

**Interstate 75/SR 93A
Project Development & Environment (PD&E) Study**

**From South of US 301/SR 43
To North of Bruce B. Downs Boulevard**

DRAFT PROJECT TRAFFIC ANALYSIS REPORT

Work Program Item Segment No. 419235-3
Hillsborough County, Florida

Prepared for:



Florida Department of Transportation
District Seven

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study along Interstate 75 (I-75)/State Road (SR) 93A from south of US 301/SR 43 to north of County Road (CR) 581/Bruce B. Downs Boulevard including the southwest quadrant of the I-75 and Interstate 4 (I-4) interchange from the Tampa Bypass Canal east to the I-4/I-75 interchange in Hillsborough County, Florida. This PD&E Study is being conducted concurrently with the PD&E Study for the portion of I-75 that extends from Moccasin Wallow Road in Manatee County to south of US 301/SR 43 in Hillsborough County (WPI Segment No. 419235-2).

The study will focus on widening I-75 to include two express lanes in each direction within the median from south of US 301 to north of Bruce B. Downs Boulevard including operational improvements at the interchanges. The study will also evaluate issues related to corridor capacity, congestion, and safety. The project will improve capacity and safety along this segment of I-75, an important regional transportation corridor.

The objective of the PD&E Study is to assist the FDOT Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the necessary improvements for I-75 to safely and efficiently accommodate future travel demand while minimizing impacts to the environment, consider agency and public comments, and ensure project compliance with all applicable federal and state laws. A Type 2 Categorical Exclusion is being prepared as part of this study. This PD&E Study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvement alternatives including elements such as proposed typical sections, special designation of travel lanes, preliminary horizontal alignments, and interchange enhancement alternatives. The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction).

This Project Traffic Analysis Report has been prepared as part of this PD&E Study. It summarizes the evaluation of the existing year (2017), the Opening Year (2025), and the Design year (2045) traffic conditions for the No-Build Alternative (including improvements within the study area that are committed/funded by the analysis years) and the Build Alternative (including two express lanes (ELs) in each direction along I-75 and ramps directly connecting I-4 ELs).

For the No-Build Alternative, the Opening Year (2025) traffic demand along I-75 general use lanes (GULs) is expected to range from 116,800 vehicles per day (vpd) to 188,400 vpd south of I-4 and from 96,000 vpd to 169,600 vpd north of I-4. The Design year (2045) traffic demand along I-75 GULs is expected to range from 180,000 vpd to 272,200 vpd south of I-4 and from 137,700 vpd to 238,500 vpd north of I-4. Under the Build Alternative, the Opening Year (2025) traffic demand along I-75 GULs is expected to range from 98,700 vpd to 154,000 vpd south of I-4 and from 71,700 vpd to 133,900 vpd north of I-4. The Design year (2045) traffic demand along I-75 GULs is expected to range from 151,300 vpd to 221,800 vpd south of I-4 and from 103,100 vpd to 200,700 vpd north of I-4. The I-75 ELs traffic demand is expected to range from 27,200 vpd to 34,400 vpd south of I-4 and from 17,900 vpd to 26,200 vpd in 2025 and from 40,100 vpd to 50,400 vpd south of I-4 and from 25,800 vpd to 50,500 vpd north of I-4 in 2045.

The traffic operational conditions were evaluated using CORSIM (Version 6.3) micro-simulation models. Existing (2017) AM and PM CORSIM models were developed using existing data such as traffic counts, truck percentages, speeds, geometry, capacity, and signal timings. The models were further calibrated with the field-measured data to ensure the simulation results for the existing AM and PM peak periods closely replicated traffic volumes, travel speeds, off-ramp queue

lengths, and observed congestion for both AM and PM peak periods. The calibrated CORSIM models were utilized as the base model for developing models for future alternatives.

According to the field observation and review of the existing models, the following summarizes the existing (2017) condition.

During the AM peak period:

- For I-75 southbound, the I-75 southbound off-ramp to I-4 queued back into the through and exit optional lane (outermost lane). This queueing also had an impact to the adjacent through lane (middle lane) as it was observed in 2017 that drivers would use this lane to cut in at the last moment to the outermost lane to exit to I-4 thus avoiding joining the long queue in the optional lane. It was also observed in the field in 2017 that drivers would cross the striping between the exit lane and the through lane to make this maneuver. It caused backup on southbound I-75 which extended northward to the general vicinity of the Fletcher Avenue interchange. It should be noted that this condition was improved recently by constructing an additional lane on the I-75 southbound to I-4 ramp, which now provides ample capacity to accommodate the traffic demand. southbound I-75 south of I-4 traffic was running approximately 65 mph to south of US 301 based on the existing CORSIM model.
- For the I-75 northbound direction, congestion was observed north of the Selmon Expressway where speeds were approximately 20 to 25 mph in the field. The simulation animation shows queues at the freeway merge areas from SR 60 C/D (C/D) on ramp and SR 60 westbound to I-75 northbound on ramp and traffic travels at approximately 27 mph. Once north of the SR 60 westbound to northbound on ramp, speeds pick up to 55 to 60 mph. north of I-4 there is very little congestion with average speeds approaching the speed limit of 70 mph.
- Along I-4 in the eastbound direction between US 301 and Mango Road there is almost no congestion with speeds in the mid-60 mph range.
- Along I-4 in the westbound direction, both field and simulation animation showed no congestion until the western end of the project limits where speeds drop between 30 and 40 mph.

During the PM peak period:

- It was observed in both field and simulation animation, there was no congestion for I-75 southbound until Fowler Avenue where speeds drop to 30 mph between Fowler Avenue and I-4. There was also some congestion south of I-4 to Dr. Martin Luther King, Jr. (MLK) Boulevard, where speeds were 25 to 35 mph.
- In the northbound direction throughout the I-75 corridor there was very little congestion and speeds are in the 50 to 65 mph range.
- Along I-4 in the eastbound direction, congestion occurs near US 301 C/D and C/D merging area and again from I-75 to Mango Road. east of Mango Road the traffic flow increases speed.
- Congestion was not observed for westbound I-4.

The CORSIM results of the 2045 No-Build Alternative indicate that traffic throughput on freeway GULs is approximately 40 to 50% lower than demand on both I-75 and I-4, thus both corridors will experience significant delay and congestion in both AM and PM peak hours due to the severe deficiency in capacity.

The traffic operations of the corridors within the study area will be improved significantly in the Build condition in the Design Year (2045) by increasing throughput on both corridors and reducing congestion. Significant improvements on GULs are seen on the following segments:

- I-75 northbound south of US 301 (PM Peak)
- I-75 southbound from Bruce B. Downs Boulevard to Selmon Expressway (AM Peak)
- I-75 southbound from Bruce B. Downs Boulevard to north of Fletcher Avenue (PM Peak)
- I-4 eastbound west of I-75 (AM Peak)

It should be noted that since the throughput on the freeway GULs is substantially lower than the actual demand due to congestion at the bottlenecks upstream in the No-Build Alternative, segments with better Level of Service (LOS) in the No-Build Alternative than the Build Alternative were observed in some segments. This should not be used as a proof of better operations in the No-Build Alternative. However, bottlenecks will still exist on I-75 and I-4 GULs in the 2045 Build condition. In AM peak hour, the congestion anticipated mainly on I-75 northbound GULs mainly from south of US 301 to south of MLK Boulevard, and between north of Fletcher Avenue and South of Bruce B. Downs Boulevard. This could be due to the merge points on I-75 on-ramps from SR 60 C/D and US 301 which become bottlenecks as the traffic demand is significantly larger than the capacity. For instance, the traffic volumes on I-75 northbound GULs and northbound ramp from US 301 before the merge point are 7,421 vehicle per hour (vph) and 1,924 vph respectively, while I-75 northbound downstream of the merge point has only four lanes, resulting in more than 2,336 vph per lane. Congestion at these locations was observed in the models for the PM peak as well. Moreover, there is a long congestion area on I-75 southbound from Fletcher Avenue to MLK Boulevard in the PM peak hour. This is due to the insufficient capacity. The congestion on I-75 will affect the I-4 corridor at the I-4 and I-75 interchange area.

In Design Year 2045 Build Alternative, most of the segments of the ELs will operate at or better than the LOS C except for the following locations:

- I-75 southbound ELs at off-ramp to GULs at Fletcher Avenue (AM)
- I-75 southbound ELs at off-ramp to GULs at Fletcher Avenue (AM)
- I-75 southbound ELs at on-ramp from Fowler Avenue (AM)
- I-4 eastbound ELs between off-ramp to US 301 & Hillsborough Avenue and off-ramp to GULs (PM)
- I-4 eastbound ELs west of off-ramp to US 301 & Hillsborough Avenue (AM and PM)
- I-4 westbound ELs west of on-ramp from I-75 ELs (AM)

The safety evaluation based on the historical crash data indicates a total of 3,008 crashes occurred along the I-75 corridor, and 1,045 crashes occurred on the I-4 corridor during the five-year period between 2011 and 2015. On the I-75 corridor, 1,205 injury crashes involved a total number of 1,845 injuries, and 18 fatal crashes resulted in 19 fatalities. On the I-4 corridor, there were 383 injury crashes with 598 injuries, and 12 fatal crashes resulted in 13 fatalities. The vast majority of crashes were rear end crashes (44% on I-75 and 41% on I-4) with sideswipe crashes ranking second (14% on I-75 and 18% on I-4). On the I-75 corridor, the highest crash frequency, crash rates per million vehicle miles traveled (MVMT), and crashes per mile occurred in the northbound direction in Segments 13 northbound (between I-75 on-ramp from I-4 westbound and I-75 off-ramp to Fowler Avenue), 14 northbound (between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue eastbound), and 11 northbound (between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 eastbound). On the I-4 corridor, the highest crash frequency, crash rate MVMT, and crashes per mile occurred in the eastbound. Segment 2 eastbound (between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301) had the highest crash frequency. Segment 4 eastbound (between I-4 off-ramp to I-75 and I-4 on-ramp from I-75 southbound) had the highest ranking in both crash rate MVMT and crashes per mile.

Table ES-1 shows the systemwide network measures of performance summary for the No-Build and Build alternatives for the Opening and Design years. The following measures of effectiveness

(MOEs) are compared for the 2045 Build Alternative and 2045 No Build Alternative at the end of peak hours:

- Total Vehicle Miles Traveled (TVMT)
- Move Time (in vehicle-hours)
- Total Time (in vehicle-hours)
- Delay (in vehicle-hours)
- Speed

Table ES-1 Systemwide Network Measures of Performance Summary

Measure of Effectiveness	2025 No-Build		2025 Build		2045 No-Build		2045 Build	
	AM	PM	AM	PM	AM	PM	AM	PM
TVMT	1,079,590	1,033,825	1,310,153	1,226,848	1,098,815	1,161,681	1,679,649	1,609,365
Vehicle Hours of								
Move Time	17,563	16,736	21,085	19,813	17,922	18,744	26,904	25,783
Delay Time	18,024	20,955	4,538	9,450	34,007	31,960	11,732	24,320
Total Time	35,587	37,691	25,623	29,263	51,929	50,703	38,636	49,911
Average Speed (mph)	30.35	27.43	51.13	41.92	21.16	22.91	43.48	32.14
Move/Total	0.49	0.44	0.82	0.68	0.35	0.37	0.70	0.52
Minutes/Mile of								
Delay Time	1.00	1.22	0.21	0.46	1.86	1.65	0.42	0.91
Total Time	1.98	2.19	1.17	1.43	2.84	2.62	1.38	1.87

The results of the CORSIM simulation analysis showed significant improvements to the entire study network system MOEs during AM and PM peak hours due to the Build alternative:

The following benefits are seen by the 2025 Opening Year due to the Build alternative improvements:

1. 21% increase in TVMT for the AM peak hour and 19% increase in TVMT for the PM peak hour.
2. 20% increase in move time for the AM peak hour and 18% increase in move time for the PM peak hour.
3. 75% reduction in delay for the AM peak hour and 55% reduction in delay for the PM peak hour.
4. 28% reduction in overall vehicle hours traveled for the AM peak hour and 22% reduction in overall vehicle hours traveled for the PM peak hour.
5. 68% increase in speed for the AM peak hour and 53% increase in speed for the PM peak hour.

The results show the following benefits due to the 2045 Build alternative improvements:

1. 53% increase in TVMT for the AM peak hour and 39% increase in TVMT for the PM peak hour.
2. 50% increase in move time for the AM peak hour and 38% increase in move time for the PM peak hour.
3. 66% reduction in delay for the AM peak hour and 24% reduction in delay for the PM peak hour.

4. 26% reduction in overall vehicle hours traveled for the AM peak hour and negligible reduction in overall vehicle hours traveled for the PM peak hour.
5. 105% increase in speed for the AM peak hour and 40% increase in speed for the PM peak hour.

DRAFT

1.0 INTRODUCTION

1.1 PD&E Study Purpose

The objective of the PD&E Study is to assist the FDOT and the OEM in determining the type, location, and conceptual design of the proposed improvements for I-75 to safely and efficiently accommodate future travel demand. This study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, and intersection enhancement alternatives.

The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right-of-way acquisition, and construction).

This project was screened through the FDOT's Efficient Transportation Decision Making (ETDM) process as ETDM Project Nos. 8002 and 14267. ETDM Project No. 14267 includes project limits from Moccasin Wallow Road in Manatee County to north of Bruce B. Downs in Hillsborough County. An updated Advance Notification package was sent on February 29, 2016. An ETDM Programming Screen Summary Report was published on March 29, 2007, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. Based on the ETAT comments, the Federal Highway Administration (FHWA) determined that this project qualified as a Type 2 Categorical Exclusion.

1.2 Project Purpose and Need

1.2.1 Purpose

The purpose of the project is to evaluate alternatives to address the corridor's capacity and relieve congestion. These improvements are expected to enhance the overall safety and improve the operating conditions of the facility within the project limits.

1.2.2 Need

I-75 is a south-north interstate highway that is a major trade and tourism corridor. I-75 is part of the highway network that provides access to regional intermodal facilities such as several general aviation airports, MacDill Air Force Base, several seaports, transit stations, cruise ship terminals and major CSX intermodal rail facilities. It is part of the SIS and is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

I-75 is a critical evacuation route as shown on the Florida Division of Emergency Management's evacuation route network. Improvements to I-75 will improve evacuation efforts, when needed, will enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region. Statewide and regional transportation plans and studies by FDOT and the Hillsborough County Transportation Planning Organization (TPO) identify the need for interstate improvements.

1.3 Project Description

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate improvements along approximately 18 miles of I-75 from south of US 301/SR 43 to north of County Road (CR) 581/Bruce B. Downs

Boulevard including the southwest quadrant of the I-75 and Interstate 4 (I-4) interchange from the Tampa Bypass Canal east to the I-4/I-75 interchange in Hillsborough County, Florida. The design year for the improvements is 2045. This PD&E study is being conducted concurrently with the PD&E study for the section of I-75 that extends from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County (WPI Segment No. 419235-2). The project location map is shown on Figure 1-1.

The proposed project consists of widening I-75 within the existing median to include two express lanes in each direction within the project limits. Operational improvements will occur at the interchanges to accommodate the widening. Right-of-way will be needed for some of the interchange improvements, stormwater management facilities, and floodplain compensation sites.

1.4 Existing Facility and Proposed Improvements

1.4.1 Existing Facility

I-75 is a limited access (L.A.) freeway that travels in a generally south-north direction from a southern terminus at SR 826 (Palmetto Expressway) in Hialeah, Florida, to a northern terminus in Sault Sainte Marie, Michigan, near the border with Canada. In Florida, I-75 is included in the State Highway System (SHS), designated as SR 93A; the Strategic Intermodal System (SIS); and the Federal Aid Interstate System. I-75 serves as a major evacuation route throughout the state.

Within the project limits I-75 consists of a six-lane, divided, limited access facility functionally classified as a Principal Arterial – Interstate Rural. The roadway is generally three lanes in each direction, with auxiliary lanes in each direction, at various locations. All travel lanes are 12-foot wide with 12-foot outside shoulders, 10-feet being paved, and an 88-foot grassed median separating the two directions of travel. The section from south of US 301 to SR 60 also contains a two 12-foot lane collector-distributor system in each direction, with 6-foot inside and 8-foot outside shoulders. Refer to Figure 1-2 for existing I-75 mainline typical sections.

The existing L.A. right of way (ROW) varies throughout the study limits; however, in most areas, the minimum ROW width is 348 feet. The posted speed limit is 70 miles per hour (mph).

There are eight interchanges along I-75 within the project limits. They are located at US 301, Selmon Expressway, SR 60, Dr. Martin Luther King, Jr. (MLK) Boulevard, I-4, Fowler Avenue, Fletcher Avenue, and Bruce B. Downs Boulevard. The study area includes 67 bridges, including crossings over the Hillsborough River, Memorial Gardens Slough, Mango Lake Drainage Canal, Harney Flats Canal, Tampa Bypass Canal, and Cowhouse Creek.

Figure 1-1 419235-3 Project Location Map

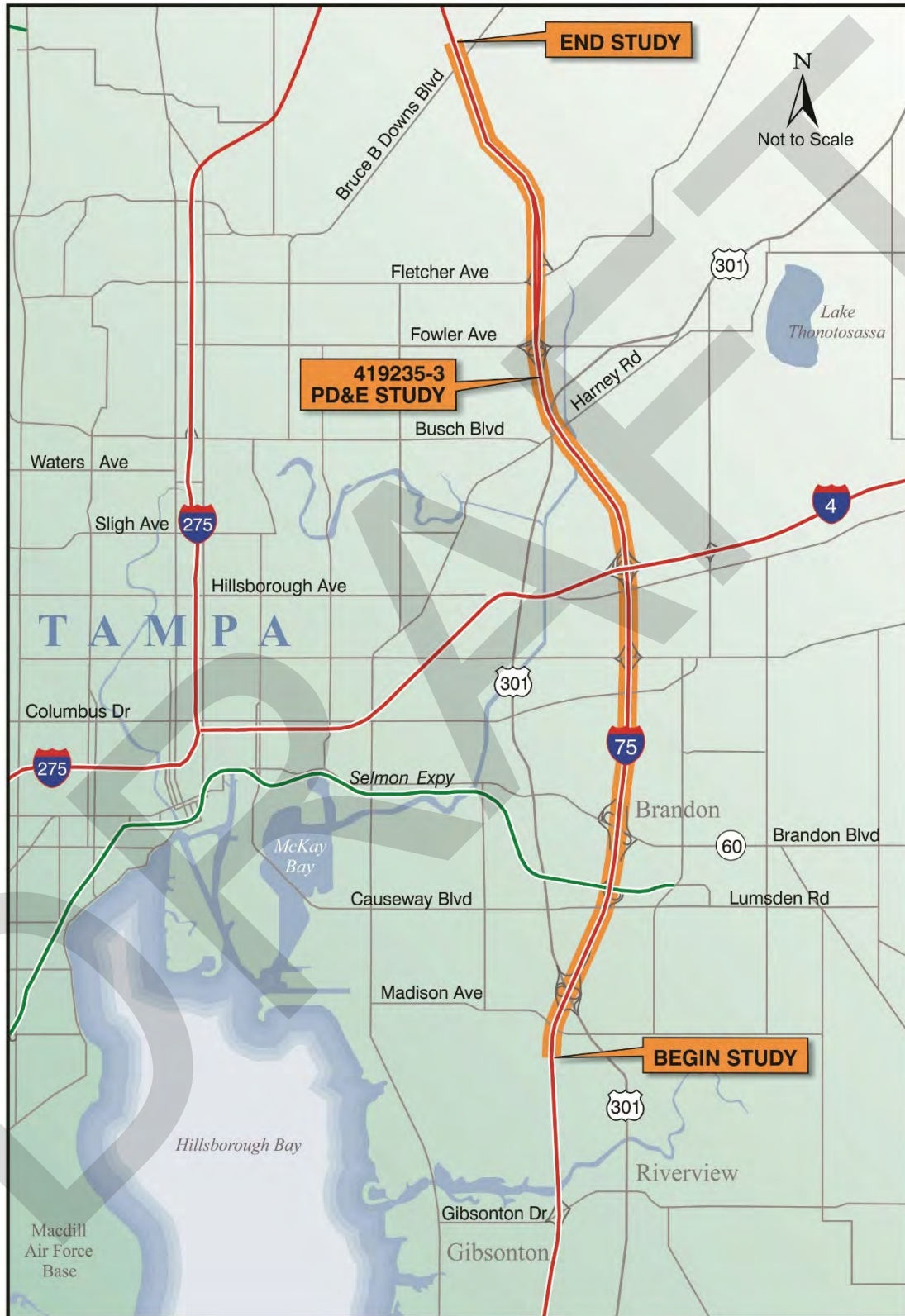
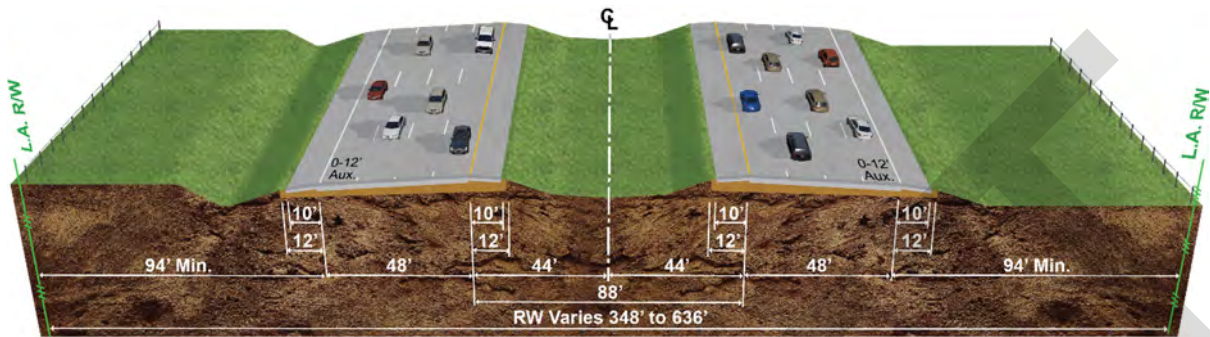


Figure 1-2 419235-3 Existing Typical Sections



Typical section includes collector-distributor roads from US 301 to SR 60.

1.4.2 Proposed Improvements

All alternatives have been evaluated with regard to costs, operational factors, and environmental impacts. Based on these evaluations, a Preferred Build Alternative utilizing one typical section was identified for the I-75 mainline within the study area.

The Preferred Build Alternative Typical Section includes the existing mainline lanes to be designated as General Use Lanes (GULs). The three 12-foot lanes in each direction will remain from south of US 301 to north of Bruce B. Downs Boulevard and the auxiliary lane will remain from US 301 to SR 60. Outside shoulders will remain at 12-feet wide. Adjacent to the GULs, within the median, two 12-foot Express Lanes (ELs) with 12 to 15-foot inside shoulders will be added in each direction. The inside shoulders will be 15-feet wide where median barrier is proposed and 12-feet wide (10-foot paved) in bifurcated areas. The ELs will be separated from the GULs by a 4-foot painted and delineated buffer. The Preferred Build Typical Section can be found in Figure 1-3.

Ingress and egress connections between the ELs and GULs will be located within the limits of the project in each direction. The ELs are proposed to be managed by limiting direct access for traffic to/from existing interchanges, collection of tolls, vehicle occupancy and/or vehicle type.

As previously stated, there are eight interchanges along I-75 within the project limits. They are located at US 301, Selmon Expressway, SR 60, MLK Boulevard, I-4, Fowler Avenue, Fletcher Avenue, and Bruce B. Downs Boulevard. Right-of-way will be needed for some of the interchange improvements. The MLK Boulevard interchange improvements are currently being constructed as part of a separate design-build project (WPI Segment No. 429251-1) and considered as an existing condition for this project. No improvements are proposed at the Bruce B. Downs Boulevard interchange under this study.

The proposed improvements will include construction of 22 Stormwater Management Facilities (SMF) and 11 Floodplain Compensation (FPC) sites. A number of these SMF and FPC sites within common drainage basins are combined at a single location, and several of the SMFs are located at existing interchange locations within the existing ROW. Additional ROW may be required at some SMF and FPC locations for constructing the offsite SMF and FPC sites.

1.5 Report Purpose

This Project Traffic Analysis Report is one of several documents that will be prepared as part of this PD&E Study. The report documents the analyses that were performed for the No-Build and

Build Alternatives defined by FDOT. The study documents the need for the improvements as well as the methodology and procedures utilized to develop and evaluate the improvement alternative.

To meet these objectives, this report:

- Documents the existing conditions along I-75 and I-4, including interchange and intersection geometry, and existing traffic counts and traffic characteristics
- Provides analyses of the existing traffic conditions along the I-75 and I-4 mainlines; interchange ramps; weaving segments and ramp terminal intersections
- Summarizes the methodology used for future travel demand forecasting and presents the traffic volumes for the Build and No-build Alternatives for Opening Year and Design year
- Evaluates the efficiency of traffic operations for the No-Build and Build Alternatives

Figure 1-3 419235-3 Preferred Build Typical Section



2.0 EXISTING CONDITIONS

The existing conditions of the study network is documented in this section.

2.1 Study Area

The study area includes I-75 from south of US 301 to north of Bruce B. Downs Boulevard for approximately 20.5 miles and I-4 from west of US 301 to east of Mango Road (CR 579) for approximately 5.8 miles.

The following interchanges and intersections are included in the study area.

I-75 Interchanges:

1. US 301
2. Selmon Expressway
3. SR 60/Adamo Drive
4. MLK Boulevard
5. I-4
6. Fowler Avenue
7. Fletcher Avenue
8. Bruce B. Downs Boulevard

I-4 Interchanges:

1. US 301
2. I-75
3. Mango Road

Ramp Terminal Intersections:

1. US 301 and I-75 southbound ramps (Unsignalized)
2. US 301 and I-75 northbound ramps (Unsignalized)
3. SR 60/Adamo Drive and I-75 southbound ramps (Signalized)
4. SR 60/Adamo Drive and I-75 northbound ramps (Signalized)
5. MLK Boulevard and I-75 southbound ramps (Signalized)
6. MLK Boulevard and I-75 northbound ramps (Signalized)
7. Fowler Avenue and I-75 southbound ramps (Unsignalized)
8. Fowler Avenue and I-75 northbound ramps (Unsignalized)
9. Fletcher Avenue and I-75 southbound ramps (Unsignalized)
10. Fletcher Avenue and I-75 northbound ramps (Signalized)
11. Bruce B. Downs Boulevard and I-75 southbound ramps (Signalized)
12. Bruce B. Downs Boulevard and I-75 northbound ramps (Signalized)
13. US 301 and I-4 westbound ramps (Signalized)
14. US 301 and I-4 eastbound ramps (Unsignalized)
15. Mango Road and I-4 westbound ramps (Signalized)
16. Mango Road and I-4 eastbound ramps (Signalized)

Intersections Adjacent to Ramp Terminals:

1. Fowler Avenue and Morris Bridge Road (Signalized)
2. Fowler Avenue and Jefferson Road (Signalized)
3. Fletcher Avenue and Hidden River Parkway/Morris Bridge Road (Signalized)
4. Bruce B. Downs Boulevard and Tampa Palms Boulevard/Commerce Palms Drive (Signalized)
5. Bruce B. Downs Boulevard and Dona Michelle Drive (Signalized)

2.1.1 I-75 and I-4 Mainlines

In the study area, I-75 currently provides a minimum of six 12-foot wide travel lanes (three travel lanes in each direction) throughout the study area, except from south of US 301 to Gibsonton Drive and from Fowler Avenue to Bruce B. Downs Boulevard, I-75 is four lanes in each direction. Between US 301 and SR 60/Adamo Drive, the typical section widens to include C/D roadways, as described below. The posted speed limit is 70 mph. More specifically, the existing typical sections along the I-75 corridor are as follows:

From US 301 to the Selmon Expressway (approximately 1.8 miles), I-75 with one southbound and two northbound C/D roadways. I-75 provides eight 12-foot wide general use travel lanes (three lanes in the northbound direction and five lanes in the southbound direction), All C/D roadways, which serve exiting and entering traffic to/from nearby interchanges, provide two 12-foot wide lanes in each direction.

From Selmon Expressway to SR 60/Adamo Drive (approximately 1.0 mile), the I-75 right-of-way is at minimum 536 feet wide, with one southbound and two northbound C/D roadways. I-75 provides six 12-foot wide general use travel lanes (three lanes in each direction), 12-foot wide inside shoulders (10 feet paved), 10-foot wide outside paved shoulders and at minimum a 64-foot wide median. The C/D roadways, which serve exiting and entering traffic to/from nearby interchanges, provide three 12-foot wide lanes in the northbound direction and two 12-foot wide lanes in the southbound direction.

From SR 60/Adamo Drive to MLK Boulevard (approximately 2.7 miles), the I-75 right-of-way is approximately 348 feet wide. I-75 provides six 12-foot wide general use travel lanes (three lanes in each direction), 12-foot wide inside shoulders (10 feet paved), 10-foot wide outside paved shoulders, 94-foot wide borders, and at minimum a 64-foot wide median.

From MLK Boulevard to I-4 (approximately 1.4 miles), the I-75 right-of-way is at minimum 348 feet wide. I-75 provides three 12-foot wide general use travel lanes and one 12-foot wide merge/diverge lane in each direction; 12-foot wide inside shoulders (10 feet paved); 10-foot wide outside paved shoulders, 82-foot wide (at minimum) borders; and at minimum a 64-foot wide median.

From I-4 to Fowler Avenue (approximately 4.1 miles), the I-75 right-of-way is at minimum 348 feet wide. This segment includes an approximately 830-foot long dual-span bridge that crosses the Tampa Bypass Canal (MP 263/SLD MP 29.207). I-75 provides six 12-foot wide general use travel lanes (three lanes in each direction), 12-foot wide inside shoulders (10 feet paved), 10-foot wide outside paved shoulders, 94-foot wide (at minimum) borders, and at minimum a 64-foot wide median.

From Fowler Avenue to Fletcher Avenue (approximately 1.1 miles), the I-75 right-of-way is at minimum 427 feet wide. I-75 provides eight 12-foot wide travel lanes. Three general use travel lanes and one auxiliary lane are provided in each direction. The typical section also includes 12-foot wide inside shoulders (10 feet paved), 10-foot wide outside paved shoulders, 94-foot wide borders, and at minimum a 64-foot wide median.

From Fletcher Avenue to Bruce B Downs Boulevard (approximately 3.9 miles), the I-75 right-of-way is at minimum 416-feet wide. I-75 provided eight 12-foot wide travel lanes. Three general purpose travel lanes and one auxiliary lane are provided in each direction. The typical section also includes 12-foot wide inside shoulders (10 feet paved), 10-foot wide outside paved shoulders, 94-foot wide borders, and a minimum 64-foot wide median.

From US 301 to I-75 (approximately 1.5 miles), the I-4 right-of-way is at a minimum 335-feet wide. I-4 provides six 12-foot wide travel lanes. In the eastbound direction, US 92 provides one

on ramp to I-4. This on ramp becomes an auxiliary lane between US 92 and I-75 along I-4. The auxiliary lane eventually becomes the exit ramp to I-75 north and southbound. In the westbound direction there is a 12-foot wide auxiliary lane that develops from the I-75 ramps to I-4 eastbound. This auxiliary lane becomes the exit to US 92. The typical section also includes 12-foot wide inside and outside shoulders (10 feet paved), 94-foot wide borders, and at minimum a 64-foot wide median.

From I-75 to Mango Road (approximately 1.5 miles), the I-4 right-of-way is at a minimum 265-foot wide. I-4 provides six 12-foot wide travel lanes. There is a 12-foot wide auxiliary lane that develops to the outside near the interchanges. The typical section also includes 12-foot wide inside and outside shoulders (10 feet paved), 94-foot wide borders, and at minimum a 64-foot wide median.

2.1.2 I-75 and I-4 Interchanges

There are 8 interchanges along I-75 and 2 along I-4 located within the project limits. The Selmon Expressway and I-4 are limited access roadways. Both of these limited access roadways, as well as SR 60 (east of I-75), are Strategic Intermodal System (SIS) facilities. The existing roadway/intersection geometry of each interchange are discussed below.

I-75 and US 301

This interchange has a combination diamond/partial cloverleaf configuration with a free-flow loop off-ramp from southbound I-75 to southbound US 301 and a free-flow loop off-ramp from northbound I-75 to northbound US 301. All ramp terminals at the interchange are unsignalized, yield condition intersections. Most of the ramps at the interchange are single-lane ramps with the exception of the I-75 southbound on ramp that is a two lane ramp.

US 301 in the vicinity of I-75 is a six-lane divided principal arterial. It provides access to the town of Riverview on the east side of I-75 and the City of Tampa and the Port of Tampa on the west side of I-75.

I-75 and Selmon Expressway

This interchange has a trumpet configuration providing access to and from both directions of I-75 to the Expressway located west of I-75. The southbound I-75 on-ramp from eastbound on the Expressway and the northbound I-75 off-ramp to westbound on the Expressway are two-lane ramps; all other ramps are single-lane ramps.

The Expressway is a six-lane limited access, toll highway and includes two reversible lanes. The Expressway's reversible lanes have no direct access to I-75 at the interchange and instead traffic wishing to access I-75 must exit the reversible lanes near the Expressway interchange at US 301. The Expressway provides access to downtown Tampa, South Tampa, and to Pinellas County via Gandy Boulevard.

I-75 and SR 60/Adamo Drive

This interchange has a diamond/cloverleaf configuration with a free-flow loop on-ramp from eastbound SR 60/Adamo Drive to northbound I-75 and a free-flow loop on-ramp from westbound SR 60/Adamo Drive to southbound I-75. Both off-ramps from I-75 at SR 60/Adamo Drive are signalized. The right-turn movements have a "no right turn on red" condition because the northbound off-ramp provides three and the southbound off-ramp provides two right-turn lanes.

SR 60/Adamo Drive is a six-lane principal arterial roadway west of I-75 and an eight-lane divided principal arterial roadway east of I-75. A fourth eastbound lane, provided west of I-75, serves as an auxiliary lane to the next signalized intersection (Falkenburg Road), which is located

approximately 1,000 feet west of the southbound ramp terminal. SR 60 provides access to the City of Tampa and the Port of Tampa on the west side of I-75 and the town of Brandon, including the Westfield Brandon shopping mall on the east side of I-75.

I-75 and MLK Boulevard

This interchange has a diamond configuration with a free-flow loop off-ramp from northbound I-75 to westbound MLK Boulevard. The intersection of the southbound I-75 ramp at MLK Boulevard is signalized as is the intersection of the northbound ramp. All ramps at the interchange are single lane except for the southbound off-ramp, which is a two-lane ramp. Three right-turn lanes are channelized and two left-turn lanes are operated under a signal control on the southbound off-ramp.

MLK Boulevard is a four-lane divided principal arterial in the area of the interchange. MLK Boulevard provides access to the City of Tampa on the west side of I-75 and the towns of Mango and Seffner on the east side of I-75.

I-75 and I-4

This is a system to system interchange with free-flow ramps to and from each direction on I-75 to and from each direction of I-4. All ramps at the interchange are single-lane ramps, except the northbound and westbound off-ramps which are two-lane ramps.

I-4 has an eight-lane cross section west of I-75 and a six-lane (cross section) east of I-75 with auxiliary lanes in each direction to Mango Road (CR 579), the next interchange east of I-75. I-4 runs from downtown Tampa west of I-75 to I-95 at Daytona Beach on the east coast of Florida.

I-75 and Fowler Avenue

This interchange has a modified diamond configuration with two cloverleaf access ramps to I-75 north. An underpass ramp carries northbound I-75 traffic to westbound Fowler Avenue. I-75 southbound is accessible from eastbound and westbound Fowler Avenue via a two-lane ramp. All ramps are single-lane ramps except the northbound off-ramp and southbound on-ramp, which is a two-lane ramp. Two unsignalized intersections connect the I-75 on- and off-ramps with Fowler Avenue. Fowler Avenue is a six-lane divided arterial roadway. Fowler Avenue provides access to the City of Tampa on the west side of I-75 and the town of Thonotosassa on the east side of I-75.

I-75 and Fletcher Avenue (CR 582A) / Morris Bridge Road (CR 579)

This interchange has a modified diamond configuration with a cloverleaf ramp in the northeast quadrant providing access from northbound I-75 to eastbound Fletcher Avenue through an signalized intersection at the ramp terminal and the access from northbound I-75 to westbound Fletcher Avenue is a free-flow right turn. All ramps are single-lane ramps with the exception of the northbound off-ramp that is a dual-lane ramp. The I-75 northbound on-ramp is signalized. The southbound terminal is unsignalized. Fletcher Avenue is a four-lane divided arterial. An auxiliary lane is provided in each direction of travel on I-75 between the Fowler and Fletcher Avenue interchanges. Fletcher Avenue provides access to the City of Tampa on the west side of I-75 and the town of Zephyrhills on the east side of I-75.

I-75 and Bruce B. Downs Boulevard

This interchange has a diamond configuration, with a two-lane flyover for the westbound to southbound movement. The eastbound to southbound movement merges into I-75 prior to the flyover merge. The northbound off ramp is also two-lanes, all other ramps are single lane ramps. Bruce B. Downs Boulevard is an eight-lane divided arterial through the interchange area. Bruce B. Downs Boulevard provides access to the Tampa Palms on the west side of I-75 and the town of Wesley Chapel on the east side of I-75.

I-4 and US 301

This interchange has a clover leaf configuration with two free flow ramps to and from eastbound I-4. All ramp terminals at the interchange are unsignalized, yield condition intersections with the exception of the westbound I-4 to northbound US 301 movement that is operated under signal control. US 301 is accessed through parallel collector distributor roads. All the ramps are single lane ramps. US 301 in the vicinity of I-4 is a four-lane divided principal arterial. It provides access to the town of Brandon to the south and the City of Temple Terrace to the north.

I-4 and Mango Road

This interchange has a diamond configuration that come to signalized intersections at Mango Road. The eastbound off ramp and westbound on ramp are two lane ramps. The eastbound on ramp and westbound off ramp are single lane ramps. Mango Road is a four-lane divided arterial roadway. Mango Road provides access to Thonotosassa north of I-4 and the town of Brandon on the southside of I-4.

2.2 Data Collection

This section summarizes the data collected to develop the traffic micro-simulation models and evaluate the 2017 existing conditions in the AM and PM peak periods. These traffic data included traffic counts, lane configuration, speed, queue lengths, and signal timing information. In addition, existing traffic characteristics such as queuing condition on the freeways and arterials. Driver behaviors were also observed during the field review.

2.2.1 Traffic Counts

The traffic counts on freeway ramps, ramp terminal intersections, and adjacent intersections were obtained from the count program conducted in May and June 2017, which included:

- AM and PM peak period Turning Movement Counts at Ramp Terminal Intersections
- AM and PM peak period Turning Movement Counts at selected intersections adjacent to the ramp terminal intersections
- 72-hour Bi-directional Traffic Counts
- 72-hour Directional Traffic Counts on ramps
- I-75 and I-4 Mainline Traffic counts from Florida Traffic Online – Version 2016

AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hour turning movement counts were collected at the following ramp terminal intersections within the study area:

- I-75 northbound ramps at SR 60/Adamo Drive
- I-75 southbound ramps at SR 60/Adamo Drive
- I-4 westbound ramps at Mango Road
- I-4 eastbound ramps at Mango Road

The summary sheets for these counts are provided in Appendix A: Existing Traffic Development Memorandum.

2.2.2 Traffic Composition

Table 2-1 summarizes the peak hour truck percentages in the study area. The numbers presented in this table were calculated by dividing the 24-hour truck factors provided by the 2016 Historical Annual Average Daily Traffic (AADT) Reports from FDOT Florida Traffic Online (2016) by 2. The 24-hour truck factors for corresponding locations are included in Appendix A-2 of the Existing Conditions CORSIM Model Development Calibration Memorandum included in Appendix B.

DRAFT

Table 2-1 Peak Hour Truck Percentages in the Study Area

Roadways	Truck Percentages
I-75 South of US 301	4%
US 301 East and West of I-75	3%
Selmon Expressway	3%
SR 60 East of I-75	2%
SR 60 West of I-75	4%
MLK Boulevard	3%
Fowler Avenue East of Jefferson Road	4%
Fowler Avenue West of Morris Bridge Road	2%
Fletcher Avenue	3%
Bruce B. Downs Boulevard	2%
I-75 North of Bruce B. Downs Boulevard	6%
I-4 West of US 301	5%
US 301 North and South of I-4	5%
Mango Road	3%
I-4 East of Mango Road	6%

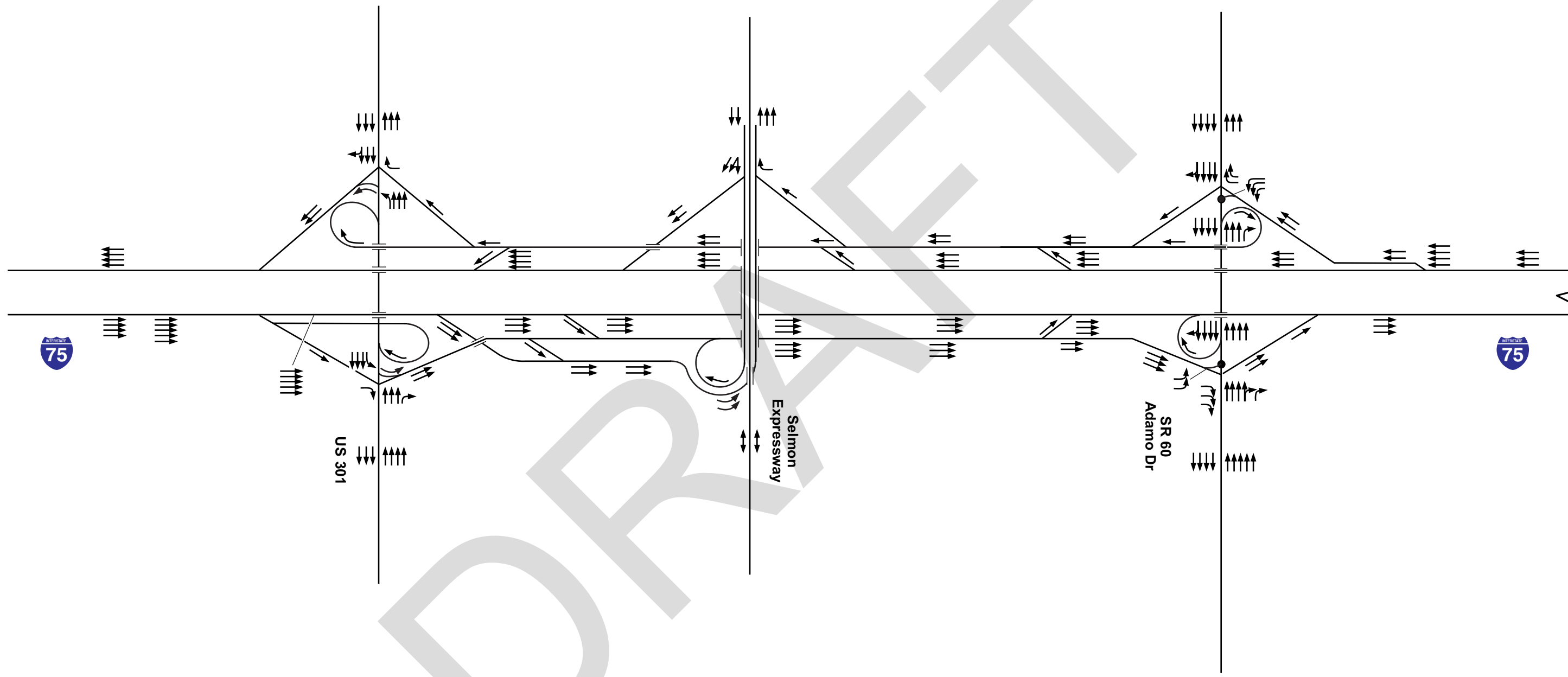
2.2.3 Roadway Geometry

The geometric characteristics of the freeway corridors, arterials, and the intersections were collected from the field review and Google Earth Street View. Figures 2-1 through 2-4 show the existing roadway and interchange geometries in the study area.

2.2.4 Maximum Queue Length

Maximum queue lengths on the freeway off-ramps at signalized intersections during the AM and PM peak hours were collected during the time when traffic counts were conducted. Additional observations were made in June 2018 at I-75 southbound off-ramp to MLK Boulevard westbound in AM peak period, I-75 southbound off-ramp to SR 60 westbound, I-75 southbound off-ramp to MLK Boulevard westbound, I-75 southbound off-ramp to Fletcher Avenue westbound in PM peak period for the queuing conditions.

Maximum queue length is defined as the maximum number of vehicles per movement who wait during the red phase at a signalized intersection or stop at the stop sign or yield sign at the unsignalized intersection. The field survey data are included in Appendix A-3 of the Existing Conditions CORSIM Model Development Calibration Memorandum included in Appendix B.

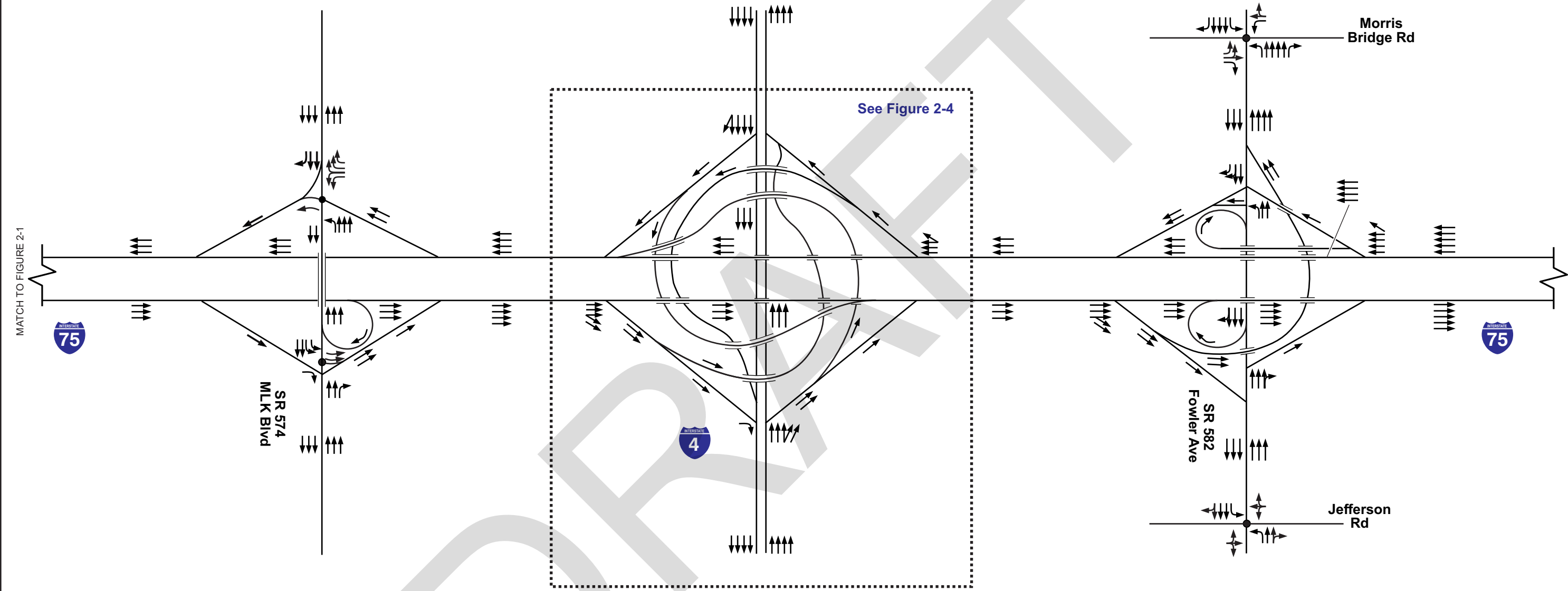


LEGEND
● - Signalized Intersection

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

EXISTING ROADWAY/INTERSECTION GEOMETRY

Figure
2-1

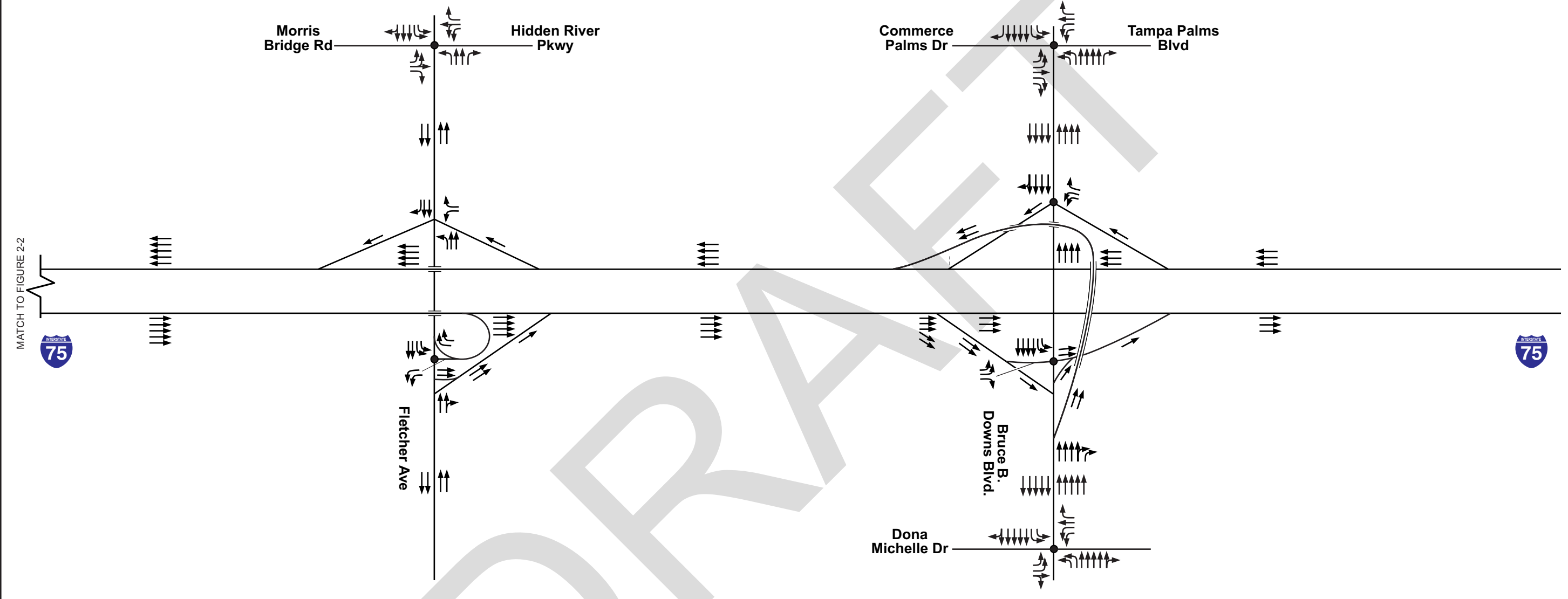


LEGEND
● - Signalized Intersection

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

EXISTING ROADWAY/INTERSECTION GEOMETRY

Figure
2-2

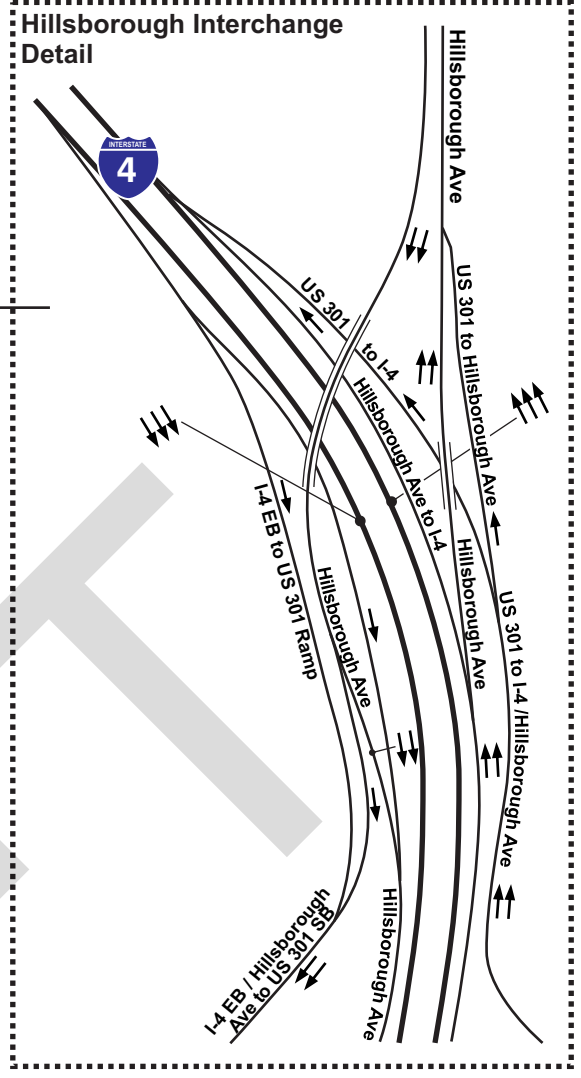
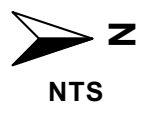
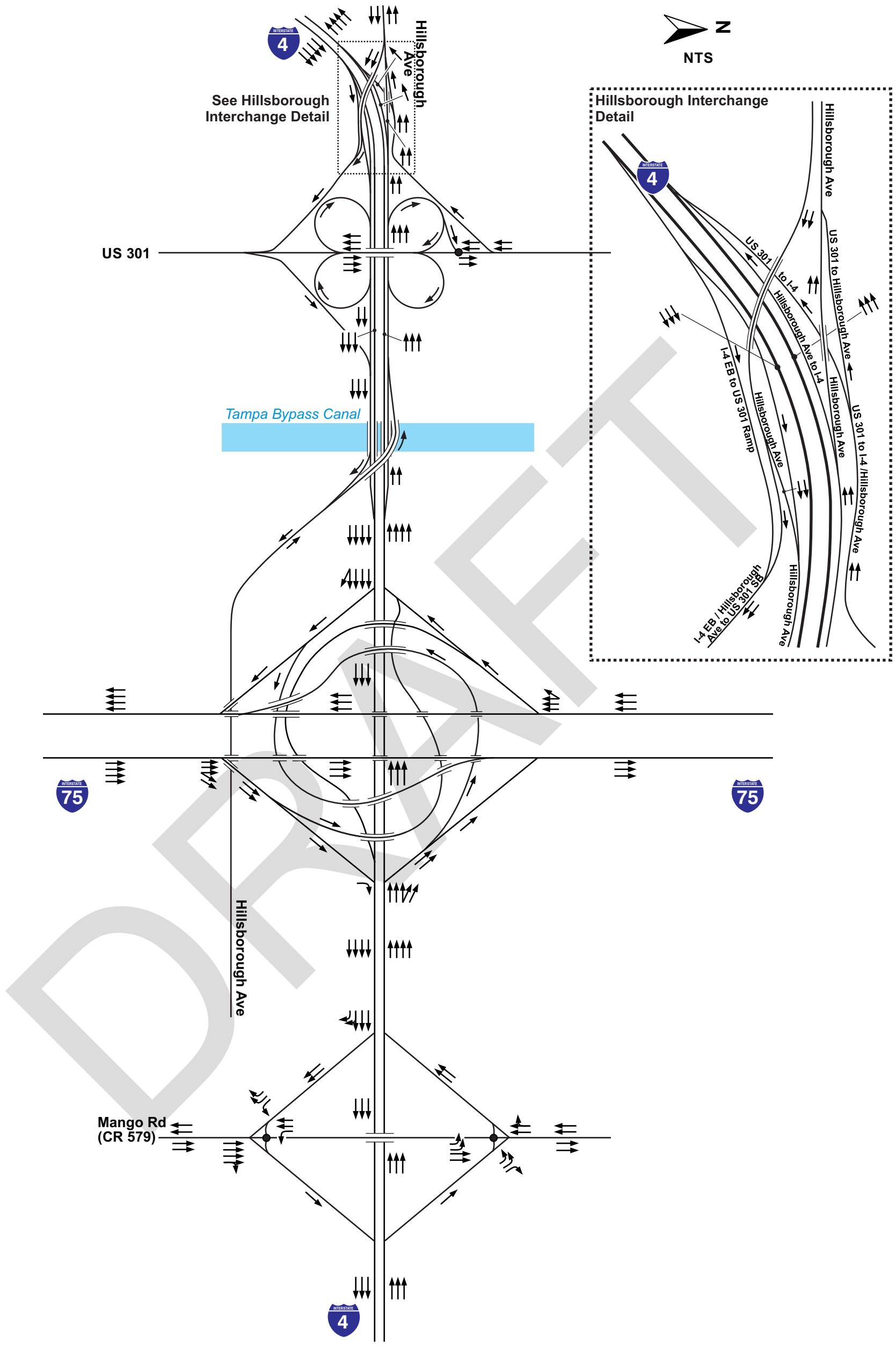


LEGEND
● - Signalized Intersection

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

EXISTING ROADWAY/INTERSECTION GEOMETRY

Figure
2-3



LEGEND
 ● - Signalized Intersection

2.2.5 Field-Measured Speeds and Speed Limit

Six travel time runs were conducted along I-75 and I-4 to collect the travel time and speed along the corridors in both peak periods. The travel time runs were performed on August 29 and 31, 2017 for I-4 and on October 19 and 26 and November 7 through 9, 2017 for I-75. Due to the congested condition and frequent incidents along both corridors, substantial deviations in speed and travel time were observed in many segments from the field measurement. The detailed field-measured speeds and travel times are provided in Appendix B.

Posted speed limits were also collected for all roadway sections within study area using Google Earth Street View. Table 2-2 summarizes the speed limits along I-75 and I-4 freeways and the crossroads.

Table 2-2 Posted Speed Limits

Roadways	Posted Speed Limit (mph)
I-75 Mainline	70
US 301	50
Selmon Expressway Mainline	65
SR 60	50
MLK Boulevard	50
Fowler Avenue	55
Fletcher Avenue	50
Bruce B. Downs Boulevard	45
Mango Road Northbound (NB)	45
Mango Road Southbound (SB)	40
I-4 Eastbound (EB) Mainline	65 - 70
I-4 Westbound (WB) Mainline	70 - 65

2.2.6 Traffic Control Data

The signal timing and phasing data for all the signalized intersections in the study area were obtained from the City of Tampa and Hillsborough County. For the signalized intersections, Google Earth and field visits were used to determine and verify signal phasing information, protected/permitted left-turn operations, phase overlaps, etc. The signal cycle lengths are summarized in Table 2-3 and the timing sheets are provided in Appendix B.

Table 2-3 Intersection Traffic Control Information

Intersections	Control Type	Cycle Length (sec)	
		AM	PM
Bruce B. Downs and Tampa Palms Boulevard /Commerce Palms Drive	Signalized	254	254
Bruce B. Downs Boulevard and Dona Michelle Drive	Signalized	254	254
Bruce B. Downs Boulevard and I-75 SB Ramps	Signalized	254	254
Bruce B. Downs Boulevard and I-75 NB Ramps	Signalized	254	254
Fletcher Avenue and Hidden River Pkwy/ Morris Bridge Road	Signalized	200	180
Fletcher Avenue and I-75 SB Ramps	Unsignalized	/	
Fletcher Avenue and I-75 NB Ramps	Signalized	Free	Free
Fowler Avenue and Morris Bridge Road	Signalized	220	220
Fowler Avenue and I-75 SB Ramps	Unsignalized	/	
Fowler Avenue and I-75 NB Ramps	Unsignalized	/	
Fowler Avenue and Jefferson Road	Signalized	Free	Free
MLK Boulevard and I-75 SB Ramps	Signalized	160	150
MLK Boulevard and I-75 NB Ramps	Signalized	80	150
SR 60 and I-75 SB Ramps	Signalized	190	190
SR 60 and I-75 NB Ramps	Signalized	190	190
US 301 and I-75 SB Ramps	Unsignalized	/	
US 301 and I-75 NB Ramps	Unsignalized	/	
US 301 and I-4 WB Off-Ramp	Signalized	130	120
US 301 and I-4 EB Off-Ramp	Unsignalized	/	
Mango Road and I-4 WB Ramps	Signalized	120	130
Mango Road and I-4 EB Ramps	Signalized	120	130

2.3 Existing Traffic Volumes

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

- The development of the 2017 existing AADTs utilized two traffic data sources. The I-75 and I-4 mainline AADTs and some ramp AADTs were obtained from the 2016 FDOT Florida Transportation Online database. Traffic counts at ramps, ramp terminal intersections, and adjacent intersections were obtained from the count program conducted in May and June 2017 for this study. 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 Florida Transportation Online 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 2-4 summarizes the weekly axle factors adopted in the study. Similarly, 2016 Hillsborough Countywide 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.

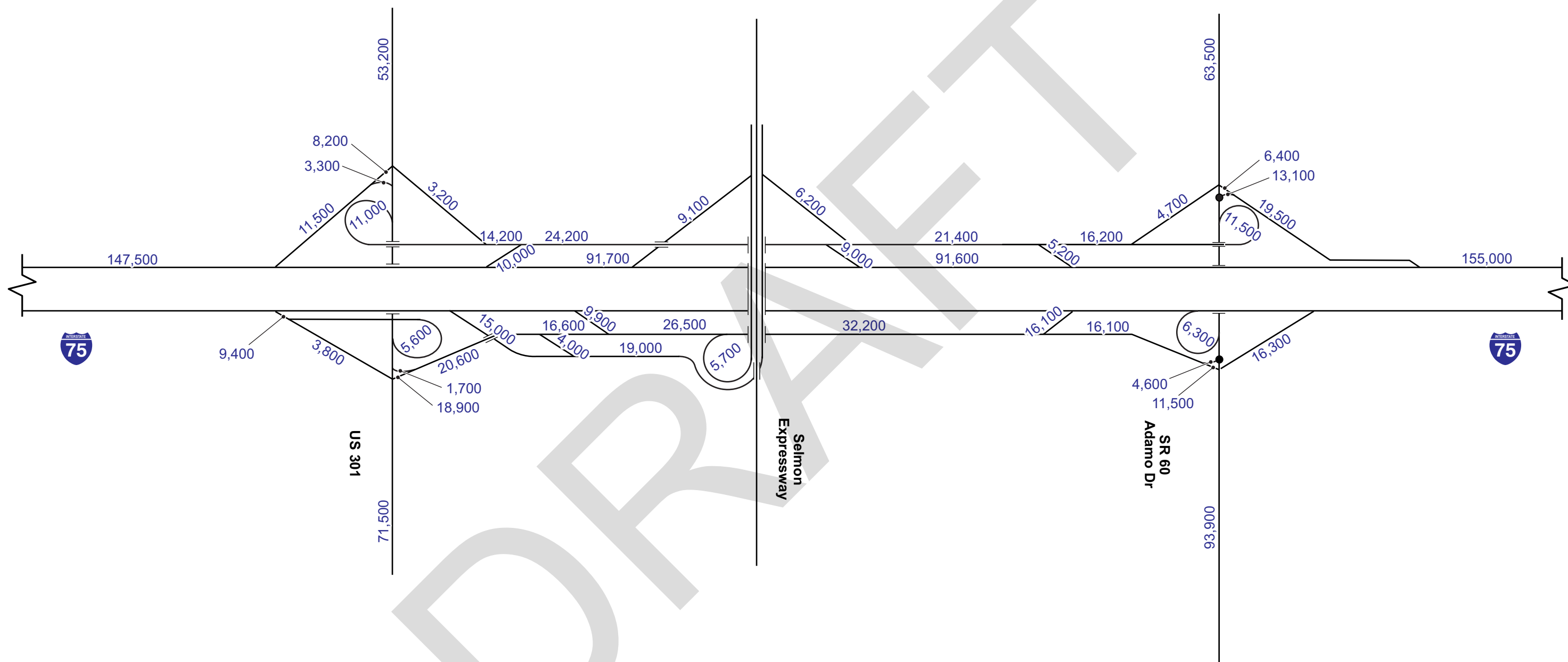
Table 2-4 Axle Factors

Roadways	Axle Factor
Hillsborough County Wide	0.94
I-75, Manatee - US 301	0.91
I-75, US 301 - Fowler Avenue	0.93
I-75, 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)

- Based on 2016 Florida Transportation Online the standard K factor for the stations along I-75 within our study limits, the K factor is 0.09.
- For the D factor, Florida Transportation Online AADT reports from the count stations within our study limits along I-75 mainline were reviewed. Based on this information, a D factor of 58% was assumed for the study area.
- The K and D factors were reviewed and approved by FDOT.
- To develop the design hour turning movement volumes at the intersections, the preferred District 7 methodology was used of applying the turning movement percentages to AADTs.
- Once the initial existing traffic volumes were developed, traffic volumes were balanced from interchange to interchange along I-75 and I-4 and from intersection to intersection along the crossroads.
- 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 Florida Transportation Online 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 consistency purposes, the existing traffic were also 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.
- For existing CORSIM model calibration, the existing AM and PM peak hour turning movement volumes were also developed. The traffic volumes and the methodology were described in the Existing Traffic Development Memorandum (September 2018) provided in Appendix A.

The existing (2017) AADT volumes are shown on Figures 2-5 to 2-8. Figures 2-9 to 2-12 show the design hour traffic volumes.



