	194	23	217	536
07:45 AM	137	0	78	215	56	88	0	144	0	184	16	200	559
Total	456	0	240	696	244	302	0	546	0	827	77	904	2146
08:00 AM	117	0	53	170	72	83	0	155	0	205	27	232	557
08:15 AM	87	0	47	134	71	78	0	149	0	183	18	201	484
08:30 AM	124	0	54	178	54	81	0	135	0	149	19	168	481
08:45 AM	75	0	49	124	64	92	0	156	0	122	9	131	411
Total	403	0	203	606	261	334	0	595	0	659	73	732	1933
*** BREAK ***													
04:00 PM	290	0	123	413	41	150	0	191	0	203	23	226	830
04:15 PM	348	0	122	470	37	137	0	174	0	168	22	190	834
04:30 PM	292	0	124	416	25	129	0	154	0	170	19	189	759
04:45 PM	378	0	129	507	36	140	0	176	0	163	27	190	873
Total	1308	0	498	1806	139	556	0	695	0	704	91	795	3296
05:00 PM	394	0	133	527	48	101	0	149	0	155	20	175	851
05:15 PM	362	0	173	535	40	130	0	170	0	168	21	189	894
05:30 PM	372	0	145	517	44	135	0	179	0	141	16	157	853
05:45 PM	413	0	126	539	47	141	0	188	0	167	22	189	916
Total	1541	0	577	2118	179	507	0	686	0	631	79	710	3514
Grand Total	3708	0	1518	5226	823	1699	0	2522	0	2821	320	3141	10889
Apprch %	71	0	29		32.6	67.4	0		0	89.8	10.2		
Total %	34.1	0	13.9	48	7.6	15.6	0	23.2	0	25.9	2.9	28.8	

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	112	0	57	169	77	73	0	150	0	218	20	238	557
07:30 AM	119	0	58	177	62	80	0	142	0	194	23	217	536
07:45 AM	137	0	78	215	56	88	0	144	0	184	16	200	559
08:00 AM	117	0	53	170	72	83	0	155	0	205	27	232	557
Total Volume	485	0	246	731	267	324	0	591	0	801	86	887	2209
% App. Total	66.3	0	33.7		45.2	54.8	0		0	90.3	9.7		
PHF	.885	.000	.788	.850	.867	.920	.000	.953	.000	.919	.796	.932	.988

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				08:00 AM				07:00 AM				
+0 mins.	112	0	57	169	72	83	0	155	0	231	18	249	
+15 mins.	119	0	58	177	71	78	0	149	0	218	20	238	
+30 mins.	137	0	78	215	54	81	0	135	0	194	23	217	
+45 mins.	117	0	53	170	64	92	0	156	0	184	16	200	
Total Volume	485	0	246	731	261	334	0	595	0	827	77	904	
% App. Total	66.3	0	33.7		43.9	56.1	0		0	91.5	8.5		
PHF	.885	.000	.788	.850	.906	.908	.000	.954	.000	.895	.837	.908	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	394	0	133	527	48	101	0	149	0	155	20	175	851
05:15 PM	362	0	173	535	40	130	0	170	0	168	21	189	894
05:30 PM	372	0	145	517	44	135	0	179	0	141	16	157	853
05:45 PM	413	0	126	539	47	141	0	188	0	167	22	189	916
Total Volume	1541	0	577	2118	179	507	0	686	0	631	79	710	3514
% App. Total	72.8	0	27.2		26.1	73.9	0		0	88.9	11.1		
PHF	.933	.000	.834	.982	.932	.899	.000	.912	.000	.939	.898	.939	.959
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				04:00 PM				04:00 PM				
+0 mins.	394	0	133	527	41	150	0	191	0	203	23	226	
+15 mins.	362	0	173	535	37	137	0	174	0	168	22	190	
+30 mins.	372	0	145	517	25	129	0	154	0	170	19	189	
+45 mins.	413	0	126	539	36	140	0	176	0	163	27	190	
Total Volume	1541	0	577	2118	139	556	0	695	0	704	91	795	
% App. Total	72.8	0	27.2		20	80	0		0	88.6	11.4		
PHF	.933	.000	.834	.982	.848	.927	.000	.910	.000	.867	.843	.879	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Heavy Vehicles

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	0	7	12	4	0	0	4	0	4	3	7	23
07:15 AM	6	0	2	8	1	4	0	5	0	2	7	9	22
07:30 AM	4	0	4	8	0	1	0	1	0	6	5	11	20
07:45 AM	7	0	5	12	4	4	0	8	0	10	5	15	35
Total	22	0	18	40	9	9	0	18	0	22	20	42	100
08:00 AM	4	0	4	8	2	5	0	7	0	10	2	12	27
08:15 AM	1	0	4	5	0	3	0	3	0	7	4	11	19
08:30 AM	7	0	4	11	1	3	0	4	0	6	3	9	24
08:45 AM	3	0	4	7	1	8	0	9	0	6	3	9	25
Total	15	0	16	31	4	19	0	23	0	29	12	41	95
*** BREAK ***													
04:00 PM	3	0	1	4	3	4	0	7	0	5	2	7	18
04:15 PM	2	0	1	3	0	0	0	0	0	2	4	6	9
04:30 PM	5	0	1	6	0	2	0	2	0	4	1	5	13
04:45 PM	2	0	3	5	3	0	0	3	0	3	3	6	14
Total	12	0	6	18	6	6	0	12	0	14	10	24	54
05:00 PM	7	0	2	9	0	3	0	3	0	3	0	3	15
05:15 PM	5	0	1	6	1	2	0	3	0	1	0	1	10
05:30 PM	5	0	2	7	1	0	0	1	0	2	1	3	11
05:45 PM	3	0	1	4	0	1	0	1	0	0	1	1	6
Total	20	0	6	26	2	6	0	8	0	6	2	8	42
Grand Total	69	0	46	115	21	40	0	61	0	71	44	115	291
Apprch %	60	0	40		34.4	65.6	0		0	61.7	38.3		
Total %	23.7	0	15.8	39.5	7.2	13.7	0	21	0	24.4	15.1	39.5	

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	7	0	5	12	4	4	0	8	0	10	5	15	35
08:00 AM	4	0	4	8	2	5	0	7	0	10	2	12	27
08:15 AM	1	0	4	5	0	3	0	3	0	7	4	11	19
08:30 AM	7	0	4	11	1	3	0	4	0	6	3	9	24
Total Volume	19	0	17	36	7	15	0	22	0	33	14	47	105
% App. Total	52.8	0	47.2		31.8	68.2	0		0	70.2	29.8		
PHF	.679	.000	.850	.750	.438	.750	.000	.688	.000	.825	.700	.783	.750

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				08:00 AM				07:30 AM				
+0 mins.	5	0	7	12	2	5	0	7	0	6	5	11	
+15 mins.	6	0	2	8	0	3	0	3	0	10	5	15	
+30 mins.	4	0	4	8	1	3	0	4	0	10	2	12	
+45 mins.	7	0	5	12	1	8	0	9	0	7	4	11	
Total Volume	22	0	18	40	4	19	0	23	0	33	16	49	
% App. Total	55	0	45		17.4	82.6	0		0	67.3	32.7		
PHF	.786	.000	.643	.833	.500	.594	.000	.639	.000	.825	.800	.817	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	3	0	1	4	3	4	0	7	0	5	2	7	18
04:15 PM	2	0	1	3	0	0	0	0	0	2	4	6	9
04:30 PM	5	0	1	6	0	2	0	2	0	4	1	5	13
04:45 PM	2	0	3	5	3	0	0	3	0	3	3	6	14
Total Volume	12	0	6	18	6	6	0	12	0	14	10	24	54
% App. Total	66.7	0	33.3		50	50	0		0	58.3	41.7		
PHF	.600	.000	.500	.750	.500	.375	.000	.429	.000	.700	.625	.857	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM				04:00 PM				04:00 PM				
+0 mins.	2	0	3	5	3	4	0	7	0	5	2	7	
+15 mins.	7	0	2	9	0	0	0	0	0	2	4	6	
+30 mins.	5	0	1	6	0	2	0	2	0	4	1	5	
+45 mins.	5	0	2	7	3	0	0	3	0	3	3	6	
Total Volume	19	0	8	27	6	6	0	12	0	14	10	24	
% App. Total	70.4	0	29.6		50	50	0		0	58.3	41.7		
PHF	.679	.000	.667	.750	.500	.375	.000	.429	.000	.700	.625	.857	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- UTurns

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:30 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:45 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	0	0	0	0	23	0	0	23	0	0	0	0	23
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	1	0	0	1	2
*** BREAK ***													
Grand Total	0	0	0	0	24	0	0	24	1	0	0	1	25
Apprch %	0	0	0		100	0	0		100	0	0		
Total %	0	0	0	0	96	0	0	96	4	0	0	4	

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:30 AM	0	0	0	0	9	0	0	9	0	0	0	0	9
07:45 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total Volume	0	0	0	0	23	0	0	23	0	0	0	0	23
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.639	.000	.000	.639	.000	.000	.000	.000	.639

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	9	0	0	9	0	0	0	0
+30 mins.	0	0	0	0	9	0	0	9	0	0	0	0
+45 mins.	0	0	0	0	4	0	0	4	0	0	0	0
Total Volume	0	0	0	0	23	0	0	23	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.639	.000	.000	.639	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinke 5:15-6pm
Comments:

File Name : Gibsonton&I-75SB
Site Code : 0702903
Start Date : 6/6/2017

	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	2
% App. Total	0	0	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1
% App. Total	0	0	0		100	0	0		100	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250

Intersection Pedestrian & Bicycle Count

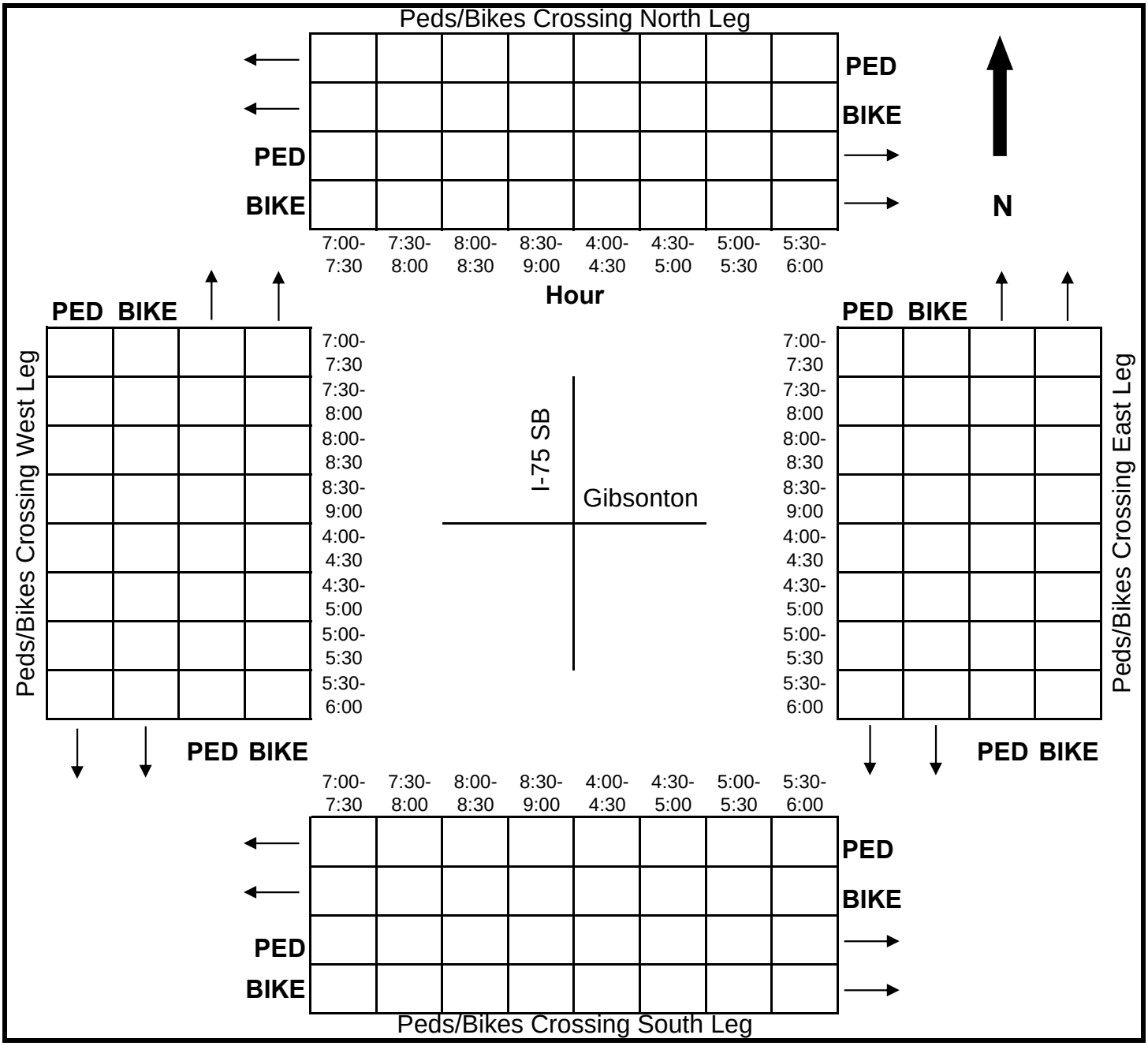
Date: 6/6/17 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: On/Off Sprinkle

Intersection: Gibsonton Drive at I-75 SB Ramps 5:15-6pm

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

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



Gibsonton&I75SBPED

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	129	356	485	3	0	38	41	176	159	0	335	861
07:15 AM	0	136	391	527	4	0	39	43	177	185	0	362	932
07:30 AM	0	149	384	533	0	0	41	41	176	188	0	364	938
07:45 AM	0	140	389	529	2	0	43	45	151	201	0	352	926
Total	0	554	1520	2074	9	0	161	170	680	733	0	1413	3657
08:00 AM	0	110	384	494	3	0	54	57	158	212	0	370	921
08:15 AM	0	126	397	523	5	0	65	70	123	195	0	318	911
08:30 AM	0	141	383	524	4	0	60	64	96	173	0	269	857
08:45 AM	0	117	299	416	8	0	42	50	91	190	0	281	747
Total	0	494	1463	1957	20	0	221	241	468	770	0	1238	3436
*** BREAK ***													
04:00 PM	0	125	162	287	15	0	82	97	74	385	0	459	843
04:15 PM	0	126	132	258	8	0	64	72	73	455	0	528	858
04:30 PM	0	150	162	312	9	0	62	71	72	506	0	578	961
04:45 PM	0	125	129	254	7	0	70	77	73	495	0	568	899
Total	0	526	585	1111	39	0	278	317	292	1841	0	2133	3561
05:00 PM	0	132	182	314	12	0	83	95	67	530	0	597	1006
05:15 PM	0	130	185	315	13	0	95	108	60	541	0	601	1024
05:30 PM	0	149	190	339	16	0	80	96	60	543	0	603	1038
05:45 PM	0	131	170	301	7	0	108	115	55	531	0	586	1002
Total	0	542	727	1269	48	0	366	414	242	2145	0	2387	4070
Grand Total	0	2116	4295	6411	116	0	1026	1142	1682	5489	0	7171	14724
Apprch %	0	33	67		10.2	0	89.8		23.5	76.5	0		
Total %	0	14.4	29.2	43.5	0.8	0	7	7.8	11.4	37.3	0	48.7	
Passenger Vehicles	0	2077	4209	6286	106	0	1004	1110	1623	5363	0	6986	14382
% Passenger Vehicles	0	98.2	98	98.1	91.4	0	97.9	97.2	96.5	97.7	0	97.4	97.7
Heavy Vehicles	0	39	86	125	10	0	22	32	57	126	0	183	340
% Heavy Vehicles	0	1.8	2	1.9	8.6	0	2.1	2.8	3.4	2.3	0	2.6	2.3
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	2
% UTurns	0	0	0	0	0	0	0	0	0.1	0	0	0	0

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	136	391	527	4	0	39	43	177	185	0	362	932
07:30 AM	0	149	384	533	0	0	41	41	176	188	0	364	938
07:45 AM	0	140	389	529	2	0	43	45	151	201	0	352	926
08:00 AM	0	110	384	494	3	0	54	57	158	212	0	370	921
Total Volume	0	535	1548	2083	9	0	177	186	662	786	0	1448	3717
% App. Total	0	25.7	74.3		4.8	0	95.2		45.7	54.3	0		
PHF	.000	.898	.990	.977	.563	.000	.819	.816	.935	.927	.000	.978	.991
Passenger Vehicles	0	520	1528	2048	9	0	169	178	643	736	0	1379	3605
% Passenger Vehicles	0	97.2	98.7	98.3	100	0	95.5	95.7	97.1	93.6	0	95.2	97.0
Heavy Vehicles	0	15	20	35	0	0	8	8	19	50	0	69	112
% Heavy Vehicles	0	2.8	1.3	1.7	0	0	4.5	4.3	2.9	6.4	0	4.8	3.0
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:15 AM				
+0 mins.	0	136	391	527	3	0	54	57	177	185	0	362	
+15 mins.	0	149	384	533	5	0	65	70	176	188	0	364	
+30 mins.	0	140	389	529	4	0	60	64	151	201	0	352	
+45 mins.	0	110	384	494	8	0	42	50	158	212	0	370	
Total Volume	0	535	1548	2083	20	0	221	241	662	786	0	1448	
% App. Total	0	25.7	74.3		8.3	0	91.7		45.7	54.3	0		
PHF	.000	.898	.990	.977	.625	.000	.850	.861	.935	.927	.000	.978	
Passenger Vehicles	0	520	1528	2048	16	0	215	231	643	736	0	1379	
% Passenger Vehicles	0	97.2	98.7	98.3	80	0	97.3	95.9	97.1	93.6	0	95.2	
Heavy Vehicles	0	15	20	35	4	0	6	10	19	50	0	69	
% Heavy Vehicles	0	2.8	1.3	1.7	20	0	2.7	4.1	2.9	6.4	0	4.8	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	132	182	314	12	0	83	95	67	530	0	597	1006
05:15 PM	0	130	185	315	13	0	95	108	60	541	0	601	1024
05:30 PM	0	149	190	339	16	0	80	96	60	543	0	603	1038
05:45 PM	0	131	170	301	7	0	108	115	55	531	0	586	1002
Total Volume	0	542	727	1269	48	0	366	414	242	2145	0	2387	4070
% App. Total	0	42.7	57.3		11.6	0	88.4		10.1	89.9	0		
PHF	.000	.909	.957	.936	.750	.000	.847	.900	.903	.988	.000	.990	.980
Passenger Vehicles	0	535	705	1240	46	0	362	408	238	2132	0	2370	4018
% Passenger Vehicles	0	98.7	97.0	97.7	95.8	0	98.9	98.6	98.3	99.4	0	99.3	98.7
Heavy Vehicles	0	7	22	29	2	0	4	6	4	13	0	17	52
% Heavy Vehicles	0	1.3	3.0	2.3	4.2	0	1.1	1.4	1.7	0.6	0	0.7	1.3
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 3

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	132	182	314	12	0	83	95	67	530	0	597	
+15 mins.	0	130	185	315	13	0	95	108	60	541	0	601	
+30 mins.	0	149	190	339	16	0	80	96	60	543	0	603	
+45 mins.	0	131	170	301	7	0	108	115	55	531	0	586	
Total Volume	0	542	727	1269	48	0	366	414	242	2145	0	2387	
% App. Total	0	42.7	57.3		11.6	0	88.4		10.1	89.9	0		
PHF	.000	.909	.957	.936	.750	.000	.847	.900	.903	.988	.000	.990	
Passenger Vehicles	0	535	705	1240	46	0	362	408	238	2132	0	2370	
% Passenger Vehicles	0	98.7	97	97.7	95.8	0	98.9	98.6	98.3	99.4	0	99.3	
Heavy Vehicles	0	7	22	29	2	0	4	6	4	13	0	17	
% Heavy Vehicles	0	1.3	3	2.3	4.2	0	1.1	1.4	1.7	0.6	0	0.7	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- Passenger Vehicles

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	126	353	479	2	0	37	39	171	151	0	322	840
07:15 AM	0	131	387	518	4	0	36	40	172	170	0	342	900
07:30 AM	0	148	379	527	0	0	41	41	171	178	0	349	917
07:45 AM	0	135	386	521	2	0	40	42	147	186	0	333	896
Total	0	540	1505	2045	8	0	154	162	661	685	0	1346	3553
08:00 AM	0	106	376	482	3	0	52	55	153	202	0	355	892
08:15 AM	0	124	391	515	5	0	63	68	119	185	0	304	887
08:30 AM	0	137	382	519	2	0	59	61	92	162	0	254	834
08:45 AM	0	114	295	409	6	0	41	47	84	173	0	257	713
Total	0	481	1444	1925	16	0	215	231	448	722	0	1170	3326
*** BREAK ***													
04:00 PM	0	124	157	281	13	0	80	93	68	380	0	448	822
04:15 PM	0	126	126	252	8	0	63	71	70	452	0	522	845
04:30 PM	0	150	154	304	8	0	61	69	68	500	0	568	941
04:45 PM	0	121	118	239	7	0	69	76	70	492	0	562	877
Total	0	521	555	1076	36	0	273	309	276	1824	0	2100	3485
05:00 PM	0	130	178	308	11	0	83	94	65	528	0	593	995
05:15 PM	0	127	179	306	13	0	93	106	60	536	0	596	1008
05:30 PM	0	147	182	329	15	0	78	93	59	542	0	601	1023
05:45 PM	0	131	166	297	7	0	108	115	54	526	0	580	992
Total	0	535	705	1240	46	0	362	408	238	2132	0	2370	4018
Grand Total	0	2077	4209	6286	106	0	1004	1110	1623	5363	0	6986	14382
Apprch %	0	33	67		9.5	0	90.5		23.2	76.8	0		
Total %	0	14.4	29.3	43.7	0.7	0	7	7.7	11.3	37.3	0	48.6	

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	131	387	518	4	0	36	40	172	170	0	342	900
07:30 AM	0	148	379	527	0	0	41	41	171	178	0	349	917
07:45 AM	0	135	386	521	2	0	40	42	147	186	0	333	896
08:00 AM	0	106	376	482	3	0	52	55	153	202	0	355	892
Total Volume	0	520	1528	2048	9	0	169	178	643	736	0	1379	3605
% App. Total	0	25.4	74.6		5.1	0	94.9		46.6	53.4	0		
PHF	.000	.878	.987	.972	.563	.000	.813	.809	.935	.911	.000	.971	.983

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 2

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				08:00 AM				07:15 AM				
+0 mins.	0	131	387	518	3	0	52	55	172	170	0	342	
+15 mins.	0	148	379	527	5	0	63	68	171	178	0	349	
+30 mins.	0	135	386	521	2	0	59	61	147	186	0	333	
+45 mins.	0	106	376	482	6	0	41	47	153	202	0	355	
Total Volume	0	520	1528	2048	16	0	215	231	643	736	0	1379	
% App. Total	0	25.4	74.6		6.9	0	93.1		46.6	53.4	0		
PHF	.000	.878	.987	.972	.667	.000	.853	.849	.935	.911	.000	.971	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	130	178	308	11	0	83	94	65	528	0	593	995
05:15 PM	0	127	179	306	13	0	93	106	60	536	0	596	1008
05:30 PM	0	147	182	329	15	0	78	93	59	542	0	601	1023
05:45 PM	0	131	166	297	7	0	108	115	54	526	0	580	992
Total Volume	0	535	705	1240	46	0	362	408	238	2132	0	2370	4018
% App. Total	0	43.1	56.9		11.3	0	88.7		10	90	0		
PHF	.000	.910	.968	.942	.767	.000	.838	.887	.915	.983	.000	.986	.982

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:00 PM				05:00 PM				05:00 PM				
+0 mins.	0	130	178	308	11	0	83	94	65	528	0	593	
+15 mins.	0	127	179	306	13	0	93	106	60	536	0	596	
+30 mins.	0	147	182	329	15	0	78	93	59	542	0	601	
+45 mins.	0	131	166	297	7	0	108	115	54	526	0	580	
Total Volume	0	535	705	1240	46	0	362	408	238	2132	0	2370	
% App. Total	0	43.1	56.9		11.3	0	88.7		10	90	0		
PHF	.000	.910	.968	.942	.767	.000	.838	.887	.915	.983	.000	.986	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017

Groups Printed- Heavy Vehicles

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	6	1	0	1	2	5	8	0	13	21
07:15 AM	0	5	4	9	0	0	3	3	5	15	0	20	32
07:30 AM	0	1	5	6	0	0	0	0	5	10	0	15	21
07:45 AM	0	5	3	8	0	0	3	3	4	15	0	19	30
Total	0	14	15	29	1	0	7	8	19	48	0	67	104
08:00 AM	0	4	8	12	0	0	2	2	5	10	0	15	29
08:15 AM	0	2	6	8	0	0	2	2	4	10	0	14	24
08:30 AM	0	4	1	5	2	0	1	3	4	11	0	15	23
08:45 AM	0	3	4	7	2	0	1	3	7	17	0	24	34
Total	0	13	19	32	4	0	6	10	20	48	0	68	110
*** BREAK ***													
04:00 PM	0	1	5	6	2	0	2	4	5	5	0	10	20
04:15 PM	0	0	6	6	0	0	1	1	3	3	0	6	13
04:30 PM	0	0	8	8	1	0	1	2	3	6	0	9	19
04:45 PM	0	4	11	15	0	0	1	1	3	3	0	6	22
Total	0	5	30	35	3	0	5	8	14	17	0	31	74
05:00 PM	0	2	4	6	1	0	0	1	2	2	0	4	11
05:15 PM	0	3	6	9	0	0	2	2	0	5	0	5	16
05:30 PM	0	2	8	10	1	0	2	3	1	1	0	2	15
05:45 PM	0	0	4	4	0	0	0	0	1	5	0	6	10
Total	0	7	22	29	2	0	4	6	4	13	0	17	52
Grand Total	0	39	86	125	10	0	22	32	57	126	0	183	340
Apprch %	0	31.2	68.8		31.2	0	68.8		31.1	68.9	0		
Total %	0	11.5	25.3	36.8	2.9	0	6.5	9.4	16.8	37.1	0	53.8	

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	5	4	9	0	0	3	3	5	15	0	20	32
07:30 AM	0	1	5	6	0	0	0	0	5	10	0	15	21
07:45 AM	0	5	3	8	0	0	3	3	4	15	0	19	30
08:00 AM	0	4	8	12	0	0	2	2	5	10	0	15	29
Total Volume	0	15	20	35	0	0	8	8	19	50	0	69	112
% App. Total	0	42.9	57.1		0	0	100		27.5	72.5	0		
PHF	.000	.750	.625	.729	.000	.000	.667	.667	.950	.833	.000	.863	.875

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 2

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15 AM				07:45 AM				07:15 AM				
+0 mins.	0	5	4	9	0	0	3	3	5	15	0	20	
+15 mins.	0	1	5	6	0	0	2	2	5	10	0	15	
+30 mins.	0	5	3	8	0	0	2	2	4	15	0	19	
+45 mins.	0	4	8	12	2	0	1	3	5	10	0	15	
Total Volume	0	15	20	35	2	0	8	10	19	50	0	69	
% App. Total	0	42.9	57.1		20	0	80		27.5	72.5	0		
PHF	.000	.750	.625	.729	.250	.000	.667	.833	.950	.833	.000	.863	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	1	5	6	2	0	2	4	5	5	0	10	20
04:15 PM	0	0	6	6	0	0	1	1	3	3	0	6	13
04:30 PM	0	0	8	8	1	0	1	2	3	6	0	9	19
04:45 PM	0	4	11	15	0	0	1	1	3	3	0	6	22
Total Volume	0	5	30	35	3	0	5	8	14	17	0	31	74
% App. Total	0	14.3	85.7		37.5	0	62.5		45.2	54.8	0		
PHF	.000	.313	.682	.583	.375	.000	.625	.500	.700	.708	.000	.775	.841

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM				04:00 PM				04:00 PM				
+0 mins.	0	4	11	15	2	0	2	4	5	5	0	10	
+15 mins.	0	2	4	6	0	0	1	1	3	3	0	6	
+30 mins.	0	3	6	9	1	0	1	2	3	6	0	9	
+45 mins.	0	2	8	10	0	0	1	1	3	3	0	6	
Total Volume	0	11	29	40	3	0	5	8	14	17	0	31	
% App. Total	0	27.5	72.5		37.5	0	62.5		45.2	54.8	0		
PHF	.000	.688	.659	.667	.375	.000	.625	.500	.700	.708	.000	.775	

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017
Page No : 1

Groups Printed- UTurns

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***													
Grand Total	0	0	0	0	0	0	0	0	2	0	0	2	2
Apprch %	0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: Rain 7:50-8am
Comments:

File Name : Gibsonton&I-75NB
Site Code : 0702903
Start Date : 6/7/2017

	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500

Intersection Pedestrian & Bicycle Count

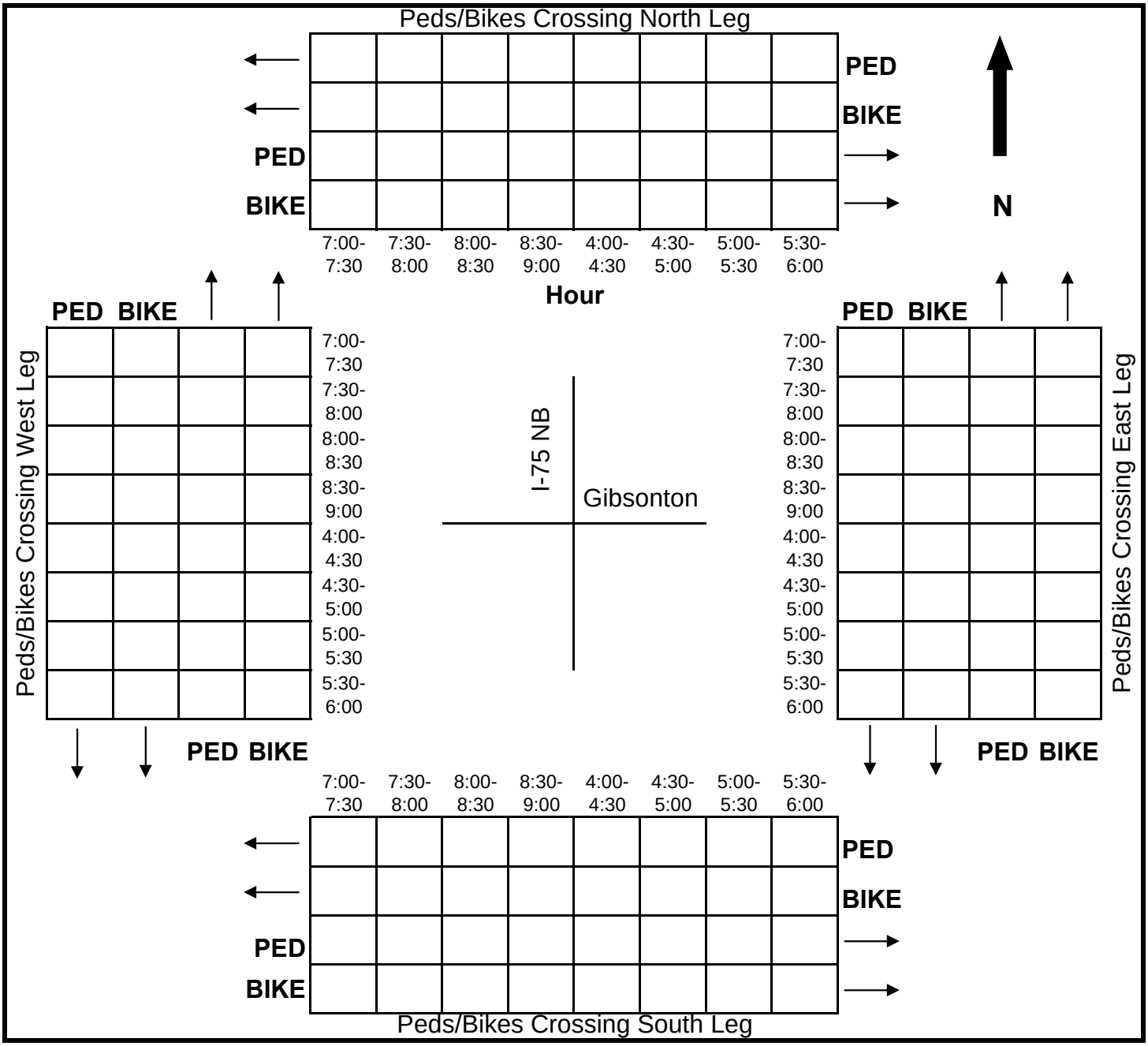
Date: 6/7/17 Day: Wednesday

Count Times: 7-9am & 4-6pm Weather: Rain 7:50-8am

Intersection: Gibsonton Drive at I-75 NB Ramps

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

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



Gibsonton&I75NBPED

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	15	15	14	577	0	591	25	0	7	32	3	147	16	166	804
07:15 AM	0	0	10	10	10	496	0	506	30	0	6	36	4	167	17	188	740
07:30 AM	0	0	11	11	11	498	2	511	23	1	7	31	8	184	13	205	758
07:45 AM	0	0	4	4	19	590	0	609	21	0	11	32	3	221	19	243	888
Total	0	0	40	40	54	2161	2	2217	99	1	31	131	18	719	65	802	3190
08:00 AM	2	0	21	23	13	588	0	601	14	1	22	37	10	223	16	249	910
08:15 AM	0	0	12	12	8	574	2	584	25	0	10	35	5	194	13	212	843
08:30 AM	2	0	12	14	9	502	0	511	15	1	15	31	5	220	11	236	792
08:45 AM	0	0	14	14	10	496	2	508	11	1	15	27	14	176	9	199	748
Total	4	0	59	63	40	2160	4	2204	65	3	62	130	34	813	49	896	3293
*** BREAK ***																	
04:00 PM	2	0	14	16	13	328	1	342	9	0	33	42	8	478	9	495	895
04:15 PM	2	0	16	18	12	265	0	277	13	2	21	36	11	475	29	515	846
04:30 PM	0	0	8	8	6	303	0	309	13	2	33	48	9	510	21	540	905
04:45 PM	0	0	11	11	6	298	0	304	12	1	19	32	9	598	25	632	979
Total	4	0	49	53	37	1194	1	1232	47	5	106	158	37	2061	84	2182	3625
05:00 PM	2	0	20	22	8	327	15	350	11	0	26	37	11	587	15	613	1022
05:15 PM	2	3	18	23	4	299	1	304	12	0	21	33	8	559	15	582	942
05:30 PM	0	0	12	12	11	268	1	280	8	1	8	17	6	560	24	590	899
05:45 PM	1	0	18	19	10	277	2	289	3	0	9	12	6	602	32	640	960
Total	5	3	68	76	33	1171	19	1223	34	1	64	99	31	2308	86	2425	3823
Grand Total	13	3	216	232	164	6686	26	6876	245	10	263	518	120	5901	284	6305	13931
Apprch %	5.6	1.3	93.1		2.4	97.2	0.4		47.3	1.9	50.8		1.9	93.6	4.5		
Total %	0.1	0	1.6	1.7	1.2	48	0.2	49.4	1.8	0.1	1.9	3.7	0.9	42.4	2	45.3	
Passenger Vehicles	13	3	207	223	111	6563	26	6700	239	10	251	500	78	5801	271	6150	13573
% Passenger Vehicles	100	100	95.8	96.1	67.7	98.2	100	97.4	97.6	100	95.4	96.5	65	98.3	95.4	97.5	97.4
Heavy Vehicles	0	0	9	9	6	123	0	129	6	0	12	18	4	100	13	117	273
% Heavy Vehicles	0	0	4.2	3.9	3.7	1.8	0	1.9	2.4	0	4.6	3.5	3.3	1.7	4.6	1.9	2
UTurns	0	0	0	0	47	0	0	47	0	0	0	0	38	0	0	38	85
% UTurns	0	0	0	0	28.7	0	0	0.7	0	0	0	0	31.7	0	0	0.6	0.6

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	4	4	19	590	0	609	21	0	11	32	3	221	19	243	888
08:00 AM	2	0	21	23	13	588	0	601	14	1	22	37	10	223	16	249	910
08:15 AM	0	0	12	12	8	574	2	584	25	0	10	35	5	194	13	212	843
08:30 AM	2	0	12	14	9	502	0	511	15	1	15	31	5	220	11	236	792
Total Volume	4	0	49	53	49	2254	2	2305	75	2	58	135	23	858	59	940	3433
% App. Total	7.5	0	92.5		2.1	97.8	0.1		55.6	1.5	43		2.4	91.3	6.3		
PHF	.500	.000	.583	.576	.645	.955	.250	.946	.750	.500	.659	.912	.575	.962	.776	.944	.943
Passenger Vehicles	4	0	47	51	31	2219	2	2252	72	2	53	127	17	826	55	898	3328
% Passenger Vehicles	100	0	95.9	96.2	63.3	98.4	100	97.7	96.0	100	91.4	94.1	73.9	96.3	93.2	95.5	96.9
Heavy Vehicles	0	0	2	2	2	35	0	37	3	0	5	8	0	32	4	36	83
% Heavy Vehicles	0	0	4.1	3.8	4.1	1.6	0	1.6	4.0	0	8.6	5.9	0	3.7	6.8	3.8	2.4
UTurns	0	0	0	0	16	0	0	16	0	0	0	0	6	0	0	6	22
% UTurns	0	0	0	0	32.7	0	0	0.7	0	0	0	0	26.1	0	0	0.6	0.6

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:15 AM				07:45 AM				
+0 mins.	2	0	21	23	11	498	2	511	30	0	6	36	3	221	19	243	
+15 mins.	0	0	12	12	19	590	0	609	23	1	7	31	10	223	16	249	
+30 mins.	2	0	12	14	13	588	0	601	21	0	11	32	5	194	13	212	
+45 mins.	0	0	14	14	8	574	2	584	14	1	22	37	5	220	11	236	
Total Volume	4	0	59	63	51	2250	4	2305	88	2	46	136	23	858	59	940	
% App. Total	6.3	0	93.7		2.2	97.6	0.2		64.7	1.5	33.8		2.4	91.3	6.3		
PHF	.500	.000	.702	.685	.671	.953	.500	.946	.733	.500	.523	.919	.575	.962	.776	.944	
Passenger Vehicles	4	0	57	61	31	2217	4	2252	87	2	41	130	17	826	55	898	
% Passenger Vehicles	100	0	96.6	96.8	60.8	98.5	100	97.7	98.9	100	89.1	95.6	73.9	96.3	93.2	95.5	
Heavy Vehicles	0	0	2	2	2	33	0	35	1	0	5	6	0	32	4	36	
% Heavy Vehicles	0	0	3.4	3.2	3.9	1.5	0	1.5	1.1	0	10.9	4.4	0	3.7	6.8	3.8	
UTurns	0	0	0	0	18	0	0	18	0	0	0	0	6	0	0	6	
% UTurns	0	0	0	0	35.3	0	0	0.8	0	0	0	0	26.1	0	0	0.6	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	8	8	6	303	0	309	13	2	33	48	9	510	21	540	905
04:45 PM	0	0	11	11	6	298	0	304	12	1	19	32	9	598	25	632	979
05:00 PM	2	0	20	22	8	327	15	350	11	0	26	37	11	587	15	613	1022
05:15 PM	2	3	18	23	4	299	1	304	12	0	21	33	8	559	15	582	942
Total Volume	4	3	57	64	24	1227	16	1267	48	3	99	150	37	2254	76	2367	3848
% App. Total	6.2	4.7	89.1		1.9	96.8	1.3		32	2	66		1.6	95.2	3.2		
PHF	.500	.250	.713	.696	.750	.938	.267	.905	.923	.375	.750	.781	.841	.942	.760	.936	.941
Passenger Vehicles	4	3	54	61	14	1197	16	1227	46	3	95	144	24	2232	73	2329	3761
% Passenger Vehicles	100	100	94.7	95.3	58.3	97.6	100	96.8	95.8	100	96.0	96.0	64.9	99.0	96.1	98.4	97.7

Intersection Turning Movement Count

Heavy Vehicles	0	0	3	3	0	30	0	30	2	0	4	6	2	22	3	27	66
% Heavy Vehicles	0	0	5.3	4.7	0	2.4	0	2.4	4.2	0	4.0	4.0	5.4	1.0	3.9	1.1	1.7
UTurns	0	0	0	0	10	0	0	10	0	0	0	0	11	0	0	11	21
% UTurns	0	0	0	0	41.7	0	0	0.8	0	0	0	0	29.7	0	0	0.5	0.5

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	2	0	20	22	6	303	0	309	9	0	33	42	11	587	15	613
+15 mins.	2	3	18	23	6	298	0	304	13	2	21	36	8	559	15	582
+30 mins.	0	0	12	12	8	327	15	350	13	2	33	48	6	560	24	590
+45 mins.	1	0	18	19	4	299	1	304	12	1	19	32	6	602	32	640
Total Volume	5	3	68	76	24	1227	16	1267	47	5	106	158	31	2308	86	2425
% App. Total	6.6	3.9	89.5		1.9	96.8	1.3		29.7	3.2	67.1		1.3	95.2	3.5	
PHF	.625	.250	.850	.826	.750	.938	.267	.905	.904	.625	.803	.823	.705	.958	.672	.947
Passenger Vehicles	5	3	62	70	14	1197	16	1227	44	5	103	152	17	2290	82	2389
% Passenger Vehicles	100	100	91.2	92.1	58.3	97.6	100	96.8	93.6	100	97.2	96.2	54.8	99.2	95.3	98.5
Heavy Vehicles	0	0	6	6	0	30	0	30	3	0	3	6	2	18	4	24
% Heavy Vehicles	0	0	8.8	7.9	0	2.4	0	2.4	6.4	0	2.8	3.8	6.5	0.8	4.7	1
UTurns	0	0	0	0	10	0	0	10	0	0	0	0	12	0	0	12
% UTurns	0	0	0	0	41.7	0	0	0.8	0	0	0	0	38.7	0	0	0.5

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Passenger Vehicles

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	15	15	10	570	0	580	25	0	7	32	0	139	16	155	782
07:15 AM	0	0	10	10	7	490	0	497	30	0	5	35	1	162	15	178	720
07:30 AM	0	0	11	11	5	494	2	501	23	1	6	30	5	176	12	193	735
07:45 AM	0	0	4	4	13	578	0	591	21	0	11	32	2	209	18	229	856
Total	0	0	40	40	35	2132	2	2169	99	1	29	129	8	686	61	755	3093
08:00 AM	2	0	20	22	9	578	0	587	13	1	19	33	5	213	16	234	876
08:15 AM	0	0	11	11	4	567	2	573	25	0	10	35	5	192	11	208	827
08:30 AM	2	0	12	14	5	496	0	501	13	1	13	27	5	212	10	227	769
08:45 AM	0	0	14	14	9	488	2	499	11	1	14	26	9	170	8	187	726
Total	4	0	57	61	27	2129	4	2160	62	3	56	121	24	787	45	856	3198
*** BREAK ***																	
04:00 PM	2	0	13	15	8	313	1	322	8	0	33	41	7	472	9	488	866
04:15 PM	2	0	16	18	10	256	0	266	13	2	21	36	9	471	29	509	829
04:30 PM	0	0	8	8	4	294	0	298	11	2	31	44	5	502	20	527	877
04:45 PM	0	0	11	11	2	287	0	289	12	1	18	31	8	593	25	626	957
Total	4	0	48	52	24	1150	1	1175	44	5	103	152	29	2038	83	2150	3529
05:00 PM	2	0	17	19	6	322	15	343	11	0	26	37	5	582	15	602	1001
05:15 PM	2	3	18	23	2	294	1	297	12	0	20	32	6	555	13	574	926
05:30 PM	0	0	12	12	10	264	1	275	8	1	8	17	3	553	23	579	883
05:45 PM	1	0	15	16	7	272	2	281	3	0	9	12	3	600	31	634	943
Total	5	3	62	70	25	1152	19	1196	34	1	63	98	17	2290	82	2389	3753
Grand Total	13	3	207	223	111	6563	26	6700	239	10	251	500	78	5801	271	6150	13573
Apprch %	5.8	1.3	92.8		1.7	98	0.4		47.8	2	50.2		1.3	94.3	4.4		
Total %	0.1	0	1.5	1.6	0.8	48.4	0.2	49.4	1.8	0.1	1.8	3.7	0.6	42.7	2	45.3	

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	4	4	13	578	0	591	21	0	11	32	2	209	18	229	856
08:00 AM	2	0	20	22	9	578	0	587	13	1	19	33	5	213	16	234	876
08:15 AM	0	0	11	11	4	567	2	573	25	0	10	35	5	192	11	208	827
08:30 AM	2	0	12	14	5	496	0	501	13	1	13	27	5	212	10	227	769
Total Volume	4	0	47	51	31	2219	2	2252	72	2	53	127	17	826	55	898	3328
% App. Total	7.8	0	92.2		1.4	98.5	0.1		56.7	1.6	41.7		1.9	92	6.1		
PHF	.500	.000	.588	.580	.596	.960	.250	.953	.720	.500	.697	.907	.850	.969	.764	.959	.950

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:30 AM				07:15 AM				07:45 AM				
+0 mins.	2	0	20	22	5	494	2	501	30	0	5	35	2	209	18	229	
+15 mins.	0	0	11	11	13	578	0	591	23	1	6	30	5	213	16	234	
+30 mins.	2	0	12	14	9	578	0	587	21	0	11	32	5	192	11	208	
+45 mins.	0	0	14	14	4	567	2	573	13	1	19	33	5	212	10	227	
Total Volume	4	0	57	61	31	2217	4	2252	87	2	41	130	17	826	55	898	
% App. Total	6.6	0	93.4		1.4	98.4	0.2		66.9	1.5	31.5		1.9	92	6.1		
PHF	.500	.000	.713	.693	.596	.959	.500	.953	.725	.500	.539	.929	.850	.969	.764	.959	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	11	11	2	287	0	289	12	1	18	31	8	593	25	626	957
05:00 PM	2	0	17	19	6	322	15	343	11	0	26	37	5	582	15	602	1001
05:15 PM	2	3	18	23	2	294	1	297	12	0	20	32	6	555	13	574	926
05:30 PM	0	0	12	12	10	264	1	275	8	1	8	17	3	553	23	579	883
Total Volume	4	3	58	65	20	1167	17	1204	43	2	72	117	22	2283	76	2381	3767
% App. Total	6.2	4.6	89.2		1.7	96.9	1.4		36.8	1.7	61.5		0.9	95.9	3.2		
PHF	.500	.250	.806	.707	.500	.906	.283	.878	.896	.500	.692	.791	.688	.962	.760	.951	.941

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				05:00 PM			
+0 mins.	2	0	17	19	4	294	0	298	8	0	33	41	5	582	15	602
+15 mins.	2	3	18	23	2	287	0	289	13	2	21	36	6	555	13	574
+30 mins.	0	0	12	12	6	322	15	343	11	2	31	44	3	553	23	579
+45 mins.	1	0	15	16	2	294	1	297	12	1	18	31	3	600	31	634
Total Volume	5	3	62	70	14	1197	16	1227	44	5	103	152	17	2290	82	2389
% App. Total	7.1	4.3	88.6		1.1	97.6	1.3		28.9	3.3	67.8		0.7	95.9	3.4	
PHF	.625	.250	.861	.761	.583	.929	.267	.894	.846	.625	.780	.864	.708	.954	.661	.942

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- Heavy Vehicles

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	7	0	9	0	0	0	0	0	8	0	8	17
07:15 AM	0	0	0	0	1	6	0	7	0	0	1	1	0	5	2	7	15
07:30 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	8	1	9	14
07:45 AM	0	0	0	0	1	12	0	13	0	0	0	0	0	12	1	13	26
Total	0	0	0	0	4	29	0	33	0	0	2	2	0	33	4	37	72
08:00 AM	0	0	1	1	0	10	0	10	1	0	3	4	0	10	0	10	25
08:15 AM	0	0	1	1	1	7	0	8	0	0	0	0	0	2	2	4	13
08:30 AM	0	0	0	0	0	6	0	6	2	0	2	4	0	8	1	9	19
08:45 AM	0	0	0	0	0	8	0	8	0	0	1	1	2	6	1	9	18
Total	0	0	2	2	1	31	0	32	3	0	6	9	2	26	4	32	75
*** BREAK ***																	
04:00 PM	0	0	1	1	1	15	0	16	1	0	0	1	0	6	0	6	24
04:15 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
04:30 PM	0	0	0	0	0	9	0	9	2	0	2	4	0	8	1	9	22
04:45 PM	0	0	0	0	0	11	0	11	0	0	1	1	0	5	0	5	17
Total	0	0	1	1	1	44	0	45	3	0	3	6	0	23	1	24	76
05:00 PM	0	0	3	3	0	5	0	5	0	0	0	0	2	5	0	7	15
05:15 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	4	2	6	12
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	1	8	12
05:45 PM	0	0	3	3	0	5	0	5	0	0	0	0	0	2	1	3	11
Total	0	0	6	6	0	19	0	19	0	0	1	1	2	18	4	24	50
Grand Total	0	0	9	9	6	123	0	129	6	0	12	18	4	100	13	117	273
Apprch %	0	0	100		4.7	95.3	0		33.3	0	66.7		3.4	85.5	11.1		
Total %	0	0	3.3	3.3	2.2	45.1	0	47.3	2.2	0	4.4	6.6	1.5	36.6	4.8	42.9	

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	1	12	0	13	0	0	0	0	0	12	1	13	26
08:00 AM	0	0	1	1	0	10	0	10	1	0	3	4	0	10	0	10	25
08:15 AM	0	0	1	1	1	7	0	8	0	0	0	0	0	2	2	4	13
08:30 AM	0	0	0	0	0	6	0	6	2	0	2	4	0	8	1	9	19
Total Volume	0	0	2	2	2	35	0	37	3	0	5	8	0	32	4	36	83
% App. Total	0	0	100		5.4	94.6	0		37.5	0	62.5		0	88.9	11.1		
PHF	.000	.000	.500	.500	.500	.729	.000	.712	.375	.000	.417	.500	.000	.667	.500	.692	.798

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:45 AM				08:00 AM				07:15 AM				
+0 mins.	0	0	0	0	1	12	0	13	1	0	3	4	0	5	2	7	
+15 mins.	0	0	0	0	0	10	0	10	0	0	0	0	0	8	1	9	
+30 mins.	0	0	1	1	1	7	0	8	2	0	2	4	0	12	1	13	
+45 mins.	0	0	1	1	0	6	0	6	0	0	1	1	0	10	0	10	
Total Volume	0	0	2	2	2	35	0	37	3	0	6	9	0	35	4	39	
% App. Total	0	0	100		5.4	94.6	0		33.3	0	66.7		0	89.7	10.3		
PHF	.000	.000	.500	.500	.500	.729	.000	.712	.375	.000	.500	.563	.000	.729	.500	.750	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	1	15	0	16	1	0	0	1	0	6	0	6	24
04:15 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
04:30 PM	0	0	0	0	0	9	0	9	2	0	2	4	0	8	1	9	22
04:45 PM	0	0	0	0	0	11	0	11	0	0	1	1	0	5	0	5	17
Total Volume	0	0	1	1	1	44	0	45	3	0	3	6	0	23	1	24	76
% App. Total	0	0	100		2.2	97.8	0		50	0	50		0	95.8	4.2		
PHF	.000	.000	.250	.250	.250	.733	.000	.703	.375	.000	.375	.375	.000	.719	.250	.667	.792

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	3	3	1	15	0	16	1	0	0	1	0	8	1	9
+15 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	9	0	9	2	0	2	4	2	5	0	7
+45 mins.	0	0	3	3	0	11	0	11	0	0	1	1	0	4	2	6
Total Volume	0	0	6	6	1	44	0	45	3	0	3	6	2	22	3	27
% App. Total	0	0	100		2.2	97.8	0		50	0	50		7.4	81.5	11.1	
PHF	.000	.000	.500	.500	.250	.733	.000	.703	.375	.000	.375	.375	.250	.688	.375	.750

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 1

Groups Printed- UTurns

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
07:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
07:30 AM	0	0	0	0	6	0	0	6	0	0	0	0	3	0	0	3	9
07:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	1	0	0	1	6
Total	0	0	0	0	15	0	0	15	0	0	0	0	10	0	0	10	25
08:00 AM	0	0	0	0	4	0	0	4	0	0	0	0	5	0	0	5	9
08:15 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	12	0	0	12	0	0	0	0	8	0	0	8	20
*** BREAK ***																	
04:00 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
04:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	12	0	0	12	0	0	0	0	8	0	0	8	20
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
05:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
05:45 PM	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3	6
Total	0	0	0	0	8	0	0	8	0	0	0	0	12	0	0	12	20
Grand Total	0	0	0	0	47	0	0	47	0	0	0	0	38	0	0	38	85
Apprch %	0	0	0		100	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	55.3	0	0	55.3	0	0	0	0	44.7	0	0	44.7	

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
07:30 AM	0	0	0	0	6	0	0	6	0	0	0	0	3	0	0	3	9
07:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	1	0	0	1	6
08:00 AM	0	0	0	0	4	0	0	4	0	0	0	0	5	0	0	5	9
Total Volume	0	0	0	0	17	0	0	17	0	0	0	0	12	0	0	12	29
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.708	.000	.000	.708	.000	.000	.000	.000	.600	.000	.000	.600	.806

Intersection Turning Movement Count

City/County: Gibsonton/Hillsborough
Weather: On/Off Sprinkle 5:15-6pm
Comments:

File Name : Gibsonton&Kenlake
Site Code : 0702903
Start Date : 6/6/2017
Page No : 2

	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:30 AM				07:00 AM				07:15 AM				
+0 mins.	0	0	0	0	6	0	0	6	0	0	0	0	3	0	0	3	
+15 mins.	0	0	0	0	5	0	0	5	0	0	0	0	3	0	0	3	
+30 mins.	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	
+45 mins.	0	0	0	0	3	0	0	3	0	0	0	0	5	0	0	5	
Total Volume	0	0	0	0	18	0	0	18	0	0	0	0	12	0	0	12	
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.600	.000	.000	.600	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
04:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
Total Volume	0	0	0	0	10	0	0	10	0	0	0	0	11	0	0	11	21
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	.688	.000	.000	.688	.875

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				05:00 PM				
+0 mins.	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	4	
+15 mins.	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	
+45 mins.	0	0	0	0	4	0	0	4	0	0	0	0	3	0	0	3	
Total Volume	0	0	0	0	12	0	0	12	0	0	0	0	12	0	0	12	
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.750	.000	.000	.750	

Intersection Pedestrian & Bicycle Count

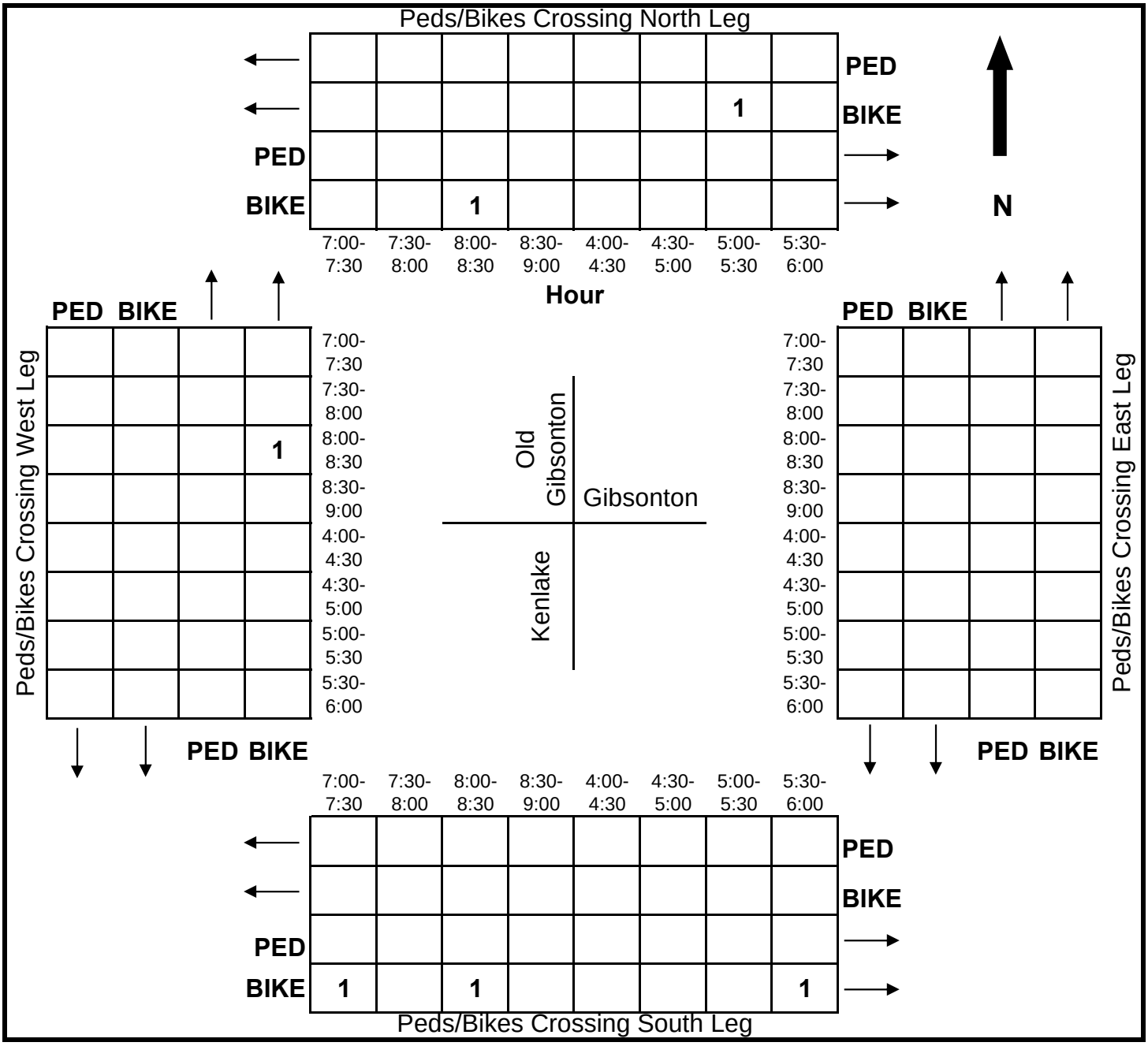
Date: 6/6/17 Day: Tuesday

Count Times: 7-9am & 4-6pm Weather: On/Off Sprinkle

Intersection: Gibsonton Drive at Kenlake Drive (Fern Hill)/Old Gibsonton Drive 5:15-6pm

Comments:

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



APPENDIX B

EXISTING SIGNAL TIMINGS FROM HILLSBOROUGH COUNTY

Hillsborough County | Timing Sheet | 3/29/2017 4:55:53 PM

Station : 1394 - College Ave (SR 674) & 30th St SE (F064) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7				7		7								
Ped Clearance		26				23		31								
Min Green	5	15		6	5	15		6								
Passage	3	4		3	3	4		3.5								
Max1	15	50		15	15	45		25								
Max2																
Yellow	5.2	5.2	9	3.4	5.2	5.2	9	4.4	9	9	9	9	9	9	9	9
Red	2.4	2.4		4.2	2.4	2.4		3.1								
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Auto Entry				ON												
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable	ON	ON			ON	ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Hillsborough County Timing Sheet 3/29/2017 4:55:53 PM

Station : 1394 - College Ave (SR 674) & 30th St SE (F064) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1394		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
ON	ON	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	8																NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1	1	2	4	5	6																				OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SBR1)	2 (SBT1)	3 (SBL1)	4 (SBL2)	5 (WBR1)	6 (WBT1)	7 (WBT2)	8 (WBL1)	9 (NBT1)	10 (EBT1)	11 (EBT2)	12 (EBT3)	13 (EBL1)	14 (EBL2)	15	16
Call Phase	8	8	8	8	2	2	2	5	4	6	6	6	1	1		
Switch Phase																
Delay Time	5															

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase		2		4	5			8								
Switch Phase																
Delay Time																

Hillsborough County | Timing Sheet | 3/29/2017 4:55:53 PM

Station : 1394 - College Ave (SR 674) & 30th St SE (F064) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBR1)	2 (SBT1)	3 (SBL1)	4 (SBL2)	5 (WBR1)	6 (WBT1)	7 (WBT2)	8 (WBL1)	9 (NBT1)	10 (EBT1)	11 (EBT2)	12 (EBT3)	13 (EBL1)	14 (EBL2)	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2		4	5	6		8	1				2		6	8								
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	NONE	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3															
4															
5				1											
6		1		1											
7															
8	1							1							
9	1														
10															
11															
12															
13		1													
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

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Station : 1394 - College Ave (SR 674) & 30th St SE (F064) (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
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48	
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56	
57	
58	
59	
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
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51	
52	
53	
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57	
58	
59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5	5	5	5	
Min Walk						
Ped Clear			99	99	99	
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			1	2		
Dwell P2			6	5	8	
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1			2	2	1	
Exit R2			6	6	5	
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 1394 - College Ave (SR 674) & 30th St SE (F064) (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Station : 1394 - College Ave (SR 674) & 30th St SE (F064) (Standard File)

Coordination, Splits [2.7.1]

Split Table 1	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 2	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 3	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 4	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 5	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 6	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	15	75		15	15	40		40								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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Split Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	15	75		15	15	40		40								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	15	70		15	15	30		40								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 32	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1	1																																2
5							1						1	1	1	1	1	1	1				1																													2
6												1	1	1	1	1	1	1	1																																2
7					1									1																																						2
8									1					1						1	1	1	1	1	1	1																											2
9											1							1																																			2
10											1								1																																		2
11	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13	1									1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
14																																																				1
15																																																				1
16																																																				1
17																																																				1
18																																																				1
19																																																				1
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22																																																				1
23																																																				1
24																																																				1
25																																																				1
26																																																				1
27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		16	19													
Minute		45														
Action	99	23	99													

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		4	7	16	19											
Minute		30	45	45												
Action	99	11	99	13	99											

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

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Station : 1394 - College Ave (SR 674) & 30th St SE (F064) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	25											
26	26											
27	27											
28	28											
29	29											
30	30											
31	31											
32	32											
33	33											
34	34											
35	35											
36	36											
37	37											
38	38											
39	39											
40	40											
41	41											
42	42											
43	43											
44	44											
45	45											
46	46											
47	47											
48	48											
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

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Station : 1316 - College Av (SR 674) & Cypress Village (F137) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7				7		7								
Ped Clearance		32				21		43								
Min Green	5	15		6	5	15		6								
Passage	3	4		3	3	4		3								
Max1	35	45		20	30	50		20								
Max2																
Yellow	4.8	4.8	9	4.4	4.8	4.8	9	4.1	9	9	9	9	9	9	9	9
Red	2.7	2.7		3.3	2.7	2.7		3.9								
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Auto Entry								ON								
Non Act1																
Non Act2																
Lock Call				ON												
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable	ON	ON			ON	ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

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Station : 1316 - College Av (SR 674) & Cypress Village (F137) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	5

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1316		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SBR1)	2 (SBT1)	3 (SBL1)	4	5 (WBT1)	6 (WBT2)	7 (WBT3)	8 (WBL1)	9 (NBT1)	10 (NBL1)	11	12 (EBT1)	13 (EBT2)	14 (EBT3)	15 (EBL1)	16
Call Phase	8	8	8		2	2	2	5	4	4		6	6	6	1	
Switch Phase																
Delay Time	7								4	3						

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

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Station : 1316 - College Av (SR 674) & Cypress Village (F137) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBR1)	2 (SBT1)	3 (SBL1)	4	5 (WBT1)	6 (WBT2)	7 (WBT3)	8 (WBL1)	9 (NBT1)	10 (NBL1)	11	12 (EBT1)	13 (EBT2)	14 (EBT3)	15 (EBL1)	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2		4	5	6		8					2		6	8								
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	NONE	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3															
4															
5				1											
6		1		1											
7															
8	1														
9															
10															
11															
12															
13		1													
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
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63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
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43	
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63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5	5	5	5	5
Min Walk						
Ped Clear						
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	130	150	150	100	100	130	100									
Offset Time	117	35	126	11	14	38	11									
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	7	6	6	5	5	7	5	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table 1	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	35	51		23	19	67		21								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 2	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	36	60		26	33	63		28								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 3	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	40	64		21	28	76		25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 4	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	25	35		19	18	42		21								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 5	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	28	33		19	21	40		20								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 6	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	34	48		24	26	56		24								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	28	30		20	25	33		22								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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Split Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 32	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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Station : 1316 - College Av (SR 674) & Cypress Village (F137) (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month									1									2									3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1	1																																2
5							1						1	1	1	1	1	1	1				1																													2
6												1	1	1	1	1	1	1	1																																2
7					1									1																																						2
8									1					1						1	1	1	1	1	1	1																											2
9										1							1																																				2
10										1								1																																			2
11	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13																																																					1
14																																																					1
15																																																					1
16																																																					1
17																																																					1
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25																																																					1
26																																																					1
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

TB Coor, Day Plan [4.4]

Day Plan Table 1	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		6	9	15	18	20										
Minute				30	30											
Action	99	1	2	3	4	99										

Day Plan Table 2	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		7	9	18	20											
Minute		30														
Action	99	5	6	7	99											

Day Plan Table 3	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		9	10	15	19											
Minute			30													
Action	99	5	6	7	99											

Day Plan Table 4	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 5	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 6	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	25											
26	26											
27	27											
28	28											
29	29											
30	30											
31	31											
32	32											
33	33											
34	34											
35	35											
36	36											
37	37											
38	38											
39	39											
40	40											
41	41											
42	42											
43	43											
44	44											
45	45											
46	46											
47	47											
48	48											
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

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Station : 1299 - Big Bend Rd & East Bay High Sch (G018) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	5	15	7	7	7	2										
Passage	4	4	5	6	3	3										
Max1	20	95	25	25	25	3										
Max2																
Yellow	4.8	4.8	3.7	3.4	3.7	3.4	9	9	9	9	9	9	9	9	9	9
Red	2.1	2.1	3.1	3.6	3.1	5.7										
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON														
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4 (ST)	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON										
Auto Entry						ON										
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable																
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1			7	3.5	25		3.7	3.1	3	
2			7	3.5	25		3.4	3.6	4	
3			7	3	25		3.7	3.1	5	
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

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Station : 1299 - Big Bend Rd & East Bay High Sch (G018) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		USER	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1299		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	3	4	5	6													NORMAL		3.5	1.5
Overlap 2	1	2															NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	2									
Switch Phase	2															
Delay Time																

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6			1	2														
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
Flash	RED	YEL	RED	RED	RED	RED	RED	RED	RED	YEL	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2_V14	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	5	4	3	6	7	8
Ring 2								
Ring 3								
Ring 4								

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Station : 1299 - Big Bend Rd & East Bay High Sch (G018) (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
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63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
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Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	LONG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	180	100	170	140	90	110	110									
Offset Time	148	48	67	108	33	69	65									
Split Number	1	2	3	4	5	6	7			10						
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table 1	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	30	71	22	22	23	12										
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 2	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	14	32	14	14	14	12										
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 3	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	19	80	19	20	20	12										
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 4	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	24	62	14	14	14	12										
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 5	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	14	22	14	14	14	12										
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 6	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	24	32	14	14	14	12										
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	24	32	14	14	14	12										
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	15	80	45	45	45	3										
Mode	NON	MIN	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 32	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month										1										2										3		
Plan	**J**	**F**	**M**	**A**	**M**	**J**	**J**	**A**	**S**	**O**	**N**	**D**	**S**	**M**	**T**	**W**	**T**	**F**	**S**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**0**	**1**	**Day Plan**
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1	1																																4
5							1						1	1	1	1	1	1	1				1																													4
6												1	1	1	1	1	1	1	1																																4
7					1									1																																						4
8									1					1						1	1	1	1	1	1	1																												4
9										1							1																																					4
10										1								1																																				4
11	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5
13																																																					1
14																																																					1
15																																																					1
16																																																					1
17																																																					1
18																																																					1
19																																																					1
20																																																					1
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25																																																					1
26																																																					1
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

TB Coor, Day Plan [4.4]

Day Plan Table 1	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		6	8	9	15	16	18	23								
Minute			30	30		30	30									
Action	100	1	10	2	10	3	4	100								

Day Plan Table 2	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		8	10	13	18											
Minute				30												
Action	100	5	6	7	100											

Day Plan Table 3	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		8	10	13	17											
Minute		30		30												
Action	100	5	6	7	100											

Day Plan Table 4	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		5														
Minute		30														
Action	100	99														

Day Plan Table 5	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour		6	8	9	14	16	18	23								
Minute			30	30		30	30									
Action	100	1	10	2	10	3	4	100								

Day Plan Table 6	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

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Station : 1299 - Big Bend Rd & East Bay High Sch (G018) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	25											
26	26											
27	27											
28	28											
29	29											
30	30											
31	31											
32	32											
33	33											
34	34											
35	35											
36	36											
37	37											
38	38											
39	39											
40	40											
41	41											
42	42											
43	43											
44	44											
45	45											
46	46											
47	47											
48	48											
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

Phase [1.1.1]

	1	2 (WT)	3	4	5 (WL)	6 (ET)	7	8 (NT)	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green		15			5	15		7								
Passage		4			3	4		5								
Max1		40			15	40		20								
Max2																
Yellow	9	4.8	9	9	4.8	4.8	9	4.2	9	9	9	9	9	9	9	9
Red		2.1			2.1	2.1		3.7								
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2 (WT)	3	4	5 (WL)	6 (ET)	7	8 (NT)	9	10	11	12	13	14	15	16
Enable		ON			ON	ON		ON								
Auto Entry								ON								
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON			ON	ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1300		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	2		6		5			8								
Switch Phase					2											
Delay Time																

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #		2			5	6		8																
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2_V14	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
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51	
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53	
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58	
59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON				
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	180	100	85	140	90	110	110									
Offset Time	151	66	3	61	56	5	2									
Split Number	1	2	3	4	5	6	7			10	11					
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time					180		85									
Offset Time					69		43									
Split Number					21		23									
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

Coordination, Splits [2.7.1]

Split Table 1	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time		130			50	80		50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 2	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time		72			20	52		28								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 3	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time		57			12	45		28								
Mode	NON	MAX	NON	NON	NON	MAX	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 4	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time		88			22	66		52								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 5	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time		68			21	47		22								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 6	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time		80			23	57		30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time		73			23	50		37								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		142			54	88		38								
Mode	NON	MAX	NON	NON	MAX	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		49			13	36		36								
Mode	NON	MAX	NON	NON	NON	MAX	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT

Coord-Ph																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 32	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

TB Coor, Advanced Scheduler [4.3]

| | Month | | | | | | | | | | | | Day of Week | | | | | | | Day of Month | | | | | | | | | | | |

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Station : 1300 - Big Bend Rd & I-75 SB Ramp (West) (F045) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	25											
26	26											
27	27											
28	28											
29	29											
30	30											
31	31											
32	32											
33	33											
34	34											
35	35											
36	36											
37	37											
38	38											
39	39											
40	40											
41	41											
42	42											
43	43											
44	44											
45	45											
46	46											
47	47											
48	48											
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

Phase [1.1.1]

	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green		15		7	5	15										
Passage		4		3	5	4										
Max1		65		20	40	55										
Max2																
Yellow	9	4.8	9	4	4.8	4.8	9	9	9	9	9	9	9	9	9	9
Red		2.3		3.9	2.3	2.3										
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Enable		ON		ON	ON	ON										
Auto Entry				ON												
Non Act1																
Non Act2																
Lock Call				ON												
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON			ON	ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1468		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (WBT1)	2 (WBT2)	3 (NBT1)	4 (WBL1)	5 (EBT1)	6 (EBT2)	7	8	9 (WBT5)	10 (WBT6)	11 (NBT6)	12	13	14	15	16
Call Phase	2	2	4	5	6	6										
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	6	6			2	2	5		4							
Switch Phase																
Delay Time																

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (WBT1)	2 (WBT2)	3 (NBT1)	4 (WBL1)	5 (EBT1)	6 (EBT2)	7	8	9 (WBT5)	10 (WBT6)	11 (NBT6)	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #		2		4	5	6																		
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	NONE	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2											1	1			
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON								ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
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51	
52	
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54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
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61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	180	100	170	140	90	110	110									
Offset Time			136		80	12										
Split Number	1	2	3	4	5	6	7									
Seq Number	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				180	180	180	180	180								
Offset Time				84	84	84	84	84								
Split Number				20	21	22	23	24								
Seq Number	1	1	1	1	2	1	2	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		164		16	112	52										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		81		19	35	46										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		147		23	39	108										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		119		21	40	79										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		71		19	35	36										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		91		19	46	45										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		91		19	46	45										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		162		18	100	62										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		162		18	118	44										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		162		18	118	44										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		162		18	109	53										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		162		18	109	53										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT

Coord-Ph																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 32	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

TB Coor, Advanced Scheduler [4.3]

| | Month | | | | | | | | | | | | Day of Week | | | | | | | Day of Month | | | | | | | | | | | |

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	6	7	7	8	16	18								
Minute			50	35	50	30	30	30								
Action	99	20	22	24	20	99	3	99								

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Station : 1468 - Big Bend Rd & I-75 NB Ramp (East) (E136) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	25											
26	26											
27	27											
28	28											
29	29											
30	30											
31	31											
32	32											
33	33											
34	34											
35	35											
36	36											
37	37											
38	38											
39	39											
40	40											
41	41											
42	42											
43	43											
44	44											
45	45											
46	46											
47	47											
48	48											
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

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Station : 1516 - Big Bend Rd & Simmons Loop (F345) (Standard File)

Phase [1.1.1]

	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8	9	10	11	12	13	14	15	16
Walk				7		7										
Ped Clearance				34		24										
Min Green		15		7	5	15	7									
Passage		4		3	3	4	3									
Max1		60		30	30	60	30									
Max2																
Yellow	9	5.1	9	4.1	5.1	5.1	4.1	9	9	9	9	9	9	9	9	9
Red		2.7		4.3	2.8	2.7	4.3									
Red Revert	3	4	3	3	3	4	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8	9	10	11	12	13	14	15	16
Enable		ON		ON	ON	ON	ON									
Auto Entry				ON			ON									
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON	ON									
Sim Gap Enable		ON		ON	ON	ON	ON									
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

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Station : 1516 - Big Bend Rd & Simmons Loop (F345) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		STD8	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1516		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (NBR1)	2 (NBL1)	3	4	5 (EBT1)	6 (EBT2)	7 (EBL1)	8 (WBT1)	9 (WBT2)	10 (WBL1)	11	12	13	14	15	16
Call Phase	4	7			6	6	6	2	2	5						5
Switch Phase																
Delay Time	8															

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	4	7			6	6	6	2	2	5						5
Switch Phase																
Delay Time	10															

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (NBR1)	2 (NBL1)	3	4	5 (EBT1)	6 (EBT2)	7 (EBL1)	8 (WBT1)	9 (WBT2)	10 (WBL1)	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #		2		4	5	6	7							4	6									
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	NONE	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2		1									1	1			
3															
4			1							1					
5															
6		1													
7			1												
8															
9															
10															
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac		Detector														MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON								ON							ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
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55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
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63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON		ON	ON	ON
Override Flash	ON	ON				
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5	5	5		5
Min Walk						
Ped Clear			34	34		34
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			6	2		4
Dwell P2				5		7
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1			2	2		2
Exit R2			6	6		5
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON		ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	180	100	170	140	90	110	110									
Offset Time	87	20	41	40	45	69	66									
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		152		28	17	135	28									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		79		21	18	61	21									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		151		19	13	138	19									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		121		19	17	104	19									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		71		19	16	55	19									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		88		22	19	69	22									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		90		20	18	72	20									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph						ON										

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 32	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1	1																																2
5							1						1	1	1	1	1	1	1				1																													2
6												1	1	1	1	1	1	1	1																																2
7					1									1																																						2
8									1					1						1	1	1	1	1	1	1																											2
9										1							1																																				2
10										1								1																																			2
11	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13																																																			1
14																																																			1
15																																																			1
16																																																			1
17																																																			1
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27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	8	16	18	19										
Minute			30		30	30										
Action	99	1	2	3	4	99										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	13	18											
Minute				30												
Action	99	5	6	7	99											

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	13	17											
Minute		30		30												
Action	99	5	6	7	99											

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Station : 1516 - Big Bend Rd & Simmons Loop (F345) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
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34	34											
35	35											
36	36											
37	37											
38	38											
39	39											
40	40											
41	41											
42	42											
43	43											
44	44											
45	45											
46	46											
47	47											
48	48											
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53												
54												
55												
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57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

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Phase [1.1.1]

	1 (WL)	2 (ET)	3	4 (ST)	5 (EL)	6 (WT)	7	8 (NT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		31		39		18		31								
Min Green	5	15		6	5	15		6								
Passage	3	4		3	3	4		3								
Max1	25	60		25	20	60		25								
Max2																
Yellow	4.8	4.8	9	3.4	4.8	4.8	9	4.8	9	9	9	9	9	9	9	9
Red	2.2	2.2		4.5	2.2	2.2		2.2								
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (WL)	2 (ET)	3	4 (ST)	5 (EL)	6 (WT)	7	8 (NT)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Auto Entry								ON								
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable	ON	ON			ON	ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

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Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	OFF		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1447		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	1	8															NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1	2	4															8								OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (WBL1)	2 (EBT1)	3 (NBR1)	4 (SBT1)	5 (EBL1)	6 (WBT1)	7 (NBT1)	8	9	10	11	12	13	14	15	16
Call Phase	1	2	8	4	5	6	8									
Switch Phase																
Delay Time			5	2												

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (WBL1)	2 (EBT1)	3 (NBR1)	4 (SBT1)	5 (EBL1)	6 (WBT1)	7 (NBT1)	8	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2		4	5	6		8	1				2	4	6	8								
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	NONE	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1						1			1	1			
2		1		1							1	1			
3															
4			1												
5				1				1							
6		1		1				1							
7															
8	1							1							
9		1													
10															
11															
12															
13		1													
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
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40	
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63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
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Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher	ON	ON				
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 1447 - Gibsonton Dr & Old Gibsonton Dr (F287) (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		100														
Offset Time		39														
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table 1	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	18	31		18	18	31		23								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 2	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	22	42		18	22	42		18								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 3	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 4	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	26	53		21	14	65		21								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 5	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 6	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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Split Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	35	55		15	25	55		15								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 32	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1	1																																2
5							1						1	1	1	1	1	1	1				1																													2
6												1	1	1	1	1	1	1	1																																2
7					1									1																																						2
8									1					1						1	1	1	1	1	1	1																											2
9										1							1																																				2
10										1								1																																			2
11	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13																																																				1
14																																																				1
15																																																				1
16																																																				1
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1
26																																																				1
27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	16	18											
Minute				30	30											
Action	99	1	2	13	99											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

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Day Plan Table 7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

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Station : 1447 - Gibsonton Dr & Old Gibsonton Dr (F287) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	25											
26	26											
27	27											
28	28											
29	29											
30	30											
31	31											
32	32											
33	33											
34	34											
35	35											
36	36											
37	37											
38	38											
39	39											
40	40											
41	41											
42	42											
43	43											
44	44											
45	45											
46	46											
47	47											
48	48											
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

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Station : 1153 - Gibsonton Dr & I-75 SB Ramp (F258) (Standard File)

Phase [1.1.1]

	1	2 (WT)	3 (SL)	4	5 (WL)	6 (ET)	7	8 (SR)	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green		15	7		5	15		7								
Passage		3	4		3	3		3								
Max1		40	40		15	40		40								
Max2																
Yellow	9	5	4	9	5	5	9	4	9	9	9	9	9	9	9	9
Red		2.7	2.3		2.7	2.7		2.3								
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2 (WT)	3 (SL)	4	5 (WL)	6 (ET)	7	8 (SR)	9	10	11	12	13	14	15	16
Enable		ON	ON		ON	ON		ON								
Auto Entry			ON					ON								
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON	ON			ON		ON								
Sim Gap Enable		ON	ON		ON	ON		ON								
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3			30	4	40		4	2.3	3	
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3			35	4	65		4	2.3	3	
4										
5										
6										
7										
8										

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Station : 1153 - Gibsonton Dr & I-75 SB Ramp (F258) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		STD8	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1153		900	OFF					

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6	5								6								R-T/OTH		5	2.7
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SBR1)	2 (SBL1)	3 (SBL2)	4 (WBT1)	5 (WBT2)	6 (WBL1)	7 (EBT1)	8 (EBT2)	9	10	11	12	13	14	15	16
Call Phase	8		3	2	2	5	6	6								
Switch Phase						6										
Delay Time	10															

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase		3	3													
Switch Phase																
Delay Time																

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBR1)	2 (SBL1)	3 (SBL2)	4 (WBT1)	5 (WBT2)	6 (WBL1)	7 (EBT1)	8 (EBT2)	9	10	11	12	13	14	15	16
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #		2	3		6	6		8							6									
Type	VEH	VEH	VEH	VEH	OLP	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	NONE	ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2											1	1			
3									1						
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON							ON	ON							ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5	5	5	5	5
Min Walk						
Ped Clear						
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		100	150	100												
Offset Time		24	130	24												
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time															230	240
Offset Time															41	215
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		40	35		30	60		20								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		53	47		17	36		47								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		90	60		21	69		60								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		44	56		17	27		56								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		20	90		23	35		90								
Mode	NON	NON	MIN	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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Split Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 28	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																

Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 29	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 30	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table 31	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time		135	95		75	60		95								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table 32	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time		135	105		75	60		105								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1	1																														2
5							1						1	1	1	1	1	1	1				1																											2
6												1	1	1	1	1	1	1	1																														2
7					1									1																																				2
8									1					1						1	1	1	1	1	1	1																									2
9										1							1																																		2
10										1								1																																	2
11	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13																																																		1
14																																																		1
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30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	16	18	20									
Minute					15	30										
Action	99	1	2	3	10	4	99									

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Hillsborough County | Timing Sheet | 5/4/2017 10:02:10 AM

Station : 1153 - Gibsonton Dr & I-75 SB Ramp (F258) (Standard File)

Day Plan Table 7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Hillsborough County Timing Sheet 5/4/2017 10:02:10 AM

Station : 1153 - Gibsonton Dr & I-75 SB Ramp (F258) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
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59												
60												
61												
62												
63												
64												
99	254											
100	255											

APPENDIX C

MICROSIMULATION DISTRIBUTION OF TRAFFIC

OVER EXTENDED PEAK PERIODS

Existing Year 2017 AM Volumes

Inputs on External nodes by Interval

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	16%	21%	23%	24%	84%
7-8AM	25%	25%	25%	25%	100%
8-9AM	25%	24%	23%	22%	94%

Mainline I-75 Volumes

I-75 NB AM Volume at Entry N 8003

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	341	448	491	512	1792
7-8AM	533	533	533	533	2133
8-9AM	533	512	491	469	2005

I-75 SB AM Volume at Entry N 8004

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	496	651	713	744	2605
7-8AM	775	775	775	775	3101
8-9AM	775	744	713	682	2915

CD SB AM Volume at Entry No 8010

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	228	299	328	342	1198
7-8AM	357	357	357	357	1426
8-9AM	357	342	328	314	1340

SR 674 Volumes

AM Volume at Entry Node 8066

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	208	272	298	311	1089
7-8AM	324	324	324	324	1297
8-9AM	324	311	298	285	1219

AM Volume at Entry Node 8061

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	89	117	128	133	467
7-8AM	139	139	139	139	556
8-9AM	139	133	128	122	523

AM Volume at Entry Node 8067

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	4	6	6	7	24
7-8AM	7	7	7	7	28
8-9AM	7	7	6	6	26

AM Volume at Entry Node 8078

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	161	211	231	241	845
7-8AM	252	252	252	252	1006
8-9AM	252	241	231	221	946

AM Volume at Entry Node 8075

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	79	103	113	118	412
7-8AM	123	123	123	123	491
8-9AM	123	118	113	108	462

AM Volume at Entry Node 8077

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	35	46	51	53	186
7-8AM	55	55	55	55	221
8-9AM	55	53	51	49	208

Existing Year 2017 AM Volumes

Inputs on External nodes by Interval

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	16%	21%	23%	24%	84%
7-8AM	25%	25%	25%	25%	100%
8-9AM	25%	24%	23%	22%	94%

Gibsonton Drive Volumes

AM Volume at Entry Node 8092

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	75	98	107	112	392
7-8AM	117	117	117	117	467
8-9AM	117	112	107	103	439

AM Volume at Entry Node 8001

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	10	13	14	15	53
7-8AM	16	16	16	16	63
8-9AM	16	15	14	14	59

AM Volume at Entry Node 8005

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	102	134	147	154	538
7-8AM	160	160	160	160	640
8-9AM	160	154	147	141	602

AM Volume at Entry Node 8049

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	361	474	519	542	1897
7-8AM	565	565	565	565	2258
8-9AM	565	542	519	497	2123

AM Volume at Entry Node 8018

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	26	35	38	40	139
7-8AM	41	41	41	41	165
8-9AM	41	40	38	36	155

AM Volume at Entry Node 8019

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	7	9	10	10	36
7-8AM	11	11	11	11	43
8-9AM	11	10	10	9	40

Big Bend Road Volumes

AM Volume at Entry Node 8028

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	208	274	300	313	1095
7-8AM	326	326	326	326	1303
8-9AM	326	313	300	287	1225

AM Volume at Entry Node 8032

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	18	24	26	27	96
7-8AM	29	29	29	29	114
8-9AM	29	27	26	25	107

AM Volume at Entry Node 8048

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	322	423	463	483	1691
7-8AM	503	503	503	503	2013
8-9AM	503	483	463	443	1892

AM Volume at Entry Node 8020

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	25	32	35	37	129
7-8AM	39	39	39	39	154
8-9AM	39	37	35	34	145

US 301 Volumes

AM Volume at Entry Node 8007

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	222	291	319	333	1166
7-8AM	347	347	347	347	1388
8-9AM	347	333	319	305	1305

AM Volume at Entry Node 8013

Time Periods	Intervals				Hourly
	1	2	3	4	
6-7AM	641	841	921	961	3364
7-8AM	1001	1001	1001	1001	4005
8-9AM	1001	961	921	881	3765

Existing Year 2017 PM Volumes

Inputs on External nodes by Interval

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	25%	25%	25%	25%	100%
5-6PM	25%	26%	25%	24%	100%
6-7PM	23%	23%	21%	18%	85%

Mainline I-75 Volumes

I-75 NB PM Volume at Entry N 8003

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	749	749	749	749	2997
5-6PM	749	779	749	719	2997
6-7PM	689	689	629	539	2547

I-75 SB PM Volume at Entry No 8004

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	1209	1209	1209	1209	4837
5-6PM	1209	1258	1209	1161	4837
6-7PM	1113	1113	1016	871	4111

CD SB PM Volume at Entry No 8010

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	630	630	630	630	2518
5-6PM	630	655	630	604	2518
6-7PM	579	579	529	453	2140

SR 674 Volumes

PM Volume at Entry Node 8066

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	219	219	219	219	874
5-6PM	219	227	219	210	874
6-7PM	201	201	184	157	743

PM Volume at Entry Node 8061

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	157	157	157	157	629
5-6PM	157	164	157	151	629
6-7PM	145	145	132	113	535

PM Volume at Entry Node 8067

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	12	12	12	12	49
5-6PM	12	13	12	12	49
6-7PM	11	11	10	9	42

PM Volume at Entry Node 8078

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	348	348	348	348	1390
5-6PM	348	361	348	334	1390
6-7PM	320	320	292	250	1182

PM Volume at Entry Node 8075

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	132	132	132	132	527
5-6PM	132	137	132	126	527
6-7PM	121	121	111	95	448

PM Volume at Entry Node 8077

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	57	57	57	57	228
5-6PM	57	59	57	55	228
6-7PM	52	52	48	41	194

Existing Year 2017 PM Volumes

Inputs on External nodes by Interval

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	25%	25%	25%	25%	100%
5-6PM	25%	26%	25%	24%	100%
6-7PM	23%	23%	21%	18%	85%

Gibsonton Drive Volumes

PM Volume at Entry Node 8092

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	203	203	203	203	810
5-6PM	203	211	203	194	810
6-7PM	186	186	170	146	689

PM Volume at Entry Node 8001

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	16	16	16	16	63
5-6PM	16	16	16	15	63
6-7PM	14	14	13	11	54

PM Volume at Entry Node 8005

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	75	75	75	75	300
5-6PM	75	78	75	72	300
6-7PM	69	69	63	54	255

PM Volume at Entry Node 8049

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	312	312	312	312	1248
5-6PM	312	324	312	300	1248
6-7PM	287	287	262	225	1061

PM Volume at Entry Node 8018

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	38	38	38	38	151
5-6PM	38	39	38	36	151
6-7PM	35	35	32	27	128

PM Volume at Entry Node 8019

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	16	16	16	16	64
5-6PM	16	17	16	15	64
6-7PM	15	15	13	12	54

Big Bend Road Volumes

PM Volume at Entry Node 8028

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	296	296	296	296	1185
5-6PM	296	308	296	284	1185
6-7PM	273	273	249	213	1007

PM Volume at Entry Node 8032

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	24	24	24	24	96
5-6PM	24	25	24	23	96
6-7PM	22	22	20	17	82

PM Volume at Entry Node 8048

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	297	297	297	297	1186
5-6PM	297	308	297	285	1186
6-7PM	273	273	249	213	1008

PM Volume at Entry Node 8020

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	29	29	29	29	114
5-6PM	29	30	29	27	114
6-7PM	26	26	24	21	97

US 301 Volumes

PM Volume at Entry Node 8007

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	735	735	735	735	2938
5-6PM	735	764	735	705	2938
6-7PM	676	676	617	529	2497

PM Volume at Entry Node 8013

Time Periods	Intervals				Hourly
	1	2	3	4	
4-5PM	538	538	538	538	2152
5-6PM	538	560	538	516	2152
6-7PM	495	495	452	387	1829

I-75 Express Lanes PD&E Study - From SR 674 to Gibsonton Drive

Existing Year 2017 AM Peak Traffic Volumes

Intersection	Movement	2017 AM Traffic Volumes	Approach	Approach Total	Split by Movement
SR 674 @ 30th Street	EBLT	147	EB	1297	11%
	EBTH	1066			82%
	EBRT	84			6%
	NBLT	16	NB	28	57%
	NBTH	6			21%
	NBRT	6			21%
	WBLT	72	WB	1386	5%
	WBTH	804			58%
	WBRT	510			37%
	SBLT	486	SB	556	87%
	SBTH	16			3%
	SBRT	54			10%
SR 674 @ I-75 SB Off Ramp	EBTH	1304	EB	1558	84%
	EBRT	254			16%
	WBLT	269	WB	761	35%
	WBTH	492			65%
SR 674 @ I-75 NB Off Ramp	EBTH	1121	EB	1121	100%
	NBLT	100	NB	314	32%
	NBRT	214			68%
	WBTH	661	WB	661	100%
SR 674 @ Cypress Village Blvd	EBLT	257	EB	1335	19%
	EBTH	1034			77%
	EBRT	44			3%
	NBLT	97	NB	221	44%
	NBTH	68			31%
	NBRT	56			25%
	WBLT	66	WB	1006	7%
	WBTH	838			83%
	WBRT	102			10%
	SBLT	117	SB	491	24%
	SBTH	33			7%
	SBRT	341			69%
Big Bend Rd @ Franklin Cast Bay Acc	EBLT	31	EB	1303	2%
	EBTH	1272			98%
	WBUT	3	WB	984	**0%**
	WBTH	935			**95%**
	WBRT	46			**5%**
	SBLT	62	SB	114	54%
	SBRT	52			46%
Big Bend Rd @ I-75 SB Off Ramp	EBTH	1188	EB	1334	89%
	EBRT	146			11%
	NBLT	321	NB	775	41%
	NBRT	454			59%
	WBLT	375	WB	1038	36%
	WBTH	663			64%
Big Bend Rd @ I-75 NB Off Ramp	EBTH	712	EB	1642	43%
	EBRT	930			57%
	NBLT	97	NB	386	25%
	NBTH	289			75%
	WBLT	1204	WB	2145	56%
	WBTH	941			44%
Big Bend Rd @Simmons Loop	EBTH	938	EB	1001	94%
	EBRT	63			6%
	NBLT	141	NB	154	92%
	NBRT	13			8%
	WBLT	9	WB	2013	**0%**
	WBTH	2004			**100%**
Gibsonton Dr @ Old Gibsonton Dr	EBLT	5	EB	467	1%
	EBTH	439			94%
	EBRT	23			5%
	NBLT	70	NB	640	11%
	NBTH	36			6%
	NBRT	534			83%
	WBLT	144	WB	758	19%
	WBTH	562			74%
	WBRT	52			7%
	SBLT	44	SB	63	70%
	SBTH	13			21%
	SBRT	6			10%
Gibsonton Dr @ I-75 SB Off Ramp	EBTH	866	EB	1017	85%
	EBRT	151			15%
	WBLT	271	WB	732	37%
	WBTH	461			63%
	SBLT	648	SB	945	69%
	SBRT	297			31%
Gibsonton Dr @ I-75 NB Off Ramp	EBLT	691	EB	1514	46%
	EBTH	823			54%
	NBLT	54	NB	254	21%
	NBTH	200			79%
	WBTH	678	WB	2301	29%
	WBRT	1623			71%
Gibsonton Dr @ Fern Hill Dr	EBLT	23	EB	1023	2%
	EBTH	941			92%
	EBRT	59			6%
	NBLT	100	NB	165	61%
	NBTH	2			1%
	NBRT	63			38%
	WBLT	49	WB	2258	2%
	WBTH	2162			96%
	WBRT	47			2%
	SBLT	4	SB	43	9%
	SBTH	0			0%
	SBRT	39			91%

Existing Year 2017 AM Peak Traffic Volumes – I-75 Diverge Split Computations

Interstate Diverge Junction	Exiting Traffic	Through Traffic	Total Traffic	Exiting Percent	Through Percent
I-75 NB Off to SR 674	314	1819	2133	15%	85%
I-75 NB Off to Big Bend Road	386	2861	3247	12%	88%
I-75 NB Off to Gibsonton Dr	254	4741	4995	5%	95%
I-75 SB Off to SR 674 WB	894	2696	3590	25%	75%
I-75 SB Off to SR 674 EB	630	2066	2696	23%	77%
I-75 SB Off to Big Bend Road	775	3069	3844	20%	80%
I-75 SB Off to Gibsonton Dr	945	3422	4367	22%	78%

I-75 Express Lanes PD&E Study - From SR 674 to Gibsonton Drive

Existing Year 2017 PM Peak Traffic Volumes

Intersection	Movement	2017 PM Traffic Volumes	Approach	Approach Total	Split by Movement
SR 674 @ 30th Street	EBLT	130	EB	874	15%
	EBTH	693			79%
	EBRT	51			6%
	NBLT	20	NB	49	41%
	NBTH	24			49%
	NBRT	5			10%
	WBLT	72	WB	1786	4%
	WBTH	1164			65%
	WBRT	550			31%
	SBLT	524	SB	629	83%
	SBTH	13			2%
	SBRT	92			15%
SR 674 @ I-75 SB Off Ramp	EBTH	1107	EB	1222	91%
	EBRT	115			9%
	WBLT	194	WB	1186	16%
	WBTH	992			84%
SR 674 @ I-75 NB Off Ramp	EBTH	1107	EB	1107	100%
	NBLT	179	NB	478	37%
	NBRT	299			63%
	WBTH	1007	WB	1007	100%
SR 674 @ Cypress Village Blvd	EBLT	303	EB	1406	22%
	EBTH	983			70%
	EBRT	120			9%
	NBLT	110	NB	228	48%
	NBTH	74			32%
	NBRT	44			19%
	WBLT	120	WB	1390	9%
	WBTH	1134			82%
	WBRT	136			10%
	SBLT	177	SB	527	34%
	SBTH	63			12%
	SBRT	287			54%
Big Bend Rd @ Franklin Cast Bay Acc	EBLT	42	EB	1185	4%
	EBTH	1143			96%
	WBUT	5	WB	1393	**0%**
	WBTH	1351			**97%**
	WBRT	37			**3%**
	SBLT	37	SB	96	39%
	SBRT	59			61%
Big Bend Rd @ I-75 SB Off Ramp	EBTH	1076	EB	1180	91%
	EBRT	104			9%
	NBLT	642	NB	1858	35%
	NBRT	1216			65%
	WBLT	175	WB	926	19%
	WBTH	751			81%
Big Bend Rd @ I-75 NB Off Ramp	EBTH	1799	EB	2292	78%
	EBRT	493			22%
	NBLT	128	NB	613	21%
	NBTH	485			79%
	WBLT	450	WB	1248	36%
	WBTH	798			64%
Big Bend Rd @Simmons Loop	EBTH	2079	EB	2284	91%
	EBRT	205			9%
	NBLT	79	NB	114	69%
	NBRT	35			31%
	WBLT	17	WB	1186	1%
	WBTH	1169			99%
Gibsonton Dr @ Old Gibsonton Dr	EBLT	7	EB	810	1%
	EBTH	696			86%
	EBRT	107			13%
	NBLT	57	NB	300	19%
	NBTH	25			8%
	NBRT	218			73%
	WBLT	590	WB	1078	55%
	WBTH	441			41%
	WBRT	47			4%
	SBLT	24	SB	63	38%
	SBTH	35			56%
	SBRT	4			6%
Gibsonton Dr @ I-75 SB Off Ramp	EBTH	809	EB	938	86%
	EBRT	129			14%
	WBLT	187	WB	677	28%
	WBTH	490			72%
	SBLT	1503	SB	2091	72%
	SBRT	588			28%
Gibsonton Dr @ I-75 NB Off Ramp	EBLT	340	EB	2312	15%
	EBTH	1972			85%
	NBLT	63	NB	374	17%
	NBTH	311			83%
	WBTH	614	WB	1314	47%
	WBRT	700			53%
Gibsonton Dr @ Fern Hill Dr	EBLT	37	EB	2283	2%
	EBTH	2170			95%
	EBRT	76			3%
	NBLT	49	NB	151	32%
	NBTH	3			2%
	NBRT	99			66%
	WBLT	24	WB	1248	2%
	WBTH	1208			97%
	WBRT	16			1%
	SBLT	4	SB	64	6%
	SBTH	3			5%
	SBRT	57			89%

Existing Year 2017 PM Peak Traffic Volumes – I-75 Diverge Split Computations

Interstate Diverge Junction	Exiting Traffic	Through Traffic	Total Traffic	Exiting Percent	Through Percent
I-75 NB Off to SR 674	478	2519	2997	16%	84%
I-75 NB Off to Big Bend Road	613	3010	3623	17%	83%
I-75 NB Off to Gibsonton Dr	374	3579	3953	9%	91%
I-75 SB Off to SR 674 WB	794	2573	3367	24%	76%
I-75 SB Off to SR 674 EB	580	1993	2573	23%	77%
I-75 SB Off to Big Bend Road	1858	3088	4946	38%	62%
I-75 SB Off to Gibsonton Dr	2091	4630	6721	31%	69%

APPENDIX D

TRAVEL TIME DATA

Travel Time Runs

NORTHBOUND: I-75 from SR 674 to SR 56																		
			Date:	10/19/2017		10/26/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
AM RUNS			Start Time	7:56am		7:50am		7:49am		8:06am		7:00am		7:47am				
		Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Exit #	Interchange	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	**Avg Time (s)**	**Avg Speed (mph)**	Comments
	Rest Area On Ramp (START)	0.0																
240	SR 674 Off Ramp	2.2	2.2	116	68	118	67	117	68	119	67	117	68	114	69	**117**	**68**	
	SR 674 EB On Ramp	2.5	0.3	17	64	17	64	19	57	18	60	17	64	17	64	**18**	**62**	
	SR 674 WB On Ramp	3.0	0.5	25	65	25	65	25	65	24	68	28	58	24	68	**25**	**65**	
246	Big Bend Road Off Ramp	7.9	4.9	256	69	254	69	257	69	247	71	252	70	247	71	**252**	**70**	
	Big Bend Road On Ramp	8.2	0.4	18	70	19	66	20	63	18	70	19	66	30	42	**21**	**63**	Run #3 - Semi on Shoulder
250	Gibsonton Drive Off Ramp	12.1	3.9	202	69	202	69	202	69	207	67	200	69	197	70	**202**	**69**	
	Gibsonton Drive On Ramp	12.7	0.6	32	68	31	70	34	64	32	68	31	70	36	60	**33**	**66**	
254	US 301 Off Ramp	15.4	2.8	143	69	146	68	143	69	146	68	152	65	140	71	**145**	**68**	
256	Selmon Off Ramp	16.2	0.8	43	67	44	65	41	70	43	67	43	67	41	70	**43**	**68**	
257	SR 60 Off Ramp	17.0	0.8	38	71	46	59	38	71	39	69	38	71	40	68	**40**	**68**	
	Selmon On Ramp	18.4	1.4	74	68	445	11	269	19	294	17	301	17	360	14	**291**	**24**	
	SR 60 EB On Ramp	18.6	0.3	18	50	37	24	69	13	70	13	53	17	70	13	**53**	**22**	
	SR 60 WB On Ramp	19.1	0.5	76	24	76	24	80	23	67	27	84	21	66	27	**75**	**24**	
260A	MLK EB Off Ramp	21.1	2.0	125	58	130	55	133	54	128	56	127	57	120	60	**127**	**57**	
260B	MLK WB Off Ramp	21.5	0.4	25	58	23	63	22	65	24	60	22	65	21	69	**23**	**63**	
	MLK On Ramp	21.8	0.3	19	57	18	60	17	64	18	60	19	57	24	45	**19**	**57**	
261	I-4 Off Ramp	22.4	0.6	31	70	31	70	34	64	31	70	31	70	32	67	**32**	**68**	
	I-4 EB On Ramp	23.1	0.7	38	66	38	66	48	53	39	65	37	68	45	56	**41**	**62**	
	I-4 WB On Ramp	23.4	0.3	17	64	18	60	45	24	18	60	18	60	22	49	**23**	**53**	
265	Fowler Avenue Off Ramp	26.2	2.8	165	61	192	53	191	53	204	49	158	64	198	51	**185**	**55**	
	Fowler Avenue EB On Ramp	26.7	0.5	28	64	26	69	27	67	26	69	26	69	26	69	**27**	**68**	
	Fowler Avenue WB On Ramp	27.0	0.3	17	64	16	68	17	64	18	60	16	68	16	68	**17**	**65**	
266	Fletcher Avenue Off Ramp	27.9	0.9	47	69	48	67	46	70	47	69	47	69	46	70	**47**	**69**	Run #6 - Ramp backed up to I-75
	Fletcher Avenue On Ramp	28.6	0.7	34	69	33	71	35	67	33	71	34	69	36	65	**34**	**69**	
270	BB Downs Blvd Off Ramp	31.3	2.8	148	67	144	69	148	67	144	69	143	69	141	70	**145**	**68**	
	BB Downs Blvd On Ramp	32.2	0.9	48	68	48	68	50	65	47	69	47	69	48	68	**48**	**68**	
275	SR 56 Off Ramp (END)	34.8	2.6	136	67	139	66	146	63	129	71	136	67	129	71	**136**	**68**	Run #3 - Ramp backed up to I-75
	Totals		34.8	1936	65	2364	53	2273	55	2230	56	2196	57	2286	55	**2214**	**57**	
		Travel Time (min)		32:16		39:24		37:53		37:10		36:36		38:06		**36:54**		

NORTHBOUND: I-75 from SR 674 to SR 56																		
			Date:	10/26/2017		11/7/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
PM RUNS			Start Time	4:50pm		4:44pm		4:02pm		5:06pm		4:02pm		4:44pm				
		Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Exit #	Interchange	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Avg Time (s)	Avg Speed (mph)	Comments
	Rest Area On Ramp (START)	0.0																
240	SR 674 Off Ramp	2.2	2.2	117	68	116	68	113	70	117	68	113	70	118	67	**116**	**68**	
	SR 674 EB On Ramp	2.5	0.3	17	64	19	57	19	57	17	64	18	60	17	64	**18**	**61**	
	SR 674 WB On Ramp	3.0	0.5	24	68	24	68	23	70	24	68	23	70	25	65	**24**	**68**	
246	Big Bend Road Off Ramp	7.9	4.9	256	69	263	67	250	71	256	69	248	71	252	70	**254**	**69**	
	Big Bend Road On Ramp	8.2	0.4	18	70	21	60	21	60	18	70	18	70	20	63	**19**	**65**	
250	Gibsonton Drive Off Ramp	12.1	3.9	202	69	200	69	197	70	201	69	195	71	210	66	**201**	**69**	
	Gibsonton Drive On Ramp	12.7	0.6	31	70	36	60	32	68	31	70	34	64	31	70	**33**	**67**	
254	US 301 Off Ramp	15.4	2.8	142	70	144	69	139	71	142	70	139	71	144	69	**142**	**70**	
256	Selmon Off Ramp	16.2	0.8	44	65	41	70	42	69	43	67	41	70	41	70	**42**	**69**	
257	SR 60 Off Ramp	17.0	0.8	38	71	38	71	39	69	39	69	38	71	41	66	**39**	**70**	
	Selmon On Ramp	18.4	1.4	74	68	75	67	126	40	73	69	75	67	95	53	**86**	**61**	
	SR 60 EB On Ramp	18.6	0.3	13	69	13	69	82	11	13	69	41	22	126	7	**48**	**41**	Run #3 - Disabled vehicle
	SR 60 WB On Ramp	19.1	0.5	26	69	26	69	76	24	57	32	64	28	47	38	**49**	**43**	Run #5 - Semi on side of roadway -
260A	MLK EB Off Ramp	21.1	2.0	104	69	110	65	126	57	141	51	134	54	124	58	**123**	**59**	south of MLK
260B	MLK WB Off Ramp	21.5	0.4	24	60	27	53	24	60	25	58	22	65	23	63	**24**	**60**	
	MLK On Ramp	21.8	0.3	20	54	20	54	19	57	20	54	19	57	20	54	**20**	**55**	
261	I-4 Off Ramp	22.4	0.6	33	65	32	67	31	70	33	65	31	70	33	65	**32**	**67**	
	I-4 EB On Ramp	23.1	0.7	109	23	38	66	37	68	110	23	38	66	38	66	**62**	**52**	
	I-4 WB On Ramp	23.4	0.3	62	17	16	67	16	67	84	13	58	19	43	25	**47**	**35**	
265	Fowler Avenue Off Ramp	26.2	2.8	188	54	185	54	160	63	203	50	180	56	233	43	**192**	**53**	
	Fowler Avenue EB On Ramp	26.7	0.5	26	69	30	60	28	64	26	69	26	69	27	67	**27**	**66**	
	Fowler Avenue WB On Ramp	27.0	0.3	16	68	18	60	16	68	17	64	16	68	16	68	**17**	**66**	
266	Fletcher Avenue Off Ramp	27.9	0.9	47	69	48	67	46	70	47	69	46	70	47	69	**47**	**69**	
	Fletcher Avenue On Ramp	28.6	0.7	34	69	34	69	35	67	35	67	33	71	34	69	**34**	**69**	
270	BB Downs Blvd Off Ramp	31.3	2.8	143	69	140	71	141	70	152	65	141	70	142	70	**143**	**69**	
	BB Downs Blvd On Ramp	32.2	0.9	46	70	46	70	47	69	51	64	46	70	48	68	**47**	**69**	
275	SR 56 Off Ramp (END)	34.8	2.6	1322	7	414	22	352	26	690	13	144	64	462	20	**564**	**25**	Run #1 - Disabled vehicle on Ramp
	Totals		34.8	3176	39	2174	58	2237	56	2665	47	1981	63	2457	51	**2448**	**52**	
		Travel Time (min)		52:56		36:14		37:17		44:25		33:01		40:57		**40:48**		

Travel Time Runs

SOUTHBOUND: I-75 from SR 56 to SR 674

			Date:	10/19/2017		10/26/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
AM RUNS			Start Time	7:11am		7:06am		7:03am		7:20am		7:00am		7:40am				
		Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Exit #	Interchange	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	**Avg Time (s)**	**Avg Speed (mph)**	Comments
	SR 56 On Ramp (START)	0.0																
274	I-275 Off Ramp	1.0	1.0	56.6	64	55	65	52	69	54	67	56	64	53	68	**54**	**66**	
270	BB Downs Blvd Off Ramp	4.6	3.6	189	69	187	69	184	70	187	69	188	69	185	70	**187**	**69**	
	BB Downs Blvd EB On Ramp	5.2	0.6	33.5	64	35	62	35	62	37	58	35	62	37	58	**35**	**61**	
	BB Downs Blvd WB On Ramp	5.5	0.3	16.2	67	16	68	17	64	16	68	16	68	27	40	**18**	**62**	
266	Fletcher Avenue Off Ramp	8.4	2.9	196	53	152	69	171	61	268	39	239	44	451	23	**246**	**48**	Run #5&6 - Ramp backed up to I-75
	Fletcher Avenue On Ramp	9.0	0.6	106	20	44	49	102	21	108	20	159	14	152	14	**112**	**23**	
265	Fowler Avenue Off Ramp	9.4	0.4	132	10	61	21	64	20	150	8	55	23	135	9	**100**	**15**	Run #6 - Crash on ramp
	Fowler Avenue On Ramp	10.3	1.0	217	16	260	13	156	22	253	14	224	15	154	22	**211**	**17**	
261	I-4 Off Ramp	13.3	3.0	255	42	271	40	303	36	267	40	269	40	303	36	**278**	**39**	
	I-4 WB On Ramp	14.1	0.8	44	65	41	70	41	70	41	70	43	67	41	70	**42**	**69**	
	I-4 EB On Ramp	14.4	0.3	24	45	18	60	16	68	20	54	17	64	18	60	**19**	**58**	
260	MLK Off Ramp	14.9	0.5	28	64	26	69	26	69	27	67	27	67	26	69	**27**	**68**	
	MLK On Ramp	15.6	0.7	39	65	37	68	36	70	39	65	38	66	38	66	**38**	**67**	
257	SR 60 Off Ramp	16.9	1.3	73	64	72	65	72	65	74	63	76	62	74	63	**74**	**64**	
256	Selmon Off Ramp	18.3	1.4	72	70	72	70	72	70	72	70	73	69	73	69	**72**	**70**	
254	US 301 Off Ramp	18.6	0.3	17	64	16	68	16	68	17	64	17	64	17	64	**17**	**65**	
	Selmon On Ramp	19.2	0.5	29	68	28	71	28	71	29	68	29	68	31	64	**29**	**68**	
	Frontage/SR 60 On Ramp	20.3	1.2	58	71	59	70	58	71	59	70	58	71	58	71	**58**	**71**	
	US 301 On Ramp	21.1	0.8	42	69	42	69	41	70	41	70	41	70	45	64	**42**	**69**	
250	Gibsonton Drive Off Ramp	24.0	2.9	152	69	151	69	153	68	162	64	147	71	153	68	**153**	**68**	
	Gibsonton Drive On Ramp	24.6	0.6	31	70	31	70	34	64	32	68	31	70	31	70	**32**	**68**	
246	Big Bend Road Off Ramp	28.4	3.8	208	66	200	68	205	67	201	68	199	69	204	67	**203**	**67**	
	Big Bend Road On Ramp	28.9	0.5	25	65	25	65	23	70	25	65	24	68	25	65	**25**	**66**	
240B	SR 674 WB Off Ramp	33.8	5.0	260	69	255	70	253	70	250	71	253	70	263	68	**256**	**70**	
240A	SR 674 EB Off Ramp	34.2	0.4	23	63	22	65	24	60	22	65	21	69	24	60	**23**	**64**	
	SR 674 On Ramp	34.5	0.3	19	57	20	54	19	57	19	57	20	54	18	60	**19**	**56**	
	Rest Area Off Ramp (END)	36.6	2.1	108	70	109	69	108	70	114	66	108	70	108	70	**109**	**69**	
	Totals		36.6	2453	54	2305	57	2309	57	2584	51	2463	53	2744	48	**2476**	**53**	
		Travel Time (min)		40:53		38:25		38:29		43:04		41:03		45:44		**41:16**		

SOUTHBOUND: I-75 from SR 56 to SR 674

			Date:	10/26/2017		11/7/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
PM RUNS			Start Time	4:00pm		4:01pm		4:47pm		4:23pm		4:00pm		4:45pm				
		Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Exit #	Interchange	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Avg Time (s)	Avg Speed (mph)	Comments
	SR 56 On Ramp (START)	0.0																
274	I-275 Off Ramp	1.0	1.0	55	65	55	65	54	67	52	69	53	68	51	71	**53**	**68**	
270	BB Downs Blvd Off Ramp	4.6	3.6	185	70	188	69	186	70	184	70	183	71	182	71	**185**	**70**	
	BB Downs Blvd EB On Ramp	5.2	0.6	34	64	34	64	34	64	34	64	35	62	31	70	**34**	**64**	
	BB Downs Blvd WB On Ramp	5.5	0.3	16	68	18	60	17	64	17	64	16	68	16	68	**17**	**65**	
266	Fletcher Avenue Off Ramp	8.4	2.9	154	68	153	68	150	70	166	63	152	69	148	71	**154**	**68**	
	Fletcher Avenue On Ramp	9.0	0.6	35	62	36	60	37	58	36	60	36	60	31	70	**35**	**62**	
265	Fowler Avenue Off Ramp	9.4	0.4	29	43	18	70	18	70	19	66	23	55	21	60	**21**	**61**	
	Fowler Avenue On Ramp	10.3	1.0	232	15	54	63	110	31	103	33	136	25	273	13	**151**	**30**	
261	I-4 Off Ramp	13.3	3.0	231	47	276	39	305	35	266	41	254	43	335	32	**278**	**39**	Run #2 - Disable vehicle w/ Road
	I-4 WB On Ramp	14.1	0.8	66	44	43	67	146	20	112	26	43	67	198	15	**101**	**40**	Ranger
	I-4 EB On Ramp	14.4	0.3	79	14	17	64	64	17	36	30	48	23	64	17	**51**	**27**	
260	MLK Off Ramp	14.9	0.5	77	23	56	32	96	19	82	22	72	25	80	23	**77**	**24**	
	MLK On Ramp	15.6	0.7	203	12	124	20	125	20	101	25	108	23	108	23	**128**	**21**	
257	SR 60 Off Ramp	16.9	1.3	97	48	89	53	84	56	109	43	92	51	84	56	**93**	**51**	
256	Selmon Off Ramp	18.3	1.4	79	64	75	67	72	70	72	70	74	68	72	70	**74**	**68**	
254	US 301 Off Ramp	18.6	0.3	17	64	16	68	17	64	17	64	17	64	17	64	**17**	**64**	
	Selmon On Ramp	19.2	0.5	30	66	31	64	32	62	29	68	29	68	31	64	**30**	**65**	
	Frontage/SR 60 On Ramp	20.3	1.2	59	70	58	71	59	70	59	70	58	71	60	69	**59**	**70**	
	US 301 On Ramp	21.1	0.8	41	70	43	67	81	36	41	70	44	65	52	55	**50**	**61**	Run #2 - Disabled vehicles
250	Gibsonton Drive Off Ramp	24.0	2.9	151	69	152	69	292	36	168	62	154	68	192	54	**185**	**60**	Run #3 - Ramp backed up to I-75
	Gibsonton Drive On Ramp	24.6	0.6	31	70	34	64	41	53	37	58	35	62	32	68	**35**	**62**	
246	Big Bend Road Off Ramp	28.4	3.8	201	68	209	65	202	68	224	61	204	67	226	61	**211**	**65**	
	Big Bend Road On Ramp	28.9	0.5	25	65	31	52	25	65	27	60	24	68	25	65	**26**	**62**	
240B	SR 674 WB Off Ramp	33.8	5.0	255	70	259	69	250	71	251	71	250	71	253	70	**253**	**70**	
240A	SR 674 EB Off Ramp	34.2	0.4	23	63	23	63	23	63	23	63	22	65	21	69	**23**	**64**	
	SR 674 On Ramp	34.5	0.3	19	57	20	54	19	57	19	57	20	54	16	67	**19**	**58**	
	Rest Area Off Ramp (END)	36.6	2.1	108	70	110	69	109	69	109	69	117	65	109	69	**110**	**69**	
	Totals		36.6	2532	52	2222	59	2648	50	2393	55	2299	57	2728	48	**2470**	**54**	
		Travel Time (min)		42:12		37:02		44:08		39:53		38:19		45:28		**41:10**		

APPENDIX E

CORSIM MEASURES OF EFFECTIVENESS (MOE) COMPARISON TABLES

Speed and Volume Comparison for I-75 - Existing Conditions (AM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location		From Node	To Node	ID	Volume Input (vph)	Volume Processed (Veh for 3 Hrs)	Volume Processed (vph)	Percent Difference	GEH	Speed-Model by Segment (mph)	Overall Segment Speed-Model (mph)	Speed-Field (mph)	Percent Difference
	From	To												
I-75 (NB)	-	NB Off Ramp to SR 674	169	168	169-168	2,133	6,007	2,161	1.3%	0.596	69.30	68.8	68.0	1.2%
			168	167	168-167	2,133	6,006	2,160	1.3%	0.588	69.25			
			167	166	167-166	2,133	6,005	2,160	1.3%	0.584	68.92			
			166	164	166-164	2,133	6,005	2,160	1.3%	0.582	67.71			
	NB Off Ramp to SR 674	NB On Ramp from SR 674 EB	164	162	164-162	1,819	5,093	1,832	0.7%	0.302	68.64	68.6	62.0	10.7%
	NB On Ramp from SR 674 EB	NB On Ramp from SR 674 WB	162	160	162-160	2,632	7,348	2,643	0.4%	0.216	60.68	64.2	65.0	-1.2%
			160	158	160-158	2,632	7,349	2,644	0.4%	0.225	67.82			
	NB On Ramp from SR 674 WB	NB Off Ramp to Big Bend Road	158	157	158-157	3,247	9,060	3,259	0.4%	0.210	64.66	66.9	70.0	-4.5%
			157	156	157-156	3,247	9,058	3,258	0.3%	0.195	67.52			
			156	155	156-155	3,247	9,054	3,257	0.3%	0.172	67.46			
			155	154	155-154	3,247	9,052	3,256	0.3%	0.160	67.33			
			154	153	154-153	3,247	9,050	3,255	0.3%	0.146	67.23			
			153	152	153-152	3,247	9,049	3,255	0.2%	0.141	67.16			
			152	171	152-171	3,247	9,045	3,253	0.2%	0.113	67.11			
			171	151	171-151	3,247	9,042	3,253	0.2%	0.099	67.09			
			151	150	151-150	3,247	9,038	3,251	0.1%	0.070	67.06			
			150	172	150-172	3,247	9,039	3,252	0.1%	0.079	67.02			
			172	149	172-149	3,247	9,040	3,252	0.1%	0.084	67.00			
			149	148	149-148	3,247	9,035	3,250	0.1%	0.053	66.97			
			148	147	148-147	3,247	9,037	3,251	0.1%	0.062	66.95			
			147	146	147-146	3,247	9,034	3,250	0.1%	0.044	66.93			
			146	144	146-144	3,247	9,034	3,250	0.1%	0.048	66.90			
			144	142	144-142	3,247	9,029	3,248	0.0%	0.015	65.57			
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	142	140	142-140	2,861	7,908	2,845	-0.6%	0.308	67.19	67.2	63.0	6.6%
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	140	138	140-138	4,995	13,116	4,718	-5.5%	3.976	62.97	65.7	69.0	-4.8%
			138	136	138-136	4,995	13,115	4,718	-5.6%	3.978	65.67			
			136	134	136-134	4,995	13,110	4,716	-5.6%	4.006	66.43			
			134	133	134-133	4,995	13,110	4,716	-5.6%	4.008	66.29			
			133	132	133-132	4,995	13,107	4,715	-5.6%	4.021	66.19			
			132	131	132-131	4,995	13,107	4,715	-5.6%	4.022	66.12			
			131	130	131-130	4,995	13,102	4,713	-5.6%	4.048	66.05			
			130	129	130-129	4,995	13,096	4,711	-5.7%	4.082	66.00			
			129	128	129-128	4,995	13,094	4,710	-5.7%	4.092	65.96			
			128	127	128-127	4,995	13,091	4,709	-5.7%	4.106	65.92			
			127	126	127-126	4,995	13,083	4,706	-5.8%	4.146	65.87			
			126	124	126-124	4,995	13,083	4,706	-5.8%	4.147	65.80			
			124	122	124-122	4,995	13,082	4,706	-5.8%	4.154	65.11			
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	122	121	122-121	4,741	12,355	4,444	-6.3%	4.381	65.94	66.1	66.0	0.1%
			121	120	121-120	4,741	12,353	4,443	-6.3%	4.390	66.22			
			120	118	120-118	4,741	12,341	4,439	-6.4%	4.456	66.13			
	NB On Ramp from Gibsonton Dr[1]	-	118	116	118-116	7,055	17,578	6,323	-10.4%	8.949	61.40	65.6	68.0	-3.5%
			116	114	116-114	7,055	17,568	6,319	-10.4%	8.995	66.06			
			114	112	114-112	7,055	17,562	6,317	-10.5%	9.022	66.14			
			112	111	112-111	7,055	17,554	6,314	-10.5%	9.059	66.00			
			111	110	111-110	7,055	17,544	6,311	-10.5%	9.102	65.91			
			110	109	110-109	7,055	17,531	6,306	-10.6%	9.163	65.88			
			109	108	109-108	7,055	17,523	6,303	-10.7%	9.201	65.83			
			108	106	108-106	7,055	17,511	6,299	-10.7%	9.253	65.81			
			106	104	106-104	7,055	17,496	6,294	-10.8%	9.320	65.79			
			104	102	104-102	7,055	17,491	6,292	-10.8%	9.343	66.09			
			102	100	102-100	7,055	17,482	6,288	-10.9%	9.386	66.68			
I-75 (SB)	-	SB Off Ramp to Gibsonton Dr	382	300	382-300	4,367	12,075	4,344	-0.5%	0.354	66.97	66.5	68.0	-2.1%
			300	304	300-304	4,367	12,072	4,343	-0.6%	0.371	67.55			
			304	306	304-306	4,367	12,069	4,342	-0.6%	0.386	67.44			
			306	308	306-308	4,367	12,070	4,342	-0.6%	0.386	67.42			
			308	309	308-309	4,367	12,067	4,341	-0.6%	0.398	67.35			
			309	310	309-310	4,367	12,064	4,340	-0.6%	0.414	67.33			
			310	311	310-311	4,367	12,064	4,340	-0.6%	0.414	66.20			
			311	312	311-312	4,367	12,062	4,339	-0.6%	0.429	66.84			
			312	314	312-314	4,367	12,061	4,338	-0.7%	0.434	66.57			
			314	316	314-316	4,367	12,060	4,338	-0.7%	0.439	65.40			
			316	318	316-318	4,367	12,057	4,337	-0.7%	0.455	62.87			
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	318	320	318-320	3,422	9,649	3,471	1.4%	0.834	67.53	67.4	68.0	-0.8%
			320	321	320-321	3,422	9,651	3,471	1.4%	0.843	67.58			
			321	322	321-322	3,422	9,652	3,472	1.5%	0.848	67.18			
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	322	324	322-324	3,844	11,189	4,025	4.7%	2.881	64.43	66.2	67.0	-1.2%
			324	326	324-326	3,844	11,188	4,024	4.7%	2.875	66.72			
			326	327	326-327	3,844	11,185	4,023	4.7%	2.858	66.82			
			327	328	327-328	3,844	11,184	4,023	4.7%	2.852	66.68			
			328	329	328-329	3,844	11,181	4,022	4.6%	2.837	66.59			
			329	330	329-330	3,844	11,177	4,021	4.6%	2.816	66.53			
			330	331	330-331	3,844	11,175	4,020	4.6%	2.805	66.47			
			331	332	331-332	3,844	11,176	4,020	4.6%	2.810	66.41			
			332	333	332-333	3,844	11,166	4,016	4.5%	2.751	66.39			
			333	334	333-334	3,844	11,167	4,017	4.5%	2.756	66.33			
			334	336	334-336	3,844	11,162	4,015	4.5%	2.731	66.30			
			336	338	336-338	3,844	11,162	4,015	4.5%	2.730	65.89			
			338	340	338-340	3,844	11,160	4,015	4.4%	2.721	64.57			
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	340	342	340-342	3,069	8,890	3,198	4.2%	2.300	67.21	67.2	66.0	1.8%
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	342	344	342-344	3,590	10,509	3,780	5.3%	3.131	65.21	66.3	70.0	-5.3%
			344	346	344-346	3,590	10,511	3,781	5.3%	3.142	66.51			
			346	347	346-347	3,590	10,508	3,780	5.3%	3.126	66.75			
			347	348	347-348	3,590	10,496	3,776	5.2%	3.060	66.67			
			348	349	348-349	3,590	10,490	3,773	5.1%	3.021	66.60			
			349	372	349-372	3,590	10,484	3,771	5.0%	2.984	66.58			
			372	350	372-350	3,590	10,478	3,769	5.0%	2.952	66.56			
			350	351	350-351	3,590	10,469	3,766	4.9%	2.896	66.54			
			351	371	351-371	3,590	10,458	3,762	4.8%	2.834	66.52			
			371	352	371-352	3,590	10,443	3,756	4.6%	2.746	66.51			
			352	353	352-353	3,590	10,429	3,751	4.5%	2.662	66.49			
			353	354	353-354	3,590	10,422	3,749	4.4%	2.623	66.47			
			354	355	354-355	3,590	10,400	3,741	4.2%	2.492	66.44			
			355	356	355-356	3,590	10,389	3,737	4.1%	2.427	66.43			
			356	357	356-357	3,590	10,378	3,733	4.0%	2.362	66.34			
			357	358	357-358	3,590	10,365	3,728	3.9%	2.289	64.24			
	SB Off Ramp to SR 674 WB	SB Off Ramp to SR 674 EB	358	360	358-360	2,696	7,738	2,783	3.2%	1.668	67.63	66.7	64.0	4.1%
			360	362	360-362	2,696	7,728	2,780	3.1%	1.601	65.67			
	SB Off Ramp to SR 674 EB	SB On Ramp from SR 674	362	364	362-364	2,066	5,946	2,139	3.5%	1.590	68.08	68.1	56.0	21.6%
	SB On Ramp from SR 674	-	364	366	364-366	2,589	7,370	2,651	2.4%	1.209	65.26	66.0	69.0	-4.4%
			366	367	366-367	2,589	7,360	2,648	2.3%	1.144	67.68			
			367	368	367-368	2,589	7,351	2,644	2.1%	1.079	67.68			
			368	369	368-369	2,589	7,344	2,642	2.0%	1.032	63.34			

(1) Reason for Percent Difference - Back up on EB and WB Gibsonton Drive to take the I-75 NB On Ramp observed in the field and all vehicles (7055) are not being processed.