MATCH TO FIGURE 2-6

LEGEND

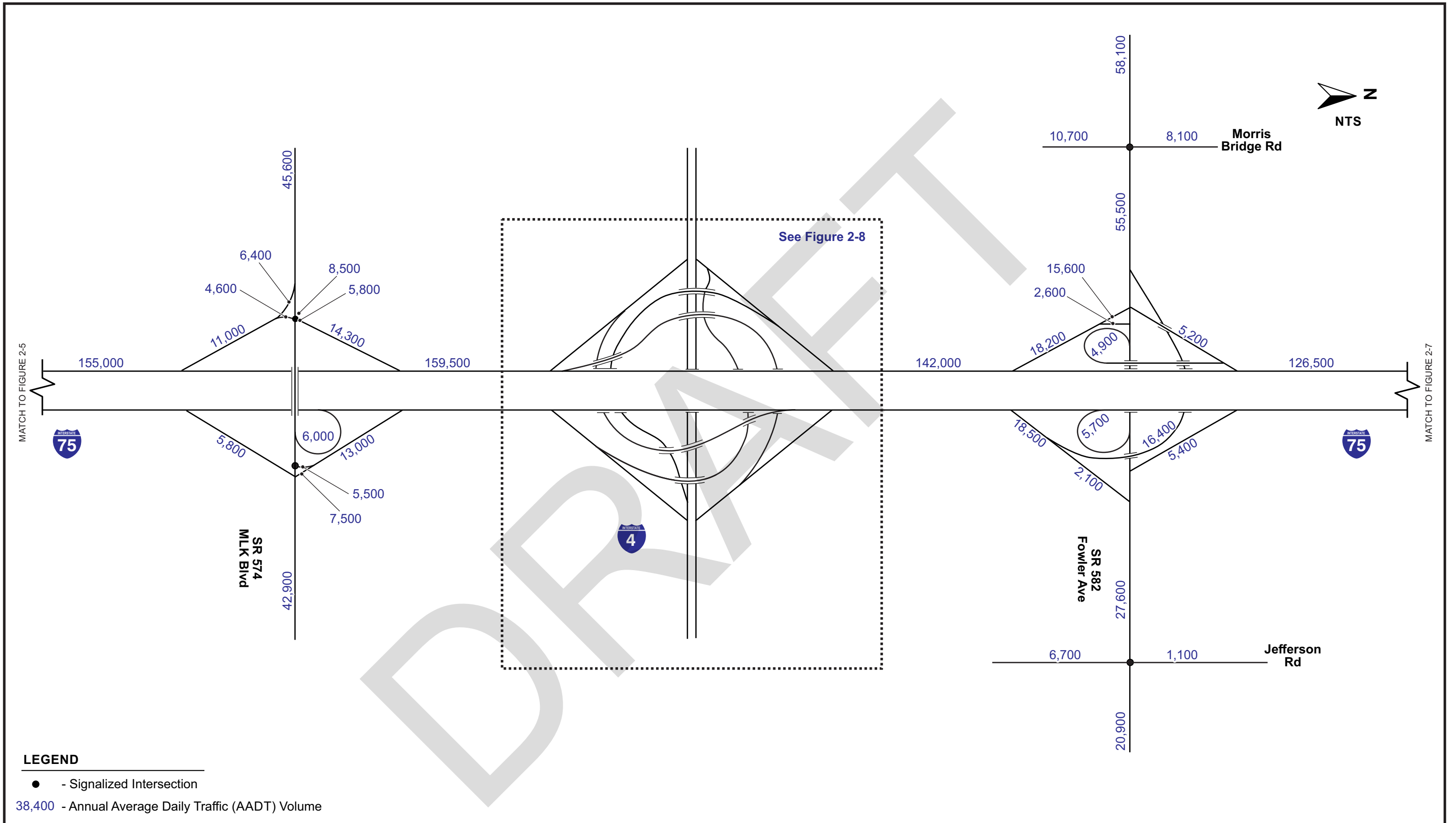
- - Signalized Intersection

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

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

EXISTING YEAR (2017) AADT VOLUMES

Figure
2-5



LEGEND

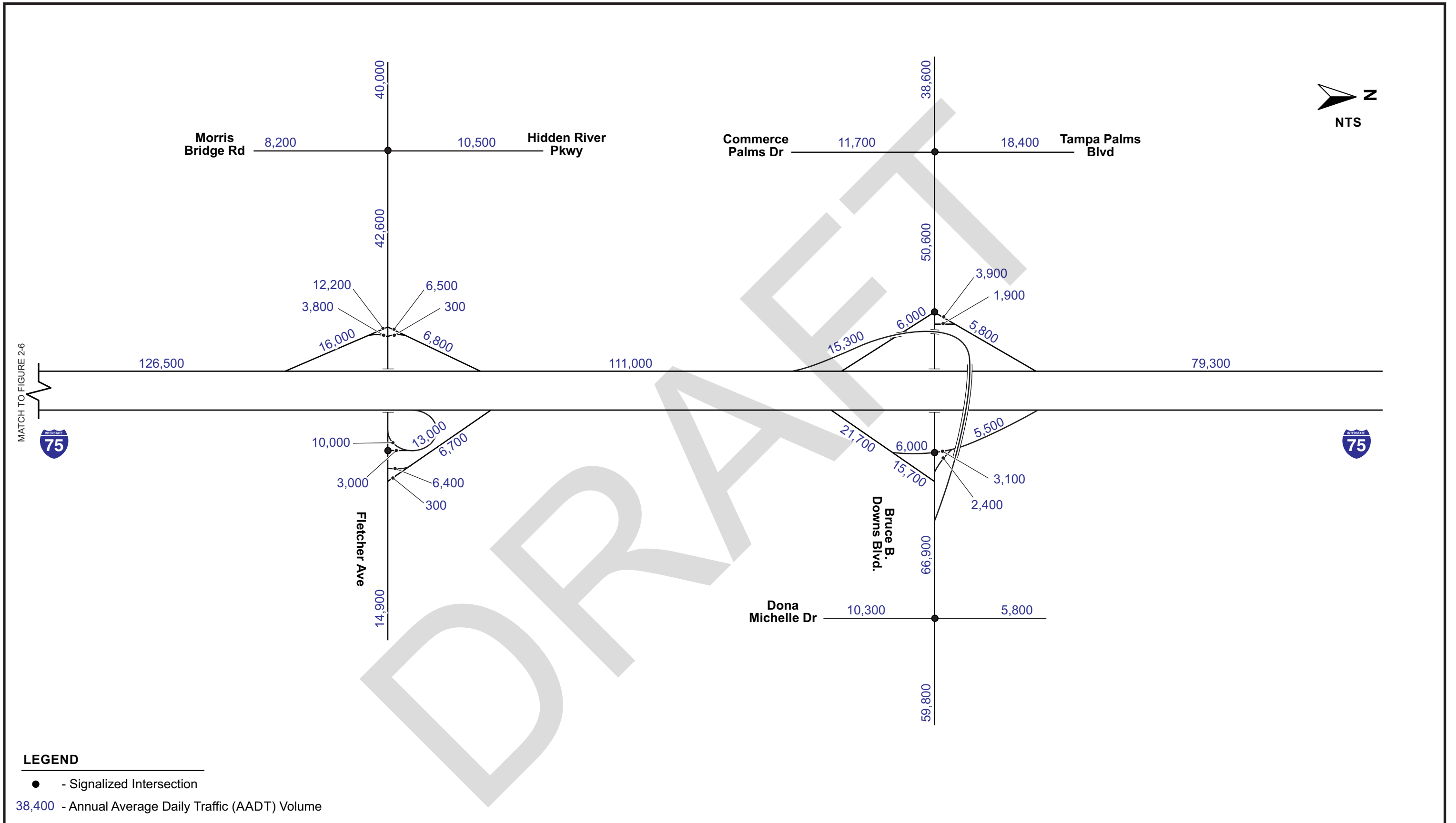
● - Signalized Intersection

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

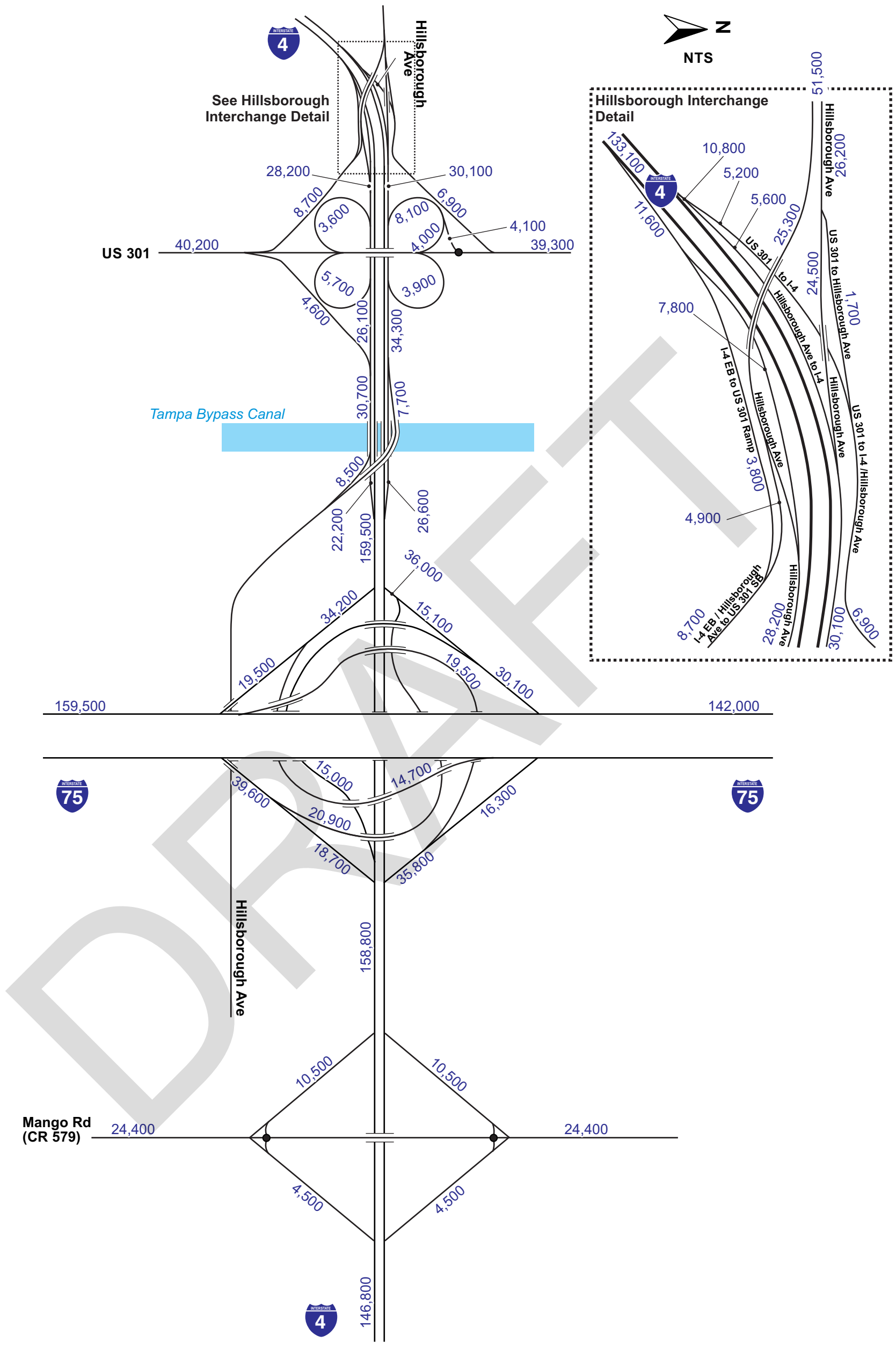
FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

EXISTING YEAR (2017) AADT VOLUMES

Figure
2-6



EXISTING YEAR (2017) AADT VOLUMES



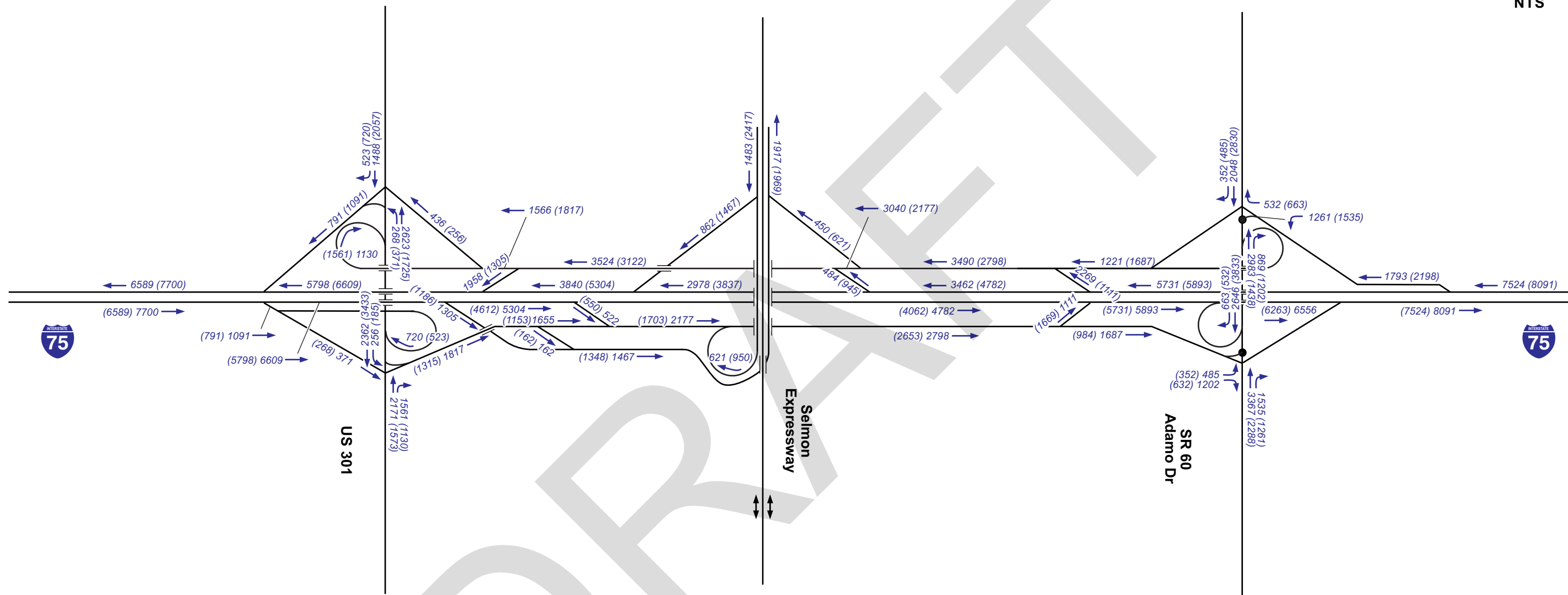
LEGEND

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

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

EXISTING YEAR (2017) AADT VOLUMES

Figure
2-8



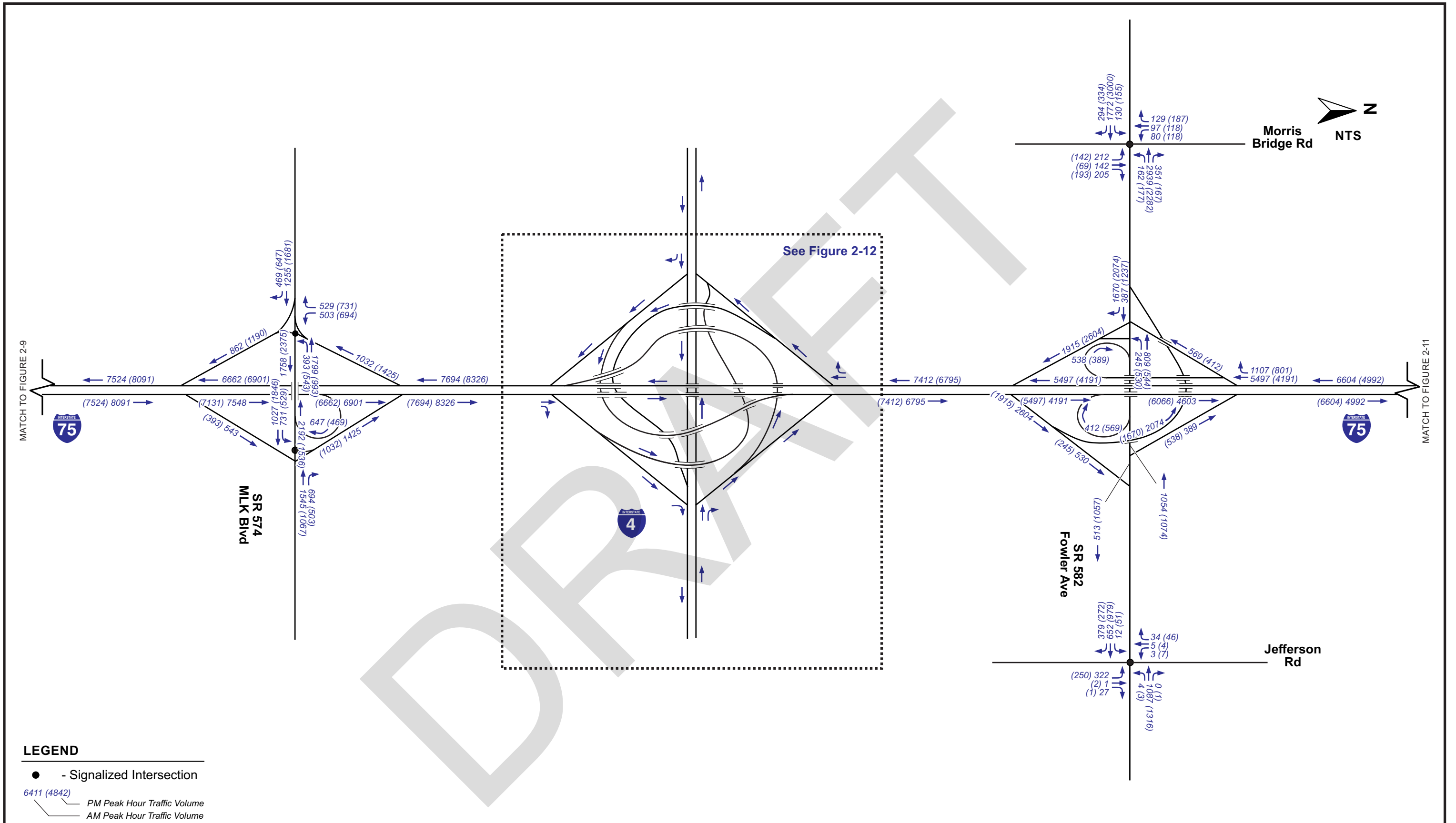
MATCH TO FIGURE 2-10

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

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

EXISTING YEAR (2017) DESIGN HOUR DEMAND VOLUMES

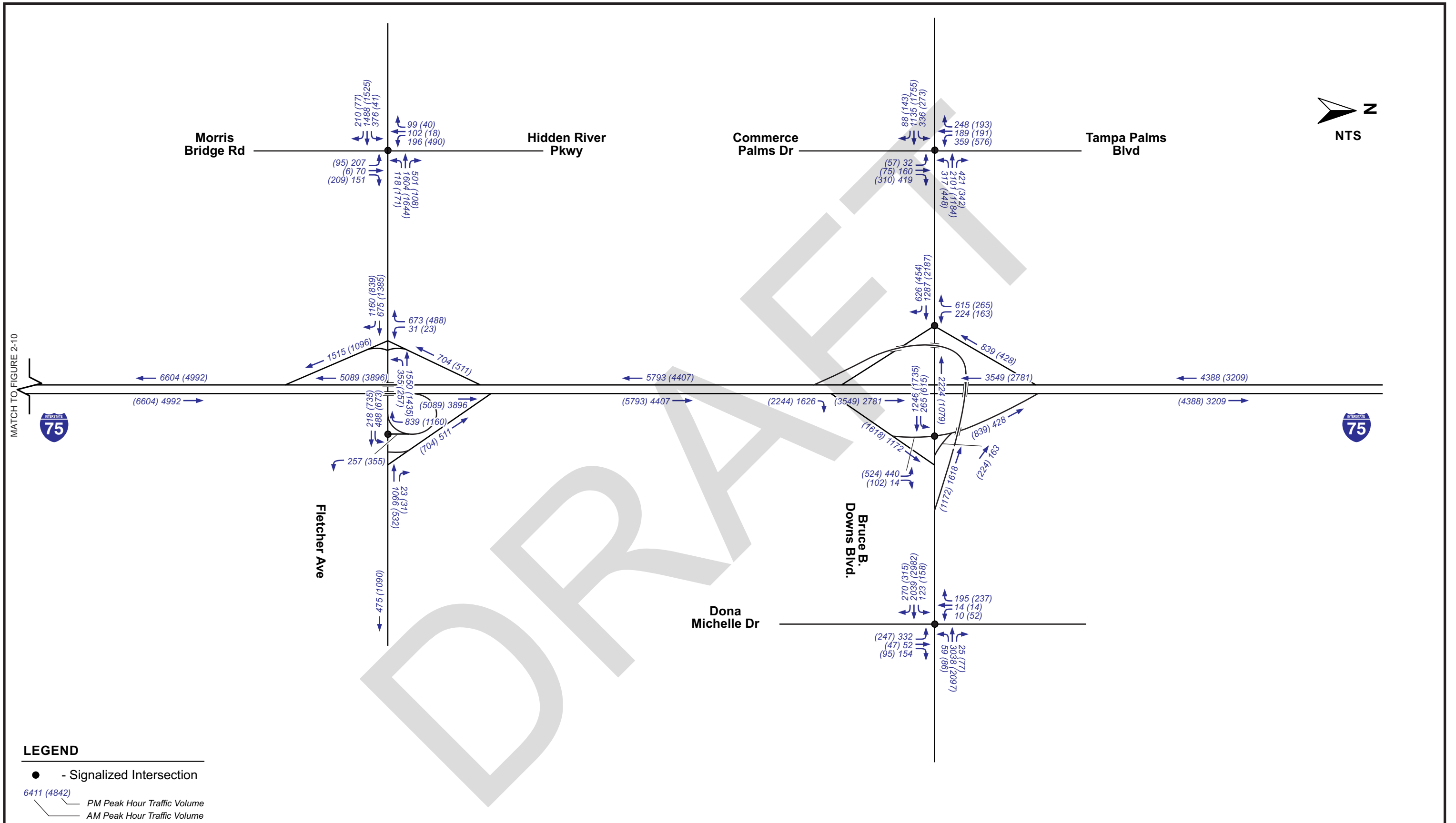
Figure
2-9



FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

EXISTING YEAR (2017) DESIGN HOUR DEMAND VOLUMES

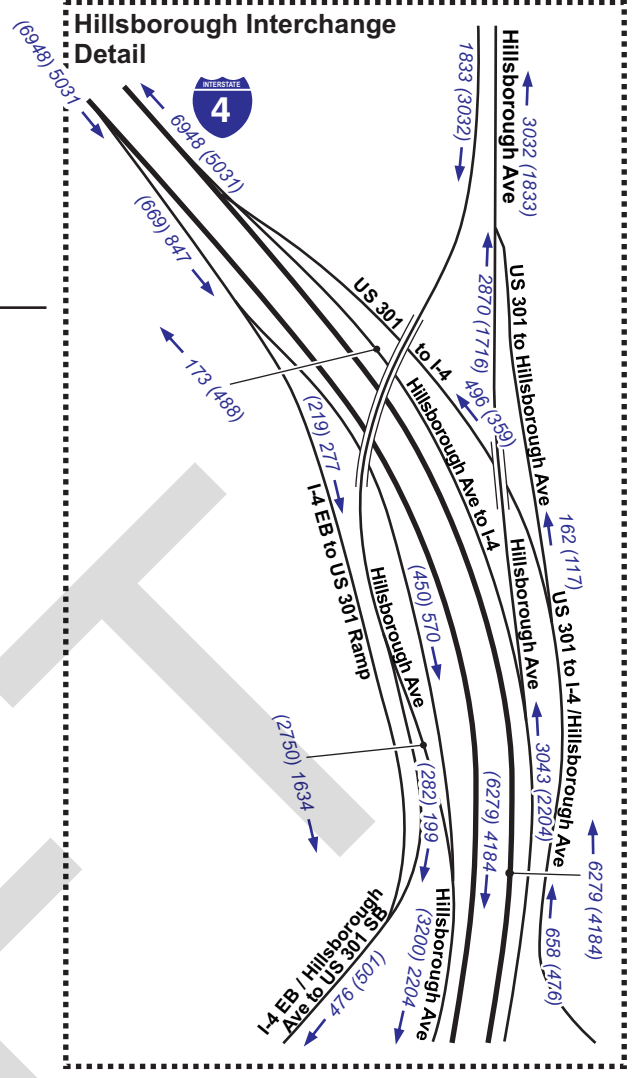
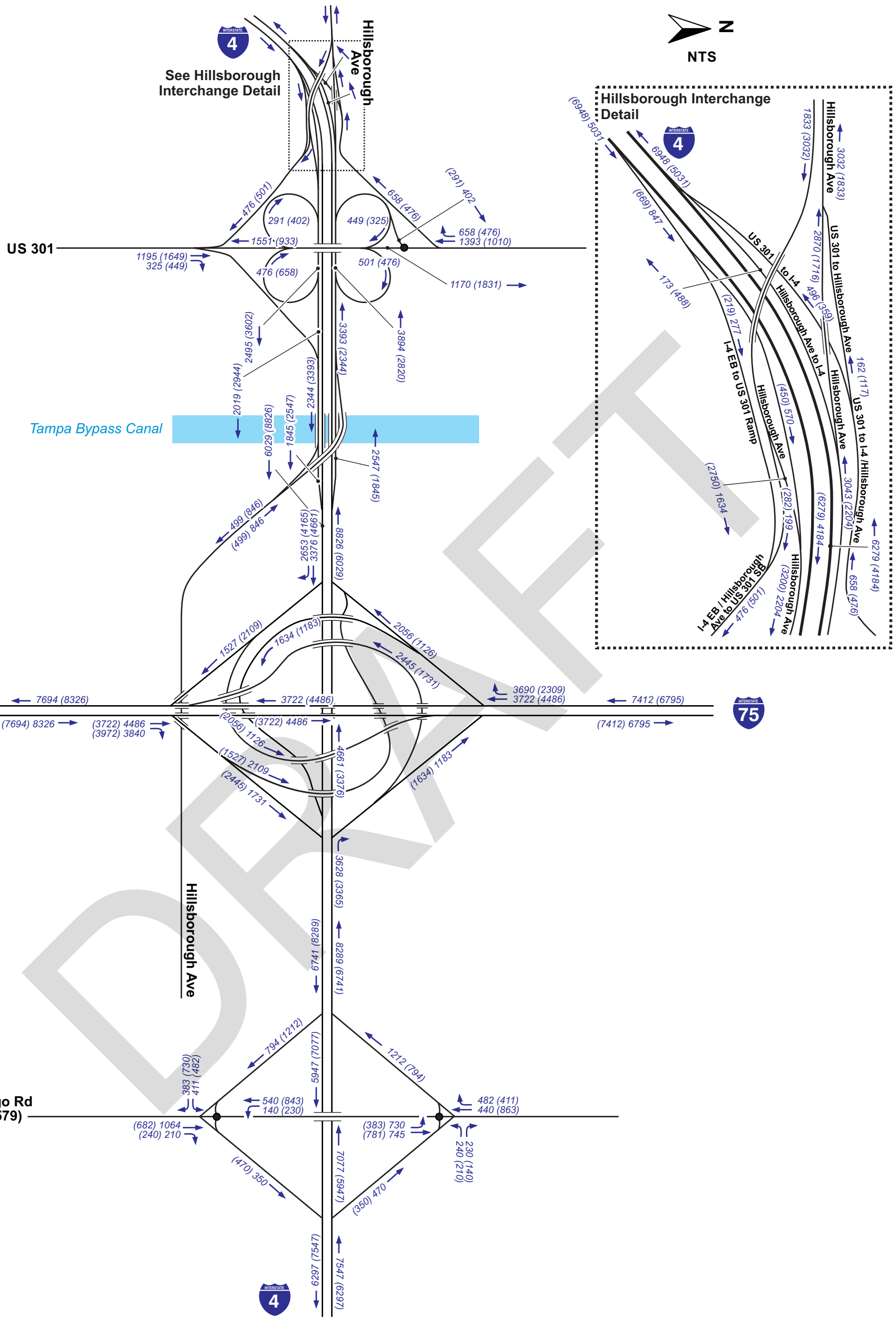
Figure
2-10



FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

EXISTING YEAR (2017) DESIGN HOUR DEMAND VOLUMES

Figure
2-11



LEGEND

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

2.4 Simulation Model Development and Calibration

Traffic Software Integrated System (TSIS) CORSIM 6.3 was used for the model development. Per the scope of services, the CORSIM networks developed and calibrated in 2012 for the I-75/I-4 Systems Interchange Modifications Report (SIMR) were utilized to establish the base year (2017 existing) micro- simulation model. The SIMR CORSIM models cover the study area on I-75 from south of SR 60/Adamo Drive to north of Fowler Avenue and on I-4 from west of US 301 to east of Mango Road. These models have a single simulation interval for a duration of 3,600 seconds.

The existing arterial and freeway geometries, posted speeds, and signal timings were used to update the SIMR model and to create the additional network for the extended study area. Information collected in the field regarding turning movement counts, queue data, and travel speed was used to calibrate the models for both AM and PM peak periods.

The development and calibration of the 2017 CORSIM models were documented in the Existing Conditions CORSIM Model Development and Calibration Memorandum, which was approved by FDOT District 7 in 2018. The memorandum is provided in Appendix B.

2.4.1 Network Development

Due to the expansion of the study area, checks were made across the study area to ensure the background was appropriately scaled and that the segment distances in the network were accurate. The nodes and links were laid out along the study area following the Federal Highway Administration (FHWA) recommended coding convention to create the additional network. The observed physical characteristics from the field review and Google Earth such as the existing freeway and arterial lane geometries, the existing intersection lane configuration, speed limits, existing signal timings, and other physical parameters were used to update and extend the network.

2.4.2 Simulation Duration

The original SIMR CORSIM simulation models had a duration of 3,600 seconds and a single simulation interval, which did not consider the variation of traffic and possible unmet demand for oversaturated conditions at the end of the simulation for the peak hour. To improve that, a three-hour simulation model with 15-minute intervals was developed for each peak period. The new models will capture the queue formation, spillback, and dissipation on the freeways and the arterials during multiple peak hours and thus further replicate the real-world traffic pattern in the study area.

The traffic simulation duration was set with an initialization time of 900 seconds (15 minutes) followed by three hours of peak period. The initialization or loading time is the time it takes the model to discharge vehicles from the entry points to the network and to reach equilibrium between the number of vehicles entering and exiting the network. The peak hour in terms of demand volume was the second hour of the simulation. One-hour pre-peak and one-hour post-peak hours were also simulated in the models. An overview of the simulation duration is as follows:

- Seed Time: 0 – 900 simulation seconds to load volume into the network
- 1st Hour – Pre-Peak Hour: 3,600 simulation seconds of off-peak demand flow by four 900 seconds time intervals
- 2nd Hour – Peak Hour: 3,600 simulation seconds of peak demand flow by four 900 seconds time intervals

- 3rd Hour – Post-Peak Hour: 3,600 simulation seconds of off-peak demand flow by four 900 seconds time intervals

2.4.3 15-minute Traffic Ratios

15-minute traffic counts included in the Synopsis Reports were used to develop the ratios for twelve intervals in each peak period. I-75 was given the highest priority when developing the time-interval traffic ratios for the entire network. All the 2016 synopsis reports obtained from FDOT 2016 Florida Traffic Online for all the portable traffic monitoring sites (11 stations) along I-75 between Bruce B. Downs Boulevard and Sun City Center Boulevard were utilized. Table 2-5 summarizes the count locations for traffic ratio development. 15-minute traffic ratios are presented in Table 2-6. The traffic volumes to enter the study area from freeways, arterials, and side streets for every 15-minute simulation were estimated by scaling down globally from the AM and PM peak hour volumes.

Table 2-5 Count Locations for Traffic Ratio Development

Site ID	Location Description
100153	SR 93A/I-75, North of Fletcher Avenue
100152	SR 93A/I-75, South of Fletcher Avenue
100151	SR 93A/I-75, South of SR 582/Fowler Avenue
100150	SR 93A/I-75, North of SR 574/M.L. King Jr Boulevard
100149	SR 93A/I-75, North of SR 60
100148	SR 93A/I-75, South of SR 60
100147	SR 93A/I-75, North of SR 43/US 301
100146	SR 93A/I-75, North of Gibsonton Dr
100144	SR 93A/I-75, North of SR 672/Big Bend Road
100143	SR 93A/I-75, South of CR 672/Big Bend Road
105601	SR 93A/I-75, North of Manatee County Line

Table 2-6 15-Minute Interval Traffic Ratios

Peak Hour/Intervals	1st	2nd	3rd	4th	Hourly
AM Peak Period					
6--7	16%	21%	23%	24%	84%
7--8	25%	25%	25%	25%	100%
8--9	25%	24%	23%	22%	94%
PM Peak Period					
4--5	25%	25%	25%	25%	100%
5--6	25%	26%	25%	24%	100%
6--7	23%	23%	21%	18%	85%

2.4.4 Model Calibration and Outputs

Calibration of traffic simulation models attempt to replicate local driving behavior and traffic patterns observed in the field. The calibrated models are used as the basis for developing models for analysis of future conditions. The measures of effectiveness (MOE) used for the calibration included traffic volumes, average speed, queue lengths, and traffic conditions that were observed along the freeway corridors.

The overall calibration effort produced simulation results for the existing AM and PM peak periods which closely replicated traffic volumes, travel speeds, off-ramp queue lengths, and observed congestion for both AM and PM peak periods. The simulated congestions were observed within the boundary limits of the study area and no vehicles were blocked from entering the network at the end of the simulation. Based on the review of the model results, the adjustments made to the simulation parameters yielded a calibrated model suitable for use in the analyses of existing and future conditions along I-75 and I-4 within the PD&E Study boundary.







The details of the model calibration and outputs were documented in the Existing Conditions CORSIM Model Development and Calibration Memorandum, which is included in Appendix C.

2.5 Existing Conditions Operations Analyses

Existing traffic operating conditions for signalized intersections, ramp merge and diverge areas, weave sections, and mainline freeway segments were evaluated using the existing calibrated CORSIM models.

2.5.1 Freeway Segment Analysis

Freeway segment analysis was conducted on all the I-75 and I-4 segments between each ramp. The following color codes were used to develop the density and Level of Service (LOS) profiles using the ranges consistent with the HCM 6th Methodology.

	LOS	Density (vplpm)
	A	≤ 10
	B	> 10 - 20
	C	> 20 - 28
	D	> 28 - 35
	E	> 35 - 43
	F	> 43

For I-75 in the AM peak hour, two of the northbound segments operate at LOS E or worse while three southbound segments do not meet the LOS D target. In addition, analysis shows that one segment along I-4 westbound operates over capacity. All other segments operate at LOS D or better in the AM peak hour.

For I-75 in the PM Peak hour, all segments in the northbound direction operate at LOS D or better while two segments in the southbound direction are shown to be operating at LOS E or worse. Furthermore, the I-4 GULs eastbound have two segments that operate at LOS E or worse. All GULs operate at an acceptable LOS in the westbound direction. Lastly, one segment operates at LOS F along the I-4 eastbound C/D road.

The results of the freeway segment analysis are summarized in Tables 2-7 and 2-8 and the speed temperature of the freeways is shown in Figures 2-13 and 2-14.

2.5.2 Influence Area Analysis for Merge and Diverge

Analysis was conducted at all merge and diverge influence areas on the freeway GULs on I-75 and I-4. By definition of the Highway Capacity Manual 6th, a merge influence area extends 1500 feet downstream from the point where the on ramp meets the freeway mainline. A diverge influence area extends 1500 feet upstream from the point where the off-ramp diverts from the freeway mainline. By this definition, the on-ramp and off-ramp segments merge and diverge

areas were identified and their average densities and speeds were collected from 10 times of the CORSIM simulation runs. The results of this analysis are shown in Tables 2-9 and 2-10.

A total of three on-ramp merge areas and two off-ramp diverge areas do not meet the LOS target in the AM Peak, while three on-ramp merge areas and four diverge areas fail to meet an acceptable LOS in the PM peak. The ramp merge and diverge locations that operate at LOS E or worse are as follows:

- I-75 southbound off-ramp to Fletcher Avenue (AM Peak)
- I-75 southbound off-ramp to I-4 (AM & PM Peak)
- I-75 southbound off-ramp to MLK Boulevard (PM Peak)
- I-4 eastbound off-ramp to I-75 (PM Peak)
- I-4 eastbound off-ramp to Mango Road (PM Peak)
- I-75 northbound on-ramp from SR 60/Adamo Drive westbound (AM Peak)
- I-75 southbound on-ramp from Fowler Avenue (AM and PM Peak)
- I-75 southbound on-ramp from I-4 eastbound (PM Peak)
- I-4 eastbound on-ramp from C/D road at US 301 (PM Peak)
- I-4 westbound on-ramp from C/D road at US 301 (AM Peak)

Table 2-7 Freeway Segment Analysis Results – Existing (2017) AM Peak Hour

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 NB GULs	Section End		1905	1906	1168	7,055	7,052	-0.04%	66	21	C
		US 301 NB Off Ramp	1906	1907	1500	7,055	7,053	-0.03%	65	21	C
	US 301 NB Off Ramp		1907	1909	2887	6,277	6,281	0.06%	66	19	C
		Selmon Expressway Off Ramp	1909	1910	1500	6,277	6,278	0.02%	64	20	C
	Selmon Expressway Off Ramp		1910	1912	2535	3,881	3,849	-0.82%	66	19	C
		SR 60 C/D Off Ramp	1912	1913	1500	3,881	3,850	-0.80%	65	19	C
	SR 60 C/D Off Ramp		1913	1915	2470	2,999	2,990	-0.30%	30	33	D
			1915	1916	1398	2,999	2,987	-0.40%	27	37	E
			1916	1917	1705	2,999	2,989	-0.33%	27	37	E
		Selmon C/D On Ramp	1917	1918	2017	2,999	2,985	-0.47%	27	36	E
	Selmon C/D On Ramp		1918	1919	1164	4,451	4,454	0.07%	46	31	D
	SR 60 EB On Ramp		1919	1920	1516	4,839	4,838	-0.02%	63	19	C
		SR 60 WB On Ramp	1920	1922	1017	4,839	4,839	0.00%	46	31	D
	SR 60 WB On Ramp		1922	1924	1500	6,253	6,228	-0.40%	42	47	F
			1924	1925	2353	6,253	6,229	-0.38%	63	33	D
			1925	1926	2062	6,253	6,225	-0.45%	64	32	D
			1926	1928	1715	6,253	6,220	-0.53%	64	32	D
			1928	1929	1529	6,253	6,222	-0.50%	64	32	D
		MLK Boulevard EB Off Ramp	1929	1930	1500	6,253	6,218	-0.56%	63	33	D
	MLK Boulevard EB Off Ramp		1930	1931	744	6,008	5,934	-1.23%	62	32	D
	MLK Boulevard WB Off Ramp	1931	1932	1502	6,008	5,936	-1.20%	62	27	D	
MLK Boulevard WB Off Ramp		1932	1934	1765	5,135	4,965	-3.31%	66	25	C	
MLK Boulevard On Ramp		1934	59	1411	6,366	6,178	-2.95%	63	24	C	
	I-4 Off Ramp	1935	1936	1510	6,366	6,179	-2.94%	59	26	C	
I-4 Off Ramp		1936	1938	3473	3,550	3,514	-1.01%	66	18	B	
I-4 EB On Ramp		1938	1939	956	4,510	4,540	0.67%	60	22	C	
	I-4 WB On Ramp	1939	1940	958	4,510	4,538	0.62%	64	24	C	
I-4 WB On Ramp		1940	1941	1500	5,681	5,737	0.99%	53	33	D	
		1941	1942	925	5,681	5,735	0.95%	62	31	D	
		1942	1945	799	5,681	5,731	0.88%	64	30	D	
		1945	1946	796	5,681	5,731	0.88%	64	30	D	
		1946	1948	1085	5,681	5,732	0.90%	64	30	D	
		1948	1950	1648	5,681	5,730	0.86%	64	30	D	
		1950	1951	1231	5,681	5,729	0.84%	64	30	D	
		1951	1952	1942	5,681	5,729	0.84%	64	30	D	
		1952	1953	987	5,681	5,725	0.77%	64	30	D	
		1953	1954	480	5,681	5,724	0.76%	64	30	D	
I-75 NB GULs											

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 SB GULS			1954	1955	640	5,681	5,723	0.74%	64	30	D
			1955	1956	860	5,681	5,719	0.67%	64	30	D
			1956	1958	1118	5,681	5,716	0.62%	63	30	D
		Fowler Avenue Off Ramp	1958	1960	1500	5,681	5,717	0.63%	57	25	C
	Fowler Avenue Off Ramp		1960	1961	1082	3,460	3,469	0.26%	64	18	B
		Fowler Avenue EB On Ramp	1961	1962	1547	3,460	3,466	0.17%	67	17	B
	Fowler Avenue EB On Ramp		1962	1963	711	3,847	3,847	0.00%	64	15	B
		Fowler Avenue WB On Ramp	1963	1964	795	3,847	3,847	0.00%	66	14	B
	Fowler Avenue WB On Ramp		1964	1965	1500	4,524	4,482	-0.93%	65	14	B
			1965	1966	1919	4,524	4,484	-0.88%	67	13	B
		Fletcher Avenue WB Off Ramp	1966	1968	1500	4,524	4,486	-0.84%	63	14	B
	Fletcher Avenue WB Off Ramp		1968	1969	665	2,888	2,909	0.73%	66	11	A
			1969	1970	414	2,888	2,910	0.76%	68	11	A
			1970	1971	470	2,888	2,912	0.83%	68	11	A
			1971	1972	769	2,888	2,914	0.90%	68	11	A
		Fletcher Avenue On Ramp	1972	1973	1188	2,888	2,916	0.97%	68	11	A
	Fletcher Avenue On Ramp		1973	1974	1500	3,266	3,306	1.22%	66	12	B
			1974	1975	941	3,266	3,306	1.22%	68	12	B
			1975	1976	938	3,266	3,307	1.26%	68	12	B
			1976	1978	874	3,266	3,306	1.22%	68	12	B
			1978	1980	901	3,266	3,301	1.07%	68	12	B
			1980	1982	929	3,266	3,296	0.92%	68	12	B
			1982	1983	1682	3,266	3,296	0.92%	68	12	B
			1983	1984	832	3,266	3,296	0.92%	68	12	B
		1984	1985	1693	3,266	3,297	0.95%	67	12	B	
		1985	1986	714	3,266	3,298	0.98%	66	12	B	
		1986	1987	1983	3,266	3,295	0.89%	66	11	A	
	Bruce B. Downs Boulevard Off Ramp	1987	1988	1508	3,266	3,299	1.01%	65	10	A	
Bruce B. Downs Boulevard Off Ramp		1988	1990	2485	1,689	1,661	-1.66%	68	8	A	
	Bruce B. Downs Boulevard On Ramp	1990	1992	2737	1,689	1,660	-1.72%	68	8	A	
Bruce B. Downs Boulevard On Ramp		1992	1994	1500	2,018	1,986	-1.59%	64	10	A	
		1994	1995	2500	2,018	1,972	-2.28%	68	10	A	
	Section End	1995	1996	1975	2,018	1,969	-2.43%	68	10	A	
		1806	1807	2000	4,182	4,182	0.00%	67	21	C	
	Bruce B. Downs Boulevard Off Ramp	1807	1808	1500	4,182	4,183	0.02%	64	22	C	
Bruce B. Downs Boulevard Off Ramp		1808	1809	2042	3,404	3,405	0.03%	66	17	B	
	Bruce B. Downs Boulevard EB On Ramp	1809	1810	1404	3,404	3,407	0.09%	67	17	B	
Bruce B. Downs Boulevard EB On Ramp	Bruce B. Downs Boulevard WB On Ramp	1810	1811	1864	4,079	4,006	-1.79%	65	18	B	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 SB GULs	Bruce B. Downs Boulevard WB On Ramp		1811	1812	1500	6,154	6,035	-1.93%	61	21	C
			1812	1814	2000	6,154	6,041	-1.84%	66	23	C
			1814	1815	1772	6,154	6,049	-1.71%	66	23	C
			1815	1816	1177	6,154	6,047	-1.74%	66	23	C
			1816	1817	1301	6,154	6,046	-1.75%	66	23	C
			1817	1818	899	6,154	6,045	-1.77%	66	23	C
			1818	1820	1040	6,154	6,046	-1.75%	66	23	C
			1820	1821	851	6,154	6,044	-1.79%	66	23	C
			1821	1822	1050	6,154	6,040	-1.85%	61	25	C
			1822	1824	843	6,154	6,039	-1.87%	60	25	C
			1824	1825	1673	6,154	6,037	-1.90%	60	25	C
		Fletcher Avenue Off Ramp	1825	1826	1500	6,154	6,016	-2.24%	32	50	F
	Fletcher Avenue Off Ramp		1826	1827	1018	5,029	4,810	-4.35%	28	43	E
			1827	1828	1252	5,029	4,792	-4.71%	40	30	D
		Fletcher Avenue On Ramp	1828	1829	1358	5,029	4,790	-4.75%	58	21	C
	Fletcher Avenue On Ramp	Fowler Avenue Off Ramp	1829	1830	1801	6,411	6,153	-4.02%	39	33	D
	Fowler Avenue Off Ramp		1830	1831	1268	4,402	4,206	-4.45%	63	17	B
			1831	1832	495	4,402	4,202	-4.54%	59	19	C
			1832	1833	579	4,402	4,195	-4.70%	56	21	C
			1833	1834	553	4,402	4,183	-4.98%	48	25	C
			1834	1836	968	4,402	4,169	-5.29%	35	38	E
		Fowler Avenue On Ramp	1836	1838	888	4,402	4,140	-5.95%	28	56	F
	Fowler Avenue On Ramp		1838	1840	2217	5,603	5,310	-5.23%	28	46	F
			1840	1842	686	5,603	5,302	-5.37%	45	39	E
			1842	1843	681	5,603	5,300	-5.41%	50	36	E
			1843	1844	611	5,603	5,297	-5.46%	52	34	D
			1844	1846	649	5,603	5,293	-5.53%	54	33	D
			1846	1848	1106	5,603	5,288	-5.62%	53	34	D
			1848	1850	1951	5,603	5,284	-5.69%	51	37	E
			1850	1851	1939	5,603	5,251	-6.28%	42	46	F
		1851	1852	1605	5,603	5,197	-7.25%	32	58	F	
		1852	1853	1334	5,603	5,141	-8.25%	27	68	F	
		1853	1854	907	5,603	5,095	-9.07%	24	75	F	
		1854	1858	1389	5,603	5,066	-9.58%	21	83	F	
	I-4 Off Ramp	1858	1860	1500	5,603	5,039	-10.07%	22	76	F	
	I-4 Off Ramp		1860	1861	1523	3,552	3,063	-13.77%	61	17	B
	On Ramp from I-4 WB		1861	1862	2219	3,552	3,060	-13.85%	67	15	B
	On Ramp from I-4 WB		1862	1863	601	5,044	4,605	-8.70%	57	21	C

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		On Ramp from I-4 EB	1863	1864	1387	5,044	4,605	-8.70%	64	24	C
	On Ramp from I-4 EB		1864	60	965	5,998	5,649	-5.82%	63	22	C
		Off Ramp to MLK Boulevard	1866	1868	1467	5,998	5,647	-5.85%	62	23	C
	Off Ramp to MLK Boulevard		1868	1869	1481	4,495	4,264	-5.14%	65	22	C
		MLK Boulevard On Ramp	1869	1870	2263	4,495	4,261	-5.21%	66	22	C
	MLK Boulevard On Ramp		1870	1871	1500	5,447	5,210	-4.35%	59	27	D
			1871	1872	1266	5,447	5,206	-4.42%	65	27	D
			1872	1874	1942	5,447	5,205	-4.44%	65	27	D
			1874	1875	1042	5,447	5,209	-4.37%	65	23	C
		SR 60 Off Ramp	1875	1876	1527	5,447	5,210	-4.35%	64	20	C
	SR 60 Off Ramp		1876	1877	905	3,701	3,602	-2.67%	66	18	B
			1877	1879	2555	3,701	3,603	-2.65%	67	18	B
			1879	1881	2676	3,701	3,605	-2.59%	66	18	B
		Selmon Expressway Off Ramp	1881	1882	1172	3,701	3,596	-2.84%	66	17	B
	Selmon Expressway Off Ramp	C/D Off Ramp (to US 301)	1882	1883	1792	3,204	3,069	-4.21%	66	15	B
	C/D Off Ramp (to US 301)		1883	1884	1075	2,465	2,280	-7.51%	68	11	A
		On Ramp from Selmon Expressway EB	1884	1886	1920	2,465	2,278	-7.59%	68	11	A
	On Ramp from Selmon Expressway EB		1886	1887	1500	3,101	2,922	-5.77%	67	9	A
			1887	1888	2135	3,101	2,921	-5.80%	68	9	A
		C/D on Ramp (from SR 60)	1888	1889	1938	3,101	2,924	-5.71%	68	11	A
	C/D on Ramp (from SR 60)		1889	1890	1500	3,576	3,422	-4.31%	63	13	B
		US 301 On Ramp	1890	1892	3113	3,576	3,423	-4.28%	68	13	B
	US 301 On Ramp		1892	1894	1500	4,367	4,198	-3.87%	67	11	A
		Section End	1894	1895	1540	4,367	4,193	-3.98%	67	14	B
I-75 NB C/D	Start of C/D (North of US 301)	Off Ramp to Selmon Expressway	1030	1059	963	1,855	1,822	-1.78%	65	14	B
	Off Ramp to Selmon Expressway	On Ramp from ML	1059	1060	2620	1,283	1,263	-1.56%	68	9	A
	On Ramp from ML		1060	1033	1725	2,165	2,125	-1.85%	55	19	C
		On Ramp from Selmon Expressway	1033	1013	1460	2,165	2,124	-1.89%	66	16	B
	On Ramp from Selmon Expressway		1013	212	1370	2,640	2,595	-1.70%	64	13	B
		End of C/D_Exit to ML (South of SR 60)	212	1064	1284	2,640	2,595	-1.70%	64	13	B
I-75 SB C/D	Start of C/D (South of SR 60)	ML to Selmon Expressway	1066	1065	1116	947	922	-2.64%	55	8	A
	ML to Selmon Expressway	Off Ramp to Selmon Expressway	1065	1004	1018	1,444	1,449	0.35%	49	14	B
	Off Ramp to Selmon Expressway	On Ramp from ML	1004	1034	969	687	692	0.73%	64	11	A
	On Ramp from ML		1034	1014	1500	1,426	1,478	3.65%	67	11	A
			1014	215	816	1,426	1,478	3.65%	68	11	A
			215	2	2129	1,426	1,477	3.58%	68	11	A
		C/D Off Ramp to ML		2	1015	1500	1,426	1,478	3.65%	66	11
C/D Off Ramp to ML	End of C/D_Exit to ML (North of US 301)	1015	7201	552	951	988	3.89%	62	16	B	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-4 EB GULs	Section End	C/D Off Ramp to US 301	283	205	1540	4,254	4,256	0.05%	62	19	C
	C/D Off Ramp to US 301		205	211	1430	3,364	3,370	0.18%	63	18	B
			211	7	447	3,364	3,371	0.21%	63	18	B
			7	213	727	3,364	3,370	0.18%	63	18	B
			213	8	1361	3,364	3,372	0.24%	63	18	B
			8	216	1240	3,364	3,372	0.24%	62	18	B
			216	217	1508	3,364	3,371	0.21%	62	18	B
			217	9	897	3,364	3,372	0.24%	62	18	B
		C/D On Ramp from US 301	9	10	1534	3,364	3,372	0.24%	62	18	B
	C/D On Ramp from US 301		10	13	1681	4,714	4,704	-0.21%	61	19	C
		I-75 Off Ramp	13	23	984	4,714	4,703	-0.23%	55	21	C
	I-75 Off Ramp		23	24	1485	2,800	2,627	-6.18%	61	12	B
			24	25	505	2,800	2,626	-6.21%	63	14	B
		I-75 SB On Ramp	25	26	1926	2,800	2,627	-6.18%	63	14	B
	I-75 SB On Ramp	I-75 On Ramp	26	27	909	3,425	3,259	-4.85%	57	18	B
	I-75 On Ramp		27	28	1963	4,636	4,468	-3.62%	61	18	B
	Mango Road Off Ramp	28	245	2544	4,636	4,466	-3.67%	64	17	B	
Mango Road Off Ramp	Mango Road On Ramp	245	246	3304	3,748	3,524	-5.98%	66	18	B	
Mango Road On Ramp	Section End	246	252	786	4,023	3,806	-5.39%	64	17	B	
I-4 WB GULs	Section End	Mango Road Off Ramp	254	255	2948	5,710	5,711	0.02%	64	31	D
	Mango Road Off Ramp	Mango Road On Ramp	255	6	3316	5,319	5,318	-0.02%	64	28	D
	Mango Road On Ramp		6	29	2318	6,305	6,312	0.11%	62	25	C
		I-75 Off Ramp	29	30	1431	6,305	6,311	0.10%	56	28	D
	I-75 Off Ramp		30	31	1529	3,642	3,556	-2.36%	62	19	C
			31	34	1330	3,642	3,558	-2.31%	62	19	C
			34	35	1021	3,642	3,559	-2.28%	62	19	C
		I-75 On Ramp	35	37	1668	3,642	3,558	-2.31%	62	19	C
	I-75 On Ramp		37	41	1106	6,673	6,359	-4.71%	62	26	C
		US 301 C/D Off Ramp	41	5	1663	6,673	6,356	-4.75%	62	28	D
	US 301 C/D Off Ramp		5	257	953	4,337	4,054	-6.53%	62	22	C
			257	258	911	4,337	4,055	-6.50%	62	22	C
			258	259	660	4,337	4,056	-6.48%	62	22	C
			259	260	1215	4,337	4,056	-6.48%	62	22	C
			260	261	1078	4,337	4,058	-6.43%	60	23	C
			261	263	1413	4,337	4,052	-6.57%	55	29	D
		263	264	659	4,337	4,028	-7.12%	42	42	E	
		264	266	607	4,337	4,004	-7.68%	31	65	F	
	US 301 C/D On Ramp	266	265	1171	4,337	3,970	-8.46%	15	102	F	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	US 301 C/D On Ramp	Section End	265	268	1671	5,405	4,895	-9.44%	30	41	E
I-4 EB C/D	Start of C/D (West of US 301)	Hillsborough Avenue On Ramp	278	274	440	656	646	-1.52%	42	15	B
	Hillsborough Avenue On Ramp		274	322	483	1,781	1,773	-0.45%	50	14	B
		US 301 SB On Ramp	322	293	380	1,781	1,772	-0.51%	52	17	B
	US 301 SB On Ramp	US 301 NB Off Ramp	293	297	590	2,073	2,052	-1.01%	48	14	B
	US 301 NB Off Ramp	US 301 NB On Ramp	297	11	663	1,687	1,631	-3.32%	53	15	B
	US 301 NB On Ramp	Hillsborough Avenue EB Off Ramp	11	40	274	1,977	1,915	-3.14%	53	12	B
	Hillsborough Avenue EB Off Ramp	End of C/D (East of US 301)	7046	39	712	1,350	1,333	-1.26%	51	14	B
I-4 WB C/D	Start of C/D (East of US 301)		7044	319	205	2,336	2,297	-1.67%	51	25	C
			319	310	580	2,336	2,296	-1.71%	53	22	C
		Hillsborough Avenue WB On Ramp	310	305	825	2,336	2,297	-1.67%	52	22	C
	Hillsborough Avenue WB On Ramp	US 301 NB On Ramp	305	306	1316	2,918	2,880	-1.30%	49	27	D
	US 301 NB On Ramp	US 301 SB Off Ramp	306	308	678	3,158	3,044	-3.61%	49	21	C
	US 301 SB Off Ramp	Hillsborough Avenue WB Off Ramp	308	309	1485	2,494	2,449	-1.80%	52	24	C
	Hillsborough Avenue WB Off Ramp	End of C/D (West of US 301)	309	269	752	520	465	-10.58%	44	11	A

Table 2-8 Freeway Segment Analysis Results - Existing (2017) PM Peak Hour

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 NB GULs	Section End		1905	1906	1168	4,619	4,583	-0.78%	68	14	B
		US 301 NB Off Ramp	1906	1907	1500	4,619	4,582	-0.80%	66	14	B
	US 301 NB Off Ramp		1907	1909	2887	3,917	3,883	-0.87%	68	11	A
		Selmon Expressway Off Ramp	1909	1910	1500	3,917	3,890	-0.69%	67	12	B
	Selmon Expressway Off Ramp		1910	1912	2535	3,057	3,020	-1.21%	67	15	B
		SR 60 C/D Off Ramp	1912	1913	1500	3,057	3,026	-1.01%	66	15	B
	SR 60 C/D Off Ramp		1913	1915	2470	2,376	2,351	-1.05%	68	12	B
			1915	1916	1398	2,376	2,352	-1.01%	68	12	B
			1916	1917	1705	2,376	2,354	-0.93%	68	12	B
		Selmon C/D On Ramp	1917	1918	2017	2,376	2,355	-0.88%	67	12	B
	Selmon C/D On Ramp		1918	1919	1164	3,509	3,508	-0.03%	67	20	C
	SR 60 EB On Ramp		1919	1920	1516	4,074	4,059	-0.37%	64	16	B
		SR 60 WB On Ramp	1920	1922	1017	4,074	4,058	-0.39%	63	19	C
	SR 60 WB On Ramp		1922	1924	1500	5,187	5,148	-0.75%	54	31	D
			1924	1925	2353	5,187	5,152	-0.67%	65	26	C
			1925	1926	2062	5,187	5,160	-0.52%	65	26	C
			1926	1928	1715	5,187	5,162	-0.48%	65	26	C
			1928	1929	1529	5,187	5,163	-0.46%	65	26	C
		MLK Boulevard EB Off Ramp	1929	1930	1500	5,187	5,167	-0.39%	61	28	D
	MLK Boulevard EB Off Ramp		1930	1931	744	4,622	4,514	-2.34%	62	24	C
	MLK Boulevard WB Off Ramp	1931	1932	1502	4,622	4,517	-2.27%	65	19	C	
MLK Boulevard WB Off Ramp		1932	1934	1765	4,393	4,260	-3.03%	66	21	C	
MLK Boulevard On Ramp		1934	59	1411	5,781	5,635	-2.53%	63	22	C	
	I-4 Off Ramp	1935	1936	1510	5,781	5,636	-2.51%	61	23	C	
I-4 Off Ramp		1936	1938	3473	3,163	3,007	-4.93%	67	15	B	
I-4 EB On Ramp		1938	1939	956	4,267	4,172	-2.23%	60	20	C	
	I-4 WB On Ramp	1939	1940	958	4,267	4,175	-2.16%	64	22	C	
I-4 WB On Ramp		1940	1941	1500	5,487	5,427	-1.09%	52	31	D	
		1941	1942	925	5,487	5,431	-1.02%	62	29	D	
		1942	1945	799	5,487	5,434	-0.97%	64	28	D	
		1945	1946	796	5,487	5,435	-0.95%	64	28	D	
		1946	1948	1085	5,487	5,438	-0.89%	65	28	D	
		1948	1950	1648	5,487	5,437	-0.91%	65	28	D	
		1950	1951	1231	5,487	5,439	-0.87%	65	28	D	
		1951	1952	1942	5,487	5,439	-0.87%	65	28	D	
		1952	1953	987	5,487	5,444	-0.78%	65	28	D	
		1953	1954	480	5,487	5,446	-0.75%	65	28	D	
I-75 NB GULs											

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1954	1955	640	5,487	5,444	-0.78%	65	28	D
			1955	1956	860	5,487	5,449	-0.69%	65	28	D
			1956	1958	1118	5,487	5,451	-0.66%	64	28	D
		Fowler Avenue Off Ramp	1958	1960	1500	5,487	5,447	-0.73%	61	23	C
Fowler Avenue Off Ramp			1960	1961	1082	4,052	4,143	2.25%	64	22	C
		Fowler Avenue EB On Ramp	1961	1962	1547	4,052	4,142	2.22%	66	21	C
Fowler Avenue EB On Ramp			1962	1963	711	4,714	4,792	1.65%	62	19	C
		Fowler Avenue WB On Ramp	1963	1964	795	4,714	4,794	1.70%	66	18	B
Fowler Avenue WB On Ramp			1964	1965	1500	5,742	5,770	0.49%	65	18	B
			1965	1966	1919	5,742	5,774	0.56%	67	17	B
		Fletcher Avenue WB Off Ramp	1966	1968	1500	5,742	5,770	0.49%	63	18	B
Fletcher Avenue WB Off Ramp			1968	1969	665	4,606	4,679	1.58%	64	18	B
			1969	1970	414	4,606	4,676	1.52%	66	18	B
			1970	1971	470	4,606	4,676	1.52%	67	18	B
			1971	1972	769	4,606	4,676	1.52%	67	17	B
		Fletcher Avenue On Ramp	1972	1973	1188	4,606	4,675	1.50%	66	18	B
Fletcher Avenue On Ramp			1973	1974	1500	5,656	5,738	1.45%	59	23	C
			1974	1975	941	5,656	5,734	1.38%	66	22	C
			1975	1976	938	5,656	5,735	1.40%	66	22	C
			1976	1978	874	5,656	5,738	1.45%	66	22	C
			1978	1980	901	5,656	5,740	1.49%	66	22	C
			1980	1982	929	5,656	5,743	1.54%	66	22	C
			1982	1983	1682	5,656	5,750	1.66%	66	22	C
			1983	1984	832	5,656	5,755	1.75%	66	22	C
			1984	1985	1693	5,656	5,752	1.70%	65	22	C
			1985	1986	714	5,656	5,753	1.71%	63	23	C
			1986	1987	1983	5,656	5,753	1.71%	63	20	C
		Bruce B. Downs Boulevard Off Ramp	1987	1988	1508	5,656	5,748	1.63%	65	18	B
Bruce B. Downs Boulevard Off Ramp			1988	1990	2485	3,049	3,173	4.07%	67	16	B
		Bruce B. Downs Boulevard On Ramp	1990	1992	2737	3,049	3,167	3.87%	66	16	B
Bruce B. Downs Boulevard On Ramp			1992	1994	1500	3,713	3,788	2.02%	51	24	C
			1994	1995	2500	3,713	3,793	2.15%	63	20	C
		Section End	1995	1996	1975	3,713	3,795	2.21%	65	19	C
I-75 SB GULs	Section End		1806	1807	2000	2,060	2,040	-0.97%	69	10	A
		Bruce B. Downs Boulevard Off Ramp	1807	1808	1500	2,060	2,040	-0.97%	67	10	A
Bruce B. Downs Boulevard Off Ramp			1808	1809	2042	1,645	1,636	-0.55%	69	8	A
		Bruce B. Downs Boulevard EB On Ramp	1809	1810	1404	1,645	1,637	-0.49%	69	8	A
Bruce B. Downs Boulevard EB On Ramp		Bruce B. Downs Boulevard WB On Ramp	1810	1811	1864	2,190	2,162	-1.28%	67	10	A

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 SB GULs	Bruce B. Downs Boulevard WB On Ramp		1811	1812	1500	3,242	3,192	-1.54%	66	10	A
			1812	1814	2000	3,242	3,182	-1.85%	68	12	B
			1814	1815	1772	3,242	3,175	-2.07%	68	12	B
			1815	1816	1177	3,242	3,175	-2.07%	68	12	B
			1816	1817	1301	3,242	3,181	-1.88%	68	12	B
			1817	1818	899	3,242	3,186	-1.73%	68	12	B
			1818	1820	1040	3,242	3,189	-1.63%	68	12	B
			1820	1821	851	3,242	3,193	-1.51%	68	12	B
			1821	1822	1050	3,242	3,195	-1.45%	68	12	B
			1822	1824	843	3,242	3,196	-1.42%	68	12	B
			1824	1825	1673	3,242	3,194	-1.48%	68	12	B
		Fletcher Avenue Off Ramp	1825	1826	1500	3,242	3,193	-1.51%	66	12	B
	Fletcher Avenue Off Ramp		1826	1827	1018	2,889	2,834	-1.90%	67	11	A
			1827	1828	1252	2,889	2,836	-1.83%	68	10	A
		Fletcher Avenue On Ramp	1828	1829	1358	2,889	2,840	-1.70%	68	10	A
	Fletcher Avenue On Ramp	Fowler Avenue Off Ramp	1829	1830	1801	4,842	4,847	0.10%	59	16	B
	Fowler Avenue Off Ramp		1830	1831	1268	3,459	3,499	1.16%	61	14	B
			1831	1832	495	3,459	3,484	0.72%	57	16	B
			1832	1833	579	3,459	3,472	0.38%	54	17	B
			1833	1834	553	3,459	3,452	-0.20%	51	18	B
			1834	1836	968	3,459	3,427	-0.93%	42	21	C
		Fowler Avenue On Ramp	1836	1838	888	3,459	3,371	-2.54%	29	43	E
	Fowler Avenue On Ramp		1838	1840	2217	5,008	4,858	-3.00%	44	63	F
			1840	1842	686	5,008	4,741	-5.33%	21	81	F
			1842	1843	681	5,008	4,720	-5.75%	20	82	F
			1843	1844	611	5,008	4,697	-6.21%	19	84	F
			1844	1846	649	5,008	4,680	-6.55%	19	86	F
			1846	1848	1106	5,008	4,663	-6.89%	18	88	F
			1848	1850	1951	5,008	4,647	-7.21%	17	90	F
			1850	1851	1939	5,008	4,632	-7.51%	16	94	F
		1851	1852	1605	5,008	4,617	-7.81%	16	98	F	
		1852	1853	1334	5,008	4,605	-8.05%	15	100	F	
		1853	1854	907	5,008	4,603	-8.09%	15	101	F	
		1854	1858	1389	5,008	4,601	-8.13%	61	96	F	
	I-4 Off Ramp	1858	1860	1500	5,008	4,602	-8.11%	42	49	F	
I-4 Off Ramp		1860	1861	1523	3,214	2,779	-13.53%	65	14	B	
	On Ramp from I-4 WB	1861	1862	2219	3,214	2,777	-13.60%	68	14	B	
On Ramp from I-4 WB		1862	1863	601	4,655	4,245	-8.81%	51	22	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		On Ramp from I-4 EB	1863	1864	1387	4,655	4,245	-8.81%	51	33	D
	On Ramp from I-4 EB		1864	60	965	5,694	5,370	-5.69%	45	42	E
		Off Ramp to MLK Boulevard	1866	1868	1467	5,694	5,364	-5.80%	36	41	E
	Off Ramp to MLK Boulevard		1868	1869	1481	4,721	4,497	-4.74%	29	65	F
		MLK Boulevard On Ramp	1869	1870	2263	4,721	4,494	-4.81%	37	43	E
	MLK Boulevard On Ramp		1870	1871	1500	6,062	5,753	-5.10%	53	33	D
			1871	1872	1266	6,062	5,755	-5.06%	64	30	D
			1872	1874	1942	6,062	5,758	-5.01%	65	30	D
			1874	1875	1042	6,062	5,753	-5.10%	65	25	C
		SR 60 Off Ramp	1875	1876	1527	6,062	5,753	-5.10%	64	22	C
	SR 60 Off Ramp		1876	1877	905	4,519	4,290	-5.07%	65	22	C
			1877	1879	2555	4,519	4,287	-5.13%	66	22	C
			1879	1881	2676	4,519	4,292	-5.02%	66	22	C
		Selmon Expressway Off Ramp	1881	1882	1172	4,519	4,292	-5.02%	65	21	C
	Selmon Expressway Off Ramp	C/D Off Ramp (to US 301)	1882	1883	1792	4,101	3,838	-6.41%	65	19	C
	C/D Off Ramp (to US 301)		1883	1884	1075	3,036	2,696	-11.20%	67	13	B
		On Ramp from Selmon Expressway EB	1884	1886	1920	3,036	2,694	-11.26%	67	13	B
	On Ramp from Selmon Expressway EB		1886	1887	1500	4,837	4,484	-7.30%	65	14	B
			1887	1888	2135	4,837	4,484	-7.30%	67	13	B
		C/D on Ramp (from SR 60)	1888	1889	1938	4,837	4,484	-7.30%	65	17	B
	C/D on Ramp (from SR 60)		1889	1890	1500	5,744	5,485	-4.51%	58	23	C
		US 301 On Ramp	1890	1892	3113	5,744	5,484	-4.53%	66	21	C
	US 301 On Ramp		1892	1894	1500	6,721	6,399	-4.79%	66	17	B
		Section End	1894	1895	1540	6,721	6,398	-4.81%	64	23	C
I-75 NB C/D	Start of C/D (North of US 301)	Off Ramp to Selmon Expressway	1030	1059	963	1,375	1,376	0.07%	66	10	A
	Off Ramp to Selmon Expressway	On Ramp from ML	1059	1060	2620	949	947	-0.21%	68	7	A
	On Ramp from ML		1060	1033	1725	1,630	1,622	-0.49%	56	14	B
		On Ramp from Selmon Expressway	1033	1013	1460	1,630	1,622	-0.49%	67	12	B
	On Ramp from Selmon Expressway		1013	212	1370	2,254	2,235	-0.84%	64	12	B
		End of C/D_Exit to ML (South of SR 60)	212	1064	1284	2,254	2,236	-0.80%	66	11	A
I-75 SB C/D	Start of C/D (South of SR 60)	ML to Selmon Expressway	1066	1065	1116	1,601	1,559	-2.62%	49	16	B
	ML to Selmon Expressway	Off Ramp to Selmon Expressway	1065	1004	1018	2,019	2,013	-0.30%	45	21	C
	Off Ramp to Selmon Expressway	On Ramp from ML	1004	1034	969	1,453	1,598	9.98%	59	27	D
	On Ramp from ML		1034	1014	1500	2,518	2,743	8.94%	65	21	C
			1014	215	816	2,518	2,747	9.09%	67	21	C
			215	2	2129	2,518	2,747	9.09%	66	21	C
		C/D Off Ramp to ML	2	1015	1500	2,518	2,746	9.05%	63	22	C
C/D Off Ramp to ML	End of C/D_Exit to ML (North of US 301)	1015	7201	552	1,611	1,748	8.50%	58	30	D	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-4 EB GULs	Section End	C/D Off Ramp to US 301	283	205	1540	5,541	5,487	-0.97%	61	25	C
	C/D Off Ramp to US 301		205	211	1430	4,342	4,294	-1.11%	62	23	C
			211	7	447	4,342	4,295	-1.08%	62	23	C
			7	213	727	4,342	4,296	-1.06%	62	23	C
			213	8	1361	4,342	4,297	-1.04%	62	23	C
			8	216	1240	4,342	4,299	-0.99%	62	23	C
			216	217	1508	4,342	4,301	-0.94%	61	23	C
			217	9	897	4,342	4,303	-0.90%	61	23	C
		C/D On Ramp from US 301	9	10	1534	4,342	4,304	-0.88%	60	24	C
	C/D On Ramp from US 301		10	13	1681	5,945	5,783	-2.72%	26	56	F
		I-75 Off Ramp	13	23	984	5,945	5,784	-2.71%	41	35	D
	I-75 Off Ramp		23	24	1485	3,802	3,489	-8.23%	54	19	C
			24	25	505	3,802	3,492	-8.15%	60	19	C
		I-75 SB On Ramp	25	26	1926	3,802	3,493	-8.13%	59	20	C
	I-75 SB On Ramp	I-75 On Ramp	26	27	909	4,778	4,495	-5.92%	42	34	D
	I-75 On Ramp		27	28	1963	6,206	5,920	-4.61%	45	33	D
	Mango Road Off Ramp	28	245	2544	6,206	5,929	-4.46%	42	36	E	
Mango Road Off Ramp	Mango Road On Ramp	245	246	3304	5,001	4,693	-6.16%	61	26	C	
Mango Road On Ramp	Section End	246	252	786	5,447	5,135	-5.73%	62	24	C	
I-4 WB GULs	Section End	Mango Road Off Ramp	254	255	2948	5,049	5,002	-0.93%	66	25	C
	Mango Road Off Ramp	Mango Road On Ramp	255	6	3316	4,675	4,630	-0.96%	66	23	C
	Mango Road On Ramp		6	29	2318	5,625	5,581	-0.78%	62	22	C
		I-75 Off Ramp	29	30	1431	5,625	5,581	-0.78%	57	25	C
	I-75 Off Ramp		30	31	1529	2,964	2,862	-3.44%	62	15	B
			31	34	1330	2,964	2,863	-3.41%	63	15	B
			34	35	1021	2,964	2,862	-3.44%	63	15	B
		I-75 On Ramp	35	37	1668	2,964	2,866	-3.31%	63	15	B
	I-75 On Ramp		37	41	1106	4,972	4,912	-1.21%	57	19	C
		US 301 C/D Off Ramp	41	5	1663	4,972	4,916	-1.13%	60	21	C
	US 301 C/D Off Ramp		5	257	953	3,091	3,074	-0.55%	62	16	B
			257	258	911	3,091	3,073	-0.58%	63	16	B
			258	259	660	3,091	3,072	-0.61%	63	16	B
			259	260	1215	3,091	3,073	-0.58%	63	16	B
			260	261	1078	3,091	3,072	-0.61%	63	16	B
			261	263	1413	3,091	3,074	-0.55%	62	16	B
		263	264	659	3,091	3,075	-0.52%	62	16	B	
		264	266	607	3,091	3,076	-0.49%	62	16	B	
	US 301 C/D On Ramp	266	265	1171	3,091	3,079	-0.39%	62	16	B	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	US 301 C/D On Ramp	Section End	265	268	1671	3,904	3,835	-1.77%	61	16	B
I-4 EB C/D	Start of C/D (West of US 301)	Hillsborough Avenue On Ramp	278	274	440	691	696	0.72%	42	17	B
	Hillsborough Avenue On Ramp		274	322	483	2,363	2,359	-0.17%	51	16	B
		US 301 SB On Ramp	322	293	380	2,363	2,360	-0.13%	49	24	C
	US 301 SB On Ramp	US 301 NB Off Ramp	293	297	590	2,651	2,644	-0.26%	46	20	C
	US 301 NB Off Ramp	US 301 NB On Ramp	297	11	663	2,105	2,069	-1.71%	47	24	C
	US 301 NB On Ramp	Hillsborough Avenue EB Off Ramp	11	40	274	2,464	2,406	-2.35%	39	23	C
	Hillsborough Avenue EB Off Ramp	End of C/D (East of US 301)	7046	39	712	1,603	1,469	-8.36%	7	116	F
I-4 WB C/D	Start of C/D (East of US 301)		7044	319	205	1,881	1,844	-1.97%	52	20	C
			319	310	580	1,881	1,844	-1.97%	53	17	B
		Hillsborough Avenue WB On Ramp	310	305	825	1,881	1,844	-1.97%	53	17	B
	Hillsborough Avenue WB On Ramp	US 301 NB On Ramp	305	306	1316	2,747	2,702	-1.64%	49	26	C
	US 301 NB On Ramp	US 301 SB Off Ramp	306	308	678	3,151	3,091	-1.90%	47	22	C
	US 301 SB Off Ramp	Hillsborough Avenue WB Off Ramp	308	309	1485	2,509	2,477	-1.28%	52	24	C
	Hillsborough Avenue WB Off Ramp	End of C/D (West of US 301)	309	269	752	449	403	-10.24%	44	9	A

Figure 2-13 Calibrated CORSIM Model Speed Temperature Chart for I-75 – Existing (2017) AM Peak Hour



Figure 2-14 Calibrated CORSIM Model Speed Temperature Chart for I-75 – Existing (2017) PM

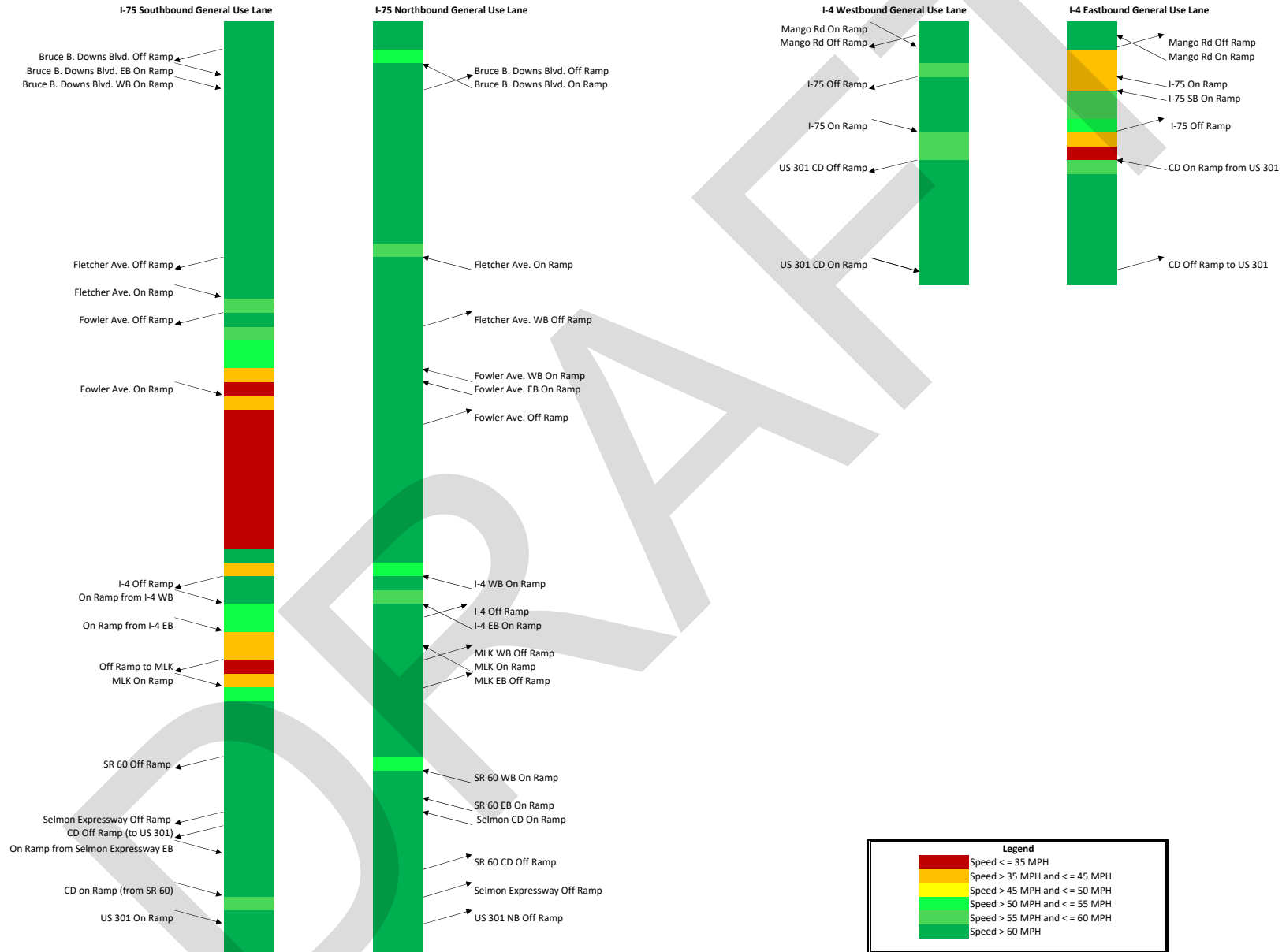


Table 2-9 Freeway GULs Diverge Influence Area Measure of Effectiveness - Existing (2017)

	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
I-75 NB GULs	US 301 NB Off Ramp	Diverge	65	21	C	66	14	B
	Selmon Expressway Off Ramp	Diverge	64	20	B	67	12	B
	SR 60 C/D Off Ramp	Diverge	65	19	B	66	15	B
	MLK Boulevard EB Off Ramp	Diverge	63	33	D	61	28	C
	MLK Boulevard WB Off Ramp	Diverge	62	27	C	65	19	B
	I-4 Off Ramp	Diverge	59	26	C	61	23	C
	Fowler Avenue Off Ramp	Diverge	57	25	C	61	23	C
	Fletcher Avenue Off Ramp	Diverge	63	14	B	63	18	B
I-75 SB GULs	Bruce B. Downs Boulevard Off Ramp	Diverge	65	10	A	65	18	B
	Bruce B. Downs Boulevard Off Ramp	Diverge	64	22	C	67	10	A
	Fletcher Avenue Off Ramp	Diverge	32	50	F	66	12	B
	Fowler Avenue Off Ramp	Diverge	39	33	D	59	16	B
	I-4 Off Ramp	Diverge	22	76	F	42	49	F
	Off Ramp to MLK Boulevard	Diverge	62	23	C	36	41	E
	SR 60 Off Ramp	Diverge	64	20	B	64	22	C
	Selmon Expressway Off Ramp	Diverge	66	17	B	65	21	C
I-4 EB GULs	C/D Off Ramp (to US 301)	Diverge	66	15	B	65	19	B
	C/D Off Ramp to US 301	Diverge	62	19	B	61	25	C
	I-75 Off Ramp	Diverge	57	20	C	36	42	E
I-4 WB GULs	Mango Road Off Ramp	Diverge	64	17	B	42	36	E
	Mango Road Off Ramp	Diverge	64	31	D	66	25	C
	I-75 Off Ramp	Diverge	56	28	C	57	25	C
	US 301 C/D Off Ramp	Diverge	62	28	C	60	21	C

Table 2-10 Freeway GULs Merge Influence Area Measure of Effectiveness - Existing (2017)

	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
I-75 NB GULs	Selmon C/D On Ramp	Merge	46	31	D	67	20	B
	SR 60 EB On Ramp	Merge	63	19	B	64	16	B
	SR 60 WB On Ramp	Merge	42	47	F	54	31	D
	MLK Boulevard On Ramp	Merge	63	24	C	63	22	C
	I-4 EB On Ramp	Merge	61	23	C	61	21	C
	I-4 WB On Ramp	Merge	53	33	D	52	31	D
	Fowler Avenue EB On Ramp	Merge	65	14	B	64	18	B
	Fowler Avenue WB On Ramp	Merge	65	14	B	65	18	B
	Fletcher Avenue On Ramp	Merge	66	12	B	59	23	C
I-75 SB GULs	Bruce B. Downs Boulevard On Ramp	Merge	64	10	A	51	24	C
	Bruce B. Downs Boulevard EB On Ramp	Merge	65	18	B	67	10	A
	Bruce B. Downs Boulevard WB On Ramp	Merge	61	21	C	66	10	A
	Fletcher Avenue On Ramp	Merge	39	33	D	59	16	B
	Fowler Avenue On Ramp	Merge	28	46	F	44	63	F
	On Ramp from I-4 WB	Merge	61	23	C	51	29	D
	On Ramp from I-4 EB	Merge	63	22	C	42	42	E
	MLK Boulevard On Ramp	Merge	59	27	C	53	33	D
	On Ramp from Selmon Expressway EB	Merge	67	9	A	65	14	B
	C/D on Ramp (from SR 60)	Merge	63	13	B	58	23	C
I-4 EB GULs	US 301 On Ramp	Merge	67	11	B	66	17	B
	C/D On Ramp from US 301	Merge	61	19	B	26	56	F
	I-75 SB On Ramp	Merge	59	18	B	43	34	D
	I-75 On Ramp	Merge	61	18	B	45	33	D
I-4 WB GULs	Mango Road On Ramp	Merge	64	24	C	64	24	C
	Mango Road On Ramp	Merge	62	25	C	62	22	C
	I-75 On Ramp	Merge	62	27	C	58	20	B
	US 301 C/D On Ramp	Merge	30	41	E	61	16	B

2.5.3 Ramp Speed Analysis




The 10-run averaged simulated speed of all the links on a freeway ramp that is connected to the GULs and ELs was collected. A weighted average speed was calculated using the simulated speeds and the link lengths of all the links on the ramp. The Design speed is the CORSIM speed input.

The ramp speeds are shown in the tables in Appendix C.




2.5.4 Intersection Analysis

The LOS of the movement, approach, and the overall intersections was determined using the average simulated control delay of the 10-run CORSIM simulation results. The following color codes were used to develop the delay and LOS profiles using the ranges consistent with the HCM 6th Methodology.

LOS Criteria at SIGNALIZED Intersections from HCM 6th

LOS	Delay (sec/veh)
A	≤ 10
B	> 10 - 20
C	> 20 - 35
 D	> 35 - 55
 E	> 55 - 80
 F	> 80

LOS Criteria at UNSIGNALIZED Intersections from HCM 6th

LOS	Delay (sec/veh)
A	≤ 10
B	> 10 - 15
C	> 15 - 25
 D	> 25 - 35
 E	> 35 - 50
 F	> 50

According to HCM 6th, at a two-way Stop controlled unsignalized intersection the delay for all major-street movements is assumed to be 0 sec/veh. LOS is not defined for the overall intersection because the major-street movements with 0 delay typically result in a weighted average delay that is extremely low. Therefore, the delay and LOS at unsignalized intersections are only provided for the movements and approaches in this study.

Tables 2-11 and 2-12 shows the results of the existing intersection analysis at ramp terminals and the adjacent intersections. The results show that the following signalized intersection does not meet the overall minimum LOS target:

- Bruce B. Down Boulevard & Commerce Palms Drive – AM Peak

A total of seven intersections has movements at LOS F in the AM peak and eight intersections have movements at LOS F in the PM peak.

Table 2-11 Intersection Measure of Effectiveness – Existing (2017) AM Peak Hour

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Boulevard @ I-75 SB Ramps (Signalized)	EB	0	5	0	0	-	A	-	-	5	A	15	B
	WB	0	10	0	0	-	B	-	-	10	B		
	SB	97	0	10	0	F	-	A	-	37	D		
Bruce B. Downs Boulevard @ I-75 NB Ramps (Signalized)	EB	103	7	0	0	F	A	-	-	24	C	33	C
	WB	0	12	0	0	-	B	-	A	11	A		
	NB	118	0	3	0	F	-	A	-	114	F		
Bruce B. Downs Boulevard @ Commerce Palms Dr (Signalized)	EB	110	20	2	0	F	C	A	-	38	D	57	E
	WB	118	27	10	0	F	C	A	-	35	D		
	NB	113	107	7	0	F	F	A	-	40	D		
	SB	424	61	10	0	F	E	A	-	149	F		
Bruce B. Downs Boulevard @ Dona Michelle Dr (Signalized)	EB	124	9	10	0	F	A	B	-	16	B	23	C
	WB	108	18	22	0	F	B	C	-	19	B		
	NB	129	83	39	0	F	F	D	-	99	F		
	SB	135	100	39	0	F	F	D	-	47	D		
Fletcher Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	13	0	0	0	B	A	-	-	3	A		
	SB	3	0	0	0	A	-	-	-	3	A		
Fletcher Avenue @ I-75 NB Ramps (Signalized)	EB	37	5	0	0	D	A	-	-	26	C	24	C
	WB	0	22	0	0	-	C	-	-	22	C		
	SB	28	0	0	0	C	-	-	-	28	C		
Fletcher Avenue @ Hidden River Pkwy (Signalized)	EB	89	13	14	0	F	B	B	-	25	C	29	C
	WB	106	17	7	0	F	B	A	-	20	C		
	NB	157	139	8	0	F	F	A	-	101	F		
	SB	92	104	29	0	F	F	C	-	81	F		

I-75 PD&E Study from north of US 301 to north of Bruce B. Downs Boulevard
Project Traffic Analysis Report

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Fowler Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	4	0	0	0	A	A	-	-	1	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	13	0	0	-	B	-	-	13	B		
Fowler Avenue @ Morris Bridge Road (Signalized)	EB	101	34	23	0	F	C	C	-	36	D	40	D
	WB	111	34	9	0	F	C	A	-	35	C		
	NB	90	88	26	0	F	F	C	-	65	E		
	SB	81	89	65	0	F	F	E	-	76	E		
Fowler Avenue @ Jefferson Road (Signalized)	EB	59	18	19	0	E	B	B	-	19	B	25	C
	WB	42	26	0	0	D	C	-	-	26	C		
	NB	48	0	40	0	D	A	D	-	48	D		
	SB	45	45	24	0	D	D	C	-	28	C		
MLK Boulevard @ I-75 SB Ramps (Signalized)	EB	0	46	0	0	-	D	-	-	46	D	39	D
	WB	105	16	0	0	F	B	-	-	33	C		
	SB	42	0	49	0	D	-	D	-	47	D		
MLK Boulevard @ I-75 NB Ramps (Signalized)	EB	26	0	0	0	C	A	-	-	8	A	5	A
	WB	0	3	0	0	-	A	-	-	3	A		
SR 60 @ I-75 SB Ramps (Signalized)	EB	0	10	1	0	-	B	A	-	9	A	24	C
	WB	0	10	0	0	-	A	-	-	10	A		
	SB	65	0	42	0	E	-	D	-	56	E		
SR 60 @ I-75 NB Ramps (Signalized)	EB	0	8	0	0	-	A	-	-	8	A	17	B
	WB	0	15	0	0	-	B	A	-	10	A		
	NB	55	0	56	0	E	-	E	-	56	E		
	EB	0	0	0	0	-	A	-	A	0	A	N/A	N/A
	WB	5	0	0	0	A	A	-	-	1	A		

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
US 301 @ I-75 SB Ramps (Unsignalized)	NB	0	0	0	0	-	A	-	-	0	A		
	SB	0	0	0	0	-	-	-	A	0	A		
US 301 @ I-75 NB Ramps (Unsignalized)	EB	32	0	0	0	C	A	-	-	3	A	N/A	N/A
	WB	0	0	0	0	-	A	A	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
US 301 @ I-4 WB Ramps (Signalized)	EB	57	0	0	0	E	-	-	-	57	E	13	B
	NB	0	7	0	0	-	A	-	-	7	A		
	SB	0	7	0	0	-	A	-	-	7	A		
Mango Road @ I-4 WB Ramps (Signalized)	WB	48	0	9	0	D	-	A	-	27	C	19	B
	NB	54	2	0	0	D	A	-	-	19	B		
	SB	0	26	3	0	-	C	A	-	16	B		
Mango Road @ I-4 EB Ramps (Signalized)	EB	39	0	32	0	D	-	C	-	35	D	26	C
	NB	0	24	11	0	-	C	B	-	23	C		
	SB	64	12	0	0	E	B	-	-	22	C		

Table 2-12 Intersection Measure of Effectiveness – Existing (2017) PM Peak Hour

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Boulevard @ I-75 SB Ramps (Signalized)	EB	0	5	0	0	-	A	-	-	5	A	7	A
	WB	0	2	0	0	-	A	-	-	2	A		
	SB	118	0	6	0	F	-	A	-	44	D		
Bruce B. Downs Boulevard @ I-75 NB Ramps (Signalized)	EB	170	12	0	0	F	B	-	-	42	D	38	D
	WB	0	14	0	0	-	A	-	A	11	B		
	NB	84	0	5	0	F	-	A	-	71	E		
Bruce B. Downs Boulevard @ Commerce Palms Dr (Signalized)	EB	110	36	4	0	F	D	A	-	44	D	52	D
	WB	121	36	5	0	F	D	A	-	50	D		
	NB	117	105	8	0	F	F	A	-	38	D		
	SB	96	83	7	0	F	F	A	-	77	E		
Bruce B. Downs Boulevard @ Dona Michelle Dr (Signalized)	EB	111	25	28	0	F	C	C	-	30	C	34	C
	WB	115	26	26	0	F	C	C	-	29	C		
	NB	121	81	46	0	F	F	D	-	98	F		
	SB	114	79	11	0	F	E	B	-	32	C		
Fletcher Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	24	0	0	0	C	A	-	-	6	A		
	SB	3	0	0	0	A	-	-	-	3	A		
Fletcher Avenue @ I-75 NB Ramps (Signalized)	EB	41	15	0	0	D	B	-	-	32	C	34	C
	WB	0	49	0	0	-	D	-	-	49	D		
	SB	28	0	0	0	C	-	-	-	28	C		
Fletcher Avenue @ Hidden River Pkwy (Signalized)	EB	86	30	35	0	F	C	D	-	32	C	42	D
	WB	101	23	1	0	F	C	A	-	29	C		
	NB	82	82	29	0	F	F	C	-	47	D		
	SB	92	96	19	0	F	F	B	-	87	F		

I-75 PD&E Study from north of US 301 to north of Bruce B. Downs Boulevard
Project Traffic Analysis Report

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Fowler Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	10	0	0	0	A	A	-	-	2	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
Fowler Avenue @ Morris Bridge Road (Signalized)	EB	126	38	34	0	F	D	C	-	43	D	44	D
	WB	106	27	3	0	F	C	A	-	31	C		
	NB	86	84	37	0	F	F	D	-	67	E		
	SB	104	107	78	0	F	F	E	-	93	F		
Fowler Avenue @ Jefferson Road (Signalized)	EB	66	23	22	0	E	C	C	-	25	C	36	D
	WB	43	32	0	0	D	C	A	-	32	C		
	NB	73	70	0	0	E	E	A	-	73	E		
	SB	60	56	26	0	E	E	C	-	50	D		
MLK Boulevard @ I-75 SB Ramps (Signalized)	EB	0	23	0	0	-	C	-	-	23	C	45	D
	WB	323	5	0	0	F	A	-	-	76	E		
	SB	60	0	57	0	E	-	E	-	59	E		
MLK Boulevard @ I-75 NB Ramps (Signalized)	EB	18	0	0	0	B	A	-	-	6	A	10	A
	WB	0	21	0	0	-	C	-	-	21	C		
SR 60 @ I-75 SB Ramps (Signalized)	EB	0	14	8	0	-	B	A	-	13	B	23	C
	WB	0	12	0	0	-	B	-	-	12	B		
	SB	64	0	8	0	E	-	A	-	50	D		
SR 60 @ I-75 NB Ramps (Signalized)	EB	0	19	0	0	-	B	-	-	19	B	20	C
	WB	0	14	0	0	-	B	A	-	9	A		
	NB	53	0	59	0	D	-	E	-	57	E		
US 301 @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	A	0	A	N/A	N/A
	WB	196	0	0	0	F	A	-	-	32	C		
	NB	0	0	0	0	-	A	-	-	0	A		

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
	SB	0	0	0	0	-	-	-	-	0	A		
US 301 @ I-75 NB Ramps (Unsignalized)	EB	5	0	0	0	A	A	-	-	0	A	N/A	N/A
	WB	0	0	0	0	-	A	A	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
US 301 @ I-4 WB Ramps (Signalized)	EB	72	0	0	0	E	-	-	-	72	E	13	B
	NB	0	7	0	0	-	A	-	-	7	A		
	SB	0	5	0	0	-	A	-	-	5	A		
Mango Road @ I-4 WB Ramps (Signalized)	WB	52	0	7	0	D	-	A	-	30	C	10	B
	NB	19	1	0	0	B	A	-	-	6	A		
	SB	0	14	2	0	-	B	A	-	9	A		
Mango Road @ I-4 EB Ramps (Signalized)	EB	34	0	34	0	C	-	C	-	34	C	28	C
	NB	0	32	12	0	-	C	B	-	28	C		
	SB	35	13	0	0	C	B	-	-	18	B		

2.6 Crash Data and Safety Analysis

The crash data records for I-75 from south of US 301 to north of Bruce B. Downs Boulevard and I-4 from west of US 301 to east of Mango Road for the five-year period of 2011 to 2015 were obtained from FDOT Crash Analysis Report system, then compiled and analyzed.

Table 2-13 provides an overview of the fatal and injury crashes for the years 2011 to 2015. A total of 3,008 crashes occurred along the I-75 corridor and 1,045 crashes occurred on the I-4 corridor during the five-year period. On the I-75 corridor, 1,205 injured crashes involved a total number of 1,845 injuries, and 18 fatal crashes resulted in 19 fatalities. On the I-4 corridor, there were 383 injury crashes with 598 injuries, and 12 fatal crashes resulted in 13 fatalities.

Table 2-13 Fatal and Injury Crash Overview (Years 2011-2015)

Year	Fatal Crashes	Total Fatalities	Injured in Fatal Crashes	Injury Crashes	Injured in Injury Crashes	Property Damage Only Crashes	Total Crashes	Total Injured
I-75 Corridor								
2011	4	5	2	251	400	261	516	402
2012	4	4	2	256	376	358	618	378
2013	3	3	3	263	391	444	710	394
2014	3	3	5	212	321	369	584	326
2015	4	4	4	223	357	353	580	361
Totals	18	19	16	1,205	1,845	1,785	3,008	1,861
I-4 Corridor								
2011	5	5	4	76	124	84	165	128
2012	2	2	2	72	106	116	190	108
2013	2	2	3	75	121	141	218	124
2014	2	3	4	68	99	135	205	103
2015	1	1	0	92	148	174	267	148
Totals	12	13	13	383	598	650	1,045	611

As shown in Table 2-14, the vast majority of crashes are rear end crashes (44% on I-75 and 41% on I-4). Rear end crashes are common on congested facilities experiencing “stop and go” traffic backups or low-speed rolling traffic. The next most common crash type is sideswipe crashes (14% on I-75 and 18% on I-4). These crashes are common in freeway facilities especially when there is congestion or when traffic flows at a poorer LOS. The third highest type of crashes is angle crashes (7% on I-75 and 9% on I-4). Angle crashes can result from a vehicle weaving in front of another vehicle where the first vehicle is hit on the side by the vehicle they cut off.

Further, 2,135 (71%) collisions were with non-fixed objects on I-75 and 766 (73%) collisions were with non-fixed objects on I-4, followed by collisions with fixed object (21% of total crashes on I-75 and 16% of total crashes on I-4) and then non-collisions (8% of total crashes on I-75 and 10% of total crashes on I-4). The non-fixed objectives include motor vehicles in transport, pedestrians, falling and shifting cargos, work zone/maintenance equipment, parked motor vehicles, etc. The fixed objects include impact attenuator/crash cushion, bridge (pier, support, or rail), ditch, guardrail, concrete traffic barrier, tree, utility pole/light support, traffic sign support, other post, pole, or support, etc. Crashes with fixed objects are common when there is congestion because vehicles swerve to avoid hitting another vehicle from behind, or to avoid being hit by a vehicle that

is coming toward them or that is changing lanes, and then hit a fixed object as they swerve. Non-collision crashes occur when the motor vehicle is not struck by another vehicle, person or object. It includes vehicle overturn/rollover, fire/explosion, cargo/equipment loss or shift, thrown or falling object, fell/jump from motor vehicle, jackknife, etc.

Table 2-14 Summary of Crash Types 2011-2015

Categories	Crash Types	I-75 Corridor		I-4 Corridor	
		Number of Crashes	Percentage	Number of Crashes	Percentage
Manner of Crash/ Collision Impact	Rear End	1317	44%	433	41%
	Sideswipe (Same or Opposite Directions)	422	14%	188	18%
	Angle	207	7%	93	9%
	Head On	9	0%	6	1%
	Rear to Side	3	0%	0	0%
	Other/ Unknown	1050	35%	325	31%
Non-Collision	Overturn/Rollover	91	3%	41	4%
	Fire/Explosion	10	0%	2	0%
	Cargo/Equipment Loss or Shift	25	1%	7	1%
	Thrown Or Falling Object	10	0%	4	0%
	Other Non-Collision	100	3%	54	5%
	Subtotal	236	8%	108	10%
Collision Non-Fixed	Pedestrian	6	0%	4	0%
	Motor Vehicle in Transport	1983	66%	720	69%
	Struck By Falling, Shifting Cargo	52	2%	15	1%
	Work Zone/Maintenance Equipment	19	1%	0	0%
	Parked Motor Vehicle	8	0%	7	1%
	Other Non-fixed Objects	67	2%	20	2%
	Subtotal	2135	71%	766	73%
Collision with Fixed	Impact Attenuator/Crash Cushion	29	1%	3	0%
	Bridge (Pier, Support, or Rail)	6	0%	5	0%
	Ditch	19	1%	9	1%
	Guardrail (Face, End)	372	12%	78	7%
	Concrete Traffic Barrier	107	4%	39	4%
	Tree (Standing)	35	1%	1	0%
	Utility Pole/Light Support	10	0%	6	1%
	Traffic Sign Support	21	1%	9	1%
	Other Post, Pole, Or Support	12	0%	2	0%
	Other Fixed Object	26	1%	19	2%
	Subtotal	637	21%	171	16%
Total Crashes		3008	100%	1045	100%

2.6.1 Crash Review by Segment

A comprehensive review of all crash types for each segment was performed. To analyze the crash records by the travel direction, the I-75 corridor has been divided into 20 segments for northbound and 19 segments for southbound. The segments are described in Tables 2-15 to 2-17. The I-4 corridor has been divided into eight segments for eastbound and seven segments for westbound. The segments are shown in Tables 2-18 to 2-20.

The segments were chosen based on FDOT's recent (2017) Straight-Line Diagrams (SLDs) for the corridors. The milepost listed on the SLD for the beginning or the end of a ramp was used to set the limits. For example, segment number 7 northbound in Table 2-15 is shown with the milepost limits of 23.195– 25.358 and is described as "Between I-75 on-ramp from SR 60/Adamo Drive westbound and I-75 off-ramp to MLK Boulevard eastbound." The 23.194 milepost is shown on the SLD as the northern terminus of the northbound on-ramp from SR 60 westbound to I-75 northbound. The 25.358 milepost is shown on the SLD as the southernmost point of the northbound off-ramp from I-75 to eastbound MLK Boulevard.

Tables 2-21 and 2-22 summarize the crash data by segments and crash types on I-75. Between 2011 and 2015 along the I-75 corridor, there were 1,524 crashes northbound, 1,450 crashes southbound, and 34 crashes with unknown direction. Tables 2-14 and 2-17 show that 44% of the total crashes were rear end crashes, 14% were sideswipe crashes, and 7% were angle crashes. The same trend can be seen in both northbound and southbound directions. Between 2011 and 2015 along the I-4 corridor, there are 601 crashes eastbound, 416 crashes westbound, and 28 crashes with unknown direction. Tables 2-20 and 2-14 shows that 41% of the total crashes were rear end crashes, 18% were sideswipe crashes, and 8% were angle crashes. The same trend can be seen in both eastbound and westbound directions on I-4. It should be noted that crashes whose directions are unknown were excluded from the tables. Also, some of the fatal crashes shown in Tables 2-15 to 2-20 are also injury crashes.

Table 2-15 I-75 Crash Summary by Segment and Type (Northbound Direction)

Segment Number	Begin Milepost	End Milepost	Segment	Length (miles)	Front to Rear (Rear End)	Sideswipe (Same + Opposite Directions)	Angle	Head On	Rear to Side	Overturn/Rollover	Fire/Explosion	Cargo/Equipment Loss or Shift	Thrown Or Falling Object	Other Non-Collision	Pedestrian	Motor Vehicle in Transport	Struck By Falling, Shifting Cargo	Work Zone/Maintenance Equipment	Parked Motor Vehicle	Other Non-fixed Objects	Impact Attenuator/Crash Cushion	Bridge (Pier, Support, or Rail)	Ditch	Guardrail (Face, End)	Concrete Traffic Barrier	Tree (Standing)	Utility Pole/Light Support	Traffic Sign Support	Other Post, Pole, Or Support	Other Fixed Object	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Property Damage Crashes	
I-75 NB																																					
1NB	17.100	19.608	Between Southern Project Limit and I-75 off-ramp to US 301	2.51	9	9	4	0	0	6	1	0	0	3	0	28	2	1	0	3	0	0	0	9	2	2	0	0	0	0	57	1	1	27	34	30	
2NB	19.609	20.460	Between I-75 off-ramp to US 301 and I-75 off-ramp to Selmon Expressway	0.85	0	2	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	7	0	0	3	6	4	
3NB	20.461	21.201	Between I-75 off-ramp to Selmon Expressway and I-75 off-ramp to Selmon Expressway C/D	0.74	2	1	2	0	0	0	0	0	0	1	0	5	0	0	1	1	0	0	0	7	0	0	0	0	0	0	15	1	1	3	3	11	
4NB	21.202	22.473	Between I-75 off-ramp to Selmon Expressway C/D and I-75 on-ramp from C/D	1.27	18	14	5	0	1	5	0	1	0	9	0	38	3	0	0	4	0	1	2	44	2	0	0	5	0	1	115	0	0	30	55	85	
5NB	22.474	22.806	Between I-75 on-ramp from C/D and I-75 on-ramp from SR 60 EB	0.33	23	7	0	0	0	0	0	0	0	4	0	33	0	0	0	0	0	0	0	6	0	0	1	0	0	0	44	1	1	16	30	28	
6NB	22.807	23.194	Between I-75 on-ramp from SR 60 EB and I-75 on-ramp from SR 60 WB	0.39	31	10	2	0	0	2	0	0	0	2	0	43	0	0	1	1	0	0	0	10	2	0	0	0	0	0	61	0	0	26	31	35	
7NB	23.195	25.358	Between I-75 on-ramp from SR 60 WB and I-75 off-ramp to MLK Boulevard EB	2.16	40	22	13	2	1	4	1	0	2	6	0	80	5	0	0	2	0	1	1	25	2	3	0	1	1	0	134	3	4	47	78	84	
8NB	25.359	25.755	Between I-75 off-ramp to MLK Boulevard EB and I-75 off-ramp to MLK Boulevard WB	0.40	21	10	5	0	0	1	0	0	0	1	0	36	0	0	0	2	0	0	0	1	0	1	0	0	0	0	42	1	1	16	21	26	
9NB	25.756	26.038	Between I-75 off-ramp to MLK Boulevard WB and I-75 on-ramp from MLK Boulevard	0.28	19	2	1	1	0	1	0	0	0	4	0	23	0	0	0	0	0	0	0	5	0	1	2	0	0	0	36	0	0	20	33	16	
10NB	26.039	26.699	Between I-75 on-ramp from MLK Boulevard and I-75 off-ramp to I-4	0.66	50	2	4	0	0	0	0	0	0	0	0	57	0	0	1	1	0	0	0	6	0	0	0	0	0	0	65	0	0	32	46	33	
11NB	26.700	27.273	Between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 EB	0.57	72	12	9	0	0	1	1	1	0	2	0	97	2	0	0	2	0	1	1	10	3	2	0	0	1	1	125	0	0	55	100	70	
12NB	27.274	27.556	Between I-75 on-ramp from I-4 EB and I-75 on-ramp from I-4 WB	0.28	14	2	1	0	0	2	0	2	0	2	0	17	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	27	0	0	7	11	20
13NB	27.557	30.680	Between I-75 on-ramp from I-4 WB and I-75 off-ramp to Fowler Avenue	3.12	105	43	22	3	0	6	0	4	1	9	1	168	7	3	2	7	6	0	1	49	1	3	0	1	0	0	269	1	1	104	142	165	
14NB	30.681	31.070	Between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue EB	0.39	31	11	7	0	0	4	1	1	0	5	0	50	2	0	0	3	1	0	0	9	1	0	0	0	0	0	77	0	0	31	44	46	
15NB	31.071	31.384	Between I-75 on-ramp from Fowler Avenue EB and I-75 on-ramp from Fowler Avenue WB	0.31	24	15	2	0	0	0	0	0	0	2	1	41	3	0	0	1	0	0	0	3	5	0	0	0	0	1	57	2	2	17	37	39	
16NB	31.385	32.363	Between I-75 on-ramp from Fowler Avenue WB and I-75 off-ramp to Fletcher Avenue	0.98	63	20	9	0	0	4	0	0	1	1	0	97	1	2	0	7	1	0	0	12	12	2	0	1	1	1	143	0	0	61	84	82	
17NB	32.364	32.865	Between I-75 off-ramp to Fletcher Avenue and I-75 on-ramp from Fletcher Avenue	0.50	15	4	6	0	0	1	0	0	0	2	0	25	1	1	0	0	3	0	0	2	3	2	0	0	0	1	41	0	0	20	36	21	
18NB	32.866	35.892	Between I-75 on-ramp from Fletcher Avenue and I-75 off-ramp to Bruce B. Downs Boulevard	3.03	33	11	5	0	0	6	0	2	0	2	1	51	3	2	0	1	4	0	1	10	4	2	0	1	1	2	93	1	1	44	69	48	
19NB	35.893	36.568	Between I-75 off-ramp to Bruce B. Downs Boulevard and I-75 on-ramp from Bruce B. Downs Boulevard	0.67	29	9	9	0	0	2	0	1	0	5	0	46	1	1	0	0	2	0	0	4	6	1	2	2	0	1	74	1	1	25	41	48	
20NB	36.569	37.570	Between I-75 on-ramp from Bruce B. Downs Boulevard and Northern Project Limit	1.00	13	2	4	0	1	3	0	1	0	0	0	21	0	1	0	1	2	0	2	5	3	1	0	0	1	1	42	0	0	19	29	23	
Subtotal NB I-75				20.45	612	208	111	6	3	48	4	13	4	61	3	958	30	11	5	36	19	4	8	224	46	20	5	11	5	9	1524	12	13	603	930	914	

Table 2-16 I-75 Crash Summary by Segment and Type (Southbound Direction)

Segment Number	Begin Milepost	End Milepost	Segment	Length (miles)	Front to Rear (Rear End)	Sideswipe (Same +Opposite Directions)	Angle	Head On	Rear to Side	Overturn/Rollover	Fire/Explosion	Cargo/Equipment Loss or Shift	Thrown Or Falling Object	Other Non-Collision	Pedestrian	Motor Vehicle in Transport	Struck By Falling, Shifting Cargo	Work Zone/Maintenance Equipment	Parked Motor Vehicle	Other Non-fixed Objects	Impact Attenuator/Crash Cushion	Bridge (Pier, Support, or Rail)	Ditch	Guardrail (Face, End)	Concrete Traffic Barrier	Tree (Standing)	Utility Pole/Light Support	Traffic Sign Support	Other Post, Pole, Or Support	Other Fixed Object	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Property Damage Crashes	
I-75 SB																																					
1SB	37.570	36.570	Between Northern Project Limit and I-75 off-ramp to Bruce B. Downs Boulevard	1.00	14	8	4	0	0	1	0	0	0	0	0	24	1	0	0	2	2	0	0	7	2	0	0	1	0	1	41	0	0	18	28	23	
2SB	36.569	36.018	Between I-75 off-ramp to Bruce B. Downs Boulevard and I-75 on-ramp from Bruce B. Downs Boulevard EB	0.55	31	11	3	0	0	0	1	1	0	0	0	41	1	1	0	4	3	0	0	4	13	0	0	0	0	0	69	1	1	30	53	38	
3SB	36.017	35.767	Between I-75 on-ramp from Bruce B. Downs Boulevard EB and I-75 on-ramp from Bruce B. Downs Boulevard WB	0.25	16	3	2	0	0	0	0	0	1	0	0	22	0	0	0	0	0	0	0	1	3	0	2	0	0	0	29	0	0	12	14	17	
4SB	35.766	32.646	Between I-75 on-ramp from Bruce B. Downs Boulevard WB and I-75 off-ramp to Fletcher Avenue	3.12	58	31	9	0	0	6	0	1	1	2	0	97	2	1	0	1	3	0	2	7	5	1	1	0	1	1	132	1	1	58	87	74	
5SB	32.645	32.008	Between I-75 off-ramp to Fletcher Avenue and I-75 on-ramp from Fletcher Avenue	0.64	34	12	4	0	0	2	0	0	0	2	0	50	0	2	1	3	0	0	1	3	2	0	0	0	1	1	68	0	0	23	26	45	
6SB	32.007	31.500	Between I-75 on-ramp from Fletcher Avenue and I-75 off-ramp to Fowler Avenue	0.51	10	3	2	1	0	0	0	1	0	1	0	17	1	0	0	0	0	0	0	1	1	4	0	0	0	0	26	0	0	11	14	15	
7SB	31.499	30.790	Between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue	0.71	48	20	6	0	0	4	0	1	0	3	0	77	1	0	0	3	0	0	0	7	3	1	0	0	0	0	100	1	1	44	55	56	
8SB	30.789	27.538	Between I-75 on-ramp from Fowler Avenue and I-75 off-ramp to I-4	3.25	114	30	16	0	0	10	1	3	1	8	1	165	9	1	0	7	1	0	1	39	7	4	0	2	0	2	262	1	1	115	166	146	
9SB	27.537	26.965	Between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 WB	0.57	58	7	7	0	0	1	1	1	0	1	1	72	0	0	0	1	0	0	0	10	5	0	0	1	0	1	95	0	0	42	74	53	
10SB	26.964	26.716	Between I-75 on-ramp from I-4 WB and I-75 on-ramp from I-4 EB	0.25	18	6	3	0	0	0	0	1	0	0	0	26	1	0	0	2	0	0	0	5	2	0	0	0	0	1	38	0	0	18	28	20	
11SB	26.715	25.962	Between I-75 on-ramp from I-4 EB and I-75 off-ramp to MLK Boulevard	0.75	24	12	2	0	0	0	2	0	0	3	0	39	2	0	0	0	0	0	0	1	6	0	0	1	0	0	55	1	1	26	45	29	
12SB	25.961	25.419	Between I-75 off-ramp to MLK Boulevard and I-75 on-ramp from MLK Boulevard	0.54	37	8	4	0	0	2	0	0	0	4	0	49	0	0	0	1	0	0	0	2	1	1	0	0	0	1	61	0	0	24	36	37	
13SB	25.418	23.756	Between I-75 on-ramp from MLK Boulevard and I-75 off-ramp to SR 60	1.66	40	15	3	0	0	1	1	0	0	2	0	58	2	1	1	1	0	1	1	12	2	1	0	0	0	1	85	1	1	24	30	61	
14SB	23.755	22.495	Between I-75 off-ramp to SR 60 and I-75 off-ramp to Selmon Expressway C/D	1.26	141	23	8	1	0	3	0	1	0	3	0	175	0	1	0	2	1	0	1	14	7	1	0	0	2	0	211	0	0	81	142	130	
15SB	22.494	22.151	Between I-75 off-ramp to Selmon Expressway C/D and I-75 off-ramp to US 301	0.34	10	3	0	0	0	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	17	0	0	6	13	11
16SB	22.150	21.718	Between I-75 off-ramp to US 301 and I-75 on-ramp from Selmon Expressway	0.43	8	3	4	0	0	1	0	1	0	0	0	14	0	1	1	0	0	0	0	8	1	0	0	0	0	1	28	0	0	15	21	13	
17SB	21.717	20.647	Between I-75 on-ramp from Selmon Expressway and I-75 on-ramp from C/D	1.07	9	3	2	0	0	0	0	0	0	0	0	14	0	0	0	1	0	0	0	1	5	0	0	0	3	0	0	24	0	0	12	28	12
18SB	20.646	19.761	Between I-75 on-ramp from C/D and I-75 on-ramp from US 301	0.88	1	0	2	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	2	0	2	0	0	0	0	8	0	0	4	4	4	
19SB	19.760	17.100	Between I-75 on-ramp from US 301 and Southern Project Limit	2.66	27	14	8	0	0	6	0	1	2	10	0	53	1	0	0	2	0	0	1	13	3	3	1	1	3	1	101	0	0	34	50	67	
Subtotal SB I-75				20.45	698	212	89	2	0	38	6	12	6	39	2	1007	22	8	3	31	10	1	10	146	60	14	5	9	7	14	1450	6	6	597	914	851	

Table 2-17 I-75 Crash Summary by Segment and Type (Both Directions)

Segment	Front to Rear (Rear End)	Sideswipe (Same +Opposite Directions)	Angle	Head On	Rear to Side	Overturn/Rollover	Fire/Explosion	Cargo/Equipment Loss or Shift	Thrown Or Falling Object	Other Non-Collision	Pedestrian	Motor Vehicle in Transport	Struck By Falling, Shifting Cargo	Work Zone/Maintenance Equipment	Parked Motor Vehicle	Other Non-fixed Objects	Impact Attenuator/Crash Cushion	Bridge (Pier, Support, or Rail)	Ditch	Guardrail (Face, End)	Concrete Traffic Barrier	Tree (Standing)	Utility Pole/Light Support	Traffic Sign Support	Other Post, Pole, Or Support	Other Fixed Object	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Property Damage Crashes
I-75 NB and SB																																
Total I-75 (NB and SB)	1310	420	200	8	3	86	10	25	10	100	5	1965	52	19	8	67	29	5	18	370	106	34	10	20	12	23	2974	18	19	1200	1844	1765
Percentage I-75 (NB and SB)	44%	14%	7%	0%	0%	3%	0%	1%	0%	3%	0%	66%	2%	1%	0%	2%	1%	0%	1%	12%	4%	1%	0%	1%	0%	1%	100%	1%	1%	40%	62%	59%

Table 2-18 I-4 Crash Summary by Segment and Type (Eastbound Direction)

Segment Number	Begin Milepost	End Milepost	Segment	Length (miles)	Front to Rear (Rear End)	Sideswipe (Same +Opposite Directions)	Angle	Head On	Rear to Side	Overturn/Rollover	Fire/Explosion	Cargo/Equipment Loss or Shift	Thrown Or Falling Object	Other Non-Collision	Pedestrian	Motor Vehicle in Transport	Struck By Falling, Shifting Cargo	Work Zone/Maintenance Equipment	Parked Motor Vehicle	Other Non-fixed Objects	Impact Attenuator/Crash Cushion	Bridge (Pier, Support, or Rail)	Ditch	Guardrail (Face, End)	Concrete Traffic Barrier	Tree (Standing)	Utility Pole/Light Support	Traffic Sign Support	Other Post, Pole, Or Support	Other Fixed Object	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Property Damage Crashes
I-4 EB																																				
1EB	12.869	13.210	Between Western Project Limit and I-4 off-ramp to C/D at US 301	0.34	16	7	0	0	0	1	0	2	0	1	1	25	3	0	0	1	0	0	2	3	4	1	0	0	1	1	48	1	1	17	33	30
2EB	13.211	14.769	Between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301	1.56	55	18	15	0	0	4	0	1	1	7	0	87	3	0	1	1	0	2	0	11	8	0	0	1	0	2	129	0	0	42	69	87
3EB	14.770	15.444	Between I-4 on-ramp from C/D at US 301 and I-4 off-ramp to I-75	0.67	56	12	6	0	0	2	0	0	0	6	0	75	1	0	0	0	0	0	1	8	3	0	1	0	0	1	99	0	0	39	62	60
4EB	15.445	16.004	Between I-4 off-ramp to I-75 and I-4 on-ramp from I-75 SB	0.56	65	17	5	1	0	5	1	0	0	7	0	85	0	0	1	1	0	0	0	2	4	0	0	1	0	1	109	1	1	42	60	67
5EB	16.005	16.256	Between I-4 on-ramp from I-75 SB and I-4 on-ramp from I-75 NB	0.25	8	9	1	0	0	1	0	0	0	3	0	18	0	0	0	0	0	0	0	1	0	0	1	0	0	0	24	0	0	9	19	15
6EB	16.257	17.220	Between I-4 on-ramp from I-75 NB and I-4 off-ramp to Mango Road	0.96	35	17	8	0	0	0	0	0	0	4	0	60	2	0	0	2	0	0	0	13	4	0	0	1	0	0	86	1	1	33	46	53
7EB	17.221	17.630	Between I-4 off-ramp to Mango Road and I-4 on-ramp from Mango Road	0.41	19	9	5	0	0	2	0	0	0	1	1	35	1	0	0	1	0	0	0	4	1	0	0	0	0	1	47	2	2	17	25	29
8EB	17.631	18.647	Between I-4 on-ramp from Mango Road and Eastern Project Limit	1.02	34	9	6	0	0	2	0	0	0	0	0	48	1	0	0	2	0	0	0	4	1	0	0	0	0	0	59	0	0	21	29	38
Subtotal EB I-4				5.77	288	98	46	1	0	17	1	3	1	29	2	433	11	0	2	8	0	2	3	46	25	1	2	3	1	6	601	5	5	220	343	379

Table 2-19 I-4 Crash Summary by Segment and Type (Westbound Direction)

Segment Number	Begin Milepost	End Milepost	Segment	Length (miles)	Front to Rear (Rear End)	Sideswipe (Same +Opposite Directions)	Angle	Head On	Rear to Side	Overtum/Rollover	Fire/Explosion	Cargo/Equipment Loss or Shift	Thrown Or Falling Object	Other Non-Collision	Pedestrian	Motor Vehicle in Transport	Struck By Falling, Shifting Cargo	Work Zone/Maintenance Equipment	Parked Motor Vehicle	Other Non-fixed Objects	Impact Attenuator/Crash Cushion	Bridge (Pier, Support, or Rail)	Ditch	Guardrail (Face, End)	Concrete Traffic Barrier	Tree (Standing)	Utility Pole/Light Support	Traffic Sign Support	Other Post, Pole, Or Support	Other Fixed Object	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Property Damage Crashes
I-4 WB																																				
1WB	18.647	17.647	Between Eastern Project Limit and I-4 off-ramp to Mango Road	1.00	23	15	9	2	0	3	1	0	2	1	0	45	1	0	2	2	1	0	1	8	3	0	3	0	0	2	75	0	0	32	61	43
2WB	17.646	17.256	Between I-4 off-ramp to Mango Road and I-4 on-ramp from Mango Road	0.39	15	10	6	0	0	4	0	1	0	2	0	33	0	0	0	1	0	0	0	5	0	0	0	1	0	2	49	2	3	18	28	31
3WB	17.255	16.291	Between I-4 on-ramp from Mango Road and I-4 off-ramp to I-75	0.96	28	12	5	0	0	3	0	0	0	1	0	42	1	0	1	1	1	2	4	3	1	0	0	2	0	1	62	1	1	22	40	40
4WB	16.290	15.443	Between I-4 off-ramp to I-75 and I-4 on-ramp from I-75	0.85	25	17	6	0	0	4	0	2	1	8	0	54	0	0	0	3	0	0	0	5	0	0	0	0	0	1	78	0	0	31	46	47
5WB	15.442	14.680	Between I-4 on-ramp from I-75 and I-4 off-ramp to C/D at US 301	0.76	11	6	5	1	0	3	0	0	0	4	1	22	2	0	1	2	0	0	1	4	3	0	1	0	0	1	45	1	1	17	23	27
6WB	14.679	13.344	Between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301	1.34	27	24	8	0	0	6	0	1	0	6	1	56	0	0	1	2	1	0	0	3	7	0	0	3	0	0	87	3	3	32	47	53
7WB	13.343	12.869	Between I-4 on-ramp from C/D at US 301 and Western Project Limit	0.47	7	5	0	0	0	0	0	0	0	2	0	14	0	0	0	1	0	1	0	1	0	0	0	0	0	19	0	0	5	5	14	
Subtotal WB I-4				5.77	136	89	39	3	0	23	1	4	3	24	2	266	4	0	5	12	3	3	6	29	14	0	4	6	0	7	416	7	8	157	250	255

Table 2-20 I-4 Crash Summary by Segment and Type (Both Directions)

Segment	Front to Rear (Rear End)	Sideswipe (Same +Opposite Directions)	Angle	Head On	Rear to Side	Overtum/Rollover	Fire/Explosion	Cargo/Equipment Loss or Shift	Thrown Or Falling Object	Other Non-Collision	Pedestrian	Motor Vehicle in Transport	Struck By Falling, Shifting Cargo	Work Zone/Maintenance Equipment	Parked Motor Vehicle	Other Non-fixed Objects	Impact Attenuator/Crash Cushion	Bridge (Pier, Support, or Rail)	Ditch	Guardrail (Face, End)	Concrete Traffic Barrier	Tree (Standing)	Utility Pole/Light Support	Traffic Sign Support	Other Post, Pole, Or Support	Other Fixed Object	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Injuries	Property Damage Crashes
I-4 EB and WB																																
Total I-4 (EB and WB)	424	187	85	4	0	40	2	7	4	53	4	699	15	0	7	20	3	5	9	75	39	1	6	9	1	17	1017	12	13	377	593	634
Percentage I-4 (EB and WB)	42%	18%	8%	0%	0%	4%	0%	1%	0%	5%	0%	69%	1%	0%	1%	2%	0%	0%	1%	7%	4%	0%	1%	1%	0%	2%	100%	1%	1%	37%	58%	62%

Note: Crash data for five-year period from 2011 to 2015
Source: FDOT District Seven Safety Department

The vast majority of crashes shown in the tables were rear end crashes. Rear end crashes are not common on an interstate facility that flows freely and has a good LOS, except for the intersections at the ends of the off-ramps. However, during congestion this is common due to poor levels of service. Rear end crashes are typical even in segments between ramp ends. This is because of the “stop and go” nature of congestion when traffic backs up or rolls along at a very low speed. As congestion increases and drivers become more aggressive and less attentive, the probability of rear end collisions increases. Rear end crashes are also a result of these aggressive drivers misjudging the speed of the vehicle ahead of them and hitting the front vehicle in the back.

The second highest type of the crashes is sideswipe crashes. Sideswipe crashes occur between vehicles traveling in the same direction or opposite direction. For the I-75 corridor, there were 422 sideswipe crashes which include 420 same-direction and two opposite-direction sideswipe crashes. Compared to I-75, there were fewer sideswipe crashes on I-4 and all 187 crashes are from the same direction.

Sideswipes are more prevalent on freeways, as the faster vehicles weave in and out of the other traffic to pass the slower vehicles. In addition, as the number of vehicles increases the probability of a sideswipe increases as the gaps between vehicles decrease and the speeds of the vehicles are more varied.

The third highest type of crashes is angle crashes. Most think of an angle crash happening when one vehicle violates another vehicle’s right-of-way, as if a traffic signal or stop sign was missed and the vehicles collide at 90 degrees (e.g., T-bone crash). However, an angle crash is any crash where one vehicle hits the side of the other vehicle with the front of the vehicle. Angle crashes can be the result of a vehicle weaving in front of another vehicle where the first vehicle is hit on the side by the vehicle they cut off.

Head on crashes are more severe and often occur between vehicles from opposite directions. The rear to side crash occurs when the rear of a vehicle makes contact with the side of another. This type of crash can happen when a vehicle backs up into the side of another vehicle. Due to the nature of freeway, both head on and rear to side crashes are not very common on I-75 and I-4. There were eight head on crashes and three rear to side crashes on the I-75 corridor and four head on and zero rear to side crashes on I-4 during 2011-2015.

All the crashes are further categorized into three categories: crashes with no collisions, collisions with fixed objects or collisions with non-fixed objects. The tables show that most of the crashes are due to collisions with non-fixed object, followed by collisions with fixed object, and then non-collisions. Among these, collision with other motor vehicle in transport (non-fixed object) is the most common cause of a crash.

The crash frequency per segment, the crash rates per million vehicle miles traveled (MVMT), and crash rate per mile over the five-year period are shown in Tables 2-21 and 2-22 for I-75 and I-4 corridors respectively. Regardless of the direction, the segment with the highest crash frequency is ranked one for the most dangerous location. The segments are also ranked by crash rates using the same method.

Table 2-21 Segment Crash Rate Ranking on I-75

Segment Number	Segment	Length (miles)	Crash Frequency		Crash Rate (MVT)		Crash Rate (crashes/mile)	
			Value	Rankings	Value	Rankings	Value	Rankings
I-75 NB								
1NB	Between Southern Project Limit and I-75 off-ramp to US 301	2.51	57	21	0.17	37	22.73	35
2NB	Between I-75 off-ramp to US 301 and I-75 off-ramp to Selmon Expressway	0.85	7	39	0.07	39	8.23	39
3NB	Between I-75 off-ramp to Selmon Expressway and I-75 off-ramp to Selmon Expressway C/D	0.74	15	37	0.23	36	20.27	37
4NB	Between I-75 off-ramp to Selmon Expressway C/D and I-75 on-ramp from C/D	1.27	115	8	1.27	15	90.48	20
5NB	Between I-75 on-ramp from C/D and I-75 on-ramp from SR 60 EB	0.33	44	24	1.36	13	132.53	10
6NB	Between I-75 on-ramp from SR 60 EB and I-75 on-ramp from SR 60 WB	0.39	61	19	1.42	12	157.62	6
7NB	Between I-75 on-ramp from SR 60 WB and I-75 off-ramp to MLK Boulevard EB	2.16	134	5	0.43	31	61.95	26
8NB	Between I-75 off-ramp to MLK Boulevard EB and I-75 off-ramp to MLK Boulevard WB	0.40	42	25	0.78	22	106.06	17
9NB	Between I-75 off-ramp to MLK Boulevard WB and I-75 on-ramp from MLK Boulevard	0.28	36	30	1.00	17	127.66	11
10NB	Between I-75 on-ramp from MLK Boulevard and I-75 off-ramp to I-4	0.66	65	18	0.66	24	98.48	18
11NB	Between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 EB	0.57	125	7	2.72	2	218.15	1
12NB	Between I-75 on-ramp from I-4 EB and I-75 on-ramp from I-4 WB	0.28	27	33	0.96	18	95.74	19
13NB	Between I-75 on-ramp from I-4 WB and I-75 off-ramp to Fowler Avenue	3.12	269	1	0.84	21	86.14	21
14NB	Between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue EB	0.39	77	14	2.87	1	197.94	2
15NB	Between I-75 on-ramp from Fowler Avenue EB and I-75 on-ramp from Fowler Avenue WB	0.31	57	22	2.36	4	182.11	3
16NB	Between I-75 on-ramp from Fowler Avenue WB and I-75 off-ramp to Fletcher Avenue	0.98	143	4	1.63	9	146.22	8
17NB	Between I-75 off-ramp to Fletcher Avenue and I-75 on-ramp from Fletcher Avenue	0.50	41	27	1.24	16	81.84	22
18NB	Between I-75 on-ramp from Fletcher Avenue and I-75 off-ramp to Bruce B. Downs Boulevard	3.03	93	12	0.34	33	30.73	34
19NB	Between I-75 off-ramp to Bruce B. Downs Boulevard and I-75 on-ramp from Bruce B. Downs Boulevard	0.67	74	15	1.94	6	109.63	15
20NB	Between I-75 on-ramp from Bruce B. Downs Boulevard and Northern Project Limit	1.00	42	26	0.62	25	41.96	31
I-75 SB								
1SB	Between Northern Project Limit and I-75 off-ramp to Bruce B. Downs Boulevard	1.00	41	28	0.58	27	41.00	32
2SB	Between I-75 off-ramp to Bruce B. Downs Boulevard and I-75 on-ramp from Bruce B. Downs Boulevard EB	0.55	69	16	1.99	5	125.23	12
3SB	Between I-75 on-ramp from Bruce B. Downs Boulevard EB and I-75 on-ramp from Bruce B. Downs Boulevard WB	0.25	29	31	1.63	8	116.00	13
4SB	Between I-75 on-ramp from Bruce B. Downs Boulevard WB and I-75 off-ramp to Fletcher Avenue	3.12	132	6	0.46	30	42.31	30
5SB	Between I-75 off-ramp to Fletcher Avenue and I-75 on-ramp from Fletcher Avenue	0.64	68	17	1.28	14	106.75	16
6SB	Between I-75 on-ramp from Fletcher Avenue and I-75 off-ramp to Fowler Avenue	0.51	26	34	0.54	28	51.28	27
7SB	Between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue	0.71	100	10	1.76	7	141.04	9
8SB	Between I-75 on-ramp from Fowler Avenue and I-75 off-ramp to I-4	3.25	262	2	0.70	23	80.59	23
9SB	Between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 WB	0.57	95	11	2.46	3	166.08	5
10SB	Between I-75 on-ramp from I-4 WB and I-75 on-ramp from I-4 EB	0.25	38	29	1.55	11	153.23	7
11SB	Between I-75 on-ramp from I-4 EB and I-75 off-ramp to MLK Boulevard	0.75	55	23	0.50	29	73.04	24
12SB	Between I-75 off-ramp to MLK Boulevard and I-75 on-ramp from MLK Boulevard	0.54	61	20	0.91	20	112.55	14
13SB	Between I-75 on-ramp from MLK Boulevard and I-75 off-ramp to SR 60	1.66	85	13	0.36	32	51.14	28
14SB	Between I-75 off-ramp to SR 60 and I-75 off-ramp to Selmon Expressway C/D	1.26	211	3	1.62	10	167.46	4
15SB	Between I-75 off-ramp to Selmon Expressway C/D and I-75 off-ramp to US 301	0.34	17	36	0.58	26	49.56	29
16SB	Between I-75 off-ramp to US 301 and I-75 on-ramp from Selmon Expressway	0.43	28	32	0.92	19	64.81	25
17SB	Between I-75 on-ramp from Selmon Expressway and I-75 on-ramp from C/D	1.07	24	35	0.25	35	22.43	36
18SB	Between I-75 on-ramp from C/D and I-75 on-ramp from US 301	0.88	8	38	0.08	38	9.04	38
19SB	Between I-75 on-ramp from US 301 and Southern Project Limit	2.66	101	9	0.30	34	37.97	33

Table 2-22 Segment Crash Rate Ranking by Direction on I-4

Segment Number	Segment	Length (miles)	Total Crashes		Crash Rate (MVMT)		Crash Rate (crashes/mile)	
			Value	Rankings	Value	Rankings	Value	Rankings
I-4 EB								
1EB	Between Western Project Limit and I-4 off-ramp to C/D at US 301	0.34	46	12	1.25	2	134.90	3
2EB	Between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301	1.56	129	1	0.92	8	82.80	9
3EB	Between I-4 on-ramp from C/D at US 301 and I-4 off-ramp to I-75	0.67	98	3	1.12	4	145.40	2
4EB	Between I-4 off-ramp to I-75 and I-4 on-ramp from I-75 SB	0.56	108	2	2.58	1	193.20	1
5EB	Between I-4 on-ramp from I-75 SB and I-4 on-ramp from I-75 NB	0.25	24	14	0.95	7	95.62	6
6EB	Between I-4 on-ramp from I-75 NB and I-4 off-ramp to Mango Road	0.96	86	5	0.67	10	89.30	8
7EB	Between I-4 off-ramp to Mango Road and I-4 on-ramp from Mango Road	0.41	47	11	1.01	6	114.91	5
8EB	Between I-4 on-ramp from Mango Road and Eastern Project Limit	1.02	58	9	0.46	13	57.09	14
I-4 WB								
1WB	Between Eastern Project Limit and I-4 off-ramp to Mango Road	1.00	75	7	0.59	11	75.00	10
2WB	Between I-4 off-ramp to Mango Road and I-4 on-ramp from Mango Road	0.39	49	10	1.06	5	125.64	4
3WB	Between I-4 on-ramp from Mango Road and I-4 off-ramp to I-75	0.96	62	8	0.47	12	64.32	12
4WB	Between I-4 off-ramp to I-75 and I-4 on-ramp from I-75	0.85	78	6	1.15	3	92.09	7
5WB	Between I-4 on-ramp from I-75 and I-4 off-ramp to C/D at US 301	0.76	45	13	0.45	14	59.06	13
6WB	Between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301	1.34	87	4	0.74	9	65.17	11
7WB	Between I-4 on-ramp from C/D at US 301 and Western Project Limit	0.47	19	15	0.36	15	40.08	15

On the I-75 corridor, the highest crash frequency, crash rate per MVMT, and crashes per mile occurred in the northbound in Segments 13 northbound, 14 northbound, and 11 northbound, respectively. The highest crash frequency and rates in the southbound direction occurred in Segments 8 southbound, 9 southbound, and 14 southbound, respectively.

On the I-4 corridor, the highest crash frequency, crash rate per MVMT, and crashes per mile occurred in the eastbound direction. Segment 2EB had the highest crash frequency. Segment 4EB had the highest ranking in both crash rate MVMT and crashes per mile. In addition, high crash rates are also seen in segment 1 eastbound. Highest crash frequency and rates in the westbound direction occurred in Segments 6 westbound, 4 westbound, and 2 westbound.

The crash frequencies were plotted by segment and direction for I-75, refer to Figures 2-15 and 2-16. The crash frequencies were also plotted by segment and direction for I-4 to show where the concentrations of crashes occurred, refer to Figures 2-17 and 2-18. This graphical depiction indicates that most crashes occur between I-4 and Fowler Avenue on both directions on the I-75 corridor. For the northbound direction, the interchanges at I-4 and Fowler Avenue as well as the segment between Fowler Avenue and Fletcher Avenue also have a high number of crashes. For the southbound direction, the second highest crash location is at the SR 60 interchange. As shown in Figures 3 and 4, on the I-4 corridor the highest crash segment eastbound is from the US 301 interchange to the I-75 interchange. The interchanges at I-75 and US 301 also have a high number of crashes on I-4 westbound.

2.6.2 Fatality Crash History

Along the I-75 corridor, there were 13 fatalities in the northbound direction and six in the southbound direction. Five fatalities involved alcohol and/or drugs. Two pedestrians were involved in these fatal crashes. Along the I-4 corridor, five fatalities occurred in the eastbound direction and eight occurred in the westbound direction. Four fatalities involved alcohol and/or drugs. Four pedestrians were killed. The fatal crashes are summarized in Tables 2-23 and -2-24.

2.6.3 Summary and Conclusions

In the study area, a total of 4,053 crashes occurred on the two freeway corridors between 2011 and 2015. For the purpose of analysis, the I-75 corridor between south of US 301 and north of Bruce B. Downs Boulevard was divided into 20 segments for the northbound direction and 19 segments for the southbound direction. The I-4 corridor between west of US 301 and east of Mango Road was divided into eight segments for the eastbound direction and seven segments for the westbound direction. Overall, between 2011 and 2015 there are 1,524 crashes northbound, 1,450 crashes southbound, and 34 crashes with unknown direction along the I-75 corridor. Just over 1,200 crashes involved injuries and 18 fatal crashes resulted in 19 fatalities. Along the I-4 corridor, there were 601 crashes eastbound, 416 crashes westbound, and 28 crashes with unknown direction. There were 383 injury crashes and 13 fatalities.

On the I-75 corridor, the highest crash frequency, crash rates per million vehicle miles traveled, and crashes per mile occurred in the northbound direction in Segments 13 northbound (between I-75 on-ramp from I-4 westbound and I-75 off-ramp to Fowler Avenue), 14 northbound (between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue eastbound), and 11 northbound (between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 eastbound).

On the I-4 corridor, the highest crash frequency, crash rate MVMT, and crashes per mile occurred in the eastbound. Segment 2 eastbound (between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301) had the highest crash frequency. Segment 4 eastbound (between I-4 off-

ramp to I-75 and I-4 on-ramp from I-75 southbound) had the highest ranking in both crash rate MVMT and crashes per mile.