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}}$$

where: E = model estimated volume; V = field count

Speed and Volume Comparison for I-75 - Existing Conditions (AM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Volume Processed (Veh for 3 Hrs)	Volume Processed (vph)	Percent Difference	GEH
I-75 (NB) Ramps	NB Off Ramp to SR 674	164	242	314	912	328	4.4%	0.779
	NB On Ramp from SR 674 EB	237	162	813	2,256	812	-0.2%	0.047
	NB On Ramp from SR 674 WB	230	158	615	1,714	617	0.3%	0.064
	NB Off Ramp to Big Bend Road	142	224	386	1,119	402	4.3%	0.830
	NB On Ramp from Big Bend Road	218	140	2,134	5,210	1,874	-12.2%	5.803
	NB Off Ramp to Gibsonton Drive	122	212	254	722	260	2.3%	0.359
	NB On Ramp from Gibsonton Drive[(1)]	200	118	2,314	5,247	1,887	-18.4%	9.308
I-75 (SB) Ramps	SB Off Ramp to Gibsonton Drive	318	7002	945	2,402	864	-8.6%	2.687
	SB On Ramp from Gibsonton Drive	472	322	422	1,539	554	31.2%	5.963
	SB Off Ramp to Big Bend Road	340	7006	775	2,259	813	4.8%	1.332
	SB On Ramp from Big Bend Road	463	342	521	1,619	582	11.8%	2.614
	SB Off Ramp to SR 674 WB	358	431	894	2,617	941	5.3%	1.562
	SB Off Ramp to SR 674 EB	362	429	630	1,772	637	1.2%	0.293
	SB On Ramp from SR 674	439	364	523	1,432	515	-1.5%	0.340

(1) Reason for Percent Difference - Back up on EB and WB Gibsonton Drive to take the I-75 NB On Ramp observed in the field and all vehicles (2314) are not being processed.

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}}$$

where: E = model estimated volume; V = field count

Speed and Volume Comparison for I-75 - Existing Conditions (PM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location		From Node	To Node	Volume Input (vph)	Volume Processed (Veh for 3 Hrs)	Volume Processed (vph)	Percent Difference	GEH	Speed-Model by Segment (mph)	Overall Segment Speed-Model (mph)	Speed-Field (mph)	Percent Difference
	From	To											
I-75 (NB)	-	NB Off Ramp to SR 674	169	168	2,997	8,371	2,937	-2.0%	1.097	68.67	67.8	68.0	-0.2%
			168	167	2,997	8,373	2,938	-2.0%	1.086	68.36			
			167	166	2,997	8,376	2,939	-1.9%	1.065	67.89			
			166	164	2,997	8,380	2,940	-1.9%	1.040	66.47			
	NB Off Ramp to SR 674	NB On Ramp from SR 674 EB	164	162	2,519	7,070	2,481	-1.5%	0.766	67.79	67.8	61.0	11.1%
	NB On Ramp from SR 674 EB	NB On Ramp from SR 674 WB	162	160	3,099	8,687	3,048	-1.6%	0.919	62.94	65.1	68.0	-4.3%
			160	158	3,099	8,689	3,049	-1.6%	0.903	67.23			
	NB On Ramp from SR 674 WB	NB Off Ramp to Big Bend Road	158	157	3,623	10,132	3,555	-1.9%	1.134	64.75	66.3	69.0	-3.9%
			157	156	3,623	10,136	3,557	-1.8%	1.109	66.98			
			156	155	3,623	10,136	3,556	-1.8%	1.112	66.88			
			155	154	3,623	10,142	3,559	-1.8%	1.075	66.76			
			154	153	3,623	10,147	3,560	-1.7%	1.043	66.67			
			153	152	3,623	10,151	3,562	-1.7%	1.023	66.62			
			152	171	3,623	10,155	3,563	-1.7%	0.998	66.56			
			171	151	3,623	10,156	3,563	-1.6%	0.994	66.52			
			151	150	3,623	10,155	3,563	-1.7%	0.998	66.49			
			150	172	3,623	10,157	3,564	-1.6%	0.990	66.46			
			172	149	3,623	10,154	3,563	-1.7%	1.005	66.44			
			149	148	3,623	10,156	3,563	-1.6%	0.993	66.42			
			148	147	3,623	10,165	3,567	-1.6%	0.939	66.38			
			147	146	3,623	10,168	3,568	-1.5%	0.921	66.36			
			146	144	3,623	10,173	3,570	-1.5%	0.890	66.26			
			144	142	3,623	10,174	3,570	-1.5%	0.884	64.05			
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	142	140	3,010	8,422	2,955	-1.8%	1.007	66.69	66.7	65.0	2.6%
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	140	138	3,953	11,038	3,873	-2.0%	1.281	64.85	66.0	69.0	-4.3%
			138	136	3,953	11,041	3,874	-2.0%	1.262	66.23			
			136	134	3,953	11,040	3,874	-2.0%	1.271	66.46			
			134	133	3,953	11,042	3,875	-2.0%	1.254	66.37			
			133	132	3,953	11,044	3,875	-2.0%	1.246	66.30			
			132	131	3,953	11,044	3,875	-2.0%	1.245	66.26			
			131	130	3,953	11,046	3,876	-2.0%	1.234	66.22			
			130	129	3,953	11,045	3,875	-2.0%	1.241	66.18			
			129	128	3,953	11,045	3,876	-2.0%	1.237	66.17			
			128	127	3,953	11,038	3,873	-2.0%	1.278	66.12			
			127	126	3,953	11,031	3,871	-2.1%	1.317	66.11			
			126	124	3,953	11,028	3,869	-2.1%	1.337	66.07			
			124	122	3,953	11,023	3,868	-2.2%	1.367	64.93			
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	122	121	3,579	9,979	3,501	-2.2%	1.303	66.25	66.5	67.0	-0.8%
			121	120	3,579	9,977	3,501	-2.2%	1.316	66.65			
			120	118	3,579	9,970	3,498	-2.3%	1.360	66.57			
	NB On Ramp from Gibsonton Dr	-	118	116	4,619	12,886	4,522	-2.1%	1.442	62.74	66.5	70.0	-5.0%
			116	114	4,619	12,878	4,518	-2.2%	1.487	66.65			
			114	112	4,619	12,870	4,516	-2.2%	1.528	66.86			
			112	111	4,619	12,861	4,512	-2.3%	1.577	66.82			
			111	110	4,619	12,852	4,509	-2.4%	1.622	66.79			
			110	109	4,619	12,846	4,507	-2.4%	1.651	66.79			
			109	108	4,619	12,840	4,505	-2.5%	1.682	66.79			
			108	106	4,619	12,833	4,503	-2.5%	1.719	66.78			
			106	104	4,619	12,822	4,499	-2.6%	1.779	66.78			
			104	102	4,619	12,815	4,496	-2.7%	1.817	66.99			
			102	100	4,619	12,807	4,494	-2.7%	1.855	67.34			
I-75 (SB)	-	SB Off Ramp to Gibsonton Dr[1]	382	300	6,721	18,463	6,478	-3.6%	2.989	64.66	57.77[1]	60.0	-3.7%
			300	304	6,721	18,468	6,480	-3.6%	2.969	65.84			
			304	306	6,721	18,475	6,483	-3.5%	2.935	65.88			
			306	308	6,721	18,479	6,484	-3.5%	2.917	65.81			
			308	309	6,721	18,482	6,485	-3.5%	2.905	65.71			
			309	310	6,721	18,486	6,486	-3.5%	2.888	63.97			
			310	311	6,721	18,483	6,485	-3.5%	2.900	58.83			
			311	312	6,721	18,490	6,488	-3.5%	2.873	57.47			
			312	314	6,721	18,496	6,490	-3.4%	2.846	55.33			
			314	316	6,721	18,506	6,493	-3.4%	2.800	46.48			
			316	318	6,721	18,519	6,498	-3.3%	2.743	44.68			
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	318	320	4,630	13,262	4,653	0.5%	0.342	64.31	65.6	62.0	5.8%
			320	321	4,630	13,265	4,655	0.5%	0.360	66.45			
			321	322	4,630	13,272	4,657	0.6%	0.391	65.98			
	SB On Ramp from Gibsonton Dr[1]	SB Off Ramp to Big Bend Rd[1]	322	324	4,946	14,193	4,980	0.7%	0.481	64.64	62.4[1]	65.0	-4.0%
			324	326	4,946	14,195	4,981	0.7%	0.491	65.67			
			326	327	4,946	14,195	4,981	0.7%	0.490	65.68			
			327	328	4,946	14,200	4,982	0.7%	0.516	65.53			
			328	329	4,946	14,202	4,983	0.8%	0.527	65.45			
			329	330	4,946	14,206	4,984	0.8%	0.545	65.40			
			330	331	4,946	14,206	4,984	0.8%	0.545	65.33			
			331	332	4,946	14,212	4,986	0.8%	0.575	65.29			
			332	333	4,946	14,216	4,988	0.9%	0.599	65.22			
			333	334	4,946	14,221	4,990	0.9%	0.621	65.14			
			334	336	4,946	14,230	4,993	0.9%	0.665	65.11			
			336	338	4,946	14,232	4,994	1.0%	0.678	62.87			
			338	340	4,946	14,229	4,992	0.9%	0.660	53.47			
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	340	342	3,088	8,889	3,119	1.0%	0.554	67.17	67.2	62.0	8.3%
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	342	344	3,367	9,678	3,396	0.9%	0.494	66.54	66.5	70.0	-5.0%
			344	346	3,367	9,676	3,395	0.8%	0.481	66.84			
			346	347	3,367	9,673	3,394	0.8%	0.463	66.83			
			347	348	3,367	9,665	3,391	0.7%	0.414	66.73			
			348	349	3,367	9,660	3,390	0.7%	0.388	66.67			
			349	372	3,367	9,655	3,388	0.6%	0.357	66.63			
			372	350	3,367	9,653	3,387	0.6%	0.343	66.61			
			350	351	3,367	9,636	3,381	0.4%	0.244	66.60			
			351	371	3,367	9,628	3,378	0.3%	0.195	66.57			
			371	352	3,367	9,615	3,374	0.2%	0.113	66.54			
			352	353	3,367	9,606	3,371	0.1%	0.063	66.53			
			353	354	3,367	9,599	3,368	0.0%	0.020	66.51			
			354	355	3,367	9,582	3,362	-0.1%	0.085	66.48			
			355	356	3,367	9,572	3,359	-0.2%	0.145	66.47			
			356	357	3,367	9,559	3,354	-0.4%	0.224	66.38			
			357	358	3,367	9,545	3,349	-0.5%	0.309	64.63			
	SB Off Ramp to SR 674 WB	SB Off Ramp to SR 674 EB	358	360	2,573	7,265	2,549	-0.9%	0.469	67.59	66.7	64.0	4.2%
			360	362	2,573	7,256	2,546	-1.1%	0.537	65.81			
	SB Off Ramp to SR 674 EB	SB On Ramp from SR 674	362	364	1,993	5,576	1,957	-1.8%	0.821	68.05	68.0	58.0	17.3%
	SB On Ramp from SR 674	-	364	366	2,302	6,400	2,246	-2.4%	1.181	66.28	66.4	69.0	-3.8%
			366	367	2,302	6,391	2,242	-2.6%	1.250	67.87			
			367	368	2,302	6,385	2,240	-2.7%	1.295	67.84			
			368	369	2,302	6,377	2,238	-2.8%	1.352	63.51			

(1) The model speed is the speed for the inner two lanes along I-75 to account for the back up for the SB Off Ramp exit on the outside lane.

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}}$$

where: E = model estimated volume; V = field count

Speed and Volume Comparison for I-75 - Existing Conditions (PM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Volume Processed (Veh for 3 Hrs)	Volume Processed (vph)	Percent Difference	GEH
I-75 (NB) Ramps	NB Off Ramp to SR 674	164	242	478	1,314	461	-3.6%	0.784
	NB On Ramp from SR 674 EB	237	162	580	1,618	568	-2.1%	0.510
	NB On Ramp from SR 674 WB	230	158	524	1,441	506	-3.5%	0.812
	NB Off Ramp to Big Bend Road	142	224	613	1,753	615	0.3%	0.081
	NB On Ramp from Big Bend Road	218	140	943	2,615	917	-2.7%	0.838
	NB Off Ramp to Gibsonton Drive	122	212	374	1,039	365	-2.5%	0.491
	NB On Ramp from Gibsonton Drive	200	118	1,040	2,922	1,025	-1.4%	0.456
I-75 (SB) Ramps	SB Off Ramp to Gibsonton Drive	318	7002	2,091	5,261	1,846	-11.7%	5.525
	SB On Ramp from Gibsonton Drive	472	322	316	920	323	2.1%	0.371
	SB Off Ramp to Big Bend Road	340	7006	1,858	5,337	1,873	0.8%	0.339
	SB On Ramp from Big Bend Road	463	342	279	792	278	-0.4%	0.062
	SB Off Ramp to SR 674 WB	358	431	794	2,269	796	0.3%	0.076
	SB Off Ramp to SR 674 EB	362	429	580	1,671	586	1.1%	0.262
	SB On Ramp from SR 674	439	364	309	829	291	-5.9%	1.044

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}}$$

where: E = model estimated volume; V = field count

APPENDIX D

Travel Time Study

Travel Time Runs

NORTHBOUND: I-75 from SR 674 to SR 56																		
			Date:	10/19/2017		10/26/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
AM RUNS			Start Time	7:56am		7:50am		7:49am		8:06am		7:00am		7:47am				
		Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Exit #	Interchange	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	**Avg Time (s)**	**Avg Speed (mph)**	Comments
	Rest Area On Ramp (START)	0.0																
240	SR 674 Off Ramp	2.2	2.2	116	68	118	67	117	68	119	67	117	68	114	69	**117**	**68**	
	SR 674 EB On Ramp	2.5	0.3	17	64	17	64	19	57	18	60	17	64	17	64	**18**	**62**	
	SR 674 WB On Ramp	3.0	0.5	25	65	25	65	25	65	24	68	28	58	24	68	**25**	**65**	
246	Big Bend Road Off Ramp	7.9	4.9	256	69	254	69	257	69	247	71	252	70	247	71	**252**	**70**	
	Big Bend Road On Ramp	8.2	0.4	18	70	19	66	20	63	18	70	19	66	30	42	**21**	**63**	Run #3 - Semi on Shoulder
250	Gibsonton Drive Off Ramp	12.1	3.9	202	69	202	69	202	69	207	67	200	69	197	70	**202**	**69**	
	Gibsonton Drive On Ramp	12.7	0.6	32	68	31	70	34	64	32	68	31	70	36	60	**33**	**66**	
254	US 301 Off Ramp	15.4	2.8	143	69	146	68	143	69	146	68	152	65	140	71	**145**	**68**	
256	Selmon Off Ramp	16.2	0.8	43	67	44	65	41	70	43	67	43	67	41	70	**43**	**68**	
257	SR 60 Off Ramp	17.0	0.8	38	71	46	59	38	71	39	69	38	71	40	68	**40**	**68**	
	Selmon On Ramp	18.4	1.4	74	68	445	11	269	19	294	17	301	17	360	14	**291**	**24**	
	SR 60 EB On Ramp	18.6	0.3	18	50	37	24	69	13	70	13	53	17	70	13	**53**	**22**	
	SR 60 WB On Ramp	19.1	0.5	76	24	76	24	80	23	67	27	84	21	66	27	**75**	**24**	
260A	MLK EB Off Ramp	21.1	2.0	125	58	130	55	133	54	128	56	127	57	120	60	**127**	**57**	
260B	MLK WB Off Ramp	21.5	0.4	25	58	23	63	22	65	24	60	22	65	21	69	**23**	**63**	
	MLK On Ramp	21.8	0.3	19	57	18	60	17	64	18	60	19	57	24	45	**19**	**57**	
261	I-4 Off Ramp	22.4	0.6	31	70	31	70	34	64	31	70	31	70	32	67	**32**	**68**	
	I-4 EB On Ramp	23.1	0.7	38	66	38	66	48	53	39	65	37	68	45	56	**41**	**62**	
	I-4 WB On Ramp	23.4	0.3	17	64	18	60	45	24	18	60	18	60	22	49	**23**	**53**	
265	Fowler Avenue Off Ramp	26.2	2.8	165	61	192	53	191	53	204	49	158	64	198	51	**185**	**55**	
	Fowler Avenue EB On Ramp	26.7	0.5	28	64	26	69	27	67	26	69	26	69	26	69	**27**	**68**	
	Fowler Avenue WB On Ramp	27.0	0.3	17	64	16	68	17	64	18	60	16	68	16	68	**17**	**65**	
266	Fletcher Avenue Off Ramp	27.9	0.9	47	69	48	67	46	70	47	69	47	69	46	70	**47**	**69**	Run #6 - Ramp backed up to I-75
	Fletcher Avenue On Ramp	28.6	0.7	34	69	33	71	35	67	33	71	34	69	36	65	**34**	**69**	
270	BB Downs Blvd Off Ramp	31.3	2.8	148	67	144	69	148	67	144	69	143	69	141	70	**145**	**68**	
	BB Downs Blvd On Ramp	32.2	0.9	48	68	48	68	50	65	47	69	47	69	48	68	**48**	**68**	
275	SR 56 Off Ramp (END)	34.8	2.6	136	67	139	66	146	63	129	71	136	67	129	71	**136**	**68**	Run #3 - Ramp backed up to I-75
	Totals		34.8	1936	65	2364	53	2273	55	2230	56	2196	57	2286	55	**2214**	**57**	
		Travel Time (min)		32:16		39:24		37:53		37:10		36:36		38:06		**36:54**		

NORTHBOUND: I-75 from SR 674 to SR 56																		
			Date:	10/26/2017		11/7/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
PM RUNS			Start Time	4:50pm		4:44pm		4:02pm		5:06pm		4:02pm		4:44pm				
		Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Exit #	Interchange	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Avg Time (s)	Avg Speed (mph)	Comments
	Rest Area On Ramp (START)	0.0																
240	SR 674 Off Ramp	2.2	2.2	117	68	116	68	113	70	117	68	113	70	118	67	**116**	**68**	
	SR 674 EB On Ramp	2.5	0.3	17	64	19	57	19	57	17	64	18	60	17	64	**18**	**61**	
	SR 674 WB On Ramp	3.0	0.5	24	68	24	68	23	70	24	68	23	70	25	65	**24**	**68**	
246	Big Bend Road Off Ramp	7.9	4.9	256	69	263	67	250	71	256	69	248	71	252	70	**254**	**69**	
	Big Bend Road On Ramp	8.2	0.4	18	70	21	60	21	60	18	70	18	70	20	63	**19**	**65**	
250	Gibsonton Drive Off Ramp	12.1	3.9	202	69	200	69	197	70	201	69	195	71	210	66	**201**	**69**	
	Gibsonton Drive On Ramp	12.7	0.6	31	70	36	60	32	68	31	70	34	64	31	70	**33**	**67**	
254	US 301 Off Ramp	15.4	2.8	142	70	144	69	139	71	142	70	139	71	144	69	**142**	**70**	
256	Selmon Off Ramp	16.2	0.8	44	65	41	70	42	69	43	67	41	70	41	70	**42**	**69**	
257	SR 60 Off Ramp	17.0	0.8	38	71	38	71	39	69	39	69	38	71	41	66	**39**	**70**	
	Selmon On Ramp	18.4	1.4	74	68	75	67	126	40	73	69	75	67	95	53	**86**	**61**	
	SR 60 EB On Ramp	18.6	0.3	13	69	13	69	82	11	13	69	41	22	126	7	**48**	**41**	Run #3 - Disabled vehicle
	SR 60 WB On Ramp	19.1	0.5	26	69	26	69	76	24	57	32	64	28	47	38	**49**	**43**	Run #5 - Semi on side of roadway -
260A	MLK EB Off Ramp	21.1	2.0	104	69	110	65	126	57	141	51	134	54	124	58	**123**	**59**	south of MLK
260B	MLK WB Off Ramp	21.5	0.4	24	60	27	53	24	60	25	58	22	65	23	63	**24**	**60**	
	MLK On Ramp	21.8	0.3	20	54	20	54	19	57	20	54	19	57	20	54	**20**	**55**	
261	I-4 Off Ramp	22.4	0.6	33	65	32	67	31	70	33	65	31	70	33	65	**32**	**67**	
	I-4 EB On Ramp	23.1	0.7	109	23	38	66	37	68	110	23	38	66	38	66	**62**	**52**	
	I-4 WB On Ramp	23.4	0.3	62	17	16	67	16	67	84	13	58	19	43	25	**47**	**35**	
265	Fowler Avenue Off Ramp	26.2	2.8	188	54	185	54	160	63	203	50	180	56	233	43	**192**	**53**	
	Fowler Avenue EB On Ramp	26.7	0.5	26	69	30	60	28	64	26	69	26	69	27	67	**27**	**66**	
	Fowler Avenue WB On Ramp	27.0	0.3	16	68	18	60	16	68	17	64	16	68	16	68	**17**	**66**	
266	Fletcher Avenue Off Ramp	27.9	0.9	47	69	48	67	46	70	47	69	46	70	47	69	**47**	**69**	
	Fletcher Avenue On Ramp	28.6	0.7	34	69	34	69	35	67	35	67	33	71	34	69	**34**	**69**	
270	BB Downs Blvd Off Ramp	31.3	2.8	143	69	140	71	141	70	152	65	141	70	142	70	**143**	**69**	
	BB Downs Blvd On Ramp	32.2	0.9	46	70	46	70	47	69	51	64	46	70	48	68	**47**	**69**	
275	SR 56 Off Ramp (END)	34.8	2.6	1322	7	414	22	352	26	690	13	144	64	462	20	**564**	**25**	Run #1 - Disabled vehicle on Ramp
	Totals		34.8	3176	39	2174	58	2237	56	2665	47	1981	63	2457	51	**2448**	**52**	
		Travel Time (min)		52:56		36:14		37:17		44:25		33:01		40:57		**40:48**		

Travel Time Runs

SOUTHBOUND: I-75 from SR 56 to SR 674																		
			Date:	10/19/2017		10/26/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
AM RUNS			Start Time	7:11am		7:06am		7:03am		7:20am		7:00am		7:40am				
		Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Exit #	Interchange	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	**Avg Time (s)**	**Avg Speed (mph)**	Comments
	SR 56 On Ramp (START)	0.0																
274	I-275 Off Ramp	1.0	1.0	56.6	64	55	65	52	69	54	67	56	64	53	68	**54**	**66**	
270	BB Downs Blvd Off Ramp	4.6	3.6	189	69	187	69	184	70	187	69	188	69	185	70	**187**	**69**	
	BB Downs Blvd EB On Ramp	5.2	0.6	33.5	64	35	62	35	62	37	58	35	62	37	58	**35**	**61**	
	BB Downs Blvd WB On Ramp	5.5	0.3	16.2	67	16	68	17	64	16	68	16	68	27	40	**18**	**62**	
266	Fletcher Avenue Off Ramp	8.4	2.9	196	53	152	69	171	61	268	39	239	44	451	23	**246**	**48**	Run #5&6 - Ramp backed up to I-75
	Fletcher Avenue On Ramp	9.0	0.6	106	20	44	49	102	21	108	20	159	14	152	14	**112**	**23**	
265	Fowler Avenue Off Ramp	9.4	0.4	132	10	61	21	64	20	150	8	55	23	135	9	**100**	**15**	Run #6 - Crash on ramp
	Fowler Avenue On Ramp	10.3	1.0	217	16	260	13	156	22	253	14	224	15	154	22	**211**	**17**	
261	I-4 Off Ramp	13.3	3.0	255	42	271	40	303	36	267	40	269	40	303	36	**278**	**39**	
	I-4 WB On Ramp	14.1	0.8	44	65	41	70	41	70	41	70	43	67	41	70	**42**	**69**	
	I-4 EB On Ramp	14.4	0.3	24	45	18	60	16	68	20	54	17	64	18	60	**19**	**58**	
260	MLK Off Ramp	14.9	0.5	28	64	26	69	26	69	27	67	27	67	26	69	**27**	**68**	
	MLK On Ramp	15.6	0.7	39	65	37	68	36	70	39	65	38	66	38	66	**38**	**67**	
257	SR 60 Off Ramp	16.9	1.3	73	64	72	65	72	65	74	63	76	62	74	63	**74**	**64**	
256	Selmon Off Ramp	18.3	1.4	72	70	72	70	72	70	72	70	73	69	73	69	**72**	**70**	
254	US 301 Off Ramp	18.6	0.3	17	64	16	68	16	68	17	64	17	64	17	64	**17**	**65**	
	Selmon On Ramp	19.2	0.5	29	68	28	71	28	71	29	68	29	68	31	64	**29**	**68**	
	Frontage/SR 60 On Ramp	20.3	1.2	58	71	59	70	58	71	59	70	58	71	58	71	**58**	**71**	
	US 301 On Ramp	21.1	0.8	42	69	42	69	41	70	41	70	41	70	45	64	**42**	**69**	
250	Gibsonton Drive Off Ramp	24.0	2.9	152	69	151	69	153	68	162	64	147	71	153	68	**153**	**68**	
	Gibsonton Drive On Ramp	24.6	0.6	31	70	31	70	34	64	32	68	31	70	31	70	**32**	**68**	
246	Big Bend Road Off Ramp	28.4	3.8	208	66	200	68	205	67	201	68	199	69	204	67	**203**	**67**	
	Big Bend Road On Ramp	28.9	0.5	25	65	25	65	23	70	25	65	24	68	25	65	**25**	**66**	
240B	SR 674 WB Off Ramp	33.8	5.0	260	69	255	70	253	70	250	71	253	70	263	68	**256**	**70**	
240A	SR 674 EB Off Ramp	34.2	0.4	23	63	22	65	24	60	22	65	21	69	24	60	**23**	**64**	
	SR 674 On Ramp	34.5	0.3	19	57	20	54	19	57	19	57	20	54	18	60	**19**	**56**	
	Rest Area Off Ramp (END)	36.6	2.1	108	70	109	69	108	70	114	66	108	70	108	70	**109**	**69**	
	Totals		36.6	2453	54	2305	57	2309	57	2584	51	2463	53	2744	48	**2476**	**53**	
		Travel Time (min)		40:53		38:25		38:29		43:04		41:03		45:44		**41:16**		

SOUTHBOUND: I-75 from SR 56 to SR 674																		
			Date:	10/26/2017		11/7/2017		11/8/2017		11/8/2017		11/9/2017		11/9/2017				
PM RUNS			Start Time	4:00pm		4:01pm		4:47pm		4:23pm		4:00pm		4:45pm				
		Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6				
Exit #	Interchange	Total	Segment	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Time (sec)	Speed (mph)	Avg Time (s)	Avg Speed (mph)	Comments
	SR 56 On Ramp (START)	0.0																
274	I-275 Off Ramp	1.0	1.0	55	65	55	65	54	67	52	69	53	68	51	71	**53**	**68**	
270	BB Downs Blvd Off Ramp	4.6	3.6	185	70	188	69	186	70	184	70	183	71	182	71	**185**	**70**	
	BB Downs Blvd EB On Ramp	5.2	0.6	34	64	34	64	34	64	34	64	35	62	31	70	**34**	**64**	
	BB Downs Blvd WB On Ramp	5.5	0.3	16	68	18	60	17	64	17	64	16	68	16	68	**17**	**65**	
266	Fletcher Avenue Off Ramp	8.4	2.9	154	68	153	68	150	70	166	63	152	69	148	71	**154**	**68**	
	Fletcher Avenue On Ramp	9.0	0.6	35	62	36	60	37	58	36	60	36	60	31	70	**35**	**62**	
265	Fowler Avenue Off Ramp	9.4	0.4	29	43	18	70	18	70	19	66	23	55	21	60	**21**	**61**	
	Fowler Avenue On Ramp	10.3	1.0	232	15	54	63	110	31	103	33	136	25	273	13	**151**	**30**	
261	I-4 Off Ramp	13.3	3.0	231	47	276	39	305	35	266	41	254	43	335	32	**278**	**39**	Run #2 - Disable vehicle w/ Road
	I-4 WB On Ramp	14.1	0.8	66	44	43	67	146	20	112	26	43	67	198	15	**101**	**40**	Ranger
	I-4 EB On Ramp	14.4	0.3	79	14	17	64	64	17	36	30	48	23	64	17	**51**	**27**	
260	MLK Off Ramp	14.9	0.5	77	23	56	32	96	19	82	22	72	25	80	23	**77**	**24**	
	MLK On Ramp	15.6	0.7	203	12	124	20	125	20	101	25	108	23	108	23	**128**	**21**	
257	SR 60 Off Ramp	16.9	1.3	97	48	89	53	84	56	109	43	92	51	84	56	**93**	**51**	
256	Selmon Off Ramp	18.3	1.4	79	64	75	67	72	70	72	70	74	68	72	70	**74**	**68**	
254	US 301 Off Ramp	18.6	0.3	17	64	16	68	17	64	17	64	17	64	17	64	**17**	**64**	
	Selmon On Ramp	19.2	0.5	30	66	31	64	32	62	29	68	29	68	31	64	**30**	**65**	
	Frontage/SR 60 On Ramp	20.3	1.2	59	70	58	71	59	70	59	70	58	71	60	69	**59**	**70**	
	US 301 On Ramp	21.1	0.8	41	70	43	67	81	36	41	70	44	65	52	55	**50**	**61**	Run #2 - Disabled vehicles
250	Gibsonton Drive Off Ramp	24.0	2.9	151	69	152	69	292	36	168	62	154	68	192	54	**185**	**60**	Run #3 - Ramp backed up to I-75
	Gibsonton Drive On Ramp	24.6	0.6	31	70	34	64	41	53	37	58	35	62	32	68	**35**	**62**	
246	Big Bend Road Off Ramp	28.4	3.8	201	68	209	65	202	68	224	61	204	67	226	61	**211**	**65**	
	Big Bend Road On Ramp	28.9	0.5	25	65	31	52	25	65	27	60	24	68	25	65	**26**	**62**	
240B	SR 674 WB Off Ramp	33.8	5.0	255	70	259	69	250	71	251	71	250	71	253	70	**253**	**70**	
240A	SR 674 EB Off Ramp	34.2	0.4	23	63	23	63	23	63	23	63	22	65	21	69	**23**	**64**	
	SR 674 On Ramp	34.5	0.3	19	57	20	54	19	57	19	57	20	54	16	67	**19**	**58**	
	Rest Area Off Ramp (END)	36.6	2.1	108	70	110	69	109	69	109	69	117	65	109	69	**110**	**69**	
	Totals		36.6	2532	52	2222	59	2648	50	2393	55	2299	57	2728	48	**2470**	**54**	
		Travel Time (min)		42:12		37:02		44:08		39:53		38:19		45:28		**41:10**		

APPENDIX E

Existing Year (2017) CORSIM Outputs

Speed and Volume Comparison for I-75 - Existing Conditions (AM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location		From Node	To Node	Volume Input (vph)	Volume Processed (Veh for 3 Hrs)	Volume Processed (vph)	Percent Difference	GEH	Density	Speed-Model by Segment (mph)	Overall Segment Speed-Model (mph)	Speed-Field (mph)	Percent Difference
	From	To												
I-75 (NB)	-	NB Off Ramp to SR 674	169	168	2,133	6,007	2,161	1.3%	0.597	9.756	69.29	68.8	68.0	1.1%
			168	167	2,133	6,007	2,161	1.3%	0.596	9.639	69.24			
			167	166	2,133	6,005	2,160	1.3%	0.581	9.684	68.91			
			166	164	2,133	6,005	2,160	1.3%	0.583	8.022	67.68			
	NB Off Ramp to SR 674	NB On Ramp from SR 674 EB	164	162	1,819	5,095	1,833	0.8%	0.325	8.252	68.61	68.6	62.0	10.7%
	NB On Ramp from SR 674 EB	NB On Ramp from SR 674 WB	162	160	2,632	7,349	2,644	0.4%	0.227	10.594	60.68	64.2	65.0	-1.2%
			160	158	2,632	7,350	2,644	0.5%	0.232	12.045	67.80			
	NB On Ramp from SR 674 WB	NB Off Ramp to Big Bend Road	158	157	3,247	9,061	3,259	0.4%	0.217	13.935	64.60	66.9	70.0	-4.5%
			157	156	3,247	9,058	3,258	0.3%	0.198	14.914	67.49			
			156	155	3,247	9,059	3,259	0.4%	0.204	14.925	67.44			
			155	154	3,247	9,054	3,257	0.3%	0.170	14.944	67.34			
			154	153	3,247	9,049	3,255	0.2%	0.141	14.958	67.23			
			153	152	3,247	9,049	3,255	0.2%	0.141	14.969	67.17			
			152	171	3,247	9,046	3,254	0.2%	0.123	14.979	67.11			
			171	151	3,247	9,046	3,254	0.2%	0.121	14.985	67.07			
			151	150	3,247	9,041	3,252	0.2%	0.089	14.990	67.04			
			150	172	3,247	9,038	3,251	0.1%	0.068	14.991	67.00			
			172	149	3,247	9,038	3,251	0.1%	0.073	14.987	67.00			
			149	148	3,247	9,035	3,250	0.1%	0.053	14.990	66.98			
			148	147	3,247	9,037	3,251	0.1%	0.063	14.989	66.98			
			147	146	3,247	9,035	3,250	0.1%	0.053	14.996	66.95			
			146	144	3,247	9,033	3,249	0.1%	0.037	15.000	66.92			
			144	142	3,247	9,031	3,249	0.1%	0.029	14.707	65.58			
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	142	140	2,861	7,914	2,847	-0.5%	0.265	13.089	67.19	67.2	63.0	6.7%
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	140	138	4,995	13,120	4,720	-5.5%	3.952	17.481	62.98	65.7	69.0	-4.8%
			138	136	4,995	13,120	4,719	-5.5%	3.955	22.200	65.67			
			136	134	4,995	13,121	4,720	-5.5%	3.948	21.952	66.41			
			134	133	4,995	13,122	4,720	-5.5%	3.942	21.998	66.27			
			133	132	4,995	13,121	4,720	-5.5%	3.949	22.046	66.13			
			132	131	4,995	13,113	4,717	-5.6%	3.993	22.060	66.07			
			131	130	4,995	13,106	4,714	-5.6%	4.026	22.070	66.00			
			130	129	4,995	13,102	4,713	-5.6%	4.048	22.074	65.96			
			129	128	4,995	13,102	4,713	-5.6%	4.048	22.089	65.90			
			128	127	4,995	13,101	4,713	-5.7%	4.054	22.093	65.89			
			127	126	4,995	13,094	4,710	-5.7%	4.090	22.108	65.83			
			126	124	4,995	13,090	4,709	-5.7%	4.111	22.111	65.79			
			124	122	4,995	13,081	4,705	-5.8%	4.161	21.088	65.11			
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	122	121	4,741	12,365	4,448	-6.2%	4.327	20.853	65.88	66.0	66.0	0.1%
			121	120	4,741	12,362	4,447	-6.2%	4.340	20.766	66.15			
			120	118	4,741	12,356	4,445	-6.2%	4.372	20.778	66.09			
	NB On Ramp from Gibsonton Dr[1]	-	118	116	7,055	17,563	6,318	-10.5%	9.017	23.843	61.40	65.6	68.0	-3.6%
			116	114	7,055	17,553	6,314	-10.5%	9.064	22.162	66.02			
			114	112	7,055	17,542	6,310	-10.6%	9.113	22.125	66.09			
			112	111	7,055	17,532	6,307	-10.6%	9.157	22.159	65.95			
			111	110	7,055	17,528	6,305	-10.6%	9.174	22.182	65.86			
			110	109	7,055	17,517	6,301	-10.7%	9.227	22.177	65.85			
			109	108	7,055	17,510	6,298	-10.7%	9.260	22.184	65.79			
			108	106	7,055	17,495	6,293	-10.8%	9.324	22.180	65.76			
			106	104	7,055	17,479	6,287	-10.9%	9.398	22.025	65.70			
			104	102	7,055	17,470	6,284	-10.9%	9.441	17.650	66.00			
			102	100	7,055	17,461	6,281	-11.0%	9.479	17.201	66.64			
I-75 (SB)	-	SB Off Ramp to Gibsonton Dr	382	300	4,367	12,087	4,348	-0.4%	0.290	11.304	66.98	66.5	68.0	-2.1%
			300	304	4,367	12,083	4,346	-0.5%	0.314	14.912	67.54			
			304	306	4,367	12,083	4,346	-0.5%	0.311	14.928	67.45			
			306	308	4,367	12,081	4,346	-0.5%	0.322	14.937	67.41			
			308	309	4,367	12,081	4,346	-0.5%	0.324	14.950	67.35			
			309	310	4,367	12,081	4,346	-0.5%	0.325	14.956	67.31			
			310	311	4,367	12,078	4,345	-0.5%	0.338	15.212	66.17			
			311	312	4,367	12,075	4,343	-0.5%	0.358	15.061	66.82			
			312	314	4,367	12,071	4,342	-0.6%	0.378	15.114	66.56			
			314	316	4,367	12,073	4,343	-0.6%	0.368	15.378	65.43			
			316	318	4,367	12,070	4,342	-0.6%	0.383	15.990	62.92			
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	318	320	3,422	9,658	3,474	1.5%	0.888	15.897	67.51	67.4	68.0	-0.9%
			320	321	3,422	9,658	3,474	1.5%	0.885	15.886	67.55			
			321	322	3,422	9,658	3,474	1.5%	0.885	15.983	67.14			
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	322	324	3,844	11,209	4,032	4.9%	2.998	17.088	64.33	66.1	67.0	-1.3%
			324	326	3,844	11,210	4,032	4.9%	3.001	18.681	66.68			
			326	327	3,844	11,207	4,031	4.9%	2.982	18.645	66.80			
			327	328	3,844	11,206	4,031	4.9%	2.976	18.681	66.64			
			328	329	3,844	11,206	4,031	4.9%	2.976	18.708	66.56			
			329	330	3,844	11,200	4,029	4.8%	2.945	18.721	66.49			
			330	331	3,844	11,196	4,027	4.8%	2.921	18.734	66.42			
			331	332	3,844	11,193	4,026	4.7%	2.904	18.739	66.38			
			332	333	3,844	11,192	4,026	4.7%	2.900	18.746	66.34			
			333	334	3,844	11,186	4,024	4.7%	2.865	18.753	66.29			
			334	336	3,844	11,188	4,024	4.7%	2.875	18.759	66.25			
			336	338	3,844	11,185	4,023	4.7%	2.860	18.873	65.85			
			338	340	3,844	11,186	4,024	4.7%	2.863	15.617	64.59			
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	340	342	3,069	8,961	3,224	5.0%	2.755	14.835	67.15	67.2	66.0	1.7%
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	342	344	3,590	10,570	3,802	5.9%	3.488	15.828	65.22	66.3	70.0	-5.3%
			344	346	3,590	10,573	3,803	5.9%	3.505	17.665	66.50			
			346	347	3,590	10,569	3,802	5.9%	3.481	17.602	66.73			
			347	348	3,590	10,558	3,798	5.8%	3.417	17.619	66.62			
			348	349	3,590	10,557	3,797	5.8%	3.412	17.622	66.57			
			349	372	3,590	10,548	3,794	5.7%	3.364	17.619	66.55			
			372	350	3,590	10,542	3,792	5.6%	3.329	17.611	66.53			
			350	351	3,590	10,534	3,789	5.6%	3.281	17.604	66.52			
			351	371	3,590	10,529	3,787	5.5%	3.251	17.603	66.48			
			371	352	3,590	10,519	3,784	5.4%	3.192	17.596	66.46			
			352	353	3,590	10,503	3,778	5.2%	3.100	17.581	66.44			
			353	354	3,590	10,489	3,773	5.1%	3.018	17.560	66.41			
			354	355	3,590	10,472	3,767	4.9%	2.917	17.539	66.40			
			355	356	3,590	10,458	3,762	4.8%	2.835	17.516	66.38			
			356	357	3,590	10,448	3,758	4.7%	2.773	17.526	66.27			
			357	358	3,590	10,436	3,754	4.6%	2.704	14.742	64.18			
	SB Off Ramp to SR 674 WB	SB Off Ramp to SR 674 EB	358	360	2,696	7,797	2,805	4.0%	2.070	12.815	67.62	66.6	64.0	4.1%
			360	362	2,696	7,784	2,800	3.9%	1.987	11.093	65.66			
	SB Off Ramp to SR 674 EB	SB On Ramp from SR 674	362	364	2,066	5,978	2,150	4.1%	1.837	9.767	68.08	68.1	56.0	21.6%
	SB On Ramp from SR 674	-	364	366	2,589	7,413	2,667	3.0%	1.516	11.007	65.29	66.0	69.0	-4.3%
			366	367	2,589	7,408	2,665	2.9%	1.480	12.160	67.72			
			367	368	2,589	7,399	2,661	2.8%	1.413	12.150	67.70			
			368	369	2,589	7,390	2,658	2.7%	1.350	12.968	63.35			

(1) Reason for Percent Difference - Back up on Gibsonton Drive WB to take the I-75 NB On Ramp observed in the field and all vehicles (7055) are not being processed.

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}}$$

where: E = model estimated volume; V = field count

Speed and Volume Comparison for I-75 - Existing Conditions (PM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location		From Node	To Node	Volume Input (vph)	Volume Processed (Veh for 3 Hrs)	Volume Processed (vph)	Percent Difference	GEH	Speed-Model by Segment (mph)	Density	Overall Segment Speed-Model (mph)	Speed-Field (mph)	Percent Difference
	From	To												
I-75 (NB)	-	NB Off Ramp to SR 674	169	168	2,997	8,371	2,937	-2.0%	1.097	68.67	13.72	67.8	68.0	-0.2%
			168	167	2,997	8,373	2,938	-2.0%	1.086	68.36	13.61			
			167	166	2,997	8,376	2,939	-1.9%	1.065	67.89	13.71			
			166	164	2,997	8,380	2,940	-1.9%	1.040	66.47	11.39			
	NB Off Ramp to SR 674	NB On Ramp from SR 674 EB	164	162	2,519	7,070	2,481	-1.5%	0.766	67.79	11.58	67.8	61.0	11.1%
	NB On Ramp from SR 674 EB	NB On Ramp from SR 674 WB	162	160	3,099	8,687	3,048	-1.6%	0.919	62.94	11.61	65.1	68.0	-4.3%
			160	158	3,099	8,689	3,049	-1.6%	0.903	67.23	14.36			
	NB On Ramp from SR 674 WB	NB Off Ramp to Big Bend Road	158	157	3,623	10,132	3,555	-1.9%	1.134	64.75	15.54	66.3	69.0	-3.9%
			157	156	3,623	10,136	3,557	-1.8%	1.109	66.98	16.81			
			156	155	3,623	10,136	3,556	-1.8%	1.112	66.88	16.84			
			155	154	3,623	10,142	3,559	-1.8%	1.075	66.76	16.87			
			154	153	3,623	10,147	3,560	-1.7%	1.043	66.67	16.91			
			153	152	3,623	10,151	3,562	-1.7%	1.023	66.62	16.93			
			152	171	3,623	10,155	3,563	-1.7%	0.998	66.56	16.95			
			171	151	3,623	10,156	3,563	-1.6%	0.994	66.52	16.96			
			151	150	3,623	10,155	3,563	-1.7%	0.998	66.49	16.97			
			150	172	3,623	10,157	3,564	-1.6%	0.990	66.46	16.98			
			172	149	3,623	10,154	3,563	-1.7%	1.005	66.44	16.98			
			149	148	3,623	10,156	3,563	-1.6%	0.993	66.42	16.99			
			148	147	3,623	10,165	3,567	-1.6%	0.939	66.38	17.00			
			147	146	3,623	10,168	3,568	-1.5%	0.921	66.36	17.02			
			146	144	3,623	10,173	3,570	-1.5%	0.890	66.26	17.06			
			144	142	3,623	10,174	3,570	-1.5%	0.884	64.05	16.96			
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	142	140	3,010	8,422	2,955	-1.8%	1.007	66.69	14.03	66.7	65.0	2.6%
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	140	138	3,953	11,038	3,873	-2.0%	1.281	64.85	14.28	66.0	69.0	-4.3%
			138	136	3,953	11,041	3,874	-2.0%	1.262	66.23	18.52			
			136	134	3,953	11,040	3,874	-2.0%	1.271	66.46	18.46			
			134	133	3,953	11,042	3,875	-2.0%	1.254	66.37	18.48			
			133	132	3,953	11,044	3,875	-2.0%	1.246	66.30	18.51			
			132	131	3,953	11,044	3,875	-2.0%	1.245	66.26	18.52			
			131	130	3,953	11,046	3,876	-2.0%	1.234	66.22	18.53			
			130	129	3,953	11,045	3,875	-2.0%	1.241	66.18	18.55			
			129	128	3,953	11,045	3,876	-2.0%	1.237	66.17	18.55			
			128	127	3,953	11,038	3,873	-2.0%	1.278	66.12	18.56			
			127	126	3,953	11,031	3,871	-2.1%	1.317	66.11	18.54			
			126	124	3,953	11,028	3,869	-2.1%	1.337	66.07	18.55			
			124	122	3,953	11,023	3,868	-2.2%	1.367	64.93	17.81			
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	122	121	3,579	9,979	3,501	-2.2%	1.303	66.25	16.74	66.5	67.0	-0.8%
			121	120	3,579	9,977	3,501	-2.2%	1.316	66.65	16.64			
			120	118	3,579	9,970	3,498	-2.3%	1.360	66.57	16.65			
	NB On Ramp from Gibsonton Dr	-	118	116	4,619	12,886	4,522	-2.1%	1.442	62.74	17.12	66.5	70.0	-5.0%
			116	114	4,619	12,878	4,518	-2.2%	1.487	66.65	16.11			
			114	112	4,619	12,870	4,516	-2.2%	1.528	66.86	16.05			
			112	111	4,619	12,861	4,512	-2.3%	1.577	66.82	16.05			
			111	110	4,619	12,852	4,509	-2.4%	1.622	66.79	16.04			
			110	109	4,619	12,846	4,507	-2.4%	1.651	66.79	16.03			
			109	108	4,619	12,840	4,505	-2.5%	1.682	66.79	16.02			
			108	106	4,619	12,833	4,503	-2.5%	1.719	66.78	16.02			
			106	104	4,619	12,822	4,499	-2.6%	1.779	66.78	15.89			
			104	102	4,619	12,815	4,496	-2.7%	1.817	66.99	12.76			
			102	100	4,619	12,807	4,494	-2.7%	1.855	67.34	12.49			
I-75 (SB)	-	SB Off Ramp to Gibsonton Dr[1]	382	300	6,721	18,463	6,478	-3.6%	2.989	64.66	17.88	57.77[1]	60.0	-3.7%
			300	304	6,721	18,468	6,480	-3.6%	2.969	65.84	23.37			
			304	306	6,721	18,475	6,483	-3.5%	2.935	65.88	23.36			
			306	308	6,721	18,479	6,484	-3.5%	2.917	65.81	23.40			
			308	309	6,721	18,482	6,485	-3.5%	2.905	65.71	23.44			
			309	310	6,721	18,486	6,486	-3.5%	2.888	63.97	24.28			
			310	311	6,721	18,483	6,485	-3.5%	2.900	58.83	27.54			
			311	312	6,721	18,490	6,488	-3.5%	2.873	57.47	29.08			
			312	314	6,721	18,496	6,490	-3.4%	2.846	55.33	30.81			
			314	316	6,721	18,506	6,493	-3.4%	2.800	46.48	35.89			
			316	318	6,721	18,519	6,498	-3.3%	2.743	44.68	34.84			
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	318	320	4,630	13,262	4,653	0.5%	0.342	64.31	22.91	65.6	62.0	5.8%
			320	321	4,630	13,265	4,655	0.5%	0.360	66.45	22.18			
			321	322	4,630	13,272	4,657	0.6%	0.391	65.98	22.34			
	SB On Ramp from Gibsonton Dr[1]	SB Off Ramp to Big Bend Rd[1]	322	324	4,946	14,193	4,980	0.7%	0.481	64.64	21.53	62.4[1]	65.0	-4.0%
			324	326	4,946	14,195	4,981	0.7%	0.491	65.67	24.01			
			326	327	4,946	14,195	4,981	0.7%	0.490	65.68	24.01			
			327	328	4,946	14,200	4,982	0.7%	0.516	65.53	24.07			
			328	329	4,946	14,202	4,983	0.8%	0.527	65.45	24.11			
			329	330	4,946	14,206	4,984	0.8%	0.545	65.40	24.13			
			330	331	4,946	14,206	4,984	0.8%	0.545	65.33	24.16			
			331	332	4,946	14,212	4,986	0.8%	0.575	65.29	24.18			
			332	333	4,946	14,216	4,988	0.9%	0.599	65.22	24.22			
			333	334	4,946	14,221	4,990	0.9%	0.621	65.14	24.25			
			334	336	4,946	14,230	4,993	0.9%	0.665	65.11	24.28			
			336	338	4,946	14,232	4,994	1.0%	0.678	62.87	25.15			
			338	340	4,946	14,229	4,992	0.9%	0.660	53.47	24.02			
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	340	342	3,088	8,889	3,119	1.0%	0.554	67.17	14.70	67.2	62.0	8.3%
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	342	344	3,367	9,678	3,396	0.9%	0.494	66.54	14.21	66.5	70.0	-5.0%
			344	346	3,367	9,676	3,395	0.8%	0.481	66.84	16.09			
			346	347	3,367	9,673	3,394	0.8%	0.463	66.83	16.09			
			347	348	3,367	9,665	3,391	0.7%	0.414	66.73	16.10			
			348	349	3,367	9,660	3,390	0.7%	0.388	66.67	16.10			
			349	372	3,367	9,655	3,388	0.6%	0.357	66.63	16.11			
			372	350	3,367	9,653	3,387	0.6%	0.343	66.61	16.11			
			350	351	3,367	9,636	3,381	0.4%	0.244	66.60	16.09			
			351	371	3,367	9,628	3,378	0.3%	0.195	66.57	16.08			
			371	352	3,367	9,615	3,374	0.2%	0.113	66.54	16.07			
			352	353	3,367	9,606	3,371	0.1%	0.063	66.53	16.05			
			353	354	3,367	9,599	3,368	0.0%	0.020	66.51	16.04			
			354	355	3,367	9,582	3,362	-0.1%	0.085	66.48	16.03			
			355	356	3,367	9,572	3,359	-0.2%	0.145	66.47	16.01			
			356	357	3,367	9,559	3,354	-0.4%	0.224	66.38	16.01			
			357	358	3,367	9,545	3,349	-0.5%	0.309	64.63	13.39			
	SB Off Ramp to SR 674 WB	SB Off Ramp to SR 674 EB	358	360	2,573	7,265	2,549	-0.9%	0.469	67.59	11.95	66.7	64.0	4.2%
			360	362	2,573	7,256	2,546	-1.1%	0.537	65.81	10.14			
	SB Off Ramp to SR 674 EB	SB On Ramp from SR 674	362	364	1,993	5,576	1,957	-1.8%	0.821	68.05	9.11	68.0	58.0	17.3%
	SB On Ramp from SR 674	-	364	366	2,302	6,400	2,246	-2.4%	1.181	66.28	9.36	66.4	69.0	-3.8%
			366	367	2,302	6,391	2,242	-2.6%	1.250	67.87	10.47			
			367	368	2,302	6,385	2,240	-2.7%	1.295	67.84	10.46			
			368	369	2,302	6,377	2,238	-2.8%	1.352	63.51	11.17			

(1) The model speed is the speed for the inner two lanes along I-75 to account for the back up for the SB Off Ramp exit on the outside lane.

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}}$$

where: E = model estimated volume; V = field count

Speed Comparison for I-75 Ramps - Existing Conditions (AM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Distance	Weighted Length %	Speed	Wt Avg Speed
I-75 NB (No-Build) Ramps	NB Off Ramp to SR 674	164	242	314	176	5%	45.1717	34.876
		242	7004		168	5%	44.3899	
		7004	241		149	4%	43.7623	
		241	240		891	26%	42.7507	
		240	239		570	16%	41.9717	
		239	950		634	18%	23.8736	
		239	238		341	10%	34.8611	
		238	4		539	16%	18.5197	
	NB On Ramp from SR 674 WB	951	232	813	1070	36%	36.4334	39.320
		232	231		822	28%	40.0718	
		231	7009		161	5%	39.3517	
		7009	230		145	5%	41.1979	
		230	158		735	25%	42.3056	
	NB On Ramp from SR 674 EB	949	233	615	233	14%	25.1454	22.074
		233	234		380	22%	22.9471	
		234	235		314	19%	21.9689	
		235	236		294	17%	16.0174	
		236	7005		165	10%	20.5138	
		7005	237		156	9%	26.3778	
		237	162		154	9%	24.3571	
	NB Off Ramp to Big Bend Road	142	224	386	320	9%	45.2147	29.849
		224	7012		148	4%	43.9714	
		7012	223		165	5%	44.3011	
		223	222		781	23%	38.7333	
		222	221		571	17%	30.0951	
		221	220		422	12%	15.7060	
		220	936		247	7%	0.7459	
		220	219		316	9%	31.1036	
		219	937		411	12%	20.8203	
	NB On Ramp from Big Bend Road	936	215	2,134	399	20%	24.0651	26.280
		935	214		241	12%	5.0567	
		214	215		289	15%	4.3937	
		215	216		182	9%	25.1608	
		216	7013		322	16%	35.5816	
		7013	218		381	19%	42.9030	
		218	140		154	8%	47.0521	
	NB Off Ramp to Gibsonton Drive	122	212	254	483	13%	44.8659	37.281
		212	7007		223	6%	44.4362	
		7007	211		213	6%	50.8952	
		211	210		689	19%	42.5630	
		210	209		711	20%	41.9833	
		209	909		377	11%	15.7957	
		209	208		325	9%	35.2662	
		208	207		248	7%	32.3263	
		207	910		317	9%	21.0097	
	NB On Ramp from Gibsonton Drive	910	205	2,134	345	17%	6.4202	24.127
		205	204		186	9%	6.6780	
		204	203		195	10%	6.6033	
		909	203		276	13%	24.0854	
		203	202		404	20%	31.2702	
		202	201		225	11%	38.1751	
		201	7015		145	7%	38.7383	
		7015	200		114	6%	39.6029	
		200	118		157	8%	42.2956	
I-75 SB (No-Build) Ramps	SB Off Ramp to Gibsonton Drive	318	7002	945	648	22%	43.8645	31.608
		7002	480		955	33%	36.9816	
		480	479		338	12%	33.2330	
		479	478		251	9%	32.0939	
		478	907		278	10%	20.3306	
		480	908		414	14%	5.9772	
	SB On Ramp from Gibsonton Drive	908	475	422	356	14%	27.0861	34.615
		907	477		314	12%	28.2605	
		477	476		224	8%	35.4245	
		476	475		225	9%	18.6467	
		475	474		314	12%	33.6667	
		474	473		174	7%	39.2774	
		473	7003		188	7%	40.9899	
		7003	472		127	5%	41.0383	
		472	322		715	27%	42.3900	
	SB Off Ramp to Big Bend Road	340	7006	775	414	25%	28.1779	21.221
		7006	449		409	24%	25.9707	
		449	448		172	10%	22.4794	
		448	932		301	18%	2.1976	
		448	447		217	13%	22.9055	
		447	933		173	10%	23.0772	
	SB On Ramp from Big Bend Road	932	468	521	382	11%	28.2369	36.495
		931	469		446	13%	28.7497	
		469	468		321	9%	22.2922	
		468	467		511	15%	36.5906	
		467	466		616	18%	39.9650	
		466	465		259	8%	40.1651	
		465	7014		113	3%	40.3444	
		7014	464		113	3%	40.8033	
		464	463		96	3%	42.8352	
		463	342		533	16%	48.6926	
	SB Off Ramp to SR 674 EB	362	429	894	213	14%	34.8948	25.344
		429	7010		254	16%	29.6037	
		7010	428		286	18%	21.9536	
		428	427		231	15%	22.3213	
		427	426		321	20%	26.9209	
		426	948		271	17%	18.1301	
	SB Off Ramp to SR 674 WB	358	431	630	625	20%	42.8982	36.687
		431	432		345	11%	42.9000	
		432	7008		105	3%	42.4878	
		7008	433		107	3%	40.4373	
		433	434		1039	33%	38.7395	
		434	946		884	28%	26.3148	
	SB On Ramp from SR 674	947	435	523	346	12%	26.3499	35.759
		946	435		610	22%	25.5514	
		435	436		229	8%	30.3390	
		436	437		266	10%	40.3072	
		437	7011		136	5%	41.7462	
		7011	438		129	5%	42.1468	
		438	439		720	26%	43.1969	
		439	364		342	12%	43.1303	

Speed and Volume Comparison for I-75 - Existing Conditions (PM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Distance	Weighted Length %	Speed	Wt Avg Speed
I-75 NB (No-Build) Ramps	NB Off Ramp to SR 674	164	242	314	176	5%	44.5522	33.400
		242	7004		168	5%	44.0839	
		7004	241		159	5%	43.7654	
		241	240		876	25%	41.7893	
		240	239		570	16%	40.8925	
		239	950		634	18%	21.5674	
		239	238		341	10%	34.0725	
		238	4		539	16%	15.3043	
	NB On Ramp from SR 674 WB	951	232	813	1070	36%	36.6897	39.385
		232	231		822	28%	39.8653	
		231	7009		161	5%	39.2942	
		7009	230		145	5%	41.3473	
		230	158		735	25%	42.4033	
	NB On Ramp from SR 674 EB	949	233	615	233	14%	25.3468	22.552
		233	234		380	23%	23.4226	
		234	235		314	19%	22.8104	
		235	236		294	18%	17.2623	
		236	7005		165	10%	20.6326	
		7005	237		156	9%	24.5850	
		237	162		114	7%	26.8666	
	NB Off Ramp to Big Bend Road	142	224	386	320	9%	44.6909	33.592
		224	7012		148	4%	43.4823	
		7012	223		165	5%	43.5601	
		223	222		781	23%	40.5948	
		222	221		571	17%	38.3173	
		221	220		422	12%	31.2040	
		220	936		247	7%	1.6417	
		220	219		316	9%	31.4697	
		219	937		411	12%	20.8006	
	NB On Ramp from Big Bend Road	936	215	2,134	399	20%	24.5139	31.144
		935	214		241	12%	28.6617	
		214	215		289	15%	13.0118	
		215	216		182	9%	26.0760	
		216	7013		322	16%	36.7227	
		7013	218		381	19%	44.2432	
		218	140		154	8%	48.1546	
	NB Off Ramp to Gibsonton Drive	122	212	254	483	13%	44.7119	36.959
		212	7007		223	6%	44.1465	
		7007	211		213	6%	50.5282	
		211	210		689	19%	41.7274	
		210	209		711	20%	40.9958	
		209	909		377	11%	18.9229	
		209	208		325	9%	34.0492	
		208	207		248	7%	31.2754	
		207	910		317	9%	20.4368	
	NB On Ramp from Gibsonton Drive	910	205	2,314	345	16%	28.7939	31.934
		205	204		186	9%	30.1564	
		204	203		195	9%	14.6155	
		909	203		276	13%	24.5315	
		203	202		404	19%	32.0479	
		202	201		225	10%	38.7803	
		201	7015		145	7%	39.7392	
		7015	200		114	5%	40.6949	
		200	118		284	13%	42.9139	
I-75 SB (No-Build) Ramps	SB Off Ramp to Gibsonton Drive	318	7002	945	648	22%	42.4653	30.555
		7002	480		955	33%	34.9181	
		480	479		348	12%	32.6207	
		479	478		251	9%	31.3912	
		478	907		278	10%	19.6968	
		480	908		414	14%	6.8938	
	SB On Ramp from Gibsonton Drive	908	475	422	356	14%	25.7915	34.165
		907	477		314	12%	28.6288	
		477	476		224	8%	35.4385	
		476	475		225	9%	20.9463	
		475	474		314	12%	33.2306	
		474	473		174	7%	39.6740	
		473	7003		188	7%	34.5876	
		7003	472		127	5%	34.1453	
		472	322		715	27%	43.4889	
	SB Off Ramp to Big Bend Road	340	7006	775	414	24%	21.3504	18.812
		7006	449		409	24%	22.4319	
		449	448		185	11%	21.5492	
		448	932		301	18%	5.2436	
		448	447		217	13%	21.1833	
		447	933		173	10%	21.8813	
	SB On Ramp from Big Bend Road	932	468	521	382	10%	27.4857	36.960
		931	469		511	14%	29.1895	
		469	468		612	16%	24.1851	
		468	467		511	14%	37.2919	
		467	466		616	16%	41.9216	
		466	465		259	7%	42.6428	
		465	7014		113	3%	42.4388	
		7014	464		113	3%	42.8551	
		464	463		96	3%	44.5334	
		463	342		533	14%	53.2776	
	SB Off Ramp to SR 674 EB	362	429	894	213	14%	35.7129	25.468
		429	7010		254	16%	29.9283	
		7010	428		286	18%	21.9171	
		428	427		231	15%	22.2544	
		427	426		321	20%	26.8153	
		426	948		271	17%	18.1285	
	SB Off Ramp to SR 674 WB	358	431	630	625	20%	43.2350	37.026
		431	432		345	11%	43.0307	
		432	7008		105	3%	42.6395	
		7008	433		107	3%	40.2950	
		433	434		1039	34%	38.8837	
		434	946		869	28%	26.8741	
	SB On Ramp from SR 674	947	435	523	346	12%	26.9900	36.738
		946	435		610	22%	27.3189	
		435	436		229	8%	32.2636	
		436	437		266	10%	41.2460	
		437	7011		136	5%	42.5031	
		7011	438		129	5%	42.9326	
		438	439		720	26%	43.6873	
		439	364		342	12%	43.6281	

Intersections - Existing Conditions (AM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

AM

INTERSECTION	LINK ID	APPROACH	Average LEFT Volume	LEFT Delay	THRU Volume	THRU Delay	RIGHT Volume	RIGHT Delay	APPR Volume	APPR Delay	LOS
Gibsonton Dr @ I-75 Southbound Ramps	907-908	Eastbound Through	0	0.0	2,518	99.4	0	0.0	2,518	99.4	**F**
	480-908	Southbound Left	1,624	39.9	0	0.0	33	9.1	1,657	39.3	**D**
	909-908	Westbound Through	1,103	98.2	1,816	14.3	0	0.0	2,919	46.0	**D**
		Overall							7,094	63.4	**E**
Gibsonton Dr @ I-75 Northbound Ramps	908-909	Eastbound Through	1,583	521.6	2,450	18.0	0	0.0	4,032	215.7	**F**
	912-910	Westbound Through	0	0.0	2,789	4.3	3,642	32.6	6,431	20.3	**C**
	209-909	Northbound to WB ar	153	9.0	0	0.0	575	4.1	729	5.1	**A**
		Overall							11,192	89.7	**F**
SR 674 @ I-75 Southbound Ramps	434-946	SB to WB	0	0.0	0	0.0	2,639	9.6	2,639	9.6	**A**
	426-948	SB to EB	0	0.0	0	0.0	1,788	4.1	1,788	4.1	**A**
										6.8	**A**
	948-947	WB to SB	747	15.2	1,419	0.4	0	0.0	2,165	5.5	**A**
		Overall							6,592	6.7	**A**
SR 674 @ I-75 Northbound Ramps	948-949	Eastbound	0	0.0	3,188	3.5	2,258	9.3	5,446	5.9	**A**
	953-951	Westbound	0	0.0	1,885	4.3	1,717	12.5	3,601	8.2	**A**
	239-250	Northbound	282	5.7	0	0.0	610	9.3	892	8.2	**A**
		Overall							9,939	6.9	**A**