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Figure 2-15 Distribution of Crashes by Segment on I-75 Northbound

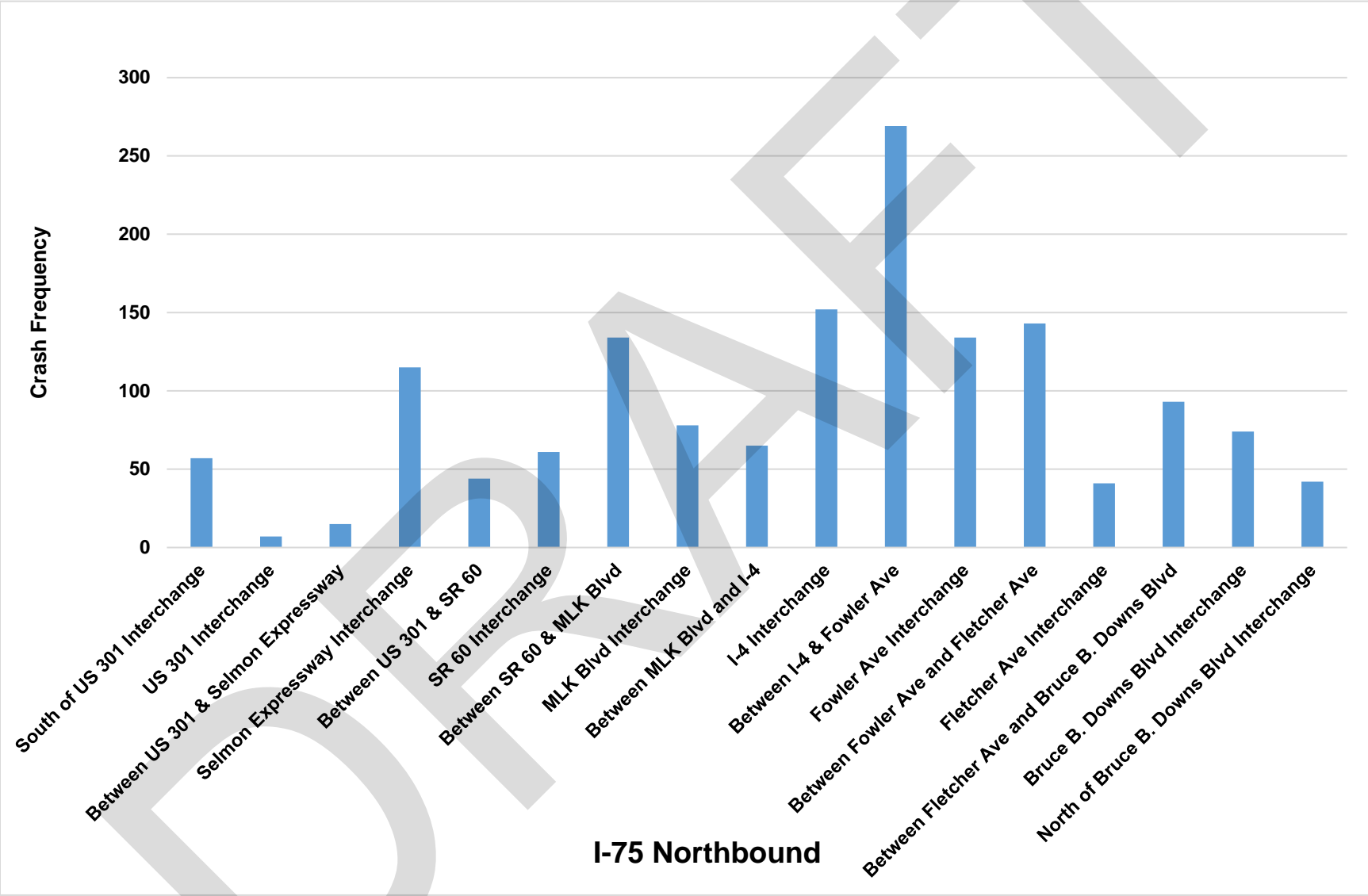


Figure 2-16 Distribution of Crashes by Segment on I-75 Southbound

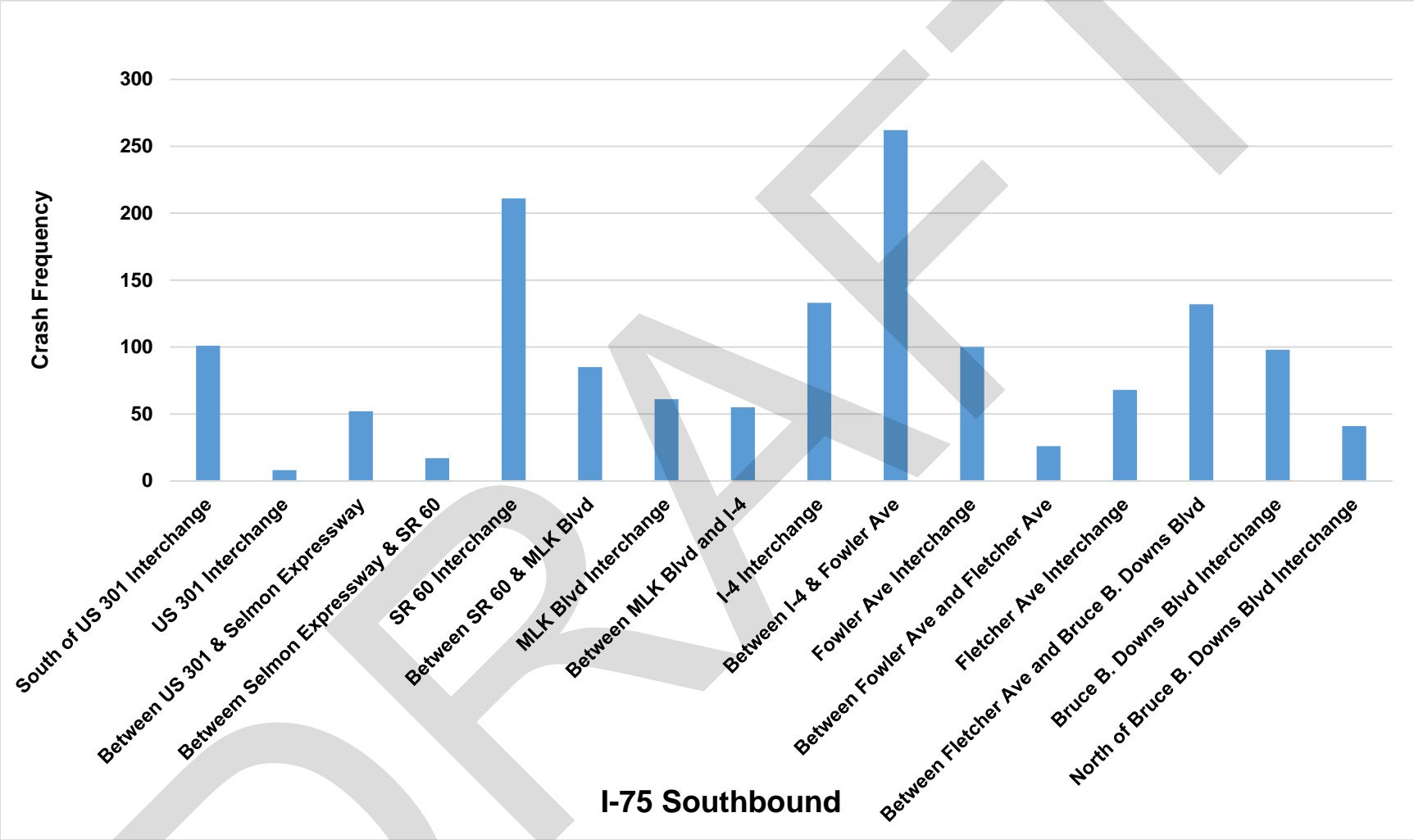


Figure 2-17 Distribution of Crashes by Segment on I-4 Eastbound

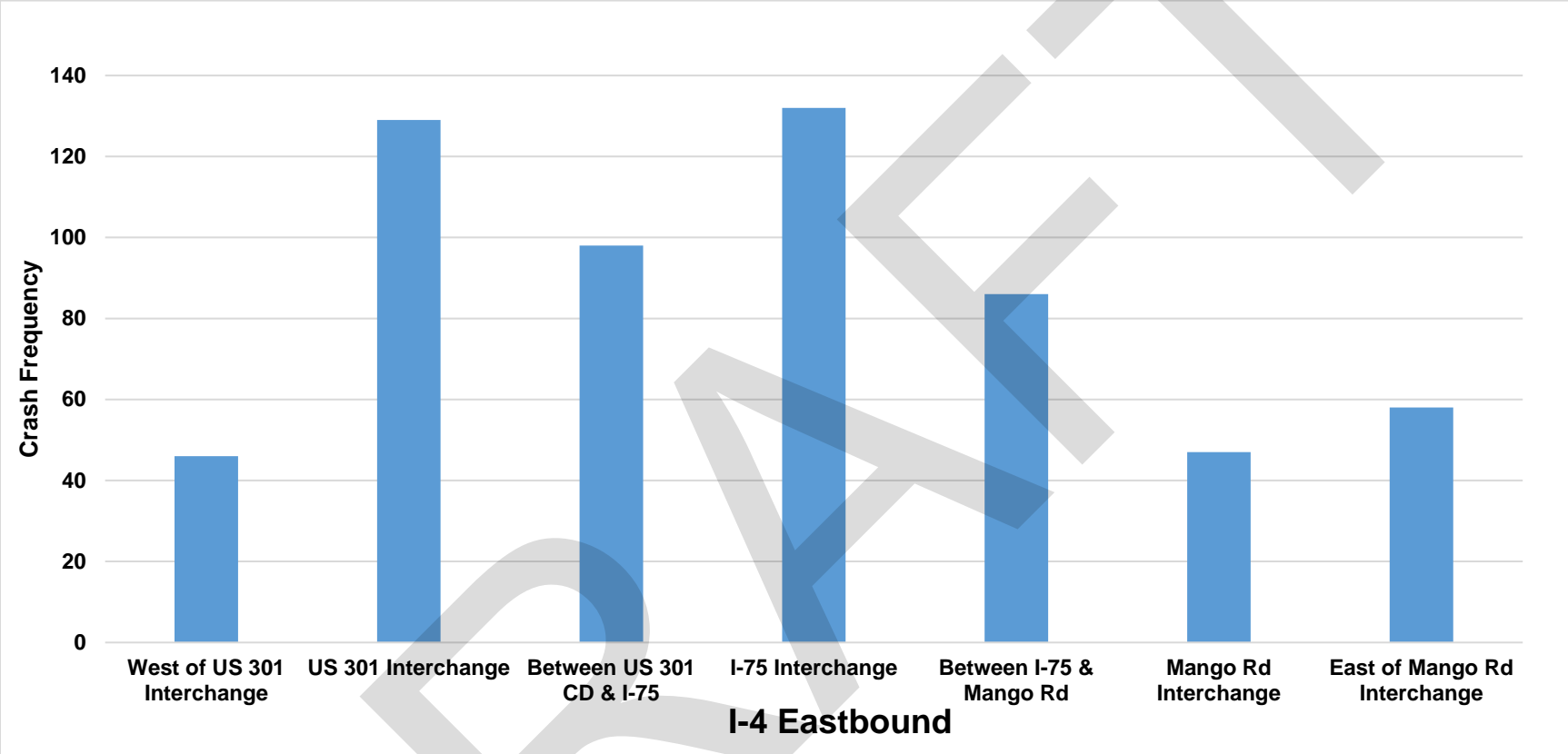


Figure 2-18 Distribution of Crashes by Segment on I-4 Westbound

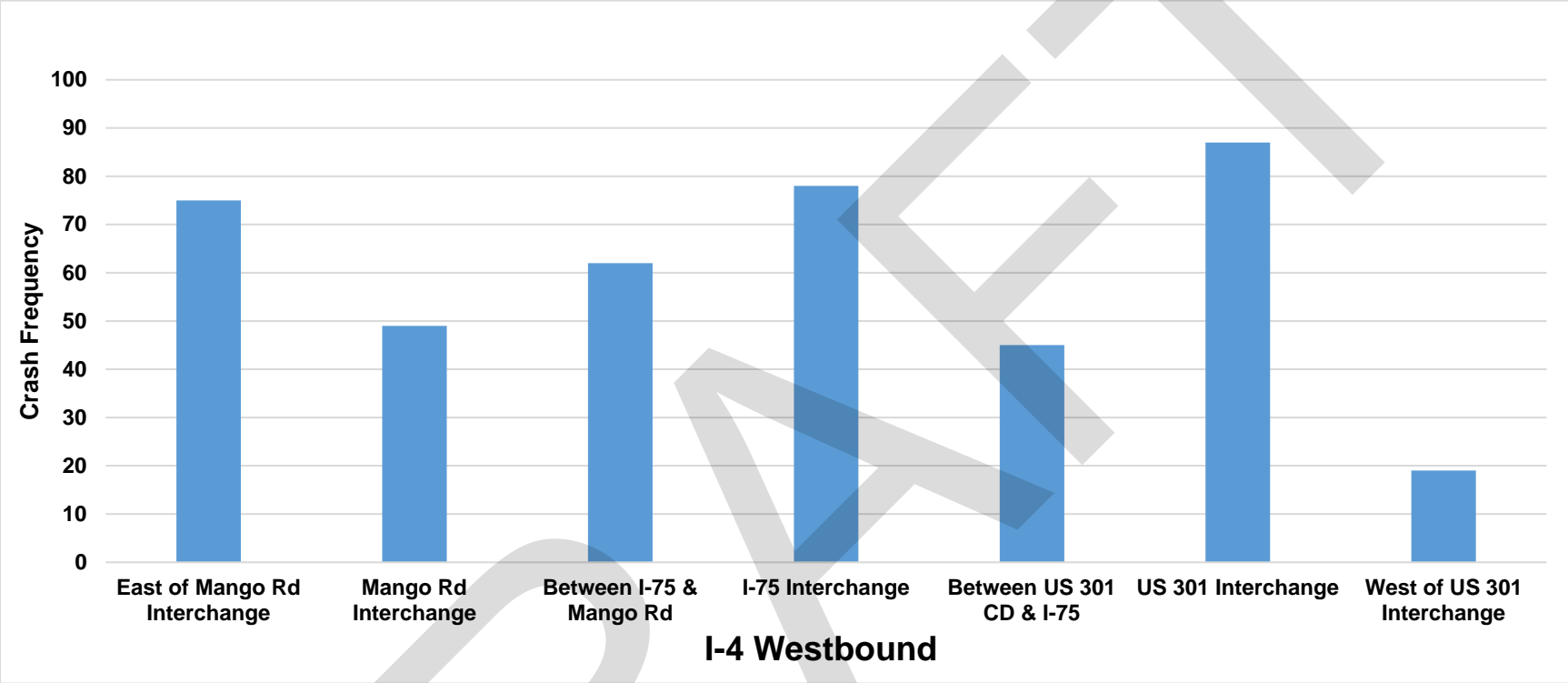


Table 2-23 Fatal Crash Summary for I-75

Location Mile Post	Crash Date	First Harmful Event	Manner of Collision Impact	Light Condition	Weather Condition	Surface Condition	Alcohol/Drug Involvement	Number of Fatalities	Number of Injured
I-75 NB									
19.269	5/18/2013	Motor Vehicle in Transport	Sideswipe, Same Direction	Daylight	Cloudy	Dry	No	1	1
20.544	7/3/2015	Other Non-Collision	Other (See Narrative)	Daylight	Clear	Dry	No	1	0
22.641	2/15/2014	Guardrail Face	Other (See Narrative)	Daylight	Clear	Dry	No	1	1
23.52	9/24/2011	Bridge Rail	Other (See Narrative)	Daylight	Cloudy	Dry	No	2	0
24.653	9/25/2015	Motor Vehicle in Transport	Front To Rear	Dark-Not Lighted	Rain	Wet	No	1	0
24.913	10/4/2013	Motor Vehicle in Transport	Rear To Side	Dark-Not Lighted	Clear	Dry	Alcohol	1	0
25.728	1/28/2011	Overturn/Rollover	Other (See Narrative)	Daylight	Clear	Dry	No	1	1
30.052	1/15/2012	Parked Motor Vehicle	Angle	Dark-Lighted	Fog, Smog, Smoke	Dry	No	1	1
31.157	12/28/2013	Guardrail Face	Other (See Narrative)	Dusk	Clear	Dry	No	1	2
31.32	11/2/2012	Motor Vehicle in Transport	Sideswipe, Same Direction	Daylight	Clear	Dry	Alcohol /Drug	1	0
33.269	5/27/2015	Pedestrian	Other (See Narrative)	Dark-Not Lighted	Clear	Dry	No	1	0
36.100	6/28/2011	Traffic Sign Support	Other (See Narrative)	Dark-Lighted	Cloudy	Wet	No	1	0
I-75 SB									
23.817	6/14/2011	Parked Motor Vehicle	Front To Rear	Dark-Not Lighted	Clear	Dry	Alcohol /Drug	1	1
26.381	1/28/2014	Motor Vehicle In Transport	Front To Rear	Dark-Lighted	Cloudy	Wet	No	1	4
28.134	4/22/2014	Pedestrian	Other (See Narrative)	Dark-Not Lighted	Clear	Dry	Alcohol	1	0
31.453	10/30/2015	Motor Vehicle In Transport	Front To Rear	Daylight	Clear	Dry	No	1	4
34.195	10/21/2012	Motor Vehicle In Transport	Sideswipe, Same Direction	Dark-Not Lighted	Clear	Dry	Alcohol	1	1
36.312	7/8/2012	Concrete Traffic Barrier	Other (See Narrative)	Daylight	Clear	Dry	No	1	0

Table 2-24 Fatal Crash Summary for I-4

Location Mile Post	Crash Date	First Harmful Event	Manner Of Collision	Light Condition	Weather Condition	Surface Condition	Alcohol Drugs Involvement	Number of Fatalities	Number of Injured
I-4 EB									
13.138	4/20/2013	Pedestrian	Other (See Narrative)	Dark-Lighted	Cloudy	Dry	No	1	
15.893	1/12/2013	Overturn/Rollover	Other (See Narrative)	Dark-Lighted	Clear	Dry	Alcohol	1	3
16.930	5/27/2012	Guardrail End	Other (See Narrative)	Daylight	Clear	Dry	No	1	1
17.547	8/5/2012	Overturn/Rollover	Other (See Narrative)	Dark-Lighted	Clear	Dry	Alcohol	1	1
17.607	8/1/2011	Pedestrian	Other (See Narrative)	Daylight	Cloudy	Dry	No	1	
I-4 WB									
13.344	2/16/2011	Fell/Jumped from Motor Vehicle	Other (See Narrative)	Dark-Not Lighted	Clear	Dry	No	1	
13.362	5/8/2011	Motor Vehicle in Transport	Front to Rear	Dark-Not Lighted	Clear	Dry	No	1	1
14.231	2/7/2014	Pedestrian	Other (See Narrative)	Dark-Lighted	Cloudy	Wet	No	1	
14.974	1/27/2015	Pedestrian	Other (See Narrative)	Dark-Lighted	Clear	Dry	Drug	1	
16.364	8/23/2011	Motor Vehicle in Transport	Front to Rear	Daylight	Clear	Dry	No	1	
17.280	8/3/2014	Other Non-Collision	Other (See Narrative)	Dark-Lighted	Cloudy	Wet	No	2	4
17.641	3/20/2011	Motor Vehicle in Transport	Front to Rear	Dark-Not Lighted	Clear	Dry	Alcohol	1	3

Along the I-75 corridor, there were 13 fatalities northbound and six southbound. Five fatalities involved alcohol and/or drug. Two pedestrians were involved in these fatality crashes. Along the I-4 corridor, five fatalities occurred eastbound and eight occurred westbound, four fatalities involved alcohol and/or drug, and four pedestrians were killed.

The analysis of the manner of collision impact between two motor vehicles shows on both study freeway corridors the vast majority of crashes are rear end crashes. The next highest number of crash type is sideswipe crashes. The third highest type of crashes on I-75 is angle crashes. In addition, there are more collisions with non-fixed objects than fixed objects. The non-fixed objects include motor vehicles in transport, pedestrians, falling and shifting cargos, work zone/maintenance equipment, parked motor vehicles, etc. The fixed objects include impact attenuator/crash cushion, bridge (pier, support, or rail), ditch, guardrail, concrete traffic barrier, tree, utility pole/light support, traffic sign support, other post, pole, or support, etc.

Based on the historical crash records (2011-2015), most crashes occur between I-4 and Fowler Avenue in both directions on the I-75 corridor. I-75 (SR 93A) southbound off-ramp from eastbound / westbound I-4 to south of Bypass Canal (Project 428957-1) and I-75 (SR 93A) northbound on-ramp from eastbound / westbound I-4 to south of Bypass Canal (Project 428954-1) have been completed and are supposed to provide mitigation to many of these crashes. For the northbound direction, the interchanges at I-4 and Fowler Avenue as well as the segment between Fowler Avenue and Fletcher Avenue also have a high number of crashes. For the southbound direction, the second highest crash location is between the ramps at SR 60 which is substantially higher than the rest of the locations. On the I-4 corridor, the highest crash segment is from the US 301 interchange to the I-75 interchange eastbound. The interchanges at I-75 and US 301 also have a high number of crashes on I-4 westbound.

3.0 FUTURE ROADWAY NETWORK

The future roadway network considered for this Study is consistent with the Strategic Intermodal System (SIS) 2045 Cost Feasible Plan, the 2045 Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) of the Hillsborough County Transportation Planning Organization (TPO), FDOT's Adopted Five-Year Work Program, local government comprehensive plans, and development mitigation improvement projects that are elements of approved development orders. These committed improvements, in addition to the existing roadway network, were considered as the design year base roadway network (No-Build Alternative) for modeling and operational analysis purposes.

Review of the above referenced documents show one committed/funded improvement within the study area at the I-75/MLK Boulevard interchange in the FDOT Five-Year Work Program:

- I-75 Ramp Reconfiguration and Interchange Modification from south of MLK Boulevard to I-4; FPN 429251-1 – At the time of this document's publication, FDOT awarded a design-build contract for FPID 429251-1-52-01 with scheduled construction to begin in 2022, and anticipated completion by 2025. For the purposes of this report, the diverging-diamond interchange layout was assumed for traffic modeling. In addition to the interchange layout change, a two-lane northbound collector-distributor roadway will be built.

Review of the above referenced documents shows one segment of I-75 in the Five-year Cost Feasible Roadway Projects:

- I-75 from south of CSX/Broadway Avenue to eastbound / westbound I-4 exit ramp

Review of the above referenced documents also shows that there is one 2020-2045 Cost Feasible projects within the I-75 study area:

- I-4 from west of I-75 to east of Mango Road (WPI No. 435726-1) – Modify interchange/new westbound collector-distributor road.

The following projects are on-going FDOT projects that have been considered as the Opening Year or Design Year base roadway network (No-Build Alternative):

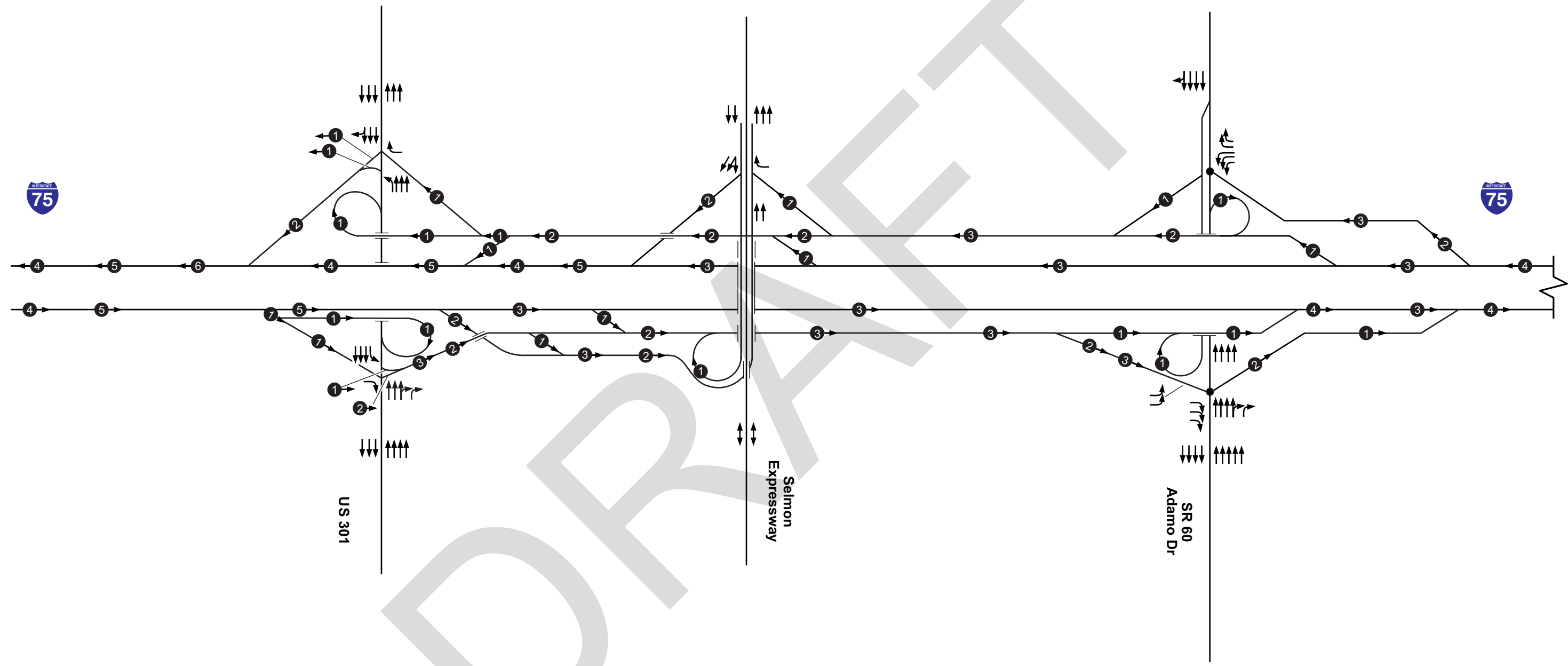
- 427454-3 I-75 northbound on-ramp from northbound US 301 to I-75 northbound (Opening Year and Design Year)
- 428955-1 I-75 & SR 60 from south of SR60 @ slip ramp to south of CSX Bridge (Opening Year and Design Year)
- 4289531 I-75 from westbound SR60 entrance ramp to south of CSX RR/CR 574 (Opening Year and Design Year)
- 4289561 I-75 from south of Selmon Expressway overpass to SR 60 (Opening Year and Design Year)
- 419194-1 I-75 exit ramp to eastbound / westbound SR 60 south of CSX/Broadway Bridge (Opening Year and Design Year)
- 428957-1 I-75 southbound off-ramp from eastbound / westbound I-4 to south of Bypass Canal (Opening Year and Design Year)
- 430335-1 I-4 from east of I-75 (SR 93A) to east of Williams Road (Design Year)
- 428954-1 I-75 northbound on-ramp from eastbound / westbound I-4 to south of Bypass Canal (Opening Year and Design Year)
- 430337-1 I-4 westbound from west of Orient Road to west of I-75 (Design Year)
- 430338-1 I-4 eastbound from east of Orient Road to west of I-75 (Design Year)
- 443321-1 I-4 from west of Mango Road to Mango Road (Opening Year and Design Year)
- 435726-1 I-4 from west of I-75 off-ramp to east of Mango Road (Design Year)

Figures 3-1 to 3-4 illustrate the resulting 2025 No-Build Alternative roadway network with the planned committed roadway improvements.

Figures 3-5 to 3-8 illustrate the resulting 2045 No-Build Alternative roadway network with the planned committed roadway improvements.

Figures 3-9 to 3-12 illustrate the resulting 2025 and 2045 Build Alternative roadway network with the planned committed roadway improvements.

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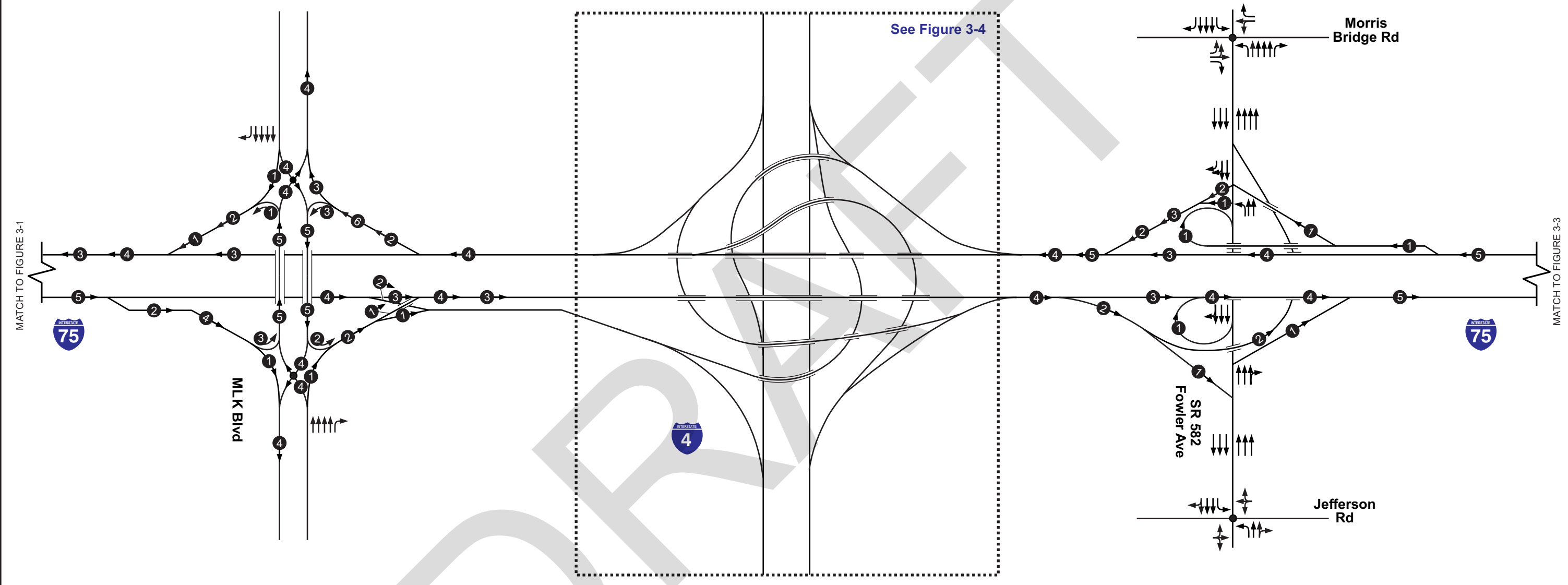


- LEGEND**
- - Signalized Intersection
 - ← ③ - Directional General Use and Ramp Laneage
 - ← - Directional Arterial Laneage

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

2025 NO-BUILD ALTERNATIVE ROADWAY NETWORK WITH THE PLANNED COMMITTED ROADWAY IMPROVEMENTS

Figure
3-1

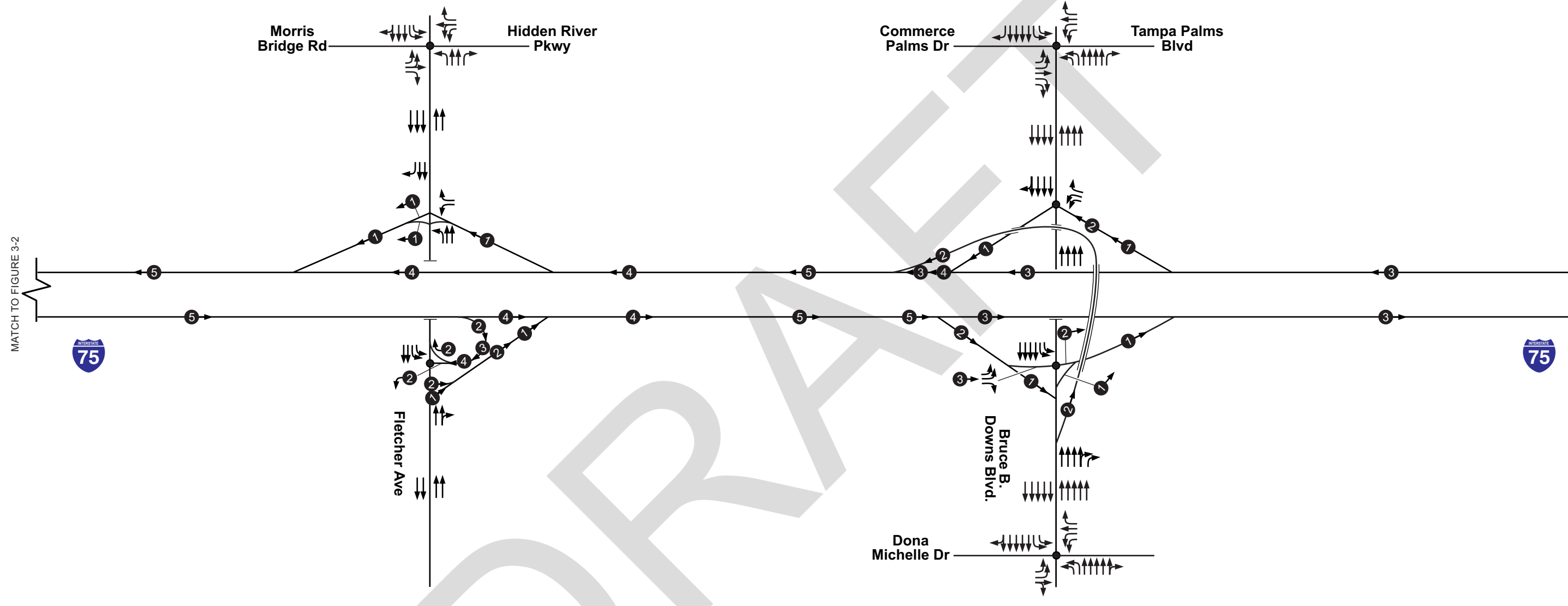


- LEGEND**
- - Signalized Intersection
 - ← 3 - Directional General Use and Ramp Laneage
 - ← - Directional Arterial Laneage

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

2025 NO-BUILD ALTERNATIVE ROADWAY NETWORK WITH THE PLANNED COMMITTED ROADWAY IMPROVEMENTS

Figure
3-2



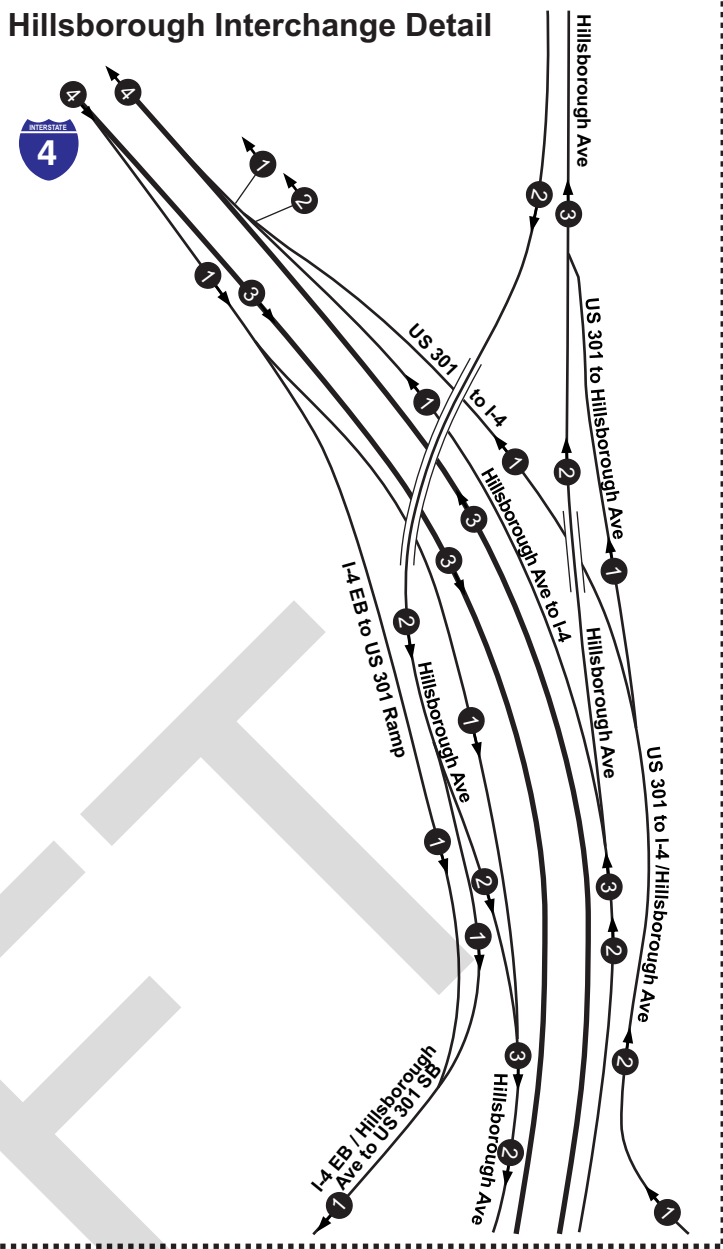
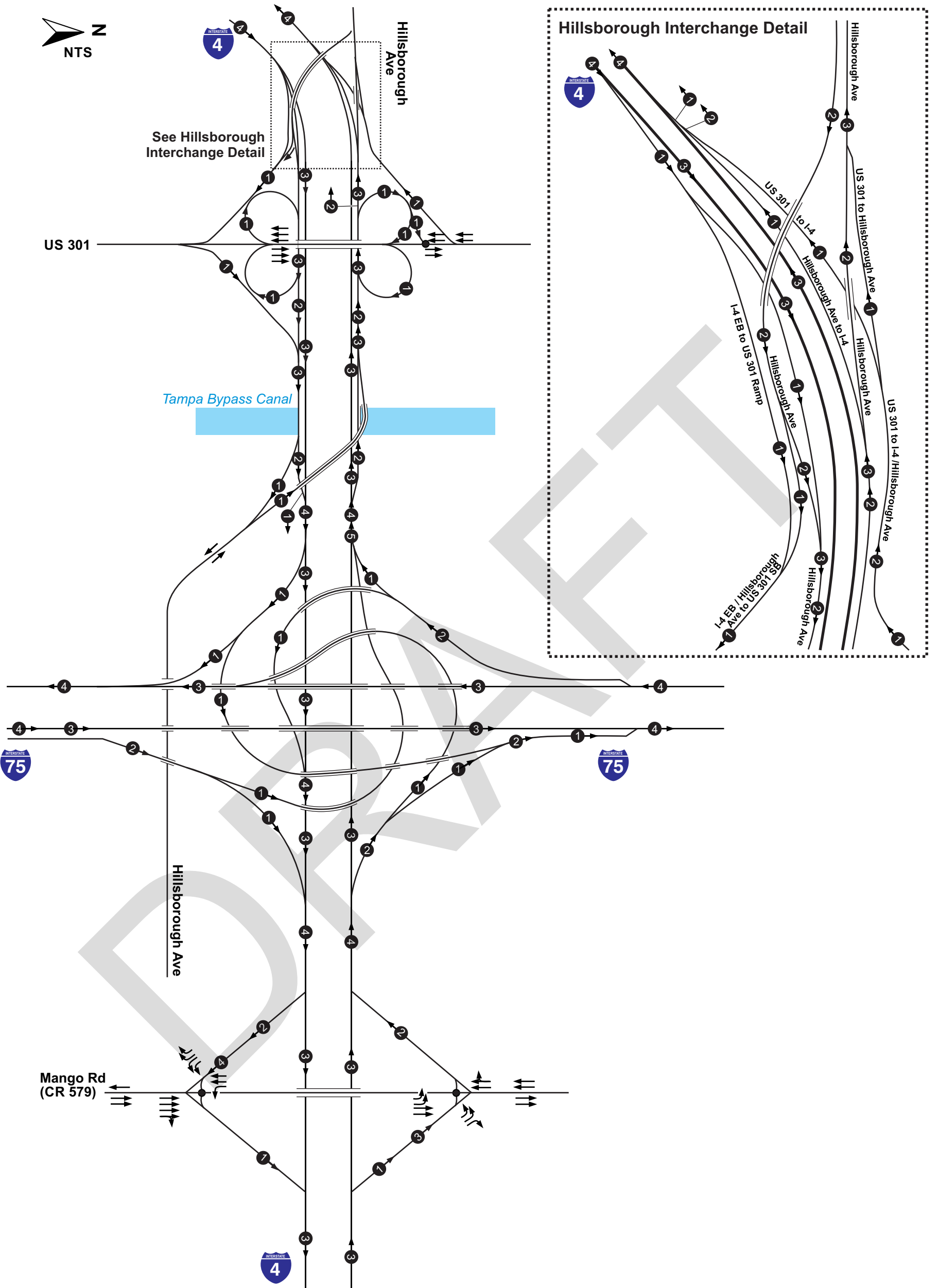
MATCH TO FIGURE 3-2

- LEGEND**
- - Signalized Intersection
 - ← 3 - Directional General Use and Ramp Laneage
 - ← - Directional Arterial Laneage

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

2025 NO-BUILD ALTERNATIVE ROADWAY NETWORK WITH THE PLANNED COMMITTED ROADWAY IMPROVEMENTS

Figure
3-3



LEGEND

- - Signalized Intersection
- ← 3 - Directional General Use and Ramp Laneage
- ← - Directional Arterial Laneage



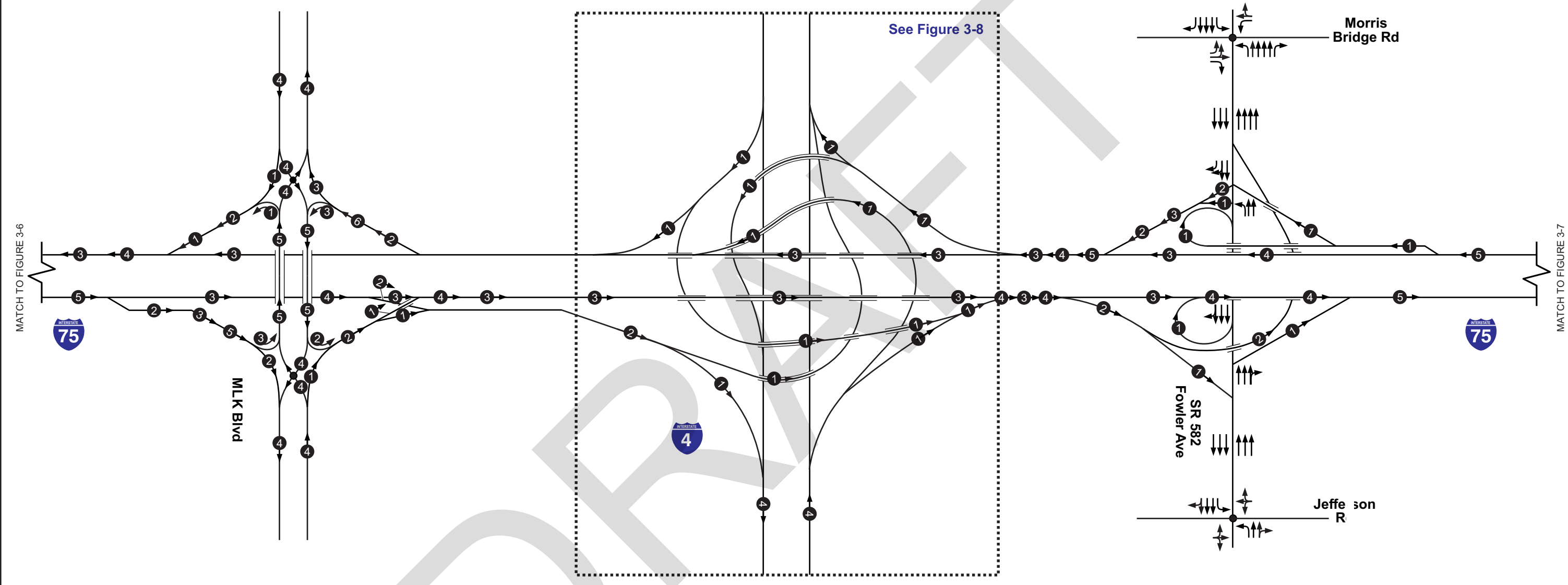
MATCH TO FIGURE 3-7

- LEGEND**
- - Signalized Intersection
 - ← ③ - Directional General Use and Ramp Laneage
 - ← - Directional Arterial Laneage

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

2045 NO-BUILD ALTERNATIVE ROADWAY NETWORK WITH THE PLANNED COMMITTED ROADWAY IMPROVEMENTS

Figure
3-5

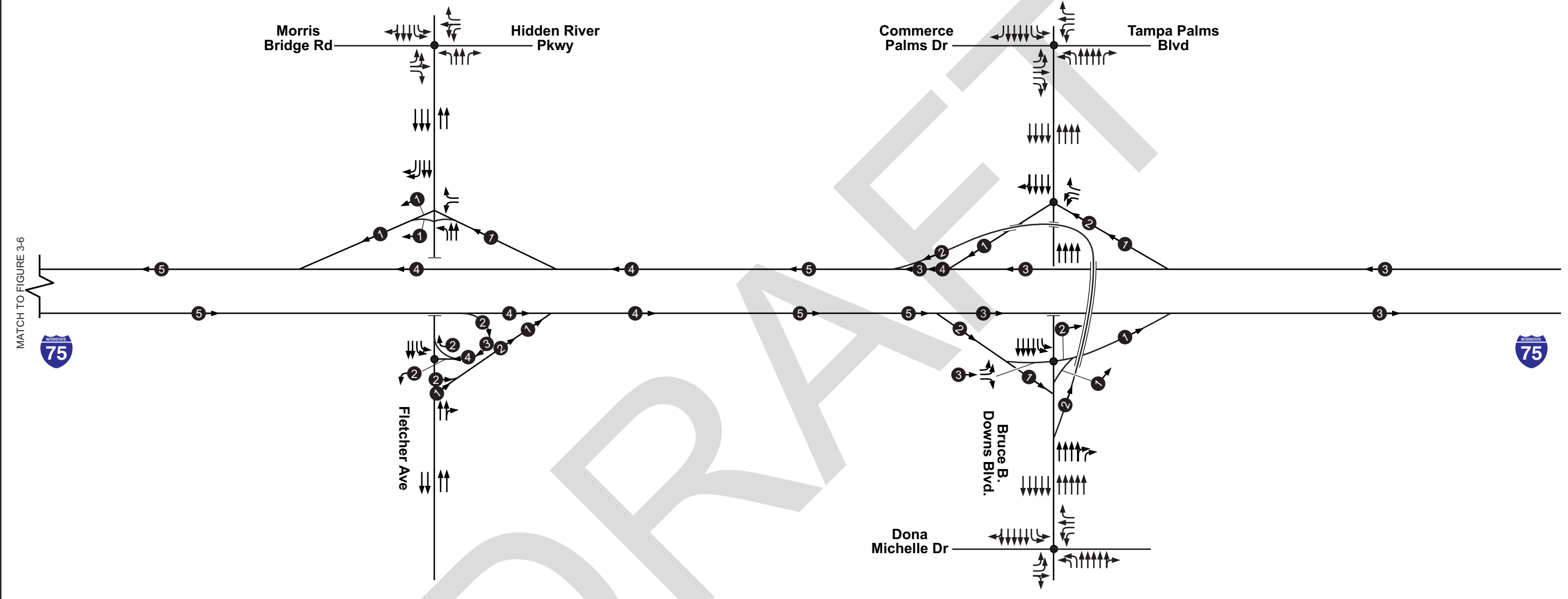


- LEGEND**
- - Signalized Intersection
 - ← 3 - Directional General Use and Ramp Laneage
 - ← - Directional Arterial Laneage

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

2045 NO-BUILD ALTERNATIVE ROADWAY NETWORK WITH THE PLANNED COMMITTED ROADWAY IMPROVEMENTS

Figure
3-6



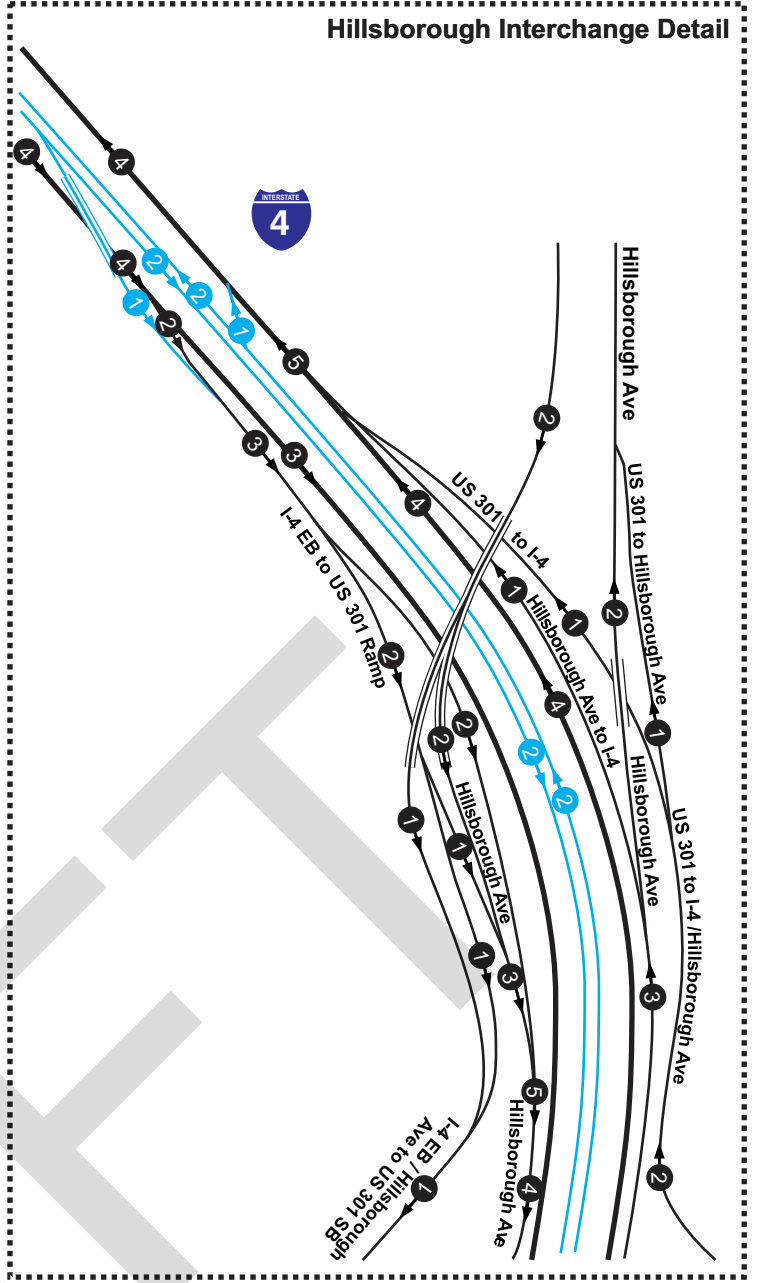
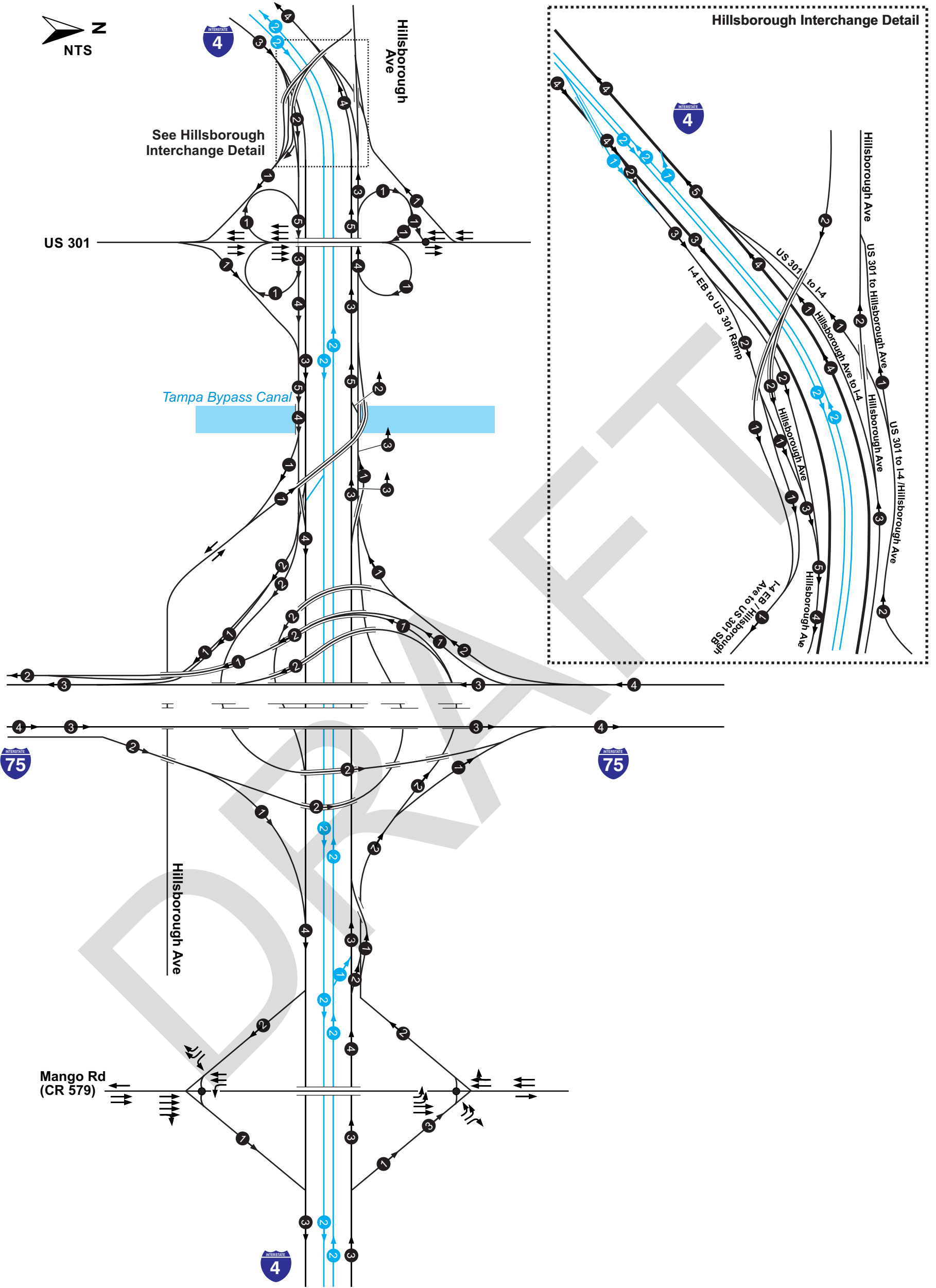
MATCH TO FIGURE 3-6

- LEGEND**
- - Signalized Intersection
 - ← 3 - Directional General Use and Ramp Laneage
 - ← - Directional Arterial Laneage

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

2045 NO-BUILD ALTERNATIVE ROADWAY NETWORK WITH THE PLANNED COMMITTED ROADWAY IMPROVEMENTS

Figure
3-7



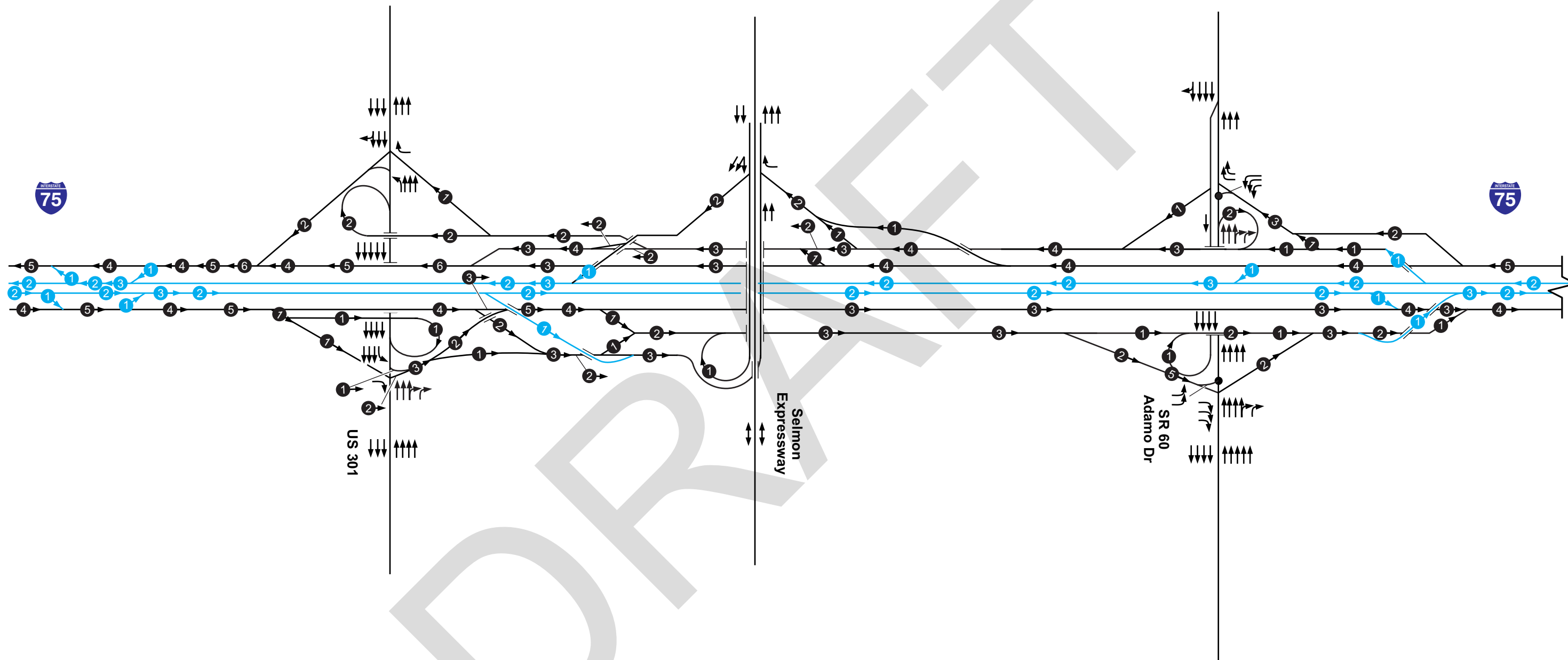
LEGEND

- - Signalized Intersection
- (Blue) - Express Lane
- ← (3) - Directional General Use and Ramp Laneage
- ← (2) - Directional Express Laneage
- ← - Directional Arterial Laneage
- ↔ - Reversible Directional Laneage

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

**2045 NO-BUILD ALTERNATIVE ROADWAY NETWORK WITH
THE PLANNED COMMITTED ROADWAY IMPROVEMENTS**

Figure
3-8

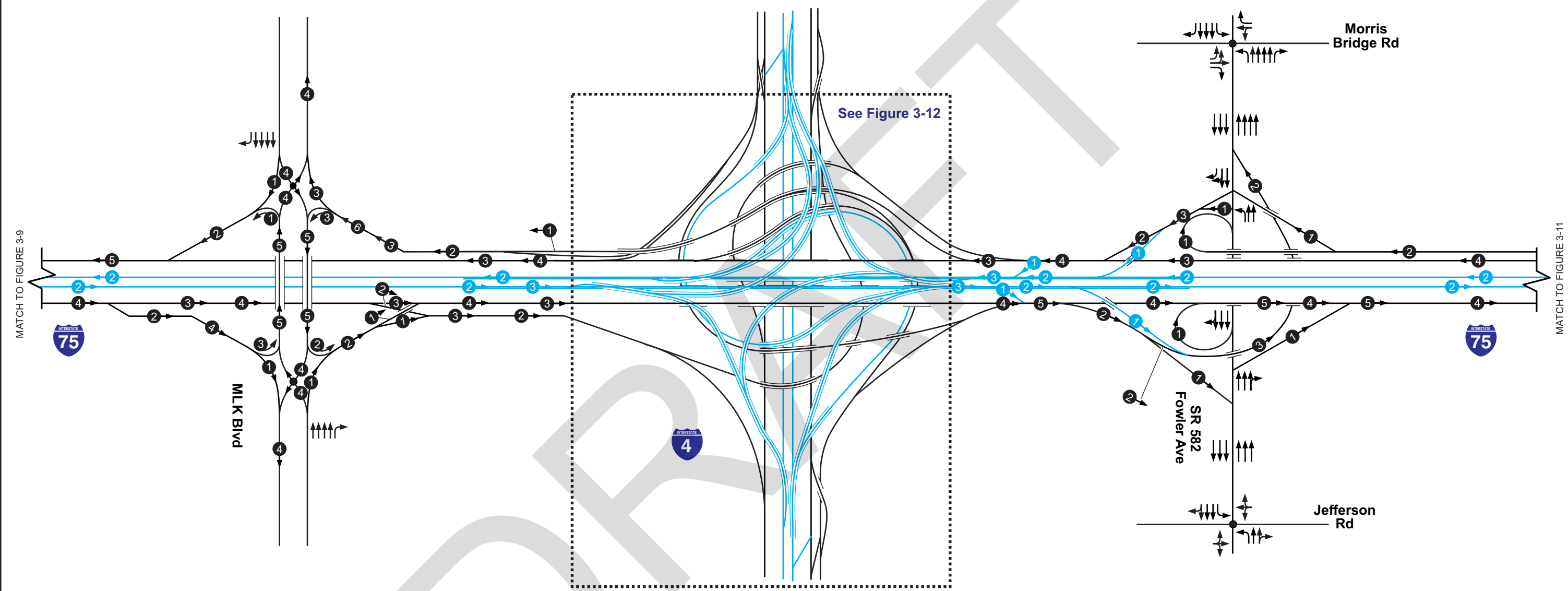


- LEGEND**
- - Signalized Intersection
 - ← ③ - Directional General Use and Ramp Laneage
 - ← - Directional Arterial Laneage
 - ← ② - Directional Express Laneage
 - ← ① - Directional Express Laneage
 - ↔ - Reversible Directional Laneage

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

2025 2045 BUILD ALTERNATIVE ROADWAY NETWORK WITH THE PLANNED COMMITTED ROADWAY IMPROVEMENTS

Figure
3-9



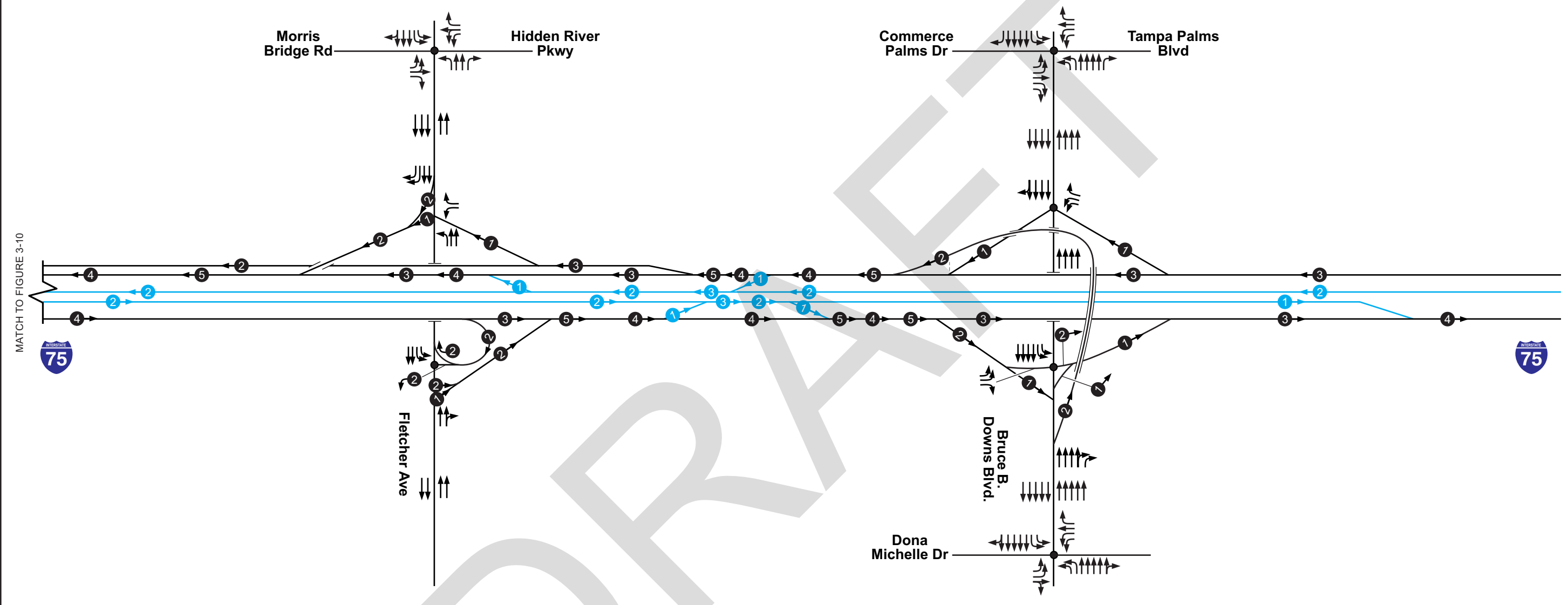
LEGEND

- - Signalized Intersection
- (blue line) - Express Lane
- ← (3) - Directional General Use and Ramp Laneage
- ← (2) - Directional Express Laneage
- ← - Directional Arterial Laneage
- ↔ - Reversible Directional Laneage

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

2025 2045 BUILD ALTERNATIVE ROADWAY NETWORK WITH THE PLANNED COMMITTED ROADWAY IMPROVEMENTS

Figure
3-10



MATCH TO FIGURE 3-10

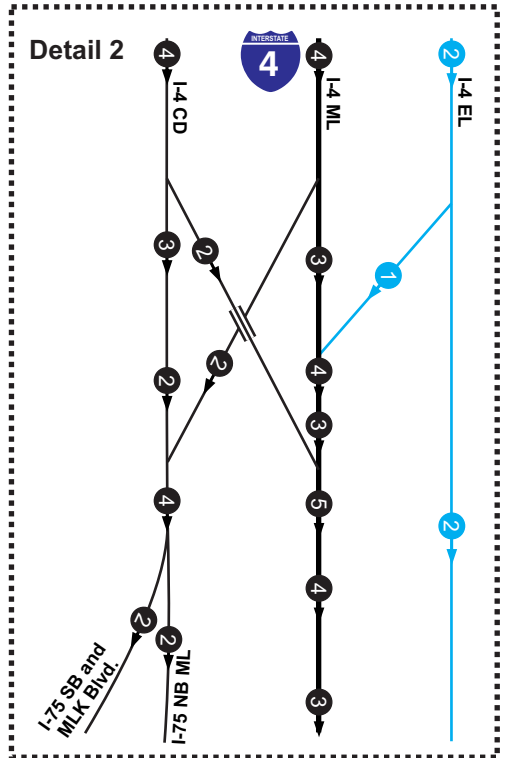
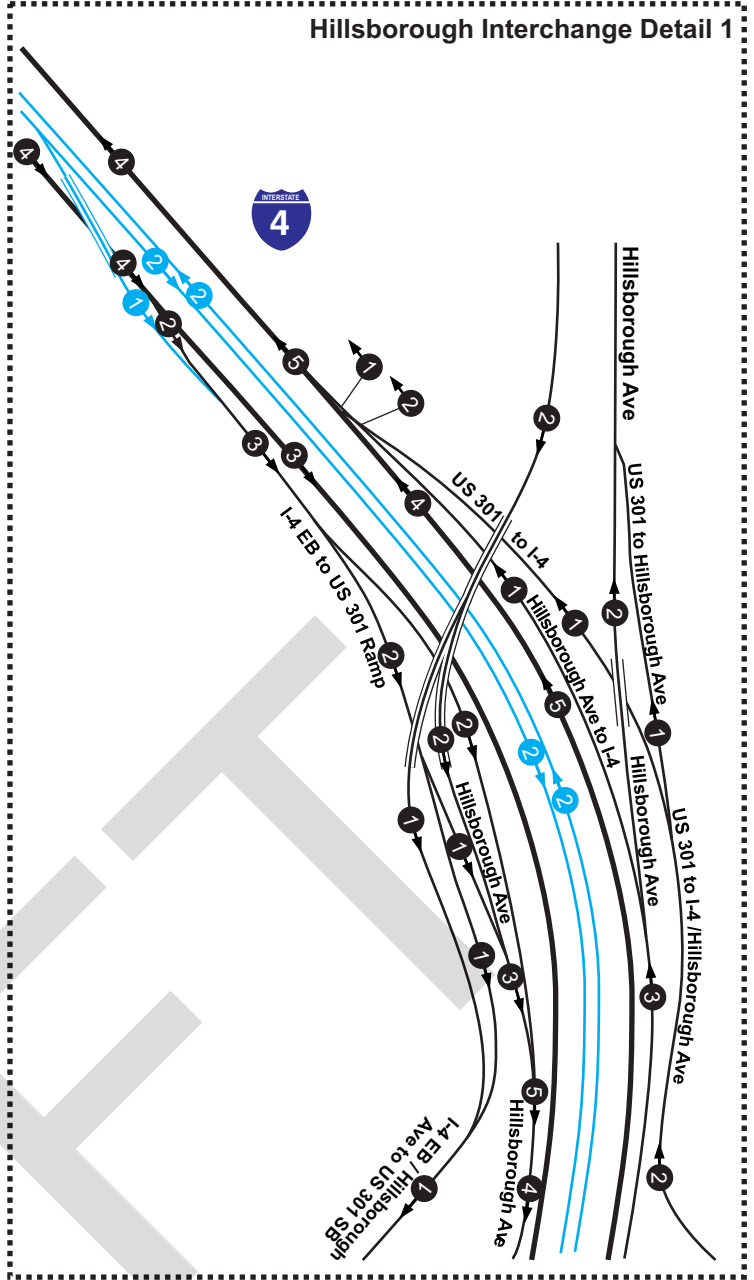
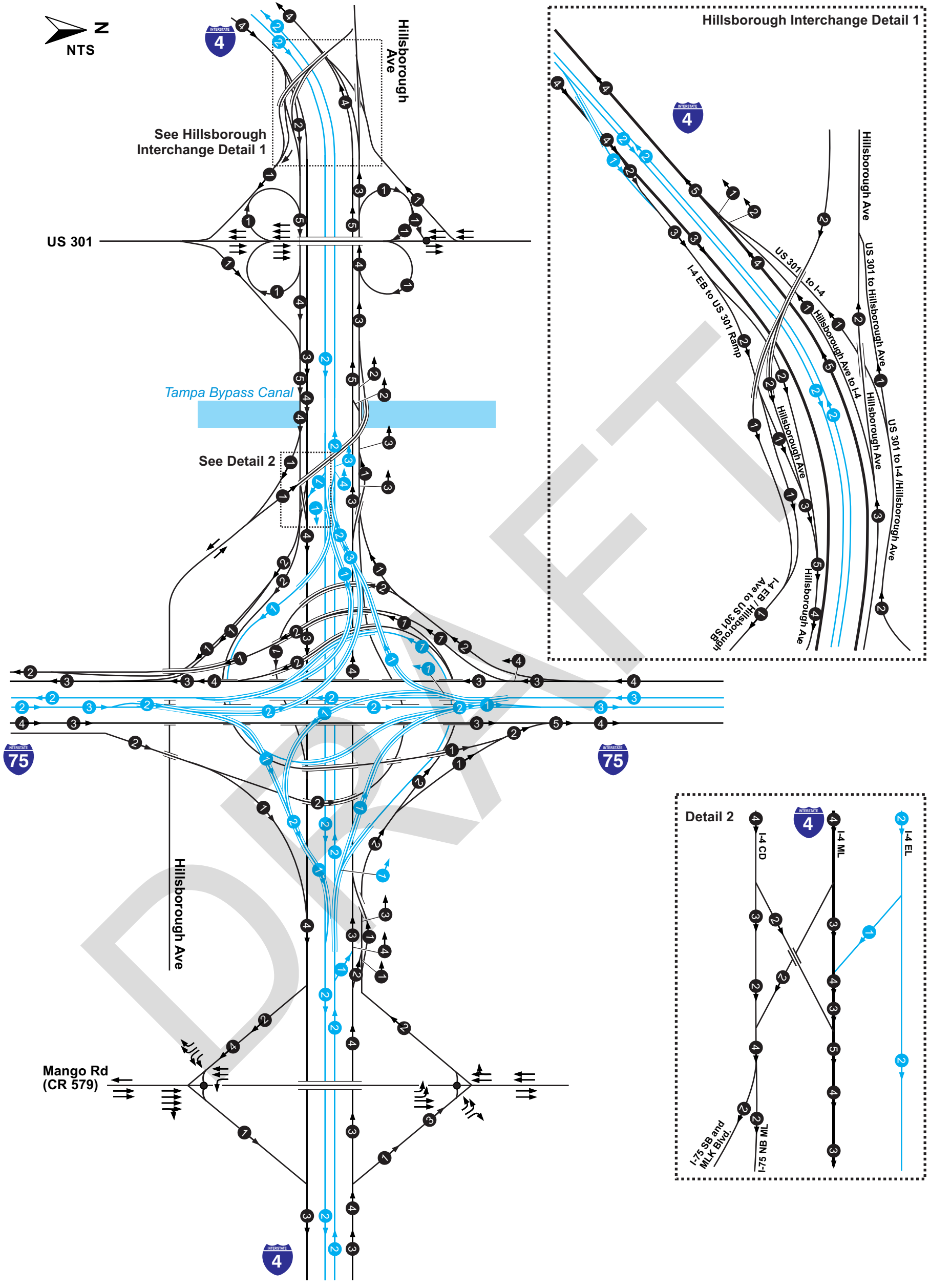
- LEGEND**
- - Signalized Intersection
 - ← 3 → - Directional General Use and Ramp Laneage
 - ← 2 → - Directional Express Laneage
 - - Express Lane
 - ← - Directional Arterial Laneage
 - ↔ - Reversible Directional Laneage

FDOT Work Program Item
Segment Number: 419235-3

I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

2025 2045 BUILD ALTERNATIVE ROADWAY NETWORK WITH THE PLANNED COMMITTED ROADWAY IMPROVEMENTS

Figure
3-11



LEGEND

- - Signalized Intersection
- (Blue) - Express Lane
- ← 3 - Directional General Use and Ramp Laneage
- ← 2 (Blue) - Directional Express Laneage
- ← - Directional Arterial Laneage
- ↔ - Reversible Directional Laneage

4.0 FUTURE YEAR TRAFFIC PROJECTIONS

The travel demand model for Design Year (2045) was developed and supplied by FDOT District Seven for the Build alternative. The Travel Demand Modeling Technical Memorandum for segments on I-75 from south of US 301 to north of Bruce B. Downs Boulevard (Tampa Bay Next, aka TB Next Section 9) and I-75 from south of SR 674/Sun City Center Boulevard to north of Gibsonton Drive (TB Next Section 10) included in Appendix D is used to document the modeling effort. The methodology for development of AADTs and directional design hourly volumes for the Design and Opening Years Build and No-build scenarios are documented in this section.

4.1 Travel Demand Modeling Methodology

The TB Next subarea Origin-Destination Matrix Estimation (ODME) models for 2010, 2045 No-Build and 2045 Build scenarios for Sections 9 and 10 were utilized to develop the AADTs, while the ELs Time of Day Model version 2.3 (ELToD v2.3) model was used to develop the general GULs and ELs volume split for 2045 Build scenario.

Documentation explaining the detailed modeling procedure used for this study is included in Appendix D.

4.2 Future Traffic Development Methodology

The following method was used to develop the AADTs and Directional Design Hourly Volumes (DDHVs) for Design Year (2045) and Opening Year (2025) for the I-75 PD&E Study Section 9 and Section 10.

1. The model outputs for 2045 Build alternative were first checked to ensure reasonable growth rates between the existing year AADTs and the design year AADTs. In the few cases where the future volumes were less than the existing volumes, those volumes were set to be no less than the existing volumes.
2. The outputs of the travel demand model were combined AADTs on both GULs and ELs and the splits between them. The AADTs on the freeway GULs, ELs, and slip ramps were calculated using the splits and then balanced across the entire network.
3. Design Year (2045) directional design hourly volumes (DDHVs) were then derived from the AADTs using the standard K of 9.0% and the D factor of 58% for the build alternative. The K and D factors are the same as the factors used for the existing design hour traffic development. The K and D factors were reviewed and approved by the FDOT.
4. The design hour turning movement volumes at the ramp terminal intersections and adjacent intersections were estimated by applying the existing turning movement percentages defined by the peak hour turning movement counts conducted for this study to the directional design hour approach volumes at the intersections. The resulting volumes were then balanced. The balancing procedure made no adjustments that would change the volumes on the I-75 mainline. All significant volume adjustments, made to achieve a balanced condition, were restricted to the intersecting arterial roadways.
5. The 2045 Build AADTs and DDHVs were applied to the No-Build alternative to assess the traffic operations of both networks under the same demand.
6. The Opening Year (2025) AADTs and DDHVs were developed by conducting a linear interpolation between the existing and 2045 traffic volumes.

4.3 Opening Year (2025) Traffic Volumes

Opening Year (2025) traffic volume projections were developed for the No-Build and Build alternatives. Under the Build Alternative, it was assumed that two additional ELs will be constructed along each direction of I-75 from Bruce B. Downs Boulevard to US 301.

4.3.1 Opening Year (2025) Traffic Volumes for No-Build Alternative

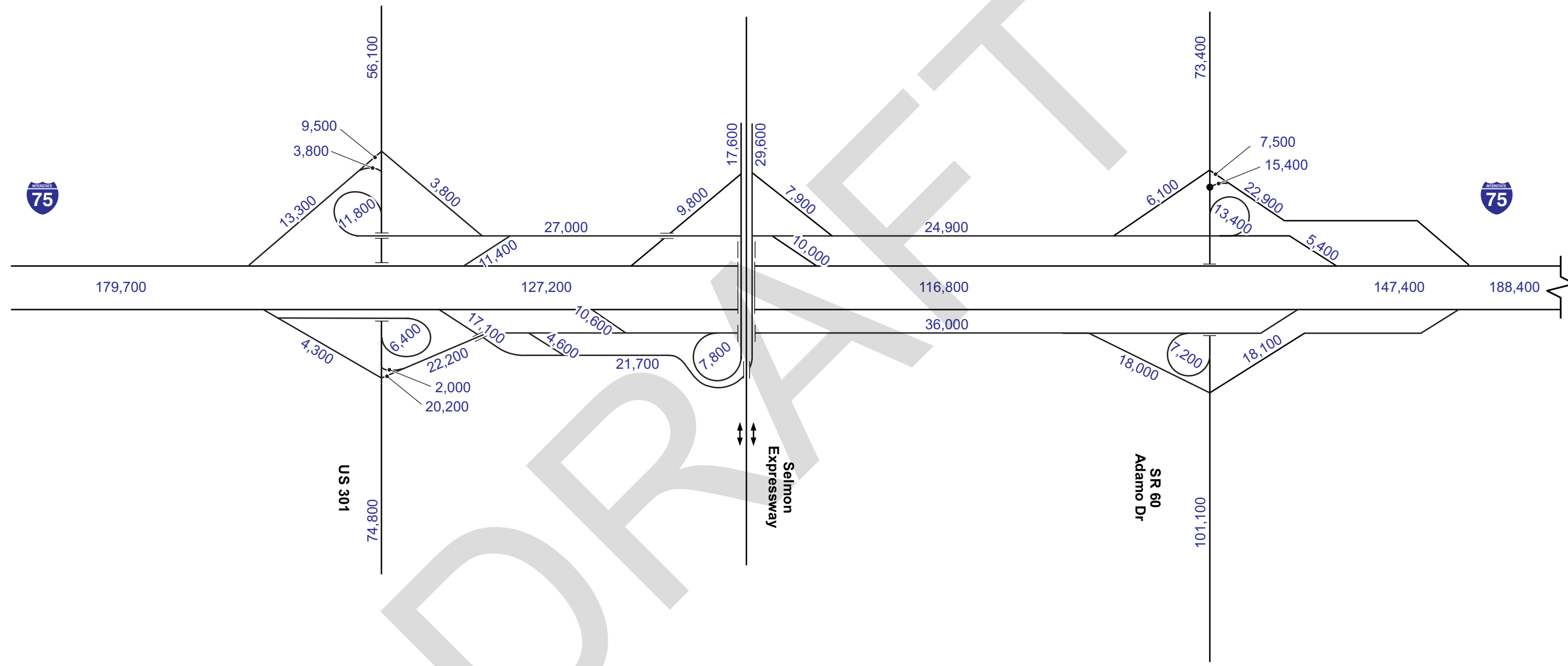
The 2025 No-Build AADTs are shown in Figures 4-1 through 4-4.

The design hour traffic volumes for the AM and PM peak hours for the No-Build Alternative are illustrated on Figures 4-5 through 4-8.

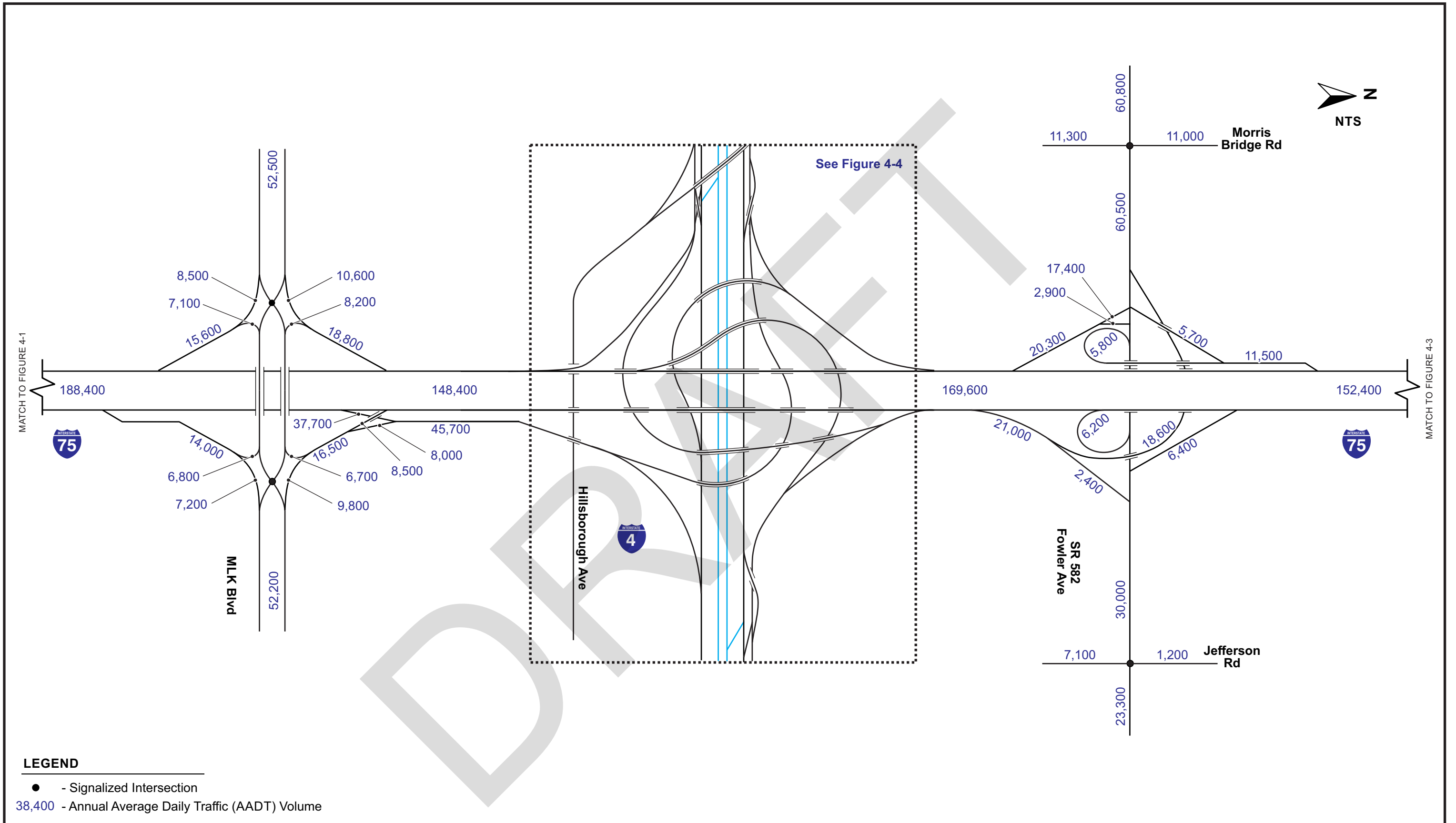
4.3.2 Opening Year (2025) Traffic Volumes for Build Alternative

The 2025 Build AADTs are shown in Figures 4-9 through 4-13.

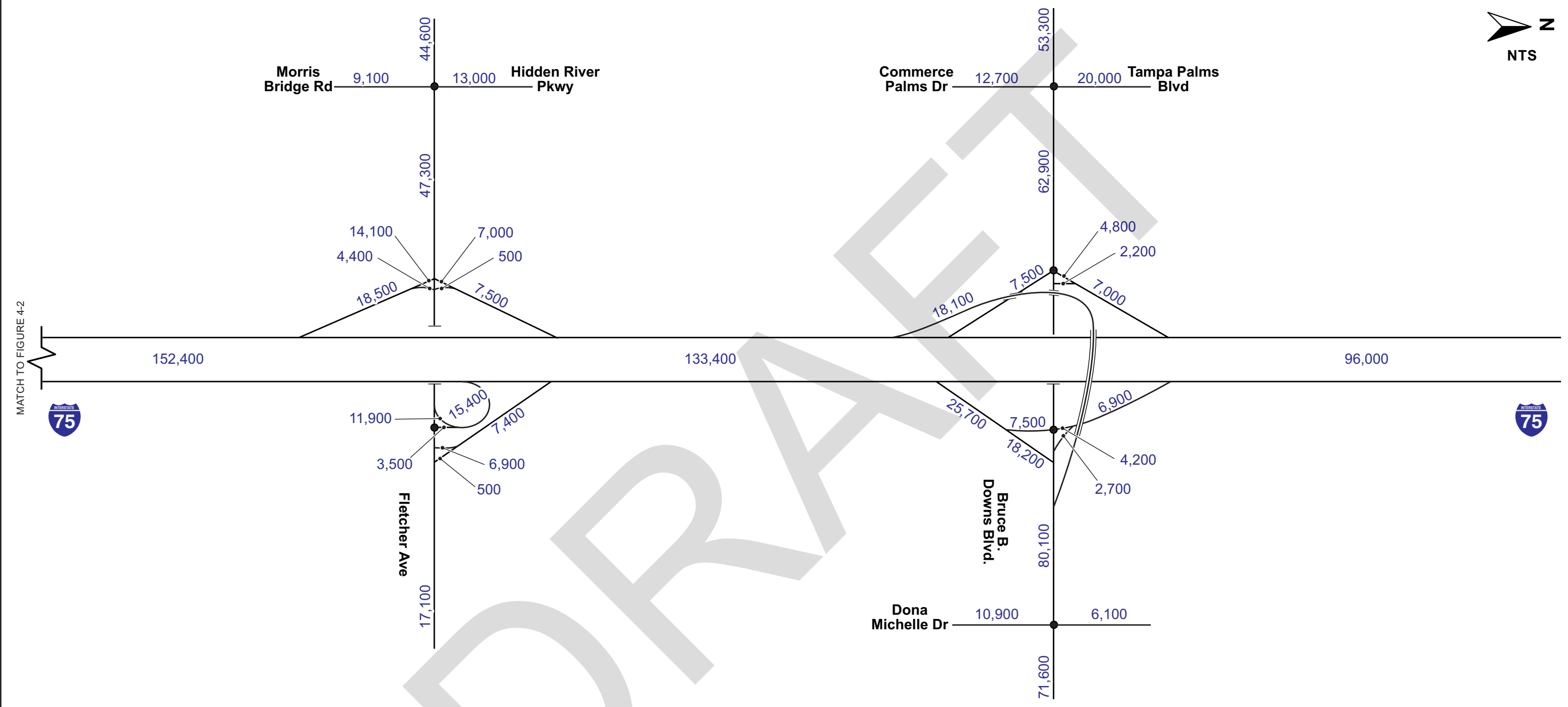
The design hour traffic volumes for the AM and PM peak hours for the Build Alternative are illustrated on Figures 4-14 through 4-18.



MATCH TO FIGURE 4-2



OPENING YEAR (2025) NO-BUILD ALTERNATIVE AADT VOLUMES



LEGEND

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

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

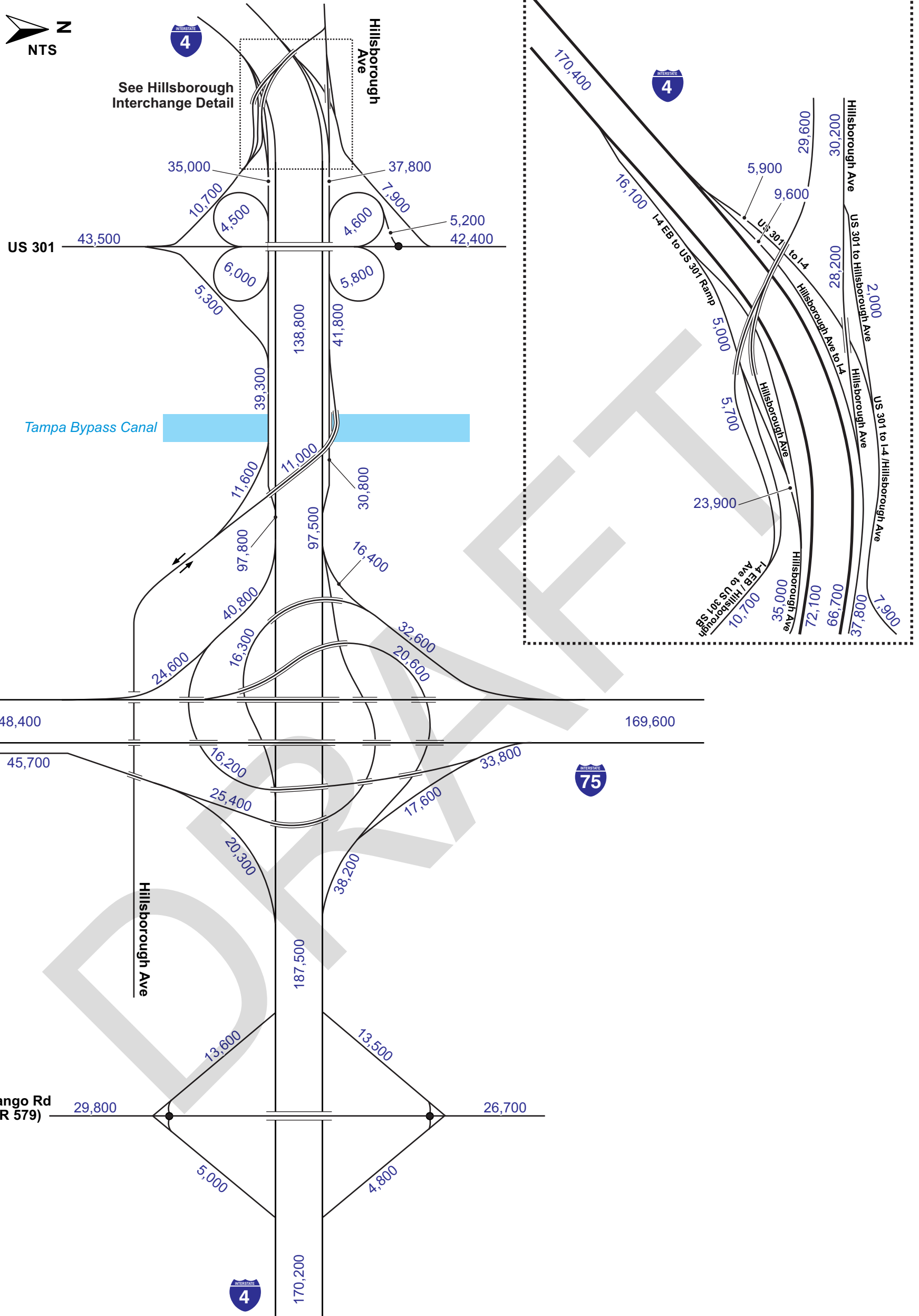
OPENING YEAR (2025) NO-BUILD ALTERNATIVE AADT VOLUMES

Figure
4-3



See Hillsborough Interchange Detail

Hillsborough Interchange Detail



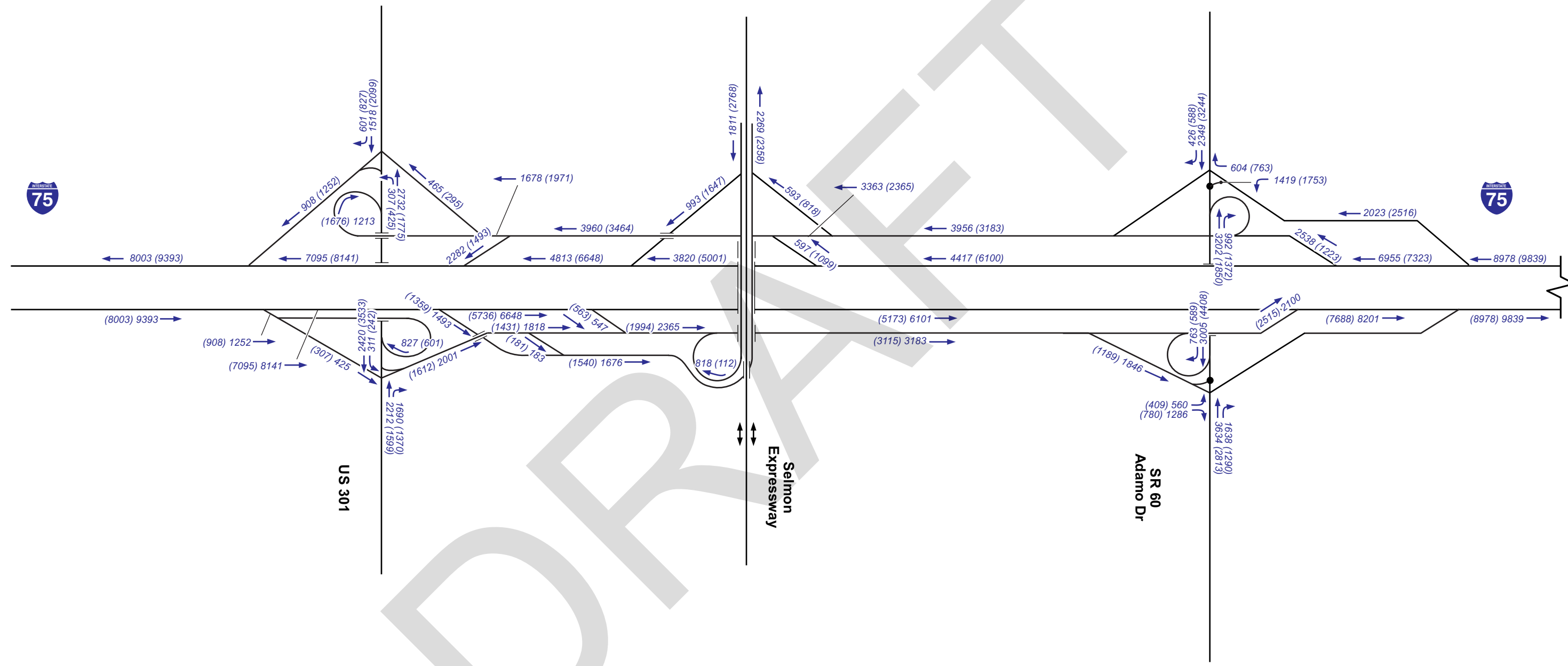
LEGEND

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

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

**OPENING YEAR (2025) NO-BUILD
ALTERNATIVE AADT VOLUMES**

Figure
4-4



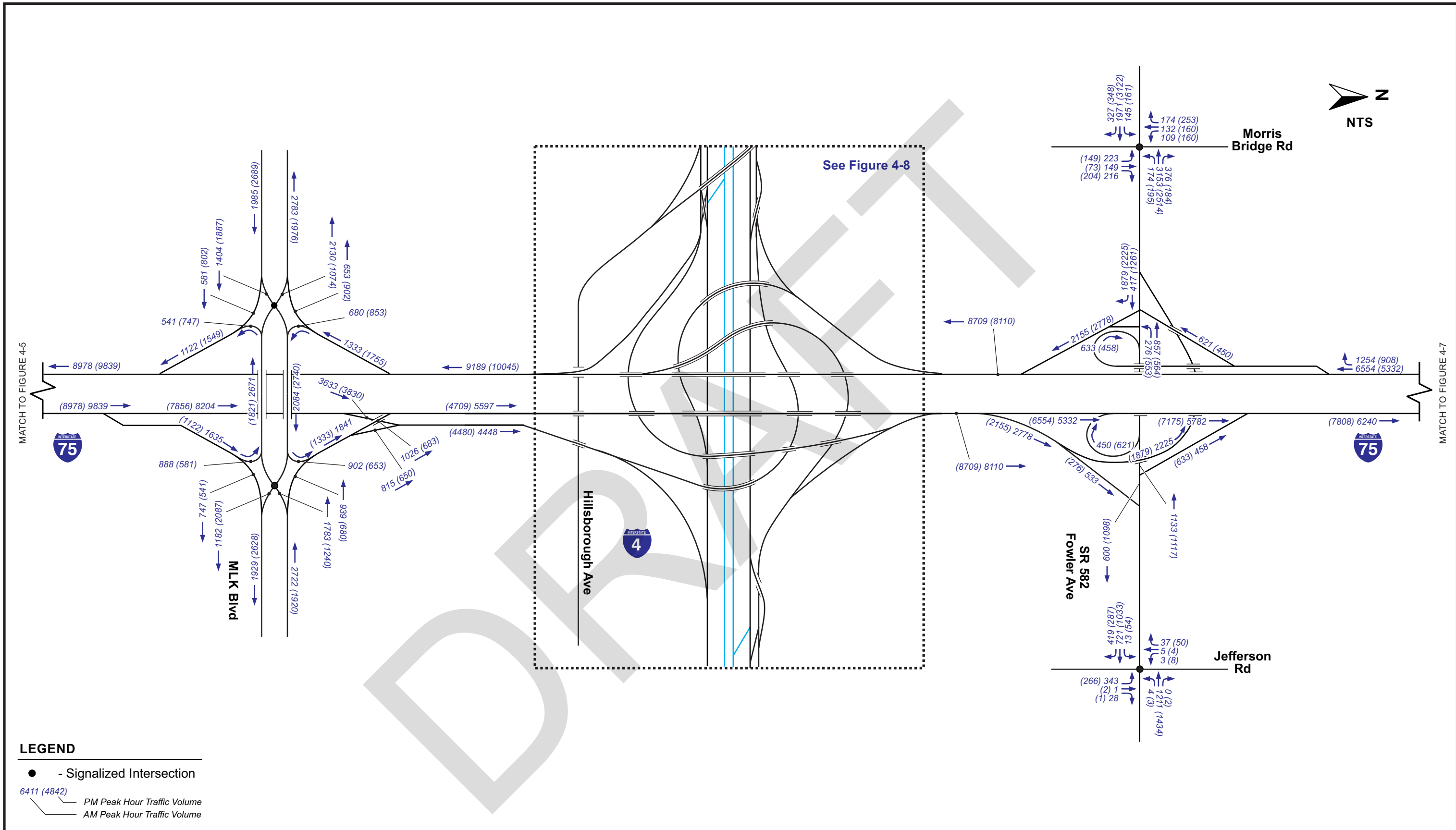
MATCH TO FIGURE 4-6

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

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

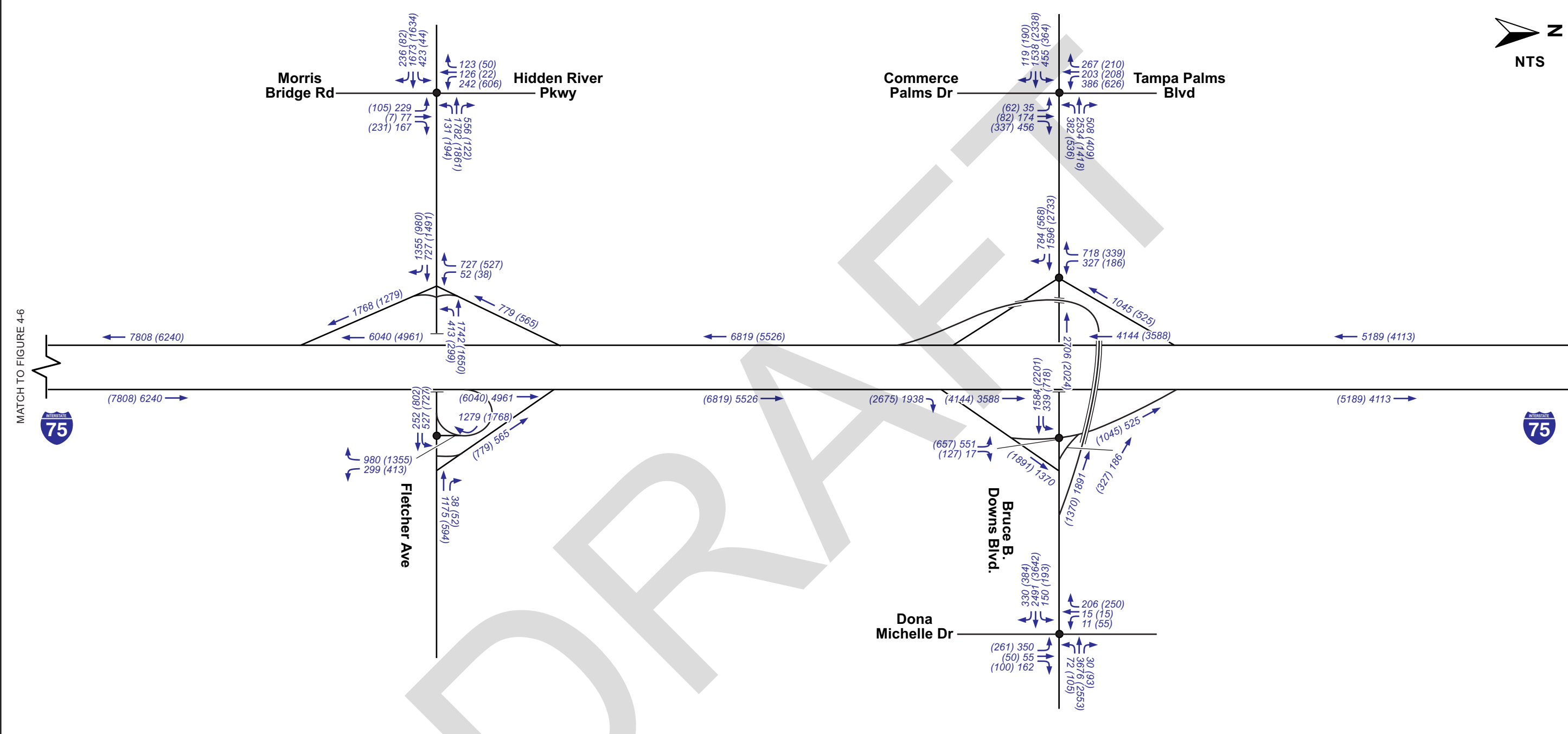
OPENING YEAR (2025) NO-BUILD ALTERNATIVE DESIGN HOUR VOLUMES

Figure
4-5



OPENING YEAR (2025) NO-BUILD ALTERNATIVE DESIGN HOUR VOLUMES

Figure
4-6



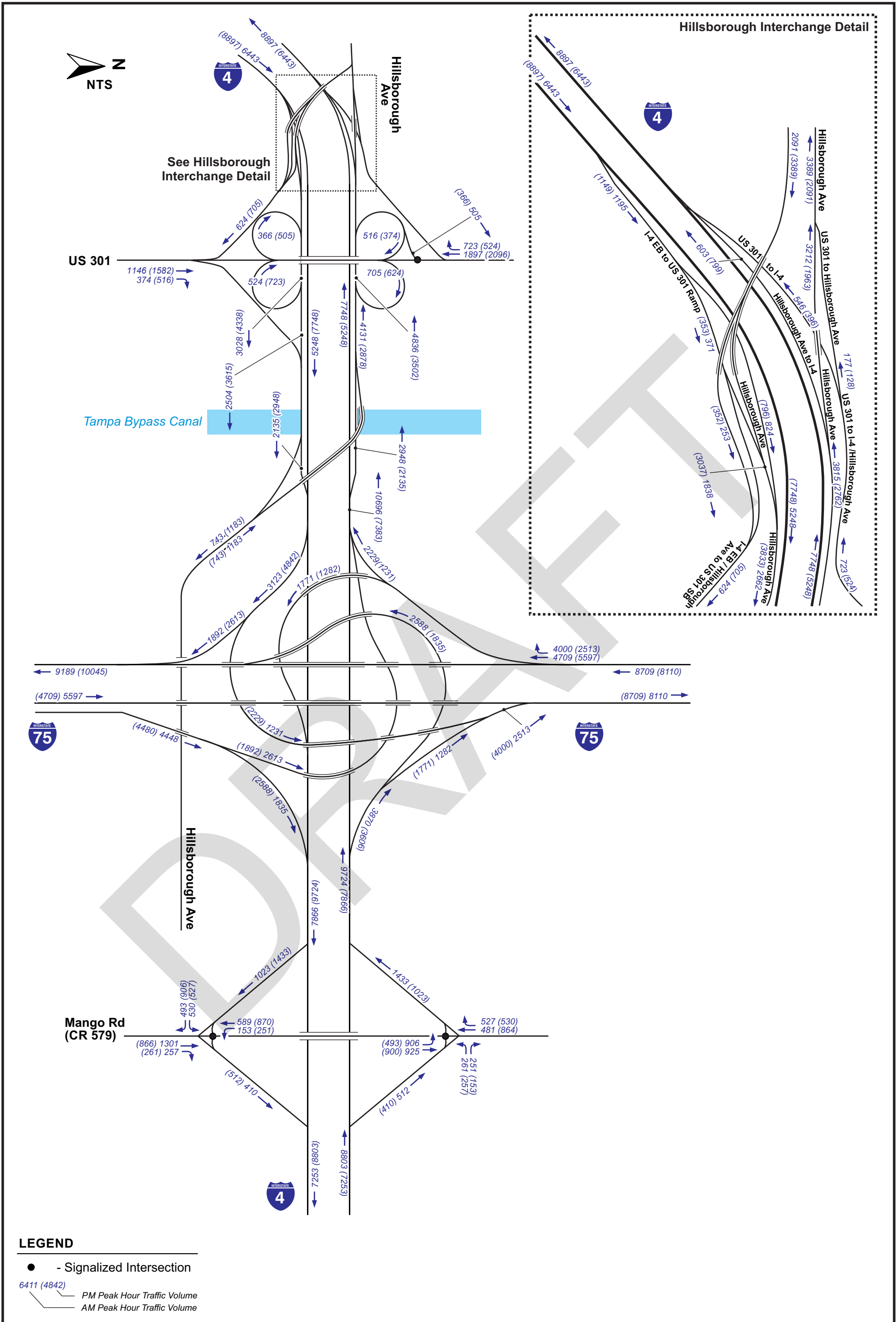
LEGEND

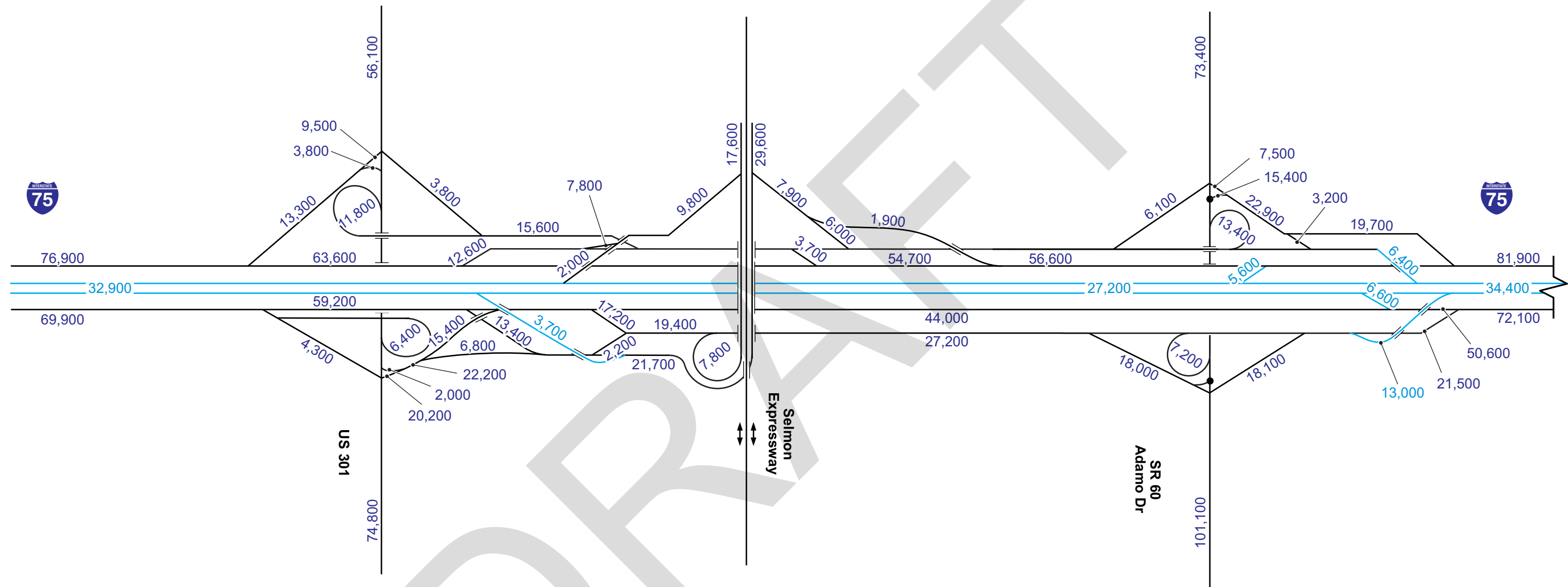
- - Signalized Intersection
- 6411 (4842) — PM Peak Hour Traffic Volume
- 6411 (4842) — AM Peak Hour Traffic Volume

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

OPENING YEAR (2025) NO-BUILD ALTERNATIVE DESIGN HOUR VOLUMES

Figure
4-7





MATCH TO FIGURE 4-10

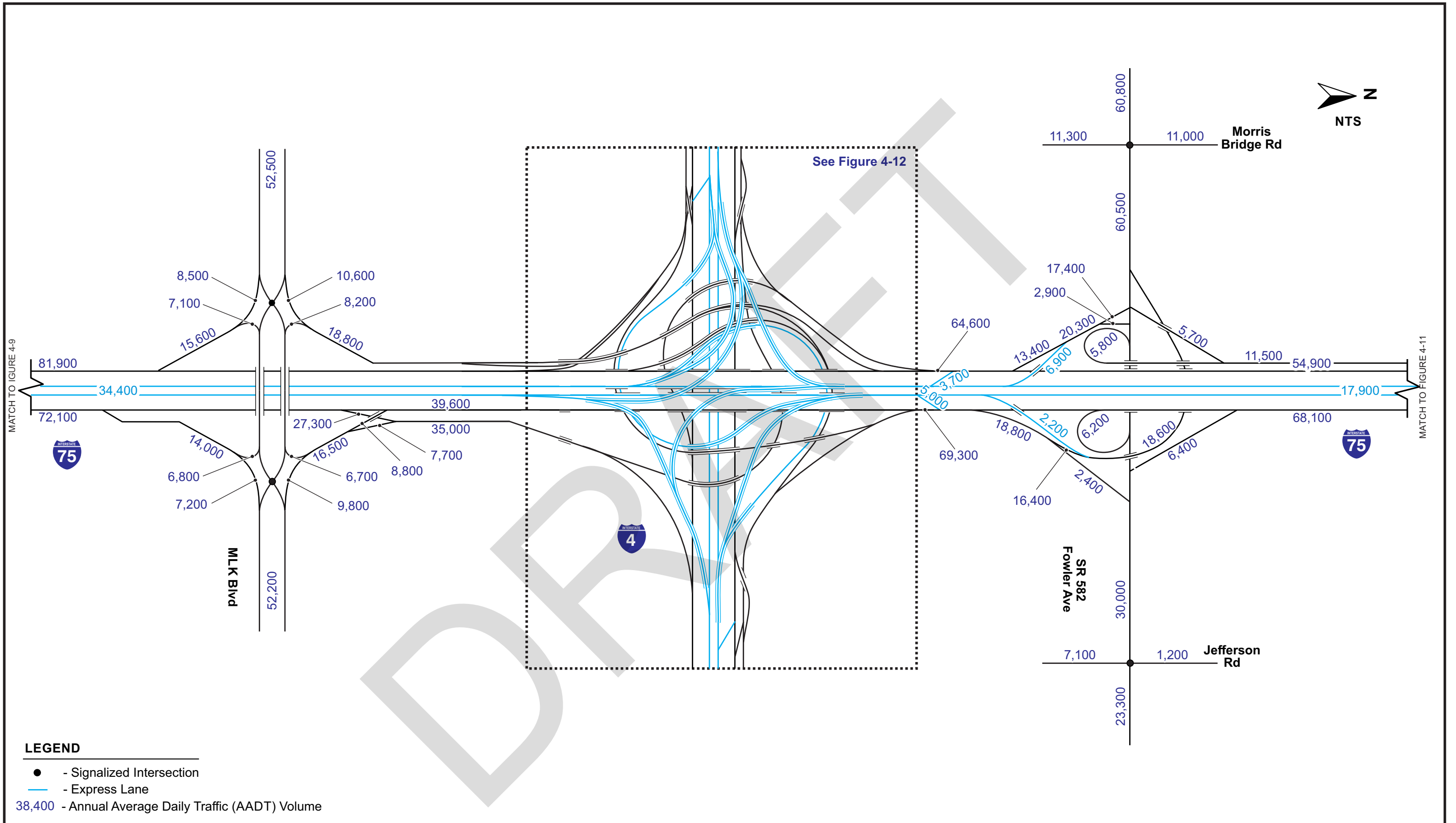
LEGEND

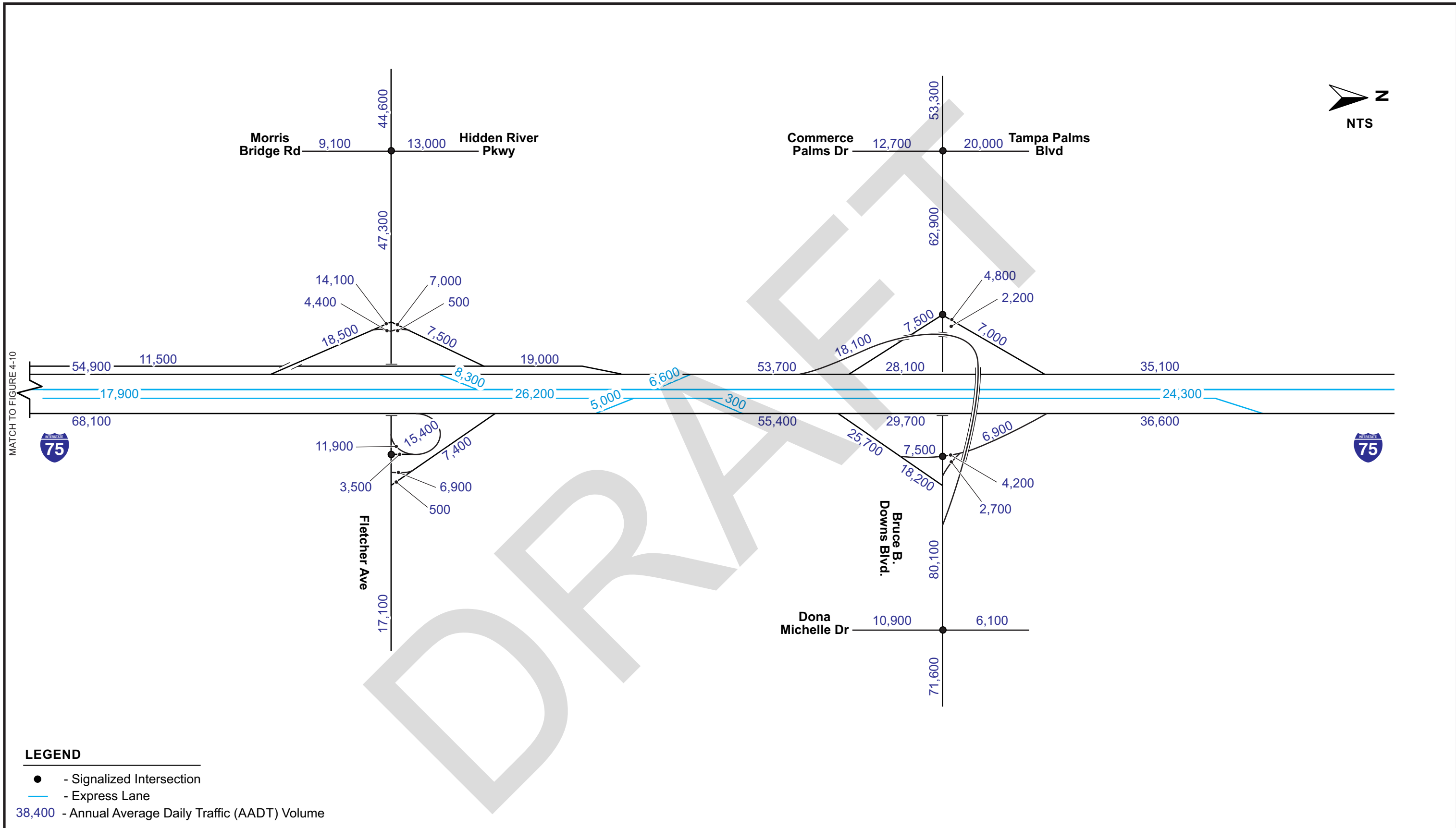
- - Signalized Intersection
- (Blue) - Express Lane
- 38,400 - Annual Average Daily Traffic (AADT) Volume

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

OPENING YEAR (2025) BUILD ALTERNATIVE AADT VOLUMES

Figure
4-9

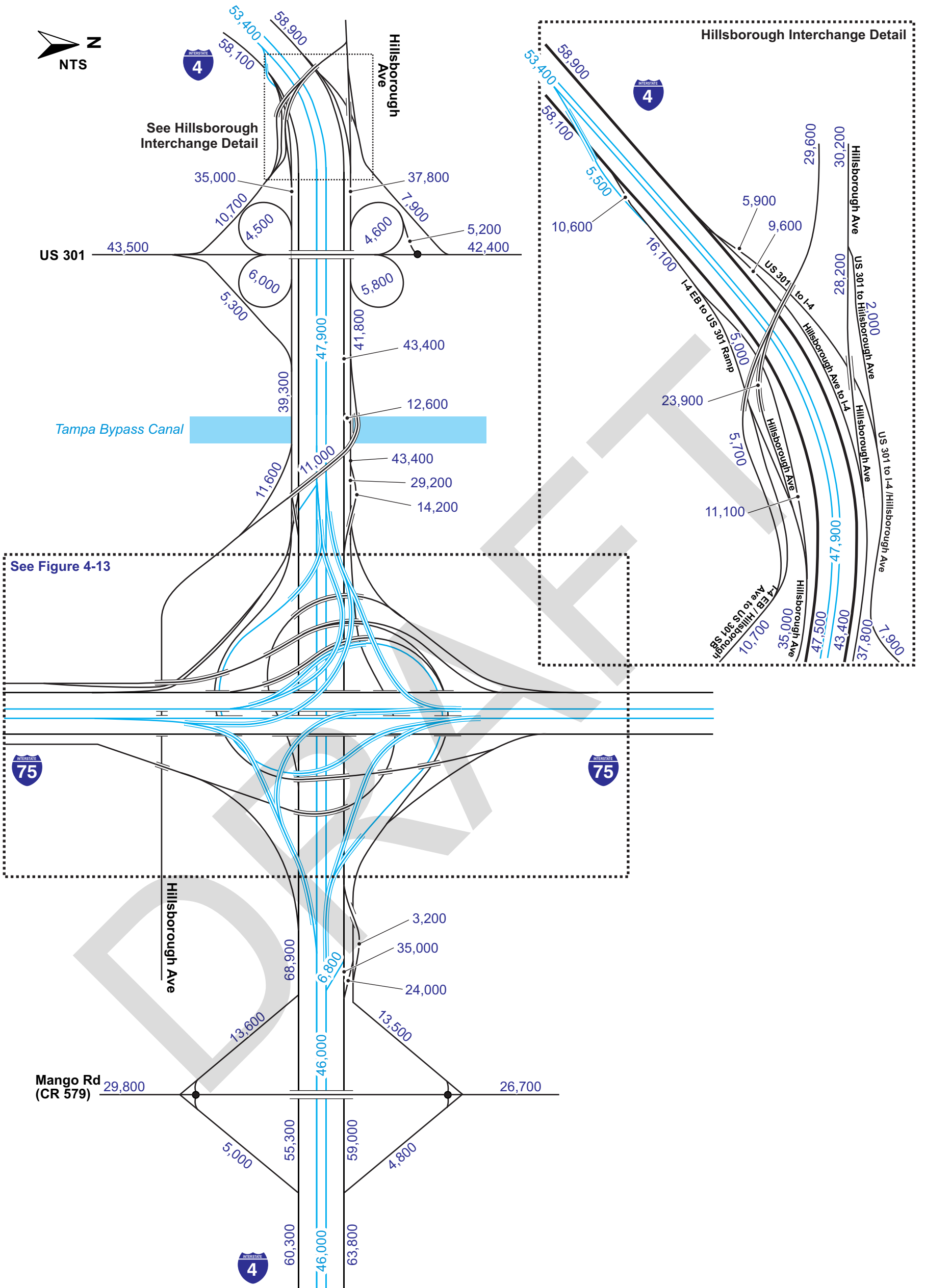




FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

OPENING YEAR (2025) BUILD ALTERNATIVE AADT VOLUMES

Figure
4-11



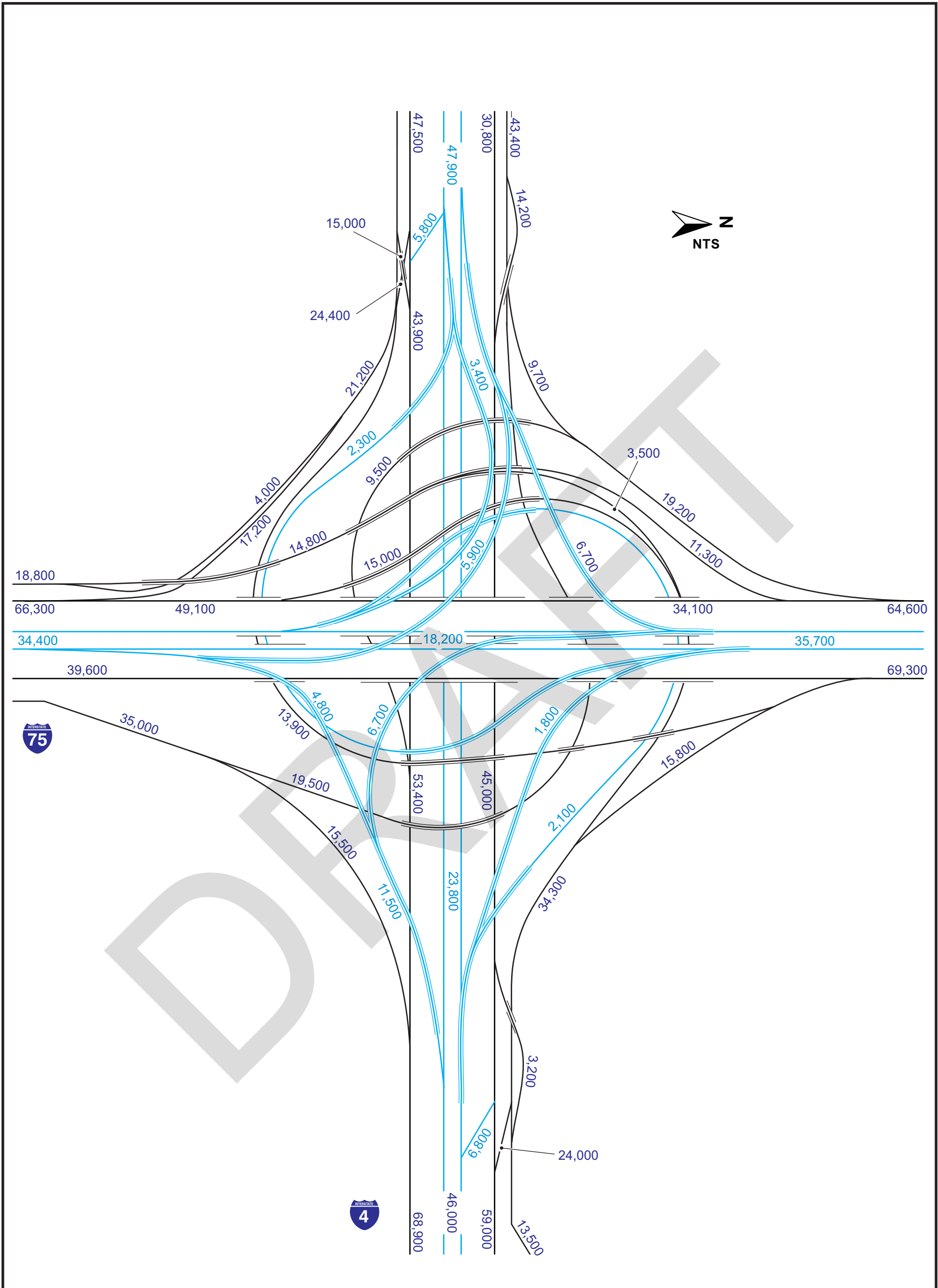
LEGEND

- - Signalized Intersection
- (blue line) - Express Lane
- 38,400 - Annual Average Daily Traffic (AADT) Volume

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

**OPENING YEAR (2025) BUILD
ALTERNATIVE AADT VOLUMES**

Figure
4-12



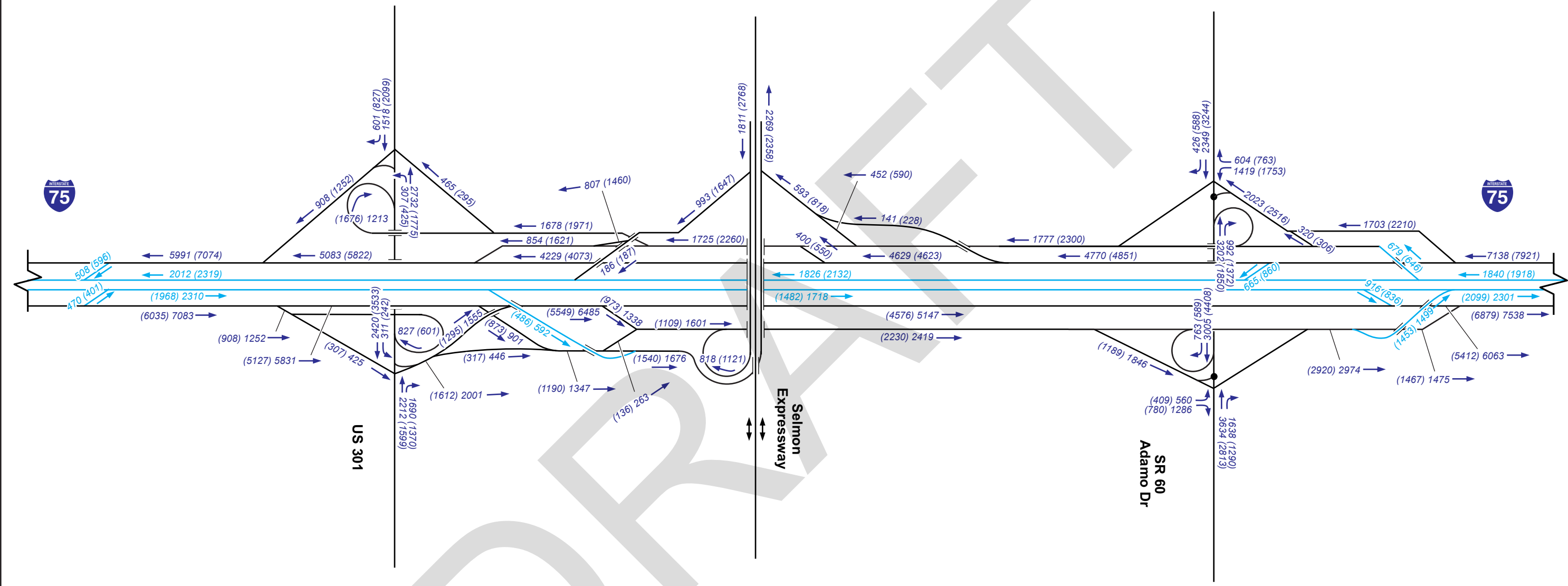
LEGEND

- - Signalized Intersection
 - (Blue) - Express Lane
- 38,400 - Annual Average Daily Traffic (AADT) Volume

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

**OPENING YEAR (2025) BUILD
ALTERNATIVE AADT VOLUMES**

Figure
4-13



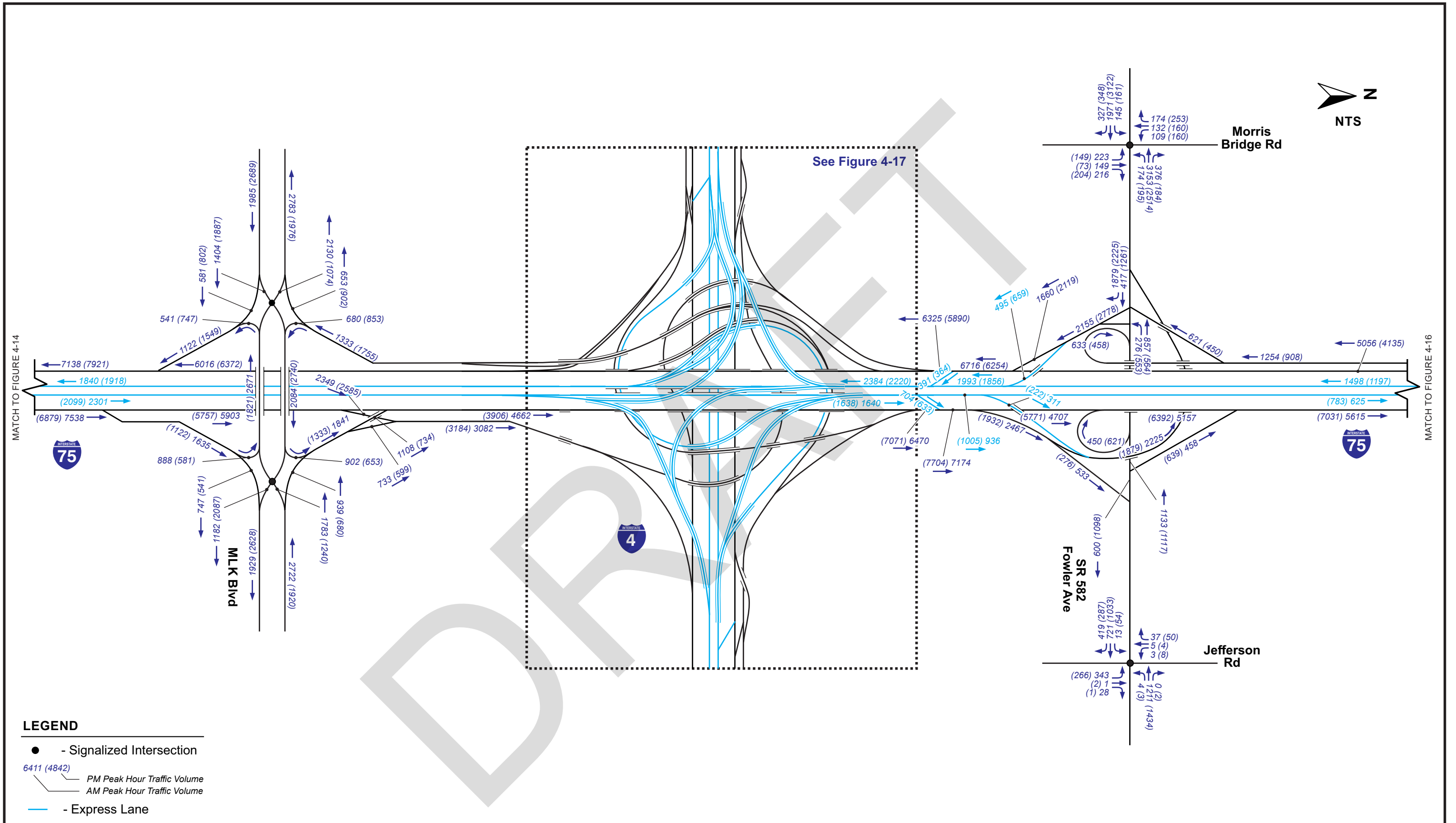
MATCH TO FIGURE 4-15

- LEGEND**
- - Signalized Intersection
 - 6411 (4842) — PM Peak Hour Traffic Volume
 - AM Peak Hour Traffic Volume
 - - Express Lane

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

OPENING YEAR (2025) BUILD ALTERNATIVE DESIGN HOUR VOLUMES

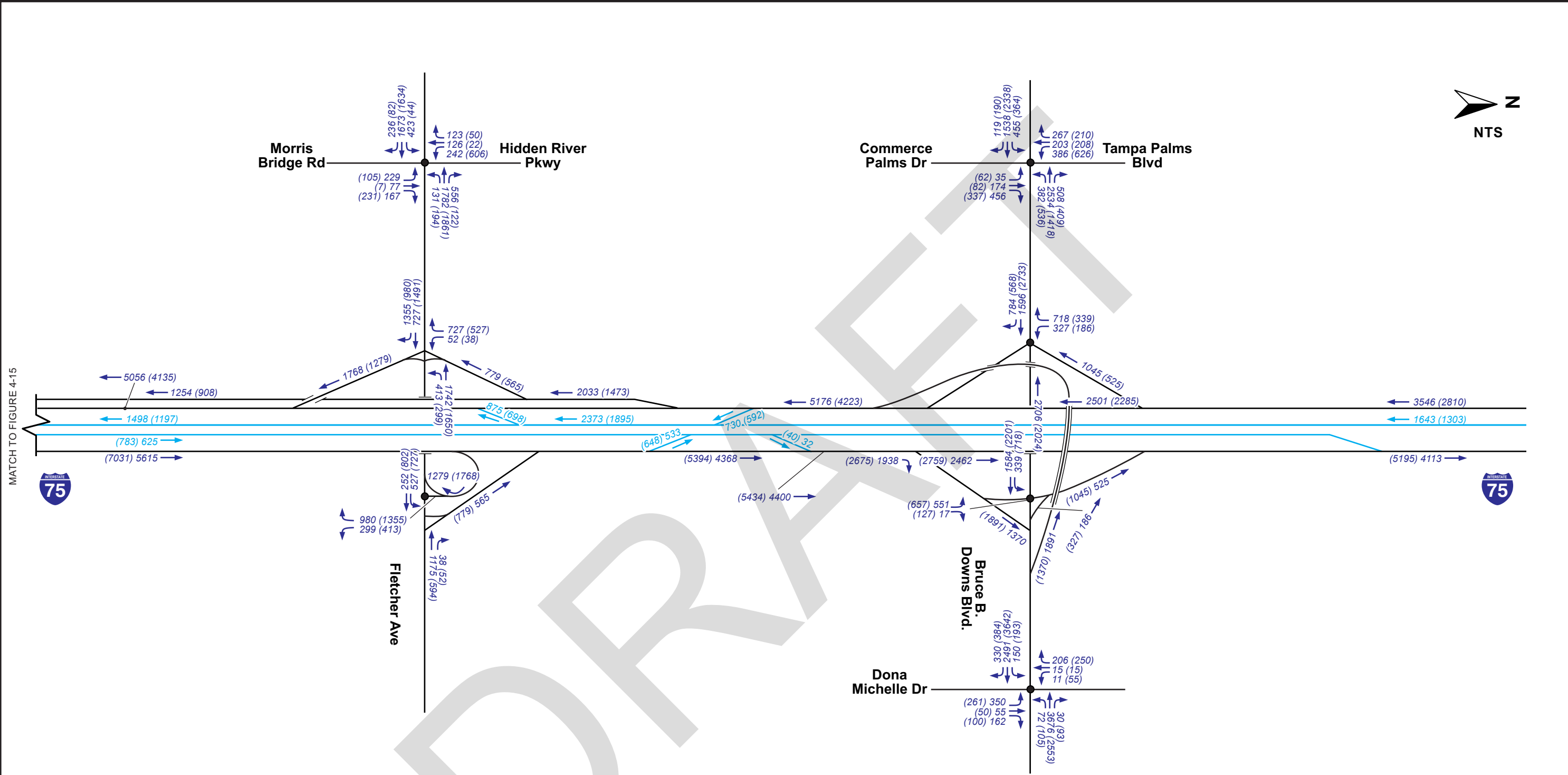
Figure
4-14



FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

OPENING YEAR (2025) BUILD ALTERNATIVE DESIGN HOUR VOLUMES

Figure
4-15



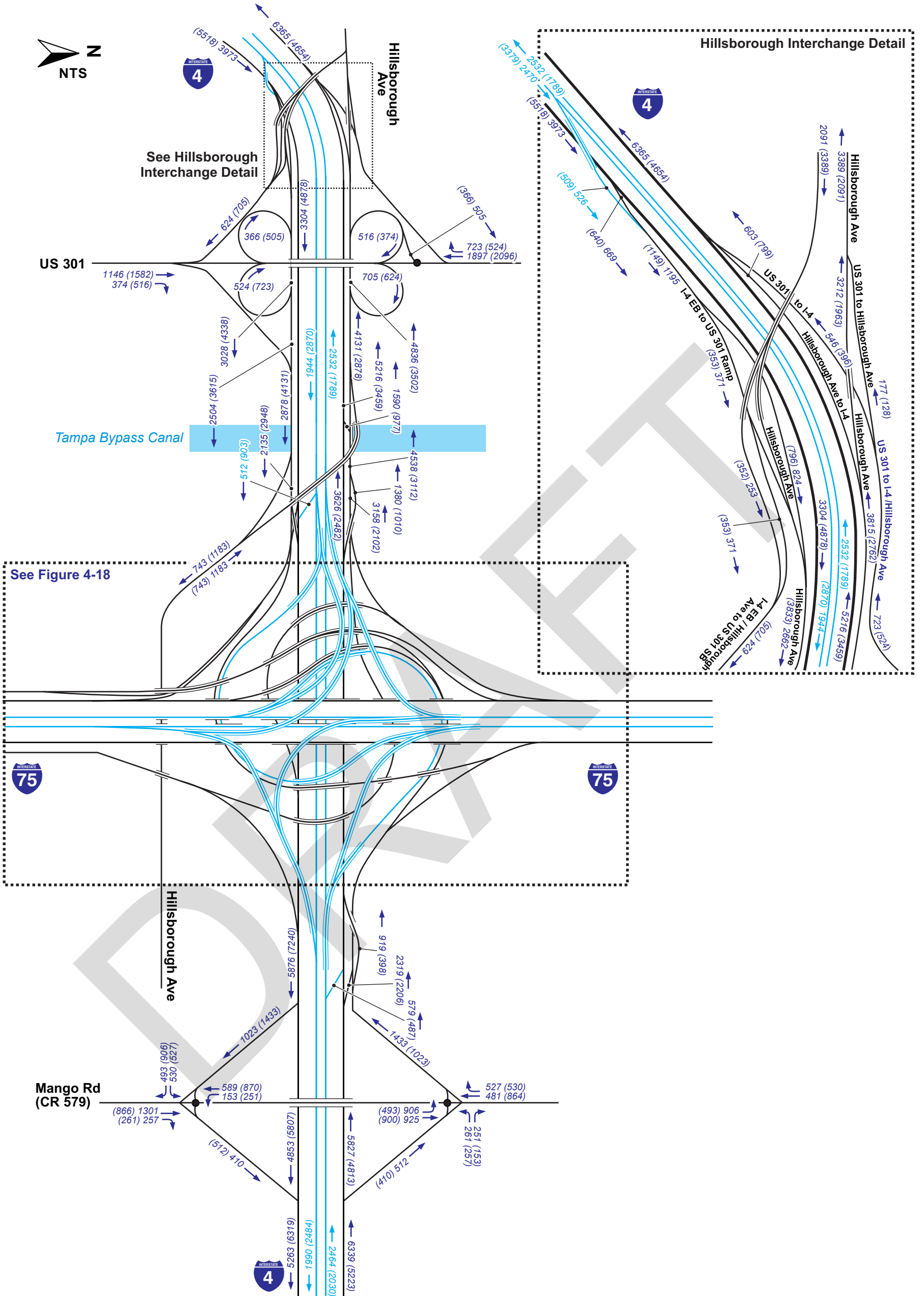
MATCH TO FIGURE 4-15

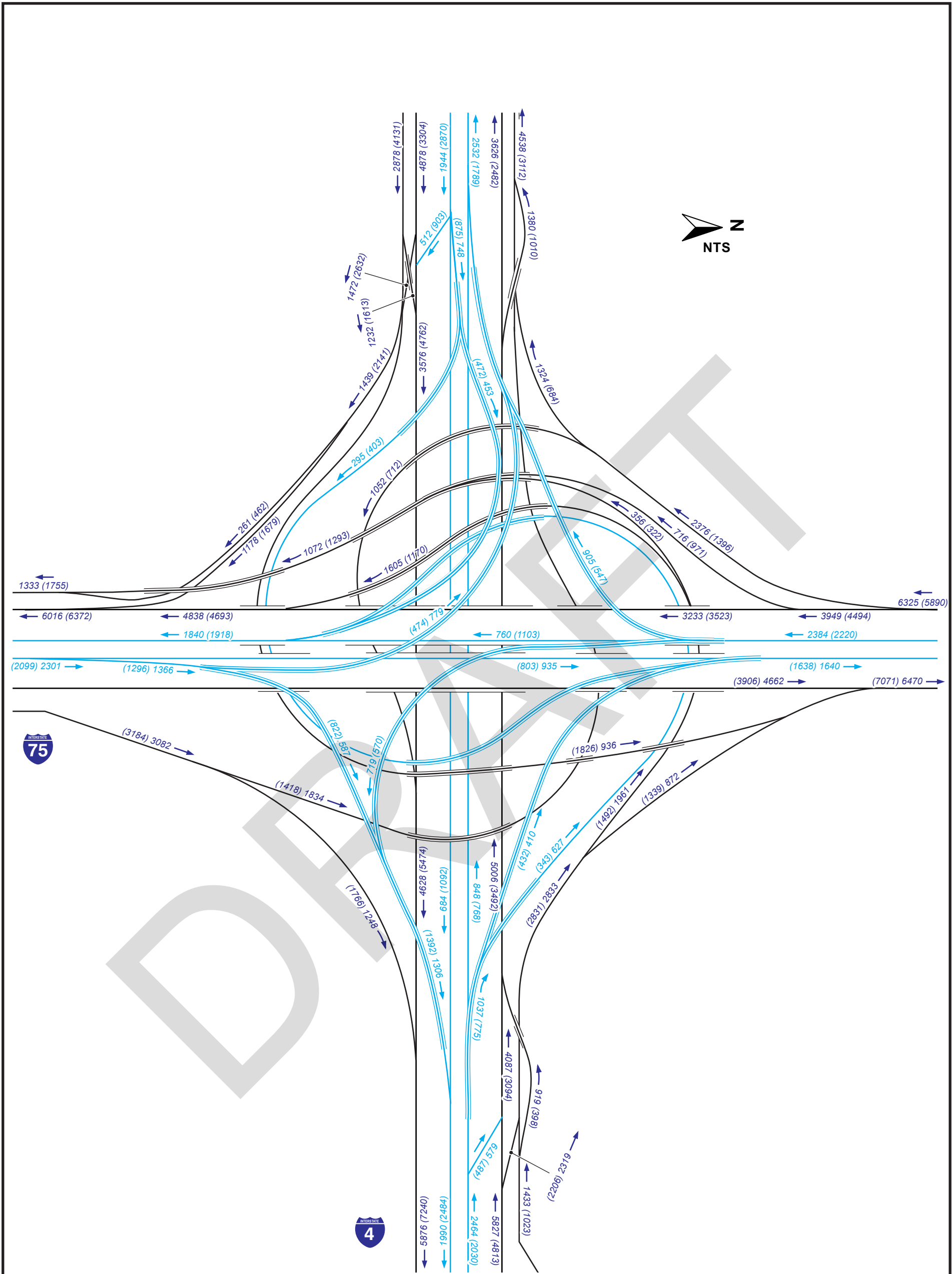
- LEGEND**
- - Signalized Intersection
 - 6411 (4842) — PM Peak Hour Traffic Volume
 - AM Peak Hour Traffic Volume
 - - Express Lane

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

OPENING YEAR (2025) BUILD ALTERNATIVE DESIGN HOUR VOLUMES

Figure
4-16





- LEGEND**
- - Signalized Intersection
 - 6411 (4842) — PM Peak Hour Traffic Volume
 - AM Peak Hour Traffic Volume
 - - Express Lane

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

**OPENING YEAR (2025) BUILD
ALTERNATIVE DESIGN HOUR VOLUMES**

Figure
4-18

4.3.3 Design Year 2045 Traffic Volumes

Design Year 2045 traffic volume projections were developed for the No-Build and Build alternatives. Under the Build Alternative, it was assumed that two additional ELs will be constructed along each direction of I-75 from north of Bruce B. Downs Boulevard to south US 301.