Intersections - Existing Conditions (AM Peak)

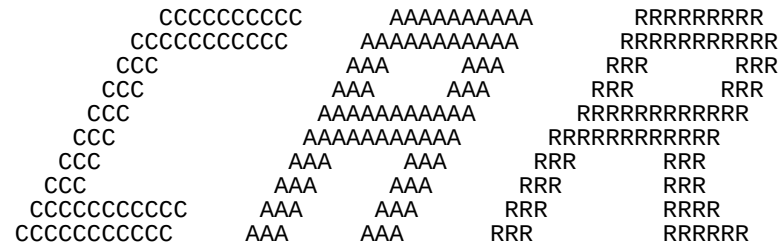
Based on 10 distinct Random Number Seeds in CORSIM

PM

INTERSECTION	LINK ID	APPROACH	Average LEFT Volume	LEFT Delay	THRU Volume	THRU Delay	RIGHT Volume	RIGHT Delay	Volume	APPR Delay	LOS
Gibsonton Dr @ I-75 Southbound Ramps	907-908	Eastbound	0	0.0	2,407	38.1	0	0.0	2,407	38.1	D
	480-908	Southboun	3,763	33.4	0	0.0	75	8.1	3,838	32.9	C
	909-908	Westbound	527	26.0	1,404	16.8	0	0.0	1,932	19.3	B
		Overall							8,177	31.2	C
Gibsonton Dr @ I-75 Northbound Ramps	908-909	Eastbound	996	21.0	5,166	7.3	0	0.0	6,162	9.5	A
	912-910	Westbound	0	0.0	1,755	0.6	1,930	5.7	3,684	3.3	A
	209-909	Northboun	177	6	0	0	859	4.4	1,036	4.7	A
		Overall							10,882	7.0	A
SR 674 @ I-75 Southbound Ramps	434-946	SB to WB	0	0	0	0	2,289	9	2,289	8.9	A
	426-948	SB to EB	0	0	0	0	1,657	4	1,657	4.1	A
	948-947	WB to SB	535	11	2,852	1	0	0	3,387	2.3	A
		Overall							7,333	4.8	A
SR 674 @ I-75 Northbound Ramps	948-949	Eastbound	0	0	3,127	3	1,626	8	4,753	4.8	A
	953-951	Westbound	0	0	2,888	4	1,430	12	4,318	6.5	A
	239-950	Northboun	491	8	0	0	847	14	1,338	11.4	B
		Overall							10,409	6.3	A

APPENDIX F

Crash Data and Statewide Crash Rates



C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

I/O NAME:	CARO121
PROGRAM ID:	CARPJ121
REPORT NUMBER:	01
RUN CLASS:	A
MESSAGE CLASS:	Q
PRINTER DEST:	LOCAL
# COPIES:	01
ACCOUNT #:	9986001
SUBMIT W/HOLD?	N
USERID:	TO162SC
DETAIL SORT ORDER:	1 - COUNTY, ON-ROAD, INTERSECTING ROAD, DIR,DIST, DATE, CRASH RPT#
PRINT SEGMENTS?	Y
PRINT INTERSECTIONS?	N
SUMMARY FORMAT:	2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:	
MAX # OF BREAKS:	06
CRASH RATE CATEGORY: ...	
AVERAGE DAILY TRAFFIC:..	
# OF LEGS:	

COMMENT: *** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS
FROM: 01/01/2011 TO 12/31/2015 RAMPS INCL OVERRIDE VALUES: MAX # OF BREAKS => 6
FROM CO/SEC/SUB: 13 075 000 MP: 015.721 INFL INCL CRASH RATE CATEGORY =>
TO CO/SEC/SUB: 13 075 000 MP: 020.571 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC SUB	BEG-MP	END-MP	ROUTE ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
01	13	075 000	15.721	16.200 SR	93A	0.479	01	27	61015	0.506	0.440 75.00	1	17	16	$ 4,946,913
01	13	075 000	16.200	20.571 SR	93A	4.371	02	185	59600	0.389	0.369 75.00	5	123	119	$ 54,857,310
01	13	075 000	15.721	20.571 SR	93A	4.850	02	212	59740	0.401	0.369 85.00	6	140	135	$ 62,863,512

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01	13	075	000	15.721	20.571	SR 93A	4.850	02	212	59740	0.401	0.369 85.00	6	140	135	$ 62,863,512

CRASHES PER MONTH

10	JANUARY	12	FEBRUARY	5	MARCH	13	APRIL	27	MAY	24	JUNE
20	JULY	27	AUGUST	20	SEPTEMBER	18	OCTOBER	15	NOVEMBER	21	DECEMBER

FIRST HARMFUL EVENT (PER CRASH)

#	%	CATEGORY DESCRIPTION
		NON-COLLISION
	0.00	NOT CODED
21	9.90	OVERTURN/ROLLOVER
	0.00	FIRE/EXPLOSION
	0.00	IMMERSION
1	0.47	JACKKNIFE
2	0.94	CARGO/EQUIPMENT LOSS OR SHIFT
	0.00	FELL/JUMPED FROM MOTOR VEHICLE
4	1.88	THROWN OR FALLING OBJECT
	0.00	RAN INTO WATER/CANAL
		COLLISION W/ NON-FIXED OBJECT
15	7.07	OTHER NON-COLLISION
1	0.47	PEDESTRIAN
	0.00	PEDALCYCLE
	0.00	RAILWAY VEHICLE (TRAIN, ENGINE
8	3.77	ANIMAL
75	35.37	MOTOR VEHICLE IN TRANSPORT
2	0.94	PARKED MOTOR VEHICLE
	0.00	WORK ZONE/MAINTENANCE EQUIPMEN
8	3.77	STRUCK BY FALLING, SHIFTING CA
		COLLISION W/ FIXED OBJECT
16	7.54	OTHER NON-FIXED OBJECT
	0.00	IMPACT ATTENUATOR/CRASH CUSION
	0.00	BRIDGE OVERHEAD STRUCTURE
	0.00	BRIDGE PIER OR SUPPORT
2	0.94	BRIDGE RAIL
	0.00	CULVERT
	0.00	CURB
4	1.88	DITCH
	0.00	EMBANKMENT
5	2.35	GUARDRAIL FACE
1	0.47	GUARDRAIL END
24	11.32	CABLE BARRIER
	0.00	CONCRETE TRAFFIC BARRIER
	0.00	OTHER TRAFFIC BARRIER
20	9.43	TREE (STANDING)
	0.00	UTILITY POLE/LIGHT SUPPORT
1	0.47	TRAFFIC SIGN SUPPORT
	0.00	TRAFFIC SIGNAL SUPPORT
	0.00	OTHER POST, POLE, OR SUPPORT
	0.00	FENCE
	0.00	MAILBOX
2	0.94	OTHER FIXED OBJECT (WALL, BUIL

CRASHES PER DAY AND HOUR

	MON	TUE	WED	THU	FRI	SAT	SUN	TOT	%
** AM **									
MIDNT - 1:59	1	4	2		1	1	2	11	5.18
2:00 - 3:59	2				2	2	2	8	3.77
4:00 - 5:59	3	2	1	4	1	2	3	16	7.54
6:00 - 7:59	2	2	2	1	2	1		10	4.71
8:00 - 9:59	7	6	2	3	1	1	1	21	9.90
10:00 - 11:59	5	1	3	4	4	1	4	22	10.37
AM TOTAL	20	15	10	12	11	8	12	88	41.50
** PM **									
NOON - 1:59	3	6	2	6	3		5	25	11.79
2:00 - 3:59	5	6	1	5		4	4	25	11.79
4:00 - 5:59	2	4	9	2	5	5	2	29	13.67
6:00 - 7:59	1	3	5	2	4	5	3	23	10.84
8:00 - 9:59		3	3	2	5	3		16	7.54
10:00 - 11:59	2	1	1			1	1	6	2.83
PM TOTAL	13	23	21	17	17	18	15	124	58.49
UNKNOWN									0.00
** TOTAL **	33	38	31	29	28	26	27	212	100.00
** % **	15.56	17.92	14.62	13.67	13.20	12.26	12.73	100.00	

MANNER OF COLLISION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	NOT CODED	0	0.00	SIDESWIPE, OPPOSITE
33	15.56	FRONT TO REAR	0	0.00	REAR TO SIDE
2	0.94	FRONT TO FRONT	0	0.00	REAR TO REAR
14	6.60	ANGLE	134	63.20	OTHER (SEE NARRATIV
26	12.26	SIDESWIPE, SAME DIR	3	1.41	UNKNOWN

FIRST HARMFUL EVENT LOCATION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	NOT CODED	0	0.00	SEPARATOR
139	65.56	ON ROADWAY	0	0.00	IN PARKING LANE OR Z
37	17.45	OFF ROADWAY	0	0.00	OUTSIDE RIGHT-OF-WAY
19	8.96	SHOULDER	1	0.47	ROADSIDE
16	7.54	MEDIAN	0	0.00	UNKNOWN
0	0.00	GORE			

SCHOOL BUS RELATED

TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
212	100.00	NO
0	0.00	YES, SCHOOL BUS DIRECTLY INVOL
0	0.00	YES, SCHOOL BUS INDIRECTLY INV

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CRASHES BY LIGHTING CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	NOT CODED	49	23.11	DARK-NOT LIGHTED
134	63.20	DAYLIGHT	0	0.00	DARK-UNKNOWN LIGHTI
11	5.18	DUSK	0	0.00	OTHER (EXPLAIN IN N
6	2.83	DAWN	0	0.00	UNKNOWN
12	5.66	DARK-LIGHTED			

CRASHES BY ROAD SURFACE CONDITION

TOTAL	%	DESC	TOTAL	%	DESC
0	0.00	NOT CODED	0	0.00	MUD, DIRT,
149	70.28	DRY	0	0.00	SAND
63	29.71	WET	0	0.00	WATER (STA
0	0.00	ICE/FROST	0	0.00	OTHER EXPL
0	0.00	OIL	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	NOT CODED	0	0.00	SLEET, HAIL, FREE
128	60.37	CLEAR	0	0.00	BLOWING SAND, SOI
39	18.39	CLOUDY	0	0.00	SEVERE CROSSWINDS
42	19.81	RAIN	1	0.47	OTHER (SEE NARRAT
2	0.94	FOG, SMOG, SMOK			

CONTRIBUTING CIRCUMSTANCES: ENVIRONMENT (PER CRASH)

1ST	2ND	3RD	DESCRIPTION
0	212	212	NOT CODED
191	0	0	NONE
13	0	0	WEATHER CONDITIONS
1	0	0	PHYSICAL OBSTRUCTION(S)
0	0	0	GLARE
6	0	0	ANIMAL(S) IN ROADWAY
1	0	0	ALL OTHER (SEE NARRTIVE
0	0	0	UNKNOWN

CONTRIBUTING CIRCUMSTANCES: ROAD (PER CRASH)

1ST	2ND	3RD	DESCRIPTION
0	212	212	NOT CODED
193	0	0	NONE
0	0	0	WORK ZONE (CONST/MNT/UTLTY)NTE
0	0	0	SHOULDER (NONE, LOW, SOFT, HI)
0	0	0	RUT, HOLES, BUMPS
0	0	0	WORN, TRAVEL-POLISHED SURFACE
13	0	0	RD SURFC (WET, ICY, SNOW, ETC)
1	0	0	OBSTRUCTION IN ROADWAY
5	0	0	DEBRIS
0	0	0	TRAF DEV INOPER, MISSING, OBSC
0	0	0	NON-HIGHWAY WORK
0	0	0	OTHER (SEE NARRATIVE)
0	0	0	UNKNOWN

FIRST HARMFUL EVENT RELATION TO JUNCTION (PER CRASH)

TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
206	97.16	NON-JUNCTION
1	0.47	INTERSECTION
0	0.00	INTERSECTION-RELATED
0	0.00	DRIVEWAY/ALLEY ACCESS RELATED
0	0.00	RAILWAY GRADE CROSSING
4	1.88	ENTRANCE/EXIT RAMP
0	0.00	CROSSOVER-RELATED
0	0.00	SHARED-USE PATH OR TRAIL
0	0.00	ACCELERATION/DECELERATION LANE
0	0.00	THROUGH ROADWAY
0	0.00	OTHER (SEE NARRATIVE)
1	0.47	UNKNOWN

WORK ZONE RELATED (PER CRASH)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	NOT CODED	0	0.00	YES
212	100.00	NO	0	0.00	UNKNOWN

TYPE OF WORK ZONE (PER CRASH)

TOTAL	%	DESCRIPTION
212	100.00	NOT CODED
0	0.00	LANE CLOSURE
0	0.00	LANE SHIFT/CROSSOVER
0	0.00	WORK ON SHOULDER OR MEDIAN
0	0.00	INTERMITTENT OR MOVING WORK
0	0.00	OTHER (SEE NARRATIVE)

CRASH IN WORK ZONE (PER CRASH)

TOTAL	%	DESCRIPTION
212	100.00	NOT CODED
0	0.00	BEFORE THE FIRST WARNING SIGN
0	0.00	ADVANCE WARNING AREA
0	0.00	TRANSITION AREA
0	0.00	ACTIVITY AREA
0	0.00	TERMINATION AREA

WORKERS IN WORK ZONE (PER CRASH)

TOTAL	%	DESC	TOTAL	%	DESC
212	100.00	NOT CODED	0	0.00	YES
0	0.00	NO	0	0.00	UNKNOWN

LAW ENFORCEMENT IN WORK ZONE (PER CRASH)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
212	100.00	NOT CODED	0	0.00	OFFICER PRESENT
0	0.00	NO	0	0.00	LAW ENFORCEMENT V

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VEHICLE BODY TYPE (PER VEHICLE)

TOTAL	%	DESCRIPTION
10	3.02	NOT CODED
163	49.24	PASSENGER CAR
16	4.83	PASSENGER VAN
55	16.61	PICKUP
2	0.60	MOTOR HOME
0	0.00	BUS
0	0.00	MOTORCYCLE
1	0.30	MOPED
0	0.00	ALL TERRAIN VEHICLE (ATV)
0	0.00	LOW SPEED VEHICLE
50	15.10	(SPORT) UTILITY VEHICLE
2	0.60	CARGO VAN (10,000 LBS (4,536 K
0	0.00	MOTOR COACH
5	1.51	OTHER LIGHT TRUCKS (10,000 LBS
27	8.15	MEDIUM/HEAVY TRUCKS (MORE THAN
0	0.00	FARM LABOR VEHICLE
0	0.00	OTHER (SEE NARRATIVE)
0	0.00	UNKNOWN

TRAFFICWAY (PER VEHICLE)

TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
12	3.62	TWO-WAY, NOT DIVIDED
0	0.00	TWO-WAY, NOT DIV, W/CONT LTURN
4	1.20	TWO-WAY, DIVIDED, UNPROTECTED
311	93.95	TWO-WAY, DIVIDED, POSITIVE MED
4	1.20	ONE-WAY TRAFFICWAY
0	0.00	UNKNOWN

DIRECTION OF TRAVEL (PER VEHICLE)

TOTAL	%	DESC	TOTAL	%	DESC
1	0.30	EAST	154	46.52	SOUTH
174	52.56	NORTH	0	0.00	UNNWN
0	0.00	WEST	0	0.00	OFF-ROAD

VEHICLE SPEED BEFORE CRASH (PER VEHICLE)

TOTAL	%	SPEED	TOTAL	%	SPEED
2	0.60	UNKNOWN	9	2.71	41-50
20	6.04	STOPPED	24	7.25	51-60
1	0.30	1-5	231	69.78	61-70
1	0.30	6-10	28	8.45	71-80
0	0.00	11-15	0	0.00	81-90
5	1.51	16-20	1	0.30	91-100
2	0.60	21-30	1	0.30	100+
4	1.20	31-40	2	0.60	PARKED

TRAFFIC CONTROL (PER VEHICLE)

TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
330	99.69	NO CONTROLS
0	0.00	SCHOOL ZONE SIGN/DEVICE
1	0.30	TRAFFIC CONTROL SIGNAL
0	0.00	STOP SIGN
0	0.00	YIELD SIGN
0	0.00	FLASHING SIGNAL
0	0.00	RAILWAY CROSSING DEVICE
0	0.00	PERSON (INCLUDING FLAGMAN, OFF
0	0.00	WARNING SIGN
0	0.00	OTHER (SEE NARRATIVE)
0	0.00	UNKNOWN

ROADWAY ALIGNMENT (PER VEHICLE)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
1	0.30	NOT CODED	11	3.32	CURVE RIGHT
310	93.65	STRAIGHT	9	2.71	CURVE LEFT

ROADWAY GRADE (PER VEHICLE)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
1	0.30	NOT CODED	5	1.51	UPHILL
319	96.37	LEVEL	4	1.20	DOWNHILL
0	0.00	HILLCREST	2	0.60	SAG (BOTTOM)

VEHICLE DEFECTS (PER VEHICLE)

1ST	2ND	DESCRIPTION	1ST	2ND	DESCRIPTION
5	331	NOT CODED	0	0	POWER TRAIN
304	0	NONE	0	0	SUSPENSION
0	0	BRAKES	0	0	WHEELS
18	0	TIRES	0	0	WINDOWS/WINDSHIELD
0	0	LIGHTS (HEA	0	0	MIRRORS
0	0	STEERING	1	0	TRUCK COUPLING/TRA
0	0	WIPERS	3	0	OTHER (SEE NARRATI
0	0	EXHAUST SYS	0	0	UNKNOWN
0	0	BODY, DOORS			

VEHICLE MANEUVER ACTION (PER VEHICLE)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
3	0.90	NOT CODED	0	0.00	OVERTAKING/PASSING
265	80.06	STRAIGHT AHEAD	8	2.41	STOPPED IN TRAFFIC
0	0.00	TURNING LEFT	7	2.11	SLOWING
2	0.60	BACKING	3	0.90	NEGOTIATING A CURVE
0	0.00	TURNING RIGHT	1	0.30	LEAVING TRAFFIC LANE
29	8.76	CHANGING LANES	2	0.60	ENTERING TRAFFIC LANE
2	0.60	PARKED	7	2.11	OTHER (SEE NARRATIVE)
0	0.00	MAKING U-TURN	2	0.60	UNKNOWN

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SUSPECTED DRUG USE (PER DRIVER/NON-MOTORIST)

TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
292	97.33	NO

TOTAL	%	DESCRIPTION
1	0.33	YES
7	2.33	UNKNOWN

SUSPECTED ALCOHOL USE (PER DRIVER/NON-MOTORIST)

TOTAL	%	DESC
0	0.00	NOT CODED
290	96.66	NO

TOTAL	%	DESC
6	2.00	YES
4	1.33	UNKNOWN

DRIVERS ACTIONS AT TIME OF CRASH (PER DRIVER)

1ST	2ND	3RD	4TH	DESCRIPTION
0	294	298	299	NOT CODED
165	0	0	0	NO CONTRIBUTING ACTION
77	0	0	0	OPERATED MV IN CARLESS OR NEGL
5	0	0	0	FAILED TO YIELD RIGHT-OF-WAY
1	0	0	0	IMPROPER BACKING
0	0	0	0	IMPROPER TURN
0	0	0	0	FOLLOWED TOO CLOSELY
0	0	0	0	RAN RED LIGHT
10	0	0	0	DROVE TOO FAST FOR CONDITIONS
0	0	0	0	RAN STOP SIGN
2	0	0	0	IMPROPER PASSING
0	1	0	0	EXCEEDED POSTED SPEED
1	0	0	0	WRONG SIDE OF WRONG WAY
8	0	0	0	FAILED TO KEEP IN PROPER LANE
2	2	0	0	RAN OFF ROADWAY
0	0	0	0	DISREGARDED OTHER TRAFFIC SIGN
0	0	0	0	DISREGARDED OTHER ROAD MARKING
4	2	0	0	OVER-CORRECTING/OVERSTEERING
2	0	1	0	SWERVED OR AVOIDED: DUE TO WI
1	0	0	0	OPER MV AGRSIVE, ERATIC, RCKLS
21	0	0	0	OTHER CONTRIBUTING ACTION

CONDITION AT TIME OF CRASH (PER DRIVER)

TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
278	92.97	APPARENTLY NORMAL
8	2.67	ASLEEP OR FATIGUED
0	0.00	ILL (SICK) OR FAINTED
2	0.66	SEIZURE, EPILEPSY, BLACKOUT
0	0.00	PHYSICALLY IMPAIRED
1	0.33	EMOTIONAL (DEPRESSION, ANGRY,
7	2.34	UNDER THE INFL (RX, DRG, ALC)
0	0.00	OTHER (SEE NARRATIVE)
3	1.00	UNKNOWN

DRIVER DISTRACTED BY (PER DRIVER)

TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
288	96.32	NOT DISTRACTED
2	0.66	ELECTRONIC COMM DEVICE
1	0.33	OTHER ELECTRONIC DEVICE
1	0.33	OTHER INSIDE THE VEHICLE
0	0.00	EXTERNAL DISTRACTION (OUTSIDE
0	0.00	TEXTING
1	0.33	INATTENTIVE
6	2.00	UNKNOWN

DRIVER VISION OBSTRUCTIONS (PER DRIVER)

TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
293	97.99	VISION NOT OBSCURED
5	1.67	INCLEMENT WEATHER
0	0.00	PARKED/STOPPED VEHICLE
0	0.00	TREES/CROPS/BUSHES
0	0.00	LOAD ON VEHICLE
0	0.00	BUILDING/FIXED OBJECT
0	0.00	SIGNS/BILLBOARDS
1	0.33	FOG
0	0.00	SMOKE
0	0.00	GLARE
0	0.00	ALL OTHER (NARRTIVE MAY CONTAI

RESTRAINT SYSTEM (PER DRIVER OR PASSENGER)

TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
2	0.39	NOT APPLICABLE (NON-MOTORIST)
22	4.37	NONE USED-MOTOR VEHICLE OCCUPA
461	91.65	SHOULDER AND LAP BELT USED
1	0.19	SHOULDER BELT ONLY USED
1	0.19	LAP BELT ONLY USED
0	0.00	RESTRAINT USED - TYPE UNKNOWN
10	1.98	CHILD RESTRAINT SYSTEM-FORWARD
5	0.99	CHILD RESTRAINT SYSTEM- REAR F
1	0.19	BOOSTER SEAT
0	0.00	CHILD RESTRAINT TYPE UNKNOWN
0	0.00	OTHER (SEE NARRATIVE)

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FROM: 01/01/2011 TO 12/31/2015 RAMPS INCL OVERRIDE VALUES: MAX # OF BREAKS => 6
FROM CO/SEC/SUB: 13 075 000 MP: 015.721 INFL INCL CRASH RATE CATEGORY =>
TO CO/SEC/SUB: 13 075 000 MP: 020.571 CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
01	13	075	000	15.721	20.571	SR 93A	4.850	02	212	59740	0.401	0.369 85.00	6	140	135 $	62,863,512

NON-MOTORIST DESCRIPTION

TOTAL	%	DESCRIPTION
0	0.00	NOT CODED
1	100.00	PEDESTRIAN
0	0.00	OTHER PEDESTRIAN (WHEELCHAIR,
0	0.00	BICYCLIST
0	0.00	OTHER CYCLIST
0	0.00	OCC OF MV NOT IN TRANS (PRKED)
0	0.00	OCC OF NON-MOTOR VEH TRANS DEV
0	0.00	UNKNOWN TYPE OF NON-MOTORIST

NON-MOTORIST ACTIONS/CIRCUMSTANCES

1ST	%	2ND	%	DESCRIPTION
0	0.00	1	100.00	NOT CODED
0	0.00	0	0.00	NO IMPROPER ACTION
0	0.00	0	0.00	DART/DASH
0	0.00	0	0.00	FAILURE TO YIELD RIGHT-OF-WAY
0	0.00	0	0.00	FAILURE TO OBEY TRAFFIC SIGNS,
0	0.00	0	0.00	IN ROADWAY IMPROPERLY (STANDIN
0	0.00	0	0.00	DISABLED VEHICLE RELATED (WORK
0	0.00	0	0.00	ENTERING/EXITING PARKED/STANDI
0	0.00	0	0.00	INATTENTIVE (TALKING, EATING,
0	0.00	0	0.00	NOT VISIBLE (DARK CLOTHING, NO
0	0.00	0	0.00	IMPROPER TURN/MERGE
0	0.00	0	0.00	IMPROPER PASSING
0	0.00	0	0.00	WRONG-WAY RIDING OR WALKING
1	100.00	0	0.00	OTHER, EXPLAIN IN NARRATIVE
0	0.00	0	0.00	UNKNOWN

NON-MOTORIST SAFETY EQUIPMENT

1ST	%	2ND	%	DESCRIPTION
0	0.00	1	100.00	NOT CODED
1	100.00	0	0.00	NONE
0	0.00	0	0.00	HELMET
0	0.00	0	0.00	PROTECTIVE PADS USED (ELBOWS,
0	0.00	0	0.00	REFLECTIVE CLOTHING (JACKET, B
0	0.00	0	0.00	LIGHTING
0	0.00	0	0.00	NOT APPLICABLE
0	0.00	0	0.00	OTHER (SEE NARRATIVE)
0	0.00	0	0.00	UNKNOWN

NON-MOTORIST LOCATION AT TIME OF CRASH

TOTAL	%	DESCRIPTION
0	0.00	INTERSECTION-MARKED CROSSWALK
0	0.00	INTERSECTION-UNMARKED CROSSWAL
0	0.00	INTERSECTION-OTHER
0	0.00	MIDBLOCK-MARKED CROSSWALK
0	0.00	TRAVEL LANE-OTHER LOCATION
0	0.00	BICYCLE LANE
0	0.00	SHOULDER/ROADSIDE
0	0.00	SIDEWALK
0	0.00	MEDIAN/CROSSING ISLAND
0	0.00	DRIVEWAY ACCESS
0	0.00	SHARED-USE PATH OR TRAIL
0	0.00	NON-TRAFFICWAY AREA
1	100.00	OTHER (SEE NARRATIVE)
0	0.00	UNKNOWN

NON-MOTORIST ACTION PRIOR TO CRASH

TOTAL	%	DESCRIPTION
0	0.00	CROSSING ROADWAY
0	0.00	WAITING TO CROSS ROADWAY
0	0.00	WALK/CYC ALONG RDWY WITH TRAF
0	0.00	WALK/CYC ALONG RDWY AGNST TRAF
0	0.00	WALKING/CYCLING ON SIDEWALK
0	0.00	IN ROADWAY-OTHER (WORK, PLAY)
0	0.00	ADJACENT TO ROADWAY
0	0.00	GOING TO OR FROM SCHOOL (K-12)
0	0.00	WRKNG IN TRAFWY (INCIDNT RESP)
0	0.00	NONE
1	100.00	OTHER (SEE NARRATIVE)
0	0.00	UNKNOWN

TOTAL # OF VEHICLES: 331 TOTAL # OF DRIVERS: 299 TOTAL # OF NON-MOTORIST: 1
TOTAL # OF PASSENGERS: 204 TOTAL # OF PERSONS (NON-MOTORIST, DRIVERS, PASSENGERS): 504

COMMENT:
FROM: 01/01/2011 TO 12/31/2015 RAMPS INCL
FROM CO/SEC/SUB: 13 075 000 MP: 015.721 INFL INCL
TO CO/SEC/SUB: 13 075 000 MP: 020.571 CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS: CRASHES	FATALITIES	INJURIES	INJURY CRASH STATS: CRASHES	INJURIES	PROPERTY DAMAGE ONLY: CRASHES	TOTALS: CRASHES	FATALITIES	INJURIES	INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS: AT INT.	INFL AREA
2011	0	0	0	11	26	20	31	0	26	0	0
2012	2	2	3	8	14	19	29	2	17	0	0
2013	1	1	0	13	23	26	40	1	23	0	0
2014	1	1	0	16	21	32	49	1	21	0	0
2015	2	2	16	23	37	38	63	2	53	0	0
TOTAL	6	6	19	71	121	135	212	6	140	0	0

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

*** REPORT TOTALS ***

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
YEAR	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2011	0	0	0	11	26	20	31	0	26	0	0
2012	2	2	3	8	14	19	29	2	17	0	0
2013	1	1	0	13	23	26	40	1	23	0	0
2014	1	1	0	16	21	32	49	1	21	0	0
2015	2	2	16	23	37	38	63	2	53	0	0
TOTAL	6	6	19	71	121	135	212	6	140	0	0

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

Report Memo:

None



Records Date Range:		Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011	to 12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Intersection Summary

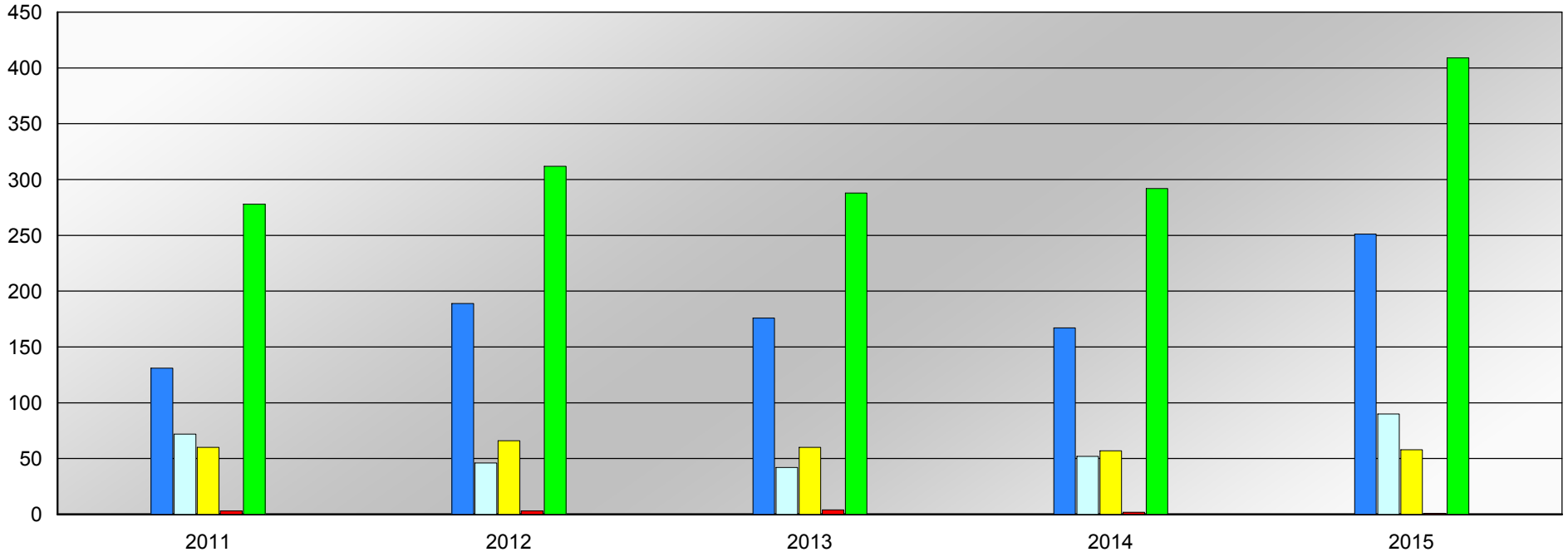
Top 40 Report

Click for Drill Down

					Injury Severity				Ped and Bike		Crash Type				Law Enforcement		Strategic Highway Safety Plan								
		Total Crashes	Total Fatalities	Total Injuries	Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Speed	Run Control	Vul. User	Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
10_3810	I 75 @ GIBSONTON DR	**544**	3	347	3	35	78	110	4	0	51	9	2	4	0	0	13	53	291	8	39	52	54	17	10
10_2408	I 75 @ BIG BEND RD	**317**	1	205	1	22	56	55	0	0	32	13	0	2	0	1	1	50	152	9	36	31	41	8	1
10_1069	I 75 @ SUN CITY CENTER BLVD	**282**	5	188	4	21	39	68	1	0	32	1	3	3	0	0	6	31	177	3	22	22	29	10	6
10_4267	RIVERVIEW DR @ MOONBEAM WAY	**60**	0	28	0	4	10	9	0	0	7	0	0	0	0	0	3	3	34	0	5	7	1	5	3
10_1729	I 75 @ 19TH AVE NE	**58**	0	46	0	7	13	9	0	0	5	0	0	0	0	0	1	4	27	0	9	6	15	6	1
10_489	SR 93A @ 21ST AVE SE	**43**	1	22	1	2	6	7	0	0	2	0	0	0	0	0	0	5	29	0	1	5	3	4	0
10_575	SR 93A @ 24TH ST SE	**39**	0	34	0	7	6	6	0	0	4	1	0	0	0	0	0	3	22	0	6	3	4	5	0
10_100	SR 93A @ VALROY RD	**32**	2	14	2	1	6	4	0	0	3	1	0	0	0	0	0	4	21	0	1	2	4	1	0
10_6195	I 75 @ PROGRESS BLVD	**27**	0	16	0	1	7	6	0	0	4	0	0	0	1	0	0	1	16	0	2	1	1	1	0
10_3109	I 75 @ SYMMES RD	**16**	0	11	0	1	2	4	0	0	2	0	0	0	0	0	0	0	11	0	3	0	2	0	0
10_31623	I 75 @ BRUCE B DOWNS BLVD	**8**	0	8	0	1	0	3	0	0	1	0	0	0	0	0	0	3	3	1	3	2	0	3	0
10_24963	US 301 @ I 75	**6**	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5	0	0	0	1	0	0
10_4271	I 75 @ RIVERVIEW DR	**6**	1	6	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10_6762	I 75 @ US 301	**6**	1	8	1	1	0	2	0	0	1	0	0	0	0	0	0	2	4	0	1	1	1	0	0
10_28796	I 75 @ FLETCHER AVE	**4**	0	3	0	0	1	1	0	0	0	1	0	0	0	0	1	2	0	0	0	1	1	0	1
10_8920	SR 618 @ CROSSTOWN EXPRESS LN	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0
10_14972	I 75 @ BROADWAY AVE	**3**	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	1	0	0
10_33200	UNKNOWN	**3**	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
10_6125	US 301 @ PROGRESS BLVD	**3**	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10_10536	I 75 @ BRANDON BLVD	**1**	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0
10_12034	SR 93A @ WOODBERRY RD	**1**	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10_183	SR 93A @ I75 N REST AREA	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10_20659	I 275 @ E SLIGH AVE	**1**	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
10_2413	CR 672 @ 1ST AVE	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
10_2418	US 301 @ BIG BEND RD	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10_3103	SYMMES RD @ SOUTHWIND LAKE DR	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10_5148	MOONLIT MEADOWS LOOP @ BREEZY PALM DR	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
I75_MM234	UNKNOWN	**1**	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
I75_MM235	UNKNOWN	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
I75_MM237	UNKNOWN	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0
I75_MM239	UNKNOWN	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
I75_MM243	UNKNOWN	**1**	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
I75_MM245	UNKNOWN	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
I75_MM247	UNKNOWN	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Records Date Range:			Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011	to	12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Number of Crashes By Year

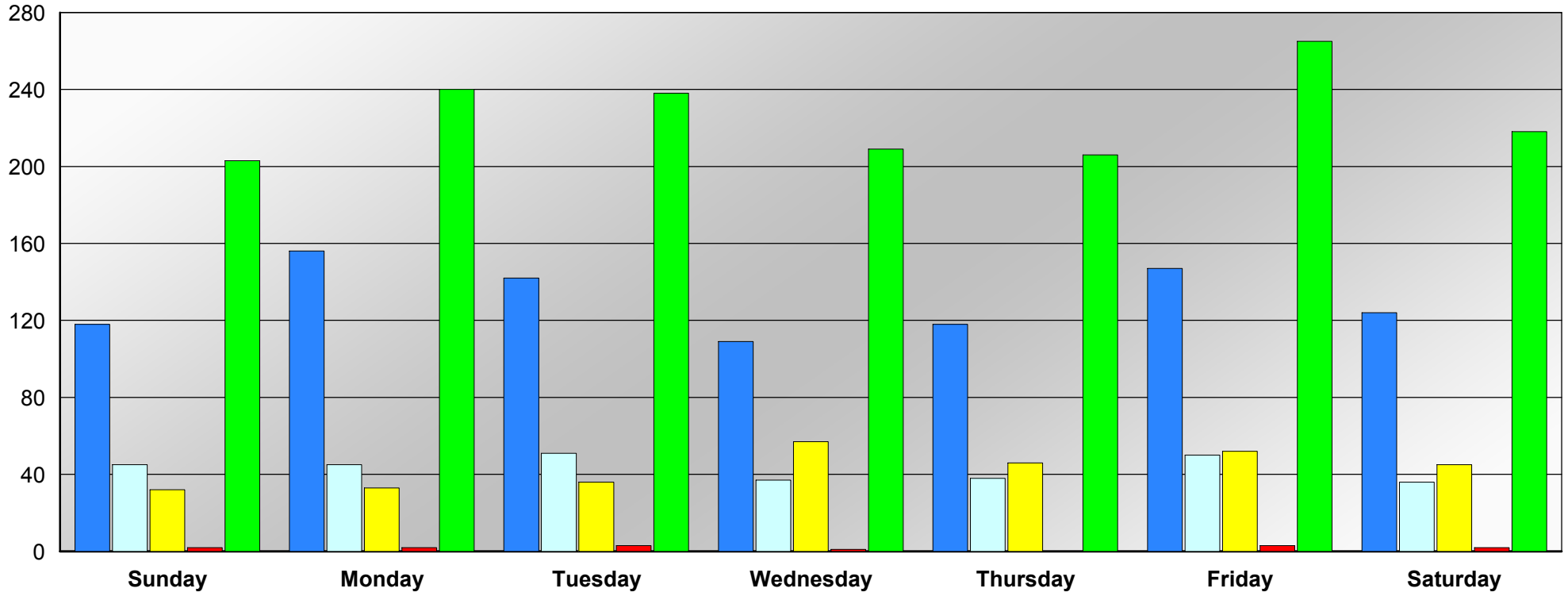


Breakdown of Crashes by Year

	2011	2012	2013	2014	2015
PDO	131	189	176	167	251
Injury Crashes	144	120	108	123	157
Fatal Crashes	3	3	4	2	1
Total Crashes	**278**	**312**	**288**	**292**	**409**

Records Date Range:			Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011	to	12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

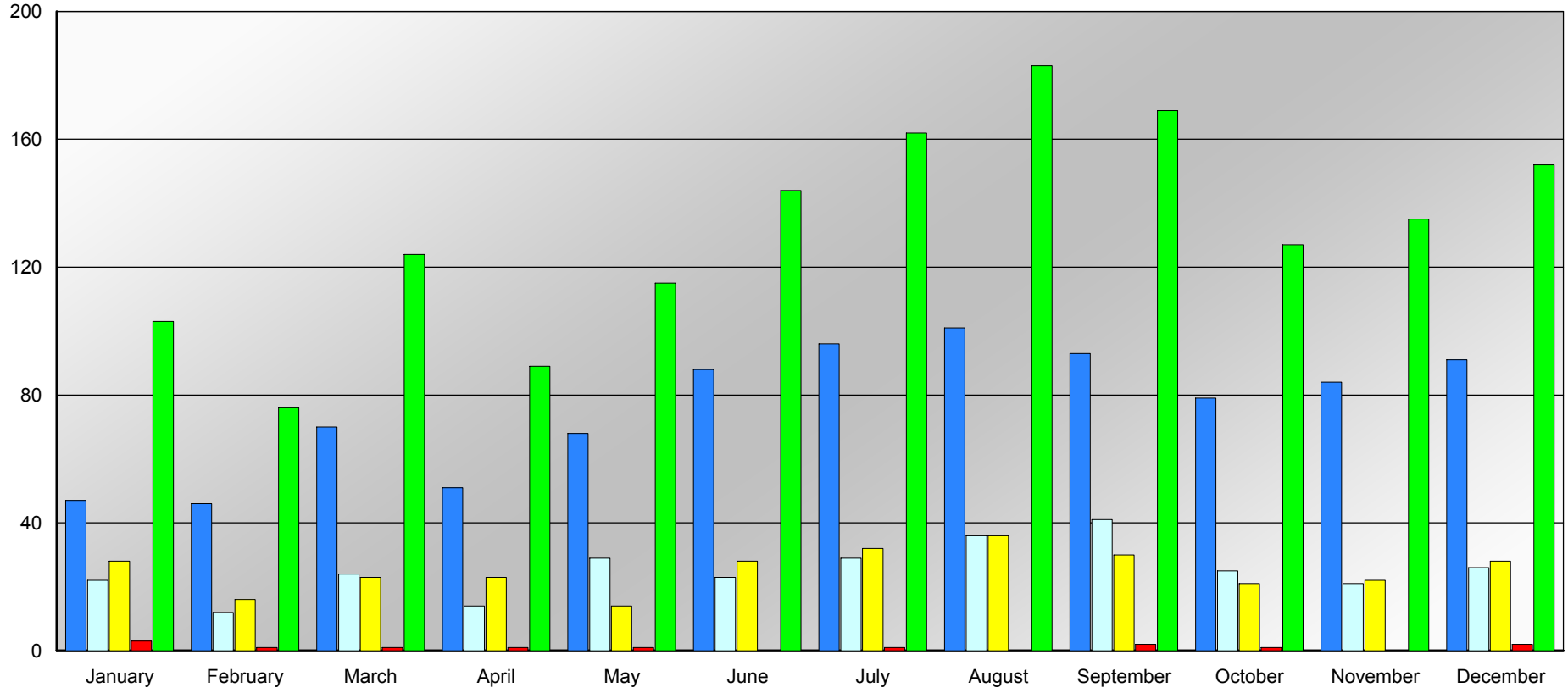
Number of Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	118	156	142	109	118	147	124	914
Injury Crashes	83	82	93	99	88	115	92	652
Fatal Crashes	2	2	3	1	0	3	2	13
Total Crashes	**203**	**240**	**238**	**209**	**206**	**265**	**218**	**1,579**

Records Date Range:			Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011	to	12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

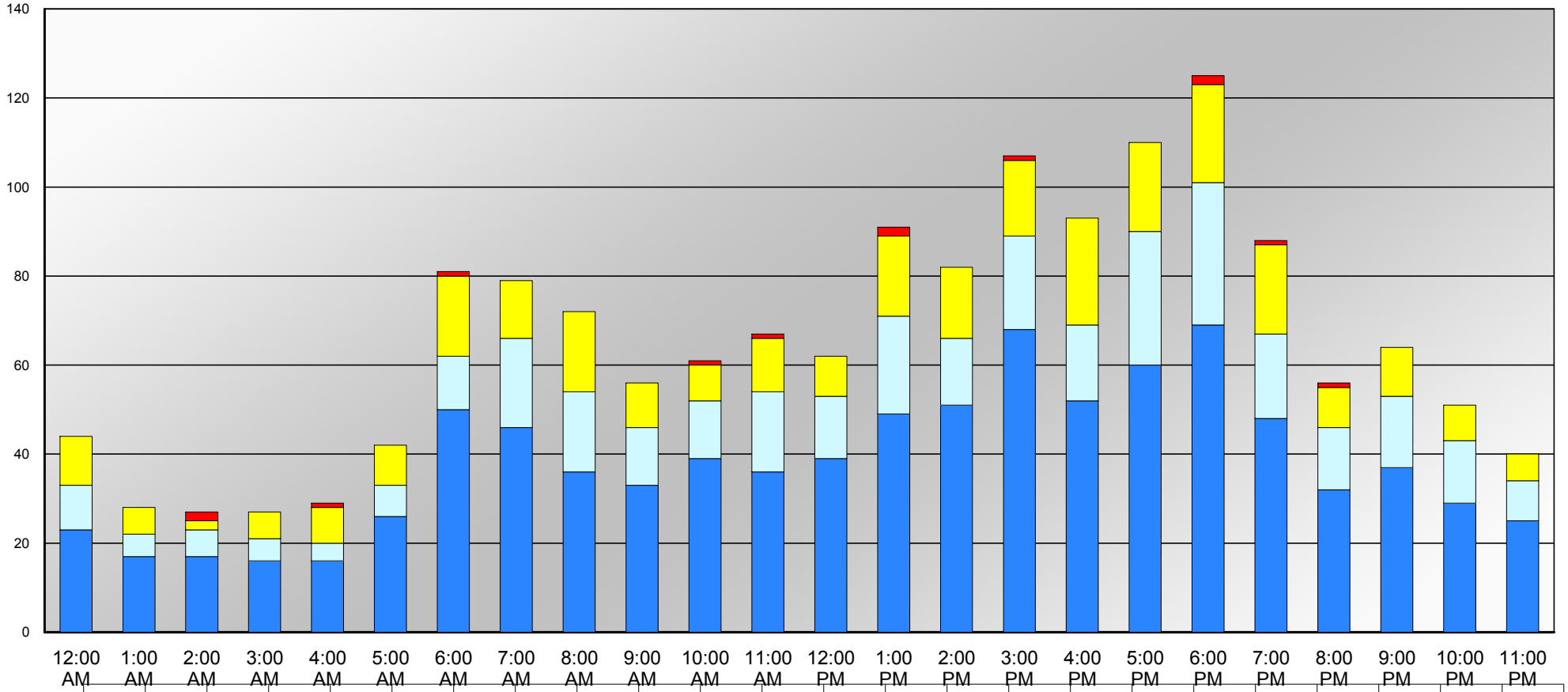
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	47	46	70	51	68	88	96	101	93	79	84	91	914
Injury Crashes	53	29	53	37	46	56	65	82	74	47	51	59	652
Fatal Crashes	3	1	1	1	1	0	1	0	2	1	0	2	13
Total Crashes	**103**	**76**	**124**	**89**	**115**	**144**	**162**	**183**	**169**	**127**	**135**	**152**	**1,579**

Records Date Range:			Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011	to	12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Crashes by Time of Day

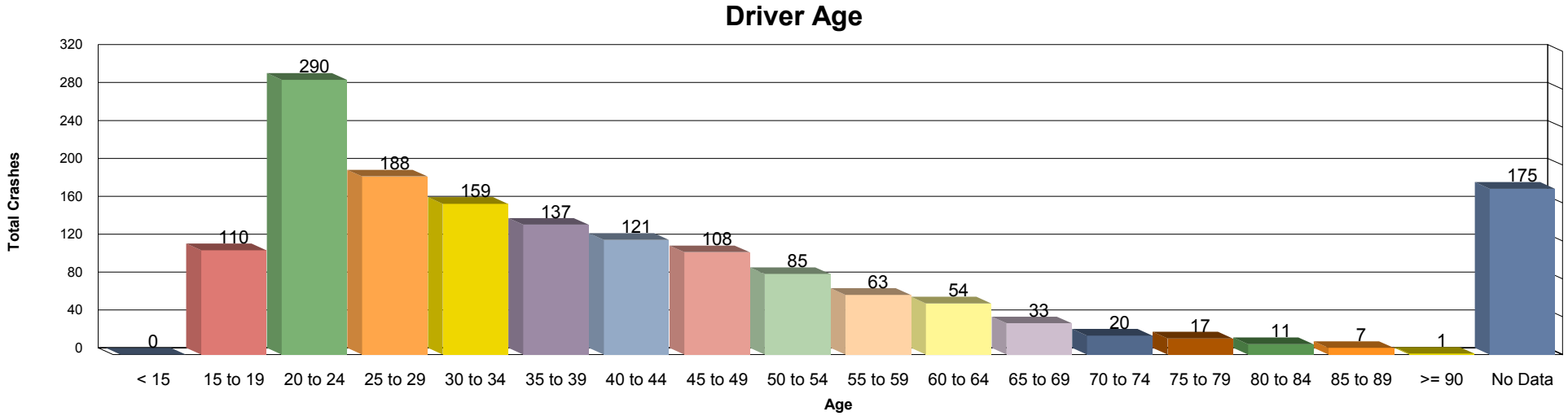


	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
PDO	23	17	17	16	16	26	50	46	36	33	39	36	39	49	51	68	52	60	69	48	32	37	29	25
Injury Crashes	11	6	2	6	8	9	18	13	18	10	8	12	9	18	16	17	24	20	22	20	9	11	8	6
Fatal Crashes	0	0	2	0	1	0	1	0	0	0	1	1	0	2	0	1	0	0	2	1	1	0	0	0
Total	**34**	**23**	**21**	**22**	**25**	**35**	**69**	**59**	**54**	**43**	**48**	**49**	**48**	**69**	**67**	**86**	**76**	**80**	**93**	**69**	**42**	**48**	**37**	**31**

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011 to 12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Driver Age Summary (Vehicle 1, Driver 1)

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Driver Actions: Intoxication	Speeding	Run Control	Run Off-Road	Elct. Distraction	Agr. Driving
Age < 15	0											
Age 15 to 19	110	0	94	0	0	0	3	0	0	50	3	12
Age 20 to 24	290	0	195	0	0	4	12	1	1	111	3	29
Age 25 to 29	188	0	147	1	0	3	11	0	0	86	2	17
Age 30 to 34	159	1	102	0	0	1	9	0	0	52	4	20
Age 35 to 39	137	1	88	1	0	1	5	0	0	50	2	14
Age 40 to 44	121	3	69	0	0	1	6	0	0	42	1	17
Age 45 to 49	108	5	66	1	0	3	9	0	0	40	1	16
Age 50 to 54	85	0	45	0	0	2	6	0	0	23	1	15
Age 55 to 59	63	3	41	1	0	1	2	0	0	24	2	10
Age 60 to 64	54	0	39	0	0	2	0	0	0	14	0	5
Age 65 to 69	33	0	19	1	0	1	0	0	0	12	2	5
Age 70 to 74	20	1	15	0	0	0	1	0	0	6	1	4
Age 75 to 79	17	0	14	0	0	0	0	0	0	3	0	4
Age 80 to 84	11	0	10	0	0	0	0	0	0	4	0	3
Age 85 to 89	7	0	5	0	0	0	0	0	0	2	0	3
Age >= 90	1	0	0	0	0	0	0	0	0	0	0	0
Age No Data	175	0	41	0	0	4	0	0	0	38	0	2



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011 to 12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Crash Type Summary

Impact Type

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Strategic Highway Safety Plan (SHSP): Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Angle	**157**	0	146	0	0	2	2	31	51	11
Front to Front	**10**	0	13	0	0	0	0	1	10	0
Front to Rear	**399**	3	325	1	0	5	6	56	18	5
Rear to Side	**3**	0	1	0	0	0	0	0	1	0
Sideswipe, same direction	**226**	2	104	1	0	4	4	48	224	1
Unknown	**784**	9	401	3	0	12	14	40	562	4

Relation to Intersection

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Strategic Highway Safety Plan (SHSP): Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	**21**	0	23	0	0	0	0	9	2	21
Intersection-Related	**16**	0	12	0	0	1	1	1	3	0
Non-Junction	**1,465**	14	901	5	0	21	24	151	818	0
Entrance/Exit Ramp	**69**	0	48	0	0	1	1	13	41	0
Other, Explain in Narrative	**3**	0	3	0	0	0	0	1	1	0
Unknown	**5**	0	3	0	0	0	0	1	1	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011 to 12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

At Fault Vehicle Summary

Vehicle Type

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Cargo Van (10,000lbs (4,536kg) or less)	**12**	0	6	0	0	0	0	3	4	1
Medium/Heavy Trucks (more than 10,000lbs	**86**	1	21	0	0	0	0	12	36	0
Moped	**1**	0	0	0	0	0	0	0	1	0
Motor Home	**4**	0	1	0	0	0	0	0	3	0
Motorcycle	**18**	1	18	2	0	18	18	4	10	0
Other Light Trucks (10,000lbs (4,536kg)	**13**	0	6	0	0	0	0	1	7	0
Other, Explain in Narrative	**2**	0	0	0	0	0	0	0	0	0
Passenger Car	**771**	7	497	3	0	1	4	85	423	6
Passenger Van	**57**	1	43	0	0	1	1	6	25	1
Pickup	**285**	1	181	0	0	1	1	34	156	6
Unknown	**5**	0	0	0	0	0	0	0	2	0
No Data	**325**	3	217	0	0	2	2	31	199	7

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011 to 12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	**1,108**	10	704	3	0	13	16	92	562	9
Turning Left	**22**	0	21	0	0	1	1	13	5	9
Turning Right	**5**	0	2	0	0	0	0	0	4	1
Making U-Turn	**1**	0	0	0	0	0	0	1	1	0
Backing	**3**	0	1	0	0	0	0	0	0	0
Changing Lanes	**211**	2	119	2	0	7	7	45	152	1
Overtaking/Passing	**8**	0	9	0	0	0	0	2	5	0
Parked	**2**	0	0	0	0	0	0	0	1	0
Slowing	**23**	0	12	0	0	1	1	4	5	0
Other, Explain in Narrative	**71**	2	58	0	0	0	0	13	49	1
Unknown	**125**	0	64	0	0	1	1	6	82	0

Records Date Range:			Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011	to	12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Roadway Condition Summary

Roadway Location

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Strategic Highway Safety Plan (SHSP): Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway	**1,015**	7	690	5	0	22	25	143	353	18
Median	**133**	1	69	0	0	0	0	7	123	0
Shoulder	**164**	3	86	0	0	0	0	12	151	1
Off Roadway	**265**	3	144	0	0	1	1	14	237	2
Unknown	**2**	0	1	0	0	0	0	0	2	0

Road Condition

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Strategic Highway Safety Plan (SHSP): Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Wet	**603**	1	404	1	0	6	7	53	387	10
Dry	**972**	13	584	4	0	17	19	123	475	11
Ice/Frost	**1**	0	1	0	0	0	0	0	1	0
Unknown	**3**	0	1	0	0	0	0	0	3	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011 to 12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None	**1,383**	14	869	4	0	21	23	155	743	20
Debris	**11**	0	7	0	0	0	0	0	5	0
Obstruction in Roadway	**13**	0	11	0	0	1	1	4	4	0
Rut, Holes, Bumps	**1**	0	0	0	0	0	0	0	1	0
Work Zone	**5**	0	2	0	0	0	0	3	4	0
Other, Explain in Narrative	**5**	0	3	0	0	0	0	0	3	0
Unknown	**161**	0	98	1	0	1	2	14	106	1

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Traffic Control Signal	**32**	0	34	0	0	1	1	14	7	9
Yield Sign	**3**	0	5	0	0	0	0	0	1	0
No Controls	**1,535**	14	950	5	0	21	24	160	854	12
Other, Explain in Narrative	**4**	0	1	0	0	0	0	1	2	0
Unknown	**1**	0	0	0	0	0	0	1	1	0
Unknown	**4**	0	0	0	0	1	1	0	1	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011 to 12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Road Alignment

Strategic Highway Safety Plan (SHSP)

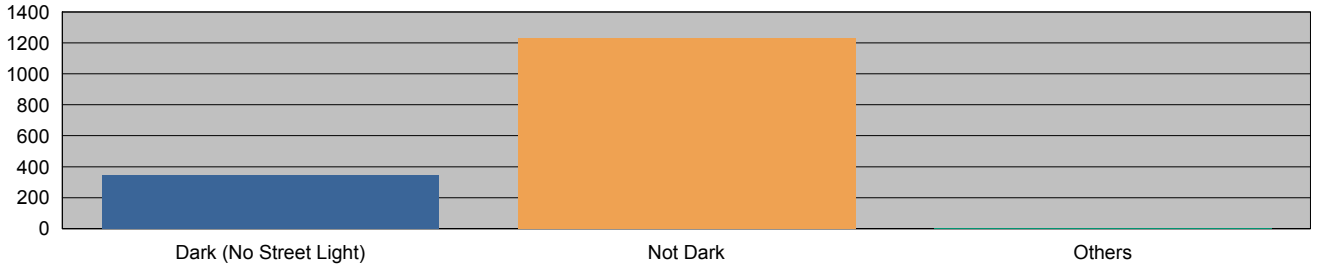
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight	**1,496**	12	932	5	0	20	23	163	808	19
Curve Left	**34**	1	20	0	0	0	0	4	27	1
Curve Right	**49**	1	38	0	0	3	3	9	31	1

Records Date Range:			Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011	to	12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Environment Summary Report

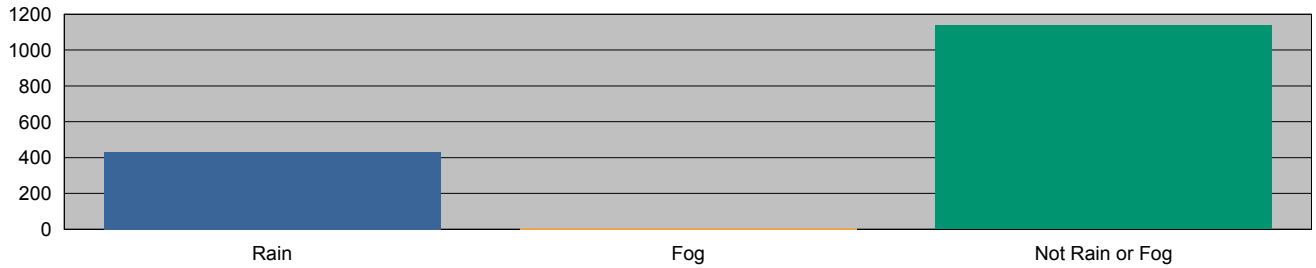
Lighting

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Strategic Highway Safety Plan (SHSP): Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Daylight	**949**	5	579	3	0	16	18	111	524	16
Dark-Lighted	**160**	2	108	2	0	1	2	16	81	3
Dusk	**81**	0	58	0	0	0	0	8	45	0
Dawn	**39**	0	16	0	0	1	1	2	22	1
Dark-Not Lighted	**344**	7	215	0	0	4	4	36	193	1
Unknown	**6**	0	14	0	0	1	1	3	1	0



Weather

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Strategic Highway Safety Plan (SHSP): Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Clear	**830**	8	517	2	0	14	15	105	410	10
Cloudy	**306**	5	203	2	0	6	7	31	158	7
Fog, Smog, Smoke	**9**	0	5	0	0	1	1	1	5	0
Rain	**432**	1	264	1	0	2	3	39	292	4
Other, Explain in Narrative	**2**	0	1	0	0	0	0	0	1	0



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/03/2011 to 12/31/2015	1,579	14	990	5	0	23	157	10	64	1	1	26	176	866	21

Located Crashes

Area	Crashes	Fatalities	Injuries
	542	7	360
APOLLO BEACH	14	0	8
BRANDON	8	0	2
GIBSONTON	166	1	103
PARRISH	1	0	3
RIVERVIEW	42	1	35
RUSKIN	88	0	61
SUN CITY CENTER	79	2	61
SWEETWATER CREEK	1	0	0
TAMPA	19	0	14
UNINCORPORATED	228	3	138
UNINCORPORATED H.C.	277	0	159
WIMAUMA	11	0	6
Totals:	**1476**	**14**	**950**

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
	10	0	4
BRANDON	1	0	1
GIBSONTON	20	0	8
PALMETTO	1	0	0
PARRISH	1	0	0
RIVERVIEW	5	0	2
RUSKIN	10	0	3
SUN CITY CENTER	11	0	5
TAMPA	2	0	0
UNINCORPORATED	16	0	6
UNINCORPORATED H.C.	23	0	11
WIMAUMA	3	0	0
Totals:	**103**	**0**	**40**

Florida Average Crash Rates for Urban Segments Crash Rates Per Million Vehicle Miles							
CC	**Category**	**2010**	**2011**	**2012**	**2013**	**2014**	**5 Year Average**
40	One Way	*6.709*	*6.755*	*8.357*	*10.061*	*10.940*	*8.567*
10	2-3 Lanes 2wy Div Rasd	*4.479*	*4.545*	*4.857*	*6.004*	*6.267*	*5.186*
11	2-3 Lanes 2wy Div Pavd	*3.653*	*3.207*	*4.018*	*4.654*	*5.428*	*4.165*
12	2-3 Lanes 2wy Undivided	*2.403*	*2.238*	*2.685*	*3.198*	*3.461*	*2.775*
20	4-5 Lanes 2wy Div Rasd	*2.438*	*2.331*	*2.756*	*3.168*	*3.495*	*2.847*
21	4-5 Lanes 2wy Div Pavd	*4.106*	*3.942*	*4.665*	*5.141*	*5.795*	*4.727*
22	4-5 Lanes 2wy Undivided	*4.666*	*3.972*	*5.228*	*6.067*	*6.263*	*5.222*
30	6+ Lanes 2wy Div Rasd	*3.309*	*3.183*	*3.570*	*4.085*	*4.511*	*3.745*
31	6+ Lanes 2wy Div Pavd	*3.316*	*3.287*	*4.197*	*4.760*	*5.175*	*4.125*
32	6+ Lanes 2wy Undivided	*41.512*	*66.184*	*39.769*	*54.148*	*71.186*	*53.420*
1	Interstate	*0.706*	*0.671*	*0.771*	*0.888*	*0.907*	*0.790*
3	Toll Road	*0.601*	*0.529*	*0.609*	*0.766*	*0.761*	*0.656*
7	Ramp	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*
5	Other Limited access	*1.416*	*1.385*	*1.873*	*1.803*	*1.928*	*1.668*

Florida Average Crash Rates for Rural Segments Crash Rates Per Million Vehicle Miles							
CC	**Category**	**2010**	**2011**	**2012**	**2013**	**2014**	**5 Year Average**
42	One Way	*4.489*	*6.835*	*9.368*	*13.940*	*3.149*	*5.575*
16	2-3 Lanes 2wy Div Rasd	*1.505*	*0.869*	*0.995*	*1.510*	*0.794*	*1.106*
17	2-3 Lanes 2wy Div Pavd	*1.853*	*1.761*	*1.705*	*1.884*	*1.755*	*1.795*
18	2-3 Lanes 2wy Undivided	*0.588*	*0.560*	*0.647*	*0.718*	*0.727*	*0.647*
26	4-5 Lanes 2wy Div Rasd	*0.520*	*0.540*	*0.605*	*0.684*	*0.643*	*0.595*
27	4-5 Lanes 2wy Div Pavd	*0.525*	*0.437*	*0.401*	*0.636*	*0.531*	*0.497*
28	4-5 Lanes 2wy Undivided	*1.739*	*0.000*	*0.000*	*0.000*	*0.000*	*1.422*
36	6+ Lanes 2wy Div Rasd	*1.098*	*1.383*	*1.386*	*1.030*	*0.369*	*1.086*
37	6+ Lanes 2wy Div Pavd	*0.492*	*0.076*	*0.060*	*0.000*	*0.000*	*0.253*
38	6+ Lanes 2wy Undivided	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*
2	Interstate	*0.382*	*0.339*	*0.366*	*0.438*	*0.415*	*0.388*
4	Toll Road	*0.360*	*0.322*	*0.354*	*0.426*	*0.370*	*0.366*
8	Ramp	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*
6	Other Limited access	*0.683*	*0.224*	*0.112*	*0.502*	*0.819*	*0.532*

Florida Average Crash Rates for Suburban Segments Crash Rates Per Million Vehicle Miles							
CC	**Category**	**2010**	**2011**	**2012**	**2013**	**2014**	**5 Year Average**
41	One Way	*2.785*	*2.712*	*2.937*	*2.137*	*2.045*	*2.449*
13	2-3 Lanes 2wy Div Rasd	*2.346*	*2.140*	*2.512*	*2.601*	*3.572*	*2.634*
14	2-3 Lanes 2wy Div Pavd	*2.028*	*1.961*	*2.140*	*2.480*	*2.614*	*2.249*
15	2-3 Lanes 2wy Undivided	*0.828*	*0.816*	*0.906*	*1.023*	*1.081*	*0.932*
23	4-5 Lanes 2wy Div Rasd	*1.343*	*1.240*	*1.448*	*1.647*	*1.610*	*1.459*
24	4-5 Lanes 2wy Div Pavd	*1.967*	*1.758*	*1.971*	*2.036*	*2.140*	*1.971*
25	4-5 Lanes 2wy Undivided	*1.256*	*1.036*	*1.449*	*1.178*	*1.927*	*1.345*
33	6+ Lanes 2wy Div Rasd	*2.041*	*1.916*	*2.133*	*2.425*	*2.540*	*2.218*
34	6+ Lanes 2wy Div Pavd	*1.370*	*1.775*	*1.660*	*1.181*	*0.826*	*1.233*
35	6+ Lanes 2wy Undivided	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*	*0.000*