4.3.4 Design Year 2045 Traffic Volumes for No-Build Alternative

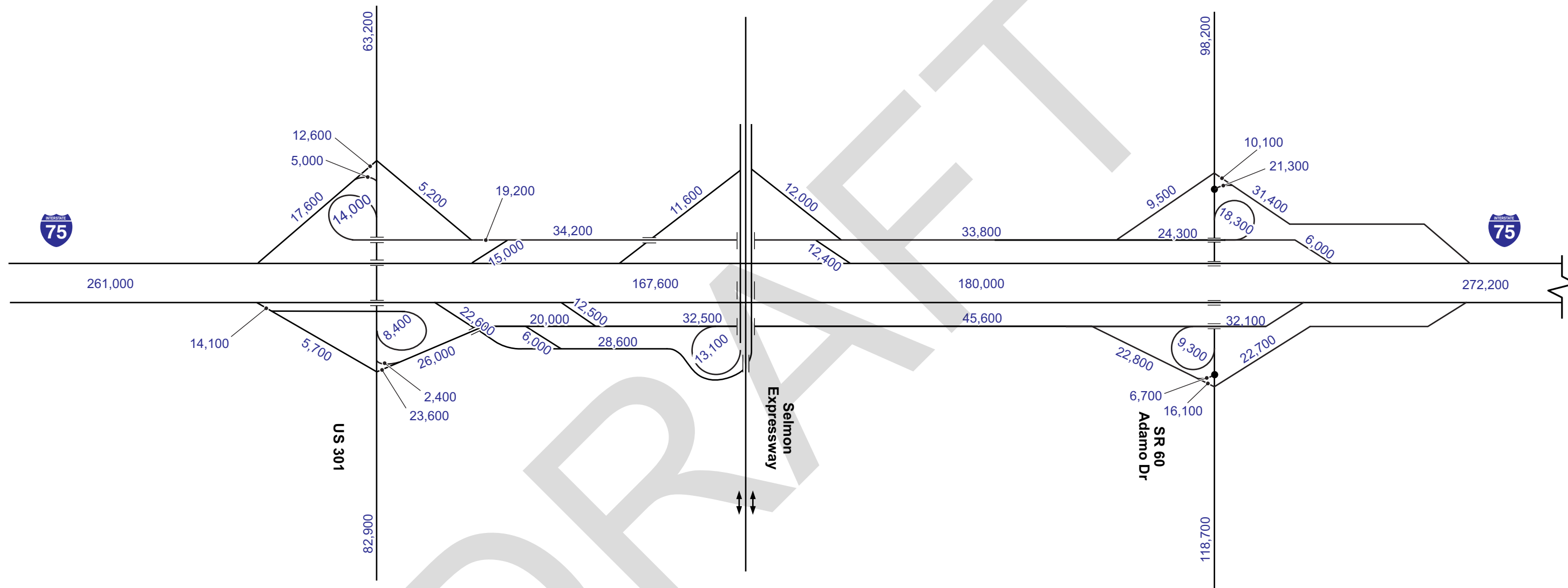
The 2045 No-Build AADTs are shown in Figures 4-19 through 4-22.

The design hour traffic volumes for the AM and PM peak hours for the No-Build Alternative are illustrated on Figures 4-23 through 4-26.

4.3.5 Design Year 2045 Traffic Volumes for Build Alternative

The 2045 Build AADTs are shown in Figures 4-27 through 4-31.

The design hour traffic volumes for the AM and PM peak hours for the Build Alternative are illustrated on Figures 4-32 through 4-36.



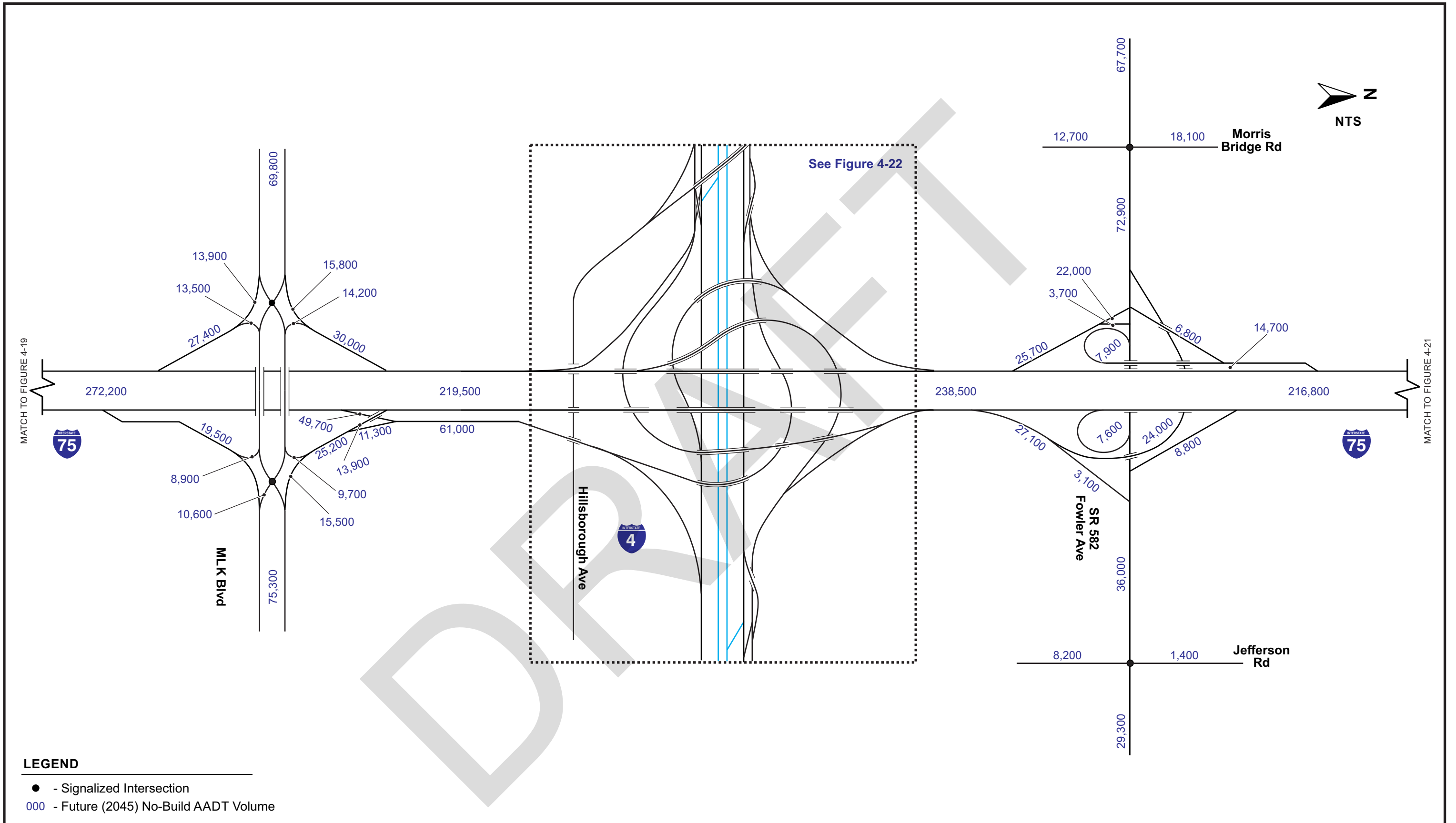
MATCH TO FIGURE 4-20

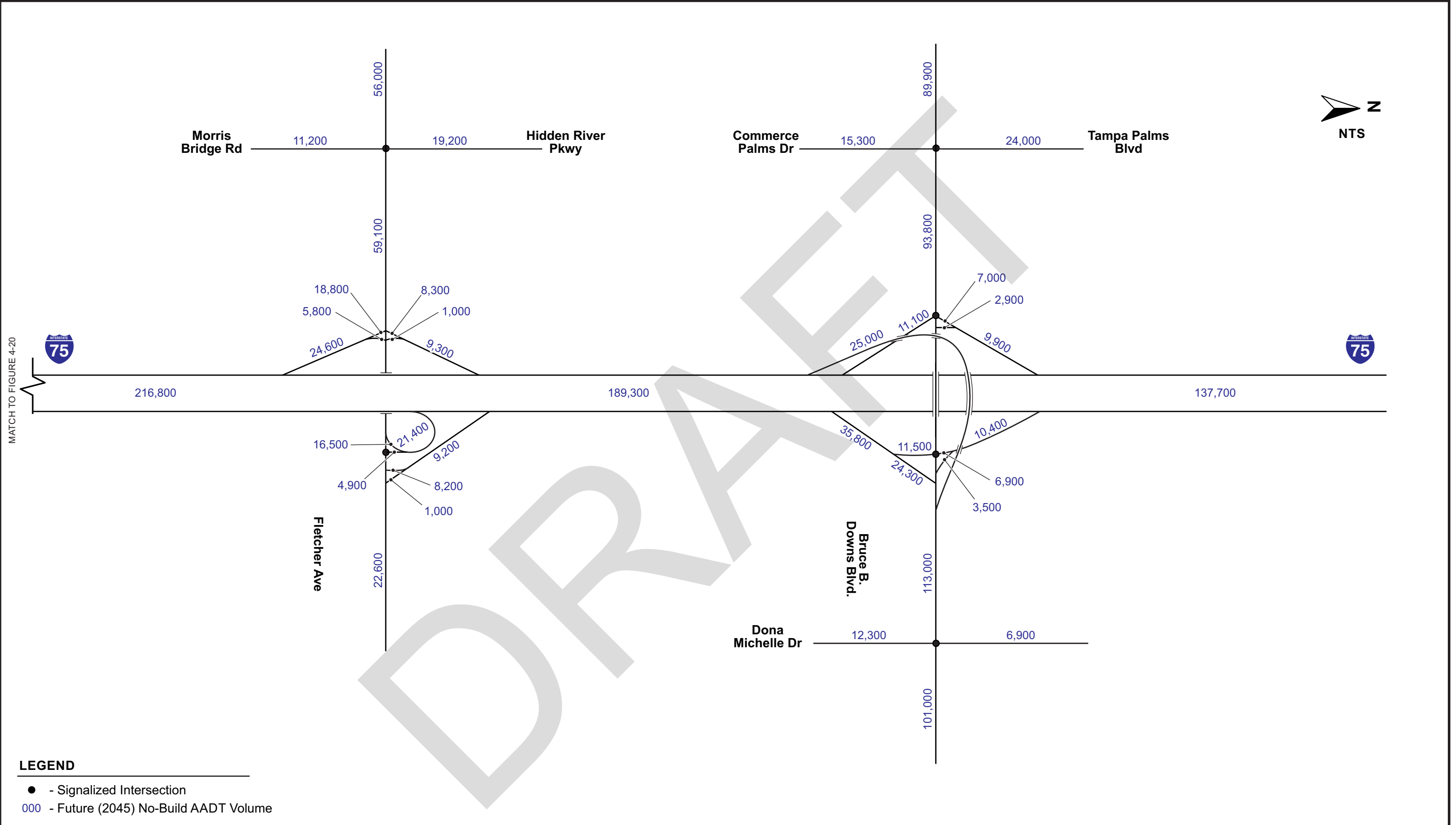
- LEGEND**
- - Signalized Intersection
 - 000 - Future (2045) No-Build AADT Volume

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

DESIGN YEAR (2045) NO-BUILD ALTERNATIVE AADT VOLUMES

Figure
4-19

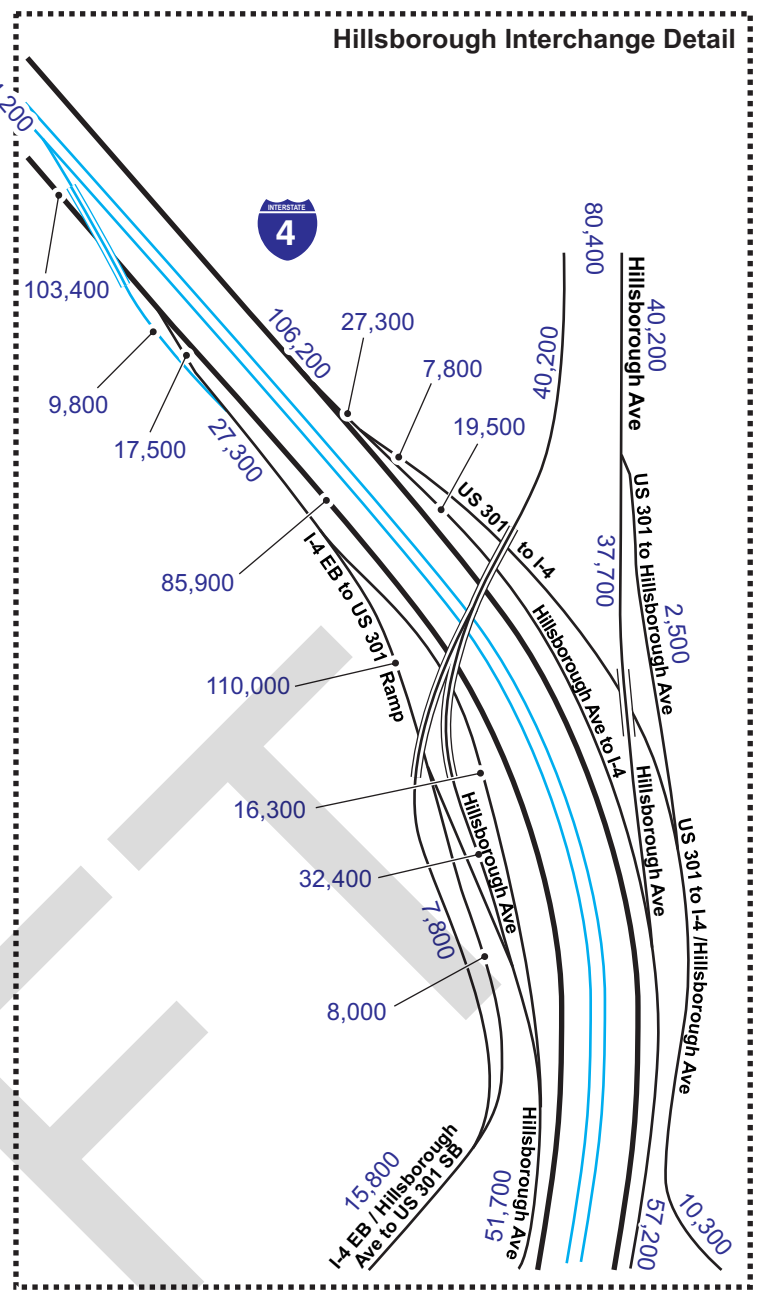
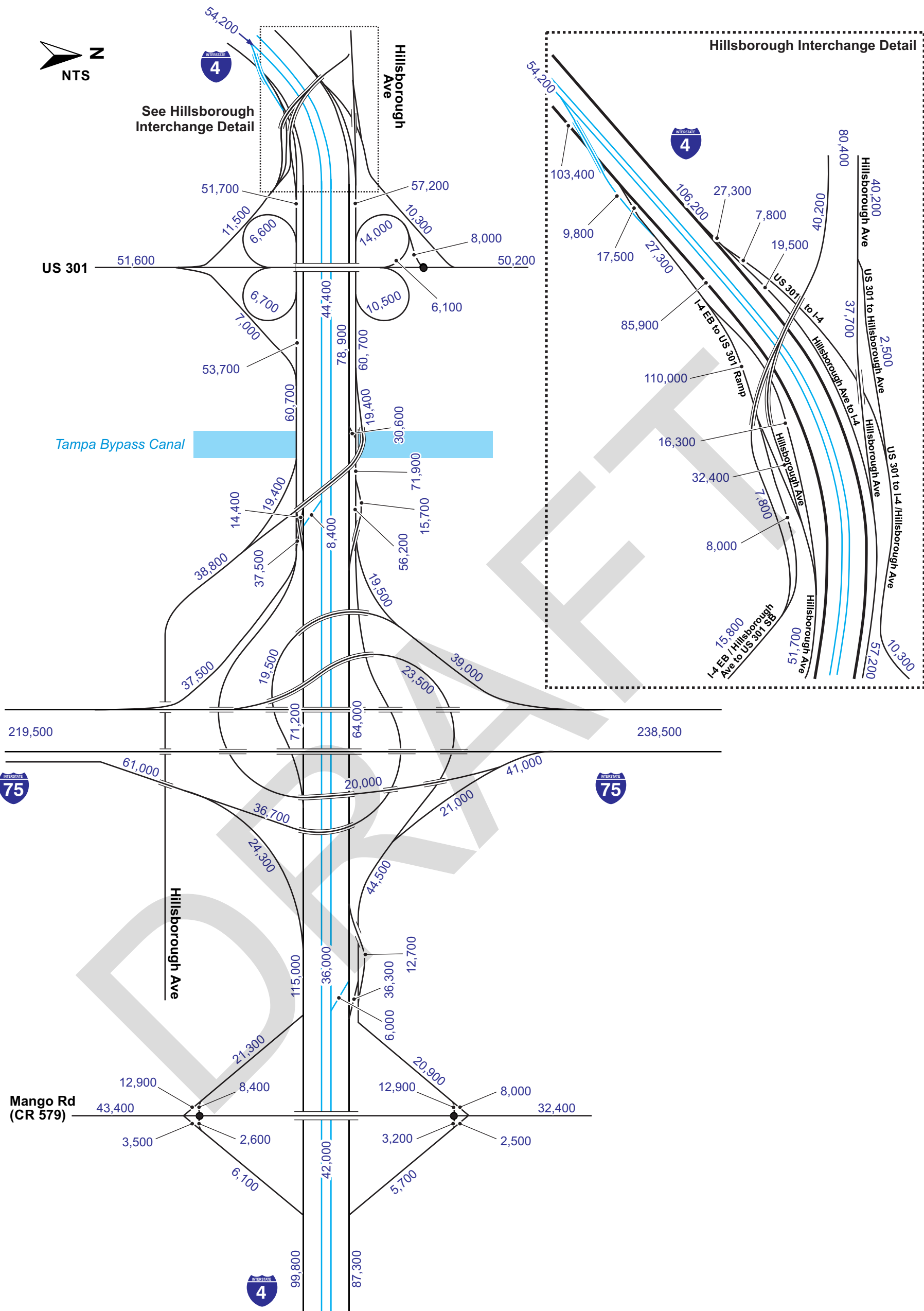






See Hillsborough Interchange Detail

Hillsborough Interchange Detail



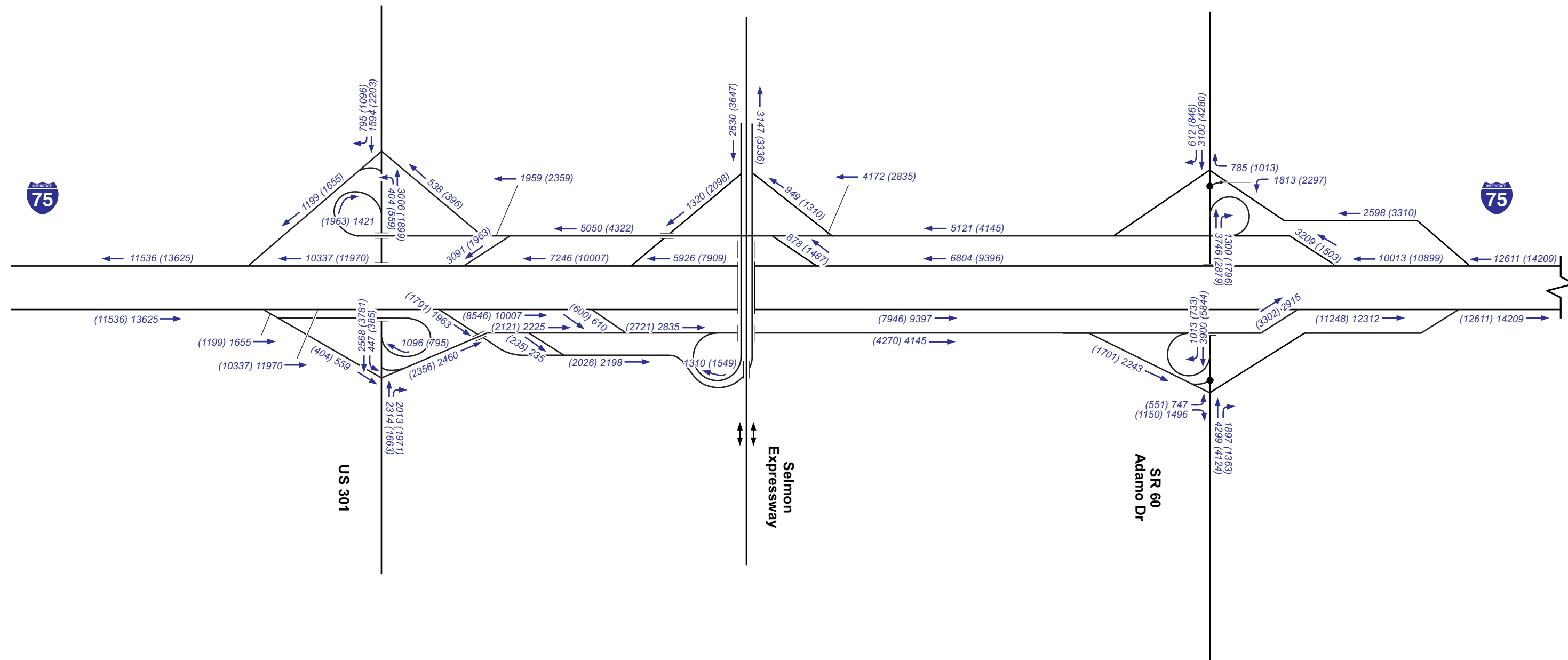
LEGEND

- - Signalized Intersection
- 000 - Future (2045) No-Build AADT Volume

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

**DESIGN YEAR (2045) NO-BUILD
ALTERNATIVE AADT VOLUMES**

Figure
4-22



MATCH TO FIGURE 4-24

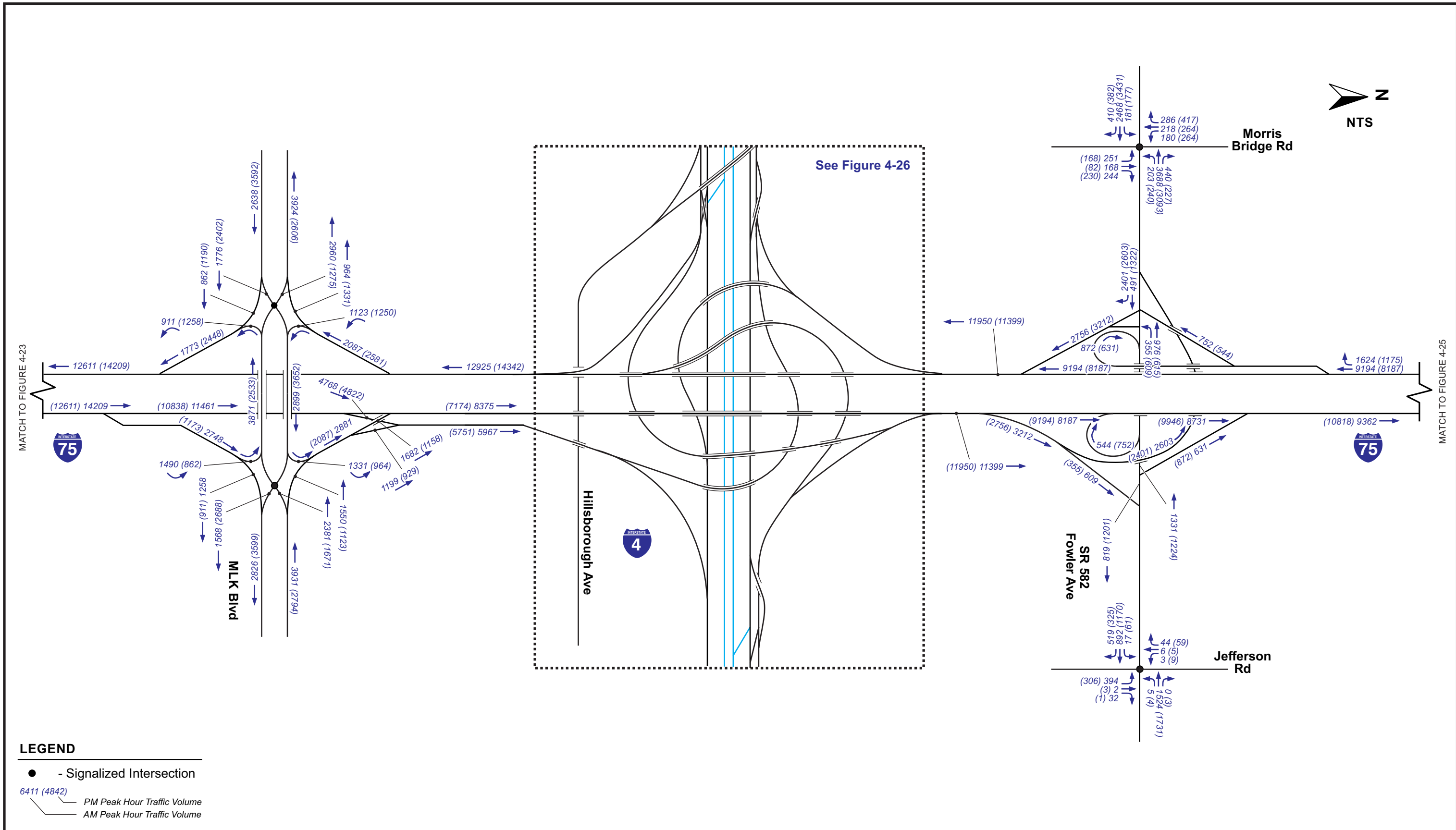
LEGEND

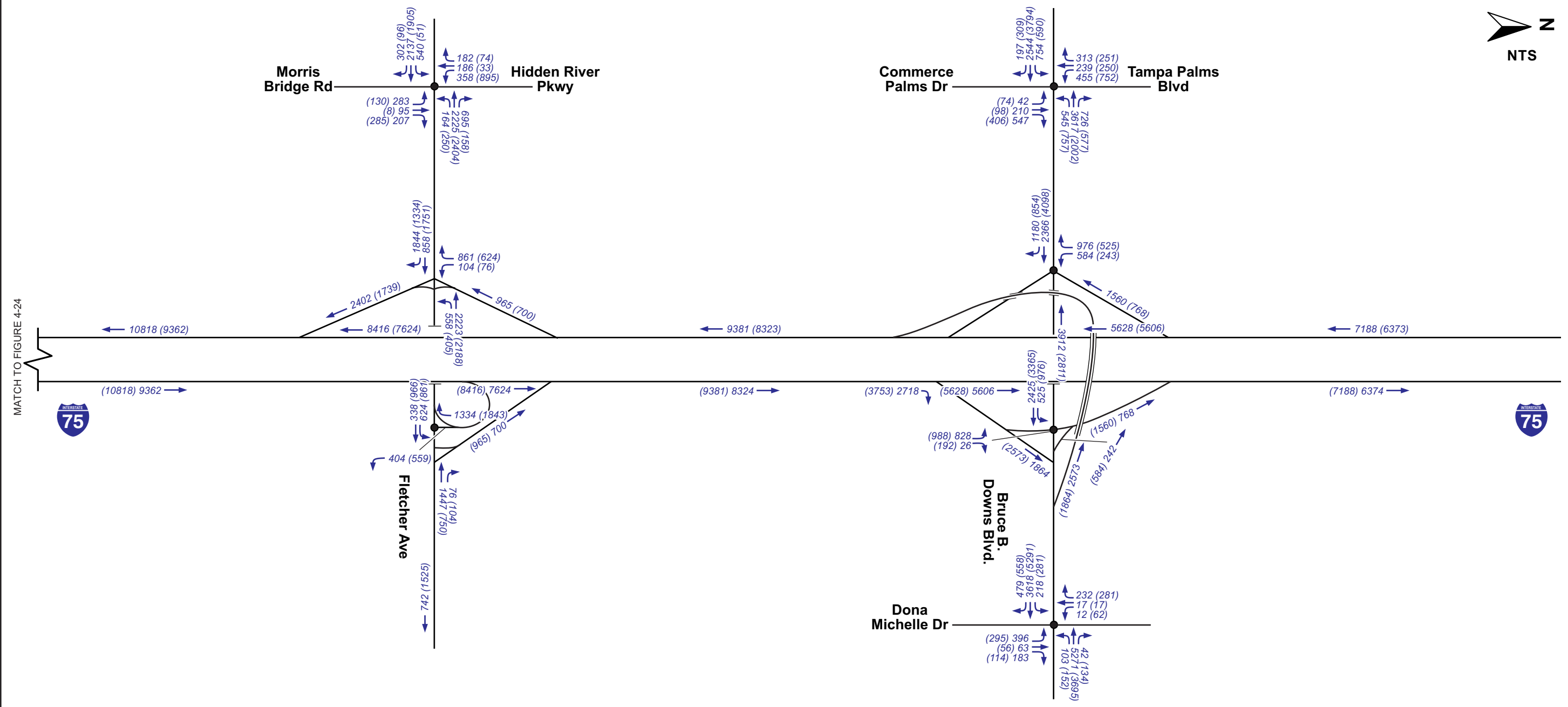
- - Signalized Intersection
- 6411 (4842) PM Peak Hour Traffic Volume
- AM Peak Hour Traffic Volume

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

DESIGN YEAR (2045) NO-BUILD ALTERNATIVE DESIGN HOUR VOLUMES

Figure
4-23





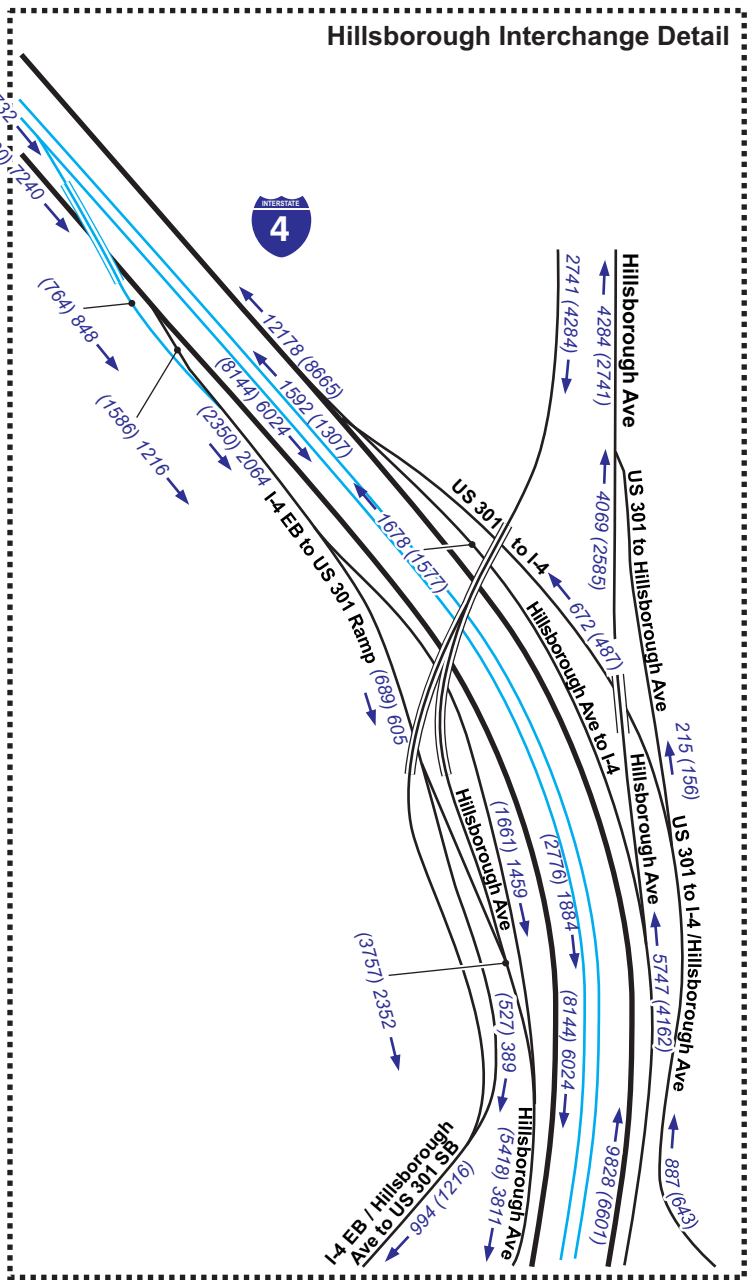
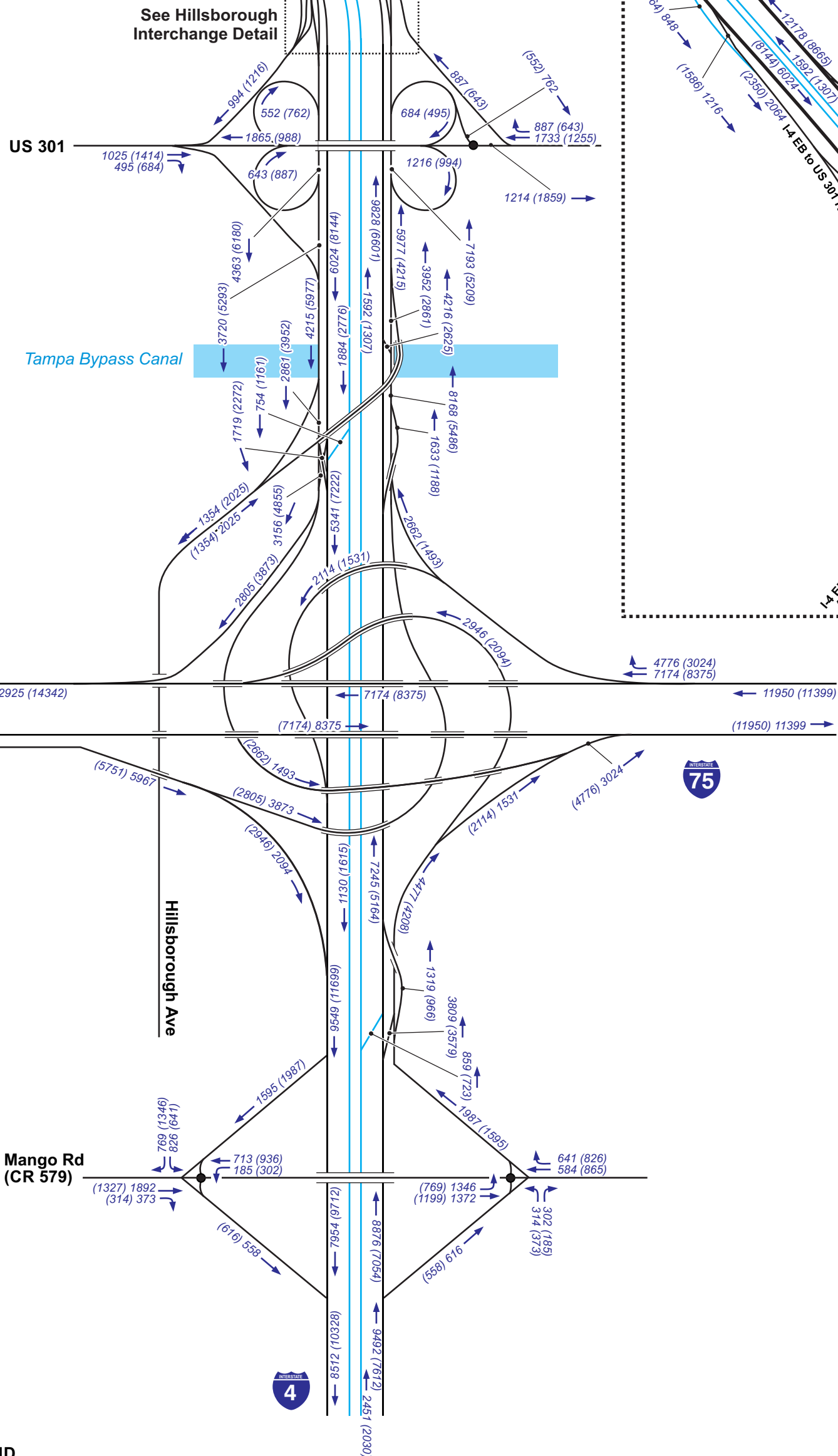
LEGEND

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

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

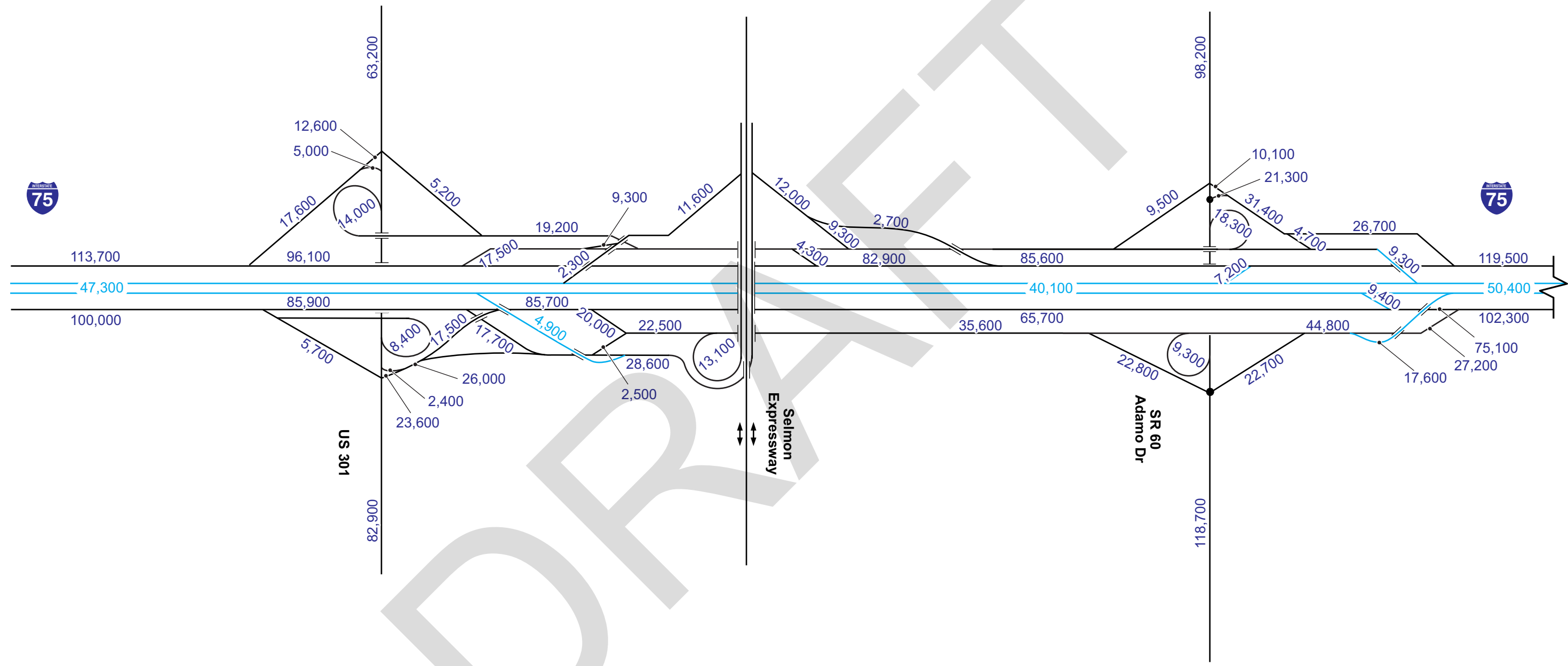
DESIGN YEAR (2045) NO-BUILD ALTERNATIVE DESIGN HOUR VOLUMES

Figure
4-25



LEGEND

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



MATCH TO FIGURE 4-28

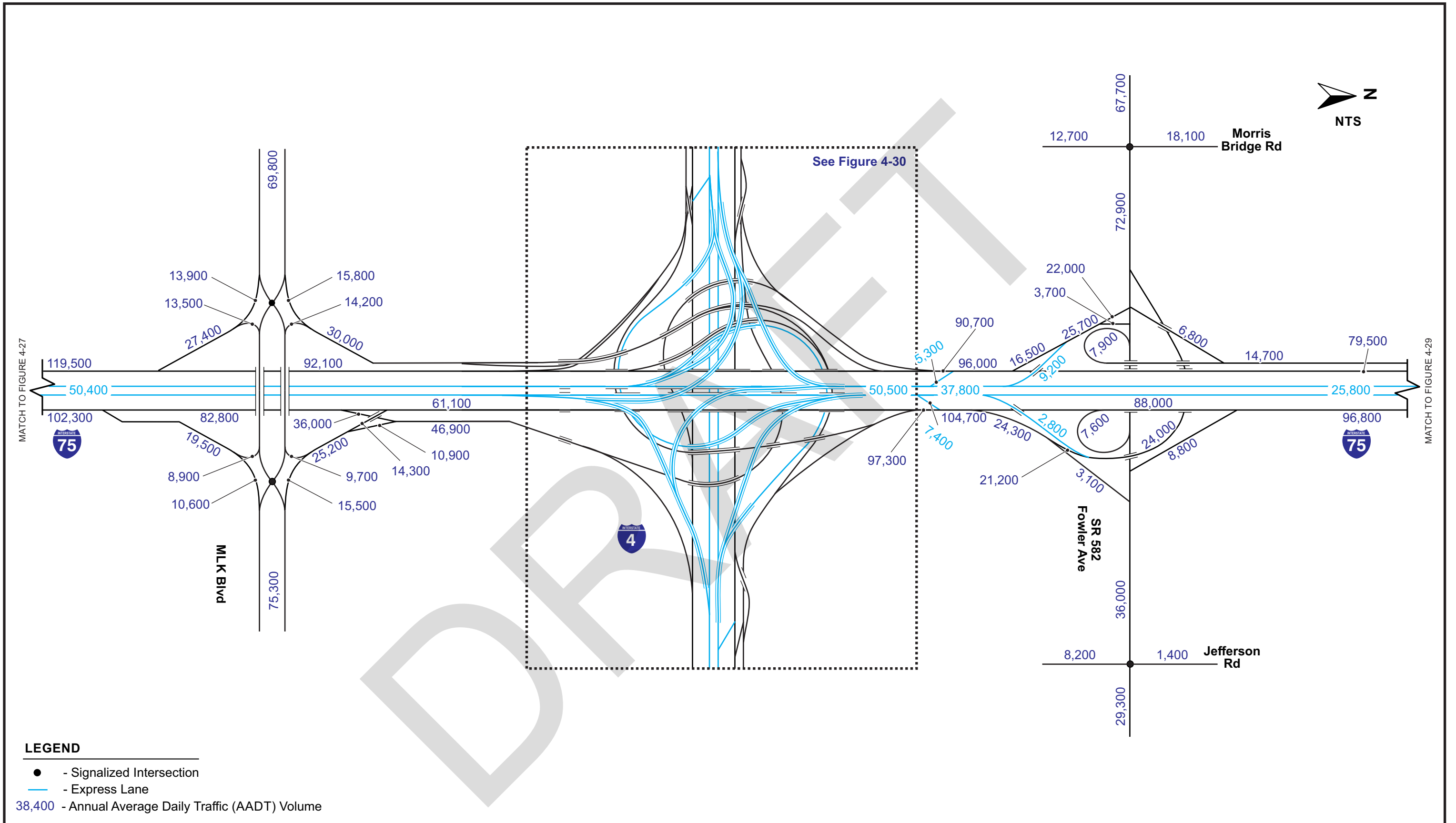
LEGEND

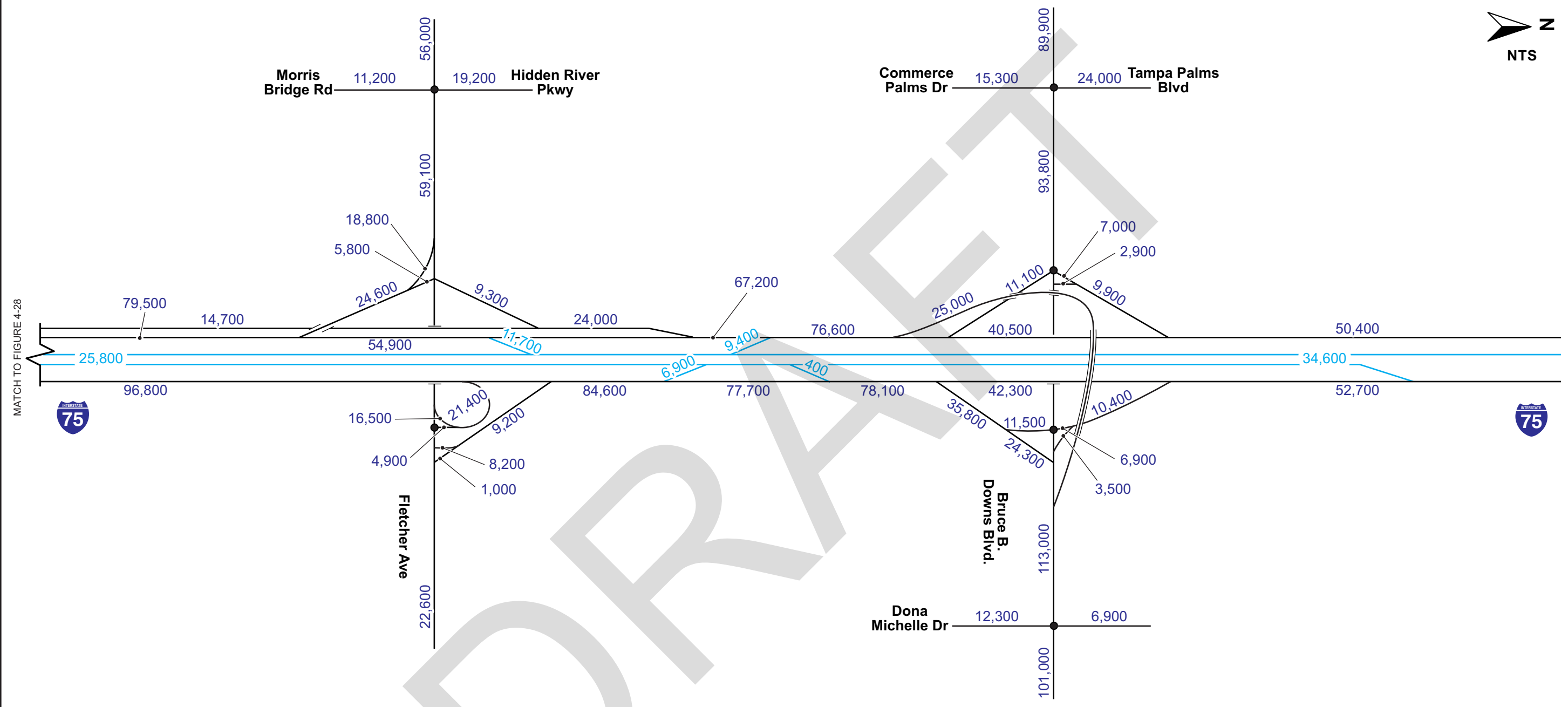
- - Signalized Intersection
- (Blue) - Express Lane
- 38,400 - Annual Average Daily Traffic (AADT) Volume

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

DESIGN YEAR (2045) BUILD ALTERNATIVE AADT VOLUMES

Figure
4-27





LEGEND

- - Signalized Intersection
- (blue line) - Express Lane

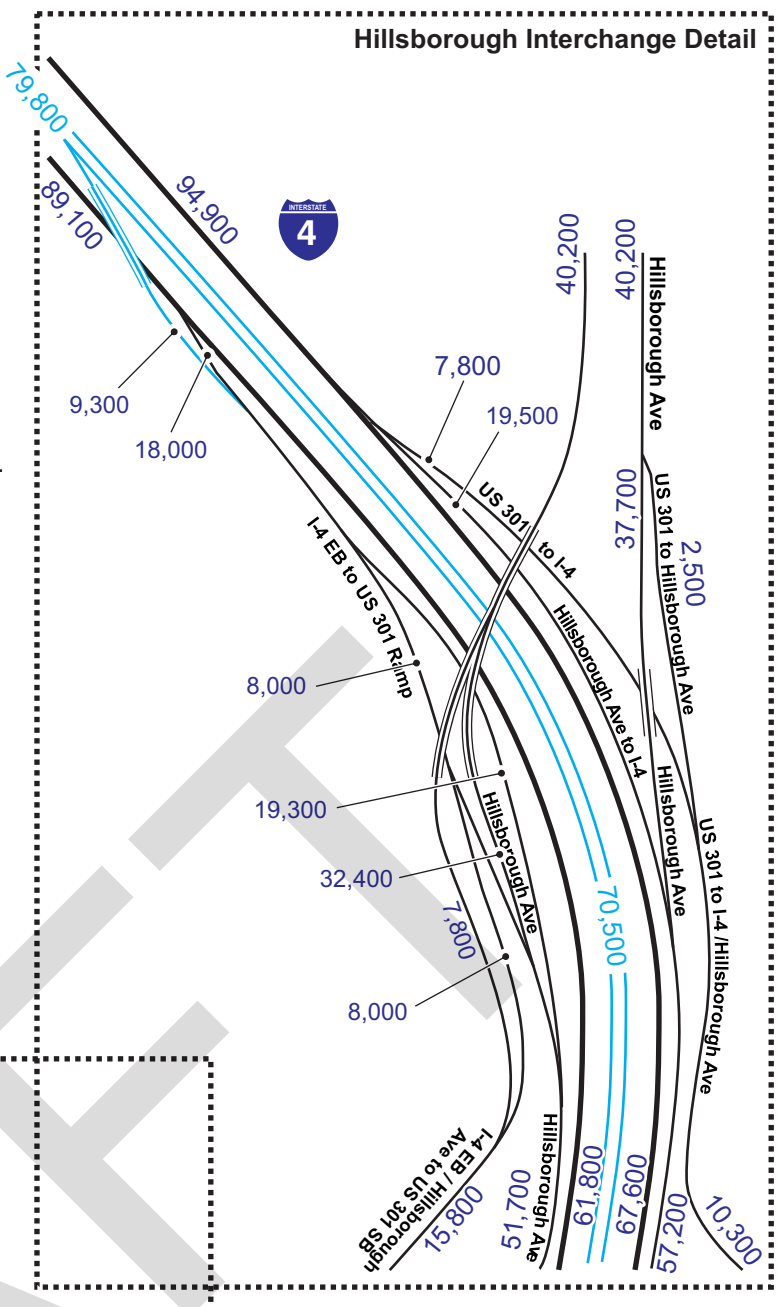
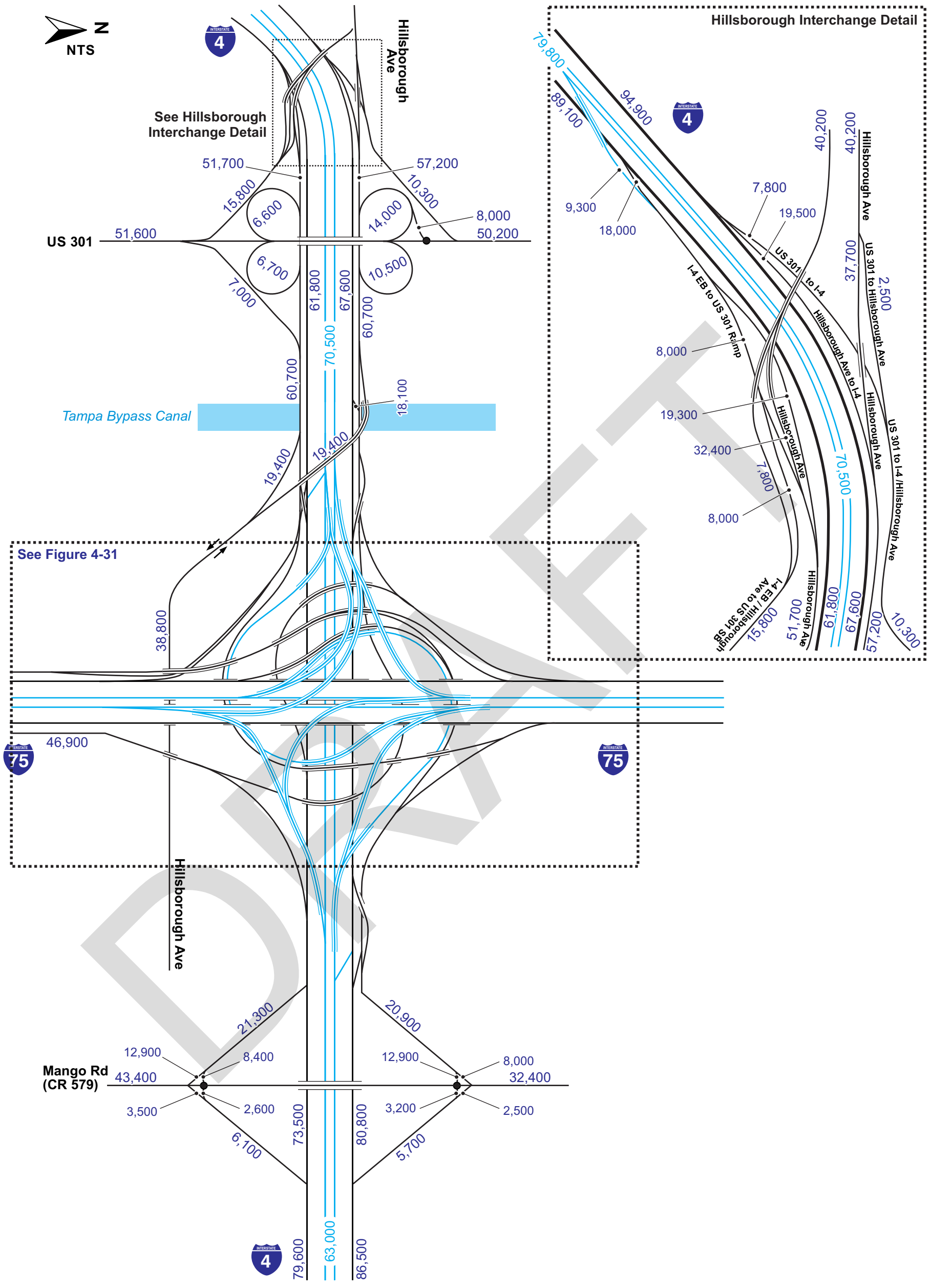
38,400 - Annual Average Daily Traffic (AADT) Volume

FDOT Work Program Item
Segment Number: 419235-3

I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

DESIGN YEAR (2045) BUILD ALTERNATIVE AADT VOLUMES

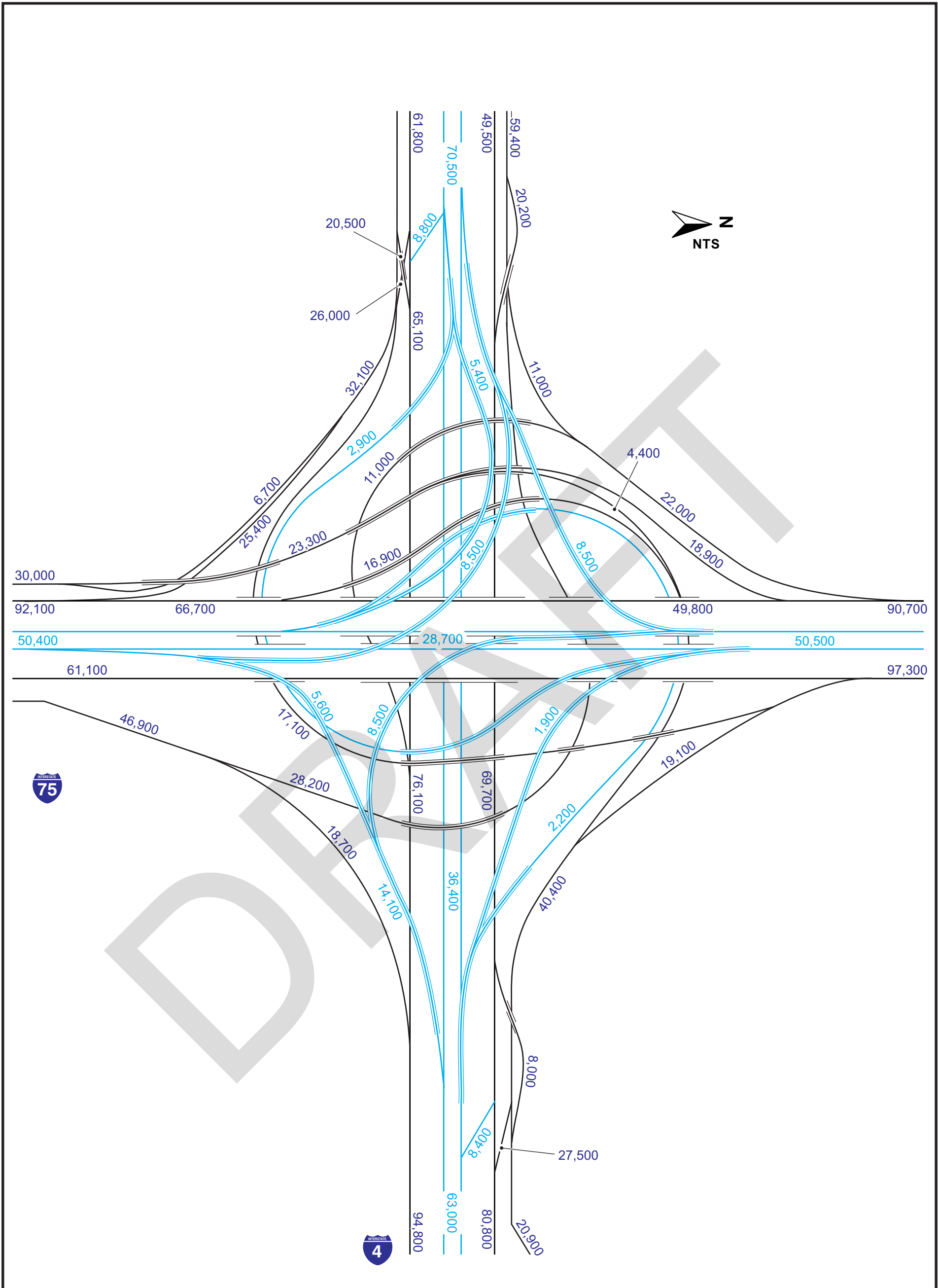
Figure
4-29



LEGEND

- - Signalized Intersection
- (Blue) - Express Lane

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



LEGEND

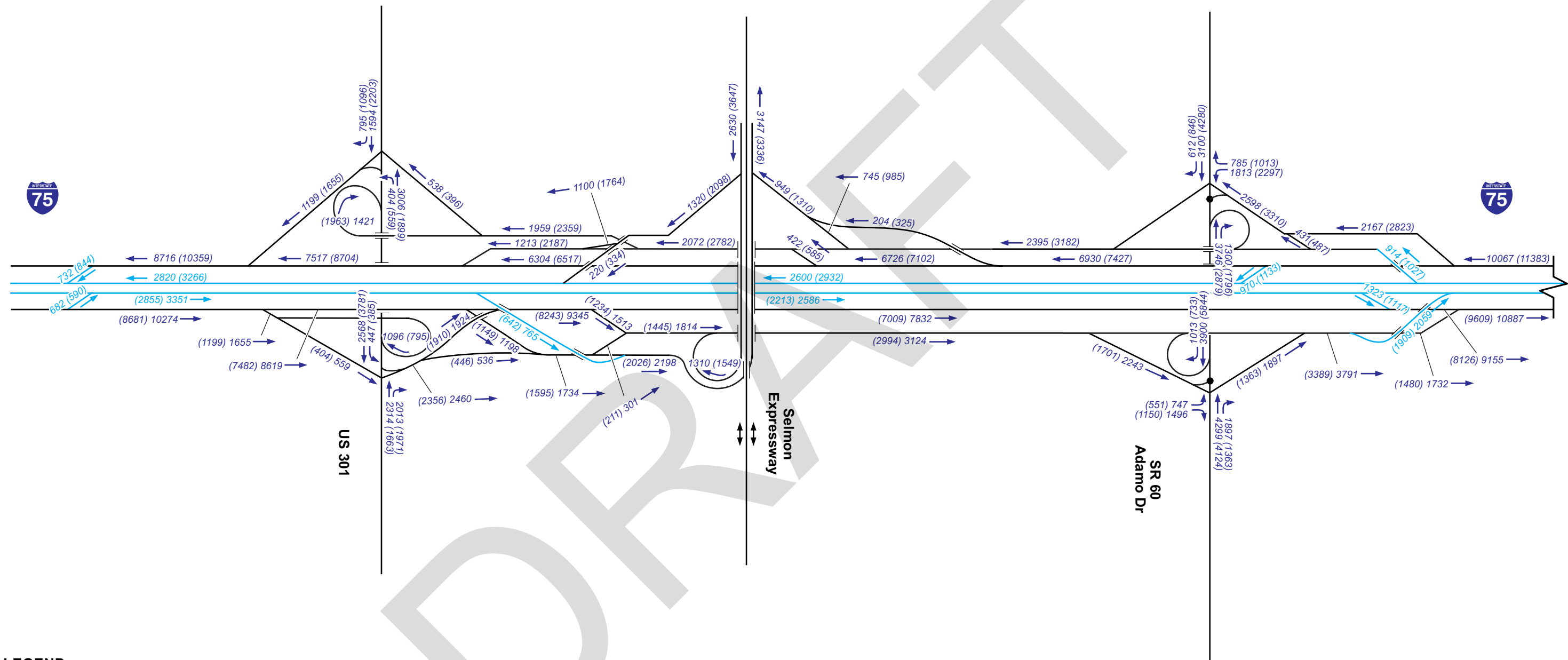
- - Signalized Intersection
 - (Blue) - Express Lane
- 38,400 - Annual Average Daily Traffic (AADT) Volume

FDOT Work Program Item
Segment Number: 419235-3

I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

DESIGN YEAR (2045) BUILD ALTERNATIVE AADT VOLUMES

Figure
4-31



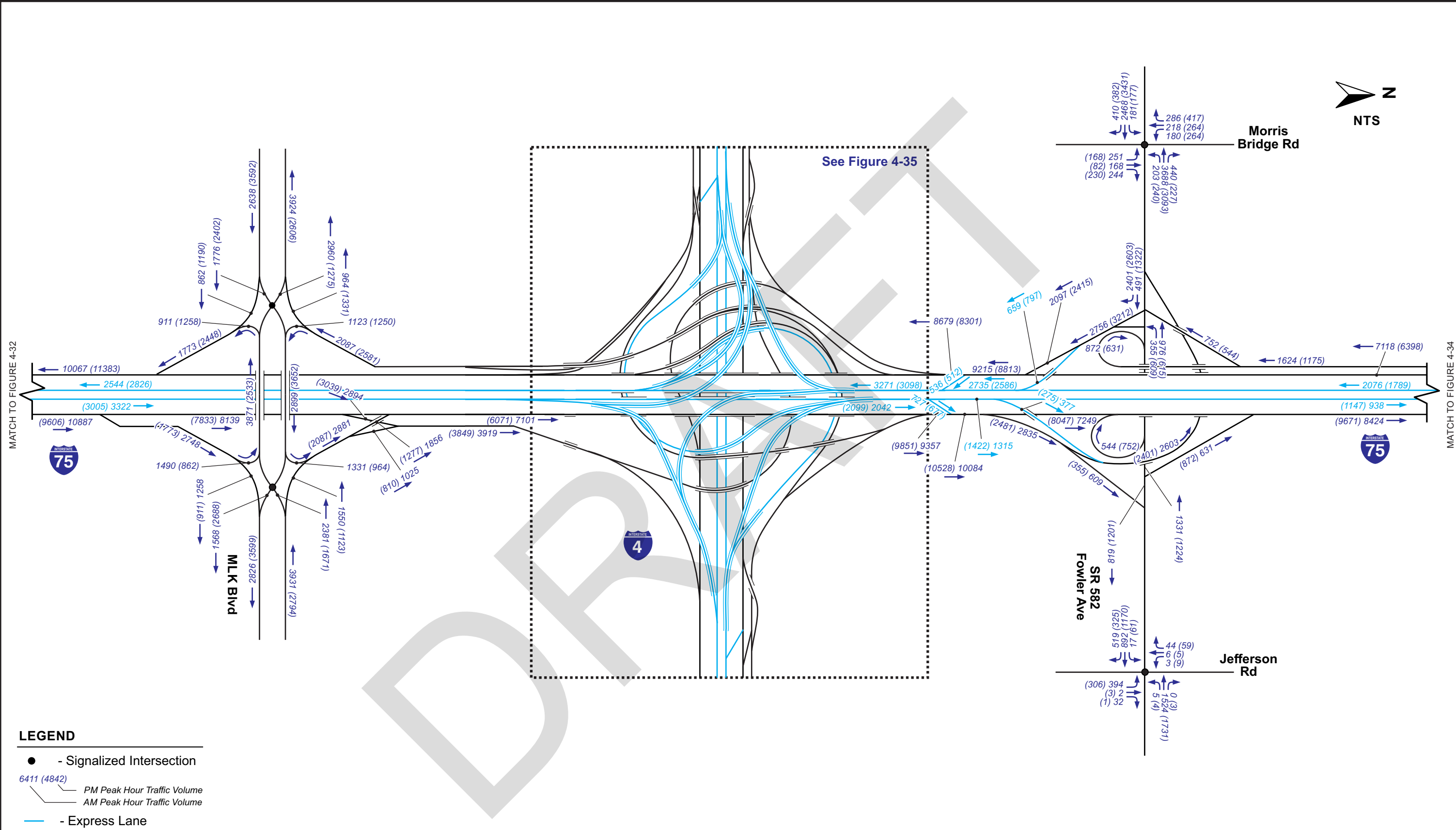
MATCH TO FIGURE 4-33

- LEGEND**
- - Signalized Intersection
 - 6411 (4842) — PM Peak Hour Traffic Volume
 - AM Peak Hour Traffic Volume
 - - Express Lane

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

DESIGN YEAR (2045) BUILD ALTERNATIVE DESIGN HOUR VOLUMES

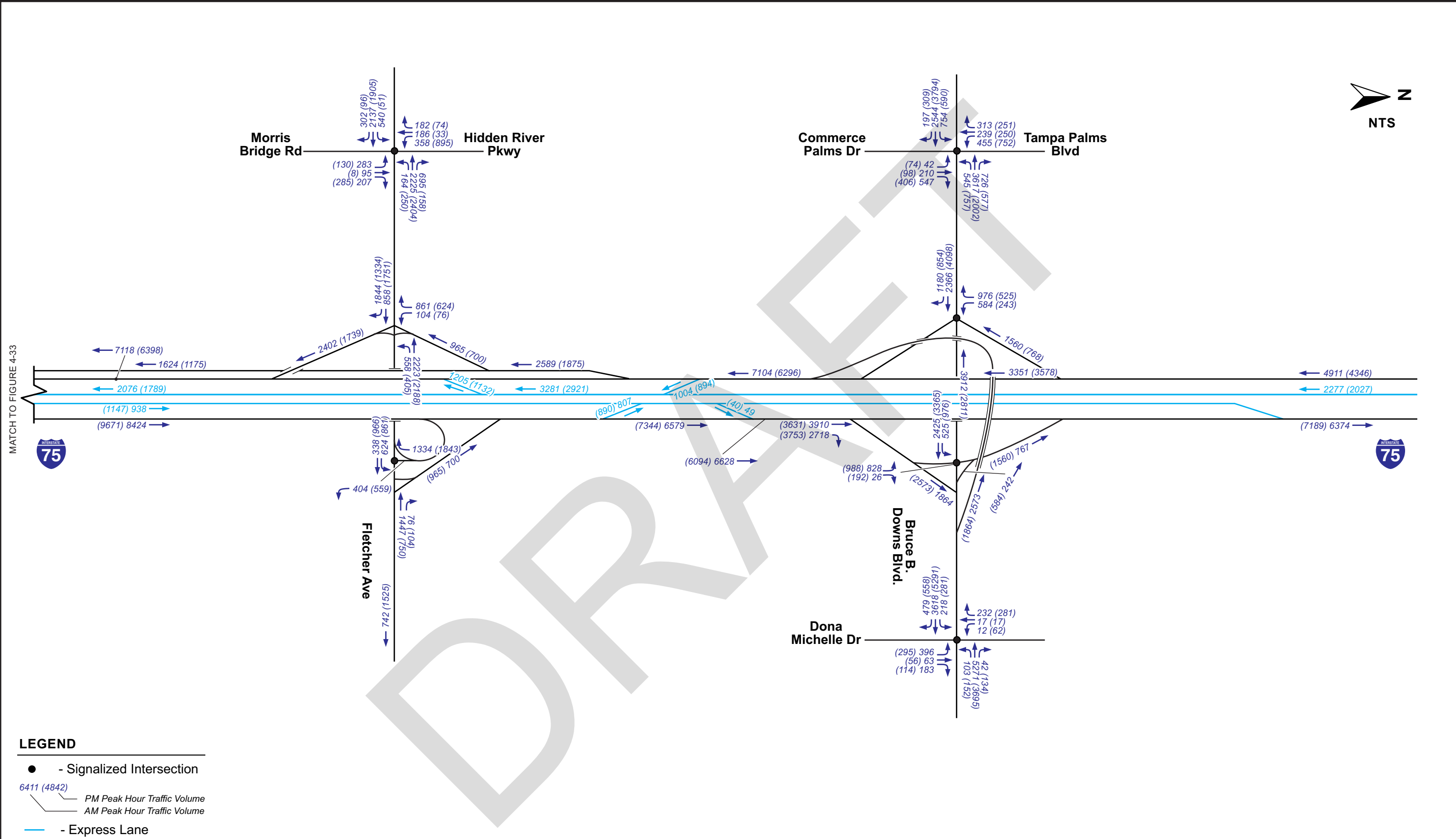
Figure
4-32



FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

DESIGN YEAR (2045) BUILD ALTERNATIVE DESIGN HOUR VOLUMES

Figure
4-33



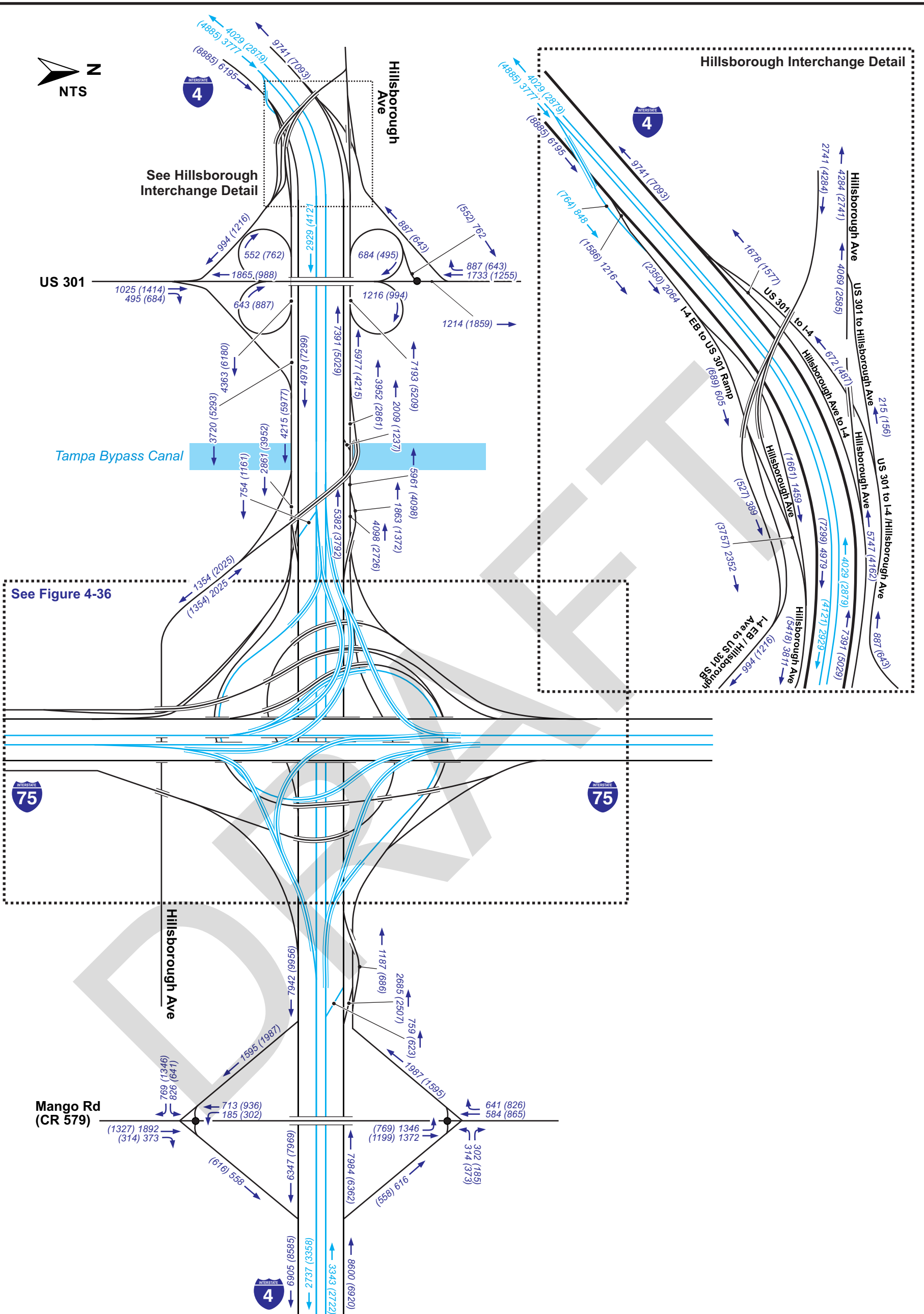
LEGEND

- - Signalized Intersection
- 6411 (4842) — PM Peak Hour Traffic Volume
- AM Peak Hour Traffic Volume
- - Express Lane

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

DESIGN YEAR (2045) BUILD ALTERNATIVE DESIGN HOUR VOLUMES

Figure
4-34



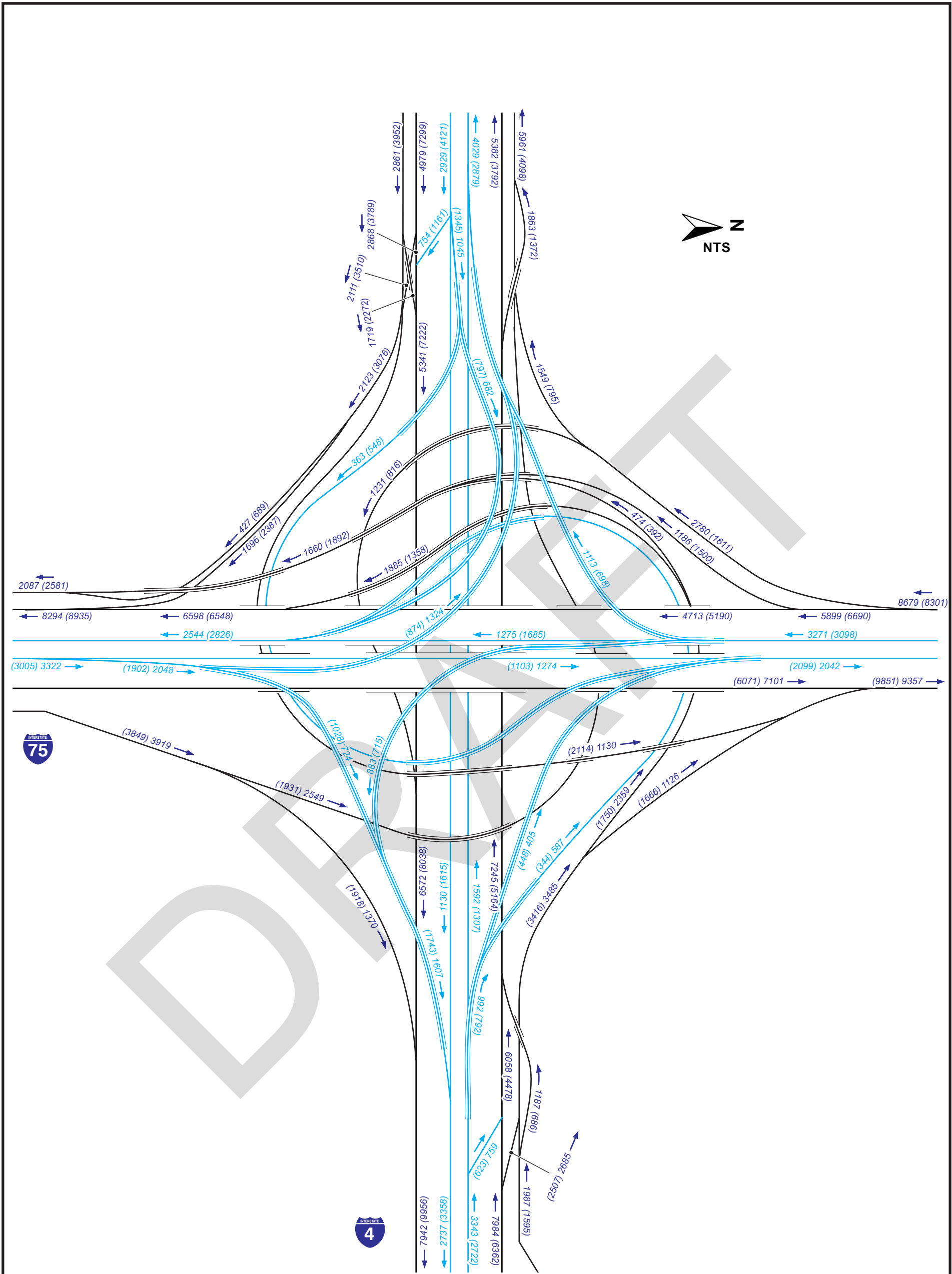
LEGEND

- - Signalized Intersection
- 6411 (4842) — PM Peak Hour Traffic Volume
- AM Peak Hour Traffic Volume
- Express Lane

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

**DESIGN YEAR (2045) BUILD
ALTERNATIVE DESIGN HOUR VOLUMES**

Figure
4-35



- LEGEND**
- - Signalized Intersection
 - 6411 (4842) — PM Peak Hour Traffic Volume
 - AM Peak Hour Traffic Volume
 - - Express Lane

FDOT Work Program Item
Segment Number: 419235-3
I-75 PD&E STUDY
I-75 (SR 93A) from South of US 301/SR 43 to
North of CR 581/Bruce B. Downs Boulevard

**DESIGN YEAR (2045) BUILD
ALTERNATIVE DESIGN HOUR VOLUMES**

Figure
4-36

5.0 OPENING YEAR (2025) ALTERNATIVE ANALYSES

Opening Year (2025) traffic operating conditions were evaluated for the AM and PM peak periods of both No-Build and -Build Alternatives for the same areas as was done for the existing conditions traffic analyses, including the signalized and unsignalized intersections, ramp merge and diverge areas, ramp analysis, and freeway mainline segments.

CORSIM models for the future conditions AM and PM peak periods were developed using the existing calibrated models. The truck percentages for the future years' analysis were the same as used in the existing traffic analysis. The truck percentages are shown in Section 2.2.2. Due to improvements at the intersections and change of demand, the signal timings at the intersections were adjusted from the existing timings to enhance their operational performance when necessary.

5.1 2025 No-Build Alternative LOS Analyses Results

Operational analyses were conducted for the I-75 and I-4 GULs, ramp merge and diverge influence area and speed for ramps that are directly connected to the GULs, ramp terminal intersections and their adjacent intersections for the 2025 No-Build traffic conditions.

5.1.1 Freeway Segment Analysis Results

Freeway segment analysis was conducted on I-75 and I-4 GULs. The results of the freeway segment analysis are summarized in Tables 5-1 and 5-2 and the speed temperature of the freeways is shown in Figures 5-1 and 5-2. The freeway segments that operate at LOS E or worse during the AM peak hour are as follows:

- I-75 northbound between south of US 301 and off-ramp to I-4 at MLK Boulevard except for the segment between Selmon Expressway and SR 60
- I-75 southbound from north of Fletcher Avenue to off-ramp to I-4
- I-75 southbound between MLK Boulevard and SR 60
- I-4 eastbound west of off-ramp to US 301 C/D
- I-4 eastbound at on-ramp from US 301 C/D
- I-4 westbound east of Mango Road

The freeway segments that operate at LOS E or worse during PM Peak are as follows:

- I-75 northbound almost the entire segment between the off-ramp to C/D at US 301 and the off-ramp to C/D at MLK Boulevard
- I-75 southbound from off-ramp to Fowler Avenue to off-ramp to MLK Boulevard
- I-4 eastbound west of off-ramp to US 301 C/D
- I-4 eastbound at on-ramp from US 301 C/D
- I-4 westbound east of off-ramp to I-75

Table 5-1 Freeway Segment Analysis Results – 2025 No-Build AM Peak Hour

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 NB GULS	Section End		1905	1906	1168	9393	8019	-14.63%	16	101	F
		US 301 NB Off Ramp	1906	1907	1500	9393	7890	-16.00%	14	113	F
	US 301 NB Off Ramp		1907	1909	2887	8141	6685	-17.88%	10	133	F
		Selmon Expressway Off Ramp	1909	1910	1500	8141	6540	-19.67%	15	90	F
	Selmon Expressway Off Ramp		1910	1912	2535	6648	5278	-20.61%	13	131	F
		SR 60 C/D Off Ramp	1912	1913	1500	6648	5283	-20.53%	13	134	F
	SR 60 C/D Off Ramp		1913	1915	2470	6101	4844	-20.60%	32	50	F
			1915	1916	1398	6101	4845	-20.59%	56	29	D
			1916	1917	1705	6101	4846	-20.57%	62	26	C
			1917	1918	1239	6101	4847	-20.55%	62	26	C
			1918	1919	1944	6101	4846	-20.57%	64	25	C
		SR 60 C/D On Ramp	1919	1920	1802	6101	4835	-20.75%	62	27	D
	SR 60 C/D On Ramp		1920	1922	1528	8201	6707	-18.22%	42	42	E
			1922	1924	704	8201	6652	-18.89%	29	63	F
		SR 60 NB On Ramp	1924	49	1865	8201	6638	-19.06%	44	53	F
	SR 60 NB On Ramp		49	1925	1712	9839	8213	-16.53%	41	54	F
			1925	1926	840	9839	8105	-17.62%	38	58	F
		MLK Boulevard NB Off Ramp	1926	1928	1910	9839	8044	-18.24%	31	58	F
	MLK Boulevard NB Off Ramp		1928	1929	670	8204	6324	-22.92%	21	83	F
			1929	1930	2164	8204	6254	-23.77%	16	101	F
			1930	1931	744	8204	6034	-26.45%	15	101	F
			1931	1932	1532	8204	5975	-27.17%	17	87	F
		MLK Boulevard NB Off Ramp to I-4	1932	42	238	8204	5896	-28.13%	16	92	F
	MLK Boulevard NB Off Ramp to I-4	MLK Boulevard NB On Ramp	42	1934	1497	4571	3074	-32.75%	61	17	B
	MLK Boulevard NB On Ramp		1934	59	1411	5597	3771	-32.62%	65	16	B
			59	1935	144	5597	3768	-32.68%	67	19	C
			1935	1936	1510	5597	3768	-32.68%	67	19	C
			1936	1938	3473	5597	3772	-32.61%	67	19	C
			1938	1939	956	5597	3777	-32.52%	67	19	C
			1939	1940	958	5597	3778	-32.50%	67	19	C
	NB On Ramp from I-4 EB & WB	1940	1941	1500	5597	3778	-32.50%	66	19	C	
NB On Ramp from I-4 EB & WB		1941	1942	925	8110	5765	-28.91%	61	23	C	
		1942	1945	799	8110	5772	-28.83%	65	22	C	
		1945	1946	796	8110	5771	-28.84%	66	22	C	
		1946	1948	1085	8110	5770	-28.85%	66	22	C	
		1948	1950	1648	8110	5773	-28.82%	66	22	C	
		1950	1951	1231	8110	5771	-28.84%	66	22	C	
		1951	1952	1942	8110	5773	-28.82%	66	22	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 SB GULS			1952	1953	987	8110	5778	-28.75%	66	22	C
			1953	1954	480	8110	5781	-28.72%	66	22	C
			1954	1955	640	8110	5784	-28.68%	66	22	C
			1955	1956	860	8110	5787	-28.64%	66	22	C
			1956	1958	1118	8110	5779	-28.74%	65	22	C
		Fowler Avenue NB Off Ramp	1958	1960	1500	8110	5773	-28.82%	54	27	D
	Fowler Avenue NB Off Ramp		1960	1961	1082	5332	3558	-33.27%	62	19	C
		Fowler Avenue EB On Ramp	1961	1962	1547	5332	3559	-33.25%	67	18	B
	Fowler Avenue EB On Ramp		1962	1963	711	5782	3784	-34.56%	65	14	B
		Fowler Avenue WB On Ramp	1963	1964	795	5782	3788	-34.49%	67	14	B
	Fowler Avenue WB On Ramp		1964	1965	1500	6240	4222	-32.34%	66	13	B
			1965	1966	1919	6240	4224	-32.31%	67	13	B
		Fletcher Avenue Off Ramp	1966	1968	1500	6240	4226	-32.28%	65	13	B
	Fletcher Avenue Off Ramp		1968	1969	665	4961	3191	-35.68%	67	12	B
			1969	1970	414	4961	3193	-35.64%	67	12	B
			1970	1971	470	4961	3192	-35.66%	68	12	B
			1971	1972	769	4961	3191	-35.68%	68	12	B
		Fletcher Avenue On Ramp	1972	1973	1188	4961	3192	-35.66%	68	12	B
	Fletcher Avenue On Ramp		1973	1974	1500	5526	3897	-29.48%	65	14	B
			1974	1975	941	5526	3895	-29.52%	67	14	B
			1975	1976	938	5526	3892	-29.57%	68	14	B
			1976	1978	874	5526	3894	-29.53%	67	14	B
			1978	1980	901	5526	3894	-29.53%	67	14	B
			1980	1982	929	5526	3893	-29.55%	67	14	B
			1982	1983	1682	5526	3894	-29.53%	67	14	B
			1983	1984	832	5526	3896	-29.50%	68	14	B
			1985	1986	714	5526	3900	-29.42%	67	15	B
			1986	1987	1983	5526	3899	-29.44%	67	13	B
		Bruce B. Downs Boulevard Off Ramp	1987	1988	2184	5526	3897	-29.48%	66	12	B
	Bruce B. Downs Boulevard Off Ramp		1988	1990	1810	3588	2460	-31.44%	68	12	B
	Bruce B. Downs Boulevard On Ramp	1990	1992	2737	3588	2460	-31.44%	68	12	B	
Bruce B. Downs Boulevard On Ramp		1992	1994	1500	4113	2938	-28.57%	63	14	B	
		1994	1995	2500	4113	2940	-28.52%	67	15	B	
	Section End	1995	1996	1975	4113	2942	-28.47%	67	15	B	
Section End		1806	1807	2000	5189	5190	0.02%	66	26	C	
	Bruce B. Downs Boulevard Off Ramp	1807	1808	1500	5189	5190	0.02%	62	28	D	
Bruce B. Downs Boulevard Off Ramp		1808	1809	2042	4144	4155	0.27%	65	21	C	
	Bruce B. Downs Boulevard EB On Ramp	1809	1810	1404	4144	4157	0.31%	66	21	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	Bruce B. Downs Boulevard EB On Ramp	Bruce B. Downs Boulevard WB On Ramp	1810	1811	1864	4928	4936	0.16%	64	23	C
	Bruce B. Downs Boulevard WB On Ramp		1811	1812	1500	6819	6700	-1.75%	62	23	C
			1812	1814	2000	6819	6701	-1.73%	65	26	C
			1814	1815	1772	6819	6701	-1.73%	65	26	C
			1815	1816	1177	6819	6702	-1.72%	61	28	D
			1816	1817	1301	6819	6676	-2.10%	51	35	D
			1817	1818	899	6819	6600	-3.21%	38	47	F
			1818	1820	1040	6819	6520	-4.38%	29	59	F
			1820	1821	851	6819	6423	-5.81%	24	71	F
			1821	1822	1050	6819	6342	-7.00%	23	69	F
			1822	1824	843	6819	6270	-8.05%	18	88	F
			1824	1825	1673	6819	6198	-9.11%	19	81	F
		Fletcher Avenue Off Ramp	1825	1826	1500	6819	6084	-10.78%	19	82	F
	Fletcher Avenue Off Ramp		1826	1827	1018	6040	5269	-12.76%	17	80	F
			1827	1828	1252	6040	5216	-13.64%	15	86	F
		Fletcher Avenue On Ramp	1828	1829	1358	6040	5151	-14.72%	14	91	F
	Fletcher Avenue On Ramp		1829	44	889	7808	6224	-20.29%	10	129	F
		Fowler Avenue Off Ramp	44	1830	914	7808	6193	-20.68%	11	113	F
	Fowler Avenue Off Ramp		1830	1831	1268	6554	4894	-25.33%	12	100	F
			1831	1832	495	6554	4895	-25.31%	13	96	F
			1832	1833	579	6554	4896	-25.30%	13	96	F
			1833	1834	553	6554	4897	-25.28%	13	94	F
			1834	1836	968	6554	4895	-25.31%	16	76	F
		Fowler Avenue On Ramp	1836	1838	888	6554	4895	-25.31%	33	48	F
	Fowler Avenue On Ramp		1838	1840	2217	8709	7011	-19.50%	36	45	E
			1840	1842	686	8709	7006	-19.55%	53	33	D
			1842	1843	681	8709	6999	-19.63%	54	33	D
			1843	1844	611	8709	6994	-19.69%	53	33	D
			1844	1846	649	8709	6987	-19.77%	52	34	D
			1846	1848	1106	8709	6980	-19.85%	50	36	E
			1848	1850	1951	8709	6962	-20.06%	39	47	F
			1850	1851	1939	8709	6875	-21.06%	27	65	F
			1851	1852	1605	8709	6779	-22.16%	22	78	F
			1852	1853	1334	8709	6738	-22.63%	20	83	F
			1853	1854	907	8709	6726	-22.77%	23	73	F
		I-4 Off Ramp	1854	1858	1389	8709	6724	-22.79%	38	44	E
	I-4 Off Ramp		1858	1860	1500	4709	3427	-27.22%	63	18	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1860	1861	1523	4709	3426	-27.25%	67	17	B
		On Ramp from I-4 WB	1861	1862	2219	4709	3427	-27.22%	67	17	B
	On Ramp from I-4 WB		1862	1863	601	7297	5211	-28.59%	55	25	C
		On Ramp from I-4 EB	1863	1864	1387	7297	5208	-28.63%	62	28	D
	On Ramp from I-4 EB		1864	60	965	9189	6836	-25.61%	60	28	D
		Off Ramp to MLK Boulevard	1866	1868	1467	9189	6837	-25.60%	60	29	D
	Off Ramp to MLK Boulevard		1868	1869	1481	7856	5363	-31.73%	64	28	D
		MLK Boulevard On Ramp	1869	1870	2263	7856	5360	-31.77%	63	28	D
	MLK Boulevard On Ramp		1870	1871	1500	8978	6219	-30.73%	55	34	D
			1871	1872	1266	8978	6203	-30.91%	58	37	E
			1872	1874	1942	8978	6192	-31.03%	58	37	E
			1874	1875	1042	8978	6167	-31.31%	56	33	D
		SR 60 Off Ramp	1875	1876	1524	8978	6136	-31.66%	50	33	D
	SR 60 Off Ramp		1876	1877	905	6955	4482	-35.56%	40	44	E
		Selmon Expressway Off Ramp	1877	1879	2776	6955	4423	-36.41%	32	48	F
	Selmon Expressway Off Ramp		1879	1881	2456	4417	2557	-42.11%	66	13	B
			1881	1882	1606	4417	2559	-42.06%	68	13	B
		C/D Off Ramp (to US 301)	1882	1883	1358	4417	2558	-42.09%	67	12	B
	C/D Off Ramp (to US 301)		1883	1884	1075	3820	2160	-43.46%	68	11	A
		On Ramp from Selmon Expressway EB	1884	1886	1920	3820	2163	-43.38%	68	11	A
	On Ramp from Selmon Expressway EB		1886	1887	1500	4813	3163	-34.28%	67	10	A
			1887	1888	2135	4813	3166	-34.22%	68	9	A
		C/D on Ramp (from SR 60)	1888	1889	1938	4813	3167	-34.20%	67	12	B
	C/D on Ramp (from SR 60)		1889	1890	1500	7095	5142	-27.53%	53	24	C
		US 301 On Ramp	1890	1892	3113	7095	5146	-27.47%	67	19	C
	US 301 On Ramp		1892	1894	1500	8003	6030	-24.65%	67	16	B
		Section End	1894	1895	1540	8003	6030	-24.65%	64	21	C
I-75 NB C/D	Start of C/D (North of US 301)	Off Ramp to Selmon Expressway	1030	1059	963	2001	1913	-4.40%	66	14	B
	Off Ramp to Selmon Expressway	On Ramp from ML	1059	1060	2620	1818	1734	-4.62%	67	13	B
	On Ramp from ML		1060	1033	1725	2365	2169	-8.29%	59	18	B
		On Ramp from Selmon Expressway	1033	1013	1460	2365	2168	-8.33%	66	16	B
	On Ramp from Selmon Expressway		1013	212	1370	3183	2972	-6.63%	63	16	B
			212	1064	1283	3183	2962	-6.94%	61	16	B
		Off Ramp to SR 60	1064	51	699	3183	2952	-7.26%	53	19	C
	Off Ramp to SR 60	On Ramp from SR 60	51	53	1782	1337	1180	-11.74%	55	23	C
On Ramp from SR 60	End of C/D_Exit to ML (North of SR 60)	53	52	897	2100	1912	-8.95%	45	25	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 SB C/D	Start of C/D (North of SR 60)	SR 60 WB On ramp	46	1002	600	2538	1715	-32.43%	20	89	F
	SR 60 WB On ramp	SR 60 EB On Ramp	1002	1066	2244	3530	3375	-4.39%	17	102	F
	SR 60 WB On ramp		1066	1065	1116	3956	3682	-6.93%	15	84	F
		Selmon Expressway Off Ramp	1065	1004	1018	3956	3623	-8.42%	13	95	F
	Selmon Expressway Off Ramp	On Ramp from ML	1004	1034	969	3363	3097	-7.91%	11	145	F
	On Ramp from ML		1034	1014	1500	3960	3462	-12.58%	12	140	F
			1014	215	816	3960	3433	-13.31%	12	146	F
			215	2	2129	3960	3422	-13.59%	12	142	F
		C/D Off Ramp to ML	2	1015	1500	3960	3412	-13.84%	17	103	F
	C/D Off Ramp to ML	End of C/D_Exit to ML (North of US 301)	1015	7201	552	1678	1446	-13.83%	51	29	D
I-4 EB GULS	Section End	C/D Off Ramp to US 301	283	205	1115	6443	4423	-31.35%	15	73	F
	C/D Off Ramp to US 301		205	211	1430	5248	3650	-30.45%	55	22	C
			211	7	447	5248	3652	-30.41%	61	20	C
			7	213	727	5248	3652	-30.41%	61	20	C
			213	8	1361	5248	3649	-30.47%	61	20	C
			8	216	1240	5248	3650	-30.45%	62	20	C
			216	217	1508	5248	3649	-30.47%	62	20	C
			217	9	897	5248	3646	-30.53%	62	20	C
		C/D On Ramp from US 301	9	10	1534	5248	3645	-30.54%	60	20	C
	C/D On Ramp from US 301		10	13	1681	7383	5609	-24.03%	29	49	F
		I-75 Off Ramp	13	23	982	7383	5603	-24.11%	43	33	D
	I-75 Off Ramp		23	24	1487	4260	2940	-30.99%	60	14	B
			24	25	505	4260	2939	-31.01%	63	16	B
		I-75 SB On Ramp	25	26	1926	4260	2939	-31.01%	63	16	B
	I-75 SB On Ramp	I-75 On Ramp	26	27	909	6031	4459	-26.07%	55	23	C
	I-75 On Ramp		27	28	1963	7866	5816	-26.06%	60	24	C
		Mango Road Off Ramp	28	245	2545	7866	5814	-26.09%	62	24	C
	Mango Road Off Ramp	Mango Road On Ramp	245	246	3303	6843	5057	-26.10%	64	26	C
Mango Road On Ramp	Section End	246	252	786	7253	5453	-24.82%	62	24	C	
I-4 WB GULS	Section End	Mango Road Off Ramp	254	255	2948	8803	5827	-33.81%	37	52	F
	Mango Road Off Ramp	Mango Road On Ramp	255	6	3316	8291	5506	-33.59%	63	29	D
	Mango Road On Ramp		6	29	2317	9724	6565	-32.49%	63	25	C
		I-75 Off Ramp	29	30	1432	9724	6562	-32.52%	55	30	D
	I-75 Off Ramp		30	31	1529	5854	3832	-34.54%	61	21	C
			31	34	1330	5854	3830	-34.57%	62	21	C
			34	35	1021	5854	3829	-34.59%	62	21	C
		I-75 On Ramp	35	37	1666	5854	3831	-34.56%	62	21	C
I-75 On Ramp		37	41	1107	10696	7479	-30.08%	52	30	D	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		US 301 C/D Off Ramp	41	5	1663	10696	7477	-30.10%	53	35	D
	US 301 C/D Off Ramp		5	257	953	7748	4956	-36.04%	61	27	D
			257	258	911	7748	4953	-36.07%	62	27	D
			258	259	660	7748	4954	-36.06%	61	27	D
			259	260	1215	7748	4953	-36.07%	61	27	D
			260	261	1078	7748	4954	-36.06%	61	27	D
			261	263	1413	7748	4954	-36.06%	61	27	D
			263	264	659	7748	4954	-36.06%	61	27	D
			264	266	607	7748	4956	-36.04%	61	27	D
		US 301 C/D On Ramp	266	265	1171	7748	4956	-36.04%	61	27	D
	US 301 C/D On Ramp	Section End	265	268	1671	8897	5908	-33.60%	48	31	D
I-4 EB C/D	Start of C/D (West of US 301)	Hillsborough Avenue On Ramp	278	274	440	824	542	-34.22%	4	133	F
	Hillsborough Avenue On Ramp		274	322	642	2662	2563	-3.72%	8	115	F
		US 301 SB On Ramp	322	293	221	2662	2568	-3.53%	8	159	F
	US 301 SB On Ramp	US 301 NB Off Ramp	293	297	590	3028	3084	1.85%	9	115	F
	US 301 NB Off Ramp	US 301 NB On Ramp	297	11	663	2504	2580	3.04%	8	159	F
	US 301 NB On Ramp	Hillsborough Avenue EB Off Ramp	11	40	274	2878	2945	2.33%	8	120	F
	Hillsborough Avenue EB Off Ramp	Hillsborough Avenue EB Off Ramp	40	7039	517	2878	2946	2.36%	6	161	F
	Hillsborough Avenue EB Off Ramp	Hillsborough Avenue EB Off Ramp	7039	38	814	2878	983	-65.84%	6	133	F
	Hillsborough Avenue EB Off Ramp	Hillsborough Avenue EB Off Ramp	38	7046	854	2135	1964	-8.01%	7	132	F
Hillsborough Avenue EB Off Ramp	End of C/D (East of US 301)	7046	39	712	2135	1964	-8.01%	8	125	F	
I-4 WB C/D	Start of C/D (East of US 301)		7044	319	205	2948	2524	-14.38%	51	27	D
			319	310	580	2948	2524	-14.38%	53	24	C
		Hillsborough Avenue WB On Ramp	310	305	825	2948	2524	-14.38%	52	24	C
	Hillsborough Avenue WB On Ramp	US 301 NB On Ramp	305	306	1316	4131	3707	-10.26%	50	30	D
	US 301 NB On Ramp	US 301 SB Off Ramp	306	308	678	4836	4001	-17.27%	47	28	D
	US 301 SB Off Ramp	Hillsborough Avenue WB Off Ramp	308	309	1485	3815	3418	-10.41%	52	28	D
	Hillsborough Avenue WB Off Ramp	End of C/D (West of US 301)	309	269	752	603	421	-30.18%	44	10	A

Table 5-2 Freeway Segment Analysis Results – 2025 No-Build PM Peak Hour

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 NB GULS	Section End		1905	1906	1168	8003	6919	-13.54%	51	28	D
		US 301 NB Off Ramp	1906	1907	1500	8003	6798	-15.06%	48	29	D
	US 301 NB Off Ramp		1907	1909	2887	7095	5877	-17.17%	44	28	D
		Selmon Expressway Off Ramp	1909	1910	1500	7095	5526	-22.11%	41	27	D
	Selmon Expressway Off Ramp		1910	1912	2535	5736	4004	-30.20%	35	39	E
		SR 60 C/D Off Ramp	1912	1913	1500	5736	3812	-33.54%	35	36	E
	SR 60 C/D Off Ramp		1913	1915	2470	5173	3550	-31.37%	49	25	C
			1915	1916	1398	5173	3570	-30.99%	36	38	E
			1916	1917	1705	5173	3582	-30.76%	25	54	F
			1917	1918	1239	5173	3596	-30.49%	18	69	F
			1918	1919	1944	5173	3610	-30.21%	15	84	F
		SR 60 C/D On Ramp	1919	1920	1802	5173	3663	-29.19%	14	94	F
	SR 60 C/D On Ramp		1920	1922	1528	7688	5435	-29.31%	15	95	F
			1922	1924	704	7688	5559	-27.69%	17	90	F
		SR 60 NB On Ramp	1924	49	1865	7688	5596	-27.21%	19	99	F
	SR 60 NB On Ramp		49	1925	1712	8978	6959	-22.49%	17	105	F
			1925	1926	840	8978	7061	-21.35%	16	114	F
		MLK Boulevard NB Off Ramp	1926	1928	1910	8978	7096	-20.96%	14	106	F
	MLK Boulevard NB Off Ramp		1928	1929	670	7856	5952	-24.24%	11	140	F
			1929	1930	2164	7856	5972	-23.98%	10	144	F
			1930	1931	744	7856	6018	-23.40%	12	128	F
			1931	1932	1532	7856	6016	-23.42%	16	96	F
		MLK Boulevard NB Off Ramp to I-4	1932	42	238	7856	6015	-23.43%	17	88	F
	MLK Boulevard NB Off Ramp to I-4	MLK Boulevard NB On Ramp	42	1934	1497	4026	2800	-30.45%	61	15	B
	MLK Boulevard NB On Ramp		1934	59	1411	4709	3532	-24.99%	66	15	B
			59	1935	144	4709	3536	-24.91%	66	18	B
			1935	1936	1510	4709	3536	-24.91%	67	17	B
			1936	1938	3473	4709	3531	-25.02%	66	18	B
			1938	1939	956	4709	3538	-24.87%	66	18	B
			1939	1940	958	4709	3536	-24.91%	67	18	B
	NB On Ramp from I-4 EB & WB	1940	1941	1500	4709	3535	-24.93%	66	18	B	
NB On Ramp from I-4 EB & WB		1941	1942	925	8709	5822	-33.15%	60	24	C	
		1942	1945	799	8709	5825	-33.12%	65	23	C	
		1945	1946	796	8709	5832	-33.03%	66	22	C	
		1946	1948	1085	8709	5832	-33.03%	66	22	C	
		1948	1950	1648	8709	5830	-33.06%	66	22	C	
		1950	1951	1231	8709	5824	-33.13%	66	22	C	
		1951	1952	1942	8709	5823	-33.14%	66	22	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS	
	From	To	From	To		Demand	Simulated	Peak % Vol Diff				
I-75 SB GULS			1952	1953	987	8709	5823	-33.14%	66	22	C	
			1953	1954	480	8709	5825	-33.12%	66	22	C	
			1954	1955	640	8709	5825	-33.12%	66	22	C	
			1955	1956	860	8709	5826	-33.10%	66	22	C	
			1956	1958	1118	8709	5828	-33.08%	65	22	C	
		Fowler Avenue NB Off Ramp		1958	1960	1500	8709	5831	-33.05%	56	26	C
	Fowler Avenue NB Off Ramp			1960	1961	1082	6554	4150	-36.68%	61	23	C
		Fowler Avenue EB On Ramp		1961	1962	1547	6554	4148	-36.71%	66	21	C
	Fowler Avenue EB On Ramp			1962	1963	711	7175	4730	-34.08%	63	19	C
		Fowler Avenue WB On Ramp		1963	1964	795	7175	4730	-34.08%	66	18	B
	Fowler Avenue WB On Ramp			1964	1965	1500	7808	5362	-31.33%	65	16	B
				1965	1966	1919	7808	5353	-31.44%	67	16	B
		Fletcher Avenue Off Ramp		1966	1968	1500	7808	5349	-31.49%	63	17	B
	Fletcher Avenue Off Ramp			1968	1969	665	6040	3883	-35.71%	65	15	B
				1969	1970	414	6040	3884	-35.70%	67	15	B
				1970	1971	470	6040	3884	-35.70%	67	14	B
				1971	1972	769	6040	3882	-35.73%	67	14	B
		Fletcher Avenue On Ramp		1972	1973	1188	6040	3881	-35.75%	67	14	B
	Fletcher Avenue On Ramp			1973	1974	1500	6819	4684	-31.31%	64	17	B
				1974	1975	941	6819	4687	-31.27%	67	18	B
				1975	1976	938	6819	4688	-31.25%	67	18	B
				1976	1978	874	6819	4687	-31.27%	67	18	B
				1978	1980	901	6819	4687	-31.27%	67	18	B
				1980	1982	929	6819	4688	-31.25%	67	18	B
				1982	1983	1682	6819	4686	-31.28%	67	18	B
				1983	1984	832	6819	4686	-31.28%	67	17	B
				1985	1986	714	6819	4687	-31.27%	65	18	B
				1986	1987	1983	6819	4687	-31.27%	65	16	B
		Bruce B. Downs Boulevard Off Ramp		1987	1988	2184	6819	4684	-31.31%	66	14	B
	Bruce B. Downs Boulevard Off Ramp			1988	1990	1810	4144	2755	-33.52%	67	14	B
		Bruce B. Downs Boulevard On Ramp		1990	1992	2737	4144	2756	-33.49%	67	14	B
	Bruce B. Downs Boulevard On Ramp			1992	1994	1500	5189	3373	-35.00%	56	18	B
			1994	1995	2500	5189	3374	-34.98%	64	17	B	
		Section End	1995	1996	1975	5189	3377	-34.92%	66	17	B	
Section End			1806	1807	2000	4113	4073	-0.97%	67	20	C	
	Bruce B. Downs Boulevard Off Ramp		1807	1808	1500	4113	4075	-0.92%	65	21	C	
Bruce B. Downs Boulevard Off Ramp			1808	1809	2042	3588	3560	-0.78%	66	18	B	
	Bruce B. Downs Boulevard EB On Ramp		1809	1810	1404	3588	3563	-0.70%	67	18	B	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	Bruce B. Downs Boulevard EB On Ramp	Bruce B. Downs Boulevard WB On Ramp	1810	1811	1864	4156	4112	-1.06%	66	17	B
	Bruce B. Downs Boulevard WB On Ramp		1811	1812	1500	5526	5433	-1.68%	64	18	B
			1812	1814	2000	5526	5428	-1.77%	66	21	C
			1814	1815	1772	5526	5426	-1.81%	66	20	C
			1815	1816	1177	5526	5429	-1.76%	66	21	C
			1816	1817	1301	5526	5437	-1.61%	66	21	C
			1817	1818	899	5526	5438	-1.59%	66	21	C
			1818	1820	1040	5526	5442	-1.52%	66	21	C
			1820	1821	851	5526	5448	-1.41%	66	21	C
			1821	1822	1050	5526	5454	-1.30%	66	21	C
			1822	1824	843	5526	5460	-1.19%	66	21	C
			1824	1825	1673	5526	5462	-1.16%	66	21	C
		Fletcher Avenue Off Ramp	1825	1826	1500	5526	5474	-0.94%	64	22	C
	Fletcher Avenue Off Ramp		1826	1827	1018	4961	4888	-1.47%	65	19	C
			1827	1828	1252	4961	4893	-1.37%	67	18	B
		Fletcher Avenue On Ramp	1828	1829	1358	4961	4890	-1.43%	62	20	C
	Fletcher Avenue On Ramp		1829	44	889	6240	6095	-2.32%	45	31	D
		Fowler Avenue Off Ramp	44	1830	914	6240	6032	-3.33%	34	40	E
	Fowler Avenue Off Ramp		1830	1831	1268	5332	4772	-10.50%	19	67	F
			1831	1832	495	5332	4635	-13.07%	14	84	F
			1832	1833	579	5332	4576	-14.18%	13	87	F
			1833	1834	553	5332	4509	-15.44%	13	89	F
			1834	1836	968	5332	4444	-16.65%	10	112	F
		Fowler Avenue On Ramp	1836	1838	888	5332	4365	-18.14%	9	149	F
	Fowler Avenue On Ramp		1838	1840	2217	8110	5592	-31.05%	10	125	F
			1840	1842	686	8110	5600	-30.95%	13	110	F
			1842	1843	681	8110	5611	-30.81%	13	109	F
			1843	1844	611	8110	5622	-30.68%	13	109	F
			1844	1846	649	8110	5626	-30.63%	13	108	F
			1846	1848	1106	8110	5628	-30.60%	13	108	F
			1848	1850	1951	8110	5635	-30.52%	13	108	F
			1850	1851	1939	8110	5651	-30.32%	13	107	F
			1851	1852	1605	8110	5664	-30.16%	13	107	F
			1852	1853	1334	8110	5665	-30.15%	13	108	F
			1853	1854	907	8110	5661	-30.20%	16	89	F
		I-4 Off Ramp	1854	1858	1389	8110	5665	-30.15%	18	79	F
	I-4 Off Ramp		1858	1860	1500	5597	3743	-33.12%	12	104	F

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1860	1861	1523	5597	3746	-33.07%	9	139	F
		On Ramp from I-4 WB	1861	1862	2219	5597	3750	-33.00%	11	116	F
	On Ramp from I-4 WB		1862	1863	601	7432	4818	-35.17%	12	108	F
		On Ramp from I-4 EB	1863	1864	1387	7432	4819	-35.16%	17	97	F
	On Ramp from I-4 EB		1864	60	965	10045	6172	-38.56%	21	72	F
		Off Ramp to MLK Boulevard	1866	1868	1467	10045	6172	-38.56%	35	44	E
	Off Ramp to MLK Boulevard		1868	1869	1481	8290	4674	-43.62%	57	27	D
		MLK Boulevard On Ramp	1869	1870	2263	8290	4674	-43.62%	59	26	C
	MLK Boulevard On Ramp		1870	1871	1500	9839	5927	-39.76%	59	28	D
			1871	1872	1266	9839	5930	-39.73%	64	31	D
			1872	1874	1942	9839	5930	-39.73%	65	30	D
			1874	1875	1042	9839	5932	-39.71%	65	26	C
		SR 60 Off Ramp	1875	1876	1524	9839	5934	-39.69%	60	25	C
	SR 60 Off Ramp		1876	1877	905	7323	4160	-43.19%	63	22	C
		Selmon Expressway Off Ramp	1877	1879	2776	7323	4161	-43.18%	66	21	C
	Selmon Expressway Off Ramp		1879	1881	2456	6100	3367	-44.80%	67	17	B
			1881	1882	1606	6100	3364	-44.85%	67	17	B
		C/D Off Ramp (to US 301)	1882	1883	1358	6100	3366	-44.82%	66	16	B
	C/D Off Ramp (to US 301)		1883	1884	1075	5001	2680	-46.41%	67	13	B
		On Ramp from Selmon Expressway EB	1884	1886	1920	5001	2679	-46.43%	68	13	B
	On Ramp from Selmon Expressway EB		1886	1887	1500	6648	4322	-34.99%	66	13	B
			1887	1888	2135	6648	4324	-34.96%	68	13	B
		C/D on Ramp (from SR 60)	1888	1889	1938	6648	4322	-34.99%	65	16	B
	C/D on Ramp (from SR 60)		1889	1890	1500	8141	5560	-31.70%	56	24	C
		US 301 On Ramp	1890	1892	3113	8141	5560	-31.70%	66	21	C
	US 301 On Ramp		1892	1894	1500	9393	6616	-29.56%	66	18	B
		Section End	1894	1895	1540	9393	6616	-29.56%	63	24	C
I-75 NB C/D	Start of C/D (North of US 301)	Off Ramp to Selmon Expressway	1030	1059	963	1612	1150	-28.66%	12	47	F
	Off Ramp to Selmon Expressway	On Ramp from ML	1059	1060	2620	1431	959	-32.98%	9	51	F
	On Ramp from ML		1060	1033	1725	1994	935	-53.11%	7	61	F
		On Ramp from Selmon Expressway	1033	1013	1460	1994	840	-57.87%	7	58	F
	On Ramp from Selmon Expressway		1013	212	1370	3641	1911	-47.51%	13	52	F
			212	1064	1283	3641	1892	-48.04%	11	60	F
		Off Ramp to SR 60	1064	51	699	3641	1913	-47.46%	9	69	F
	Off Ramp to SR 60	On Ramp from SR 60	51	53	1782	1926	1023	-46.88%	6	168	F
On Ramp from SR 60	End of C/D_Exit to ML (North of SR 60)	53	52	897	2515	1619	-35.63%	10	98	F	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 SB C/D	Start of C/D (North of SR 60)	SR 60 WB On ramp	46	1002	600	1223	794	-35.08%	63	13	B
	SR 60 WB On ramp	SR 60 EB On Ramp	1002	1066	2244	2595	2222	-14.37%	51	22	C
	SR 60 WB On ramp		1066	1065	1116	3183	2772	-12.91%	58	16	B
		Selmon Expressway Off Ramp	1065	1004	1018	3183	2771	-12.94%	62	15	B
	Selmon Expressway Off Ramp	On Ramp from ML	1004	1034	969	2365	2176	-7.99%	59	18	B
	On Ramp from ML		1034	1014	1500	3464	2866	-17.26%	52	26	C
			1014	215	816	3464	2868	-17.21%	64	22	C
			215	2	2129	3464	2870	-17.15%	65	22	C
		C/D Off Ramp to ML	2	1015	1500	3464	2870	-17.15%	63	23	C
	C/D Off Ramp to ML	End of C/D_Exit to ML (North of US 301)	1015	7201	552	1971	1629	-17.35%	59	28	D
I-4 EB GULS	Section End	C/D Off Ramp to US 301	283	205	1115	8897	4422	-50.30%	17	66	F
	C/D Off Ramp to US 301		205	211	1430	7748	3926	-49.33%	54	24	C
			211	7	447	7748	3933	-49.24%	61	22	C
			7	213	727	7748	3934	-49.23%	61	22	C
			213	8	1361	7748	3934	-49.23%	61	21	C
			8	216	1240	7748	3936	-49.20%	61	21	C
			216	217	1508	7748	3940	-49.15%	60	22	C
			217	9	897	7748	3946	-49.07%	56	24	C
		C/D On Ramp from US 301	9	10	1534	7748	3961	-48.88%	36	37	E
	C/D On Ramp from US 301		10	13	1681	10696	5138	-51.96%	22	58	F
		I-75 Off Ramp	13	23	982	10696	5138	-51.96%	38	34	D
	I-75 Off Ramp		23	24	1487	5854	2631	-55.06%	57	13	B
			24	25	505	5854	2632	-55.04%	62	14	B
		I-75 SB On Ramp	25	26	1926	5854	2632	-55.04%	62	14	B
	I-75 SB On Ramp	I-75 On Ramp	26	27	909	7136	3617	-49.31%	53	19	C
	I-75 On Ramp		27	28	1963	9724	5576	-42.66%	52	27	D
		Mango Road Off Ramp	28	245	2545	9724	5582	-42.60%	45	32	D
Mango Road Off Ramp	Mango Road On Ramp	245	246	3303	8291	4684	-43.51%	62	25	C	
Mango Road On Ramp	Section End	246	252	786	8803	5197	-40.96%	63	22	C	
I-4 WB GULS	Section End	Mango Road Off Ramp	254	255	2948	7253	3934	-45.76%	9	143	F
	Mango Road Off Ramp	Mango Road On Ramp	255	6	3316	6843	3734	-45.43%	9	145	F
	Mango Road On Ramp		6	29	2317	7866	4638	-41.04%	10	109	F
		I-75 Off Ramp	29	30	1432	7866	4647	-40.92%	12	93	F
	I-75 Off Ramp		30	31	1529	4260	2442	-42.68%	58	14	B
			31	34	1330	4260	2440	-42.72%	62	13	B
			34	35	1021	4260	2435	-42.84%	63	13	B
		I-75 On Ramp	35	37	1666	4260	2431	-42.93%	63	13	B
	I-75 On Ramp	37	41	1107	7383	4891	-33.75%	56	18	B	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		US 301 C/D Off Ramp	41	5	1663	7383	4887	-33.81%	59	21	C
	US 301 C/D Off Ramp		5	257	953	5248	3154	-39.90%	62	17	B
			257	258	911	5248	3153	-39.92%	63	17	B
			258	259	660	5248	3152	-39.94%	63	17	B
			259	260	1215	5248	3151	-39.96%	63	17	B
			260	261	1078	5248	3151	-39.96%	62	17	B
			261	263	1413	5248	3151	-39.96%	62	17	B
			263	264	659	5248	3146	-40.05%	62	17	B
			264	266	607	5248	3144	-40.09%	62	17	B
		US 301 C/D On Ramp		266	265	1171	5248	3146	-40.05%	62	17
	US 301 C/D On Ramp	Section End	265	268	1671	6443	4173	-35.23%	61	17	B
I-4 EB C/D	Start of C/D (West of US 301)	Hillsborough Avenue On Ramp	278	274	440	796	350	-56.03%	4	89	F
	Hillsborough Avenue On Ramp		274	322	642	3833	1409	-63.24%	4	109	F
		US 301 SB On Ramp	322	293	221	3833	1411	-63.19%	4	164	F
	US 301 SB On Ramp	US 301 NB Off Ramp	293	297	590	4338	1972	-54.54%	5	126	F
	US 301 NB Off Ramp	US 301 NB On Ramp	297	11	663	3615	1544	-57.29%	5	164	F
	US 301 NB On Ramp	Hillsborough Avenue EB Off Ramp	11	40	274	4131	2034	-50.76%	6	119	F
	Hillsborough Avenue EB Off Ramp	Hillsborough Avenue EB Off Ramp	40	7039	517	4131	2035	-50.74%	4	153	F
	Hillsborough Avenue EB Off Ramp	End of C/D (East of US 301)	7046	39	712	2948	1156	-60.79%	6	104	F
I-4 WB C/D	Start of C/D (East of US 301)		7044	319	205	2135	1722	-19.34%	52	18	B
			319	310	580	2135	1722	-19.34%	53	16	B
		Hillsborough Avenue WB On Ramp	310	305	825	2135	1722	-19.34%	53	16	B
	Hillsborough Avenue WB On Ramp	US 301 NB On Ramp	305	306	1316	2878	2460	-14.52%	52	19	C
	US 301 NB On Ramp	US 301 SB Off Ramp	306	308	678	3502	2846	-18.73%	47	20	C
	US 301 SB Off Ramp	Hillsborough Avenue WB Off Ramp	308	309	1485	2762	2403	-13.00%	52	19	C
	Hillsborough Avenue WB Off Ramp	End of C/D (West of US 301)	309	269	752	799	648	-18.90%	43	15	B

Figure 5-1 CORSIM Model Speed Temperature Chart - 2025 No-Build AM Peak Hour



Figure 5-2 CORSIM Model Speed Temperature Chart - 2025 No-Build PM Peak Hour



5.1.2 Ramp Merge/Diverge Analysis Results

Analysis was conducted at all freeway GULs on-ramp and off-ramp segments merge/diverge influence areas. The results of the ramp merge/diverge analysis for the No-Build Alternative are summarized in Tables 5-3 and 5-4 for the Year 2025. By 2025, ramp areas begin to deteriorate with the increased demand. Specifically, a total of twelve diverge and five merge locations in the AM peak and ten diverge and seven merge locations in the PM peak will be below the acceptable LOS target

5.1.3 Ramp Speed Analysis Results

The CORSIM 10-run averaged simulated speed of all the links on a freeway ramp that is connected to the GULs was collected. A weighted average speed was calculated using the simulated speeds and the link lengths of all the links on the ramp. The results are included in Appendix E. The CORSIM speed input is used as the design speed.

The weighted average simulated speeds of the following ramps are lower than 25 mph.

- I-75 northbound on-ramp from I-4 eastbound (PM Peak)
- I-75 northbound on-ramp from I-4 westbound (PM Peak)
- I-75 northbound off-ramp to Fletcher Avenue eastbound (PM Peak)
- I-75 northbound off-ramp to Bruce B. Downs Boulevard eastbound & westbound (PM Peak)
- I-75 southbound on-ramp from Fletcher Avenue eastbound (AM & PM Peak)
- I-75 southbound on-ramp from Fletcher Avenue westbound (AM & PM Peak)
- I-75 southbound on-ramp from Flower Avenue eastbound (PM Peak)
- I-75 southbound on-ramp from Flower Avenue westbound (PM Peak)
- I-75 southbound off-ramp to C/D at SR 60 (AM Peak)
- I-4 eastbound off-ramp to US 301 (AM & PM Peak)
- I-4 eastbound off-ramp to I-4 eastbound C/D west of US 301 (AM & PM Peak)
- I-4 eastbound on-ramp from I-4 eastbound C/D east of US 301 (AM & PM Peak)
- I-4 eastbound on-ramp from I-75 northbound C/D north of MLK Boulevard (AM & PM Peak)

5.1.4 Intersection Analysis Results

The results of the interchange ramp terminal and adjacent intersection analysis for the No-Build Alternative are summarized in Tables 5-5 and 5-6 and the detailed information is provided in Appendix G. The majority of intersections operate at an acceptable LOS in 2025 except for the following intersections that will operate below LOS D. They are as follows:

- Bruce B. Downs Boulevard & Dona Michelle Drive (AM)
- Bruce B. Downs Boulevard & I-75 northbound Ramps (PM)
- Bruce B. Downs Boulevard & Commerce Palms Drive (PM)
- Fletcher Avenue & Hidden River Parkway (AM & PM)
- Fowler Avenue & Morris Bridge Road (AM & PM)

According to HCM 6th, unsignalized intersection has no overall delay LOS. Therefore, “N/A” is used to represent the overall delay and LOS of unsignalized intersections in the tables.

Table 5-3 Freeway GULs Diverge Influence Area Measure of Effectiveness - 2025 No-Build

	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Average Simulated Speed (mph)	Weighted Average Simulated Density (vplpm)	LOS	Weighted Average Simulated Speed (mph)	Weighted Average Simulated Density (vplpm)	LOS
I-75 NB GULs	US 301 NB Off Ramp	Diverge	14	113	F	48	29	D
	Selmon Expressway Off Ramp	Diverge	15	90	F	41	27	C
	SR 60 C/D Off Ramp	Diverge	13	134	F	35	36	E
	MLK Boulevard NB Off Ramp	Diverge	31	58	F	14	106	F
	MLK Boulevard NB Off Ramp to I-4	Diverge	17	88	F	16	95	F
	Fowler Avenue NB Off Ramp	Diverge	54	27	C	56	26	C
	Fletcher Avenue Off Ramp	Diverge	65	13	B	63	17	B
I-75 SB GULs	Bruce B. Downs Boulevard Off Ramp	Diverge	66	12	B	66	14	B
	Bruce B. Downs Boulevard Off Ramp	Diverge	62	28	C	65	21	C
	Fletcher Avenue Off Ramp	Diverge	19	82	F	64	22	C
	Fowler Avenue Off Ramp	Diverge	11	119	F	38	36	E
	I-4 Off Ramp	Diverge	37	46	F	18	80	F
	Off Ramp to MLK Boulevard	Diverge	60	29	D	35	45	E
	SR 60 Off Ramp	Diverge	50	33	D	60	25	C
I-4 EB GULs	Selmon Expressway Off Ramp	Diverge	32	48	F	66	21	C
	C/D Off Ramp (to US 301)	Diverge	67	12	B	66	16	B
	C/D Off Ramp to US 301	Diverge	15	73	F	17	66	F
I-4 WB GULs	I-75 Off Ramp	Diverge	38	39	E	32	42	E
	Mango Road Off Ramp	Diverge	62	24	C	45	32	D
	Mango Road Off Ramp	Diverge	37	52	F	9	143	F
I-4 WB GULs	I-75 Off Ramp	Diverge	55	30	D	12	94	F
	US 301 C/D Off Ramp	Diverge	53	35	D	59	21	C

Table 5-4 Freeway GULs Merge Influence Area Measure of Effectiveness - 2025 No-Build

	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
I-75 NB GULs	SR 60 C/D On Ramp	Merge	42	42	E	15	95	F
	SR 60 NB On Ramp	Merge	41	54	F	17	105	F
	MLK Boulevard NB On Ramp	Merge	65	16	B	66	15	B
	NB On Ramp from I-4 EB & WB	Merge	63	23	C	62	24	C
	Fowler Avenue EB On Ramp	Merge	66	14	B	65	18	B
	Fowler Avenue WB On Ramp	Merge	66	13	B	65	16	B
	Fletcher Avenue On Ramp	Merge	65	14	B	64	17	B
	Bruce B. Downs Boulevard On Ramp	Merge	63	14	B	56	18	B
I-75 SB GULs	Bruce B. Downs Boulevard EB On Ramp	Merge	64	23	C	66	17	B
	Bruce B. Downs Boulevard WB On Ramp	Merge	62	23	C	64	18	B
	Fletcher Avenue On Ramp	Merge	10	122	F	41	35	D
	Fowler Avenue On Ramp	Merge	36	45	E	10	125	F
	On Ramp from I-4 WB	Merge	59	27	C	15	101	F
	On Ramp from I-4 EB	Merge	60	28	D	26	62	F
	MLK Boulevard On Ramp	Merge	55	34	D	59	28	C
	On Ramp from Selmon Expressway EB	Merge	67	10	A	66	13	B
	C/D on Ramp (from SR 60)	Merge	53	24	C	56	24	C
I-4 EB GULs	US 301 On Ramp	Merge	67	16	B	66	18	B
	C/D On Ramp from US 301	Merge	29	49	F	22	58	F
	I-75 SB On Ramp	Merge	55	23	C	53	19	B
	I-75 On Ramp	Merge	60	24	C	52	27	C
I-4 WB GULs	Mango Road On Ramp	Merge	62	24	C	63	22	C
	Mango Road On Ramp	Merge	63	25	C	10	109	F
	I-75 On Ramp	Merge	52	31	D	57	19	B
	US 301 C/D On Ramp	Merge	48	31	D	61	17	B

Table 5-5 Intersection Measure of Effectiveness - 2025 No-Build AM Peak Hour

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Boulevard @ I-75 SB Ramps (Signalized)	EB	0	7	0	0	-	A	-	-	7	A	12	B
	WB	0	6	0	0	-	A	-	-	6	A		
	SB	86	0	0	0	F	-	-	-	86	F		
Bruce B. Downs Boulevard @ I-75 NB Ramps (Signalized)	EB	115	2	0	0	F	A	-	-	21	C	24	C
	WB	0	12	0	0	-	B	-	-	12	B		
	NB	108	0	4	0	F	-	A	-	106	F		
Bruce B. Downs Boulevard @ Commerce Palms Dr (Signalized)	EB	152	25	2	0	F	C	A	-	51	D	48	D
	WB	124	34	9	0	F	C	A	-	41	D		
	NB	120	104	10	0	F	F	A	-	41	D		
	SB	113	86	15	0	F	F	B	-	76	E		
Bruce B. Downs Boulevard @ Dona Michelle Dr (Signalized)	EB	111	21	24	0	F	C	C	-	26	C	37	D
	WB	115	22	0	0	F	C	A	-	24	C		
	NB	282	66	59	0	F	E	E	-	180	F		
	SB	129	91	39	0	F	F	D	-	47	D		
Fletcher Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	8	0	0	0	A	A	-	-	2	A		
	SB	5	0	0	0	A	-	-	-	5	A		
Fletcher Avenue @ I-75 NB Ramps (Signalized)	EB	35	6	0	0	C	A	-	-	26	C	24	C
	WB	0	23	0	0	-	C	-	-	23	C		
	SB	26	0	0	0	C	-	-	-	26	C		
Fletcher Avenue @ Hidden River Pkwy (Signalized)	EB	180	13	15	0	F	B	B	-	43	D	72	E
	WB	87	13	3	0	F	B	A	-	15	B		
	NB	194	187	17	0	F	F	B	-	127	F		
	SB	708	762	389	0	F	F	F	-	635	F		
	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	2	0	0	0	A	A	-	-	0	A		

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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Fowler Avenue @ I-75 SB Ramps (Unsignalized)	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
Fowler Avenue @ Morris Bridge Road (Signalized)	EB	115	30	14	0	F	C	B	-	33	C	37	D
	WB	108	31	8	0	F	C	A	-	32	C		
	NB	89	83	23	0	F	F	C	-	64	E		
	SB	93	93	17	0	F	F	B	-	59	E		
Fowler Avenue @ Jefferson Road (Signalized)	EB	45	8	7	0	D	A	A	-	8	A	13	B
	WB	19	12	0	0	B	B	-	-	12	B		
	NB	33	0	27	0	C	A	C	-	33	C		
	SB	42	36	7	0	D	D	A	-	13	B		
MLK Boulevard @ I-75 SB Ramps (Signalized)	SB	8	0	0	0	A	-	-	-	8	A	5	A
	SB	0	12	0	0	-	B	-	-	12	B		
	EB	0	0	0	0	-	A	-	A	0	A		
	EB	0	14	0	0	-	B	-	-	14	B		
	WB	0	5	0	0	-	A	-	-	5	A		
	WB	0	0	0	0	A	A	-	-	0	A		
MLK Boulevard @ I-75 NB Ramps (Signalized)	NB	9	0	0	0	A	-	-	-	9	A	5	A
	NB	0	0	7	0	-	-	A	-	7	A		
	EB	0	0	0	0	A	A	-	-	0	A		
	EB	0	2	0	0	-	A	-	-	2	A		
	WB	0	17	0	0	-	B	-	-	17	B		
	WB	0	0	0	0	-	A	A	-	0	A		
SR 60 @ I-75 SB Ramps (Signalized)	EB	0	11	0	0	-	B	-	-	11	B	26	C
	WB	0	15	0	0	-	B	-	-	15	B		
	SB	68	0	25	0	E	-	C	-	56	E		
SR 60 @ I-75 NB Ramps (Signalized)	EB	0	10	0	0	-	A	-	-	10	A	25	C
	WB	0	18	0	0	-	B	-	-	18	B		

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
	NB	57	0	64	0	E	-	E	-	62	E		
US 301 @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	A	-	0	A	N/A	N/A
	WB	12	0	0	0	B	A	-	-	1	A		
	NB	0	0	0	0	-	A	-	-	0	A		
	SB	0	0	0	0	-	-	-	A	0	A		
US 301 @ I-75 NB Ramps (Unsignalized)	EB	107	0	0	0	F	A	-	-	11	B	N/A	N/A
	WB	0	0	0	0	-	A	A	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
US 301 @ I-4 WB Ramps (Signalized)	EB	54	0	0	0	D	-	-	-	54	D	10	B
	NB	0	6	0	0	-	A	-	-	6	A		
	SB	0	7	0	0	-	A	-	-	7	A		
Mango Road @ I-4 WB Ramps (Signalized)	WB	46	0	7	0	D	-	A	-	28	C	23	C
	NB	55	3	0	0	D	A	-	-	19	B		
	SB	0	29	25	0	-	C	C	-	27	C		
Mango Road @ I-4 EB Ramps (Signalized)	EB	35	0	4	0	C	-	A	-	20	C	19	B
	NB	0	20	7	0	-	B	A	-	18	B		
	SB	54	13	0	0	D	B	-	-	22	C		

Table 5-6 Intersection Measure of Effectiveness - 2025 No-Build PM Peak Hour

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Boulevard @ I-75 SB Ramps (Signalized)	EB	0	3	0	0	-	A	-	-	3	A	6	A
	WB	0	0	0	0	-	A	-	-	0	A		
	SB	104	0	0	0	F	-	-	-	104	F		
Bruce B. Downs Boulevard @ I-75 NB Ramps (Signalized)	EB	742	32	0	0	F	C	-	-	113	F	82	F
	WB	0	27	0	0	-	C	-	-	27	C		
	NB	76	0	25	0	E	-	C	-	67	E		
Bruce B. Downs Boulevard @ Commerce Palms Dr (Signalized)	EB	126	42	14	0	F	D	B	-	53	D	63	E
	WB	133	34	4	0	F	C	A	-	60	E		
	NB	115	106	21	0	F	F	C	-	110	F		
	SB	100	82	6	0	F	F	A	-	95	F		
Bruce B. Downs Boulevard @ Dona Michelle Dr (Signalized)	EB	120	27	30	0	F	C	C	-	32	C	36	D
	WB	122	28	29	0	F	C	C	-	32	C		
	NB	120	78	45	0	F	E	D	-	114	F		
	SB	112	78	18	0	F	E	B	-	106	F		
Fletcher Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	35	43	0	0	D	E	-	-	42	E		
	SB	5	0	0	0	A	B	-	-	5	A		
Fletcher Avenue @ I-75 NB Ramps (Signalized)	EB	43	17	0	0	D	B	-	-	30	C	32	C
	WB	0	43	0	0	-	D	-	-	43	D		
	SB	25	0	0	0	C	-	-	-	25	C		
Fletcher Avenue @ Hidden River Pkwy (Signalized)	EB	86	25	27	0	F	C	C	-	27	C	60	E
	WB	606	36	7	0	F	D	A	-	85	F		
	NB	79	67	15	0	E	E	B	-	78	E		
	SB	75	63	26	0	E	E	C	-	75	E		

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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Fowler Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	94	1	0	0	F	A	-	-	43	E		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
Fowler Avenue @ Morris Bridge Road (Signalized)	EB	188	144	101	0	F	F	F	-	147	F	85	F
	WB	184	27	4	0	F	C	A	-	38	D		
	NB	90	87	67	0	F	F	E	-	89	F		
	SB	143	142	14	0	F	F	B	-	143	F		
Fowler Avenue @ Jefferson Road (Signalized)	EB	49	10	9	0	D	A	A	-	12	B	19	B
	WB	27	19	0	0	C	B	A	-	19	B		
	NB	39	37	0	0	D	D	A	-	39	D		
	SB	46	43	12	0	D	D	B	-	45	D		
MLK Boulevard @ I-75 SB Ramps (Signalized)	SB	8	0	0	0	A	-	-	-	8	A	6	A
	SB	0	12	0	0	-	-	A	-	12	B		
	EB	0	0	0	0	-	A	A	-	0	A		
	EB	0	16	0	0	-	B	-	-	16	B		
	WB	0	5	0	0	-	A	-	-	5	A		
	WB	0	0	0	0	A	A	-	-	0	A		
MLK Boulevard @ I-75 NB Ramps (Signalized)	NB	8	0	0	0	A	-	-	-	8	A	3	A
	NB	0	0	9	0	-	A	-	-	0	A		
	EB	0	0	0	0	A	A	-	-	0	A		
	EB	0	1	0	0	-	A	-	-	1	A		
	WB	0	14	0	0	-	B	-	-	14	B		
	WB	0	0	0	0	-	A	A	-	0	A		
	EB	0	18	0	0	-	B	-	-	18	B	27	C

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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
SR 60 @ I-75 SB Ramps (Signalized)	WB	0	16	0	0	-	B	-	-	16	B		
	SB	61	0	16	0	E	-	B	-	61	E		
SR 60 @ I-75 NB Ramps (Signalized)	EB	0	11	0	0	-	B	-	-	11	B	13	B
	WB	0	10	0	0	-	A	-	-	10	A		
	NB	65	0	68	0	E	-	E	-	65	E		
US 301 @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	A	-	0	A	N/A	N/A
	WB	244	1	0	0	F	A	-	-	29	D		
	NB	0	0	0	0	-	A	-	-	0	A		
	SB	0	0	0	0	-	-	-	A	0	A		
US 301 @ I-75 NB Ramps (Unsignalized)	EB	38	0	0	0	E	A	-	-	2	A	N/A	N/A
	WB	0	0	0	0	-	A	A	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
US 301 @ I-4 WB Ramps (Signalized)	EB	52	0	0	0	D	-	-	-	52	D	8	A
	NB	0	5	0	0	-	A	-	-	5	A		
	SB	0	5	0	0	-	A	-	-	5	A		
US 301 @ I-4 EB Ramps (Unsignalized)	EB	0	0	6	0	-	-	A	-	6	A	10	B
	NB	0	4	0	7	-	A	-	A	5	A		
	SB	0	18	11	0	-	C	B	-	16	C		
Mango Road @ I-4 WB Ramps (Signalized)	WB	53	0	5	0	D	-	A	-	53	D	15	B
	NB	18	1	0	0	B	A	-	-	6	A		
	SB	0	21	19	0	-	C	B	-	21	C		
Mango Road @ I-4 EB Ramps (Signalized)	EB	31	0	6	0	C	-	A	-	15	B	19	B
	NB	0	31	8	0	-	C	A	-	31	C		
	SB	36	7	0	0	D	A	-	-	15	B		

5.2 2025 Build Alternative LOS Analyses Results

5.2.1 Freeway Segment Analysis Results

Freeway segment analysis was conducted on all the I-75 and I-4 segments in the study area. The results of the freeway segment analysis for the Build Alternative are summarized in Tables 5-7 and 5-8 for Year 2025. The speed temperature of the freeway GULs and ELs are shown in Figures 5-3 and 5-4.