LEGEND	
Rasd	Raised Median
Pavd	Painted Median
OLA	Other Limited access
INT	Interstate
TOL	Toll Road

APPENDIX G

No-Build Future Year CORSIM Outputs

Year 2025 No-Build AM Peak Hour
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input (vph)	Volume Processed (vph)	Percent Difference	Density	Speed	LOS
	From	To					Veh/Ln-Mile	Mile/Hr	
I-75 (NB)	-	NB Off Ramp to SR 674	(169, 168)	4,112	4,166	1.3%	19.1	68.4	C
			(168, 167)	4,112	4,160	1.2%	18.9	68.0	C
			(167, 166)	4,112	4,148	0.9%	19.1	67.2	C
			(166, 164)	4,112	4,139	0.6%	15.8	65.8	B
	NB Off Ramp to SR 674	NB On Ramp from SR 674 EB	(164, 162)	3,582	3,591	0.2%	16.6	66.9	B
	NB On Ramp from SR 674 EB	NB On Ramp from SR 674 WB	(162, 160)	4,753	4,784	0.6%	19.6	59.4	C
			(160, 158)	4,753	4,777	0.5%	22.5	65.5	C
	NB On Ramp from SR 674 WB	NB Off Ramp to Big Bend Road	(158, 157)	5,707	5,712	0.1%	27.0	58.4	D
			(157, 156)	5,707	5,703	-0.1%	27.4	64.5	D
			(156, 155)	5,707	5,694	-0.2%	27.0	65.1	D
			(155, 154)	5,707	5,678	-0.5%	27.0	64.9	D
			(154, 153)	5,707	5,667	-0.7%	27.0	64.8	D
			(153, 152)	5,707	5,648	-1.0%	27.0	64.7	D
			(152, 171)	5,707	5,631	-1.3%	27.0	64.6	D
			(171, 151)	5,707	5,612	-1.7%	27.0	64.2	D
			(151, 150)	5,707	5,578	-2.3%	27.1	63.9	D
			(150, 172)	5,707	5,563	-2.5%	27.1	63.6	D
			(172, 149)	5,707	5,483	-3.9%	27.3	62.7	D
			(149, 148)	5,707	5,516	-3.3%	27.2	63.1	D
			(148, 147)	5,707	5,483	-3.9%	27.3	62.7	D
			(147, 146)	5,707	5,459	-4.3%	27.4	62.2	D
			(146, 144)	5,707	5,563	-2.5%	27.1	63.6	D
			(144, 142)	5,707	5,419	-5.1%	27.7	59.1	D
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(142, 140)	5,155	4,835	-6.2%	25.6	60.4	C
			(140, 138)	5,155	4,803	-6.8%	25.6	60.9	C
			(138, 136)	5,155	4,749	-7.9%	34.6	45.4	D
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(136, 134)	7,643	7,014	-8.2%	50.3	28.2	F
			(134, 133)	7,643	6,952	-9.0%	42.6	48.0	E
			(133, 132)	7,643	6,910	-9.6%	36.4	58.8	E
			(132, 131)	7,643	6,868	-10.1%	36.0	59.0	E
			(131, 130)	7,643	6,829	-10.7%	35.9	58.9	E
			(130, 129)	7,643	6,741	-11.8%	32.7	63.7	D
			(129, 128)	7,643	6,743	-11.8%	35.1	59.4	E
			(128, 127)	7,643	6,741	-11.8%	32.6	63.8	D
			(127, 126)	7,643	6,661	-12.9%	34.7	59.4	D
			(126, 124)	7,643	6,632	-13.2%	34.9	58.8	D
			(124, 122)	7,643	6,597	-13.7%	34.5	55.9	D
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	(122, 121)	7,108	6,089	-14.3%	30.9	60.9	D
			(121, 120)	7,108	6,089	-14.3%	30.0	62.7	D
			(120, 118)	7,108	6,087	-14.4%	29.6	63.5	D
	NB On Ramp from Gibsonton Dr	-	(118, 116)	9,393	7,806	-16.9%	29.8	60.7	D
			(116, 114)	9,393	7,804	-16.9%	28.1	64.3	D
			(114, 112)	9,393	7,800	-17.0%	28.0	64.6	D
			(112, 111)	9,393	7,797	-17.0%	28.0	64.6	D
			(111, 110)	9,393	7,794	-17.0%	28.0	64.5	D
			(110, 109)	9,393	7,790	-17.1%	28.0	64.4	D
			(109, 108)	9,393	7,787	-17.1%	28.0	64.4	D
			(108, 106)	9,393	7,784	-17.1%	28.0	64.4	D
			(106, 104)	9,393	7,780	-17.2%	27.9	64.2	D
			(104, 102)	9,393	7,774	-17.2%	21.7	65.4	C
I-75 (SB)	-	SB Off Ramp to Gibsonton Dr	(300, 304)	8,003	8,106	1.3%	28.7	65.4	D
			(304, 306)	8,003	8,104	1.3%	28.7	65.3	D
			(306, 308)	8,003	8,103	1.2%	28.8	65.2	D
			(308, 309)	8,003	8,101	1.2%	28.9	65.1	D
			(309, 310)	8,003	8,100	1.2%	28.9	65.0	D
			(310, 311)	8,003	8,099	1.2%	28.9	64.9	D
			(311, 312)	8,003	8,098	1.2%	28.9	64.8	D
			(312, 314)	8,003	8,096	1.2%	29.0	64.8	D
			(314, 316)	8,003	8,094	1.1%	30.1	62.2	D
			(316, 318)	8,003	8,094	1.1%	31.7	59.1	D
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(318, 320)	6,348	6,449	1.6%	31.6	63.1	D
			(320, 321)	6,348	6,449	1.6%	31.0	64.3	D
			(321, 322)	6,348	6,447	1.6%	31.0	64.2	D
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(322, 324)	6,735	6,742	0.1%	29.9	61.5	D
			(324, 326)	6,735	6,742	0.1%	33.0	63.2	D
			(326, 327)	6,735	6,741	0.1%	32.6	63.8	D
			(327, 328)	6,735	6,742	0.1%	32.6	63.9	D
			(328, 329)	6,735	6,741	0.1%	32.7	63.7	D
			(329, 330)	6,735	6,742	0.1%	36.0	58.4	E
			(330, 331)	6,735	6,742	0.1%	43.0	49.8	E
			(331, 332)	6,735	6,741	0.1%	51.9	40.6	F
			(332, 333)	6,735	6,741	0.1%	59.7	35.1	F
			(333, 334)	6,735	6,737	0.0%	63.1	33.1	F
			(334, 336)	6,735	6,736	0.0%	41.7	45.0	E
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(336, 338)	4,934	4,370	-11.4%	21.0	64.1	C
			(338, 340)	4,934	4,370	-11.4%	20.4	66.1	C
			(340, 342)	4,934	4,370	-11.4%	20.4	66.1	C
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	(342, 344)	5,334	4,784	-10.3%	20.1	64.6	C
			(344, 346)	5,334	4,784	-10.3%	22.5	65.5	C
			(346, 347)	5,334	4,784	-10.3%	22.5	65.8	C
			(347, 348)	5,334	4,783	-10.3%	22.5	65.6	C
			(348, 349)	5,334	4,781	-10.4%	22.5	65.5	C
			(349, 372)	5,334	4,776	-10.5%	22.6	65.3	C
			(372, 350)	5,334	4,782	-10.4%	22.6	65.4	C
			(350, 351)	5,334	4,781	-10.4%	22.5	65.5	C
			(351, 371)	5,334	4,776	-10.5%	22.6	65.3	C
			(371, 352)	5,334	4,772	-10.5%	22.6	65.3	C
			(352, 353)	5,334	4,768	-10.6%	22.6	65.2	C
			(353, 354)	5,334	4,765	-10.7%	22.6	65.2	C
			(354, 355)	5,334	4,755	-10.9%	22.6	65.1	C
			(355, 356)	5,334	4,747	-11.0%	22.5	65.1	C
			(356, 357)	5,334	4,742	-11.1%	22.6	64.9	C
			(357, 358)	5,334	4,736	-11.2%	18.8	63.6	C
	SB Off Ramp to SR 674 WB	SB Off Ramp to SR 674 EB	(358, 360)	4,486	3,972	-11.5%	18.5	66.3	C
			(360, 362)	4,486	3,966	-11.6%	15.9	64.9	B
	SB Off Ramp to SR 674 EB	SB On Ramp from SR 674	(362, 364)	3,795	3,364	-11.4%	15.6	66.8	B
	SB On Ramp from SR 674	-	(364, 366)	4,180	3,745	-10.4%	15.6	64.8	B
			(366, 367)	4,180	3,732	-10.7%	18.6	61.9	C
			(367, 368)	4,180	3,737	-10.6%	17.4	66.3	B
			(368, 369)	4,180	3,732	-10.7%	18.6	61.9	C

RAMPS	I-75 NB Off Ramp to SR 674	(164, 242)	530	538	1.5%	11.3	44.1	B
	I-75 NB On Ramp from SR 674 EB	(237, 162)	1,171	1,204	2.8%	45.9	24.3	E
	I-75 NB On Ramp from SR 674 WB	(230, 158)	954	945	-1.0%	21.2	41.4	C
	I-75 NB Off Ramp to Big Bend Road	(142, 224)	552	562	1.7%	11.7	44.5	B
	I-75 NB On Ramp from Big Bend Road	(14, 136)	2,488	2,301	-7.5%	23.4	45.8	C
	I-75 NB Off Ramp to Gibsonton Drive	(122, 212)	535	562	5.0%	11.7	44.5	B
	I-75 NB On Ramp from Gibsonton Drive	(200, 118)	2,285	1,720	-24.7%	37.5	42.5	E
	I-75 SB Off Ramp to Gibsonton Drive	(318, 7002)	1,655	1,644	-0.6%	30.5	50.0	D
	I-75 SB On Ramp from Gibsonton Drive	(472, 322)	387	295	-23.7%	6.5	42.0	A
	I-75 SB Off Ramp to Big Bend Road	(336, 8)	1,801	2,366	31.3%	19.9	48.7	B
	I-75 SB On Ramp from Big Bend Road	(463, 342)	400	415	3.7%	7.8	49.2	A
	I-75 SB Off Ramp to SR 674 WB	(358, 431)	848	760	-10.4%	16.2	43.6	B
	I-75 SB Off Ramp to SR 674 EB	(362, 429)	691	596	-13.7%	16.1	34.4	B
	I-75 SB On Ramp from SR 674	(439, 364)	385	386	0.2%	8.3	43.3	A

Year 2025 No-Build PM Peak Hour
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input (vph)	Vehicles In	Volume Processed (vph)	Percent Difference	Density	Speed	LOS
	From	To						Veh/Ln-Mile	Mile/Hr	
I-75 (NB)	-	NB Off Ramp to SR 674	(169, 168)	4,180	11,679	4,201	0.5%	19.3	68.1	C
			(168, 167)	4,180	11,680	4,202	0.5%	19.2	67.5	C
			(167, 166)	4,180	11,682	4,201	0.5%	19.4	66.9	C
			(166, 164)	4,180	11,678	4,202	0.5%	16.1	65.8	B
	NB Off Ramp to SR 674	NB On Ramp from SR 674 EB	(164, 162)	3,795	10,646	3,831	0.9%	17.8	66.5	B
	NB On Ramp from SR 674 EB	NB On Ramp from SR 674 WB	(162, 160)	4,643	13,330	4,796	3.3%	18.4	60.9	C
			(160, 158)	4,643	13,332	4,796	3.3%	22.7	65.4	C
	NB On Ramp from SR 674 WB	NB Off Ramp to Big Bend Road	(158, 157)	5,334	15,242	5,486	2.9%	24.6	61.5	C
			(157, 156)	5,334	15,252	5,488	2.9%	26.1	65.1	D
			(156, 155)	5,334	15,256	5,489	2.9%	26.0	65.3	C
			(155, 154)	5,334	15,260	5,492	3.0%	26.0	65.1	D
			(154, 153)	5,334	15,269	5,494	3.0%	26.1	65.0	D
			(153, 152)	5,334	15,274	5,497	3.1%	26.1	65.0	D
			(152, 171)	5,334	15,281	5,497	3.1%	26.2	64.9	D
			(171, 151)	5,334	15,281	5,498	3.1%	26.2	64.9	D
			(151, 150)	5,334	15,285	5,498	3.1%	26.2	64.8	D
			(150, 172)	5,334	15,285	5,498	3.1%	26.2	64.8	D
			(172, 149)	5,334	15,286	5,500	3.1%	26.2	64.7	D
			(149, 148)	5,334	15,289	5,503	3.2%	26.3	64.7	D
			(148, 147)	5,334	15,299	5,505	3.2%	26.3	64.7	D
			(147, 146)	5,334	15,304	5,505	3.2%	26.3	64.6	D
			(146, 144)	5,334	15,304	5,507	3.2%	26.3	64.5	D
			(144, 142)	5,334	15,310	5,511	3.3%	26.0	62.9	C
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(142, 140)	4,934	14,208	5,111	3.6%	24.5	64.4	C
			(140, 138)	4,934	14,209	5,114	3.6%	24.2	65.2	C
			(138, 136)	4,934	14,217	5,112	3.6%	25.4	62.1	C
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(136, 134)	6,735	20,033	7,209	7.0%	36.0	40.7	E
			(134, 133)	6,735	20,042	7,210	7.1%	38.5	51.5	E
			(133, 132)	6,735	20,045	7,213	7.1%	37.3	59.7	E
			(132, 131)	6,735	20,054	7,213	7.1%	35.9	62.1	E
			(131, 130)	6,735	20,052	7,213	7.1%	35.5	62.7	E
			(130, 129)	6,735	20,053	7,214	7.1%	35.3	63.1	E
			(129, 128)	6,735	20,056	7,214	7.1%	35.2	63.3	E
			(128, 127)	6,735	20,054	7,212	7.1%	35.2	63.3	E
			(127, 126)	6,735	20,050	7,210	7.0%	35.2	63.3	E
			(126, 124)	6,735	20,043	7,208	7.0%	35.2	63.3	E
			(124, 122)	6,735	20,038	7,203	7.0%	34.1	61.6	D
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	(122, 121)	6,348	18,737	6,737	6.1%	33.1	63.0	D
			(121, 120)	6,348	18,728	6,735	6.1%	32.5	63.9	D
			(120, 118)	6,348	18,723	6,728	6.0%	32.4	64.1	D
	NB On Ramp from Gibsonton Dr	-	(118, 116)	8,003	23,001	8,270	3.3%	31.3	61.2	D
			(116, 114)	8,003	22,990	8,265	3.3%	29.7	64.5	D
			(114, 112)	8,003	22,978	8,260	3.2%	29.6	64.8	D
			(112, 111)	8,003	22,962	8,255	3.1%	29.6	64.7	D
			(111, 110)	8,003	22,948	8,248	3.1%	29.6	64.6	D
			(110, 109)	8,003	22,930	8,241	3.0%	29.6	64.5	D
			(109, 108)	8,003	22,911	8,237	2.9%	29.6	64.5	D
			(108, 106)	8,003	22,900	8,231	2.9%	29.6	64.5	D
			(106, 104)	8,003	22,883	8,224	2.8%	29.4	64.3	D
			(104, 102)	8,003	22,862	8,219	2.7%	23.6	64.6	C
I-75 (SB)	-	SB Off Ramp to Gibsonton Dr	(300, 304)	9,393	26,259	9,449	0.6%	37.8	58.7	E
			(304, 306)	9,393	26,269	9,451	0.6%	40.1	56.9	E
			(306, 308)	9,393	26,274	9,455	0.7%	46.0	50.6	F
			(308, 309)	9,393	26,286	9,458	0.7%	54.2	43.0	F
			(309, 310)	9,393	26,292	9,460	0.7%	62.5	36.7	F
			(310, 311)	9,393	26,298	9,457	0.7%	70.7	31.8	F
			(311, 312)	9,393	26,289	9,450	0.6%	77.0	29.0	F
			(312, 314)	9,393	26,271	9,439	0.5%	81.7	27.1	F
			(314, 316)	9,393	26,240	9,428	0.4%	75.7	29.0	F
			(316, 318)	9,393	26,211	9,423	0.3%	79.4	27.6	F
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(318, 320)	7,108	20,017	7,186	1.1%	91.6	24.3	F
			(320, 321)	7,108	19,977	7,179	1.0%	95.1	23.3	F
			(321, 322)	7,108	19,957	7,158	0.7%	96.9	22.9	F
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(322, 324)	7,643	21,336	7,652	0.1%	86.0	24.3	F
			(324, 326)	7,643	21,272	7,640	0.0%	93.8	25.2	F
			(326, 327)	7,643	21,238	7,618	-0.3%	94.9	24.8	F
			(327, 328)	7,643	21,178	7,599	-0.6%	96.1	24.5	F
			(328, 329)	7,643	21,124	7,576	-0.9%	97.7	24.0	F
			(329, 330)	7,643	21,062	7,552	-1.2%	99.3	23.5	F
			(330, 331)	7,643	20,995	7,530	-1.5%	101.1	23.1	F
			(331, 332)	7,643	20,933	7,508	-1.8%	102.7	22.6	F
			(332, 333)	7,643	20,873	7,486	-2.1%	104.5	22.2	F
			(333, 334)	7,643	20,811	7,472	-2.2%	91.0	25.4	F
			(334, 336)	7,643	20,772	7,473	-2.2%	47.0	44.3	F
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(336, 338)	5,155	13,875	4,990	-3.2%	25.6	60.3	C
			(338, 340)	5,155	13,872	4,991	-3.2%	29.0	53.2	D
			(340, 342)	5,155	13,875	4,991	-3.2%	24.6	62.7	C
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	(342, 344)	5,707	15,530	5,586	-2.1%	24.0	63.3	C
			(344, 346)	5,707	15,530	5,588	-2.1%	26.6	64.8	D
			(346, 347)	5,707	15,534	5,587	-2.1%	26.4	65.3	D
			(347, 348)	5,707	15,531	5,586	-2.1%	26.5	65.2	D
			(348, 349)	5,707	15,528	5,586	-2.1%	26.5	65.0	D
			(349, 372)	5,707	15,530	5,583	-2.2%	26.6	65.0	D
			(372, 350)	5,707	15,522	5,582	-2.2%	26.6	64.9	D
			(350, 351)	5,707	15,519	5,577	-2.3%	26.6	64.9	D
			(351, 371)	5,707	15,504	5,574	-2.3%	26.6	64.8	D
			(371, 352)	5,707	15,496	5,570	-2.4%	26.6	64.8	D
			(352, 353)	5,707	15,485	5,563	-2.5%	26.6	64.7	D
			(353, 354)	5,707	15,465	5,556	-2.7%	26.6	64.7	D
			(354, 355)	5,707	15,445	5,543	-2.9%	26.5	64.6	D
			(355, 356)	5,707	15,410	5,537	-3.0%	26.5	64.6	D
			(356, 357)	5,707	15,394	5,531	-3.1%	26.6	64.3	D
			(357, 358)	5,707	15,375	5,523	-3.2%	22.5	61.9	C
	SB Off Ramp to SR 674 WB	SB Off Ramp to SR 674 EB	(358, 360)	4,536	12,086	4,344	-4.2%	20.3	66.2	C
			(360, 362)	4,536	12,077	4,337	-4.4%	17.2	64.3	B
	SB Off Ramp to SR 674 EB	SB On Ramp from SR 674	(362, 364)	3,582	9,522	3,420	-4.5%	15.8	67.0	B
	SB On Ramp from SR 674	-	(364, 366)	4,112	11,042	3,968	-3.5%	16.6	64.3	B
			(366, 367)	4,112	11,030	3,964	-3.6%	18.4	66.4	C
			(367, 368)	4,112	11,020	3,959	-3.7%	18.4	66.4	C
			(368, 369)	4,112	11,006	3,954	-3.9%	19.7	62.0	C
RAMPS	I-75 NB Off Ramp to SR 674		(164, 242)	385	1,036	373	-3.2%	7.8	44.5	A
	I-75 NB On Ramp from SR 674 EB		(237, 162)	848	2,682	964	13.7%	36.5	24.5	E
	I-75 NB On Ramp from SR 674 WB		(230, 158)	691	1,907	686	-0.7%	15.1	42.1	B
	I-75 NB Off Ramp to Big Bend Road		(142, 224)	400	1,112	400	0.0%	8.3	44.8	A
	I-75 NB On Ramp from Big Bend Road		(14, 136)	1,801	5,820	2,094	16.3%	20.7	47.0	C
	I-75 NB Off Ramp to Gibsonton Drive		(122, 212)	387	1,288	463	19.7%	9.7	44.5	A
	I-75 NB On Ramp from Gibsonton Drive		(200, 118)	1,655	4,296	1,545	-6.6%	33.6	42.7	D
	I-75 SB Off Ramp to Gibsonton Drive		(318, 7002)	2,285	6,179	2,224	-2.7%	54.3	37.9	E
	I-75 SB On Ramp from Gibsonton Drive		(472, 322)	535	1,435	516	-3.5%	11.2	42.7	B
	I-75 SB Off Ramp to Big Bend Road		(336, 8)	2,488	6,899	2,482	-0.3%	20.8	48.7	C
	I-75 SB On Ramp from Big Bend Road		(463, 342)	552	1,655	595	7.9%	10.7	51.8	B
	I-75 SB Off Ramp to SR 674 WB		(358, 431)	1,171	3,267	1,174	0.2%	25.4	42.9	C
	I-75 SB Off Ramp to SR 674 EB		(362, 429)	954	2,534	911	-4.5%	25.2	33.5	C
	I-75 SB On Ramp from SR 674		(439, 364)	530	1,534	552	4.1%	12.0	42.7	B

Year 2045 No-Build AM Peak Hour
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input (vph)	Volume Processed (vph)	Percent Difference	Density	Speed	LOS
	From	To					Veh/Ln-Mile	Mile/Hr	
I-75 (NB)	-	NB Off Ramp to SR 674	(169, 168)	5,649	3,819	-32.4%	38.9	32.8	E
			(168, 167)	5,649	3,775	-33.2%	42.1	29.7	E
			(167, 166)	5,649	3,730	-34.0%	42.3	29.0	E
			(166, 164)	5,649	3,685	-34.8%	34.1	28.9	D
	NB Off Ramp to SR 674	NB On Ramp from SR 674 EB	(164, 162)	4,991	3,273	-34.4%	35.3	29.0	E
	NB On Ramp from SR 674 EB	NB On Ramp from SR 674 WB	(162, 160)	6,651	4,379	-34.2%	47.6	22.7	F
			(160, 158)	6,651	4,354	-34.5%	65.7	20.8	F
	NB On Ramp from SR 674 WB	NB Off Ramp to Big Bend Road	(158, 157)	8,034	5,484	-31.7%	63.4	24.1	F
			(157, 156)	8,034	5,454	-32.1%	62.7	27.2	F
			(156, 155)	8,034	5,425	-32.5%	64.5	26.4	F
			(155, 154)	8,034	5,367	-33.2%	68.0	25.0	F
			(154, 153)	8,034	5,335	-33.6%	71.1	23.8	F
			(153, 152)	8,034	5,296	-34.1%	73.9	22.8	F
			(152, 171)	8,034	5,263	-34.5%	76.9	21.9	F
			(171, 151)	8,034	5,231	-34.9%	79.6	21.0	F
			(151, 150)	8,034	5,185	-35.5%	82.3	20.2	F
			(150, 172)	8,034	5,163	-35.7%	84.7	19.4	F
			(172, 149)	8,034	5,125	-36.2%	86.6	18.9	F
			(149, 148)	8,034	5,089	-36.7%	89.0	18.2	F
			(148, 147)	8,034	5,034	-37.3%	91.9	17.5	F
			(147, 146)	8,034	4,997	-37.8%	94.4	16.8	F
			(146, 144)	8,034	4,961	-38.3%	94.5	16.6	F
			(144, 142)	8,034	4,929	-38.6%	90.9	16.4	F
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(142, 140)	7,277	4,404	-39.5%	107.9	12.8	F
			(140, 138)	7,277	4,349	-40.2%	111.1	12.3	F
			(138, 136)	7,277	4,281	-41.2%	99.8	13.4	F
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(136, 134)	11,025	6,850	-37.9%	88.0	15.7	F
			(134, 133)	11,025	6,822	-38.1%	45.3	44.2	F
			(133, 132)	11,025	6,801	-38.3%	36.9	57.0	E
			(132, 131)	11,025	6,780	-38.5%	37.8	55.8	E
			(131, 130)	11,025	6,759	-38.7%	38.3	54.8	E
			(130, 129)	11,025	6,736	-38.9%	38.4	54.1	E
			(129, 128)	11,025	6,717	-39.1%	38.6	53.8	E
			(128, 127)	11,025	6,693	-39.3%	38.4	54.0	E
			(127, 126)	11,025	6,672	-39.5%	38.1	54.4	E
			(126, 124)	11,025	6,655	-39.6%	38.4	53.7	E
			(124, 122)	11,025	6,634	-39.8%	37.2	51.2	E
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	(122, 121)	10,393	6,224	-40.1%	33.2	57.9	D
			(121, 120)	10,393	6,223	-40.1%	32.0	60.1	D
			(120, 118)	10,393	6,221	-40.1%	31.2	61.6	D
	NB On Ramp from Gibsonton Dr	-	(118, 116)	13,625	7,812	-42.7%	30.1	60.0	D
			(116, 114)	13,625	7,811	-42.7%	28.4	63.9	D
			(114, 112)	13,625	7,809	-42.7%	28.1	64.4	D
			(112, 111)	13,625	7,806	-42.7%	28.1	64.5	D
			(111, 110)	13,625	7,803	-42.7%	28.1	64.5	D
			(110, 109)	13,625	7,800	-42.8%	28.1	64.5	D
			(109, 108)	13,625	7,796	-42.8%	28.1	64.4	D
			(108, 106)	13,625	7,791	-42.8%	28.1	64.4	D
			(106, 104)	13,625	7,786	-42.9%	27.9	64.4	D
			(104, 102)	13,625	7,784	-42.9%	22.3	64.9	C
I-75 (SB)	-	SB Off Ramp to Gibsonton Dr	(300, 304)	9,999	9,484	-5.2%	36.5	61.5	E
			(304, 306)	9,999	9,453	-5.5%	41.3	53.7	E
			(306, 308)	9,999	9,421	-5.8%	47.1	47.4	F
			(308, 309)	9,999	9,387	-6.1%	52.2	42.4	F
			(309, 310)	9,999	9,351	-6.5%	57.7	38.1	F
			(310, 311)	9,999	9,316	-6.8%	62.0	35.3	F
			(311, 312)	9,999	9,278	-7.2%	66.1	32.9	F
			(312, 314)	9,999	9,241	-7.6%	70.8	30.4	F
			(314, 316)	9,999	9,222	-7.8%	68.2	31.4	F
			(316, 318)	9,999	9,208	-7.9%	63.3	33.8	F
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(318, 320)	7,971	7,312	-8.3%	71.9	31.5	F
			(320, 321)	7,971	7,301	-8.4%	74.4	30.4	F
			(321, 322)	7,971	7,283	-8.6%	75.5	29.9	F
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(322, 324)	8,428	7,381	-12.4%	69.4	29.1	F
			(324, 326)	8,428	7,368	-12.6%	79.1	28.8	F
			(326, 327)	8,428	7,345	-12.8%	79.8	28.5	F
			(327, 328)	8,428	7,322	-13.1%	81.0	28.0	F
			(328, 329)	8,428	7,299	-13.4%	82.0	27.5	F
			(329, 330)	8,428	7,271	-13.7%	83.1	27.1	F
			(330, 331)	8,428	7,243	-14.1%	84.0	26.7	F
			(331, 332)	8,428	7,219	-14.3%	84.8	26.3	F
			(332, 333)	8,428	7,192	-14.7%	85.3	26.1	F
			(333, 334)	8,428	7,180	-14.8%	76.1	29.1	F
			(334, 336)	8,428	7,176	-14.9%	43.6	45.9	E
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(336, 338)	6,058	5,119	-15.5%	25.5	62.2	C
			(338, 340)	6,058	5,106	-15.7%	24.4	64.8	C
			(340, 342)	6,058	5,088	-16.0%	24.2	65.0	C
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	(342, 344)	6,606	5,585	-15.5%	24.4	62.3	C
			(344, 346)	6,606	5,572	-15.7%	26.9	64.1	D
			(346, 347)	6,606	5,554	-15.9%	26.5	64.8	D
			(347, 348)	6,606	5,526	-16.4%	26.4	64.7	D
			(348, 349)	6,606	5,506	-16.7%	26.4	64.6	D
			(349, 372)	6,606	5,486	-17.0%	26.3	64.5	D
			(372, 350)	6,606	5,476	-17.1%	26.3	64.5	D
			(350, 351)	6,606	5,451	-17.5%	26.2	64.5	D
			(351, 371)	6,606	5,433	-17.8%	26.1	64.4	D
			(371, 352)	6,606	5,414	-18.1%	26.0	64.3	D
			(352, 353)	6,606	5,391	-18.4%	25.9	64.3	C
			(353, 354)	6,606	5,370	-18.7%	25.8	64.3	C
			(354, 355)	6,606	5,326	-19.4%	26.0	63.6	C
			(355, 356)	6,606	5,302	-19.7%	26.2	62.9	D
			(356, 357)	6,606	5,276	-20.1%	26.2	62.7	D
			(357, 358)	6,606	5,249	-20.5%	21.9	60.8	C
	SB Off Ramp to SR 674 WB	SB Off Ramp to SR 674 EB	(358, 360)	5,546	4,386	-20.9%	21.7	63.3	C
			(360, 362)	5,546	4,360	-21.4%	19.3	59.4	C
	SB Off Ramp to SR 674 EB	SB On Ramp from SR 674	(362, 364)	4,662	3,663	-21.4%	17.1	66.1	B
	SB On Ramp from SR 674	-	(364, 366)	5,138	4,111	-20.0%	17.3	63.8	B
			(366, 367)	5,138	4,107	-20.1%	19.3	65.7	C
			(367, 368)	5,138	4,103	-20.1%	19.3	65.7	C
			(368, 369)	5,138	4,099	-20.2%	20.6	61.4	C

RAMPS	I-75 NB Off Ramp to SR 674	(164, 242)	658	404	-38.6%	33.4	16.4	D
	I-75 NB On Ramp from SR 674 EB	(237, 162)	1,660	1,129	-32.0%	70.6	14.9	E
	I-75 NB On Ramp from SR 674 WB	(230, 158)	1,383	1,162	-16.0%	64.9	16.7	E
	I-75 NB Off Ramp to Big Bend Road	(142, 224)	757	489	-35.5%	11.0	41.1	B
	I-75 NB On Ramp from Big Bend Road	(14, 136)	3,748	2,588	-31.0%	120.7	10.2	E
	I-75 NB Off Ramp to Gibsonton Drive	(122, 212)	632	407	-35.7%	8.8	42.5	A
	I-75 NB On Ramp from Gibsonton Drive	(200, 118)	3,232	1,593	-50.7%	34.6	42.7	D
	I-75 SB Off Ramp to Gibsonton Drive	(318, 7002)	2,028	1,873	-7.7%	41.4	42.2	E
	I-75 SB On Ramp from Gibsonton Drive	(472, 322)	457	120	-73.7%	2.6	42.6	A
	I-75 SB Off Ramp to Big Bend Road	(336, 8)	2,370	2,039	-13.9%	17.1	48.9	B
	I-75 SB On Ramp from Big Bend Road	(463, 342)	548	513	-6.4%	9.8	48.7	A
	I-75 SB Off Ramp to SR 674 WB	(358, 431)	1,061	846	-20.2%	18.1	43.3	B
	I-75 SB Off Ramp to SR 674 EB	(362, 429)	884	692	-21.7%	26.6	26.0	C
	I-75 SB On Ramp from SR 674	(439, 364)	476	451	-5.2%	9.8	42.9	A

Year 2045 No-Build PM Peak Hour
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input (vph)	Volume Processed (vph)	Percent Difference	Density	Speed	LOS
	From	To					Veh/Ln-Mile	Mile/Hr	
I-75 (NB)	-	NB Off Ramp to SR 674	(169, 168)	5,759	5,312	-7.8%	86.5	19.8	F
			(168, 167)	5,759	5,276	-8.4%	90.4	18.6	F
			(167, 166)	5,759	5,239	-9.0%	91.3	18.3	F
			(166, 164)	5,759	5,209	-9.5%	69.7	19.3	F
	NB Off Ramp to SR 674	NB On Ramp from SR 674 EB	(164, 162)	5,283	4,764	-9.8%	90.0	16.8	F
	NB On Ramp from SR 674 EB	NB On Ramp from SR 674 WB	(162, 160)	6,485	5,659	-12.7%	85.7	15.9	F
			(160, 158)	6,485	5,632	-13.1%	106.4	16.8	F
	NB On Ramp from SR 674 WB	NB Off Ramp to Big Bend Road	(158, 157)	7,487	6,508	-13.1%	98.9	18.7	F
			(157, 156)	7,487	6,481	-13.4%	105.1	19.6	F
			(156, 155)	7,487	6,454	-13.8%	105.9	19.3	F
			(155, 154)	7,487	6,406	-14.4%	107.5	18.9	F
			(154, 153)	7,487	6,378	-14.8%	109.1	18.6	F
			(153, 152)	7,487	6,342	-15.3%	110.4	18.2	F
			(152, 171)	7,487	6,313	-15.7%	112.0	17.9	F
			(171, 151)	7,487	6,287	-16.0%	113.0	17.7	F
			(151, 150)	7,487	6,247	-16.6%	114.5	17.3	F
			(150, 172)	7,487	6,229	-16.8%	115.7	17.1	F
			(172, 149)	7,487	6,199	-17.2%	116.8	16.8	F
			(149, 148)	7,487	6,169	-17.6%	118.0	16.6	F
			(148, 147)	7,487	6,130	-18.1%	119.4	16.3	F
			(147, 146)	7,487	6,102	-18.5%	120.5	16.1	F
			(146, 144)	7,487	6,074	-18.9%	119.7	16.1	F
			(144, 142)	7,487	6,048	-19.2%	113.4	16.3	F
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(142, 140)	6,939	5,578	-19.6%	128.2	13.8	F
			(140, 138)	6,939	5,539	-20.2%	129.1	13.6	F
			(138, 136)	6,939	5,490	-20.9%	115.5	15.1	F
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(136, 134)	9,653	8,275	-14.3%	73.6	23.5	F
			(134, 133)	9,653	8,275	-14.3%	59.9	39.1	F
			(133, 132)	9,653	8,274	-14.3%	49.3	53.1	F
			(132, 131)	9,653	8,273	-14.3%	46.2	56.7	F
			(131, 130)	9,653	8,271	-14.3%	46.5	56.4	F
			(130, 129)	9,653	8,268	-14.4%	46.7	56.0	F
			(129, 128)	9,653	8,263	-14.4%	46.6	56.2	F
			(128, 127)	9,653	8,257	-14.5%	46.2	56.6	F
			(127, 126)	9,653	8,253	-14.5%	46.4	56.3	F
			(126, 124)	9,653	8,251	-14.5%	46.5	56.3	F
			(124, 122)	9,653	8,245	-14.6%	44.6	55.3	E
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	(122, 121)	9,196	7,794	-15.2%	42.2	58.5	E
			(121, 120)	9,196	7,792	-15.3%	40.9	60.4	E
			(120, 118)	9,196	7,786	-15.3%	40.3	61.3	E
	NB On Ramp from Gibsonton Dr	-	(118, 116)	11,536	9,475	-17.9%	37.8	59.6	E
			(116, 114)	11,536	9,468	-17.9%	35.7	63.0	E
			(114, 112)	11,536	9,460	-18.0%	35.3	63.8	E
			(112, 111)	11,536	9,453	-18.1%	35.1	63.9	E
			(111, 110)	11,536	9,444	-18.1%	35.1	63.9	E
			(110, 109)	11,536	9,435	-18.2%	35.1	63.9	E
			(109, 108)	11,536	9,426	-18.3%	35.1	63.9	E
			(108, 106)	11,536	9,419	-18.4%	35.1	63.8	E
			(106, 104)	11,536	9,413	-18.4%	34.8	63.8	D
			(104, 102)	11,536	9,406	-18.5%	27.8	64.4	D
I-75 (SB)	-	SB Off Ramp to Gibsonton Dr	(300, 304)	9,999	9,257	-7.4%	42.2	53.3	E
			(304, 306)	9,999	9,225	-7.7%	49.2	45.1	F
			(306, 308)	9,999	9,194	-8.1%	55.5	39.8	F
			(308, 309)	9,999	9,163	-8.4%	60.0	36.7	F
			(309, 310)	9,999	9,128	-8.7%	64.5	34.0	F
			(310, 311)	9,999	9,098	-9.0%	68.4	32.0	F
			(311, 312)	9,999	9,061	-9.4%	72.4	30.0	F
			(312, 314)	9,999	9,027	-9.7%	75.6	28.6	F
			(314, 316)	9,999	9,004	-9.9%	68.4	31.4	F
			(316, 318)	9,999	8,988	-10.1%	72.7	29.5	F
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(318, 320)	7,627	6,802	-10.8%	84.0	25.8	F
			(320, 321)	7,627	6,791	-11.0%	87.7	24.6	F
			(321, 322)	7,627	6,771	-11.2%	89.9	24.0	F
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(322, 324)	8,259	7,322	-11.3%	81.8	25.1	F
			(324, 326)	8,259	7,309	-11.5%	89.7	25.9	F
			(326, 327)	8,259	7,288	-11.8%	91.5	25.3	F
			(327, 328)	8,259	7,266	-12.0%	93.8	24.6	F
			(328, 329)	8,259	7,245	-12.3%	96.1	23.9	F
			(329, 330)	8,259	7,221	-12.6%	98.5	23.3	F
			(330, 331)	8,259	7,196	-12.9%	101.1	22.6	F
			(331, 332)	8,259	7,174	-13.1%	103.2	22.1	F
			(332, 333)	8,259	7,149	-13.4%	105.4	21.5	F
			(333, 334)	8,259	7,136	-13.6%	91.5	24.7	F
			(334, 336)	8,259	7,134	-13.6%	46.5	43.8	F
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(336, 338)	5,451	4,673	-14.3%	24.6	60.2	C
			(338, 340)	5,451	4,674	-14.3%	27.8	53.3	D
			(340, 342)	5,451	4,674	-14.3%	23.6	62.7	C
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	(342, 344)	6,208	5,113	-17.6%	22.3	63.7	C
			(344, 346)	6,208	5,112	-17.7%	24.9	65.1	C
			(346, 347)	6,208	5,111	-17.7%	24.7	65.5	C
			(347, 348)	6,208	5,112	-17.7%	24.8	65.3	C
			(348, 349)	6,208	5,112	-17.7%	24.8	65.3	C
			(349, 372)	6,208	5,112	-17.7%	24.8	65.2	C
			(372, 350)	6,208	5,112	-17.7%	24.8	65.2	C
			(350, 351)	6,208	5,112	-17.7%	24.9	65.1	C
			(351, 371)	6,208	5,110	-17.7%	24.9	65.1	C
			(371, 352)	6,208	5,109	-17.7%	24.9	65.0	C
			(352, 353)	6,208	5,106	-17.8%	24.9	65.0	C
			(353, 354)	6,208	5,102	-17.8%	24.9	64.9	C
			(354, 355)	6,208	5,093	-18.0%	24.9	64.9	C
			(355, 356)	6,208	5,087	-18.1%	24.9	64.8	C
			(356, 357)	6,208	5,080	-18.2%	24.9	64.6	C
			(357, 358)	6,208	5,072	-18.3%	21.0	62.3	C
	SB Off Ramp to SR 674 WB	SB Off Ramp to SR 674 EB	(358, 360)	4,926	3,986	-19.1%	19.0	66.3	C
			(360, 362)	4,926	3,980	-19.2%	16.2	64.3	B
	SB Off Ramp to SR 674 EB	SB On Ramp from SR 674	(362, 364)	3,857	3,099	-19.7%	14.6	67.1	B
	SB On Ramp from SR 674	-	(364, 366)	4,515	3,753	-16.9%	16.2	63.9	B
			(366, 367)	4,515	3,750	-16.9%	17.9	66.5	B
			(367, 368)	4,515	3,746	-17.0%	17.9	66.4	B
			(368, 369)	4,515	3,740	-17.2%	19.1	62.1	C

RAMPS	I-75 NB Off Ramp to SR 674	(164, 242)	476	408	-14.3%	9.2	42.2	A
	I-75 NB On Ramp from SR 674 EB	(237, 162)	1,202	930	-22.6%	107.5	8.2	E
	I-75 NB On Ramp from SR 674 WB	(230, 158)	1,002	901	-10.1%	26.4	32.6	C
	I-75 NB Off Ramp to Big Bend Road	(142, 224)	548	438	-20.1%	10.2	40.8	B
	I-75 NB On Ramp from Big Bend Road	(14, 136)	2,714	2,785	2.6%	29.7	44.5	D
	I-75 NB Off Ramp to Gibsonton Drive	(122, 212)	457	446	-2.3%	9.5	44.5	A
	I-75 NB On Ramp from Gibsonton Drive	(200, 118)	2,340	1,692	-27.7%	37.7	42.7	E
	I-75 SB Off Ramp to Gibsonton Drive	(318, 7002)	2,372	2,159	-9.0%	56.0	36.6	E
	I-75 SB On Ramp from Gibsonton Drive	(472, 322)	632	572	-9.5%	12.9	42.2	B
	I-75 SB Off Ramp to Big Bend Road	(336, 8)	2,808	2,462	-12.3%	21.2	48.6	C
	I-75 SB On Ramp from Big Bend Road	(463, 342)	757	440	-41.9%	8.2	51.2	A
	I-75 SB Off Ramp to SR 674 WB	(358, 431)	1,283	1,079	-15.9%	23.9	43.0	C
	I-75 SB Off Ramp to SR 674 EB	(362, 429)	1,069	878	-17.9%	24.9	33.6	C
	I-75 SB On Ramp from SR 674	(439, 364)	658	657	-0.2%	14.7	42.3	B

Speed Comparison for I-75 Ramps - 2025 No-Build (AM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Distance	Weighted Length %	Speed	Wt Avg Speed
I-75 NB (No-Build) Ramps	NB Off Ramp to SR 674	166	242	530	176	5%	44.0883	33.785
		242	7004		168	5%	67.6074	
		7004	241		149	4%	43.0981	
		241	240		891	26%	41.6350	
		240	239		570	16%	40.4421	
		239	950		634	18%	20.0404	
		239	238		341	10%	33.7174	
		238	4		539	16%	13.4951	
	NB On Ramp from SR 674 WB	951	232	1,171	1070	36%	35.9172	38.472
		232	231		822	28%	38.9233	
		231	7009		161	5%	38.3152	
		7009	230		145	5%	40.0623	
		230	158		735	25%	41.4060	
	NB On Ramp from SR 674 EB	949	233	954	233	14%	24.8111	21.065
		233	234		380	22%	22.0444	
		234	235		314	19%	20.2820	
		235	236		294	17%	13.5253	
		236	7005		165	10%	20.6018	
		7005	237		156	9%	26.1718	
		237	162		154	9%	24.2937	
	NB Off Ramp to Big Bend Road	142	224	552	320	11%	44.4564	36.134
		224	7012		148	5%	40.5621	
		7012	223		165	6%	44.2594	
		223	222		1025	35%	41.2725	
		222	221		370	13%	40.8388	
		221	220		317	11%	34.4355	
		220	936		247	8%	1.8268	
		220	219		166	6%	28.4376	
		219	937		162	6%	27.6307	
	NB On Ramp from Big Bend Road	932	11	2,488	243	3%	29.6417	36.540
		11	12		929	12%	26.7223	
		12	13		480	6%	30.3711	
		938	25		149	2%	37.3280	
		25	27		1638	22%	35.7947	
		27	13		555	7%	35.7594	
		13	18		626	8%	30.1450	
		18	7013		729	10%	37.7623	
		7013	14		909	12%	43.8895	
		14	136		1268	17%	45.7856	
	NB Off Ramp to Gibsonton Drive	122	212	535	483	13%	44.4564	31.986
		212	7007		223	6%	32.3408	
		7007	211		213	6%	40.0715	
		211	210		689	19%	35.1354	
		210	209		711	20%	34.0780	
		209	909		377	11%	10.5126	
		209	208		325	9%	33.7319	
		208	207		248	7%	31.0464	
		207	910		317	9%	20.2525	
	NB On Ramp from Gibsonton Drive	910	205	2,285	345	17%	11.7652	25.792
		205	204		186	9%	11.3102	
		204	203		195	10%	9.6874	
		909	203		276	13%	23.9417	
		203	202		404	20%	31.1803	
		202	201		225	11%	38.2505	
		201	7015		145	7%	39.3113	
		7015	200		114	6%	40.0398	
		200	118		157	8%	42.4805	
I-75 SB (No-Build) Ramps	SB Off Ramp to Gibsonton Drive	318	7002	1,655	648	22%	50.0238	23.245
		7002	480		955	33%	8.7262	
		480	479		338	12%	32.7260	
		479	478		251	9%	34.5302	
		478	907		278	10%	19.0620	
		480	908		414	14%	3.0495	
	SB On Ramp from Gibsonton Drive	908	475	387	356	14%	27.4197	34.438
		907	477		314	12%	28.3869	
		477	476		224	8%	35.6016	
		476	475		225	9%	17.4376	
		475	474		314	12%	34.4287	
		474	473		174	7%	38.7437	
		473	7003		188	7%	39.9708	
		7003	472		127	5%	40.5621	
		472	322		715	27%	41.9894	
	SB Off Ramp to Big Bend Road	336	8	1,801	1238	20%	48.6671	37.239
		8	7006		656	10%	48.4030	
		7006	9		620	10%	47.0790	
		9	15		784	12%	38.8854	
		15	29		354	6%	34.4322	
		29	932		211	3%	6.0916	
		9	10		1259	20%	37.1286	
		10	16		387	6%	21.7817	
		16	449		357	6%	24.5616	
		449	448		241	4%	23.5401	
		448	932		232	4%	5.5531	
	SB On Ramp from Big Bend Road	932	468	400	382	15%	25.6495	37.706
		468	31		255	10%	34.4094	
		31	467		256	10%	32.5091	
		467	466		550	22%	38.3108	
		466	465		259	10%	40.6821	
		465	7014		113	4%	40.6459	
		7014	464		113	4%	26.1718	
		464	463		96	4%	43.3395	
		463	342		533	21%	49.1582	
	SB Off Ramp to SR 674 EB	362	429	848	213	14%	34.3902	25.479
		429	7010		254	16%	29.7300	
		7010	428		286	18%	22.3928	
		428	427		231	15%	22.4929	
		427	426		321	20%	27.1540	
		426	948		271	17%	18.3100	
	SB Off Ramp to SR 674 WB	358	431	691	625	20.1%	43.5556	37.667
		431	432		345	11.1%	43.5556	
		432	7008		105	3.4%	43.0519	
		7008	433		107	3.4%	41.2457	
		433	434		1039	33.5%	39.6961	
		434	946		884	28.5%	27.7492	
	SB On Ramp from SR 674	947	435	385	346	12%	26.4115	35.743
		946	435		610	22%	26.9034	
		435	436		229	8%	31.4330	
		436	437		266	10%	40.4263	
		437	7011		136	5%	41.8958	
		7011	438		129	5%	42.2899	
		438	439		720	26%	41.4457	
		439	364		342	12%	43.2685	

Speed Comparison for I-75 Ramps - 2025 No-Build (PM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Distance	Weighted Length %	Speed	Wt Avg Speed
I-75 NB (No-Build) Ramps	NB Off Ramp to SR 674	166	242	385	176	5%	44.4877	33.609
		242	7004		168	5%	44.2866	
		7004	241		149	4%	44.1352	
		241	240		891	26%	42.4525	
		240	239		570	16%	41.7429	
		239	950		634	18%	21.917	
		239	238		341	10%	34.8315	
		238	4		539	16%	13.5749	
	NB On Ramp from SR 674 WB	951	232	848	1070	36%	36.5538	39.076
		232	231		822	28%	39.4214	
		231	7009		161	5%	38.788	
		7009	230		145	5%	40.9641	
		230	158		735	25%	42.0515	
	NB On Ramp from SR 674 EB	949	233	691	233	14%	24.9932	21.684
		233	234		380	22%	22.458	
		234	235		314	19%	21.3026	
		235	236		294	17%	15.0217	
		236	7005		165	10%	20.6346	
		7005	237		156	9%	26.5432	
		237	162		154	9%	24.4644	
	NB Off Ramp to Big Bend Road	142	224	400	320	11%	44.7847	36.532
		224	7012		148	5%	44.2214	
		7012	223		165	6%	44.5795	
		223	222		1025	35%	42.0175	
		222	221		370	13%	41.776	
		221	220		317	11%	35.2629	
		220	936		247	8%	4.2214	
		220	219		166	6%	28.8887	
		219	937		162	6%	17.9029	
	NB On Ramp from Big Bend Road	932	11	1,801	243	3%	31.6831	38.047
		11	12		929	12%	30.1727	
		12	13		480	6%	30.4116	
		938	18		149	2%	39.9331	
		18	17		1638	22%	37.4046	
		17	13		555	7%	37.3205	
		13	27		626	8%	31.6158	
		27	7013		729	10%	37.8813	
		7013	14		909	12%	45.2412	
		14	136		1268	17%	46.9676	
	NB Off Ramp to Gibsonton Drive	122	212	387	483	13%	44.4523	36.687
		212	7007		223	6%	44.2435	
		7007	211		213	6%	50.7752	
		211	210		689	19%	42.0486	
		210	209		711	20%	41.1056	
		209	909		377	11%	14.8486	
		209	208		325	9%	34.3971	
		208	207		248	7%	31.7793	
		207	910		317	9%	20.6628	
	NB On Ramp from Gibsonton Drive	910	205	1,655	345	17%	27.3212	29.529
		205	204		186	9%	22.2762	
		204	203		195	10%	10.4651	
		909	203		276	13%	23.5644	
		203	202		404	20%	31.5309	
		202	201		225	11%	38.4032	
		201	7015		145	7%	39.1058	
		7015	200		114	6%	40.1987	
		200	118		157	8%	42.6796	
I-75 SB (No-Build) Ramps	SB Off Ramp to Gibsonton Drive	318	7002	2,285	648	22%	37.9305	27.933
		7002	480		955	33%	34.8223	
		480	479		348	12%	30.5992	
		479	478		251	9%	28.7444	
		478	907		278	10%	17.7203	
		480	908		414	14%	6.6463	
	SB On Ramp from Gibsonton Drive	908	475	535	356	14%	26.4874	33.089
		907	477		314	12%	28.5441	
		477	476		224	8%	35.2147	
		476	475		225	9%	18.182	
		475	474		314	12%	32.6075	
		474	473		174	7%	35.5366	
		473	7003		188	7%	30.8793	
		7003	472		127	5%	32.692	
		472	322		715	27%	42.6643	
	SB Off Ramp to Big Bend Road	336	8	2,488	1238	20%	48.6736	38.031
		8	7006		656	11%	48.3217	
		7006	9		620	10%	43.447	
		9	15		784	13%	38.9508	
		15	25		354	6%	34.392	
		29	932		211	3%	6.5121	
		9	10		1259	21%	37.2699	
		10	16		387	6%	29.1795	
		16	449		357	6%	26.4201	
		449	932		241	4%	6.7588	
	SB On Ramp from Big Bend Road	932	468	552	382	17%	25.2856	39.396
		468	467		255	11%	33.2428	
		467	466		550	24%	38.5451	
		466	465		259	11%	40.0005	
		465	7014		113	5%	39.858	
		7014	464		113	5%	41.1086	
		464	463		96	4%	43.8582	
		463	342		533	23%	51.7708	
	SB Off Ramp to SR 674 EB	362	429	1,171	213	14%	33.4593	24.398
		429	7010		254	16%	28.7202	
		7010	428		286	18%	20.4701	
		428	427		231	15%	22.1987	
		427	426		321	20%	26.2021	
		426	948		271	17%	17.1075	
	SB Off Ramp to SR 674 WB	358	431	954	625	20%	42.9113	35.721
		431	432		345	11%	42.67	
		432	7008		105	3%	41.9954	
		7008	433		107	3%	39.3838	
		433	434		1039	33%	37.7215	
		434	946		884	28%	24.3841	
	SB On Ramp from SR 674	947	435	530	346	12%	26.7608	35.800
		946	435		610	22%	26.1186	
		435	436		229	8%	31.499	
		436	437		266	10%	39.7043	
		437	7011		136	5%	41.384	
		7011	438		129	5%	41.765	
		438	439		720	26%	42.86	
		439	364		342	12%	42.72	

Speed Comparison for I-75 Ramps - 2045 No-Build (AM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Distance	Weighted Length %	Speed	Wt Avg Speed
-75 NB (No-Build) Ramps	NB Off Ramp to SR 674	166	242	658	176	5%	16.3501	13.033
		242	7004		168	5%	8.9086	
		7004	241		149	4%	16.3781	
		241	240		891	26%	15.8233	
		240	239		570	16%	14.6268	
		239	950		634	18%	17.6328	
		239	238		341	10%	8.4661	
		238	4		539	16%	3.4882	
	NB On Ramp from SR 674 WB	951	232	1,660	1070	36%	23.3647	20.476
		232	231		822	28%	21.02	
		231	7009		161	5%	19.2745	
		7009	230		145	5%	16.7019	
		230	158		735	25%	16.6708	
	NB On Ramp from SR 674 EB	949	233	1,383	233	14%	11.1921	10.863
		233	234		380	22%	10.5688	
		234	235		314	19%	9.4648	
		235	236		294	17%	7.8693	
		236	7005		165	10%	11.5016	
		7005	237		156	9%	14.8722	
		237	162		154	9%	14.9129	
	NB Off Ramp to Big Bend Road	142	224	757	320	11%	41.1106	36.158
		224	7012		148	5%	43.0243	
		7012	223		165	6%	44.0315	
		223	222		1025	35%	41.4398	
		222	221		370	13%	41.4433	
		221	220		317	11%	34.7591	
		220	936		247	8%	1.9731	
		220	219		166	6%	29.469	
		219	937		162	6%	28.2981	
	NB On Ramp from Big Bend Road	932	11	3,748	243	3%	25.569	10.908
		11	12		929	12%	15.5171	
		12	13		480	6%	10.0068	
		938	25		149	2%	13.8829	
		25	27		1638	22%	12.3517	
		27	13		555	7%	8.351	
		13	18		626	8%	6.825	
		18	7013		729	10%	7.7872	
		7013	14		909	12%	7.5296	
		14	136		1268	17%	10.2014	
	NB Off Ramp to Gibsonton Drive	122	212	632	483	13%	42.4585	33.339
		212	7007		223	6%	33.4224	
		7007	211		213	6%	42.0097	
		211	210		689	19%	37.492	
		210	209		711	20%	38.1006	
		209	909		377	11%	10.9069	
		209	208		325	9%	34.3174	
		208	207		248	7%	31.8836	
		207	910		317	9%	20.6649	
	NB On Ramp from Gibsonton Drive	910	205	3,232	345	17%	21.1062	28.723
		205	204		186	9%	20.6525	
		204	203		195	10%	14.764	
		909	203		276	13%	23.6244	
		203	202		404	20%	31.1264	
		202	201		225	11%	38.2559	
		201	7015		145	7%	39.8351	
		7015	200		114	6%	40.4889	
		200	118		157	8%	42.6714	
-75 SB (No-Build) Ramps	SB Off Ramp to Gibsonton Drive	318	7002	2,028	648	22%	42.1762	18.678
		7002	480		955	33%	5.1976	
		480	479		338	12%	26.6901	
		479	478		251	9%	30.7585	
		478	907		278	10%	17.0405	
		480	908		414	14%	2.9402	
	SB On Ramp from Gibsonton Drive	908	475	457	356	14%	27.346	34.764
		907	477		314	12%	28.3367	
		477	476		224	8%	35.2842	
		476	475		225	9%	19.9567	
		475	474		314	12%	32.8129	
		474	473		174	7%	39.5865	
		473	7003		188	7%	41.2734	
		7003	472		127	5%	41.4197	
		472	322		715	27%	42.5646	
	SB Off Ramp to Big Bend Road	336	8	2,370	1238	20%	48.922	37.452
		8	7006		656	10%	48.6621	
		7006	9		620	10%	47.7412	
		9	15		784	12%	38.8613	
		15	29		354	6%	34.3449	
		29	932		211	3%	6.4699	
		9	10		1259	20%	37.6691	
		10	16		387	6%	22.2135	
		16	449		357	6%	24.6551	
		449	448		241	4%	22.6848	
		448	932		232	4%	4.4795	
	SB On Ramp from Big Bend Road	932	468	548	382	15%	25.5281	38.244
		468	31		255	10%	34.0937	
		31	467		256	10%	32.0869	
		467	466		550	22%	38.5866	
		466	465		259	10%	40.7754	
		465	7014		113	4%	40.5738	
		7014	464		113	4%	41.4069	
		464	463		96	4%	43.082	
		463	342		533	21%	48.6817	
	SB Off Ramp to SR 674 EB	362	429	1,061	213	14%	26.0143	17.119
		429	7010		254	16%	19.6176	
		7010	428		286	18%	15.4904	
		428	427		231	15%	14.8954	
		427	426		321	20%	16.7095	
		426	948		271	17%	11.8859	
	SB Off Ramp to SR 674 WB	358	431	884	625	20%	43.3	37.108
		431	432		345	11%	43.1598	
		432	7008		105	3%	42.7778	
		7008	433		107	3%	40.9509	
		433	434		1039	33%	39.1235	
		434	946		884	28%	26.8617	
	SB On Ramp from SR 674	947	435	476	346	12%	26.7052	35.907
		946	435		610	22%	26.5319	
		435	436		229	8%	31.5184	
		436	437		266	10%	39.823	
		437	7011		136	5%	41.3984	
		7011	438		129	5%	41.6914	
		438	439		720	26%	42.84	
		439	364		342	12%	42.8695	

Speed Comparison for I-75 Ramps - 2045 No-Build (PM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Distance	Weighted Length %	Speed	Wt Avg Speed
I-75 NB (No-Build) Ramp	NB Off Ramp to SR 674	166	242	476	176	5%	42.2286	31.364
		242	7004		168	5%	43.146	
		7004	241		159	5%	43.6535	
		241	240		876	25%	41.8014	
		240	239		570	16%	39.1644	
		239	950		634	18%	20.2113	
		239	238		341	10%	31.7364	
		238	4		539	16%	8.1899	
	NB On Ramp from SR 674 WB	951	232	1,202	1070	36%	36.3282	36.341
		232	231		822	28%	38.8251	
		231	7009		161	5%	38.1894	
		7009	230		145	5%	39.3933	
		230	158		735	25%	32.5736	
	NB On Ramp from SR 674 EB	949	233	1,002	233	14%	7.9444	7.444
		233	234		380	23%	7.6164	
		234	235		314	19%	7.3909	
		235	236		294	18%	6.3313	
		236	7005		165	10%	7.6753	
		7005	237		156	9%	7.6598	
		237	162		114	7%	8.2357	
	NB Off Ramp to Big Bend Road	142	224	548	320	11%	40.8344	35.973
		224	7012		148	5%	43.025	
		7012	223		165	6%	44.2602	
		223	222		1069	36%	41.7665	
		222	221		374	13%	41.7755	
		221	220		314	11%	35.2696	
		220	936		247	8%	4.1357	
		220	219		174	6%	29.2772	
		219	937		172	6%	18.0567	
	NB On Ramp from Big Bend Road	932	11	2,714	195	3%	32.1305	37.045
		11	12		934	13%	29.6713	
		12	13		480	7%	29.7846	
		938	18		115	2%	39.449	
		18	17		1167	17%	36.9726	
		17	13		569	8%	36.7728	
		13	27		617	9%	30.0332	
		27	7013		735	11%	37.2713	
		7013	14		901	13%	43.7926	
		14	136		1252	18%	44.5305	
	NB Off Ramp to Gibsonton Drive	122	212	457	483	13%	44.4546	36.494
		212	7007		223	6%	44.3418	
		7007	211		213	6%	50.839	
		211	210		689	19%	42.1506	
		210	209		711	20%	41.1509	
		209	909		377	11%	12.3833	
		209	208		325	9%	34.5297	
		208	207		248	7%	31.8514	
		207	910		317	9%	20.789	
	NB On Ramp from Gibsonton Drive	910	205	2,340	345	16%	18.2356	27.910
		205	204		186	9%	13.6436	
		204	203		195	9%	9.4029	
		909	203		276	13%	23.3002	
		203	202		404	19%	31.2002	
		202	201		225	10%	38.2772	
		201	7015		145	7%	39.0901	
		7015	200		114	5%	40.1729	
		200	118		284	13%	42.6693	
I-75 SB (No-Build) Ramp	SB Off Ramp to Gibsonton Drive	318	7002	2,372	648	22%	36.6495	21.374
		7002	480		955	33%	14.5575	
		480	479		348	12%	30.1519	
		479	478		251	9%	28.5777	
		478	907		278	10%	17.5359	
		480	908		414	14%	4.0224	
	SB On Ramp from Gibsonton Drive	908	475	632	356	14%	26.79	32.114
		907	477		314	12%	28.4861	
		477	476		224	8%	35.4316	
		476	475		225	9%	12.9141	
		475	474		314	12%	32.0688	
		474	473		174	7%	32.6216	
		473	7003		188	7%	28.7516	
		7003	472		127	5%	31.8506	
		472	322		715	27%	42.1893	
	SB Off Ramp to Big Bend Road	336	8	2,807	1261	20%	48.5531	37.098
		8	7006		651	10%	48.2432	
		7006	9		629	10%	43.2934	
		9	15		814	13%	38.824	
		15	25		360	6%	30.3134	
		29	932		215	3%	5.4136	
		9	10		1237	20%	37.3339	
		10	16		395	6%	29.3052	
		16	449		440	7%	25.9535	
		449	932		328	5%	6.428	
	SB On Ramp from Big Bend Road	932	468	757	389	15%	27.2092	37.915
		468	467		511	20%	30.9166	
		467	466		612	24%	37.2004	
		466	465		174	7%	38.7804	
		465	7014		113	4%	39.0893	
		7014	464		113	4%	40.4285	
		464	463		96	4%	43.6148	
		463	342		533	21%	51.1692	
	SB Off Ramp to SR 674 EB	362	429	1,283	213	14%	33.558	24.125
		429	7010		254	16%	28.647	
		7010	428		286	18%	20.0393	
		428	427		231	15%	21.9605	
		427	426		321	20%	25.5786	
		426	948		271	17%	16.9064	
	SB Off Ramp to SR 674 WB	358	431	1,069	213	14%	42.9646	38.271
		431	432		254	16%	42.7672	
		432	7008		286	18%	42.2761	
		7008	433		231	15%	39.795	
		433	434		321	20%	38.056	
		434	946		271	17%	25.0946	
	SB On Ramp from SR 674	947	435	658	346	12%	26.8903	35.443
		946	435		610	22%	25.7517	
		435	436		229	8%	31.31	
		436	437		266	10%	39.033	
		437	7011		136	5%	40.605	
		7011	438		129	5%	41.2159	
		438	439		720	26%	42.47	
		439	364		342	12%	42.3281	

Intersections - 2025 No-Build

Based on 10 distinct Random Number Seeds in CORSIM

AM Peak Period

INTERSECTION	LINK ID	APPROACH	Average LEFT Volume	LEFT Delay	THRU Volume	THRU Delay	RIGHT Volume	RIGHT Delay	APPR Volume	APPR Delay	LOS
Gibsonton Dr @ I-75 Southbound Ramps	907-908	Eastbound	0	0.0	2,158	218.3	0	0.0	2,158	218.3	F
	480-908	Southbound	2,411	84.9	0	0.0	0	0.0	2,411	84.9	F
	478-907	Westbound	673	407	2,308	120	0	0	2,981	185.3	F
		Overall							7,550	162.7	F
Gibsonton Dr @ I-75 Northbound Ramps	908-909	Eastbound	835	680	3,658	49	0	0	4,492	166.2	F
	912-910	Westbound	0	0	2,819	8	3,929	15	6,748	12.3	B
	209-909	Northbound	391	20	0	0	937	4	1,328	9.1	A
		Overall							12,568	67.0	E
SR 674 @ I-75 Southbound Ramps	426-948	SB to WB	0	0	0	0	1,652	4	1,652	4.0	A
	948-949	SB to EB	653	23	3,508	1	0	0	4,161	4.1	A
		Avg SB							2,906	4.0	A
	-	WB to SB	653	23	3,508	1	0	0	4,161	4.1	A
		Overall							12,880	3.1	A
SR 674 @ I-75 Northbound Ramps	948-949	Eastbound	0	0	3,930	4	3,359	15	7,289	8.9	A
	953-951	Westbound	0	0	3,586	5	2,641	17	6,227	10.3	B
	239-950	Northbound	579	9	0	0	915	17	1,493	14.0	B
		Overall							15,009	9.9	A

PM Peak Period

INTERSECTION	LINK ID	APPROACH	Average LEFT Volume	LEFT Delay	THRU Volume	THRU Delay	RIGHT Volume	RIGHT Delay	APPR Volume	APPR Delay	LOS
Gibsonton Dr @ I-75 Southbound Ramps	907-908	Eastbound	0.0	0.0	3,651.8	79.2	0.0	0.0	3,652	79.2	E
	480-908	Southbound	3,632.3	34.9	0.0	0.0	71.6	10.9	3,704	34.4	C
	478-907	Westbound	987	42	2,719	19	0	0	3,706	25.1	C
		Overall							11,062	46.1	D
Gibsonton Dr @ I-75 Northbound Ramps	908-909	Eastbound	1,499	63	5,780	8	0	0	7,278	19.1	B
	912-910	Westbound	0	2795.8	3,324	6.7	1	0.0	3,324	6.7	A
	209-909	Northbound	385	10	0	0	0	0	385	10.0	B
		Overall							10,988	15.0	B
SR 674 @ I-75 Southbound Ramps	434-946	SB to WB	0	0	0	0	3,249	11	3,249	11.2	B
	426-948	SB to EB	0	0	0	0	2,522	5	2,522	4.7	A
		Avg SB								7.9	A
	948-947	WB to SB	956	27	2,779	1	0	0	3,735	7.3	A
		Overall							9,506	7.9	A
SR 674 @ I-75 Northbound Ramps	948-949	Eastbound	0	0	5,021	4	2,683	11	7,704	6.3	A
	953-951	Westbound	0	0	3,327	4	1,906	13	5,233	7.5	A
	239-950	Northbound	402	7	0	0	633	17	1,034	13.0	B
		Overall							13,972	7.3	A

Intersections - 2045 No-Build

Based on 10 distinct Random Number Seeds in CORSIM

AM Peak Hour

INTERSECTION	LINK ID	APPROACH	Average LEFT Volume	LEFT Delay	THRU Volume	THRU Delay	RIGHT Volume	RIGHT Delay	APPR Volume	APPR Delay	LOS
Gibsonton Dr @ I-75 Southbound Ramps	907-908	Eastbound	0.0	0.0	1,774.4	278.4	0.0	0.0	1,774	278.4	F
	480-908	Southbound	2,214.9	90.6	0.0	0.0	0.0	0.0	2,215	90.6	F
	478-907	Westbound	186	428	2,502	342	0	0	2,688	347.6	F
		Overall							6,677	244.0	F
Gibsonton Dr @ I-75 Northbound Ramps	908-909	Eastbound	147	663	3,814	74	0	0	3,961	95.5	F
	912-910	Westbound	0	4297.3	2,682	19.7	77	0.0	2,759	19.1	B
	209-909	Northbound	242	21	0	0	0	0	242	20.9	C
		Overall							6,962	62.7	E
SR 674 @ I-75 Southbound Ramps	434-946	SB to WB	0	0	0	0	2,089	9	2,089	9.1	A
	426-948	SB to EB	0	0	0	0	1,666	13	1,666	12.8	B
		Avg SB								10.9	B
	948-947	WB to SB	783	55	3,541	1	0	0	4,325	10.7	B
		Overall							8,079	10.7	B
SR 674 @ I-75 Northbound Ramps	948-949	Eastbound	0	0	6,183	51	2,741	55	8,924	52.7	D
	953-951	Westbound	0	0	3,975	14	2,771	33	6,746	22.1	C
	239-950	Northbound	364	12	0	0	569	155	933	99.6	F
		Overall							16,604	42.9	D

PM Peak Hour

INTERSECTION	LINK ID	APPROACH	Average LEFT Volume	LEFT Delay	THRU Volume	THRU Delay	RIGHT Volume	RIGHT Delay	APPR Volume	APPR Delay	LOS
Gibsonton Dr @ I-75 Southbound Ramps	907-908	Eastbound	0.0	0.0	3,269.6	140.1	0.0	0.0	3,270	140.1	F
	480-908	Southbound	3,438.7	63.2	0.0	0.0	67.7	18.1	3,506	62.4	E
	478-907	Westbound	1,323	69	3,523	23	0	0	4,846	36.0	D
		Overall							11,622	73.2	E
Gibsonton Dr @ I-75 Northbound Ramps	908-909	Eastbound	1,266	606	5,386	25	0	0	6,652	135.7	F
	912-910	Westbound	0	3718.3	4,498	8.8	1	0.0	4,499	8.8	A
	209-909	Northbound	358	13	0	0	0	0	358	13.5	B
		Overall							11,510	82.3	F
SR 674 @ I-75 Southbound Ramps	434-946	SB to WB	0	0	0	0	2,915	10	2,915	10.5	B
	426-948	SB to EB	0	0	0	0	2,408	5	2,408	4.8	A
		Avg SB								7.7	A
	948-947	WB to SB	1,180	40	3,422	1	0	0	4,602	10.9	B
		Overall							9,925	9.3	A
SR 674 @ I-75 Northbound Ramps	948-949	Eastbound	0	0	6,098	7	2,566	58	8,664	21.8	C
	953-951	Westbound	0	0	4,171	6	2,402	16	6,574	9.8	A
	239-950	Northbound	420	9	0	0	668	38	1,089	26.9	C
		Overall							16,327	17.3	B

APPENDIX H

Build Future Year CORSIM Outputs

Year 2025 Build AM Peak Hour - General Purpose Lanes
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input (vph)	Volume Processed (vph)	Percent Difference	Density Veh/Ln-Mile	Speed Mile/Hr	LOS
	From	To							
I-75 (NB)	-	NB Off Ramp to SR 674	(169, 168)	4,364	3,184	-27.0%	14.8	66.7	B
			(168, 167)	4,364	3,184	-27.0%	14.7	66.7	B
			(167, 426)	4,364	3,184	-27.0%	14.8	66.5	B
			(426, 166)	4,364	3,184	-27.0%	12.8	65.7	B
	NB Off Ramp to SR 674	NB On Ramp from SR 674	(166, 164)	3,706	2,707	-26.9%	12.4	67.3	B
			(164, 162)	3,706	2,706	-27.0%	12.4	67.3	B
			(162, 160)	3,706	2,706	-27.0%	12.4	67.2	B
			(160, 158)	3,706	2,706	-27.0%	12.4	67.2	B
			(158, 157)	3,706	2,706	-27.0%	12.4	67.2	B
	NB On Ramp from SR 674	NB Off Ramp to Big Bend Road	(157, 156)	6,749	4,906	-27.3%	14.7	63.3	B
			(156, 60)	6,749	4,904	-27.3%	17.1	66.6	B
			(60, 155)	6,749	4,903	-27.4%	17.0	66.9	B
			(155, 442)	6,749	4,900	-27.4%	17.0	66.8	B
			(442, 154)	6,749	4,900	-27.4%	17.0	66.8	B
			(154, 153)	6,749	4,898	-27.4%	17.0	66.7	B
			(153, 152)	6,749	4,895	-27.5%	17.2	65.8	B
			(152, 171)	6,749	4,893	-27.5%	18.3	62.0	C
			(171, 151)	4,842	3,232	-33.3%	12.4	66.8	B
			(151, 150)	4,842	3,231	-33.3%	14.9	67.2	B
			(150, 172)	4,842	3,229	-33.3%	14.9	67.1	B
			(172, 149)	4,842	3,227	-33.4%	14.9	67.1	B
			(149, 148)	4,842	3,221	-33.5%	14.9	67.0	B
			(148, 147)	4,842	3,220	-33.5%	14.8	67.0	B
			(147, 146)	5,053	3,485	-31.0%	12.3	66.7	B
			(146, 144)	5,053	3,482	-31.1%	16.1	66.7	B
			(144, 142)	5,053	3,478	-31.2%	15.7	65.5	B
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(142, 140)	4,296	3,065	-28.7%	14.1	67.0	B
			(140, 138)	4,296	3,063	-28.7%	14.1	67.2	B
			(138, 136)	4,296	3,059	-28.8%	14.2	66.5	B
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(136, 134)	8,044	5,386	-33.0%	20.4	55.7	C
			(134, 132)	8,044	5,381	-33.1%	24.7	62.0	C
			(132, 131)	8,044	5,373	-33.2%	25.4	65.4	C
			(131, 130)	8,044	5,370	-33.2%	25.4	65.3	C
			(130, 129)	8,044	5,367	-33.3%	25.4	65.2	C
			(129, 128)	8,044	5,365	-33.3%	25.5	65.1	C
			(128, 127)	8,044	5,360	-33.4%	25.5	65.1	C
			(127, 126)	8,044	5,354	-33.4%	25.5	65.0	C
			(126, 124)	8,044	5,351	-33.5%	25.5	64.9	C
			(124, 122)	8,044	5,344	-33.6%	21.6	63.7	C
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr EB	(122, 120)	7,412	4,722	-36.3%	22.5	64.9	C
			(120, 118)	7,724	5,056	-34.5%	18.0	65.0	C
			(118, 117)	7,724	5,056	-34.5%	26.3	64.8	D
			(117, 26)	7,725	5,055	-34.6%	24.2	64.6	C
	NB On Ramp from Gibstonton DR EB	NB On Ramp from Gibsonton Dr WB	(26, 116)	9,004	5,951	-33.9%	21.2	65.0	C
			(116, 38)	9,004	5,948	-33.9%	20.9	66.1	C
	NB On Ramp from Gibsonton Dr WB	NB Off Ramp to US 301	(38, 114)	10,956	7,478	-31.7%	17.6	65.7	B
			(114, 112)	10,956	7,475	-31.8%	22.5	63.8	C
			(112, 110)	10,956	7,465	-31.9%	26.5	65.2	D
			(110, 108)	10,956	7,465	-31.9%	26.5	65.2	D
			(108, 106)	10,956	7,457	-31.9%	25.7	64.4	C
			(106, 104)	10,274	6,938	-32.5%	22.7	65.6	C
			(104, 102)	10,274	6,934	-32.5%	19.4	66.3	C
			(102, 100)	10,274	6,928	-32.6%	19.6	65.7	C
I-75 (SB)	SB On Ramp from US 301	SB Off Ramp to Gibsonton Dr	(382, 302)	8,716	6,069	-30.4%	14.0	67.7	B
			(302, 304)	8,716	6,067	-30.4%	17.4	66.9	B
			(304, 306)	8,716	6,067	-30.4%	21.2	66.4	C
			(306, 308)	8,716	6,065	-30.4%	20.3	66.4	C
			(308, 309)	7,984	5,644	-29.3%	19.6	66.6	C
			(309, 310)	7,984	5,643	-29.3%	19.7	66.5	C
			(310, 312)	7,984	5,640	-29.4%	19.7	66.4	C
			(312, 314)	9,096	6,246	-31.3%	18.2	65.7	C
			(314, 316)	9,096	6,247	-31.3%	22.6	64.0	C
			(316, 318)	9,096	6,244	-31.3%	23.1	62.7	C
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(318, 320)	6,754	4,605	-31.8%	21.7	65.5	C
			(320, 321)	6,754	4,604	-31.8%	21.5	66.3	C
			(321, 322)	6,754	4,603	-31.9%	21.5	66.1	C
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(322, 324)	7,213	4,994	-30.8%	19.8	64.4	C
			(324, 326)	7,213	4,992	-30.8%	23.5	65.6	C
			(326, 327)	7,213	4,992	-30.8%	23.5	65.6	C
			(327, 328)	7,213	4,991	-30.8%	23.5	65.5	C
			(328, 329)	7,213	4,991	-30.8%	23.6	65.4	C
			(329, 330)	7,213	4,989	-30.8%	23.6	65.4	C
			(330, 331)	7,213	4,988	-30.8%	23.6	65.3	C
			(331, 332)	7,213	4,989	-30.8%	23.6	65.3	C
			(332, 333)	7,213	4,987	-30.9%	23.6	65.3	C
			(333, 334)	7,213	4,986	-30.9%	18.5	65.5	C
			(334, 336)	7,213	4,986	-30.9%	18.4	62.8	C
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(336, 338)	4,499	3,618	-19.6%	16.9	66.1	B
			(338, 340)	4,499	3,618	-19.6%	16.8	66.7	B
			(340, 342)	4,499	3,617	-19.6%	16.8	66.6	B
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674	(342, 344)	5,047	4,058	-19.6%	17.0	64.7	B
			(344, 346)	5,047	4,057	-19.6%	19.0	66.0	C
			(346, 347)	5,047	4,056	-19.6%	18.9	66.3	C
			(347, 462)	5,047	4,058	-19.6%	18.9	66.1	C
			(462, 348)	4,828	4,058	-15.9%	19.0	66.1	C
			(348, 349)	4,828	4,058	-15.9%	19.0	66.1	C
			(349, 372)	4,828	4,057	-16.0%	19.0	66.0	C
			(372, 350)	4,828	4,056	-16.0%	19.0	66.0	C
			(350, 115)	4,828	4,055	-16.0%	19.3	61.6	C
			(115, 351)	4,828	3,879	-19.7%	19.4	61.7	C
			(351, 371)	4,828	3,878	-19.7%	18.5	64.6	C
			(371, 352)	4,828	3,875	-19.7%	18.0	66.6	B
			(352, 353)	4,828	3,873	-19.8%	18.1	66.1	C
			(353, 354)	4,828	3,873	-19.8%	18.1	66.0	C
			(354, 355)	4,828	3,867	-19.9%	18.1	66.1	C
			(355, 356)	6,039	4,800	-20.5%	17.7	64.1	B
			(356, 357)	6,039	4,797	-20.6%	22.9	64.7	C
			(357, 358)	6,039	4,787	-20.7%	17.8	62.7	B
	SB Off Ramp to SR 674	SB On Ramp from SR 674	(358, 360)	3,835	2,828	-26.3%	13.2	66.1	B
			(360, 362)	3,835	2,825	-26.3%	12.9	67.5	B
			(362, 135)	3,835	2,822	-26.4%	12.9	67.4	B
			(135, 364)	3,835	2,820	-26.5%	12.9	67.3	B
	SB On Ramp from SR 674	-	(364, 366)	4,311	3,201	-25.8%	13.1	65.4	B
			(366, 367)	4,311	3,199	-25.8%	14.8	66.9	B
			(367, 325)	4,311	3,195	-25.9%	14.7	67.0	B
			(325, 422)	4,311	3,191	-26.0%	14.7	67.0	B

RAMPS	I-75 NB Off Ramp to SR 674	(166, 242)	658	477	-27.6%	9.9	44.5	A
	I-75 NB On Ramp from SR 674	(230, 157)	3,043	2,202	-27.7%	21.4	47.7	C
	I-75 NB Off Ramp to Big Bend Road	(142, 224)	757	409	-45.9%	8.4	45.1	A
	I-75 NB On Ramp from Big Bend Road	(14, 136)	3,748	2,333	-37.8%	23.2	46.7	C
	I-75 NB Off Ramp to Gibsonton Drive	(122, 212)	632	620	-2.0%	5.8	49.7	A
	I-75 NB On Ramp from Gibsonton Drive EB	(32, 38)	1,280	1,535	19.9%	11.5	62.1	B
	I-75 NB On Ramp from Gibsonton Drive WB	(24, 26)	1,952	902	-53.8%	18.8	44.5	B
	I-75 SB Off Ramp to Gibsonton Drive	(318, 7002)	2,340	180	-92.3%	2.5	66.1	A
	I-75 SB On Ramp from Gibsonton Drive	(472, 322)	457	392	-14.3%	8.3	43.5	A
	I-75 SB Off Ramp to Big Bend Road	(336, 8)	2,714	1,367	-49.6%	11.4	49.0	B
	I-75 SB On Ramp from Big Bend Road	(463, 342)	548	443	-19.1%	8.5	48.4	A
	I-75 SB Off Ramp to SR 674	(358, 431)	2,204	1,955	-11.3%	18.7	48.5	B
	I-75 SB On Ramp from SR 674	(439, 364)	476	384	-19.2%	8.3	43.1	A

Table 2-1

Year 2025 Build PM Peak Hour - General Purpose Lanes
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input (vph)	Volume Processed (vph)	Percent Difference	Density	Speed	LOS
	From	To					Veh/Ln-Mile	Mile/Hr	
I-75 (NB)	-	NB Off Ramp to SR 674	(169, 168)	3,229	3,192	-1.1%	15.2	66.6	B
			(168, 167)	3,229	3,193	-1.1%	15.2	66.6	B
			(167, 426)	3,229	3,193	-1.1%	15.2	66.5	B
			(426, 166)	3,229	3,193	-1.1%	13.2	65.8	B
	NB Off Ramp to SR 674	NB On Ramp from SR 674	(166, 164)	2,844	2,810	-1.2%	13.3	67.0	B
			(164, 162)	2,844	2,811	-1.2%	13.3	67.1	B
			(162, 160)	2,844	2,811	-1.2%	13.3	67.0	B
			(160, 158)	2,844	2,811	-1.2%	13.3	67.0	B
			(158, 157)	2,844	2,811	-1.1%	13.3	67.0	B
	NB On Ramp from SR 674	NB Off Ramp to Big Bend Road	(157, 156)	4,383	4,443	1.4%	13.1	65.7	B
			(156, 60)	4,383	4,443	1.4%	15.8	66.9	B
			(60, 155)	4,383	4,442	1.3%	15.7	67.0	B
			(155, 442)	4,383	4,441	1.3%	15.8	67.0	B
			(442, 154)	4,383	4,440	1.3%	15.8	66.9	B
			(154, 153)	4,383	4,440	1.3%	15.8	66.9	B
			(153, 152)	4,383	4,439	1.3%	15.8	66.6	B
			(152, 171)	4,383	4,437	1.2%	16.3	64.6	B
			(171, 151)	3,117	3,270	4.9%	12.9	66.6	B
			(151, 150)	3,117	3,269	4.9%	15.5	67.0	B
			(150, 172)	3,117	3,268	4.8%	15.5	66.9	B
			(172, 149)	3,117	3,265	4.8%	15.5	66.9	B
			(149, 148)	3,117	3,263	4.7%	15.5	66.9	B
			(148, 147)	3,117	3,260	4.6%	15.5	66.8	B
			(147, 146)	3,257	3,436	5.5%	12.4	66.6	B
			(146, 144)	3,257	3,432	5.4%	16.3	66.6	B
			(144, 142)	3,257	3,428	5.2%	15.7	65.7	B
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(142, 140)	2,857	3,152	10.3%	15.0	66.7	B
			(140, 138)	2,857	3,148	10.2%	14.9	66.9	B
			(138, 136)	2,857	3,144	10.1%	15.0	66.4	B
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(136, 134)	4,658	4,888	4.9%	18.3	57.9	C
			(134, 132)	4,658	4,886	4.9%	22.4	63.6	C
			(132, 131)	4,658	4,882	4.8%	23.6	65.6	C
			(131, 130)	4,658	4,880	4.8%	23.6	65.5	C
			(130, 129)	4,658	4,878	4.7%	23.6	65.4	C
			(129, 128)	4,658	4,875	4.7%	23.6	65.4	C
			(128, 127)	4,658	4,872	4.6%	23.6	65.3	C
			(127, 126)	4,658	4,868	4.5%	23.6	65.2	C
			(126, 124)	4,658	4,864	4.4%	23.7	65.1	C
			(124, 122)	4,658	4,861	4.4%	20.0	64.2	C
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	(122, 120)	4,271	4,418	3.4%	21.5	65.0	C
			(120, 118)	4,781	4,898	2.4%	18.0	64.6	C
			(118, 117)	4,781	4,895	2.4%	24.1	64.5	C
			(117, 5000)	4,781	4,895	2.4%	23.8	65.0	C
	NB On Ramp from Gibstonton DR EB	NB On Ramp from Gibsonton Dr WB	(5000, 116)	5,346	5,449	1.9%	19.8	65.4	C
			(116, 5002)	5,346	5,446	1.9%	19.6	66.1	C
	NB On Ramp from Gibsonton Dr	NB Off Ramp to US 301	(5002, 114)	7,001	6,516	-6.9%	15.7	66.0	B
			(114, 112)	7,001	6,512	-7.0%	19.6	65.0	C
			(112, 110)	7,001	6,503	-7.1%	23.6	65.4	C
			(110, 108)	7,001	6,503	-7.1%	23.6	65.4	C
			(108, 106)	7,001	6,498	-7.2%	22.5	64.7	C
			(106, 104)	6,600	6,060	-8.2%	19.8	66.0	C
			(104, 102)	6,600	6,058	-8.2%	17.3	66.6	B
			(102, 100)	6,600	6,054	-8.3%	17.5	65.9	B
I-75 (SB)	SB On Ramp from US 301	SB Off Ramp to Gibsonton Dr	(382, 302)	7,074	6,940	-1.9%	25.3	65.1	C
			(302, 304)	7,074	6,939	-1.9%	20.8	65.7	C
			(304, 306)	7,074	6,940	-1.9%	25.3	65.1	C
			(306, 308)	7,074	6,942	-1.9%	24.1	65.5	C
			(308, 309)	6,478	6,447	-0.5%	23.2	65.9	C
			(309, 310)	6,478	6,450	-0.4%	23.3	65.8	C
			(310, 312)	6,478	6,452	-0.4%	23.3	65.7	C
			(312, 314)	7,384	7,093	-3.9%	21.4	64.9	C
			(314, 316)	7,384	7,094	-3.9%	27.4	61.4	D
			(316, 318)	7,384	7,096	-3.9%	29.6	56.9	D
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(318, 320)	5,099	4,863	-4.6%	24.2	63.6	C
			(320, 321)	5,099	4,863	-4.6%	23.4	65.8	C
			(321, 322)	5,099	4,864	-4.6%	23.4	65.7	C
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(322, 324)	5,634	5,389	-4.3%	22.2	63.5	C
			(324, 326)	5,634	5,391	-4.3%	26.3	65.0	D
			(326, 327)	5,634	5,392	-4.3%	26.2	65.1	D
			(327, 328)	5,634	5,394	-4.3%	26.3	65.0	D
			(328, 329)	5,634	5,396	-4.2%	26.3	65.0	D
			(329, 330)	5,634	5,396	-4.2%	26.3	64.9	D
			(330, 331)	5,634	5,396	-4.2%	26.3	64.9	D
			(331, 332)	5,634	5,395	-4.2%	26.4	64.8	D
			(332, 333)	5,634	5,397	-4.2%	26.4	64.8	D
			(333, 334)	5,634	5,400	-4.2%	20.7	65.1	C
			(334, 336)	5,634	5,402	-4.1%	20.9	61.3	C
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(336, 338)	3,146	3,591	14.1%	17.2	66.1	B
			(338, 340)	3,146	3,592	14.2%	17.1	66.7	B
			(340, 342)	3,146	3,592	14.2%	18.3	62.2	C
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	(342, 344)	3,698	4,123	11.5%	18.1	63.6	C
			(344, 346)	3,698	4,123	11.5%	19.7	66.2	C
			(346, 347)	3,698	4,122	11.5%	19.8	66.0	C
			(347, 462)	3,698	4,121	11.4%	19.8	66.1	C
			(462, 348)	3,698	4,123	11.5%	19.8	66.0	C
			(348, 349)	3,698	4,123	11.5%	19.8	65.9	C
			(349, 372)	3,698	4,121	11.4%	19.8	65.9	C
			(372, 350)	3,698	4,121	11.4%	19.8	65.8	C
			(350, 115)	3,698	4,119	11.4%	20.3	61.4	C
			(115, 351)	3,531	3,940	11.6%	20.3	61.6	C
			(351, 371)	3,531	3,939	11.5%	19.3	64.6	C
			(371, 352)	3,531	3,937	11.5%	18.8	66.5	C
			(352, 353)	3,531	3,935	11.4%	18.9	66.0	C
			(353, 354)	3,531	3,935	11.4%	18.9	65.9	C
			(354, 355)	3,531	3,930	11.3%	18.9	65.9	C
			(355, 356)	4,454	5,055	13.5%	20.5	59.1	C
			(356, 357)	4,454	5,051	13.4%	26.0	61.6	C
			(357, 358)	4,454	5,043	13.2%	20.3	60.5	C
	SB Off Ramp to SR 674	SB On Ramp from SR 674	(358, 360)	2,329	2,343	0.6%	11.2	66.4	B
			(360, 362)	2,329	2,340	0.5%	10.9	67.9	A
			(362, 135)	2,329	2,339	0.4%	10.9	67.8	A
			(135, 364)	2,329	2,338	0.4%	10.9	67.7	A
	SB On Ramp from SR 674	-	(364, 366)	2,859	2,853	-0.2%	12.1	65.1	B
			(366, 367)	2,859	2,852	-0.3%	13.4	67.3	B
			(367, 325)	2,859	2,850	-0.3%	13.4	67.4	B
			(325, 422)	2,859	2,847	-0.4%	13.4	67.3	B

Year 2045 Build AM Peak Hour - General Purpose Lanes
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input (vph)	Volume Processed (vph)	Percent Difference	Density Veh/Ln-Mile	Speed Mile/Hr	LOS
	From	To							
I-75 (NB)	-	NB Off Ramp to SR 674	(169, 168)	4,364	4,372	0.2%	20.7	65.4	C
			(168, 167)	4,364	4,372	0.2%	20.7	65.3	C
			(167, 426)	4,364	4,372	0.2%	20.8	64.9	C
			(426, 166)	4,364	4,370	0.1%	18.1	63.8	C
	NB Off Ramp to SR 674	NB On Ramp from SR 674	(166, 164)	3,706	3,723	0.5%	17.4	66.2	B
			(164, 162)	3,706	3,725	0.5%	17.3	66.3	B
			(162, 160)	3,706	3,724	0.5%	17.4	66.2	B
			(160, 158)	3,706	3,724	0.5%	17.4	66.1	B
			(158, 157)	3,706	3,724	0.5%	17.4	66.1	B
	NB On Ramp from SR 674	NB Off Ramp to Big Bend Road	(157, 156)	6,749	6,739	-0.2%	20.8	61.3	C
			(156, 60)	6,749	6,738	-0.2%	24.0	64.9	C
			(60, 155)	6,749	6,737	-0.2%	23.7	65.8	C
			(155, 442)	6,749	6,733	-0.2%	23.8	65.7	C
			(442, 154)	6,749	6,733	-0.2%	23.8	65.7	C
			(154, 153)	6,749	6,731	-0.3%	23.9	65.3	C
			(153, 152)	6,749	6,728	-0.3%	28.3	55.2	D
			(152, 171)	6,749	6,722	-0.4%	34.1	45.7	D
			(171, 151)	4,842	4,453	-8.0%	17.8	63.8	B
			(151, 150)	4,842	4,450	-8.1%	21.0	65.6	C
			(150, 172)	4,842	4,447	-8.1%	20.8	65.9	C
			(172, 149)	4,842	4,445	-8.2%	20.8	65.9	C
			(149, 148)	4,842	4,439	-8.3%	20.9	65.5	C
			(148, 147)	4,842	4,438	-8.4%	21.0	65.2	C
			(147, 146)	5,053	4,814	-4.7%	17.4	64.8	B
			(146, 144)	5,053	4,809	-4.8%	23.0	64.7	C
			(144, 142)	5,053	4,803	-4.9%	22.7	62.4	C
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(142, 140)	4,296	3,950	-8.0%	18.5	65.9	C
			(140, 138)	4,296	3,946	-8.1%	19.0	64.7	C
			(138, 136)	4,296	3,933	-8.5%	21.2	59.5	C
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(136, 134)	8,044	7,615	-5.3%	54.6	29.4	F
			(134, 132)	8,044	7,608	-5.4%	44.0	49.1	E
			(132, 131)	8,044	7,601	-5.5%	40.0	58.7	E
			(131, 130)	8,044	7,597	-5.6%	39.2	59.9	E
			(130, 129)	8,044	7,593	-5.6%	39.1	60.0	E
			(129, 128)	8,044	7,586	-5.7%	39.0	60.1	E
			(128, 127)	8,044	7,580	-5.8%	38.9	60.2	E
			(127, 126)	8,044	7,572	-5.9%	38.8	60.4	E
			(126, 124)	8,044	7,564	-6.0%	38.9	60.1	E
			(124, 122)	8,044	7,557	-6.1%	32.7	59.4	D
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr EB	(122, 120)	7,412	6,835	-7.8%	34.0	62.1	D
			(120, 118)	7,724	7,155	-7.4%	26.6	62.3	D
			(118, 117)	7,724	7,155	-7.4%	38.5	61.1	E
			(117, 26)	7,725	7,154	-7.4%	36.3	60.9	E
	NB On Ramp from Gibstonton DR EB	NB On Ramp from Gibsonton Dr WB	(26, 116)	9,004	8,438	-6.3%	31.8	61.6	D
			(116, 38)	9,004	8,435	-6.3%	33.7	58.7	D
	NB On Ramp from Gibsonton Dr WB	NB Off Ramp to US 301	(38, 114)	10,956	10,388	-5.2%	34.2	47.7	D
			(114, 112)	10,956	10,373	-5.3%	61.4	32.6	F
			(112, 110)	10,956	10,354	-5.5%	43.2	55.6	E
			(110, 108)	10,956	10,354	-5.5%	43.2	55.6	E
			(108, 106)	10,956	10,339	-5.6%	41.9	54.9	E
			(106, 104)	10,274	9,620	-6.4%	33.4	61.7	D
			(104, 102)	10,274	9,611	-6.4%	27.6	64.6	D
			(102, 100)	10,274	9,601	-6.5%	27.8	64.1	D
I-75 (SB)	SB On Ramp from US 301	SB Off Ramp to Gibsonton Dr	(382, 302)	8,716	8,827	1.3%	20.9	66.0	C
			(302, 304)	8,716	8,814	1.1%	29.6	57.9	D
			(304, 306)	8,716	8,807	1.0%	39.7	53.9	E
			(306, 308)	8,716	8,785	0.8%	43.6	48.1	E
			(308, 309)	7,984	8,110	1.6%	60.6	32.4	F
			(309, 310)	7,984	8,070	1.1%	74.8	25.1	F
			(310, 312)	7,984	8,016	0.4%	81.6	22.9	F
			(312, 314)	9,096	8,815	-3.1%	70.6	23.9	F
			(314, 316)	9,096	8,806	-3.2%	62.6	32.6	F
			(316, 318)	9,096	8,803	-3.2%	45.0	45.3	F
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(318, 320)	6,754	6,490	-3.9%	34.6	58.0	D
			(320, 321)	6,754	6,490	-3.9%	32.4	61.8	D
			(321, 322)	6,754	6,489	-3.9%	32.1	62.5	D
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(322, 324)	7,213	6,954	-3.6%	29.4	60.4	D
			(324, 326)	7,213	6,953	-3.6%	34.5	62.3	D
			(326, 327)	7,213	6,953	-3.6%	34.0	63.2	D
			(327, 328)	7,213	6,951	-3.6%	33.9	63.4	D
			(328, 329)	7,213	6,949	-3.7%	33.8	63.5	D
			(329, 330)	7,213	6,948	-3.7%	33.8	63.5	D
			(330, 331)	7,213	6,946	-3.7%	33.8	63.5	D
			(331, 332)	7,213	6,945	-3.7%	33.8	63.5	D
			(332, 333)	7,213	6,944	-3.7%	33.8	63.4	D
			(333, 334)	7,213	6,942	-3.8%	26.4	63.9	D
			(334, 336)	7,213	6,942	-3.8%	27.8	57.8	D
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(336, 338)	4,499	4,285	-4.7%	20.4	65.0	C
			(338, 340)	4,499	4,286	-4.7%	20.0	66.3	C
			(340, 342)	4,499	4,284	-4.8%	20.0	66.1	C
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674	(342, 344)	5,047	4,837	-4.2%	20.5	63.9	C
			(344, 346)	5,047	4,836	-4.2%	22.9	65.3	C
			(346, 347)	5,047	4,835	-4.2%	22.8	65.7	C
			(347, 462)	5,047	4,833	-4.2%	22.8	65.5	C
			(462, 348)	4,828	4,833	0.1%	22.8	65.5	C
			(348, 349)	4,828	4,831	0.1%	22.8	65.4	C
			(349, 372)	4,828	4,829	0.0%	22.8	65.3	C
			(372, 350)	4,828	4,829	0.0%	22.9	65.3	C
			(350, 115)	4,828	4,827	0.0%	23.3	60.7	C
			(115, 351)	4,828	4,619	-4.3%	23.4	61.1	C
			(351, 371)	4,828	4,616	-4.4%	22.4	63.8	C
			(371, 352)	4,828	4,615	-4.4%	21.6	65.9	C
			(352, 353)	4,828	4,612	-4.5%	21.8	65.4	C
			(353, 354)	4,828	4,611	-4.5%	21.9	65.1	C
			(354, 355)	4,828	4,603	-4.7%	21.8	65.3	C
			(355, 356)	6,039	5,891	-2.5%	22.9	61.0	C
			(356, 357)	6,039	5,883	-2.6%	29.2	62.2	D
			(357, 358)	6,039	5,873	-2.8%	22.5	60.7	C
	SB Off Ramp to SR 674	SB On Ramp from SR 674	(358, 360)	3,835	3,429	-10.6%	16.3	65.0	B
			(360, 362)	3,835	3,424	-10.7%	15.8	67.0	B
			(362, 135)	3,835	3,421	-10.8%	15.8	66.9	B
			(135, 364)	3,835	3,418	-10.9%	15.8	66.8	B
	SB On Ramp from SR 674	-	(364, 366)	4,311	3,895	-9.6%	16.2	64.4	B
			(366, 367)	4,311	3,893	-9.7%	18.2	66.2	C
			(367, 325)	4,311	3,887	-9.8%	18.1	66.4	C
			(325, 422)	4,311	3,883	-9.9%	18.1	66.2	C

RAMPS	I-75 NB Off Ramp to SR 674	(166, 242)	658	649	-1.4%	13.6	44.1	B
	I-75 NB On Ramp from SR 674	(230, 157)	3,043	3,019	-0.8%	29.7	47.1	D
	I-75 NB Off Ramp to Big Bend Road	(142, 224)	757	847	11.9%	17.8	44.1	B
	I-75 NB On Ramp from Big Bend Road	(14, 136)	3,748	3,707	-1.1%	84.7	20.8	E
	I-75 NB Off Ramp to Gibsonton Drive	(122, 212)	632	719	13.7%	6.7	49.6	A
	I-75 NB On Ramp from Gibsonton Drive EB	(32, 38)	1,280	1,962	53.3%	14.8	61.3	B
	I-75 NB On Ramp from Gibsonton Drive WB	(24, 26)	1,952	1,292	-33.8%	26.9	44.5	C
	I-75 SB Off Ramp to Gibsonton Drive	(318, 7002)	2,340	2,310	-1.3%	19.5	54.8	B
	I-75 SB On Ramp from Gibsonton Drive	(472, 322)	457	466	1.9%	9.9	43.4	A
	I-75 SB Off Ramp to Big Bend Road	(336, 8)	2,714	2,656	-2.1%	22.6	48.2	C
	I-75 SB On Ramp from Big Bend Road	(463, 342)	548	553	0.9%	10.6	48.6	B
	I-75 SB Off Ramp to SR 674	(358, 431)	2,204	2,438	10.6%	23.4	48.2	C
	I-75 SB On Ramp from SR 674	(439, 364)	476	481	1.1%	10.4	42.7	B

Year 2045 Build PM Peak Hour - General Purpose Lanes
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input (vph)	Volume Processed (vph)	Percent Difference	Density Veh/Ln-Mile	Speed Mile/Hr	LOS
	From	To							
I-75 (NB)	-	NB Off Ramp to SR 674	(169, 168)	4,086	4,048	-0.9%	19.5	65.7	C
			(168, 167)	4,086	4,049	-0.9%	19.5	65.7	C
			(167, 426)	4,086	4,050	-0.9%	19.6	65.5	C
			(426, 166)	4,086	4,050	-0.9%	17.0	64.6	B
	NB Off Ramp to SR 674	NB On Ramp from SR 674	(166, 164)	3,610	3,562	-1.3%	17.0	66.2	B
			(164, 162)	3,610	3,563	-1.3%	17.0	66.3	B
			(162, 160)	3,610	3,565	-1.2%	17.0	66.2	B
			(160, 158)	3,610	3,566	-1.2%	17.1	66.2	B
			(158, 157)	3,610	3,566	-1.2%	17.1	66.2	B
	NB On Ramp from SR 674	NB Off Ramp to Big Bend Road	(157, 156)	5,814	5,706	-1.9%	17.2	64.4	B
			(156, 60)	5,814	5,705	-1.9%	20.6	65.8	C
			(60, 155)	5,814	5,702	-1.9%	20.5	66.1	C
			(155, 442)	5,814	5,700	-2.0%	20.5	66.0	C
			(442, 154)	5,814	5,699	-2.0%	20.5	66.0	C
			(154, 153)	5,814	5,699	-2.0%	20.5	66.0	C
			(153, 152)	5,814	5,698	-2.0%	20.9	64.9	C
			(152, 171)	5,814	5,695	-2.0%	22.7	59.5	C
			(171, 151)	4,412	4,069	-7.8%	16.4	65.0	B
			(151, 150)	4,412	4,066	-7.8%	19.5	66.0	C
			(150, 172)	4,412	4,063	-7.9%	19.5	66.1	C
			(172, 149)	4,412	4,060	-8.0%	19.5	66.1	C
			(149, 148)	4,412	4,058	-8.0%	19.5	66.1	C
			(148, 147)	4,412	4,054	-8.1%	19.5	66.0	C
			(147, 146)	4,608	4,324	-6.2%	15.8	65.6	B
			(146, 144)	4,608	4,319	-6.3%	20.9	65.5	C
			(144, 142)	4,608	4,315	-6.4%	20.5	63.5	C
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(142, 140)	4,060	3,708	-8.7%	17.8	66.0	B
			(140, 138)	4,060	3,702	-8.8%	17.6	66.5	B
			(138, 136)	4,060	3,694	-9.0%	18.2	64.3	C
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(136, 134)	6,774	6,344	-6.3%	28.6	47.9	D
			(134, 132)	6,774	6,341	-6.4%	32.2	57.4	D
			(132, 131)	6,774	6,335	-6.5%	31.7	63.4	D
			(131, 130)	6,774	6,333	-6.5%	31.4	63.9	D
			(130, 129)	6,774	6,331	-6.5%	31.4	63.9	D
			(129, 128)	6,774	6,326	-6.6%	31.3	64.0	D
			(128, 127)	6,774	6,322	-6.7%	31.3	64.0	D
			(127, 126)	6,774	6,320	-6.7%	31.3	63.9	D
			(126, 124)	6,774	6,316	-6.8%	31.3	63.9	D
			(124, 122)	6,774	6,312	-6.8%	26.6	62.7	D
	NB Off Ramp to Gibsonton Dr	NB On Ramp from Gibsonton Dr	(122, 120)	6,317	5,796	-8.2%	28.8	63.7	D
			(120, 118)	6,931	6,426	-7.3%	25.0	61.0	C
			(118, 117)	6,931	6,421	-7.4%	33.9	60.1	D
			(117, 5000)	6,931	6,420	-7.4%	33.0	61.6	D
	NB On Ramp from Gibstonton DR EB	NB On Ramp from Gibsonton Dr WB	(5000, 116)	7,857	7,044	-10.3%	26.3	63.7	D
			(116, 5002)	7,857	7,041	-10.4%	25.7	65.1	C
	NB On Ramp from Gibsonton Dr	NB Off Ramp to US 301	(5002, 114)	9,271	8,556	-7.7%	20.9	64.9	C
			(114, 112)	9,271	8,552	-7.8%	27.2	61.4	D
			(112, 110)	9,271	8,540	-7.9%	31.8	63.8	D
			(110, 108)	9,271	8,540	-7.9%	31.8	63.8	D
			(108, 106)	9,271	8,536	-7.9%	30.8	62.2	D
			(106, 104)	8,681	7,959	-8.3%	26.6	64.6	D
			(104, 102)	8,681	7,955	-8.4%	23.0	65.7	C
			(102, 100)	8,681	7,948	-8.4%	23.3	64.9	C
I-75 (SB)	SB On Ramp from US 301	SB Off Ramp to Gibsonton Dr	(382, 302)	10,359	8,631	-16.7%	96.4	21.3	F
			(302, 304)	10,359	8,645	-16.5%	113.7	15.0	F
			(304, 306)	10,359	8,631	-16.7%	96.4	21.3	F
			(306, 308)	10,359	8,603	-16.9%	96.2	20.4	F
			(308, 309)	9,515	7,930	-16.7%	111.8	16.9	F
			(309, 310)	9,515	7,894	-17.0%	114.6	16.4	F
			(310, 312)	9,515	7,853	-17.5%	116.1	16.1	F
			(312, 314)	10,703	8,714	-18.6%	91.6	18.6	F
			(314, 316)	10,703	8,714	-18.6%	70.2	29.5	F
			(316, 318)	10,703	8,714	-18.6%	46.4	44.6	F
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(318, 320)	7,471	6,064	-18.8%	32.7	58.6	D
			(320, 321)	7,471	6,063	-18.8%	30.8	62.4	D
			(321, 322)	7,471	6,062	-18.9%	30.5	63.0	D
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(322, 324)	8,103	6,613	-18.4%	28.6	60.4	D
			(324, 326)	8,103	6,614	-18.4%	33.5	62.5	D
			(326, 327)	8,103	6,616	-18.3%	33.0	63.4	D
			(327, 328)	8,103	6,615	-18.4%	32.9	63.6	D
			(328, 329)	8,103	6,617	-18.3%	32.9	63.7	D
			(329, 330)	8,103	6,617	-18.3%	32.9	63.7	D
			(330, 331)	8,103	6,617	-18.3%	32.9	63.7	D
			(331, 332)	8,103	6,617	-18.3%	32.9	63.7	D
			(332, 333)	8,103	6,617	-18.3%	32.9	63.6	D
			(333, 334)	8,103	6,615	-18.4%	25.8	63.9	C
			(334, 336)	8,103	6,614	-18.4%	28.3	55.5	D
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(336, 338)	4,355	3,542	-18.7%	17.0	65.8	B
			(338, 340)	4,355	3,541	-18.7%	16.8	66.9	B
			(340, 342)	4,355	3,541	-18.7%	18.0	62.5	B
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	(342, 344)	5,112	4,303	-15.8%	19.0	63.3	C
			(344, 346)	5,112	4,302	-15.8%	20.6	66.2	C
			(346, 347)	5,112	4,303	-15.8%	20.6	66.0	C
			(347, 462)	5,112	4,302	-15.8%	20.6	66.0	C
			(462, 348)	4,899	4,302	-12.2%	20.7	65.9	C
			(348, 349)	4,899	4,302	-12.2%	20.7	65.8	C
			(349, 372)	4,899	4,302	-12.2%	20.7	65.8	C
			(372, 350)	4,899	4,302	-12.2%	20.7	65.7	C
			(350, 115)	4,899	4,300	-12.2%	21.3	61.2	C
			(115, 351)	4,899	4,105	-16.2%	21.2	61.5	C
			(351, 371)	4,899	4,104	-16.2%	20.2	64.4	C
			(371, 352)	4,899	4,102	-16.3%	19.6	66.3	C
			(352, 353)	4,899	4,099	-16.3%	19.7	65.8	C
			(353, 354)	4,899	4,097	-16.4%	19.8	65.7	C
			(354, 355)	4,899	4,091	-16.5%	19.7	65.8	C
			(355, 356)	6,404	5,593	-12.7%	23.3	57.4	C
			(356, 357)	6,404	5,587	-12.8%	29.4	60.3	D
			(357, 358)	6,404	5,577	-12.9%	23.2	58.7	C
	SB Off Ramp to SR 674	SB On Ramp from SR 674	(358, 360)	3,361	2,525	-24.9%	12.1	65.9	B
			(360, 362)	3,361	2,522	-25.0%	11.8	67.8	B
			(362, 135)	3,361	2,520	-25.0%	11.8	67.7	B
			(135, 364)	3,361	2,518	-25.1%	11.8	67.6	B
	SB On Ramp from SR 674	-	(364, 366)	4,019	3,159	-21.4%	13.5	64.5	B
			(366, 367)	4,019	3,159	-21.4%	14.9	67.0	B
			(367, 325)	4,019	2,961	-26.3%	23.4	60.2	C
			(325, 422)	4,019	4,047	0.7%	19.5	65.7	C

RAMPS	I-75 NB Off Ramp to SR 674	(166, 242)	476	489	2.8%	10.4	44.8	B
	I-75 NB On Ramp from SR 674	(230, 157)	2,204	2,141	-2.8%	19.6	51.8	B
	I-75 NB Off Ramp to Big Bend Road	(142, 224)	548	604	10.3%	12.9	44.6	B
	I-75 NB On Ramp from Big Bend Road	(14, 136)	2,714	2,656	-2.1%	27.3	46.2	C
	I-75 NB Off Ramp to Gibsonton Drive	(122, 212)	457	513	12.2%	4.9	49.8	A
	I-75 NB On Ramp from Gibsonton Drive EB	(24, 5000)	926	632	-31.7%	13.4	44.8	B
	I-75 NB On Ramp from Gibsonton Drive WB	(32, 5002)	1,414	1,521	7.6%	12.0	60.4	B
	I-75 SB Off Ramp to Gibsonton Drive	(318, 7002)	3,232	2,651	-18.0%	25.0	50.4	C
	I-75 SB On Ramp from Gibsonton Drive	(472, 322)	632	550	-13.1%	12.1	43.2	B
	I-75 SB Off Ramp to Big Bend Road	(336, 8)	3,748	3,073	-18.0%	27.1	47.7	C
	I-75 SB On Ramp from Big Bend Road	(463, 342)	757	762	0.7%	15.1	47.9	B
	I-75 SB Off Ramp to SR 674	(358, 431)	3,043	3,047	0.1%	32.9	44.9	D
	I-75 SB On Ramp from SR 674	(439, 364)	658	736	11.9%	14.3	43.9	B

Year 2025 Build AM Peak Hour - Express Lanes
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input (vph)	Volume Processed (vph)	Percent Difference	Density Veh/Ln-Mile	Speed Mile/Hr	LOS
	From	To							
I-75 (NB)	-	NB Off Ramp to SR 674	(73, 72)	1,285	962	-25.2%	7.0	63.6	A
			(72, 71)	1,285	961	-25.2%	7.0	63.6	A
			(71, 70)	1,285	961	-25.2%	7.0	63.6	A
			(70, 69)	1,285	961	-25.2%	7.0	63.6	A
	NB Off Ramp to SR 674	NB On Ramp from SR 674	(69, 68)	1,285	961	-25.2%	7.0	63.6	A
			(68, 67)	1,285	961	-25.2%	7.0	63.6	A
			(67, 66)	1,285	961	-25.2%	7.0	63.6	A
			(66, 58)	1,285	961	-25.2%	7.0	63.6	A
			(58, 560)	1,285	961	-25.2%	7.0	63.6	A
			(560, 558)	1,285	960	-25.3%	7.0	63.6	A
			(558, 557)	1,285	960	-25.3%	7.0	63.6	A
	NB On Ramp from SR 674	NB Off Ramp to Big Bend Road	(557, 556)	1,285	960	-25.3%	7.0	63.6	A
			(556, 555)	1,285	960	-25.3%	7.0	63.6	A
			(555, 554)	1,285	960	-25.3%	7.0	63.6	A
			(554, 445)	1,285	959	-25.4%	7.0	63.6	A
			(445, 446)	1,285	958	-25.4%	7.0	63.6	A
			(446, 447)	1,285	958	-25.4%	7.0	63.6	A
			(447, 552)	1,285	957	-25.5%	7.0	63.6	A
			(552, 571)	1,285	957	-25.5%	7.0	63.6	A
			(571, 603)	1,285	957	-25.6%	7.0	63.6	A
			(603, 600)	3,192	2,613	-18.1%	13.9	61.5	B
			(600, 650)	3,192	2,612	-18.2%	19.4	62.2	C
			(650, 457)	3,192	2,609	-18.3%	19.5	62.2	C
			(457, 458)	3,192	2,607	-18.3%	19.5	62.1	C
			(458, 459)	3,192	2,603	-18.4%	19.5	61.8	C
			(459, 460)	3,192	2,602	-18.5%	16.9	61.8	B
			(460, 547)	2,981	2,326	-22.0%	17.3	62.3	B
			(547, 546)	2,981	2,324	-22.0%	17.4	62.1	B
			(546, 470)	2,981	2,323	-22.1%	17.4	62.0	B
			(470, 542)	2,981	2,321	-22.1%	17.4	61.9	B
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(542, 159)	2,981	2,302	-22.8%	17.3	61.6	B
			(159, 161)	2,981	2,314	-22.4%	17.4	61.7	B
			(161, 163)	2,981	2,313	-22.4%	16.7	64.0	B
			(163, 502)	2,981	2,310	-22.5%	17.1	62.8	B
			(502, 165)	2,981	2,309	-22.5%	17.4	61.4	B
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(165, 173)	2,981	2,305	-22.7%	17.4	61.6	B
			(173, 174)	2,981	2,302	-22.8%	17.3	61.6	B
			(174, 175)	2,981	2,299	-22.9%	17.3	61.5	B
			(175, 177)	2,981	2,298	-22.9%	17.3	61.5	B
			(177, 184)	2,981	2,295	-23.0%	17.3	61.4	B
			(184, 185)	2,981	2,293	-23.1%	17.3	61.4	B
			(185, 186)	2,981	2,289	-23.2%	17.3	61.4	B
			(186, 187)	2,981	2,285	-23.3%	17.3	61.4	B
			(187, 188)	2,981	2,282	-23.4%	17.3	61.3	B
			(188, 189)	2,981	2,280	-23.5%	17.2	61.3	B
			(189, 190)	2,981	2,276	-23.6%	17.3	60.9	B
	NB Off Ramp to Gibsonton Dr	NB on Ramp from Gibston Dr	(190, 191)	2,981	2,275	-23.7%	12.4	61.4	B
			(191, 192)	2,669	1,932	-27.6%	14.4	62.0	B
			(192, 193)	2,669	1,931	-27.6%	14.4	62.2	B
	NB On Ramp from Gibsonton Dr	NB off Ramp to US 301	(193, 194)	2,669	1,929	-27.7%	14.4	62.0	B
			(194, 195)	2,669	1,923	-28.0%	14.4	61.9	B
			(195, 196)	2,669	1,920	-28.1%	14.4	61.8	B
			(196, 197)	2,669	1,918	-28.2%	14.4	61.8	B
			(197, 198)	2,669	1,915	-28.2%	14.4	61.7	B
			(198, 199)	2,669	1,911	-28.4%	14.4	61.7	B
			(199, 37)	2,669	1,908	-28.5%	14.3	61.7	B
			(37, 206)	3,351	2,413	-28.0%	12.5	61.1	B
			(206, 47)	3,351	2,412	-28.0%	18.2	61.3	C
			(47, 44)	3,351	2,407	-28.2%	18.2	61.4	C

I-75 (SB)	SB on Ramp from US 301	SB Off Ramp to Gibsonton Dr	(296, 516)	2,820	2,038	-27.7%	14.8	63.6	B
			(516, 295)	2,820	2,037	-27.8%	14.9	63.3	B
			(295, 294)	2,820	2,037	-27.8%	15.0	63.1	B
			(294, 293)	2,820	2,037	-27.8%	15.0	62.8	B
			(293, 291)	3,552	2,457	-30.8%	12.3	62.2	B
			(291, 290)	3,552	2,457	-30.8%	18.3	62.1	C
			(290, 289)	3,552	2,456	-30.9%	17.1	61.7	B
			(289, 288)	2,440	1,848	-24.3%	13.6	62.8	B
			(288, 287)	2,440	1,848	-24.3%	13.7	62.7	B
			(287, 286)	2,440	1,848	-24.3%	13.7	62.6	B
			(286, 285)	2,440	1,848	-24.3%	13.7	62.5	B
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(285, 284)	2,440	1,848	-24.3%	13.7	62.5	B
			(284, 283)	2,440	1,847	-24.3%	13.7	62.5	B
			(283, 282)	2,440	1,848	-24.3%	13.7	62.5	B
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(282, 281)	2,440	1,847	-24.3%	13.7	62.4	B
			(281, 280)	2,440	1,847	-24.3%	13.7	62.4	B
			(280, 279)	2,440	1,846	-24.3%	13.7	62.3	B
			(279, 278)	2,440	1,846	-24.3%	13.7	62.3	B
			(278, 277)	2,440	1,847	-24.3%	13.7	62.3	B
			(277, 276)	2,440	1,845	-24.4%	13.7	62.2	B
			(276, 275)	2,440	1,844	-24.4%	13.7	62.2	B
			(275, 274)	2,440	1,844	-24.4%	13.7	62.2	B
			(274, 273)	2,440	1,844	-24.4%	13.7	62.2	B
			(273, 272)	2,440	1,844	-24.4%	13.7	62.2	B
			(272, 256)	2,440	1,844	-24.4%	13.8	62.1	B
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(256, 255)	2,440	1,843	-24.5%	13.8	62.1	B
			(255, 254)	2,440	1,843	-24.5%	13.7	62.1	B
			(254, 253)	2,440	1,843	-24.5%	13.7	62.1	B
			(253, 252)	2,440	1,842	-24.5%	13.7	62.1	B
			(252, 251)	2,440	1,842	-24.5%	13.8	62.1	B
			(251, 250)	2,440	1,843	-24.5%	13.8	62.0	B
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674	(250, 249)	2,440	1,843	-24.5%	13.8	62.1	B
			(249, 248)	2,440	1,843	-24.5%	13.8	62.0	B
			(248, 247)	2,440	1,843	-24.5%	13.8	62.0	B
			(247, 246)	2,440	1,842	-24.5%	13.8	62.0	B
			(246, 245)	2,659	1,843	-30.7%	13.8	62.0	B
			(245, 244)	2,659	1,843	-30.7%	13.8	62.0	B
			(244, 243)	2,659	1,842	-30.7%	13.8	62.0	B
			(243, 123)	2,659	1,841	-30.7%	13.8	62.0	B
			(123, 119)	2,659	1,839	-30.8%	13.8	62.0	B
			(119, 109)	2,659	2,009	-24.5%	10.3	61.8	A
			(109, 107)	2,659	2,008	-24.5%	15.0	61.8	B
			(107, 105)	2,659	2,007	-24.5%	15.0	61.9	B
			(105, 103)	2,659	2,005	-24.6%	15.0	61.9	B
			(103, 101)	2,659	2,003	-24.7%	15.0	61.9	B
			(101, 125)	2,659	1,908	-28.2%	14.3	61.7	B
			(125, 99)	1,448	1,056	-27.0%	7.7	63.5	A
			(99, 98)	1,448	1,055	-27.1%	7.7	63.5	A
			(98, 97)	1,448	1,054	-27.2%	7.7	63.5	A
			(97, 96)	1,448	1,053	-27.3%	7.7	63.4	A
	SB Off Ramp to SR 674	SB On Ramp from SR 674	(96, 95)	1,448	1,052	-27.4%	7.7	63.4	A
			(95, 94)	1,448	1,051	-27.4%	7.7	63.4	A
			(94, 305)	1,448	1,051	-27.4%	7.7	63.4	A
			(305, 307)	1,448	1,050	-27.5%	7.7	63.4	A
			(307, 313)	1,448	1,049	-27.6%	7.7	63.4	A
			(313, 317)	1,448	1,049	-27.6%	7.7	63.4	A
	SB On Ramp from SR 674	-	(317, 319)	1,448	1,046	-27.7%	7.7	63.4	A
			(319, 323)	1,448	1,045	-27.8%	7.6	63.4	A
			(323, 368)	1,448	1,043	-27.9%	7.6	63.4	A

Year 2025 Build PM Peak Hour - Express Lanes
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input	Volume Processed	Percent	Density	Speed	LOS
	From	To		(vph)	(vph)	Difference	Veh/Ln-Mile	Mile/Hr	
I-75 (NB)	-	NB Off Ramp to SR 674	(424, 72)	951	933	-1.9%	7.0	63.7	A
			(72, 71)	951	932	-2.0%	7.0	63.7	A
			(71, 70)	951	933	-1.9%	7.0	63.7	A
			(70, 69)	951	933	-1.9%	7.0	63.7	A
	NB Off Ramp to SR 674	NB On Ramp from SR 674	(69, 68)	951	933	-1.9%	7.0	63.7	A
			(68, 67)	951	933	-1.9%	7.0	63.7	A
			(67, 66)	951	933	-1.9%	7.0	63.6	A
			(66, 560)	951	934	-1.8%	7.0	63.7	A
			(560, 558)	951	934	-1.8%	7.0	63.7	A
			(558, 557)	951	934	-1.8%	7.0	63.7	A
	NB On Ramp from SR 674	NB Off Ramp to Big Bend Road	(557, 556)	951	933	-1.9%	7.0	63.7	A
			(556, 555)	951	932	-2.0%	7.0	63.6	A
			(555, 554)	951	932	-2.0%	7.0	63.7	A
			(554, 445)	951	931	-2.1%	7.0	63.7	A
			(445, 446)	951	932	-2.0%	6.9	63.7	A
			(446, 447)	951	930	-2.2%	6.9	63.7	A
			(447, 552)	951	930	-2.2%	6.9	63.6	A
			(552, 571)	951	929	-2.4%	6.9	63.6	A
			(571, 603)	951	928	-2.4%	6.9	63.6	A
			(603, 600)	2,217	2,090	-5.7%	11.3	62.2	B
			(600, 650)	2,217	2,089	-5.8%	15.9	62.6	B
			(650, 457)	2,217	2,088	-5.8%	15.9	62.6	B
			(457, 458)	2,217	2,086	-5.9%	15.9	62.5	B
			(458, 459)	2,217	2,085	-6.0%	15.9	62.4	B
			(459, 460)	2,217	2,083	-6.0%	14.1	62.3	B
			(460, 547)	2,077	1,901	-8.5%	14.4	62.6	B
			(547, 546)	2,077	1,899	-8.6%	14.4	62.5	B
			(546, 470)	2,077	1,897	-8.7%	14.4	62.4	B
			(470, 542)	2,077	1,895	-8.8%	14.4	62.4	B
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(542, 59)	2,077	1,893	-8.8%	14.4	62.4	B
			(59, 159)	2,077	1,892	-8.9%	14.4	62.3	B
			(159, 161)	2,077	1,891	-9.0%	14.4	62.3	B
			(161, 163)	2,077	1,890	-9.0%	14.4	62.3	B
			(163, 502)	2,077	1,888	-9.1%	14.4	62.2	B
			(502, 165)	2,077	1,886	-9.2%	14.4	62.2	B
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(165, 170)	2,077	1,884	-9.3%	14.4	62.1	B
			(170, 173)	2,077	1,882	-9.4%	14.4	62.1	B
			(173, 174)	2,077	1,882	-9.4%	14.4	62.1	B
			(174, 175)	2,077	1,880	-9.5%	14.4	62.1	B
			(175, 177)	2,077	1,878	-9.6%	14.4	62.1	B
			(177, 184)	2,077	1,876	-9.7%	14.4	62.0	B
			(184, 185)	2,077	1,874	-9.8%	14.4	62.0	B
			(185, 186)	2,077	1,871	-9.9%	14.4	62.0	B
			(186, 187)	2,077	1,868	-10.0%	14.3	61.9	B
			(187, 188)	2,077	1,867	-10.1%	14.3	61.9	B
			(188, 189)	2,077	1,865	-10.2%	14.3	61.9	B
			(189, 190)	2,077	1,862	-10.4%	14.5	61.2	B
	NB Off Ramp to Gibsonton Dr	NB on Ramp from Gibsonton Dr	(190, 191)	2,077	1,861	-10.4%	10.5	61.8	A
			(191, 192)	1,777	1,375	-22.6%	10.4	62.8	A
			(192, 193)	1,777	1,374	-22.7%	10.4	63.0	A
			(193, 194)	1,777	1,372	-22.8%	10.4	62.9	A
			(194, 195)	1,777	1,369	-23.0%	10.4	62.8	A
	NB On Ramp from Gibsonton Dr	NB off Ramp to US 301	(195, 196)	1,777	1,367	-23.1%	10.4	62.7	A
			(196, 197)	1,777	1,364	-23.2%	10.4	62.6	A
			(197, 198)	1,777	1,363	-23.3%	10.3	62.6	A
			(198, 199)	1,777	1,360	-23.5%	10.3	62.6	A
			(199, 38)	1,777	1,359	-23.5%	10.3	62.6	A
			(38, 37)	1,777	1,357	-23.6%	10.3	62.6	A
			(37, 206)	2,178	1,784	-18.1%	9.4	62.3	A
			(206, 47)	2,178	1,784	-18.1%	13.6	62.4	B
			(47, 44)	2,178	1,782	-18.2%	13.6	62.4	B

I-75 (SB)	SB on Ramp from US 301	SB Off Ramp to Gibsonton Dr	(296, 516)	2,319	2,274	-1.9%	17.1	63.3	B
			(516, 295)	2,319	2,275	-1.9%	17.2	62.9	B
			(295, 294)	2,319	2,275	-1.9%	17.3	62.6	B
			(294, 293)	2,319	2,276	-1.9%	17.3	62.4	B
			(293, 291)	2,915	2,774	-4.8%	15.4	61.6	B
			(291, 290)	2,915	2,774	-4.8%	21.5	61.4	C
			(290, 289)	2,915	2,775	-4.8%	19.6	61.0	C
			(289, 288)	2,009	2,139	6.4%	16.3	62.4	B
			(288, 287)	2,009	2,139	6.5%	16.3	62.2	B
			(287, 286)	2,009	2,139	6.5%	16.4	62.0	B
			(286, 285)	2,009	2,140	6.5%	16.4	62.0	B
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(285, 284)	2,009	2,140	6.5%	16.4	61.9	B
			(284, 283)	2,009	2,140	6.5%	16.4	61.9	B
			(283, 282)	2,009	2,141	6.6%	16.4	61.8	B
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(282, 281)	2,009	2,141	6.6%	16.5	61.8	B
			(281, 280)	2,009	2,142	6.6%	16.5	61.7	B
			(280, 279)	2,009	2,143	6.7%	16.5	61.7	B
			(279, 278)	2,009	2,143	6.6%	16.5	61.6	B
			(278, 277)	2,009	2,143	6.7%	16.5	61.6	B
			(277, 276)	2,009	2,143	6.7%	16.5	61.6	B
			(276, 275)	2,009	2,145	6.8%	16.5	61.5	B
			(275, 274)	2,009	2,146	6.8%	16.6	61.5	B
			(274, 273)	2,009	2,146	6.8%	16.6	61.5	B
			(273, 272)	2,009	2,146	6.8%	16.6	61.4	B
			(272, 256)	2,009	2,148	6.9%	16.6	61.4	B
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(256, 255)	2,009	2,148	6.9%	16.6	61.4	B
			(255, 254)	2,009	2,146	6.8%	16.6	61.4	B
			(254, 253)	2,009	2,147	6.9%	16.6	61.4	B
			(253, 252)	2,009	2,148	6.9%	16.6	61.4	B
			(252, 251)	2,009	2,147	6.9%	16.6	61.4	B
			(251, 250)	2,009	2,148	6.9%	16.6	61.3	B
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	(250, 249)	2,009	2,148	6.9%	16.6	61.3	B
			(249, 248)	2,009	2,150	7.0%	16.7	61.3	B
			(248, 247)	2,009	2,151	7.1%	16.7	61.3	B
			(247, 461)	2,009	2,151	7.1%	16.7	61.3	B
			(461, 245)	2,009	2,149	7.0%	16.7	61.3	B
			(245, 244)	2,009	2,150	7.0%	16.7	61.3	B
			(244, 243)	2,009	2,150	7.0%	16.7	61.2	B
			(243, 123)	2,009	2,148	6.9%	16.7	61.2	B
			(123, 119)	2,009	2,146	6.8%	16.7	61.2	B
			(119, 107)	2,176	2,320	6.6%	12.5	60.9	B
			(107, 105)	2,176	2,319	6.6%	18.1	61.0	C
			(105, 453)	2,176	2,318	6.5%	18.0	61.1	C
			(453, 103)	2,176	2,316	6.4%	18.0	61.1	C
			(103, 101)	2,176	2,315	6.4%	18.0	61.1	C
			(101, 125)	2,176	2,315	6.4%	18.0	61.1	C
			(125, 99)	1,253	1,176	-6.2%	8.9	63.1	A
			(99, 384)	1,253	1,174	-6.3%	8.8	63.3	A
			(384, 98)	1,253	1,173	-6.4%	8.8	63.2	A
			(98, 97)	1,253	1,171	-6.5%	8.8	63.1	A
			(97, 96)	1,253	1,171	-6.6%	8.8	63.1	A
	SB Off Ramp to SR 674	SB On Ramp from SR 674	(96, 95)	1,253	1,170	-6.7%	8.8	63.1	A
			(95, 94)	1,253	1,169	-6.7%	8.8	63.1	A
			(94, 305)	1,253	1,169	-6.7%	8.8	63.1	A
			(305, 307)	1,253	1,168	-6.8%	8.8	63.1	A
			(307, 313)	1,253	1,167	-6.9%	8.8	63.1	A
	SB On Ramp from SR 674	-	(313, 317)	1,253	1,165	-7.0%	8.8	63.0	A
			(317, 319)	1,253	1,165	-7.0%	8.8	63.0	A
			(319, 323)	1,253	1,164	-7.1%	8.8	63.0	A
			(323, 368)	1,253	1,161	-7.3%	8.8	63.0	A

Table 2-2

Year 2045 Build AM Peak Hour - Express Lanes
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input (vph)	Volume Processed (vph)	Percent Difference	Density Veh/Ln-Mile	Speed Mile/Hr	LOS
	From	To							
I-75 (NB)	-	NB Off Ramp to SR 674	(73, 72)	1,285	1,322	2.9%	9.7	63.0	A
			(72, 71)	1,285	1,322	2.9%	9.7	63.0	A
			(71, 70)	1,285	1,321	2.8%	9.7	63.0	A
			(70, 69)	1,285	1,321	2.8%	9.7	63.0	A
	NB Off Ramp to SR 674	NB On Ramp from SR 674	(69, 68)	1,285	1,321	2.8%	9.7	63.0	A
			(68, 67)	1,285	1,321	2.8%	9.7	63.0	A
			(67, 66)	1,285	1,321	2.8%	9.7	63.0	A
			(66, 58)	1,285	1,321	2.8%	9.7	63.0	A
			(58, 560)	1,285	1,320	2.8%	9.7	63.0	A
			(560, 558)	1,285	1,320	2.7%	9.7	63.0	A
			(558, 557)	1,285	1,320	2.7%	9.7	63.0	A
	NB On Ramp from SR 674	NB Off Ramp to Big Bend Road	(557, 556)	1,285	1,319	2.7%	9.7	62.9	A
			(556, 555)	1,285	1,319	2.6%	9.7	63.0	A
			(555, 554)	1,285	1,318	2.5%	9.7	63.0	A
			(554, 445)	1,285	1,317	2.5%	9.7	62.9	A
			(445, 446)	1,285	1,316	2.4%	9.7	62.9	A
			(446, 447)	1,285	1,316	2.4%	9.7	63.0	A
			(447, 552)	1,285	1,315	2.4%	9.7	62.9	A
			(552, 571)	1,285	1,314	2.3%	9.7	62.9	A
			(571, 603)	1,285	1,314	2.2%	9.7	62.9	A
			(603, 600)	3,192	3,570	11.8%	19.9	58.9	C
			(600, 650)	3,192	3,567	11.8%	27.2	60.8	D
			(650, 457)	3,192	3,564	11.7%	27.1	61.0	D
			(457, 458)	3,192	3,561	11.6%	27.1	61.0	D
			(458, 459)	3,192	3,558	11.5%	27.2	60.7	D
			(459, 460)	3,192	3,555	11.4%	23.6	60.5	C
			(460, 547)	2,981	3,169	6.3%	23.9	61.4	C
			(547, 546)	2,981	3,165	6.2%	24.0	61.2	C
			(546, 470)	2,981	3,161	6.0%	24.0	61.0	C
			(470, 542)	2,981	3,159	6.0%	24.0	61.0	C
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(542, 159)	2,981	3,133	5.1%	24.0	60.5	C
			(159, 161)	2,981	3,148	5.6%	24.0	60.7	C
			(161, 163)	2,981	3,146	5.5%	23.3	62.6	C
			(163, 502)	2,981	3,143	5.4%	23.5	61.9	C
			(502, 165)	2,981	3,141	5.4%	24.1	60.4	C
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(165, 173)	2,981	3,136	5.2%	24.1	60.4	C
			(173, 174)	2,981	3,133	5.1%	24.0	60.5	C
			(174, 175)	2,981	3,129	5.0%	24.0	60.5	C
			(175, 177)	2,981	3,127	4.9%	24.0	60.4	C
			(177, 184)	2,981	3,122	4.7%	24.0	60.4	C
			(184, 185)	2,981	3,118	4.6%	24.0	60.3	C
			(185, 186)	2,981	3,113	4.4%	23.9	60.3	C
			(186, 187)	2,981	3,109	4.3%	23.9	60.3	C
			(187, 188)	2,981	3,105	4.2%	23.9	60.2	C
			(188, 189)	2,981	3,101	4.0%	23.9	60.2	C
			(189, 190)	2,981	3,097	3.9%	24.1	59.6	C
	NB Off Ramp to Gibsonton Dr	NB on Ramp from Gibston Dr	(190, 191)	2,981	3,096	3.8%	17.3	60.0	B
			(191, 192)	2,669	2,767	3.7%	21.1	60.8	C
			(192, 193)	2,669	2,764	3.6%	21.0	61.1	C
	NB On Ramp from Gibsonton Dr	NB off Ramp to US 301	(193, 194)	2,669	2,760	3.4%	21.0	61.0	C
			(194, 195)	2,669	2,753	3.1%	21.0	60.8	C
			(195, 196)	2,669	2,746	2.9%	21.0	60.7	C
			(196, 197)	2,669	2,743	2.8%	21.0	60.7	C
			(197, 198)	2,669	2,739	2.6%	21.0	60.6	C
			(198, 199)	2,669	2,734	2.4%	20.9	60.5	C
			(199, 37)	2,669	2,728	2.2%	20.9	60.5	C
			(37, 206)	3,351	3,423	2.2%	18.4	58.5	C
			(206, 47)	3,351	3,421	2.1%	26.9	58.9	D
			(47, 44)	3,351	3,416	2.0%	26.4	59.9	D

Table 2-2
Year 2045 Build AM Peak Hour - Express Lanes
I-75 PD from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

I-75 (SB)	SB on Ramp from US 301	SB Off Ramp to Gibsonton Dr	(296, 516)	2,820	2,856	1.3%	21.2	62.5	C
			(516, 295)	2,820	2,856	1.3%	21.3	62.1	C
			(295, 294)	2,820	2,856	1.3%	21.4	61.9	C
			(294, 293)	2,820	2,855	1.2%	21.5	61.6	C
			(293, 291)	3,552	3,469	-2.3%	17.9	60.4	B
			(291, 290)	3,552	3,469	-2.3%	26.6	60.5	D
			(290, 289)	3,552	3,468	-2.4%	24.9	59.8	C
			(289, 288)	2,440	2,617	7.2%	19.6	61.8	C
			(288, 287)	2,440	2,616	7.2%	19.7	61.6	C
			(287, 286)	2,440	2,616	7.2%	19.7	61.5	C
			(286, 285)	2,440	2,617	7.2%	19.8	61.3	C
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(285, 284)	2,440	2,615	7.2%	19.8	61.3	C
			(284, 283)	2,440	2,615	7.2%	19.8	61.2	C
			(283, 282)	2,440	2,614	7.1%	19.8	61.2	C
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(282, 281)	2,440	2,615	7.2%	19.8	61.1	C
			(281, 280)	2,440	2,613	7.1%	19.8	61.1	C
			(280, 279)	2,440	2,612	7.1%	19.8	61.0	C
			(279, 278)	2,440	2,613	7.1%	19.9	61.0	C
			(278, 277)	2,440	2,613	7.1%	19.9	60.9	C
			(277, 276)	2,440	2,612	7.0%	19.9	60.8	C
			(276, 275)	2,440	2,611	7.0%	19.9	60.8	C
			(275, 274)	2,440	2,612	7.0%	19.9	60.8	C
			(274, 273)	2,440	2,611	7.0%	19.9	60.7	C
			(273, 272)	2,440	2,609	6.9%	19.9	60.7	C
			(272, 256)	2,440	2,610	7.0%	19.9	60.7	C
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(256, 255)	2,440	2,612	7.0%	20.0	60.6	C
			(255, 254)	2,440	2,611	7.0%	20.0	60.6	C
			(254, 253)	2,440	2,611	7.0%	20.0	60.6	C
			(253, 252)	2,440	2,608	6.9%	20.0	60.6	C
			(252, 251)	2,440	2,608	6.9%	20.0	60.5	C
			(251, 250)	2,440	2,609	6.9%	20.0	60.6	C
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674	(250, 249)	2,440	2,608	6.9%	20.0	60.5	C
			(249, 248)	2,440	2,607	6.9%	20.0	60.5	C
			(248, 247)	2,440	2,607	6.8%	20.0	60.5	C
			(247, 246)	2,440	2,608	6.9%	20.0	60.5	C
			(246, 245)	2,659	2,608	-1.9%	20.0	60.4	C
			(245, 244)	2,659	2,607	-1.9%	20.0	60.4	C
			(244, 243)	2,659	2,607	-1.9%	20.0	60.4	C
			(243, 123)	2,659	2,606	-2.0%	20.0	60.4	C
			(123, 119)	2,659	2,605	-2.0%	20.0	60.4	C
			(119, 109)	2,659	2,804	5.5%	14.9	59.8	B
			(109, 107)	2,659	2,802	5.4%	21.7	59.9	C
			(107, 105)	2,659	2,799	5.3%	21.5	60.2	C
			(105, 103)	2,659	2,797	5.2%	21.5	60.3	C
			(103, 101)	2,659	2,795	5.1%	21.5	60.3	C
			(101, 125)	2,659	2,728	2.6%	20.9	60.5	C
			(125, 99)	1,448	1,491	2.9%	11.0	62.6	B
			(99, 98)	1,448	1,489	2.9%	11.0	62.8	A
			(98, 97)	1,448	1,488	2.8%	11.0	62.8	A
			(97, 96)	1,448	1,486	2.6%	11.0	62.7	A
	SB Off Ramp to SR 674	SB On Ramp from SR 674	(96, 95)	1,448	1,484	2.5%	11.0	62.6	A
			(95, 94)	1,448	1,483	2.4%	11.0	62.5	A
			(94, 305)	1,448	1,482	2.3%	11.0	62.5	A
			(305, 307)	1,448	1,480	2.2%	11.0	62.5	A
			(307, 313)	1,448	1,479	2.2%	11.0	62.5	A
			(313, 317)	1,448	1,478	2.1%	11.0	62.5	A
	SB On Ramp from SR 674	-	(317, 319)	1,448	1,477	2.0%	11.0	62.4	A
			(319, 323)	1,448	1,475	1.9%	11.0	62.4	A
			(323, 368)	1,448	1,472	1.6%	10.9	62.4	A

Year 2045 Build PM Peak Hour - Express Lanes
I-75 PD&E from north of Moccasin Wallow Road to south of US 301
CORSIM Analysis Summary

Road	Location		Link ID	Volume Input	Volume Processed	Percent	Density	Speed	LOS
	From	To		(vph)	(vph)	Difference	Veh/Ln-Mile	Mile/Hr	
I-75 (NB)	-	NB Off Ramp to SR 674	(424, 72)	1,673	1,637	-2.2%	12.5	62.4	B
			(72, 71)	1,673	1,636	-2.2%	12.5	62.4	B
			(71, 70)	1,673	1,637	-2.1%	12.5	62.4	B
			(70, 69)	1,673	1,638	-2.1%	12.5	62.4	B
	NB Off Ramp to SR 674	NB On Ramp from SR 674	(69, 68)	1,673	1,638	-2.1%	12.5	62.3	B
			(68, 67)	1,673	1,637	-2.1%	12.5	62.3	B
			(67, 66)	1,673	1,638	-2.1%	12.5	62.3	B
			(66, 560)	1,673	1,638	-2.1%	12.5	62.3	B
			(560, 558)	1,673	1,637	-2.1%	12.5	62.3	B
			(558, 557)	1,673	1,637	-2.1%	12.5	62.3	B
	NB On Ramp from SR 674	NB Off Ramp to Big Bend Road	(557, 556)	1,673	1,637	-2.1%	12.5	62.3	B
			(556, 555)	1,673	1,637	-2.2%	12.5	62.3	B
			(555, 554)	1,673	1,620	-3.2%	27.4	56.1	D
			(554, 445)	1,673	1,634	-2.3%	12.5	62.2	B
			(445, 446)	1,673	1,637	-2.2%	12.5	62.4	B
			(446, 447)	1,673	1,632	-2.5%	12.5	62.2	B
			(447, 552)	1,673	1,630	-2.6%	12.5	62.2	B
			(552, 571)	1,673	1,629	-2.6%	12.4	62.2	B
			(571, 603)	1,673	1,628	-2.7%	12.4	62.2	B
			(603, 600)	3,075	3,244	5.5%	18.4	59.3	C
			(600, 650)	3,075	3,241	5.4%	25.4	60.5	C
			(650, 457)	3,075	3,238	5.3%	25.3	60.8	C
			(457, 458)	3,075	3,236	5.2%	25.3	60.8	C
			(458, 459)	3,075	3,235	5.2%	25.3	60.7	C
			(459, 460)	3,075	3,232	5.1%	22.5	60.6	C
			(460, 547)	2,879	2,955	2.6%	22.9	61.2	C
			(547, 546)	2,879	2,953	2.6%	23.0	61.1	C
			(546, 470)	2,879	2,951	2.5%	23.0	60.9	C
			(470, 542)	2,879	2,948	2.4%	23.0	60.8	C
	NB Off Ramp to Big Bend Road	NB On Ramp from Big Bend Road	(542, 59)	2,879	2,945	2.3%	23.0	60.8	C
			(59, 159)	2,879	2,943	2.2%	23.0	60.7	C
			(159, 161)	2,879	2,941	2.2%	23.1	60.6	C
			(161, 163)	2,879	2,939	2.1%	23.0	60.6	C
			(163, 502)	2,879	2,936	2.0%	23.0	60.6	C
			(502, 165)	2,879	2,933	1.9%	23.0	60.5	C
	NB On Ramp from Big Bend Road	NB Off Ramp to Gibsonton Dr	(165, 170)	2,879	2,929	1.7%	23.0	60.5	C
			(170, 173)	2,879	2,927	1.7%	23.0	60.4	C
			(173, 174)	2,879	2,926	1.6%	23.0	60.4	C
			(174, 175)	2,879	2,922	1.5%	23.0	60.4	C
			(175, 177)	2,879	2,920	1.4%	23.0	60.4	C
			(177, 184)	2,879	2,916	1.3%	23.0	60.4	C
			(184, 185)	2,879	2,911	1.1%	22.9	60.3	C
			(185, 186)	2,879	2,906	0.9%	22.9	60.3	C
			(186, 187)	2,879	2,903	0.8%	22.9	60.3	C
			(187, 188)	2,879	2,898	0.7%	22.9	60.3	C
			(188, 189)	2,879	2,894	0.5%	22.8	60.3	C
			(189, 190)	2,879	2,890	0.4%	23.4	58.6	C
	NB Off Ramp to Gibsonton Dr	NB on Ramp from Gibsonton Dr	(190, 191)	2,879	2,888	0.3%	16.9	59.6	B
			(191, 192)	2,265	2,250	-0.7%	17.4	61.3	B
			(192, 193)	2,265	2,248	-0.7%	17.3	61.9	B
			(193, 194)	2,265	2,247	-0.8%	17.3	61.7	B
			(194, 195)	2,265	2,242	-1.0%	17.3	61.5	B
	NB On Ramp from Gibsonton Dr	NB off Ramp to US 301	(195, 196)	2,265	2,239	-1.2%	17.4	61.3	B
			(196, 197)	2,265	2,235	-1.3%	17.3	61.3	B
			(197, 198)	2,265	2,233	-1.4%	17.3	61.2	B
			(198, 199)	2,265	2,230	-1.5%	17.3	61.2	B
			(199, 38)	2,265	2,227	-1.7%	17.3	61.1	B
			(38, 37)	2,265	2,224	-1.8%	17.3	61.1	B
			(37, 206)	2,855	2,787	-2.4%	15.2	59.9	B
			(206, 47)	2,855	2,786	-2.4%	22.0	60.2	C
			(47, 44)	2,855	2,782	-2.6%	21.8	60.6	C

I-75 (SB)	SB on Ramp from US 301	SB Off Ramp to Gibsonton Dr	(296, 516)	3,266	3,203	-1.9%	24.5	62.1	C
			(516, 295)	3,266	3,203	-1.9%	24.7	61.6	C
			(295, 294)	3,266	3,204	-1.9%	24.8	61.3	C
			(294, 293)	3,266	3,205	-1.9%	24.9	61.1	C
			(293, 291)	4,110	3,818	-7.1%	22.0	59.3	C
			(291, 290)	4,110	3,819	-7.1%	30.4	59.7	D
			(290, 289)	4,110	3,821	-7.0%	28.0	58.8	D
			(289, 288)	2,922	2,955	1.1%	22.9	61.4	C
			(288, 287)	2,922	2,956	1.2%	22.9	61.2	C
			(287, 286)	2,922	2,956	1.2%	23.0	61.0	C
			(286, 285)	2,922	2,957	1.2%	23.1	60.8	C
	SB Off Ramp to Gibsonton Dr	SB On Ramp from Gibsonton Dr	(285, 284)	2,922	2,957	1.2%	23.1	60.7	C
			(284, 283)	2,922	2,957	1.2%	23.2	60.6	C
			(283, 282)	2,922	2,958	1.2%	23.2	60.6	C
	SB On Ramp from Gibsonton Dr	SB Off Ramp to Big Bend Rd	(282, 281)	2,922	2,958	1.2%	23.2	60.5	C
			(281, 280)	2,922	2,959	1.3%	23.3	60.4	C
			(280, 279)	2,922	2,960	1.3%	23.3	60.3	C
			(279, 278)	2,922	2,959	1.3%	23.3	60.3	C
			(278, 277)	2,922	2,961	1.3%	23.4	60.2	C
			(277, 276)	2,922	2,963	1.4%	23.4	60.2	C
			(276, 275)	2,922	2,963	1.4%	23.4	60.1	C
			(275, 274)	2,922	2,963	1.4%	23.4	60.1	C
			(274, 273)	2,922	2,963	1.4%	23.4	60.0	C
			(273, 272)	2,922	2,965	1.5%	23.5	60.0	C
			(272, 256)	2,922	2,966	1.5%	23.5	60.0	C
	SB Off Ramp to Big Bend Rd	SB On Ramp from Big Bend Rd	(256, 255)	2,922	2,965	1.5%	23.5	59.9	C
			(255, 254)	2,922	2,966	1.5%	23.5	60.0	C
			(254, 253)	2,922	2,965	1.5%	23.5	59.9	C
			(253, 252)	2,922	2,968	1.6%	23.5	59.9	C
			(252, 251)	2,922	2,969	1.6%	23.6	59.9	C
			(251, 250)	2,922	2,971	1.7%	23.6	59.9	C
	SB On Ramp from Big Bend Rd	SB Off Ramp to SR 674 WB	(250, 249)	2,922	2,971	1.7%	23.6	59.8	C
			(249, 248)	2,922	2,972	1.7%	23.6	59.8	C
			(248, 247)	2,922	2,972	1.7%	23.6	59.8	C
			(247, 461)	2,922	2,971	1.7%	23.6	59.8	C
			(461, 245)	3,135	2,969	-5.3%	23.6	59.8	C
			(245, 244)	3,135	2,968	-5.3%	23.6	59.7	C
			(244, 243)	3,135	2,967	-5.4%	23.6	59.6	C
			(243, 123)	3,135	2,966	-5.4%	23.6	59.6	C
			(123, 119)	3,135	2,963	-5.5%	23.6	59.6	C
			(119, 107)	3,135	3,149	0.5%	17.6	58.8	B
			(107, 105)	3,135	3,148	0.4%	25.4	58.9	C
			(105, 453)	3,135	3,146	0.4%	25.2	59.3	C
			(453, 103)	3,135	3,143	0.3%	25.1	59.5	C
			(103, 101)	3,135	3,141	0.2%	25.0	59.6	C
			(101, 125)	3,135	3,141	0.2%	25.0	59.6	C
			(125, 99)	1,630	1,624	-0.4%	12.4	62.2	B
			(99, 384)	1,630	1,623	-0.4%	12.3	62.7	B
			(384, 98)	1,630	1,622	-0.5%	12.3	62.6	B
			(98, 97)	1,630	1,620	-0.6%	12.3	62.6	B
			(97, 96)	1,630	1,618	-0.7%	12.3	62.5	B
	SB Off Ramp to SR 674	SB On Ramp from SR 674	(96, 95)	1,630	1,615	-0.9%	12.3	62.4	B
			(95, 94)	1,630	1,614	-1.0%	12.3	62.4	B
			(94, 305)	1,630	1,613	-1.0%	12.3	62.3	B
			(305, 307)	1,630	1,611	-1.1%	12.3	62.3	B
			(307, 313)	1,630	1,609	-1.3%	12.3	62.3	B
	SB On Ramp from SR 674	-	(313, 317)	1,630	1,608	-1.4%	12.3	62.2	B
			(317, 319)	1,630	1,606	-1.4%	12.3	62.2	B
			(319, 323)	1,630	1,605	-1.5%	12.3	62.2	B
			(323, 368)	1,630	1,637	0.4%	12.5	62.4	B

Speed Comparison for I-75 Ramps - 2025 Build (AM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Distance	Weighted Length %	Speed	Wt Avg Speed
I-75 (Build) Ramps	NB Off Ramp to SR 674	166	242	314	625	17%	44.4668	34.305
		242	7004		207	6%	63.2586	
		7004	241		212	6%	50.147	
		241	240		594	16%	41.2352	
		240	239		570	16%	40.5261	
		239	950		634	17%	9.5673	
		239	238		483	13%	33.5164	
		238	4		350	10%	13.4483	
	NB On Ramp from SR 674 WB	1	226	615	385	6%	28.6500	34.991
		226	229		299	5%	39.1099	
		229	228		441	7%	40.5678	
		949	233		426	6%	23.5773	
		233	234		241	4%	21.0743	
		234	235		348	5%	20.5999	
		235	236		271	4%	20.8249	
		236	237		273	4%	24.7627	
		237	227		243	4%	32.8563	
		227	228		818	12%	35.845	
		228	2		367	6%	38.5023	
		2	232		1094	16%	39.6419	
		232	231		312	5%	39.7113	
		231	7009		260	4%	40.4298	
		7009	230		249	4%	40.6388	
		230	157		608	9%	47.7484	
	NB Off Ramp to Big Bend Road	142	224	386	366	13%	45.0691	38.553
		224	7012		224	8%	49.6536	
		7012	223		246	9%	55.8469	
		223	222		778	27%	41.7713	
		222	221		370	13%	41.4075	
		221	220		317	11%	35.2927	
		220	936		247	9%	4.1147	
		220	219		166	6%	29.5901	
		219	937		162	6%	28.3116	
	NB On Ramp from Big Bend Road	932	11	387	243	4%	29.8743	37.649
		11	12		865	13%	26.2842	
		12	13		477	7%	29.9254	
		938	25		146	2%	39.2349	
		25	27		1113	16%	37.1346	
		27	13		555	8%	37.0349	
		13	18		634	9%	30.7528	
		18	7013		743	11%	37.6014	
		7013	14		909	13%	48.222	
		14	136		1207	18%	46.6662	
	NB Off Ramp to Gibsonton Drive	122	212	388	471	20%	49.658	39.498
		212	7007		566	24%	38.9349	
		7007	211		340	15%	64.8254	
		211	210		312	13%	47.5789	
		210	209		179	8%	40.2005	
		209	35		249	11%	8.2236	
		209	207		222	9%	3.7379	
	NB On Ramp from Gibsonton Drive EB	34	203	389	184	14%	29.464	35.707
		203	202		151	12%	28.6118	
		202	201		167	13%	15.0155	
		201	200		175	14%	26.274	
		200	7005		237	18%	36.9916	
		7005	24		175	14%	66.0612	
		24	26		195	15%	44.4733	
	NB On Ramp from Gibsonton Drive WB	28	36	390	290	7%	25.4544	40.185
		36	205		270	6%	32.3048	
		205	204		263	6%	38.5129	
		204	30		271	6%	41.141	
		30	31		592	14%	41.1765	
		31	40		846	19%	40.8236	
		40	7010		818	19%	40.7514	
		7010	32		818	19%	40.7739	
		32	38		206	5%	62.074	
I-75 (Build) Ramps	SB Off Ramp to Gibsonton Drive	318	7002	945	206	11%	66.0612	37.458
		7002	481		173	9%	58.117	
		481	480		219	12%	52.2112	
		480	3		472	25%	45.5644	
		3	479		344	19%	26.9819	
		479	478		220	12%	12.2736	
		479	17		220	12%	3.9177	
	SB On Ramp from Gibsonton Drive	33	475	422	319	21%	29.7951	33.248
		907	477		280	19%	25.5365	
		477	475		76	5%	29.6565	
		475	474		259	17%	26.1061	
		474	7003		179	12%	25.1812	
		7003	472		152	10%	62.074	
		472	322		238	16%	43.5221	
	SB Off Ramp to Big Bend Road	336	8	423	1243	20%	48.991	39.922
		8	7006		656	11%	61.3629	
		7006	9		792	13%	45.3626	
		9	15		619	10%	39.4181	
		15	29		343	6%	38.1208	
		29	932		211	3%	7.5696	
		9	10		1120	18%	37.9891	
		10	16		462	7%	29.8178	
		16	448		427	7%	28.5706	
		448	932		325	5%	8.5088	
I-75 (Build) Ramps	SB On Ramp from Big Bend Road	932	468	521	384	15%	25.8748	38.021
		468	467		528	20%	33.0311	
		467	466		617	23%	38.2547	
		466	465		259	10%	39.199	
		465	7014		113	4%	39.5265	
		7014	464		113	4%	44.1303	
		464	463		96	4%	42.8356	
		463	342		533	20%	48.3904	
	SB Off Ramp to SR 674	358	431	522	641	11%	48.4604	36.201
		431	432		200	3%	48.6601	
		432	7008		158	3%	43.868	
		7008	433		212	4%	50.5371	
		433	54		165	3%	35.7228	
		54	434		795	14%	37.627	
		434	946		1118	19%	27.9664	
		54	55		1138	19%	44.4809	
		55	56		311	5%	34.6089	
		56	57		250	4%	29.4088	
		57	428		252	4%	28.9134	
		428	427		315	5%	28.4065	
		427	947		325	6%	7.3181	
	SB On Ramp from SR 674	947	435	523	346	12%	27.8751	36.718
		946	435		610	22%	25.9562	
		435	436		234	8%	31.4211	
		436	437		259	9%	40.4907	
		437	7011		147	5%	41.3765	
		7011	438		263	9%	48.9152	
		438	439		368	13%	43.2256	
		439	364		563	20%	43.111	

Speed Comparison for I-75 Ramps - 2025 Build (PM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Distance	Weighted Length %	Speed	Wt Avg Speed
I-75 (Build) NB Ramps	NB Off Ramp to SR 674	166	242	476	360	11%	44.9875	34.876
		242	7004		209	6%	63.277	
		7004	241		247	7%	55.4630	
		241	240		613	18%	41.8367	
		240	239		570	17%	41.0502	
		239	950		552	16%	7.6926	
		239	238		577	17%	33.6300	
		238	4		261	8%	9.1160	
	NB On Ramp from SR 674 WB	1	226	2,204	371	5%	28.8990	35.400
		226	229		317	5%	42.1059	
		229	228		567	8%	40.7057	
		949	233		451	7%	23.5068	
		233	234		334	5%	20.9961	
		234	235		276	4%	20.4943	
		235	236		287	4%	21.0094	
		236	237		297	4%	24.7456	
		237	227		225	3%	32.7659	
		227	228		1060	15%	36.2477	
		228	2		470	7%	39.4903	
		2	232		965	14%	40.5024	
		232	231		235	3%	40.8678	
		231	7009		286	4%	40.5990	
		7009	230		265	4%	41.2494	
		230	157		433	6%	52.4652	
	NB Off Ramp to Big Bend Road	142	224	548	366	13%	45.3297	38.125
		224	7012		224	8%	49.7419	
		7012	223		246	9%	44.8044	
		223	222		778	27%	42.4991	
		222	221		370	13%	42.2674	
		221	220		317	11%	36.3362	
		220	936		247	9%	4.1502	
		220	219		166	6%	30.1962	
		219	937		162	6%	28.5983	
	NB On Ramp from Big Bend Road	932	11	2,714	243	4%	29.6281	37.757
		11	12		865	13%	26.3718	
		12	13		477	7%	30.2080	
		938	25		146	2%	39.6789	
		25	27		1113	16%	37.4330	
		27	13		555	8%	37.3787	
		13	18		634	9%	31.6774	
		18	7013		743	11%	37.7662	
		7013	14		909	13%	46.2941	
		14	136		1207	18%	47.5353	
	NB Off Ramp to Gibsonton Drive	122	212	457	471	20%	49.7449	37.599
		212	7007		566	24%	34.1819	
		7007	211		340	15%	65.3041	
		211	210		312	13%	47.8149	
		210	209		179	8%	29.3443	
		209	35		249	11%	8.2540	
		209	207		223	10%	3.4757	
	NB On Ramp from Gibsonton Drive EB	34	203	926	184	14%	29.8360	38.019
		203	202		151	12%	31.7038	
		202	201		167	13%	21.4312	
		201	200		175	14%	29.4603	
		200	7005		237	18%	38.4218	
		7005	24		175	14%	66.4209	
		24	5000		195	15%	46.5421	
	NB On Ramp from Gibsonton Drive WB	28	36	1,414	290	7%	25.5284	38.000
		36	205		270	6%	32.5355	
		205	204		263	6%	38.8800	
		204	30		271	6%	41.6523	
		30	31		592	14%	41.7852	
		31	40		846	19%	41.2388	
		40	7010		818	19%	28.4718	
		7010	32		818	19%	44.3112	
		32	5002		206	5%	45.38	
I-75 (Build) SB Ramps	SB Off Ramp to Gibsonton Drive	318	7002	3,232	206	11%	44.8185	32.031
		7002	481		173	9%	52.3801	
		481	480		219	12%	44.6052	
		480	3		472	25%	42.7533	
		3	479		344	19%	23.3126	
		479	478		220	12%	9.2154	
		479	17		220	12%	4.9829	
	SB On Ramp from Gibsonton Drive	33	475	632	319	21%	29.5435	32.027
		907	477		280	19%	25.7236	
		477	475		76	5%	29.8324	
		475	474		259	17%	21.9535	
		474	7003		179	12%	22.2089	
		7003	472		152	10%	61.1138	
		472	322		238	16%	43.2406	
	SB Off Ramp to Big Bend Road	336	8	3,748	1243	20%	48.6482	38.257
		8	7006		656	11%	51.6231	
		7006	9		792	13%	44.8144	
		9	15		619	10%	39.0662	
		15	29		343	6%	35.0148	
		29	932		211	3%	6.7011	
		9	10		1120	18%	37.5786	
		10	16		462	7%	29.3444	
		16	448		427	7%	27.4613	
		448	932		325	5%	7.1079	
	SB On Ramp from Big Bend Road	932	468	757	384	15%	25.969	37.874
		468	467		528	20%	32.5369	
		467	466		617	23%	37.9747	
		466	465		259	10%	39.146	
		465	7014		113	4%	39.4118	
		7014	464		113	4%	45.1499	
		464	463		96	4%	42.695	
		463	342		533	20%	48.2682	
	SB Off Ramp to SR 674	358	431	3,043	679	11%	47.6763	33.695
		431	432		170	3%	47.8652	
		432	7008		152	2%	44.0584	
		7008	433		171	3%	41.5050	
		433	54		206	3%	29.8613	
		54	434		1003	16%	35.2458	
		434	946		1118	18%	21.6600	
		54	55		1294	20%	43.3788	
		55	56		274	4%	33.5510	
		56	57		361	6%	28.9270	
		57	428		313	5%	28.3879	
		428	427		313	5%	25.4980	
		427	947		325	5%	7.0340	
	SB On Ramp from SR 674	947	435	658	346	13%	28.2380	35.958
		946	435		610	23%	25.1798	
		435	436		272	10%	32.2972	
		436	437		196	8%	39.2965	
		437	7011		257	10%	40.1484	
		7011	438		275	11%	48.5396	
		438	439		310	12%	42.7056	
		439	364		347	13%	44.4819	

Speed Comparison for I-75 Ramps - 2045 Build (AM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Distance	Weighted Length %	Speed	Wt Avg Speed
I-75 (Build) NB Ramps	NB Off Ramp to SR 674	166	242	658	625	17%	44.1444	33.364
		242	7004		207	6%	65.7028	
		7004	241		212	6%	49.8944	
		241	240		594	16%	40.6989	
		240	239		570	16%	39.6788	
		239	950		634	17%	7.6631	
		239	238		483	13%	32.7668	
		238	4		350	10%	9.6196	
	NB On Ramp from SR 674 WB	1	226	3,043	385	6%	28.5477	34.646
		226	229		299	5%	38.7567	
		229	228		441	7%	40.0893	
		949	233		426	6%	23.4436	
		233	234		241	4%	20.7722	
		234	235		348	5%	20.2764	
		235	236		271	4%	20.5482	
		236	237		273	4%	24.5584	
		237	227		243	4%	32.574	
		227	228		818	12%	35.2824	
		228	2		367	6%	37.7391	
		2	232		1094	16%	38.3689	
		232	231		312	5%	38.309	
		231	7009		260	4%	39.0503	
		7009	230		249	4%	48.1129	
		230	157		608	9%	47.0567	
	NB Off Ramp to Big Bend Road	142	224	757	366	13%	44.0913	37.005
		224	7012		224	8%	47.5471	
		7012	223		246	9%	54.6808	
		223	222		778	27%	39.9148	
		222	221		370	13%	39.6882	
		221	220		317	11%	33.1192	
		220	936		247	9%	3.3526	
		220	219		166	6%	28.2065	
		219	937		162	6%	27.3953	
	NB On Ramp from Big Bend Road	932	11	3,748	243	4%	30.0177	28.396
		11	12		865	13%	24.8079	
		12	13		477	7%	26.9236	
		938	25		146	2%	34.8841	
		25	27		1113	16%	32.9129	
		27	13		555	8%	32.4173	
		13	18		634	9%	21.7886	
		18	7013		743	11%	22.1807	
		7013	14		909	13%	42.9014	
		14	136		1207	18%	20.7957	
	NB Off Ramp to Gibsonton Drive	122	212	632	471	20%	49.6422	40.494
		212	7007		566	24%	43.7451	
		7007	211		340	15%	64.5019	
		211	210		312	13%	47.5659	
		210	209		179	8%	38.5826	
		209	35		249	11%	8.3501	
		209	207		222	9%	3.6819	
	NB On Ramp from Gibsonton Drive EB	34	203	1,280	184	14%	27.8911	31.289
		203	202		151	12%	17.3704	
		202	201		167	13%	8.7021	
		201	200		175	14%	23.4455	
		200	7005		237	18%	36.2558	
		7005	24		175	14%	54.8199	
		24	26		195	15%	44.4999	
	NB On Ramp from Gibsonton Drive WB	28	36	1,952	290	7%	25.3718	43.761
		36	205		270	6%	31.9923	
		205	204		263	6%	38.0669	
		204	30		271	6%	40.4389	
		30	31		592	14%	40.4118	
		31	40		846	19%	40.0093	
		40	7010		818	19%	39.912	
		7010	32		818	19%	62.83	
		32	38		206	5%	61.303	
I-75 (Build) SB Ramps	SB Off Ramp to Gibsonton Drive	318	7002	2,430	206	11%	54.8199	33.633
		7002	481		173	9%	52.5322	
		481	480		219	12%	47.2728	
		480	3		472	25%	44.348	
		3	479		344	19%	22.5379	
		479	478		220	12%	9.3219	
		479	17		220	12%	4.0297	
	SB On Ramp from Gibsonton Drive	33	475	457	319	21%	29.7217	32.725
		907	477		280	19%	25.5325	
		477	475		76	5%	29.6043	
		475	474		259	17%	24.4522	
		474	7003		179	12%	24.1798	
		7003	472		152	10%	61.303	
		472	322		238	16%	43.3879	
	SB Off Ramp to Big Bend Road	336	8	2,714	1243	20%	48.1887	35.367
		8	7006		656	11%	38.3272	
		7006	9		792	13%	41.4323	
		9	15		619	10%	38.7853	
		15	29		343	6%	23.9279	
		29	932		211	3%	5.0489	
		9	10		1120	18%	37.1449	
		10	16		462	7%	29.0438	
		16	448		427	7%	26.1906	
		448	932		325	5%	5.7447	
	SB On Ramp from Big Bend Road	932	468	548	384	15%	25.4923	38.791
		468	467		528	20%	34.3044	
		467	466		617	23%	38.8633	
		466	465		259	10%	39.5591	
		465	7014		113	4%	39.6071	
		7014	464		113	4%	52.1882	
		464	463		96	4%	42.9284	
		463	342		533	20%	48.6009	
	SB Off Ramp to SR 674	358	431	2,204	641	11%	48.2477	34.229
		431	432		200	3%	48.4041	
		432	7008		158	3%	40.5955	
		7008	433		212	4%	48.2044	
		433	54		165	3%	31.6087	
		54	434		795	14%	35.9433	
		434	946		1118	19%	25.0951	
		54	55		1138	19%	43.5423	
		55	56		311	5%	33.8033	
		56	57		250	4%	29.1424	
		57	428		252	4%	28.2949	
		428	427		315	5%	19.719	
		427	947		325	6%	4.5856	
	SB On Ramp from SR 674	947	435	476	346	12%	27.8676	36.331
		946	435		610	22%	25.1653	
		435	436		234	8%	30.9743	
		436	437		259	9%	39.7292	
		437	7011		147	5%	40.9179	
		7011	438		263	9%	49.6671	
		438	439		368	13%	42.7571	
		439	364		563	20%	42.666	

Speed Comparison for I-75 Ramps - 2045 Build (PM Peak)

Based on 10 distinct Random Number Seeds in CORSIM

Road	Location	From Node	To Node	Volume Input (vph)	Distance	Weighted Length %	Speed	Wt Avg Speed
I-75 (Build) NB Ramps	NB Off Ramp to SR 674	166	242	476	360	11%	44.7655	32.420
		242	7004		209	6%	41.2042	
		7004	241		247	7%	55.4548	
		241	240		613	18%	41.7014	
		240	239		570	17%	40.798	
		239	950		552	16%	6.311	
		239	238		577	17%	30.4929	
		238	4		261	8%	5.9463	
	NB On Ramp from SR 674 WB	1	226	2,204	371	5%	28.8297	34.950
		226	229		317	5%	41.706	
		229	228		567	8%	40.1172	
		949	233		451	7%	23.4001	
		233	234		334	5%	20.7608	
		234	235		276	4%	20.2328	
		235	236		287	4%	20.7733	
		236	237		297	4%	24.563	
		237	227		225	3%	32.5496	
		227	228		1060	15%	35.7929	
		228	2		470	7%	38.887	
		2	232		965	14%	39.6177	
		232	231		235	3%	39.8376	
		231	7009		286	4%	39.7404	
		7009	230		265	4%	41.9444	
		230	157		433	6%	51.7741	
	NB Off Ramp to Big Bend Road	142	224	548	366	13%	44.5892	36.489
		224	7012		224	8%	43.822	
		7012	223		246	9%	43.8612	
		223	222		778	27%	40.8579	
		222	221		370	13%	40.5216	
		221	220		317	11%	34.4709	
		220	936		247	9%	3.9464	
		220	219		166	6%	28.9636	
		219	937		162	6%	27.9457	
	NB On Ramp from Big Bend Road	932	11	2,714	243	4%	30.015	36.264
		11	12		865	13%	26.0458	
		12	13		477	7%	29.7563	
		938	25		146	2%	38.7834	
		25	27		1113	16%	36.8106	
		27	13		555	8%	36.5961	
		13	18		634	9%	29.9788	
		18	7013		743	11%	37.348	
		7013	14		909	13%	40.1124	
		14	136		1207	18%	46.1913	
	NB Off Ramp to Gibsonton Drive	122	212	457	471	20%	49.7768	38.783
		212	7007		566	24%	39.4478	
		7007	211		340	15%	65.3315	
		211	210		312	13%	47.7736	
		210	209		179	8%	28.2654	
		209	35		249	11%	8.3023	
		209	207		223	10%	3.2909	
	NB On Ramp from Gibsonton Drive EB	34	203	926	184	14%	29.7002	34.466
		203	202		151	12%	30.503	
		202	201		167	13%	18.7101	
		201	200		175	14%	28.376	
		200	7005		237	18%	38.0603	
		7005	24		175	14%	47.6435	
		24	5000		195	15%	44.7934	
	NB On Ramp from Gibsonton Drive WB	28	36	1,414	290	7%	25.4594	42.000
		36	205		270	6%	32.249	
		205	204		263	6%	38.4568	
		204	30		271	6%	40.9466	
		30	31		592	14%	40.9642	
		31	40		846	19%	40.034	
		40	7010		818	19%	27.6233	
		7010	32		818	19%	65.0993	
		32	5002		206	5%	60.3994	
I-75 (Build) SB Ramps	SB Off Ramp to Gibsonton Drive	318	7002	3,232	206	11%	50.4154	31.488
		7002	481		173	9%	51.0476	
		481	480		219	12%	43.5883	
		480	3		472	25%	42.7122	
		3	479		344	19%	20.7357	
		479	478		220	12%	5.5873	
		479	17		220	12%	4.9739	
	SB On Ramp from Gibsonton Drive	33	475	632	319	21%	29.3649	30.143
		907	477		280	19%	25.6736	
		477	475		76	5%	29.8309	
		475	474		259	17%	21.3659	
		474	7003		179	12%	22.1879	
		7003	472		152	10%	44.0723	
		472	322		238	16%	43.1793	
	SB Off Ramp to Big Bend Road	336	8	3,748	1243	20%	47.6669	35.594
		8	7006		656	11%	49.8071	
		7006	9		792	13%	39.4818	
		9	15		619	10%	37.9075	
		15	29		343	6%	18.2409	
		29	932		211	3%	5.2825	
		9	10		1120	18%	36.6851	
		10	16		462	7%	28.5787	
		16	448		427	7%	23.9298	
		448	932		325	5%	6.3844	
	SB On Ramp from Big Bend Road	932	468	757	384	15%	25.3406	38.171
		468	467		528	20%	32.1272	
		467	466		617	23%	37.6722	
		466	465		259	10%	38.5188	
		465	7014		113	4%	38.8659	
		7014	464		113	4%	61.5786	
		464	463		96	4%	42.536	
		463	342		533	20%	47.9149	
	SB Off Ramp to SR 674	358	431	3,043	679	11%	44.867	29.075
		431	432		170	3%	42.832	
		432	7008		152	2%	44.33	
		7008	433		171	3%	34.4973	
		433	54		206	3%	24.0365	
		54	434		1003	16%	23.3497	
		434	946		1118	18%	14.4854	
		54	55		1294	20%	42.4948	
		55	56		274	4%	32.9888	
		56	57		361	6%	28.7022	
		57	428		313	5%	27.8391	
		428	427		313	5%	17.8891	
		427	947		325	5%	5.5894	
	SB On Ramp from SR 674	947	435	658	346	13%	28.3531	34.759
		946	435		610	23%	23.2305	
		435	436		272	10%	31.9875	
		436	437		196	8%	38.9588	
		437	7011		257	10%	39.6456	
		7011	438		275	11%	43.5793	
		438	439		310	12%	42.2376	
		439	364		347	13%	43.9199	

2025 BUILD AM PEAK- INTERSECTION ANALYSIS SUMMARY

INTERSECTION	LINK ID	APPROACH	Average LEFT Volume	LEFT Delay	THRU Volume	THRU Delay	RIGHT Volume	RIGHT Delay	APPR Volume	APPR Delay	LOS
Gibsonton Dr @ New East Bay Rd / Old Gibsonton Dr	900-903	Eastbound	29	70	2,709	21	142	6	2,879	20.9	C
	904-903	Northbound	206	57	112	59	1,555	22	1,872	28.0	C
	906-903	Westbound	844	63	3,337	17	317	7	4,498	24.7	C
	902-903	Southbound	170	62	46	59	23	28	239	58.3	E
		Overall							9,489	25.0	C
Gibsonton Dr @ I-75 Southbound Ramps	908-17	Eastbound Through	0	0	4,124	4	0	0	4,124	3.9	A
	479-17	Southbound Left	2,450	34	0	0	0	0	2,450	34.0	C
	33-908	Westbound Through	0	0	2,397	15	0	0	2,397	15.1	B
	907-908	Eastbound Through	0	0	4,124	18	0	0	4,124	17.9	B
		Overall							13,095	16.0	B
Gibsonton Dr @ I-75 Northbound Ramps	34-909	Eastbound Through	0	0	4,064	16	0	0	4,064	16.5	B
	910-909	Westbound Through	0	0	2,641	37	0	0	2,641	36.8	D
	909-35	Westbound Through	0	0	2,641	3	0	0	2,641	3.0	A
	209-35	Northboud Left	539	16	0	0	0	0	539	15.9	B
		Overall							9,884	18.3	B
Gibsonton Dr @ Fern Hill Dr	912-915	Eastbound	162	76	4,769	8	308	7	5,239	9.8	A
	914-915	Northbound	287	68	5	59	213	9	506	43.0	D
	918-915	Westbound	131	75	6,364	7	0	0	6,495	8.5	A
	916-915	Southbound	24	79	0	0	260	5	284	10.9	B
		Overall							12,523	10.5	B
Big Bend Road @ Covington Gardens Dr	925-927	Eastbound	432	71	4,500	23	361	7	5,292	25.9	C
	23-927	Northbound	498	51	194	68	1,540	17	2,232	29.4	C
	930-927	Westbound	1,187	79	4,457	10	360	8	6,004	23.8	C
	19-927	Southbound	461	50	206	68	177	39	844	52.1	D
		Overall							14,372	27.1	C
Big Bend Road @ I-75 Southbound Ramps	930-932	Eastbound	2,992	41	3,102	11	399	8	6,493	24.7	C
	448-932	Northbound	0	0	0	0	2,229	19	2,229	18.7	B
	934-932	Westbound	835	44	4,438	17	0	0	5,273	21.4	C
	29-932	Southbound	0	0	0	0	1,572	14	1,572	14.3	B
		Overall							15,567	21.7	C
Big Bend Road @ I-75 Northbound Ramps	935-936	Eastbound	0	0	5,320	6	0	0	5,320	5.8	A
	937-936	Westbound	0	0	4,869	6	0	0	4,869	5.8	A
	220-936	Northbound	408	35	0	0	0	0	408	35.4	D
		Overall							10,597	7.0	A
Big Bend Road @ Simmons Loop	938-939	Eastbound	359	74	5,398	19	295	8	6,052	22.0	C
	5-939	Northbound	729	68	138	68	96	11	964	62.3	E
	6-939	Westbound	82	74	7,084	20	1,069	9	8,236	18.8	B
	7-939	Southbound	581	65	211	72	554	32	1,346	52.3	D
		Overall							16,597	25.2	C
SR 674 at 30th Street	941-943	Eastbound	768	63	4,679	19	422	21	5,869	24.7	C
	944-943	Northbound	48	62	21	62	20	7	89	50.0	D
	945-943	Westbound	320	132	3,577	29	2,477	20	6,373	30.9	C
	942-943	Southbound	1,367	55	42	53	178	6	1,588	49.5	D
		Overall							13,919	30.5	C
SR 674 @ I-75 Southbound Ramps	946-947	Eastbound	0	0	5,641	21	0	0	5,641	20.8	C
	948-947	Westbound	653	20	3,454	1	0	0	4,107	3.9	A
	427-947	Northbound	0	0	0	0	2,467	23	2,467	23.0	C
		Overall							12,215	15.6	B
SR 674 @ I-75 Northbound Ramps	949-950	Eastbound	0	0	4,566	15	0	0	4,566	14.7	B
	1-950	Westbound	0	0	3,600	11	0	0	3,600	10.7	B
	239-950	Northbound	512	33	0	0	0	0	512	32.9	C
		Overall							8,678	14.1	B
SR 674 at Cypress Village Blvd	951-953	Eastbound	1,111	63	4,038	30	211	8	5,360	36.1	D
	954-953	Northbound	500	59	347	59	281	41	1,128	54.5	D
	956-953	Westbound	377	85	4,561	34	551	8	5,488	34.6	C
	952-953	Southbound	373	57	107	55	1,148	18	1,627	29.2	C
		Overall							13,603	36.2	D

* LOS criteria are based on HCM thresholds for the automobile mode on signalized intersection (Exhibit 18-4)

2025 BUILD PM PEAK - INTERSECTION ANALYSIS SUMMARY

INTERSECTION	LINK ID	APPROACH	Average LEFT Volume	LEFT Delay	THRU Volume	THRU Delay	RIGHT Volume	RIGHT Delay	APPR Volume	APPR Delay	LOS
Gibsonton Dr @ New East Bay Rd / Old Gibsonton Dr	900-903	Eastbound	68	99.6	2,783	101.4	570	55.8	3,421	93.7	F
	904-903	Northbound	260	89.8	111	88.0	985	22.2	1,355	40.6	D
	906-903	Westbound	2,844	479.0	2,693	38.3	240	7.7	5,778	254.0	F
	902-903	Southbound	125	91.2	179	93.6	24	63.6	327	90.5	F
		Overall							10,881	172.1	F
Gibsonton Dr @ I-75 Southbound Ramps	908-17	Eastbound Through	0	0.0	3,467	4.1	0	0.0	3,467	4.1	A
	479-17	Southbound Left	3,304	25.8	0	0.0	0	0.0	3,304	25.8	C
	33-908	Westbound Through	0	0.0	2,796	6.7	0	0.0	2,796	6.7	A
	907-908	Eastbound Through	0	0.0	3,466	23.4	0	0.0	3,466	23.4	C
		Overall							13,031	15.3	B
***Gibsonton Dr @ I-75 Northbound Ramps**	34-909	Eastbound Through	0	0.0	5,174	12.6	0	0.0	5,174	12.6	B
	910-909	Westbound Through	0	0.0	3,467	40.2	0	0.0	3,467	40.2	D
	909-35	Westbound Through	0	0.0	3,468	3.4	0	0.0	3,468	3.4	A
	209-35	Northboud Left	400	15.4	0	0.0	0	0.0	400	15.4	B
		Overall							12,509	17.8	B
***Gibsonton Dr @ Fern Hill Dr**	912-915	Eastbound	120	82.3	5,740	5.3	175	6.4	6,035	6.9	A
	914-915	Northbound	118	74.1	7	63.4	238	11.6	362	32.9	C
	918-915	Westbound	0	0.0	6,080	10.5	61	5.0	6,141	10.5	B
	916-915	Southbound	24	72.8	20	68.2	321	4.8	365	12.6	B
		Overall							12,903	9.5	A
Big Bend Road @ Covington Gardens Dr	925-927	Eastbound	271	71.5	4,645	20.6	415	7.9	5,331	22.2	C
	23-927	Northbound	290	63.3	55	67.1	1,038	14.1	1,382	26.5	C
	930-927	Westbound	1,467	70.7	4,028	9.8	166	7.0	5,661	25.5	C
	19-927	Southbound	233	62.3	71	71.8	110	19.4	415	52.5	D
		Overall								25.1	C
Big Bend Road @ I-75 Southbound Ramps	930-932	Eastbound	2,078	63.5	3,307	10.1	536	8.8	5,921	28.7	C
	448-932	Northbound	0	0.0	0	0.0	2,999	23.9	2,999	23.9	C
	934-932	Westbound	975	44.9	3,464	16.1	0	0.0	4,439	22.5	C
	29-932	Southbound	0	0.0	0	0.0	2,185	16.8	2,185	16.8	B
		Overall								24.3	C
Big Bend Road @ I-75 Northbound Ramps	935-936	Eastbound	0	0.0	6,305	4.8	0	0.0	6,305	4.8	A
	937-936	Westbound	0	0.0	4,169	1.9	0	0.0	4,169	1.9	A
	220-936	Northbound	272	35.1	0	0.0	0	0.0	272	35.1	D
		Overall								4.4	A
Big Bend Road @ Simmons Loop	938-939	Eastbound	339	85.8	5,880	15.4	594	8.0	6,813	18.3	B
	5-939	Northbound	467	70.7	101	69.1	242	11.8	810	52.9	D
	6-939	Westbound	215	88.8	6,193	15.8	794	7.0	7,201	17.1	B
	7-939	Southbound	712	66.8	253	74.6	394	26.2	1,359	56.5	E
		Overall								22.7	C
SR 674 at 30th Street	941-943	Eastbound	877	70.7	4,196	22.1	336	23.1	5,408	30.0	C
	944-943	Northbound	62	62.3	74	62.2	18	20.0	153	57.4	E
	945-943	Westbound	278	87.6	4,542	38.3	2,145	17.1	6,965	33.7	C
	942-943	Southbound	1,538	56.3	33	54.0	234	7.1	1,805	49.9	D
		Overall								34.6	C
***SR 674 @ I-75 Southbound Ramps**	946-947	Eastbound	0	0.0	5,171	28.5	0	0.0	5,171	28.5	C
	948-947	Westbound	903	19.1	2,852	0.8	0	0.0	3,755	5.2	A
	427-947	Northbound	0	0.0	0	0.0	3,515	24.2	3,515	24.2	C
		Overall								18.7	B
***SR 674 @ I-75 Northbound Ramps**	949-950	Eastbound	0	0.0	5,908	11.9	0	0.0	5,908	11.9	B
	1-950	Westbound	0	0.0	3,335	8.2	0	0.0	3,335	8.2	A
	239-950	Northbound	424	38.4	0	0.0	0	0.0	424	38.4	D
		Overall								11.8	B
SR 674 at Cypress Village Blvd	951-953	Eastbound	1,374	62.1	4,591	31.1	594	9.7	6,559	35.7	D
	954-953	Northbound	411	55.4	253	58.6	148	36.3	813	52.9	D
	956-953	Westbound	394	89.7	3,564	35.2	449	7.1	4,407	37.2	D
	952-953	Southbound	747	54.8	262	53.2	1,222	14.9	2,231	32.7	C
		Overall								36.7	D

* LOS criteria are based on HCM thresholds for the automobile mode on signalized intersection (Exhibit 18-4)

2045 BUILD AM PEAK- INTERSECTION ANALYSIS SUMMARY

INTERSECTION	LINK ID	APPROACH	LEFT Volume	LEFT Delay	THRU Volume	THRU Delay	RIGHT Volume	RIGHT Delay	Average APPR Volume	Average APPR Delay	LOS
Gibsonton Dr @ New East Bay Rd / Old Gibsonton Dr	900-903	Eastbound	47	66.6	4,313	30.8	222	13.4	4,582	30.3	C
	904-903	Northbound	241	57.9	131	60.0	1,802	28.7	2,174	33.8	C
	906-903	Westbound	1,284	84.5	5,126	24.0	491	8.2	6,900	34.1	C
	902-903	Southbound	198	64.2	51	65.0	26	36.0	275	61.7	E
		Overall							13,932	33.4	C
Gibsonton Dr @ I-75 Southbound Ramps	908-17	Eastbound Through	0	0.0	5,915	3.9	0	0.0	5,915	3.9	A
	479-17	Southbound Left	3,189	33.0	0	0.0	0	0.0	3,189	33.0	C
	33-908	Westbound Through	0	0.0	3,692	13.6	0	0.0	3,692	13.6	B
	907-908	Eastbound Through	0	0.0	5,916	17.0	0	0.0	5,916	17.0	B
		Overall							18,712	14.9	B
Gibsonton Dr @ I-75 Northbound Ramps	34-909	Eastbound Through	0	0.0	5,505	13.2	0	0.0	5,505	13.2	B
	910-909	Westbound Through	0	0.0	3,990	39.6	0	0.0	3,990	39.6	D
	909-35	Westbound Through	0	0.0	3,990	2.9	0	0.0	3,990	2.9	A
	209-35	Northboud Left	626	15.6	0	0.0	0	0.0	626	15.6	B
		Overall							14,111	17.8	B
Gibsonton Dr @ Fern Hill Dr	912-915	Eastbound	208	77.8	6,248	9.3	418	7.1	6,873	11.2	B
	914-915	Northbound	340	67.3	5	59.1	256	13.5	601	44.4	D
	918-915	Westbound	178	77.9	8,819	8.5	0	0.0	8,996	9.9	A
	916-915	Southbound	26	72.2	0	0.0	291	4.9	317	10.4	B
		Overall							16,787	11.7	B
Big Bend Road @ Covington Gardens Dr	925-927	Eastbound	485	75.1	6,885	30.2	549	15.3	7,919	31.9	C
	23-927	Northbound	889	59.7	344	74.6	2,632	34.5	3,865	43.9	D
	930-927	Westbound	1,580	89.5	7,482	18.0	372	8.5	9,434	29.6	C
	19-927	Southbound	546	51.7	223	107.1	188	73.0	958	68.8	E
		Overall							22,176	34.6	C
Big Bend Road @ I-75 Southbound Ramps	930-932	Eastbound	4,853	35.2	4,591	26.1	610	10.1	10,054	29.5	C
	448-932	Northbound	0	0.0	0	0.0	4,074	31.3	4,074	31.3	C
	934-932	Westbound	928	31.6	6,143	32.7	0	0.0	7,071	32.5	C
	29-932	Southbound	0	0.0	0	0.0	3,301	23.8	3,301	23.8	C
		Overall							24,499	29.9	C
Big Bend Road @ I-75 Northbound Ramps	935-936	Eastbound	0	0.0	8,660	5.4	0	0.0	8,660	5.4	A
	937-936	Westbound	0	0.0	6,043	5.9	0	0.0	6,043	5.9	A
	220-936	Northbound	1,046	44.9	0	0.0	0	0.0	1,046	44.9	D
		Overall							15,749	8.2	A
Big Bend Road @ Simmons Loop	938-939	Eastbound	580	127.7	8,868	25.6	489	11.8	9,937	30.9	C
	5-939	Northbound	1,232	89.0	244	98.1	255	26.6	1,730	81.1	F
	6-939	Westbound	463	119.4	9,793	31.3	1,278	20.7	11,533	33.6	C
	7-939	Southbound	1,108	69.1	311	89.4	606	38.6	2,024	63.1	E
		Overall							25,225	38.2	D
SR 674 at 30th Street	941-943	Eastbound	1,002	73.4	6,157	23.6	552	25.5	7,711	30.2	C
	944-943	Northbound	60	65.7	23	61.5	23	13.5	106	53.7	D
	945-943	Westbound	356	285.8	4,099	36.3	2,843	25.4	7,299	44.2	D
	942-943	Southbound	1,698	55.6	54	57.5	219	7.1	1,971	50.3	D
		Overall							17,086	38.7	D
SR 674 @ I-75 Southbound Ramps	946-947	Eastbound	0	0.0	7,324	27.6	0	0.0	7,324	27.6	C
	948-947	Westbound	798	32.6	3,674	0.8	0	0.0	4,473	6.4	A
	427-947	Northbound	0	0.0	0	0.0	3,054	41.1	3,054	41.1	D
		Overall							14,850	24.0	C
SR 674 @ I-75 Northbound Ramps	949-950	Eastbound	0	0.0	5,756	14.0	0	0.0	5,756	14.0	B
	1-950	Westbound	0	0.0	3,763	8.2	0	0.0	3,763	8.2	A
	239-950	Northbound	701	44.1	0	0.0	0	0.0	701	44.1	D
		Overall							10,220	13.9	B
SR 674 at Cypress Village Blvd	951-953	Eastbound	1,422	88.5	5,145	40.3	270	12.2	6,838	49.2	D
	954-953	Northbound	565	92.1	391	90.5	318	69.6	1,275	86.0	F
	956-953	Westbound	459	170.0	5,575	44.5	671	10.2	6,704	49.7	D
	952-953	Southbound	467	55.3	133	52.3	1,450	22.9	2,050	32.2	C
		Overall							16,867	50.1	D

* LOS criteria are based on HCM thresholds for the automobile mode on signalized intersection (Exhibit 18-4)

2045 BUILD PM PEAK - INTERSECTION ANALYSIS SUMMARY

INTERSECTION	LINK ID	APPROACH	LEFT Volume	LEFT Delay	THRU Volume	THRU Delay	RIGHT Volume	RIGHT Delay	Average APPR Volume	Average APPR Delay	LOS
Gibsonton Dr @ New East Bay Rd / Old Gibsonton Dr	900-903	Eastbound	39	198.8	3,008	245.0	649	198.6	3,696	236.4	F
	904-903	Northbound	306	102.9	129	103.0	1,141	27.0	1,576	47.9	D
	906-903	Westbound	2,920	543.2	3,532	122.6	921	17.1	7,372	276.0	F
	902-903	Southbound	140	89.1	211	93.0	28	66.0	379	89.6	F
		Overall							13,023	231.7	F
Gibsonton Dr @ I-75 Southbound Ramps	908-17	Eastbound Through	0	0.0	3,914	4.1	0	0.0	3,914	4.1	A
	479-17	Southbound Left	3,616	25.9	0	0.0	0	0.0	3,616	25.9	C
	33-908	Westbound Through	0	0.0	3,598	18.8	0	0.0	3,598	18.8	B
	907-908	Eastbound Through	0	0.0	3,914	22.7	0	0.0	3,914	22.7	C
		Overall							15,042	17.7	B
***Gibsonton Dr @ I-75 Northbound Ramps**	34-909	Eastbound Through	0	0.0	5,727	11.7	0	0.0	5,727	11.7	B
	910-909	Westbound Through	0	0.0	4,315	40.2	0	0.0	4,315	40.2	D
	909-35	Westbound Through	0	0.0	4,315	3.6	0	0.0	4,315	3.6	A
	209-35	Northboud Left	468	15.2	0	0.0	0	0.0	468	15.2	B
		Overall							14,824	17.8	B
***Gibsonton Dr @ Fern Hill Dr**	912-915	Eastbound	133	85.5	6,378	5.4	201	6.2	6,712	7.0	A
	914-915	Northbound	143	71.4	9	73.0	280	13.4	432	33.8	C
	918-915	Westbound	0	0.0	8,111	12.7	87	7.2	8,198	12.7	B
	916-915	Southbound	28	74.0	25	71.1	385	5.3	437	13.4	B
		Overall							15,779	10.9	B
Big Bend Road @ Covington Gardens Dr	925-927	Eastbound	289	73.2	6,196	33.7	640	17.2	7,125	33.8	C
	23-927	Northbound	577	84.3	95	73.1	2,367	28.2	3,039	40.2	D
	930-927	Westbound	2,581	78.7	6,475	11.9	271	7.6	9,328	30.2	C
	19-927	Southbound	413	59.7	142	83.1	135	45.3	690	61.7	E
		Overall								34.1	C
Big Bend Road @ I-75 Southbound Ramps	930-932	Eastbound	3,438	44.4	4,652	26.9	906	11.5	8,996	32.0	C
	448-932	Northbound	0	0.0	0	0.0	4,897	27.4	4,897	27.4	C
	934-932	Westbound	1,265	32.0	5,464	47.1	0	0.0	6,729	44.2	D
	29-932	Southbound	0	0.0	0	0.0	3,865	22.5	3,865	22.5	C
		Overall								33.0	C
Big Bend Road @ I-75 Northbound Ramps	935-936	Eastbound	0	0.0	9,538	6.0	0	0.0	9,538	6.0	A
	937-936	Westbound	0	0.0	5,965	4.6	0	0.0	5,965	4.6	A
	220-936	Northbound	761	37.1	0	0.0	0	0.0	761	37.1	D
		Overall								7.0	A
Big Bend Road @ Simmons Loop	938-939	Eastbound	519	101.9	9,054	21.2	905	11.5	10,478	24.4	C
	5-939	Northbound	918	95.5	184	78.9	540	28.9	1,643	71.7	E
	6-939	Westbound	299	142.4	8,633	20.6	1,098	10.9	10,031	23.2	C
	7-939	Southbound	954	75.1	335	95.8	547	37.8	1,836	67.8	E
		Overall								30.4	C
SR 674 at 30th Street	941-943	Eastbound	1,041	101.6	5,033	25.6	397	26.8	6,471	37.9	D
	944-943	Northbound	78	66.4	93	63.8	19	27.4	190	61.2	E
	945-943	Westbound	310	129.5	5,065	89.7	2,481	26.6	7,856	71.3	E
	942-943	Southbound	1,912	58.6	43	55.2	292	14.4	2,246	52.8	D
		Overall								55.8	E
***SR 674 @ I-75 Southbound Ramps**	946-947	Eastbound	0	0.0	6,274	37.6	0	0.0	6,274	37.6	D
	948-947	Westbound	1,141	22.6	3,278	0.7	0	0.0	4,420	6.3	A
	427-947	Northbound	0	0.0	0	0.0	4,000	32.3	4,000	32.3	C
		Overall								24.7	C
***SR 674 @ I-75 Northbound Ramps**	949-950	Eastbound	0	0.0	6,874	11.2	0	0.0	6,874	11.2	B
	1-950	Westbound	0	0.0	3,868	6.0	0	0.0	3,868	6.0	A
	239-950	Northbound	541	48.9	0	0.0	0	0.0	541	48.9	D
		Overall								11.3	B
SR 674 at Cypress Village Blvd	951-953	Eastbound	1,614	70.8	5,406	40.8	694	13.7	7,713	44.6	D
	954-953	Northbound	534	58.2	312	65.2	180	43.4	1,026	57.7	E
	956-953	Westbound	424	526.2	4,512	70.7	558	16.3	5,495	100.3	F
	952-953	Southbound	945	55.2	332	54.8	1,532	20.6	2,810	36.3	D
		Overall								62.0	E

* LOS criteria are based on HCM thresholds for the automobile mode on signalized intersection (Exhibit 18-4)

2025 BUILD AM - ARTERIAL ANALYSIS SUMMARY

ROADWAY	FROM	TO	LINK ID	VOLUME	AVERAGE SPEED	LOS
Gibsonton Drive EB	New East Bay Road	I-75 SB Ramp	903-39	4,432	36.2	A
			39-907	4,433	31.9	B
	I-75 SB Ramp	I-75 NB Ramp	907-908	4,124	6.2	F
			908-17	4,124	21.9	D
			17-34	6,570	25.2	C
			34-909	4,064	5.8	F
			909-207	4,064	25.7	C
	I-75 NB Ramps	Fern Hill Drive	207-912	5,241	37.7	A
			912-915	5,239	17.7	D
	Total Weighted Averages				23.70	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Gibsonton Drive WB	Fern Hill Drive	I-75 NB Ramps	915-912	6,909	36.4	A
			912-28	6,911	32.8	B
			28-910	2,643	41.8	A
			910-909	2,641	4.8	F
			909-35	2,641	19.5	D
	I-75 NB Ramp	I-75 SB Ramp	35-21	3,180	33.4	B
			21-33	3,180	35.9	A
			33-908	2,397	7.6	F
			908-478	2,397	23.2	C
	I-75 SB Ramps	New East Bay Road	478-906	4,511	28.2	B
			906-903	4,498	20.3	D
	Total Weighted Averages				27.80	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Big Bend Road EB	Covington Garden Drive	I-75 SB Ramps	927-930	6,499	36.0	A
			930-932	6,493	23.0	C
	I-75 SB Ramps	I-75 NB Ramps	932-934	5,328	32.3	B
			934-935	5,327	41.5	A
			935-936	5,320	25.4	C
	I-75 NB Ramps	Simmons Loop	936-937	5,320	33.0	B
			937-938	6,051	39.6	A
			938-939	6,052	17.8	D
	Total Weighted Averages				30.93	B

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Big Bend Road WB	Simmons Loop	I-75 NB Ramps	939-938	8,368	35.0	B
			938-937	4,871	39.7	A
			937-936	4,869	16.6	E
	I-75 NB Ramps	I-75 SB Ramps	936-935	5,275	34.6	B
			935-934	5,274	39.8	A
			934-932	5,273	12.4	F
	I-75 SB Ramps	Covington Garden Drive	932-930	6,007	37.9	A
			930-927	6,004	16.7	E
	Total Weighted Averages				29.44	B

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
SR 674 EB	30th Street	I-75 SB Ramps	943-945	6,070	40.6	A
			945-946	6,068	40.9	A
			946-947	5,641	11.1	F
	I-75 SB Ramps	I-75 NB Ramps	947-949	8,096	26.4	C
			949-950	4,566	16.5	E
	I-75 NB Ramps	33rd Street / Cypress Village Blvd	950-4	4,565	35.3	A
			4-951	5,372	39.1	A
			951-953	5,360	10.8	F
	Total Weighted Averages				27.90	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
SR 674 WB	33rd Street / Cypress Village Blvd	I-75 NB Ramps	953-951	6,209	35.8	A
			951-1	6,205	28.0	B
			1-950	3,600	10.2	F
	I-75 NB Ramps	I-75 SB Ramps	950-949	4,111	36.8	A
			949-948	4,108	45.0	A
			948-947	4,107	28.3	B
	I-75 SB Ramps	30th Street	947-946	3,455	43.5	A
			946-945	6,386	21.4	D
			945-943	6,373	17.3	D
	Total Weighted Averages				28.77	B

* LOS criteria are based on HCM thresholds for automobile mode on urban streets (Exhibit 17-2)

2025 BUILD PM - ARTERIAL ANALYSIS SUMMARY

ROADWAY	FROM	TO	LINK ID	VOLUME	AVERAGE SPEED	LOS
Gibsonton Drive EB	New East Bay Road	I-75 SB Ramp	903-907	3,888	28.4	B
	I-75 SB Ramp	I-75 NB Ramp	907-908	3,466	4.8	F
			908-17	3,467	21.5	D
			17-34	6,778	22.8	C
			34-909	5,174	7.4	F
			909-207	5,175	26.5	C
	I-75 NB Ramps	Fern Hill Drive	207-912	6,033	37.5	A
			912-915	6,035	21.6	D
	Total Weighted Averages				22.19	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Gibsonton Drive WB	Fern Hill Drive	I-75 NB Ramps	915-912	6,521	35.8	A
			912-28	6,524	35.4	A
			28-910	3,465	39.8	A
			910-909	3,467	4.4	F
			909-35	3,468	17.9	D
	I-75 NB Ramps	I-75 SB Ramps	35-26	3,868	32.4	B
			26-33	3,867	33.5	B
			33-908	2,796	14.7	E
			908-478	2,796	16.2	E
	I-75 SB Ramps	New East Bay Road	478-906	5,870	16.0	E
			906-903	5,778	3.3	F
	Total Weighted Averages				23.42	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Big Bend Road EB	Covington Garden Drive	I-75 SB Ramps	927-930	5,918	36.5	A
			930-932	5,921	21.3	D
	I-75 SB Ramps	I-75 NB Ramps	932-934	6,305	32.5	B
			934-935	6,305	41.3	A
			935-936	6,305	27.8	C
	I-75 NB Ramps	Simmons Loop	936-937	6,304	34.1	B
			937-938	6,817	39.5	A
			938-939	6,813	19.9	D
	Total Weighted Averages				31.62	B

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Big Bend Road WB	Simmons Loop	I-75 NB Ramps	939-938	7,058	35.3	A
			938-937	4,167	40.9	A
			937-936	4,169	29.2	B
	I-75 NB Ramps	I-75 SB Ramps	936-935	4,440	37.7	A
			935-934	4,439	40.2	A
			934-932	4,439	12.0	F
	I-75 SB Ramps	Covington Garden Drive	932-930	5,660	38.1	A
			930-927	5,661	16.0	E
	Total Weighted Averages				31.15	B

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
SR 674 EB	30th Street	I-75 SB Ramps	943-945	5,751	40.5	A
			945-946	5,750	38.7	A
			946-947	5,171	8.7	F
	I-75 SB Ramps	I-75 NB Ramps	947-949	8,691	30.1	B
			949-950	5,908	19.0	D
	I-75 NB Ramps	33rd Street / Cypress Village Blvd	950-4	5,909	36.7	A
			4-951	6,573	39.5	A
			951-953	6,559	11.0	F
	Total Weighted Averages				28.27	B

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
SR 674 WB	33rd Street / Cypress Village Blvd	I-75 NB Ramps	953-951	5,198	36.1	A
			951-1	5,200	33.2	B
			1-950	3,335	12.6	F
	I-75 NB Ramps	I-75 SB Ramps	950-949	3,761	36.6	A
			949-948	3,757	44.4	A
			948-947	3,755	25.0	C
	I-75 SB Ramps	30th Street	947-946	2,851	44.6	A
			946-945	6,977	17.6	D
			945-943	6,965	16.3	E
	Total Weighted Averages				27.85	C

* LOS criteria are based on HCM thresholds for automobile mode on urban streets (Exhibit 17-2)

2045 BUILD AM - ARTERIAL ANALYSIS SUMMARY

ROADWAY	FROM	TO	LINK ID	VOLUME	AVERAGE SPEED	LOS
Gibsonton Drive EB	New East Bay Road	I-75 SB Ramp	903-907	6,312	36.1	A
			39-907	6,297	25.4	C
	I-75 SB Ramp	I-75 NB Ramp	907-908	5,916	6.5	F
			908-17	5,915	21.8	D
			17-34	9,099	22.3	C
			34-909	5,505	7.0	F
			909-207	5,505	25.5	C
	I-75 NB Ramps	Fern Hill Drive	207-912	6,875	36.4	A
			912-915	6,873	16.3	E
	Total Weighted Averages				22.29	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Gibsonton Drive WB	Fern Hill Drive	I-75 NB Ramps	915-912	9,445	36.0	A
			912-28	9,449	31.1	B
			28-910	3,989	38.1	A
			910-909	3,990	4.5	F
			909-35	3,990	20.0	D
	I-75 NB Ramp	I-75 SB Ramp	35-21	4,616	33.7	B
			21-33	4,617	35.5	A
			33-908	3,692	8.3	F
			908-478	3,691	19.2	D
	I-75 SB Ramps	New East Bay Road	478-906	6,927	27.4	C
			906-903	6,900	16.8	E
	Total Weighted Averages				26.27	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Big Bend Road EB	Covington Garden Drive	I-75 SB Ramps	927-930	10,061	35.0	A
			930-932	10,054	21.0	D
	I-75 SB Ramps	I-75 NB Ramps	932-934	8,665	31.8	B
			934-935	8,662	39.9	A
			935-936	8,660	26.2	C
	I-75 NB Ramps	Simmons Loop	936-937	8,660	32.5	B
			937-938	9,957	37.3	A
			938-939	9,937	14.4	E
	Total Weighted Averages				29.56	B

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Big Bend Road WB	Simmons Loop	I-75 NB Ramps	939-938	11,615	31.3	B
			938-937	6,042	39.6	A
			937-936	6,043	16.5	E
	I-75 NB Ramps	I-75 SB Ramps	936-935	7,086	33.9	B
			935-934	7,085	38.7	A
			934-932	7,071	9.0	F
	I-75 SB Ramps	Covington Garden Drive	932-930	9,442	36.7	A
			930-927	9,434	14.5	E
	Total Weighted Averages				27.65	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
SR 674 EB	30th Street	I-75 SB Ramps	943-945	7,871	39.8	A
			945-946	7,867	26.5	C
			946-947	7,324	8.9	F
	I-75 SB Ramps	I-75 NB Ramps	947-949	10,342	20.6	D
			949-950	5,756	17.1	D
	I-75 NB Ramps	33rd Street / Cypress Village Blvd	950-4	5,756	36.1	A
			4-951	6,858	38.3	A
			951-953	6,838	8.5	F
	Total Weighted Averages				24.35	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
SR 674 WB	33rd Street / Cypress Village Blvd	I-75 NB Ramps	953-951	7,586	34.6	B
			951-1	7,579	20.8	D
			1-950	3,763	12.6	F
	I-75 NB Ramps	I-75 SB Ramps	950-949	4,470	37.8	A
			949-948	4,477	45.2	A
			948-947	4,473	22.2	C
	I-75 SB Ramps	30th Street	947-946	3,672	44.3	A
			946-945	7,338	19.5	D
			945-943	7,299	13.7	E
	Total Weighted Averages				26.52	C

* LOS criteria are based on HCM thresholds for automobile mode on urban streets (Exhibit 17-2)

2045 BUILD PM - ARTERIAL ANALYSIS SUMMARY

ROADWAY	FROM	TO	LINK ID	VOLUME	AVERAGE SPEED	LOS
Gibsonton Drive EB	New East Bay Road	I-75 SB Ramp	903-907	4,293	27.2	C
	I-75 SB Ramp	I-75 NB Ramp	907-908	3,914	5	F
			908-17	3,914	22	D
			17-34	7,529	22	D
			34-909	5,727	8	F
			909-207	5,726	27	C
	I-75 NB Ramps	Fern Hill Drive	207-912	6,715	37	A
			912-915	6,712	21	D
	Total Weighted Averages				21.90	D

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Gibsonton Drive WB	Fern Hill Drive	I-75 NB Ramps	915-912	8,639	34.0	B
			912-28	8,641	33.5	B
			28-910	4,312	34.7	B
			910-909	4,315	4.4	F
			909-35	4,315	17.5	D
	I-75 NB Ramps	I-75 SB Ramps	35-26	4,782	31.3	B
			26-33	4,782	28.4	B
			33-908	3,598	6.7	F
			908-478	3,593	5.7	F
	I-75 SB Ramps	New East Bay Road	478-906	7,526	8.4	F
			906-903	7,372	3.1	F
	Total Weighted Averages				20.1	D

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Big Bend Road EB	Covington Garden Drive	I-75 SB Ramps	927-930	8,976	35.3	A
			930-932	8,996	20.1	D
	I-75 SB Ramps	I-75 NB Ramps	932-934	9,547	31.6	B
			934-935	9,546	39.4	A
			935-936	9,538	25.3	C
	I-75 NB Ramps	Simmons Loop	936-937	9,538	31.7	B
			937-938	10,497	36.6	A
			938-939	10,478	16.8	E
	Total Weighted Averages				29.56	B

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
Big Bend Road WB	Simmons Loop	I-75 NB Ramps	939-938	10,098	33.5	B
			938-937	5,966	39.3	A
			937-936	5,965	19.4	D
	I-75 NB Ramps	I-75 SB Ramps	936-935	6,725	35.4	A
			935-934	6,726	34.2	B
			934-932	6,729	7.0	F
	I-75 SB Ramps	Covington Garden Drive	932-930	9,328	36.5	A
			930-927	9,328	14.3	E
	Total Weighted Averages				27.56	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
SR 674 EB	30th Street	I-75 SB Ramps	943-945	6,973	40.0	A
			945-946	6,976	27.9	C
			946-947	6,274	6.9	F
	I-75 SB Ramps	I-75 NB Ramps	947-949	10,261	27.4	C
			949-950	6,874	19.7	D
	I-75 NB Ramps	33rd Street / Cypress Village Blvd	950-4	6,871	37.3	A
			4-951	7,721	38.7	A
			951-953	7,713	9.2	F
	Total Weighted Averages				26.14	C

ROADWAY	FROM	TO	LINK ID	VOLUME	SPEED	LOS
SR 674 WB	33rd Street / Cypress Village Blvd	I-75 NB Ramps	953-951	6,573	35.9	A
			951-1	6,576	29.7	B
			1-950	3,868	15.7	E
	I-75 NB Ramps	I-75 SB Ramps	950-949	4,415	37.9	A
			949-948	4,422	44.6	A
			948-947	4,420	22.5	C
	I-75 SB Ramps	30th Street	947-946	3,278	44.6	A
			946-945	7,892	15.4	E
			945-943	7,856	9.4	F
	Total Weighted Averages				26.33	C

* LOS criteria are based on HCM thresholds for automobile mode on urban streets (Exhibit 17-2)

2045 Build - AM Peak Period

From	To	Queue Time	Stop Time	Avg Occupancy	Storage %	Phase Failure	1	2	3	4	5	6	7	8	9	Maximum 1	2	3	4	5	6	7	8	9	# of lane changes
946	947	2171.78	2037.72	23.37	34.29	0.3	4.9	5.8	4.9	0	0	0	0	0	0	20	22.3	20.8	0	0	0	0	0	0	1974.8
948	947	364.25	357.74	5.31	7.3	0	0	0	0	0	0	0	2.1	0	0	2.6	3.4	2.9	0	0	0	14.2	0	0	188.5
427	947	1643.01	1545.8	14.26	44.16	0.2	5.4	5.6	0	0	0	0	0	0	0	17	16.8	0	0	0	0	0	0	0	274.2
949	950	861.86	807.8	11.83	14.69	0	1.9	2	2	0	0	0	0	0	0	15.5	15.9	15.4	0	0	0	0	0	0	1439.3
1	950	395.27	379.4	4.27	14.11	0	1	1	1	0	0	0	0	0	0	8.9	9.6	9.4	0	0	0	0	0	0	424.1
239	950	458.82	451.59	4.14	6.85	0	0	2.2	0	0	0	0	0	0	0	2.8	12.6	0	0	0	0	0	0	0	131.7
930	932	3106.36	2991.63	52.12	10.86	0.2	3	3.2	3	0	0	5.8	7.2	0	0	19	20.1	19	0	7.6	25.1	26.1	0	0	11652
934	932	3057.76	2969.24	27.22	23.31	0	5.4	6.2	6.1	0	0	1	1.2	0	0	20.3	21.4	22.5	0	0	8.5	9.8	0	0	2182.1
448	932	1615.56	1447.68	15.08	31.23	0	2	3.3	5.1	0	0	0	0	0	0	11.3	15.1	16.6	0	0	0	0	0	0	2349.8
29	932	1008.36	951.79	9.19	44.27	0	3	3	0	0	0	0	0	0	0	11.9	12	0	0	0	0	0	0	0	158
935	936	339.09	308	10.94	14.38	0	1	1	1	0	0	0	0	0	0	12.5	13.4	13.1	0	0	0	0	0	0	1235.8
937	936	319.46	294.47	5.69	16.07	0	0.7	1	1	0	0	0	0	0	0	7.9	9.5	10.3	0	0	0	0	0	0	687.3
220	936	715.08	698.39	5.43	22.57	35.6	2.7	1.8	0	0	0	0	0	0	0	10.7	8.7	0	0	0	0	0	0	0	290.8
907	908	1331.95	1282.6	11.43	29.5	0	1	1.3	2	3.4	0	0	0	0	0	9	9.6	10	9.2	0	0	0	0	0	1112.5
33	908	755.16	747.19	6.19	19.09	0	1.6	1.3	1.2	0	0	0	0	0	0	7.7	7.3	7.9	0	0	0	0	0	0	270.8
479	478	418.23	385.93	5.34	17.08	0	0.1	1	1	0	0	0	0	0	0	6.4	8.4	10.1	0	0	0	0	0	0	784.2
479	17	1544.93	1523.4	11.51	34.14	0	4	3	2	0	0	0	0	0	0	9.2	9.1	9.7	0	0	0	0	0	0	313.8
34	909	960.95	938.59	8.43	34.11	0	2	2	2	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	326.9
910	909	2266.32	2214.09	16.76	26.81	0	3.1	3.5	3.9	3.1	0	0	0	0	0	13.4	14.3	14.1	13.5	0	0	0	0	0	1852.4
209	35	142.4	140.13	1.52	6.1	0	0.9	0	0	0	0	0	0	0	0	6.3	3.5	0	0	0	0	0	0	0	151.6
209	207	761.47	743.89	5.71	25.13	0	2	2.5	0	0	0	0	0	0	0	9.9	10.2	0	0	0	0	0	0	0	499.1

2045 Build - AM Peak Period

SR 674 at Southbound Off Ramps

Max Queue Length

Link	Direction	Left	Thru	Right
(946, 947)	EB	--	575	--
(948, 947)	WB	375	100	--
(427, 947)	NB	--	425	--

SR 674 at Northbound Off Ramps

Max Queue Length

Link	Direction	Left	Thru	Right
(949, 950)	EB	--	400	--
(1, 950)	WB	--	250	--
(239, 950)	NB	--	325	--

Big Bend Rd - southbound off ramp

Max Queue Length

Link	Direction	Left	Thru	Right
(930, 932)	EB	675	525	200
(934, 932)	WB	250	575	--
(448, 932)	NB	--	425	--
(29, 932)	SB	--	300	--

Big Bend Rd - northbound off ramp

Max Queue Length

Link	Direction	Left	Thru	Right
(935, 936)	EB	--	350	--
(937, 936)	WB	--	275	--
(220, 936)	NB	--	275	--

Gibsonton Road - southbound off ramp

Max Queue Length

From	Direction	Left	Thru	Right
(907, 908)	EB	--	250	--
(33, 908)	WB	--	200	--
(479, 478)	SB to WB	--	275	--
(479, 17)	SB to EB	--	250	--

Gibsonton Road- northbound off ramp

Max Queue Length

Link	Direction	Left	Thru	Right
(34, 909)	EB	--	200	--
(910, 909)	WB	--	375	--
(209, 35)	NB to WB	--	175	--
(209, 207)	NB to EB	--	275	--

2045 Build - PM Peak Period

																Maximum									
From	To	Queue Time	Stop Time	Avg Occupancy	Storage %	Phase Failure	1	2	3	4	5	6	7	8	9	1	2	3	4	5	6	7	8	9	# of lane changes
946	947	0	31.12	2.55	4.38	0	0	0	0	0	0	0	0	0	0	20	22.6	20.4	0	0	0	0	0	0	2851.4
948	947	0	1.48	2.12	5.2	0	0	0	0	0	0	0	0	0	0	1.9	3.1	3.9	0	0	0	14.3	0	0	184.3
427	947	0	12.34	10.45	12.8	0	0	0	0	0	0	0	0	0	0	17.2	17.6	0	0	0	0	0	0	0	230
949	950	0	0.38	2.96	18.89	0	0	0	0	0	0	0	0	0	0	16.1	15.4	14.3	0	0	0	0	0	0	1464.9
1	950	282.99	270.67	3.57	11.3	0	1	1	0.6	0	0	0	0	0	0	9.2	9.7	9.8	0	0	0	0	0	0	354.1
239	950	401.8	396.47	3.45	6.56	0	0	2	0	0	0	0	0	0	0	2.2	11.1	0	0	0	0	0	0	0	106.6
930	932	3240.04	3122.35	48.67	10.16	0.1	3	3.6	3	0	0.1	5.8	6.7	0	0	19.2	21	19.4	0	13.6	27	28.9	0	0	9151.8
934	932	3829.64	3695.36	33.14	28.32	0.1	7	7.7	8.4	0	0	1	1.9	0	0	23.8	25.3	24.9	0	0	8.7	11.2	0	0	2519.6
448	932	1606.09	1459.39	16.27	33.68	0	2	3.6	5.1	0	0	0	0	0	0	12	15.6	17.5	0	0	0	0	0	0	2536.4
29	932	1060.46	974.61	10.27	49.13	0	3.2	3.7	0	0	0	0	0	0	0	11.4	12	0	0	0	0	0	0	0	136.6
935	936	342.26	306.16	12.71	16.3	0	1	1	1	0	0	0	0	0	0	13.8	14.1	13.1	0	0	0	0	0	0	1346.2
937	936	256.88	237.59	4.96	13.72	0	0	0.7	1	0	0	0	0	0	0	8.6	9.3	11.1	0	0	0	0	0	0	478.8
220	936	430.46	421.84	3.47	14.55	11.6	1.6	1	0	0	0	0	0	0	0	8.1	6.2	0	0	0	0	0	0	0	224
907	908	1261.55	1230.27	9.68	24.62	0	1	2	2	2.9	0	0	0	0	0	9	9	9.8	9.2	0	0	0	0	0	719.2
33	908	912.16	868.35	7.89	22.85	1	1	1.4	3.4	0	0	0	0	0	0	5.6	11	10.7	0	0	0	0	0	0	518
479	478	1117.33	1040.69	10.41	33.03	1.4	1	2.1	3.7	0	0	0	0	0	0	9.5	10.4	10.5	0	0	0	0	0	0	1144.8
479	17	1324.9	1298.66	10.63	31.88	0	3.6	3	2	0	0	0	0	0	0	9.2	9.5	9.6	0	0	0	0	0	0	602.6
34	909	874.77	851.51	7.96	31.63	0	2	2	2	0	0	0	0	0	0	8.1	8	8	0	0	0	0	0	0	352.7
910	909	2472.8	2408.65	18.3	29.6	0	3	3.5	5.2	3.6	0	0	0	0	0	12.9	15.1	14.5	13.7	0	0	0	0	0	2701.3
209	35	104.24	102.95	1.18	4.8	0	0	0	0	0	0	0	0	0	0	6.2	2.9	0	0	0	0	0	0	0	104.7
209	207	600.45	587.4	4.72	21.03	0	1.9	2	0	0	0	0	0	0	0	7.9	9.6	0	0	0	0	0	0	0	428.6

2045 Build - PM Peak Period

SR 674 at Southbound Off Ramps

Max Queue Length

Link	Direction	Left	Thru	Right
(946, 947)	EB	--	575	--
(948, 947)	WB	375	100	--
(427, 947)	NB	--	450	--

SR 674 at Northbound Off Ramps

Max Queue Length

Link	Direction	Left	Thru	Right
(949, 950)	EB	--	425	--
(1, 950)	WB	--	250	--
(239, 950)	NB	--	300	--

Big Bend Rd - southbound off ramp

Max Queue Length

Link	Direction	Left	Thru	Right
(930, 932)	EB	725	500	350
(934, 932)	WB	300	650	--
(448, 932)	NB	--	450	--
(29, 932)	SB	--	300	--

Big Bend Rd - northbound off ramp

Max Queue Length

Link	Direction	Left	Thru	Right
(935, 936)	EB	--	375	--
(937, 936)	WB	--	300	--
(220, 936)	NB	--	225	--

Gibsonton Road - southbound off ramp

Max Queue Length

From	Direction	Left	Thru	Right
(907, 908)	EB	--	250	--
(33, 908)	WB	--	275	--
(479, 478)	SB to WB	--	275	--
(479, 17)	SB to EB	--	250	--

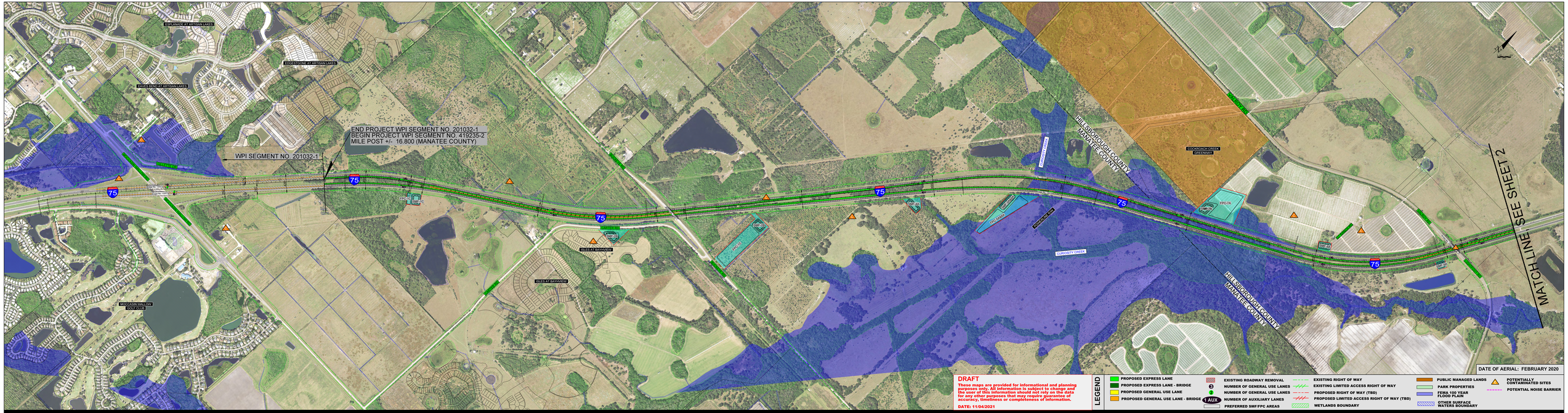
Gibsonton Road- northbound off ramp

Max Queue Length

Link	Direction	Left	Thru	Right
(34, 909)	EB	--	225	--
(910, 909)	WB	--	400	--
(209, 35)	NB to WB	--	175	--
(209, 207)	NB to EB	--	250	--

APPENDIX I

Preferred Alternative Concept Roll Plots

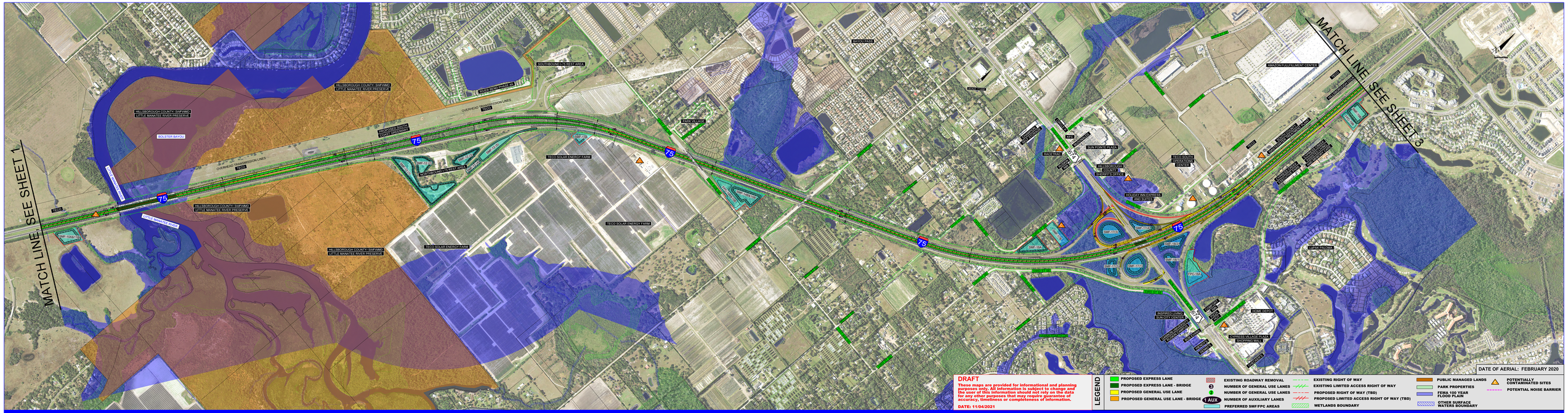


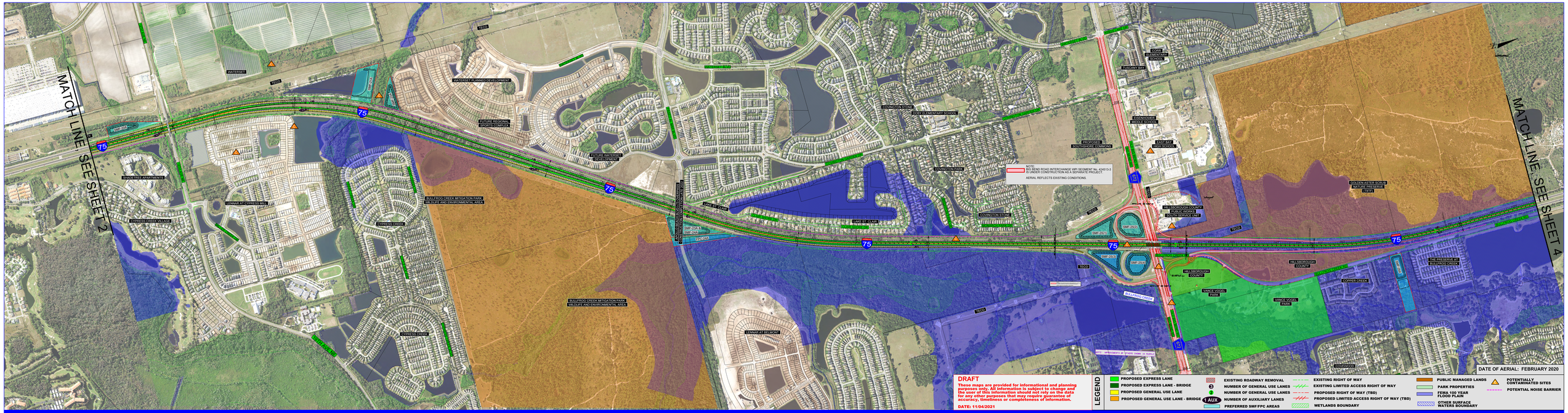
TAMPA BAY NEXT — THE FUTURE OF TRANSPORTATION

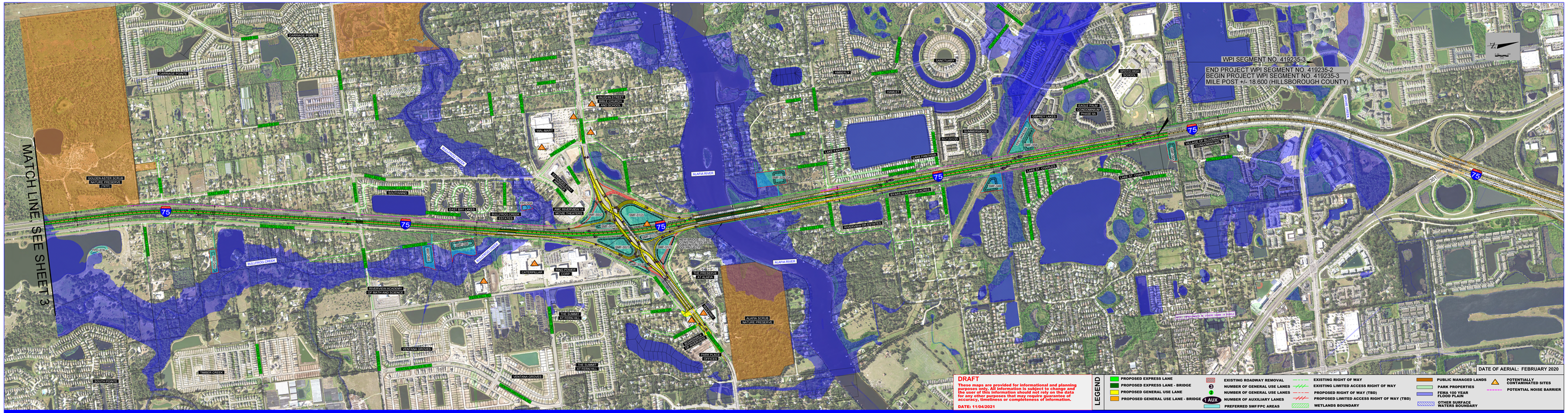
I-75 PD & E STUDY WPI SEGMENT No. 419235-2
FROM MOCCASIN WALLOW ROAD IN MANATEE COUNTY TO SOUTH OF US 301 IN HILLSBOROUGH COUNTY

FDOT

SHEET NO. 1


MATCH LINE SEE SHEET 1
MATCH LINE SEE SHEET 3
BOLSTER BAYOU
LITTLE MANATEE CREEK
HILLSBOROUGH COUNTY SWFWMD LITTLE MANATEE RIVER PRESERVE
OVERHEAD TRANSMISSION LINES
TECO
SOUTHBOUND REST AREA
TECO SOLAR ENERGY FARM
PARK VILLAGE
BAYOU PARK
AMAZON FULFILLMENT CENTER
SUN POINTE PLAZA
HILLSBOROUGH COUNTY SHERIFF'S OFFICE
HOLIDAY INN EXPRESS AND SUITES
TECO SOUTH OPERATIONS CENTER
I-PAR HACIENDA
INSPIRED LIVING SUNCITY CENTER
HOME DEPOT
EXPRESS VILLAGE PLAZA SHOPPING MALL
SMF-104A
SMF-105A
SMF-106A
SMF-107A
SMF-108A
SMF-109A
SMF-110A
SMF-111A
SMF-112A
SMF-113A
SMF-114A
SMF-115A
SMF-116A
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MATCH LINE SEE SHEET 4
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WATERSET PLANNED DEVELOPMENT
FUTURE REGIONAL SPORTS COMPLEX
FUTURE WATERSET RESIDENTIAL DEVELOPMENT
SHADETREE APARTMENTS
LENNAR AT CYPRESS MILL
CYPRESS CREEK VILLAGE
CYPRESS CREEK
BULLFROG CREEK MITIGATION PARK WILDLIFE AND ENVIRONMENTAL AREA
BULLFROG CREEK
CYPRESS CREEK
LENNAR AT BELMONT
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COVINGTON PARK ELEMENTARY SCHOOL
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I-75 PD & E STUDY WPI SEGMENT No. 419235-2
FROM MOCCASIN WALLOW ROAD IN MANATEE COUNTY TO SOUTH OF US 301 IN HILLSBOROUGH COUNTY

SHEET NO. 4

APPENDIX J

Traffic Noise Data Sheets

TRAFFIC DATA FOR NOISE STUDIES
Page 1

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 8/20/2019
Prepared By: American

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Northbound I-75 GUL Mainline - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	South of SR 674			SR 674 to Big Bend Road			Big Bend Road to Gibsonton Drive			Gibsonton Drive to South of NB Express Lane Egress Junction to US 301 and SR 60			NB Express Lane Egress Junction to US 301 and SR 60 to NB Express Lane Ingress Junction from Big Bend Rd and Gibsonton Dr			NB Express Lane Ingress Junction from Big Bend Rd and Gibsonton Dr to South of US 301		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Dir Lanes:	3	3	3	3	3	3	3	3	3	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 2 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	47600	47600	47600	47600	47600	47600	47600	47600	47600	57600	57600	57600	57600	57600	67600	57600	57600	57600
Speed: (mph)	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
(kmh)	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113
K =	9.50%	9.50%	9.50%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	59.40%	59.40%	59.40%
T_{24} =	16.5%	16.5%	16.5%	10.5%	10.5%	10.5%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%
DHT =	8.3%	8.3%	8.3%	5.3%	5.3%	5.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%
% Medium Trucks DHV	2.26%	2.26%	2.26%	1.44%	1.44%	1.44%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%
% Heavy Trucks DHV	6.01%	6.01%	6.01%	3.82%	3.82%	3.82%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%
% Buses DHV	0.15%	0.15%	0.15%	0.09%	0.09%	0.09%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%
% Motorcycles DHV	0.12%	0.12%	0.12%	0.07%	0.07%	0.07%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%
DDHV LOS (C)	5,191	5,191	5,191	4,918	4,918	4,918	4,918	4,918	4,918	5,951	5,951	5,951	5,951	5,951	6,984	6,159	6,159	6,159
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	4,756	4,756	4,756	4,656	4,656	4,656	4,703	4,703	4,703	5,691	5,691	5,691	5,691	5,691	6,679	5,889	5,889	5,889
Med Trucks	117	117	117	71	71	71	59	59	59	71	71	71	71	71	84	74	74	74
Hvy Trucks	312	312	312	188	188	188	151	151	151	183	183	183	183	183	215	190	190	190
Buses	8	8	8	5	5	5	3	3	3	4	4	4	4	4	5	4	4	4
Motorcycles	6	6	6	4	4	4	5	5	5	6	6	6	6	6	7	6	6	6
Total	5,191	5,191	5,191	4,919	4,919	4,919	4,918	4,918	4,918	5,951	5,951	5,951	5,951	5,951	6,985	6,159	6,159	6,159
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the Mainline sections from 2018 FTI Online
Speed on I-75 used is 70 mph

TRAFFIC DATA FOR NOISE STUDIES
Page 2

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 8/20/2019
Prepared By: American

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Southbound I-75 GUL Mainline - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	South of US 301 to SB Express Lane Ingress Juntion from SR 60 and US 301			SB Express Lane Ingress Juntion from SR 60 and US 301 to SB Express Lane Engress Juntion to Gibsonton Drive and Big Bend Rd			SB Express Lane Engress Juntion to Gibsonton Drive and Big Bend Rd to Gibsonton Drive			Gibsonton Drive to Big Bend Road			Big Bend Road to SR 674			South of SR 674		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Dir Lanes:	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3	3	3	3	3	3	3	3	3
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	57600	57600	57600	57600	57600	57600	57600	57600	57600	47600	47600	47600	47600	47600	47600	47600	47600	47600
Speed (mph)	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
(kmh)	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.50%	9.50%	9.50%
D =	59.40%	59.40%	59.40%	59.40%	59.40%	59.40%	59.40%	59.40%	59.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%
T_{24} =	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	10.5%	10.5%	10.5%	16.5%	16.5%	16.5%
DHT =	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	5.3%	5.3%	5.3%	8.3%	8.3%	8.3%
% Medium Trucks DHV	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.44%	1.44%	1.44%	2.26%	2.26%	2.26%
% Heavy Trucks DHV	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.82%	3.82%	3.82%	6.01%	6.01%	6.01%
% Buses DHV	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.09%	0.09%	0.09%	0.15%	0.15%	0.15%
% Motorcycles DHV	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.07%	0.07%	0.07%	0.12%	0.12%	0.12%
DDHV LOS (C)	6,159	6,159	6,159	6,159	6,159	6,159	6,159	6,159	6,159	4,918	4,918	4,918	4,918	4,918	4,918	5,191	5,191	5,191
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	5,889	5,889	5,889	5,889	5,889	5,889	5,889	5,889	5,889	4,703	4,703	4,703	4,656	4,656	4,656	4,756	4,756	4,756
Med Trucks	74	74	74	74	74	74	74	74	74	59	59	59	71	71	71	117	117	117
Hvy Trucks	190	190	190	190	190	190	190	190	190	151	151	151	188	188	188	312	312	312
Buses	4	4	4	4	4	4	4	4	4	3	3	3	5	5	5	8	8	8
Motorcycles	6	6	6	6	6	6	6	6	6	5	5	5	4	4	4	6	6	6
Total	6,159	6,159	6,159	6,159	6,159	6,159	6,159	6,159	6,159	4,918	4,918	4,918	4,919	4,919	4,919	5,191	5,191	5,191
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the Mainline sections from 2018 FTI Online
Speed on I-75 used is 70 mph

TRAFFIC DATA FOR NOISE STUDIES
Page 1

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/5/2019
Prepared By: American

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Northbound I-75 SUL - AM and PM Peak Hour

Segment No:	**1**			**2**			**3**			**4**			**5**			**6**		
From/To:	**Begin NB Express Lane to NB Egress to Rest Area and SR 674**			**NB Egress to Rest Area and SR 674 to NB Ingress from SR 674 and Rest Area**			**NB Ingress from SR 674 and Rest Area to NB Egress to Big Bend Road and Gibsonton Drive**			**NB Egress to Big Bend Road and Gibsonton Drive to NB Egress to US 301 and SR 60**			**NB Egress to US 301 and SR 60 to NB Ingress from Big Bend Road and Gibsonton Drive**			**North of NB Ingress from Big Bend Road and Gibsonton Drive**		
Model:	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**
Dir Lanes:	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	0	0	32000	0	0	32000	0	0	32000	0	0	32000	0	0	32000	0	0	32000
Speed: (mph)	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
(kmh)	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
K =	9.50%	9.50%	9.50%	9.50%	9.50%	9.50%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	59.40%	59.40%	59.40%
T_{24} =	16.5%	16.5%	16.5%	16.5%	16.5%	16.5%	10.5%	10.5%	10.5%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%
DHT =	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	5.3%	5.3%	5.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%
% Medium Trucks DHV	2.26%	2.26%	2.26%	2.26%	2.26%	2.26%	1.44%	1.44%	1.44%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%
% Heavy Trucks DHV	6.01%	6.01%	6.01%	6.01%	6.01%	6.01%	3.82%	3.82%	3.82%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%
% Buses DHV	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.09%	0.09%	0.09%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%
% Motorcycles DHV	0.12%	0.12%	0.12%	0.12%	0.12%	0.12%	0.07%	0.07%	0.07%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%
DDHV LOS (C)	0	0	3,490	0	0	3,490	0	0	3,306	0	0	3,306	0	0	3,306	0	0	3,421
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	0	0	3,197	0	0	3,197	0	0	3,130	0	0	3,161	0	0	3,161	0	0	3,272
Med Trucks	0	0	79	0	0	79	0	0	48	0	0	40	0	0	40	0	0	41
Hvy Trucks	0	0	210	0	0	210	0	0	126	0	0	102	0	0	102	0	0	105
Buses	0	0	5	0	0	5	0	0	3	0	0	2	0	0	2	0	0	2
Motorcycles	0	0	4	0	0	4	0	0	2	0	0	3	0	0	3	0	0	3
Total	0	0	3,490	0	0	3,490	0	0	3,306	0	0	3,306	0	0	3,306	0	0	3,421
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the corresponding Mainline sections
Speed on Express Lane used is 65 mph

TRAFFIC DATA FOR NOISE STUDIES
Page 2

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/5/2019
Prepared By: American

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Southbound I-75 SUL - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	North of SB Ingress from US 301 and SR 60			SB Ingress from US 301 and SR 60 to SB Egress to Gibsonton Drive and Big Bend Road			SB Egress to Gibsonton Drive and Big Bend Road to SB Ingress from Big Bend Road and Gibsonton Drive			SB Ingress from Big Bend Road and Gibsonton Drive to SB Egress to SR 674 and Rest Area			SB Egress to SR 674 and Rest Area to SB Ingress from Rest Area and SR 674			SB Ingress from Rest Area and SR 674 to End SB Express Lane		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Dir Lanes:	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	0	0	32000	0	0	32000	0	0	32000	0	0	32000	0	0	32000	0	0	32000
Speed (mph)	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
(kmh)	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.50%	9.50%	9.50%	9.50%	9.50%	9.50%
D =	59.40%	59.40%	59.40%	59.40%	59.40%	59.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%
T_{24} =	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	10.5%	10.5%	10.5%	10.5%	10.5%	10.5%	16.5%	16.5%	16.5%	16.5%	16.5%	16.5%
DHT =	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%
% Medium Trucks DHV	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.44%	1.44%	1.44%	1.44%	1.44%	1.44%	2.26%	2.26%	2.26%	2.26%	2.26%	2.26%
% Heavy Trucks DHV	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.82%	3.82%	3.82%	3.82%	3.82%	3.82%	6.01%	6.01%	6.01%	6.01%	6.01%	6.01%
% Buses DHV	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%
% Motorcycles DHV	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.12%	0.12%	0.12%	0.12%	0.12%	0.12%
DDHV LOS (C)	0	0	3,421	0	0	3,421	0	0	3,306	0	0	3,306	0	0	3,490	0	0	3,490
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	0	0	3,272	0	0	3,272	0	0	3,130	0	0	3,130	0	0	3,197	0	0	3,197
Med Trucks	0	0	41	0	0	41	0	0	48	0	0	48	0	0	79	0	0	79
Hvy Trucks	0	0	105	0	0	105	0	0	126	0	0	126	0	0	210	0	0	210
Buses	0	0	2	0	0	2	0	0	3	0	0	3	0	0	5	0	0	5
Motorcycles	0	0	3	0	0	3	0	0	2	0	0	2	0	0	4	0	0	4
Total	0	0	3,421	0	0	3,421	0	0	3,306	0	0	3,306	0	0	3,490	0	0	3,490
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the corresponding Mainline sections
Speed on Express Lane used is 65 mph

TRAFFIC DATA FOR NOISE STUDIES
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Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/4/2019
Prepared By: American

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables (as demand is not available at this time), per discussion with FDOT.

Northbound I-75 Ramps - AM and PM Peak Hour

Segment No:	**1**			**2**			**3**			**4**			**5**			**6**			**7**		
From/To:	**I-75 NB Off Ramp to SR 674**			**I-75 NB On Ramp from SR 674 EB**			**I-75 NB On Ramp from SR 674 WB**			**I-75 NB Off Ramp to Big Bend Road**			**I-75 NB On Ramp from Big Bend Road**			**I-75 NB Off Ramp to Gibsonton Drive**			**I-75 NB On Ramp from Gibsonton Drive**		
Model:	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**
Lanes:	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	2	2	2
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	30,750	30,750	15,375	15,375	15,375	30,750	30,750	30,750
Speed: (mph)	50	50	50	30	30	30	50	50	50	50	50	50	35	50	50	50	50	50	50	50	50
(kmh)	80	80	80	48	48	48	80	80	80	80	80	80	56	80	80	80	80	80	80	80	80
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
T_{24} =	10.0%	10.0%	10.0%	5.7%	5.7%	5.7%	10.0%	10.0%	10.0%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%
DHT =	5.0%	5.0%	5.0%	2.9%	2.9%	2.9%	5.0%	5.0%	5.0%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
% Medium Trucks DHV	1.37%	1.37%	1.37%	0.78%	0.78%	0.78%	1.37%	1.37%	1.37%	0.78%	0.78%	0.78%	0.78%	0.78%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%
% Heavy Trucks DHV	3.64%	3.64%	3.64%	2.08%	2.08%	2.08%	3.64%	3.64%	3.64%	2.08%	2.08%	2.08%	2.08%	2.08%	2.04%	2.04%	2.04%	2.04%	2.04%	2.04%	2.04%
% Buses DHV	0.09%	0.09%	0.09%	0.05%	0.05%	0.05%	0.09%	0.09%	0.09%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%
% Motorcycles DHV	0.07%	0.07%	0.07%	0.04%	0.04%	0.04%	0.07%	0.07%	0.07%	0.04%	0.04%	0.04%	0.04%	0.04%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%
DDHV LOS (C)	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	2,768	2,768	1,384	1,384	1,384	2,768	2,768	2,768
DDHV (Demand)																					
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																					
Autos	1,313	1,313	1,313	1,344	1,344	1,344	1,313	1,313	1,313	1,344	1,344	1,344	1,344	2,687	2,687	1,344	1,344	1,344	2,687	2,687	2,687
Med Trucks	19	19	19	11	11	11	19	19	19	11	11	11	11	22	22	11	11	11	22	22	22
Hvy Trucks	50	50	50	29	29	29	50	50	50	29	29	29	29	57	56	28	28	28	56	56	56
Buses	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Motorcycles	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	2	2	2
Total	1,383	1,383	1,383	1,385	1,385	1,385	1,383	1,383	1,383	1,385	1,385	1,385	1,385	2,767	2,767	1,384	1,384	1,384	2,767	2,767	2,767
Demand																					
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D from FTI 2018 for the ramps; T used from 2018 FTI but the split corresponds for that of the corresponding Mainline sections.
Speed on Ramps used as FFS of 50 mph for most off and on ramp as they exit or enter interstate with the exception of the loop ramps where posted speed limit is 25 mph or 30 mph. For these 30 mph or 35 mph was used.

TRAFFIC DATA FOR NOISE STUDIES
Page 2

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/4/2019
Prepared By: American

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables (as demand is not available at this time), per discussion with FDOT.

Southboundbound I-75 Ramps - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6			7		
From/To:	I-75 SB Off Ramp to Gibsonton Drive			I-75 SB On Ramp from Gibsonton Drive			I-75 SB Off Ramp to Big Bend Road			I-75 SB On Ramp from Big Bend Road			I-75 SB Off Ramp to SR 674 WB			I-75 SB Off Ramp to SR 674 EB			I-75 SB On Ramp from SR 674		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes:	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	15,375	15,375	30,750	15,375	15,375	15,375	15,375	15,375	30,750	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375
Speed: (mph)	50	50	50	50	50	50	30	30	50	50	50	50	50	50	50	30	30	30	50	50	50
(kmh)	80	80	80	80	80	80	48	48	80	80	80	80	80	80	80	48	48	48	80	80	80
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
T_{24} =	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	10.0%	10.0%	10.0%	5.7%	5.7%	5.7%	10.0%	10.0%	10.0%
DHT =	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	5.0%	5.0%	5.0%	2.9%	2.9%	2.9%	5.0%	5.0%	5.0%
% Medium Trucks DHV	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.78%	0.78%	0.80%	0.78%	0.78%	0.78%	1.37%	1.37%	1.37%	0.78%	0.78%	0.78%	1.37%	1.37%	1.37%
% Heavy Trucks DHV	2.04%	2.04%	2.04%	2.04%	2.04%	2.04%	2.08%	2.08%	2.04%	2.08%	2.08%	2.08%	3.64%	3.64%	3.64%	2.08%	2.08%	2.08%	3.64%	3.64%	3.64%
% Buses DHV	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.09%	0.09%	0.09%	0.05%	0.05%	0.05%	0.09%	0.09%	0.09%
% Motorcycles DHV	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.04%	0.04%	0.07%	0.04%	0.04%	0.04%	0.07%	0.07%	0.07%	0.04%	0.04%	0.04%	0.07%	0.07%	0.07%
DDHV LOS (C)	1,384	1,384	2,768	1,384	1,384	1,384	1,384	1,384	2,768	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384
DDHV (Demand)																					
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																					
Autos	1,313	1,313	1,313	1,344	1,344	1,344	1,313	1,313	1,313	1,344	1,344	1,344	1,344	2,687	2,687	1,344	1,344	1,344	2,687	2,687	2,687
Med Trucks	11	11	11	11	11	11	11	11	11	11	11	11	19	38	38	11	11	11	38	38	38
Hvy Trucks	28	28	28	28	28	28	29	29	28	29	29	29	50	101	101	29	29	29	101	101	101
Buses	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	2	2	2
Motorcycles	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	2	2	2
Total	1,353	1,353	1,353	1,384	1,384	1,384	1,354	1,354	1,353	1,385	1,385	1,385	1,414	2,828	2,828	1,385	1,385	1,385	2,828	2,828	2,828
Demand																					
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D from FTI 2018 for the ramps; T used from 2018 FTI but the split corresponds for that of the corresponding Mainline sections.
Speed on Ramps used as FFS of 50 mph for most off and on ramp as they exit or enter interstate with the exception of the loop ramps where posted speed limit is 25 mph or 30 mph. For these 30 mph or 35 mph was use

TRAFFIC DATA FOR NOISE STUDIES
Page 1

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/4/2019
Prepared By: American

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables (as demand is not available at this time), per discussion with FDOT.

Northbound I-75 Express Lane Ramps - AM and PM Peak Hour

Segment No:	**1**			**2**			**3**			**4**			**5**			**6**		
From/To:	**NB Ingress to Begin Express Lane**			**NB Egress to Rest Area and SR 674**			**NB Ingress from SR 674 and Rest Area**			**NB Egress to Big Bend Road and Gibsonton Drive**			**NB Egress to US 301 and SR 60**			**NB Ingress from Big Bend Road and Gibsonton Drive**		
Model:	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**
Lanes:	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	0	0	30,750	0	0	15,375	0	0	15,375	0	0	15,375	0	0	15,375	0	0	15,375
Speed: (mph)			50			50			50			50			50			50
(kmh)	0	0	80	0	0	80	0	0	80	0	0	80	0	0	80	0	0	80
K =			9.50%			9.50%			9.00%			9.00%			9.00%			9.00%
D =			100.00%			100.00%			100.00%			100.00%			100.00%			100.00%
T_{24} =			16.5%			16.5%			10.5%			10.5%			8.6%			8.6%
DHT =	0.0%	0.0%	8.3%	0.0%	0.0%	8.3%	0.0%	0.0%	5.3%	0.0%	0.0%	5.3%	0.0%	0.0%	4.3%	0.0%	0.0%	4.3%
% Medium Trucks DHV	0.00%	0.00%	2.26%	0.00%	0.00%	2.26%	0.00%	0.00%	1.44%	0.00%	0.00%	1.44%	0.00%	0.00%	1.20%	0.00%	0.00%	1.20%
% Heavy Trucks DHV	0.00%	0.00%	6.01%	0.00%	0.00%	6.01%	0.00%	0.00%	3.82%	0.00%	0.00%	3.82%	0.00%	0.00%	3.08%	0.00%	0.00%	3.08%
% Buses DHV	0.00%	0.00%	0.15%	0.00%	0.00%	0.15%	0.00%	0.00%	0.09%	0.00%	0.00%	0.09%	0.00%	0.00%	0.07%	0.00%	0.00%	0.07%
% Motorcycles DHV	0.00%	0.00%	0.12%	0.00%	0.00%	0.12%	0.00%	0.00%	0.07%	0.00%	0.00%	0.07%	0.00%	0.00%	0.10%	0.00%	0.00%	0.10%
DDHV LOS (C)	0	0	2,921	0	0	1,461	0	0	1,384	0	0	1,384	0	0	1,384	0	0	1,384
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	0	0	2,676	0	0	1,338	0	0	1,310	0	0	1,310	0	0	1,323	0	0	1,323
Med Trucks	0	0	66	0	0	33	0	0	20	0	0	20	0	0	17	0	0	17
Hvy Trucks	0	0	176	0	0	88	0	0	53	0	0	53	0	0	43	0	0	43
Buses	0	0	4	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1
Motorcycles	0	0	3	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1
Total	0	0	2,921	0	0	1,461	0	0	1,384	0	0	1,384	0	0	1,384	0	0	1,384
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the corresponding Mainline sections
Speed on Ramps used as FFS of 50 mph for most off and on ramp as they exit or enter express lanes.

TRAFFIC DATA FOR NOISE STUDIES
Page 2

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/4/2019
Prepared By: American

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables (as demand is not available at this time), per discussion with FDOT.

Southboundbound I-75 Express Lane Ramps - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	SB Ingress from US 301 and SR 60			SB Egress to Gibsonton Drive and Big Bend Road			SB Ingress from Big Bend Road and Gibsonton Drive			SB Egress to SR 674 and Rest Area			SB Ingress from Rest Area and SR 674			SB Egress to End Express Lane		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	0	0	15,375	0	0	15,375	0	0	15,375	0	0	15,375	0	0	15,375	0	0	15,375
Speed: (mph)			50			50			50			50			50			50
(kmh)	0	0	80	0	0	80	0	0	80	0	0	80	0	0	80	0	0	80
K =			9.00%			9.00%			9.00%			9.00%			9.50%			9.50%
D =			100.00%			100.00%			100.00%			100.00%			100.00%			100.00%
T_{24} =			8.6%			8.6%			8.6%			8.6%			16.5%			16.5%
DHT =	0.0%	0.0%	4.3%	0.0%	0.0%	4.3%	0.0%	0.0%	4.3%	0.0%	0.0%	4.3%	0.0%	0.0%	8.3%	0.0%	0.0%	8.3%
% Medium Trucks DHV	0.00%	0.00%	1.20%	0.00%	0.00%	1.20%	0.00%	0.00%	1.44%	0.00%	0.00%	1.44%	0.00%	0.00%	2.26%	0.00%	0.00%	2.26%
% Heavy Trucks DHV	0.00%	0.00%	3.08%	0.00%	0.00%	3.08%	0.00%	0.00%	3.82%	0.00%	0.00%	3.82%	0.00%	0.00%	6.01%	0.00%	0.00%	6.01%
% Buses DHV	0.00%	0.00%	0.07%	0.00%	0.00%	0.07%	0.00%	0.00%	0.09%	0.00%	0.00%	0.09%	0.00%	0.00%	0.15%	0.00%	0.00%	0.15%
% Motorcycles DHV	0.00%	0.00%	0.10%	0.00%	0.00%	0.10%	0.00%	0.00%	0.07%	0.00%	0.00%	0.07%	0.00%	0.00%	0.12%	0.00%	0.00%	0.12%
DDHV LOS (C)	0	0	1,384	0	0	1,384	0	0	1,384	0	0	1,384	0	0	1,461	0	0	1,461
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	0	0	2,676	0	0	1,338	0	0	1,310	0	0	1,310	0	0	1,323	0	0	1,323
Med Trucks	0	0	35	0	0	18	0	0	20	0	0	20	0	0	31	0	0	31
Hvy Trucks	0	0	90	0	0	45	0	0	53	0	0	53	0	0	83	0	0	83
Buses	0	0	2	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2
Motorcycles	0	0	3	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2
Total	0	0	2,804	0	0	1,402	0	0	1,384	0	0	1,384	0	0	1,439	0	0	1,439
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the corresponding Mainline sections
Speed on Ramps used as FFS of 50 mph for most off and on ramp as they exit or enter express lanes.