During the AM peak, all segments will operate at LOS D or better except for the east of Mango Road which will operate at LOS E.

During the PM peak hour, the following freeway GULs segments will operate at LOS F:

- I-75 southbound between on-ramp from I-4 westbound and south of on-ramp from I-4 eastbound
- I-4 eastbound between Western Section End and off-ramp to I-75
- I-4 westbound between Eastern Section End and off-ramp to I-75

5.2.2 Ramp Merge/Diverge Analysis Results

Analysis was conducted at all freeway GULs and ELs on-ramp and off-ramp segments merge/diverge influence areas. The results of the ramp merge/diverge analysis for the 2025 Build condition are summarized in Tables 5-9 and 5-10. Most of the ramp merge/diverge influence areas will operate at LOS D or better in the AM Peak with the exception of the diverge influence area of I-4 westbound off-ramp at Mango Road which operates at LOS E. The conditions are slightly worse in the PM peak with five locations operating at LOS F. They are as follows:

- I-75 southbound on-ramp from I-4 eastbound
- I-75 southbound on-ramp from I-4 westbound
- I-4 eastbound off-ramp to I-75
- I-4 westbound off-ramp to Mango Road
- I-4 westbound off-ramp to I-75

5.2.3 Ramp Speed Analysis Results

The CORSIM 10-run averaged simulated speed of all the links on a freeway ramp that is connected to the GULs and ELs was collected. A weighted average speed was calculated using the simulated speeds and the link lengths of all the links on the ramp. The CORSIM speed input was used as the design speed.

The weighted average simulated speeds of the following two ramps are lower than 25 mph and the second ramp is substantially low.

- I-75 southbound on-ramp from Fletcher Avenue eastbound (PM Peak)
- I-75 southbound on-ramp from I-4 eastbound C/D (PM Peak)

The detailed ramp speeds are shown in the tables in Appendix F.

5.2.4 Intersection Analysis Results

The results of the interchange ramp terminal and adjacent intersection analysis for the Build Alternative are summarized in Tables 5-11 and 5-12 and the detailed information is provided in

Appendix G. The majority of intersections operate at an acceptable LOS in 2025 except for the following intersections that will operate below LOS D. They are as follows:

- Bruce B. Downs Boulevard & Dona Michelle Drive (AM)
- Bruce B. Downs Boulevard & I-75 northbound Ramps (PM)
- Bruce B. Downs Boulevard & Commerce Palms Drive (AM & PM)
- Fletcher Avenue & Hidden River Parkway (AM & PM)

Since HCM 6th does not provide a methodology for calculating the intersection overall delay at unsignalized intersections, “N/A” is used to represent the overall delay and LOS of unsignalized intersections in the tables.

5.3 Summary – Opening Year (2025) No-Build and Build Comparison

Based on the CORSIM results provided in Section 5 for the peak hours, the findings in the traffic operations are summarized below.

- On I-75 northbound, the GULs will only operate at LOS E or below in the No-Build Alternative. Congestion was observed in the CORSIM models on the GULs south of off-ramp to I-4 at MLK Boulevard in both peak hours. The GULs in the Build alternative will meet the LOS target and its average travel speed will be at least 50 mph during both peak hours. The ELs in the Build Alternative will operate at LOS B or better in both AM and PM peak hours.
- On I-75 southbound, only a small segment of the GULs will operate below the LOS target in the Build Alternative which is the segment from on-ramp from I-4 westbound to south of on-ramp from I-4 eastbound in the PM peak hour. There are several segments with longer distance in No-Build Alternative that will be LOS E or lower. They are GULs segments from north of Fletcher Avenue to off-ramp to I-4 and from MLK Boulevard to SR 60 in AM peak and from off-ramp to Fowler Avenue to off-ramp to MLK Boulevard in PM peak hour. The ELs in the Build Alternative will operate at LOS C or better in both AM and PM peak hours.
- On I-4 eastbound, the GULs segment from the Western Section End to the off-ramp to I-75 is observed to be heavily congested in the PM peak hour in the Build Alternative. This is caused by the queue spillback from I-75 southbound on-ramp from I-4 eastbound all the way through exiting ramp from GULs to C/D and further west to the I-4 eastbound GULs at US 301. The I-4 eastbound C/D will merge on to I-75 southbound to form 4 lanes then narrow down to 3 lanes. It will carry 6,372 vehicles per hour in the PM peak hour which is 2,124 vehicles per hour per lane (over-capacity). The ELs in the Build Alternative will operate at LOS C or better throughout the corridor for both AM and PM peak hours.
- On I-4 westbound, the GULs segment east of Mango Road in AM peak hour and the segment from Eastern Section End to off-ramp to I-75 west of Mango in PM peak hour will not meet the LOS target in both Alternatives. However, the average speed in Build Alternative throughout the corridor will be slightly higher than the No-Build condition. The ELs in the Build Alternative will operate at LOS C or better throughout the corridor for both AM and PM peak hours.
- At intersections, it was found that the intersection overall delays are higher in the Build Alternative than in the No-Build Alternative at some locations. This is because the improvements in the Build Alternative alleviate the congestions at the bottlenecks in the network thus more traffic will be able to get to these locations than in the No-Build condition.

In summary, the Build Alternative will provide better LOS on freeway GULs especially on both northbound and southbound of I-75.

Table 5-7 Freeway Segment Analysis Results – 2025 Build AM Peak Hour

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 NB GULS	Southern Section End		168	704	199	7253	7253	0.00%	68	27	D
		ELs On Ramp South of US 301	704	234	1131	7253	7254	0.01%	68	27	D
	ELs On Ramp South of US 301		234	705	869	7553	7557	0.05%	67	23	C
			705	697	2413	7553	7556	0.04%	66	23	C
		ELs Off Ramp South of US 301	697	701	900	7553	7554	0.01%	66	23	C
	ELs Off Ramp South of US 301		701	1905	2822	7083	7144	0.86%	65	27	D
			1905	1906	1167	7083	7142	0.83%	63	28	D
		US 301 Off Ramp	1906	424	543	7083	7144	0.86%	62	25	C
	US 301 Off Ramp		424	1907	949	5831	5964	2.28%	66	23	C
			1907	1909	2397	5831	5964	2.28%	65	23	C
		Selmon Expressway Off Ramp (To C/D)	1909	1910	624	5831	5961	2.23%	62	24	C
	Selmon Expressway Off Ramp (To C/D)	US 301 On Ramp	1910	1912	3912	4930	5060	2.64%	65	26	C
	US 301 On Ramp	SR 60 C/D Off Ramp	1912	1913	3067	6485	6518	0.51%	64	25	C
	SR 60 C/D Off Ramp		1913	1915	890	5147	4966	-3.52%	65	26	C
			1915	1916	1398	5147	4965	-3.54%	66	25	C
			1916	1917	1705	5147	4968	-3.48%	65	25	C
			1917	1918	2017	5147	4963	-3.57%	65	25	C
			1918	1919	1164	5147	4969	-3.46%	65	25	C
			1919	1920	1516	5147	4970	-3.44%	65	25	C
			1920	1922	1018	5147	4968	-3.48%	65	25	C
		ELs On Ramp North of SR 60	1922	1924	2082	5147	4967	-3.50%	63	26	C
	ELs On Ramp North of SR 60	SR 60 C/D On Ramp	1924	1925	2991	6063	5847	-3.56%	62	29	D
	SR 60 C/D On Ramp		1925	1926	840	7538	7230	-4.09%	64	28	D
		MLK Boulevard Off Ramp	1926	1928	1910	7538	7232	-4.06%	57	32	D
	MLK Boulevard Off Ramp		1928	1929	670	5903	5321	-9.86%	60	30	D
			1929	1930	2164	5903	5320	-9.88%	65	27	D
			1930	1931	744	5903	5318	-9.91%	65	27	D
		C/D Off Ramp North of MLK Boulevard	1931	1932	1532	5903	5318	-9.91%	61	24	C
	C/D Off Ramp North of MLK Boulevard		1932	1934	1735	3554	3345	-5.88%	67	17	B
		MLK Boulevard On Ramp	1934	59	822	3554	3344	-5.91%	67	17	B
MLK Boulevard On Ramp		59	1935	733	4662	4248	-8.88%	62	17	B	
		1935	1936	1510	4662	4248	-8.88%	60	22	C	
		1936	1938	3472	4662	4250	-8.84%	66	21	C	
		1938	1939	956	4662	4251	-8.82%	66	21	C	
	I-4 EB & WB On Ramp	1939	1940	959	4662	4252	-8.79%	66	21	C	
I-4 EB & WB On Ramp		1940	1941	1500	6470	5870	-9.27%	63	21	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1941	1942	927	6470	5869	-9.29%	66	22	C
			1942	1945	799	6470	5867	-9.32%	66	22	C
			1945	1946	796	6470	5868	-9.30%	66	22	C
			1946	1948	1085	6470	5866	-9.34%	66	22	C
			1948	1950	1648	6470	5866	-9.34%	66	22	C
		ELs On Ramp North of I-4	1950	1951	1231	6470	5868	-9.30%	66	22	C
ELs On Ramp North of I-4			1951	1952	1942	7174	6648	-7.33%	66	20	C
			1952	1953	987	7174	6649	-7.32%	66	20	C
			1953	1954	480	7174	6646	-7.36%	66	20	C
			1954	1955	636	7174	6642	-7.42%	66	20	C
			1955	1956	860	7174	6642	-7.42%	66	20	C
			1956	1958	1123	7174	6640	-7.44%	65	20	C
		Fowler Avenue Off Ramp	1958	1960	1500	7174	6643	-7.40%	51	26	C
Fowler Avenue Off Ramp			1960	1961	1082	4707	4077	-13.38%	63	16	B
		Fowler Avenue EB On Ramp	1961	1962	1547	4707	4075	-13.43%	67	15	B
Fowler Avenue EB On Ramp			1962	1963	710	5157	4255	-17.49%	66	14	B
		Fowler Avenue WB On Ramp	1963	1964	796	5157	4256	-17.47%	67	16	B
Fowler Avenue WB On Ramp			1964	1965	1500	5615	4691	-16.46%	66	15	B
			1965	1966	1918	5615	4692	-16.44%	67	18	B
		Fletcher Avenue Off Ramp	1966	1968	1500	5615	4692	-16.44%	60	20	C
Fletcher Avenue Off Ramp			1968	1969	665	4336	3452	-20.39%	62	19	C
			1969	1970	414	4336	3452	-20.39%	66	17	B
			1970	1971	470	4336	3452	-20.39%	67	17	B
			1971	1972	769	4336	3453	-20.36%	67	17	B
		Fletcher Avenue On Ramp	1972	1973	1188	4336	3452	-20.39%	67	17	B
Fletcher Avenue On Ramp			1973	1974	1500	4901	3994	-18.51%	64	14	B
			1974	1975	941	4901	3988	-18.63%	67	15	B
			1975	1976	938	4901	3986	-18.67%	67	15	B
		ELs Off Ramp North of Fletcher	1976	1978	874	4901	3988	-18.63%	67	15	B
ELs Off Ramp North of Fletcher			1978	1980	901	4368	3468	-20.60%	68	13	B
			1980	1982	929	4368	3467	-20.63%	68	13	B
			1982	1983	1682	4368	3467	-20.63%	68	13	B
			1983	1984	832	4368	3470	-20.56%	68	13	B
		ELs On Ramp North of Fletcher	1984	61	298	4368	3471	-20.54%	68	13	B
ELs On Ramp North of Fletcher			61	1985	1395	4400	3513	-20.16%	68	10	A
			1985	1986	714	4400	3512	-20.18%	68	13	B
			1986	33	926	4400	3512	-20.18%	68	13	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 SB GULS			33	1987	1057	4400	3511	-20.20%	68	11	A
		Bruce B. Downs Boulevard Off Ramp	1987	1988	2263	4400	3511	-20.20%	63	11	A
	Bruce B. Downs Boulevard Off Ramp		1988	1990	1731	2462	1875	-23.84%	67	9	A
		Bruce B. Downs Boulevard On Ramp	1990	1992	2737	2462	1872	-23.96%	68	9	A
	Bruce B. Downs Boulevard On Ramp		1992	1994	1500	2987	2382	-20.25%	61	13	B
		Northern Section End	682	1995	525	2987	3316	11.01%	66	13	B
	Northern Section End		1806	1807	2000	3546	3544	-0.06%	68	17	B
		Bruce B. Downs Boulevard Off Ramp	1807	1808	1500	3546	3544	-0.06%	64	19	C
	Bruce B. Downs Boulevard Off Ramp		1808	1809	2042	2501	2493	-0.32%	67	12	B
		Bruce B. Downs Boulevard EB On Ramp	1809	1810	1404	2501	2494	-0.28%	68	12	B
	Bruce B. Downs Boulevard EB On Ramp	Bruce B. Downs Boulevard WB On Ramp	1810	1811	2371	3285	3264	-0.64%	65	15	B
	Bruce B. Downs Boulevard WB On Ramp		1811	1812	994	5176	5065	-2.14%	62	17	B
			1812	1814	2000	5176	5069	-2.07%	65	19	C
			1814	1815	1772	5176	5066	-2.13%	66	19	C
		ELs Off Ramp North of Fletcher Avenue	1815	196	315	5176	5058	-2.28%	66	17	B
	ELs Off Ramp North of Fletcher Avenue		196	1816	868	4446	4246	-4.50%	67	16	B
			1816	1817	1301	4446	4244	-4.54%	67	13	B
			1817	1818	899	4446	4243	-4.57%	67	13	B
		C/D Off Ramp North of Fletcher Avenue	1818	1820	478	4446	4241	-4.61%	66	13	B
	C/D Off Ramp North of Fletcher Avenue		1820	1821	1405	2413	3042	26.07%	67	15	B
			1821	1822	1050	2413	3044	26.15%	68	15	B
			1822	1824	843	2413	3043	26.11%	68	15	B
			1824	1825	1673	2413	3042	26.07%	67	15	B
			1825	1826	1500	2413	3041	26.03%	67	15	B
		ELs On Ramp at Fletcher Avenue	1826	1827	1018	2413	3037	25.86%	67	15	B
	ELs On Ramp at Fletcher Avenue		1827	1828	1252	3288	3809	15.85%	66	15	B
		Fletcher Avenue On Ramp	1828	1829	1358	3288	3811	15.91%	66	19	C
	Fletcher Avenue On Ramp		1829	55	908	5056	5581	10.38%	61	20	C
			55	1830	893	5056	5581	10.38%	66	21	C
			1830	1831	1268	5056	5582	10.40%	61	23	C
		1831	1832	495	5056	5588	10.52%	51	32	D	
		1832	1833	579	5056	5588	10.52%	59	31	D	
		1833	1834	553	5056	5588	10.52%	63	30	D	
		1834	1836	968	5056	5589	10.54%	65	29	D	
	Fowler Avenue On Ramp	1836	1838	1362	5056	5590	10.56%	65	29	D	
Fowler Avenue On Ramp		1838	1840	1752	6716	7242	7.83%	57	28	D	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1840	1843	1374	6716	7259	8.09%	64	28	D
			1843	1844	614	6716	7269	8.23%	65	28	D
			1844	1846	651	6716	7275	8.32%	65	28	D
			1846	1848	1107	6716	7278	8.37%	63	29	D
		ELs Off Ramp South of Fowler Avenue	1848	636	492	6716	7285	8.47%	53	34	D
ELs Off Ramp South of Fowler Avenue			636	1850	1456	6325	6342	0.27%	63	25	C
			1850	1851	1936	6325	6348	0.36%	66	24	C
			1851	1852	1597	6325	6341	0.25%	66	24	C
		I-4 EB & WB Off Ramp	1852	1853	1760	6325	6326	0.02%	54	29	D
I-4 EB & WB Off Ramp			1853	1854	480	3949	3639	-7.85%	61	20	C
			1854	1858	1389	3949	3637	-7.90%	67	18	B
			1858	1860	1500	3949	3636	-7.93%	67	16	B
		C/D to MLK Boulevard Off Ramp	1860	520	570	3949	3633	-8.00%	66	14	B
C/D to MLK Boulevard Off Ramp			520	1861	954	3233	2882	-10.86%	68	14	B
		I-4 WB On Ramp	1861	1862	2217	3233	2885	-10.76%	67	14	B
I-4 WB On Ramp			1862	1863	601	4838	4309	-10.93%	57	20	C
		I-4 EB On Ramp	1863	1864	1084	4838	4310	-10.91%	64	22	C
I-4 EB On Ramp			1864	60	1268	6016	5398	-10.27%	60	25	C
			60	1868	1618	6016	5401	-10.22%	64	28	D
			1868	1869	1481	6016	5402	-10.21%	65	28	D
		MLK Boulevard On Ramp	1869	1870	2069	6016	5398	-10.27%	65	28	D
MLK Boulevard On Ramp			1870	691	1244	7138	6367	-10.80%	64	20	C
			691	639	1433	7138	6364	-10.84%	66	19	C
			639	638	1078	7138	6362	-10.87%	66	19	C
		SR 60 Off Ramp	638	1876	2435	7138	6360	-10.90%	59	22	C
SR 60 Off Ramp			1876	1877	2174	5435	4471	-17.74%	63	18	B
		ELs Off Ramp at SR 60	1877	1879	3126	5435	4474	-17.68%	66	17	B
ELs Off Ramp at SR 60			1879	1881	2104	4770	3784	-20.67%	67	14	B
		Selmon Expressway Off Ramp	1881	1882	1157	4770	3783	-20.69%	67	14	B
Selmon Expressway Off Ramp		US 301 C/D Off Ramp	1882	1883	2460	4629	3657	-21.00%	67	14	B
US 301 C/D Off Ramp			1883	1884	423	4229	3296	-22.06%	67	16	B
			1884	1886	1920	4229	3295	-22.09%	67	16	B
			1886	1887	1500	4229	3292	-22.16%	67	16	B
			1887	1888	3223	4229	3292	-22.16%	67	16	B
		C/D On Ramp North of US 301	1888	1889	1104	4229	3289	-22.23%	67	16	B
C/D On Ramp North of US 301			1889	1890	1245	5083	4529	-10.90%	63	12	B
		US 301 On Ramp	1890	1892	3113	5083	4529	-10.90%	67	14	B
US 301 On Ramp			1892	1894	1500	5991	5412	-9.66%	67	14	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS	
	From	To	From	To		Demand	Simulated	Peak % Vol Diff				
			1894	1895	1540	5991	5411	-9.68%	67	16	B	
			1895	698	1723	5991	5414	-9.63%	65	19	C	
			698	702	1073	5991	5411	-9.68%	66	20	C	
		ELs Off Ramp South of US 301	702	696	1285	5991	5411	-9.68%	66	21	C	
	ELs Off Ramp South of US 301		696	700	2715	5483	4911	-10.43%	67	18	B	
		ELs On Ramp South of US 301	700	391	868	5483	4902	-10.60%	67	18	B	
	ELs On Ramp South of US 301	Southern Section End	391	699	1132	6255	5742	-8.20%	65	18	B	
I-75 NB C/D	Start of C/D (North of US 301)	Off Ramp to Selmon Expressway	1053	1031	2665	1347	1360	0.97%	58	10	A	
			394	1060	360	263	266	1.14%	63	4	A	
	Start of C/D at Selmon Expressway		1060	1033	322	1601	1819	13.62%	61	15	B	
		Selmon Expressway On Ramp	1033	1013	1460	1601	1820	13.68%	67	14	B	
	Selmon Expressway On Ramp		1013	212	1370	2419	3000	24.02%	62	16	B	
			212	1064	1284	2419	2999	23.98%	67	15	B	
		SR 60 Off Ramp	1064	413	919	2419	2998	23.94%	59	17	B	
	SR 60 Off Ramp	SR 60 EB On Ramp	413	410	1563	573	748	30.54%	62	12	B	
	SR 60 EB On Ramp	SR 60 WB On Ramp	410	411	1620	1336	1380	3.29%	54	19	C	
	SR 60 WB On Ramp		411	416	1790	2974	3023	1.65%	58	18	B	
			416	412	1687	1475	1392	-5.63%	63	11	A	
	Start of C/D (North of MLK Boulevard)		48	56	607	3082	2570	-16.61%	44	19	C	
			56	515	1448	3082	2569	-16.65%	47	23	C	
		End of C/D_Exit to I-4	515	514	1515	3082	2573	-16.52%	47	27	D	
	I-75 SB C/D			49	65	840	2033	1199	-41.02%	63	6	A
				65	64	1673	2033	1198	-41.07%	63	6	A
		Fletcher Avenue Off Ramp	64	43	1504	2033	1196	-41.17%	61	7	A	
Fletcher Avenue Off Ramp			43	44	1010	1254	733	-41.55%	63	6	A	
			44	50	1250	1254	732	-41.63%	63	6	A	
			50	58	1057	1254	733	-41.55%	63	6	A	
			58	42	1026	1254	734	-41.47%	63	6	A	
		Fowler Avenue Off Ramp	42	57	1084	1254	734	-41.47%	63	6	A	
Start of C/D South of I-4			507	112	1424	1333	1301	-2.40%	48	13	B	
		MLK Boulevard Off Ramp	112	115	1465	1333	1302	-2.33%	49	12	B	
Start of C/D North of SR 60			419	409	842	359	449	25.07%	62	7	A	
		SR 60 WB On Ramp	409	1002	2461	359	449	25.07%	62	7	A	
SR 60 WB On Ramp		SR 60 EB On Ramp	1002	1066	2244	1351	1487	10.07%	52	10	A	
SR 60 EB On Ramp			1066	1065	1116	1777	1833	3.15%	59	8	A	
		Selmon Expressway Off Ramp	1065	1004	1018	1777	1833	3.15%	66	7	A	
Selmon Expressway Off Ramp	GULs On Ramp at Selmon Expressway	1004	1034	1469	1325	1424	7.47%	63	9	A		

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	GULs On Ramp at Selmon Expressway		1034	1014	994	1725	1788	3.65%	67	9	A
		US 301 Off Ramp	1014	398	1416	1725	1787	3.59%	63	9	A
	US 301 Off Ramp		398	2	1524	47	51	8.51%	68	0	A
		Selmon Expressway EB On Ramp	2	404	710	47	51	8.51%	69	0	A
	Selmon Expressway EB On Ramp		404	169	551	854	1236	44.73%	59	6	A
		End of C/D South of Selmon Expressway	169	693	519	854	1236	44.73%	64	6	A
I-75 NB ELS	Northern Section End		1053	1031	2665	1347	1360	0.97%	58	10	A
		GULs Off Ramp_South of US 301	183	231	534	2140	2141	0.05%	66	17	B
	GULs Off Ramp_South of US 301		231	179	1465	1840	1837	-0.16%	69	13	B
			179	190	1860	1840	1836	-0.22%	68	13	B
		GULs On Ramp_South of US 301	190	200	2044	1840	1838	-0.11%	68	14	B
	GULs On Ramp_South of US 301		200	201	2235	2310	2247	-2.73%	65	16	B
			201	202	1171	2310	2246	-2.77%	67	17	B
			202	206	1508	2310	2247	-2.73%	67	17	B
			206	182	2937	2310	2247	-2.73%	67	17	B
		ELs Off Ramp to Selmon Expressway	182	187	2104	2310	2247	-2.73%	66	14	B
	ELs Off Ramp to Selmon Expressway		187	236	1885	1718	1658	-3.49%	68	12	B
			236	247	1500	1718	1657	-3.55%	67	12	B
			247	279	2470	1718	1659	-3.43%	67	12	B
			279	295	1389	1718	1658	-3.49%	67	12	B
			295	296	1706	1718	1656	-3.61%	67	12	B
			296	298	2016	1718	1658	-3.49%	67	12	B
			298	299	1163	1718	1655	-3.67%	67	12	B
			299	301	1516	1718	1655	-3.67%	67	12	B
			301	316	949	1718	1653	-3.78%	67	12	B
		GULs Off Ramp_North of SR 60	316	326	1571	1718	1653	-3.78%	63	13	B
	GULs Off Ramp_North of SR 60	C/D On Ramp_North of SR 60	326	327	2935	802	769	-4.11%	68	6	A
	C/D On Ramp_North of SR 60		327	328	1471	2301	2401	4.35%	65	14	B
			328	330	1716	2301	2400	4.30%	67	18	B
			330	332	1528	2301	2400	4.30%	67	18	B
			332	333	1502	2301	2397	4.17%	67	18	B
			333	334	741	2301	2397	4.17%	66	18	B
			334	335	1503	2301	2397	4.17%	66	18	B
			335	336	1767	2301	2401	4.35%	66	18	B
		336	337	1553	2301	2401	4.35%	66	17	B	
		337	338	1265	2301	2400	4.30%	67	12	B	
	I-4 ELs Off Ramp	338	586	223	2301	2398	4.22%	66	12	B	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	I-4 ELs Off Ramp		586	339	3492	935	852	-8.88%	68	6	A
			339	346	957	935	850	-9.09%	69	6	A
		I-4 ELs On Ramp	346	560	265	935	851	-8.98%	68	6	A
	I-4 ELs On Ramp		560	347	691	1640	1555	-5.18%	62	8	A
			347	348	1489	1640	1553	-5.30%	68	8	A
			348	349	928	1640	1551	-5.43%	69	8	A
			349	350	795	1640	1552	-5.37%	68	8	A
			350	351	786	1640	1551	-5.43%	68	8	A
			351	352	1087	1640	1553	-5.30%	69	8	A
		GULs Off Ramp_North of I-4	352	353	1871	1640	1554	-5.24%	68	8	A
	GULs Off Ramp_North of I-4		353	354	1011	936	776	-17.09%	69	6	A
			354	355	1942	936	776	-17.09%	69	6	A
			355	356	986	936	777	-16.99%	68	6	A
		Fowler Avenue Off Ramp	356	357	498	936	777	-16.99%	66	6	A
	Fowler Avenue Off Ramp		357	358	639	625	469	-24.96%	69	3	A
			358	359	862	625	470	-24.80%	69	3	A
			359	22	413	625	470	-24.80%	69	3	A
			22	360	708	625	470	-24.80%	69	3	A
			360	361	1506	625	471	-24.64%	69	3	A
			361	362	1078	625	471	-24.64%	69	3	A
			362	363	1546	625	471	-24.64%	69	3	A
			363	364	717	625	471	-24.64%	69	3	A
			364	365	796	625	471	-24.64%	69	3	A
			365	366	1507	625	471	-24.64%	69	3	A
			366	367	1917	625	472	-24.48%	69	3	A
			367	368	1503	625	473	-24.32%	69	3	A
			368	369	655	625	472	-24.48%	69	3	A
			369	371	412	625	472	-24.48%	69	3	A
			371	370	471	625	472	-24.48%	69	3	A
			370	372	766	625	472	-24.48%	69	3	A
			372	373	1192	625	471	-24.64%	69	3	A
			373	374	1496	625	472	-24.48%	69	3	A
			374	375	938	625	471	-24.64%	69	3	A
			375	376	934	625	471	-24.64%	69	3	A
			376	377	876	625	472	-24.48%	69	3	A
		GULs On Ramp_North of Fletcher Avenue	377	75	441	625	472	-24.48%	69	3	A
	GULs On Ramp_North of Fletcher Avenue		75	378	446	1158	991	-14.42%	67	5	A

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 SB ELS			378	379	920	1158	990	-14.51%	68	6	A
			379	380	1690	1158	990	-14.51%	68	7	A
		GULs Off Ramp_South of Bruce B. Downs	380	381	832	1158	990	-14.51%	68	7	A
	GULs Off Ramp_South of Bruce B. Downs		381	382	1696	1126	947	-15.90%	69	7	A
			382	383	725	1126	947	-15.90%	69	7	A
			383	384	1973	1126	947	-15.90%	68	7	A
			384	385	1510	1126	949	-15.72%	68	7	A
			385	386	2487	1126	949	-15.72%	68	7	A
			386	387	2734	1126	948	-15.81%	66	9	A
			387	388	1501	1126	948	-15.81%	66	14	B
		388	389	1653	1126	949	-15.72%	65	15	B	
	Northern Section End		633	195	2066	1643	1643	0.00%	69	12	B
			195	108	2000	1643	1643	0.00%	68	12	B
			108	631	1497	1643	1642	-0.06%	68	12	B
			631	191	2042	1643	1643	0.00%	68	12	B
			191	192	1406	1643	1643	0.00%	68	12	B
			192	181	1858	1643	1644	0.06%	68	12	B
			181	174	1502	1643	1642	-0.06%	67	12	B
			174	632	2001	1643	1643	0.00%	67	12	B
			632	109	1762	1643	1643	0.00%	67	12	B
			109	173	371	1643	1642	-0.06%	67	12	B
		GULs On Ramp_South of Bruce B. Downs	173	63	293	1643	1642	-0.06%	67	12	B
	GULs On Ramp_South of Bruce B. Downs		63	123	496	2373	2453	3.37%	67	12	B
			123	111	1328	2373	2453	3.37%	66	13	B
			111	193	889	2373	2453	3.37%	66	19	C
			193	171	1060	2373	2452	3.33%	67	18	B
			171	180	850	2373	2450	3.24%	66	18	B
			180	194	1049	2373	2449	3.20%	66	18	B
			194	77	849	2373	2450	3.24%	66	19	C
			77	101	1672	2373	2452	3.33%	66	19	C
			101	93	1500	2373	2452	3.33%	65	19	C
		GULs Off Ramp_North of Fletcher Avenue	93	36	327	2373	2449	3.20%	65	19	C
	GULs Off Ramp_North of Fletcher Avenue		36	87	696	1498	1676	11.88%	67	13	B
			87	106	1251	1498	1675	11.82%	67	12	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			106	78	1356	1498	1677	11.95%	67	12	B
			78	90	1802	1498	1678	12.02%	67	12	B
			90	99	1266	1498	1677	11.95%	67	12	B
			99	107	499	1498	1674	11.75%	67	13	B
			107	116	572	1498	1676	11.88%	67	13	B
			116	117	556	1498	1676	11.88%	67	13	B
			117	122	969	1498	1677	11.95%	67	13	B
			122	126	888	1498	1678	12.02%	67	13	B
			126	127	2219	1498	1677	11.95%	67	13	B
		Fowler Avenue On Ramp	127	131	673	1498	1676	11.88%	65	13	B
Fowler Avenue On Ramp			131	46	422	1993	2176	9.18%	49	20	C
			46	132	267	1993	2181	9.43%	60	18	B
			132	133	606	1993	2181	9.43%	64	17	B
			133	134	641	1993	2181	9.43%	66	16	B
			134	135	1101	1993	2181	9.43%	67	16	B
		GULs On Ramp_North of I-4	135	635	1299	1993	2183	9.53%	67	16	B
GULs On Ramp_North of I-4			635	136	655	2384	3123	31.00%	66	16	B
			136	137	1944	2384	3123	31.00%	67	15	B
			137	138	1596	2384	3118	30.79%	67	15	B
			138	139	1338	2384	3112	30.54%	67	15	B
			139	140	915	2384	3108	30.37%	67	15	B
			140	141	1398	2384	3107	30.33%	67	15	B
			141	142	1503	2384	3106	30.29%	58	18	B
		I-4 ELs Off Ramp	142	578	321	2384	3106	30.29%	49	21	C
I-4 ELs Off Ramp			578	143	1204	760	896	17.89%	69	7	A
			143	144	2212	760	895	17.76%	69	7	A
		I-4 ELs On Ramp	144	145	606	760	898	18.16%	69	7	A
I-4 ELs On Ramp			145	146	1390	1840	2005	8.97%	62	13	B
			146	147	1115	1840	2007	9.08%	67	15	B
			147	148	1469	1840	2008	9.13%	67	15	B
			148	149	1480	1840	2008	9.13%	67	15	B
			149	150	2262	1840	2008	9.13%	67	15	B
			150	151	1501	1840	2009	9.18%	67	15	B
			151	152	1266	1840	2005	8.97%	67	15	B
			152	153	1944	1840	2003	8.86%	67	15	B
			153	154	1043	1840	2002	8.80%	65	15	B
		SR 60 C/D Off Ramp	154	406	344	1840	2001	8.75%	65	15	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-4 EB GULS	SR 60 C/D Off Ramp		406	155	1184	1161	1152	-0.78%	68	8	A
			155	156	901	1161	1150	-0.95%	68	8	A
		GULs On Ramp_at SR 60	156	157	3983	1161	1151	-0.86%	68	8	A
	GULs On Ramp_at SR 60		157	158	1251	1826	1846	1.10%	67	10	A
			158	159	1173	1826	1846	1.10%	67	14	B
			159	160	1794	1826	1846	1.10%	67	14	B
			160	161	1069	1826	1848	1.20%	67	14	B
			161	162	1935	1826	1850	1.31%	67	14	B
			162	163	1505	1826	1849	1.26%	67	14	B
			163	164	2130	1826	1849	1.26%	67	14	B
		Selmon Expressway On Ramp	164	185	808	1826	1849	1.26%	67	14	B
	Selmon Expressway On Ramp		185	170	1129	2012	2116	5.17%	67	11	A
			170	166	1503	2012	2114	5.07%	66	13	B
			166	167	3104	2012	2115	5.12%	67	16	B
			167	208	1500	2012	2114	5.07%	66	16	B
			208	662	1528	2012	2112	4.97%	66	16	B
			662	172	1725	2012	2113	5.02%	66	16	B
			172	186	1074	2012	2113	5.02%	66	16	B
		GULs On Ramp_South of US 301	186	175	1879	2012	2113	5.02%	66	16	B
	GULs On Ramp_South of US 301	GULs Off Ramp_South of US 301	175	176	2342	2520	2611	3.61%	63	19	C
GULs Off Ramp_South of US 301	Southern Section End	176	184	1763	1748	1768	1.14%	67	13	B	
Western Section End	C/D Off Ramp to US 301	594	283	1149	3973	3977	0.10%	62	16	B	
C/D Off Ramp to US 301		283	205	1785	3304	3299	-0.15%	63	17	B	
		205	211	1399	3304	3300	-0.12%	63	18	B	
		211	7	447	3304	3298	-0.18%	63	18	B	
		7	213	706	3304	3297	-0.21%	63	18	B	
		213	471	543	3304	3298	-0.18%	63	18	B	
		471	472	531	3304	3296	-0.24%	62	18	B	
		472	8	289	3304	3294	-0.30%	62	18	B	
		8	216	1240	3304	3294	-0.30%	62	18	B	
		216	217	1509	3304	3294	-0.30%	62	16	B	
	I-75 Off Ramp	217	9	903	3304	3298	-0.18%	62	13	B	
I-75 Off Ramp		9	533	704	1832	2288	24.89%	63	12	B	
	ELs On Ramp_West of I-75	533	10	830	1832	2287	24.84%	63	12	B	
ELs On Ramp_West of I-75		10	542	468	2344	2788	18.94%	63	11	A	
	C/D On Ramp from US 301	542	13	1213	2344	2790	19.03%	57	14	B	
C/D On Ramp from US 301		13	23	984	3576	3726	4.19%	62	13	B	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			23	24	1485	3576	3723	4.11%	61	17	B
			24	25	505	3576	3723	4.11%	62	20	C
		I-75 SB On Ramp	25	26	1926	3576	3722	4.08%	62	20	C
	I-75 SB On Ramp	I-75 NB On Ramp	26	27	909	4628	4920	6.31%	57	24	C
	I-75 NB On Ramp		27	28	1960	5876	6053	3.01%	61	25	C
	Mango Off Ramp	Mango On Ramp	28	245	2548	5876	6048	2.93%	62	24	C
	Mango On Ramp	Eastern Section End	245	246	3304	4853	4728	-2.58%	65	24	C
I-4 WB GULS		Mango Road Off Ramp	246	252	786	5263	5099	-3.12%	63	22	C
		Section End	254	255	2962	6339	5793	-8.61%	39	45	E
		Mango Road Off Ramp	255	6	3316	5827	5339	-8.37%	64	23	C
		Off ramp to I-75	6	457	451	5827	5340	-8.36%	61	22	C
		Off ramp to C/D	457	455	765	3508	3184	-9.24%	65	16	B
		I-4 ELs on Ramp	455	29	1103	4087	3756	-8.10%	65	17	B
		Mango Road C/D On Ramp	29	30	1148	4087	3761	-7.98%	63	20	C
		Mango Road C/D On Ramp	30	31	1812	5006	4468	-10.75%	62	18	B
			31	34	1330	5006	4467	-10.77%	62	18	B
		Off ramp to I-4 C/D (W of I-75)	34	543	398	5006	4468	-10.75%	62	18	B
		Off ramp to I-4 C/D (W of I-75)	543	35	623	3626	3102	-14.45%	63	17	B
			35	37	1668	3626	3102	-14.45%	62	17	B
			37	41	1104	3626	3103	-14.42%	62	17	B
			41	5	1664	3626	3104	-14.40%	62	17	B
			5	257	953	3626	3104	-14.40%	62	17	B
			257	258	911	3626	3103	-14.42%	62	17	B
			258	259	660	3626	3102	-14.45%	62	17	B
		I-4 C/D On Ramp (W of I-75)	259	260	1215	3626	3100	-14.51%	62	17	B
		I-4 C/D On Ramp (W of I-75)	260	261	1077	5216	4519	-13.36%	62	15	B
			261	263	1415	5216	4522	-13.31%	62	17	B
			263	264	660	5216	4525	-13.25%	62	18	B
			264	266	603	5216	4524	-13.27%	62	18	B
		US 301 C/D On Ramp	266	265	1171	5216	4524	-13.27%	62	18	B
	US 301 C/D On Ramp	265	468	830	6365	5463	-14.17%	59	19	C	
	Section End	468	268	841	6365	5462	-14.19%	61	22	C	
I-4 EB C/D		Start of C/D_West of US 301	530	497	461	526	526	0.00%	54	6	A
		I-4 GULs EB On Ramp	497	643	527	1195	1203	0.67%	63	6	A
		Hillsborough Avenue Off Ramp	643	498	1354	1195	1202	0.59%	61	7	A
		Hillsborough Avenue Off Ramp	498	4	751	824	844	2.43%	64	7	A
			4	270	541	824	843	2.31%	64	7	A

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		Hillsborough Avenue and US 301 C/D On Ramp	270	596	697	824	843	2.31%	64	7	A
		Hillsborough Avenue and US 301 C/D On Ramp	597	599	193	2662	2681	0.71%	56	10	A
			599	322	210	2662	2681	0.71%	55	10	A
		US 301 SB On Ramp	322	293	380	2662	2681	0.71%	53	13	B
		US 301 SB On Ramp	293	297	590	3028	3108	2.64%	48	13	B
		US 301 NB Off Ramp	297	11	663	2504	2472	-1.28%	54	12	B
		US 301 NB On Ramp	11	40	274	2878	2837	-1.42%	52	11	A
			40	540	743	2878	2839	-1.36%	58	11	A
		Hillsborough Avenue Off Ramp	540	38	428	2878	2839	-1.36%	62	11	A
		Hillsborough Avenue Off Ramp	38	539	226	2135	2060	-3.51%	64	8	A
		I-4 EB GULs Off Ramp	539	39	1495	903	1125	24.58%	64	7	A
		I-4 EB GULs On Ramp	39	534	788	903	1125	24.58%	64	9	A
		I-4 EB GULs On Ramp	534	692	880	2375	2135	-10.11%	64	8	A
			692	499	1638	2375	2133	-10.19%	55	10	A
I-4 WB C/D	Start of C/D_West of Mango	I-4 WB GULs Off Ramp	459	94	1034	1433	1092	-23.80%	50	11	A
	I-4 WB GULs Off Ramp	I-4 WB GULs On Ramp	94	456	1559	514	386	-24.90%	53	7	A
	I-4 WB GULs On Ramp	Ramp to I-75	456	458	1139	2833	2542	-10.27%	53	16	B
			7022	110	192	3158	2919	-7.57%	43	25	C
	Start of C/D_West of I-4	I-4 WB GULs On Ramp	110	462	1127	3158	2918	-7.60%	56	20	C
	I-4 WB GULs On Ramp		462	463	394	4538	4288	-5.51%	61	23	C
			463	464	1653	4538	4288	-5.51%	60	24	C
		I-4 WB GULs Off Ramp	464	318	589	4538	4286	-5.55%	60	24	C
	I-4 WB GULs Off Ramp		318	304	1267	2948	2864	-2.85%	62	23	C
			304	262	653	2948	2862	-2.92%	62	23	C
		Hillsborough Avenue On Ramp	262	305	881	2948	2859	-3.02%	61	23	C
	Hillsborough Avenue On Ramp	US 301 NB On Ramp	305	306	609	4131	4040	-2.20%	59	23	C
	US 301 NB On Ramp	US 301 Off Ramp	306	308	678	4836	4264	-11.83%	51	21	C
	US 301 Off Ramp	Hillsborough Avenue Off Ramp	308	309	1485	3815	3304	-13.39%	51	21	C
Hillsborough Avenue Off Ramp	End of C/D_West of US 301	309	269	752	603	414	-31.34%	44	9	A	
I-4 EB ELS	Start of ELS_West of US 301	Hillsborough Avenue & US 301 Off Ramp	690	524	1038	2470	2463	-0.28%	61	21	C
	Hillsborough Avenue & US 301 Off Ramp		524	469	644	1944	1937	-0.36%	62	16	B
			469	470	1495	1944	1938	-0.31%	63	15	B
			470	473	1363	1944	1938	-0.31%	63	15	B
			473	474	468	1944	1938	-0.31%	63	15	B
			474	475	721	1944	1937	-0.36%	63	15	B
		475	476	541	1944	1938	-0.31%	63	15	B	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-4 EB GULs			476	477	539	1944	1937	-0.36%	62	16	B
			477	478	312	1944	1938	-0.31%	62	16	B
			478	479	1102	1944	1938	-0.31%	62	16	B
			479	480	1227	1944	1939	-0.26%	62	16	B
			480	481	667	1944	1939	-0.26%	62	16	B
			481	482	615	1944	1939	-0.26%	62	16	B
			482	483	302	1944	1939	-0.26%	62	16	B
		I-4 EB GULs Off Ramp	483	496	726	1944	1938	-0.31%	62	16	B
	I-4 EB GULs Off Ramp		496	484	509	1432	1436	0.28%	63	11	A
		I-75 ELs Off Ramp	484	485	1679	1432	1437	0.35%	59	12	B
	I-75 ELs Off Ramp		485	486	979	684	676	-1.17%	63	5	A
			486	487	1490	684	675	-1.32%	64	5	A
			487	488	1010	684	674	-1.46%	64	5	A
			488	489	1331	684	675	-1.32%	64	5	A
			489	490	1531	684	675	-1.32%	64	5	A
		I-75 ELs On Ramp	490	491	1431	684	675	-1.32%	64	5	A
	I-75 ELs On Ramp		491	492	1662	1990	2312	16.18%	59	18	B
			492	493	655	1990	2308	15.98%	67	17	B
			493	494	3328	1990	2307	15.93%	67	17	B
		End of C/D_East of Mango Road	494	495	994	1990	2304	15.78%	67	17	B
I-4 WB ELs	Start of ELs_East of Mango Road		433	434	2968	2464	2462	-0.08%	67	18	B
			434	435	3327	2464	2465	0.04%	66	19	C
		I-4 WB GULs Off Ramp	435	436	652	2464	2463	-0.04%	66	19	C
	I-4 WB GULs Off Ramp	I-75 ELs Off Ramp	436	437	1662	1885	1891	0.32%	62	15	B
	I-75 ELs Off Ramp		437	438	1428	848	838	-1.18%	64	7	A
			438	439	1528	848	838	-1.18%	64	7	A
			439	440	1335	848	838	-1.18%	64	7	A
			440	441	1012	848	839	-1.06%	64	7	A
			441	442	1665	848	839	-1.06%	64	7	A
			442	443	1105	848	840	-0.94%	64	7	A
		I-75 ELs On Ramp	443	577	599	848	838	-1.18%	64	7	A
	I-75 ELs On Ramp		577	444	1074	2532	2962	16.98%	57	15	B
			444	445	950	2532	2963	17.02%	59	23	C
			445	446	909	2532	2961	16.94%	62	24	C
			446	447	668	2532	2960	16.90%	62	24	C
		447	448	1217	2532	2960	16.90%	61	24	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			448	449	1082	2532	2960	16.90%	61	24	C
			449	450	1408	2532	2958	16.82%	61	24	C
			450	451	656	2532	2958	16.82%	61	24	C
			451	452	591	2532	2959	16.86%	61	24	C
			452	453	1348	2532	2959	16.86%	61	24	C
		End of ELs_West of US 301	453	454	1480	2532	2956	16.75%	61	24	C

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Table 5-8 Freeway Segment Analysis Results – 2025 Build PM Peak Hour

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 Northbound GULS	Southern Section End		168	704	199	5926	5869	-0.96%	68	22	C
		ELs On Ramp South of US 301	704	234	1131	5926	5870	-0.94%	68	21	C
	ELs On Ramp South of US 301		234	705	869	6436	6390	-0.71%	67	19	C
			705	697	2413	6436	6391	-0.70%	67	19	C
		ELs Off Ramp South of US 301	697	701	900	6436	6395	-0.64%	66	19	C
	ELs Off Ramp South of US 301		701	1905	2822	6035	6054	0.31%	66	23	C
			1905	1906	1167	6035	6058	0.38%	65	23	C
		US 301 Off Ramp	1906	424	543	6035	6062	0.45%	64	20	C
	US 301 Off Ramp		424	1907	949	5127	5202	1.46%	66	20	C
			1907	1909	2397	5127	5202	1.46%	66	20	C
		Selmon Expressway Off Ramp (To CD)	1909	1910	624	5127	5202	1.46%	63	21	C
	Selmon Expressway Off Ramp (To CD)		1910	1912	3912	4254	4345	2.14%	66	22	C
	US 301 On Ramp	SR 60 CD Off Ramp	1912	1913	3067	5549	5568	0.34%	65	21	C
	SR 60 CD Off Ramp		1913	1915	890	4576	4464	-2.45%	66	23	C
			1915	1916	1398	4576	4466	-2.40%	66	23	C
			1916	1917	1705	4576	4466	-2.40%	66	23	C
			1917	1918	2017	4576	4466	-2.40%	66	23	C
			1918	1919	1164	4576	4468	-2.36%	66	23	C
			1919	1920	1516	4576	4470	-2.32%	66	23	C
			1920	1922	1018	4576	4467	-2.38%	66	23	C
		ELs On Ramp North of SR 60	1922	1924	2082	4576	4472	-2.27%	66	23	C
	ELs On Ramp North of SR 60	SR 60 CD On Ramp	1924	1925	2991	5412	5266	-2.70%	63	25	C
	SR 60 CD On Ramp		1925	1926	840	6879	6773	-1.54%	64	26	C
		MLK Boulevard Off Ramp	1926	1928	1910	6879	6776	-1.50%	59	29	D
	MLK Boulevard Off Ramp		1928	1929	670	5757	5400	-6.20%	60	30	D
			1929	1930	2164	5757	5399	-6.22%	65	28	D
			1930	1931	744	5757	5406	-6.10%	64	28	D
		CD Off Ramp North of MLK Boulevard	1931	1932	1532	5757	5408	-6.06%	57	27	D
	CD Off Ramp North of MLK Boulevard		1932	1934	1735	3172	2750	-13.30%	67	14	B
		MLK Boulevard On Ramp	1934	59	822	3172	2753	-13.21%	68	14	B
MLK Boulevard On Ramp		59	1935	733	3906	3360	-13.98%	65	13	B	
		1935	1936	1510	3906	3362	-13.93%	64	15	B	
		1936	1938	3472	3906	3360	-13.98%	67	17	B	
		1938	1939	956	3906	3362	-13.93%	67	17	B	
	I-4 EB&WB On Ramp	1939	1940	959	3906	3362	-13.93%	67	17	B	
I-4 EB&WB On Ramp		1940	1941	1500	7071	5787	-18.16%	58	23	C	
		1941	1942	927	7071	5788	-18.14%	65	22	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1942	1945	799	7071	5786	-18.17%	66	22	C
			1945	1946	796	7071	5789	-18.13%	66	22	C
			1946	1948	1085	7071	5792	-18.09%	66	22	C
			1948	1950	1648	7071	5791	-18.10%	66	22	C
		ELs On Ramp North of I-4	1950	1951	1231	7071	5794	-18.06%	66	22	C
ELs On Ramp North of I-4			1951	1952	1942	7704	6528	-15.26%	66	20	C
			1952	1953	987	7704	6518	-15.39%	66	20	C
			1953	1954	480	7704	6518	-15.39%	66	20	C
			1954	1955	636	7704	6520	-15.37%	66	20	C
			1955	1956	860	7704	6523	-15.33%	66	20	C
			1956	1958	1123	7704	6521	-15.36%	65	20	C
		Fowler Avenue Off Ramp	1958	1960	1500	7704	6525	-15.30%	54	24	C
Fowler Avenue Off Ramp			1960	1961	1082	5771	4312	-25.28%	63	17	B
		Fowler Avenue EB On Ramp	1961	1962	1547	5771	4314	-25.25%	67	16	B
Fowler Avenue EB On Ramp			1962	1963	710	6392	4752	-25.66%	64	16	B
		Fowler Avenue WB On Ramp	1963	1964	796	6392	4754	-25.63%	66	18	B
Fowler Avenue WB On Ramp			1964	1965	1500	7031	5311	-24.46%	65	17	B
			1965	1966	1918	7031	5319	-24.35%	66	20	C
		Fletcher Avenue Off Ramp	1966	1968	1500	7031	5319	-24.35%	57	23	C
Fletcher Avenue Off Ramp			1968	1969	665	5263	3731	-29.11%	60	21	C
			1969	1970	414	5263	3730	-29.13%	65	19	C
			1970	1971	470	5263	3730	-29.13%	67	19	C
			1971	1972	769	5263	3731	-29.11%	67	18	B
		Fletcher Avenue On Ramp	1972	1973	1188	5263	3730	-29.13%	67	18	B
Fletcher Avenue On Ramp			1973	1974	1500	6042	4200	-30.49%	65	15	B
			1974	1975	941	6042	4196	-30.55%	67	16	B
			1975	1976	938	6042	4194	-30.59%	67	16	B
		ELs Off Ramp North of Fletcher	1976	1978	874	6042	4190	-30.65%	67	16	B
ELs Off Ramp North of Fletcher			1978	1980	901	5394	3670	-31.96%	67	14	B
			1980	1982	929	5394	3669	-31.98%	68	14	B
			1982	1983	1682	5394	3670	-31.96%	68	14	B
			1983	1984	832	5394	3670	-31.96%	68	13	B
		ELs On Ramp North of Fletcher	1984	61	298	5394	3668	-32.00%	68	14	B
ELs On Ramp North of Fletcher			61	1985	1395	5434	3714	-31.65%	67	11	A
			1985	1986	714	5434	3717	-31.60%	66	14	B
			1986	33	926	5434	3720	-31.54%	66	14	B
			33	1987	1057	5434	3720	-31.54%	66	12	B
		Bruce B. Downs Boulevard Off Ramp	1987	1988	2263	5434	3719	-31.56%	66	11	A

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	Bruce B. Downs Boulevard Off Ramp		1988	1990	1731	2759	1828	-33.74%	68	9	A
		Bruce B. Downs Boulevard On Ramp	1990	1992	2737	2759	1829	-33.71%	68	9	A
	Bruce B. Downs Boulevard On Ramp		1992	1994	1500	3804	2612	-31.34%	55	15	B
			1994	682	1976	3804	2610	-31.39%	67	13	B
		Northern Section End	1995	1996	1975	3804	3694	-2.89%	66	14	B
I-75 Southbound GULs	Northern Section End		1806	1807	2000	2810	2782	-1.00%	68	14	B
		Bruce B. Downs Boulevard Off Ramp	1807	1808	1500	2810	2785	-0.89%	66	14	B
	Bruce B. Downs Boulevard Off Ramp		1808	1809	2042	2285	2298	0.57%	68	11	A
		Bruce B. Downs Boulevard EB On Ramp	1809	1810	1404	2285	2297	0.53%	68	11	A
	Bruce B. Downs Boulevard EB On Ramp	Bruce B. Downs Boulevard WB On Ramp	1810	1811	2371	2853	2792	-2.14%	66	13	B
	Bruce B. Downs Boulevard WB On Ramp		1811	1812	994	4223	4129	-2.23%	64	13	B
			1812	1814	2000	4223	4126	-2.30%	67	15	B
			1814	1815	1772	4223	4121	-2.42%	67	15	B
		ELs Off Ramp North of Fletcher Ave.	1815	196	315	4223	4120	-2.44%	67	13	B
	ELs Off Ramp North of Fletcher Ave.		196	1816	868	3631	3456	-4.82%	68	13	B
			1816	1817	1301	3631	3458	-4.76%	68	10	A
			1817	1818	899	3631	3458	-4.76%	66	10	A
		CD Off Ramp North of Fletcher Ave.	1818	1820	478	3631	3457	-4.79%	66	11	A
	CD Off Ramp North of Fletcher Ave.		1820	1821	1405	2158	1940	-10.10%	68	10	A
			1821	1822	1050	2158	1943	-9.96%	68	9	A
			1822	1824	843	2158	1944	-9.92%	68	10	A
			1824	1825	1673	2158	1946	-9.82%	68	10	A
			1825	1826	1500	2158	1947	-9.78%	68	10	A
		ELs On Ramp at Fletcher Ave.	1826	1827	1018	2158	1948	-9.73%	68	10	A
	ELs On Ramp at Fletcher Ave.		1827	1828	1252	2856	2581	-9.63%	67	10	A
		Fletcher Ave. On Ramp	1828	1829	1358	2856	2583	-9.56%	68	13	B
	Fletcher Ave. On Ramp		1829	55	908	4135	4500	8.83%	55	17	B
			55	1830	893	4135	4499	8.80%	66	17	B
			1830	1831	1268	4135	4497	8.75%	66	17	B
			1831	1832	495	4135	4498	8.78%	61	22	C
			1832	1833	579	4135	4500	8.83%	64	24	C
			1833	1834	553	4135	4501	8.85%	65	23	C
			1834	1836	968	4135	4502	8.88%	66	23	C
	Fowler Ave. On Ramp	1836	1838	1362	4135	4502	8.88%	66	23	C	
Fowler Ave. On Ramp		1838	1840	1752	6254	6493	3.82%	59	24	C	
		1840	1843	1374	6254	6509	4.08%	57	28	D	
		1843	1844	614	6254	6507	4.05%	58	28	D	
		1844	1846	651	6254	6508	4.06%	61	27	D	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1846	1848	1107	6254	6509	4.08%	62	26	C
		ELs Off Ramp South of Fowler Ave.	1848	636	492	6254	6509	4.08%	62	26	C
	ELs Off Ramp South of Fowler Ave.		636	1850	1456	5890	6003	1.92%	65	23	C
			1850	1851	1936	5890	6004	1.94%	67	22	C
			1851	1852	1597	5890	6003	1.92%	67	23	C
		I-4 EB & WB Off Ramp	1852	1853	1760	5890	6002	1.90%	58	26	C
	I-4 EB & WB Off Ramp		1853	1854	480	4494	4377	-2.60%	60	24	C
			1854	1858	1389	4494	4376	-2.63%	63	23	C
			1858	1860	1500	4494	4376	-2.63%	65	20	C
		CD to MLK Boulevard Off Ramp	1860	520	570	4494	4376	-2.63%	65	17	B
	CD to MLK Boulevard Off Ramp		520	1861	954	3523	3301	-6.30%	68	16	B
		I-4 WB On Ramp	1861	1862	2217	3523	3303	-6.24%	42	31	D
	I-4 WB On Ramp		1862	1863	601	4693	3837	-18.24%	9	114	F
		I-4 EB On Ramp	1863	1864	1084	4693	3836	-18.26%	10	125	F
	I-4 EB On Ramp		1864	60	1268	6372	4887	-23.31%	18	78	F
			60	1868	1618	6372	4885	-23.34%	35	47	F
			1868	1869	1481	6372	4886	-23.32%	58	28	D
		MLK Boulevard On Ramp	1869	1870	2069	6372	4884	-23.35%	62	26	C
	MLK Boulevard On Ramp		1870	691	1244	7921	6198	-21.75%	63	20	C
			691	639	1433	7921	6199	-21.74%	68	18	B
			639	638	1078	7921	6199	-21.74%	67	18	B
		SR 60 Off Ramp	638	1876	2435	7921	6201	-21.71%	64	19	C
	SR 60 Off Ramp		1876	1877	2174	5711	3902	-31.68%	67	15	B
		ELs Off Ramp at SR 60	1877	1879	3126	5711	3904	-31.64%	67	15	B
	ELs Off Ramp at SR 60		1879	1881	2104	4851	3213	-33.77%	68	12	B
		Selmon Expressway Off Ramp	1881	1882	1157	4851	3214	-33.75%	68	12	B
	Selmon Expressway Off Ramp	US 301 CD Off Ramp	1882	1883	2460	4623	3030	-34.46%	68	11	A
	US 301 CD Off Ramp		1883	1884	423	4073	2627	-35.50%	68	13	B
			1884	1886	1920	4073	2626	-35.53%	68	13	B
			1886	1887	1500	4073	2630	-35.43%	68	13	B
			1887	1888	3223	4073	2627	-35.50%	68	13	B
		CD On Ramp North of US 301	1888	1889	1104	4073	2627	-35.50%	67	13	B
	CD On Ramp North of US 301		1889	1890	1245	5822	3745	-35.68%	65	10	A
		US 301 On Ramp	1890	1892	3113	5822	3745	-35.68%	67	12	B
	US 301 On Ramp		1892	1894	1500	7074	4771	-32.56%	67	13	B
			1894	1895	1540	7074	4772	-32.54%	68	14	B
			1895	698	1723	7074	4766	-32.63%	66	17	B
			698	702	1073	7074	4769	-32.58%	67	18	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		ELs Off Ramp South of US 301	702	696	1285	7074	4768	-32.60%	67	18	B
	ELs Off Ramp South of US 301		696	700	2715	6478	4328	-33.19%	67	16	B
		ELs On Ramp South of US 301	700	391	868	6478	4327	-33.20%	67	16	B
	ELs On Ramp South of US 301	Southern Section End	391	699	1132	7384	5066	-31.39%	66	16	B
I-75 Northbound CD	Start of CD (North of US 301)	Off Ramp to Selmon Expressway	1053	1031	2665	1347	1180	-12.40%	58	9	A
			394	1060	360	136	137	0.74%	64	2	A
			1060	1033	322	1109	1244	12.17%	63	10	A
		Selmon Expressway On Ramp	1033	1013	1460	1109	1244	12.17%	68	9	A
	Selmon Expressway On Ramp		1013	212	1370	2230	2961	32.78%	60	16	B
			212	1064	1284	2230	2964	32.91%	67	15	B
		SR 60 Off Ramp	1064	413	919	2230	2967	33.05%	60	16	B
	SR 60 Off Ramp	SR 60 EB On Ramp	413	410	1563	1041	1401	34.58%	60	23	C
	SR 60 EB On Ramp	SR 60 WB On Ramp	410	411	1620	1804	1898	5.21%	52	27	D
	SR 60 WB On Ramp		411	416	1790	3094	3170	2.46%	58	18	B
		End of CD at SR 60	416	412	1687	1641	1505	-8.29%	63	12	B
	Start of CD (North of MLK Boulevard)		48	56	607	3184	3163	-0.66%	48	22	C
			56	515	1448	3184	3164	-0.63%	46	29	D
		End of CD_Exit to I-4	515	514	1515	3184	3167	-0.53%	47	34	D
I-75 Southbound CD	Start of CD (North of Fletcher Ave.)		7062	49	259	1473	1521	3.26%	61	9	A
	Start of CD (North of Fletcher Ave.)		49	65	840	1473	1522	3.33%	63	8	A
			65	64	1673	1473	1524	3.46%	64	8	A
		Fletcher Ave. Off Ramp	64	43	1504	1473	1528	3.73%	61	8	A
	Fletcher Ave. Off Ramp		43	44	1010	908	956	5.29%	64	7	A
			44	50	1250	908	957	5.40%	64	8	A
			50	58	1057	908	957	5.40%	64	8	A
			58	42	1026	908	956	5.29%	64	8	A
		Fowler Ave. Off Ramp	42	57	1084	908	955	5.18%	64	7	A
	Start of CD South of I-4		507	112	1424	1755	1503	-14.36%	48	16	B
		Start of CD North of SR 60	112	115	1465	1755	1500	-14.53%	48	13	B
	Start of CD North of SR 60		419	409	842	340	309	-9.12%	63	5	A
		SR 60 WB On Ramp	409	1002	2461	340	309	-9.12%	63	5	A
	SR 60 WB On Ramp	SR 60 EB On Ramp	1002	1066	2244	1712	1104	-35.51%	52	7	A
	SR 60 EB On Ramp		1066	1065	1116	2300	1567	-31.87%	58	7	A
		Selmon Expressway Off Ramp	1065	1004	1018	2300	1568	-31.83%	67	6	A
	Selmon Expressway Off Ramp	GULs On Ramp at Selmon Expressway	1004	1034	1469	1710	1290	-24.56%	64	8	A
GULs On Ramp at Selmon Expressway		1034	1014	994	2260	1695	-25.00%	68	8	A	
	US 301 Off Ramp	1014	398	1416	2260	1697	-24.91%	63	9	A	
US 301 Off Ramp		398	2	1524	289	207	-28.37%	68	2	A	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		Selmon Expressway EB On Ramp	2	404	710	289	206	-28.72%	69	1	A
	Selmon Expressway EB On Ramp		404	169	551	1749	1113	-36.36%	61	5	A
		End of CD South of Selmon Expressway	169	693	519	1749	1113	-36.36%	66	6	A
I-75 Northbound ELS	Northern Section End		1053	1031	2665	1190	1180	-0.84%	58	9	A
		GULs Off Ramp_South of US 301	183	231	534	2077	2054	-1.11%	65	16	B
	GULs Off Ramp_South of US 301		231	179	1465	1567	1534	-2.11%	69	11	A
			179	190	1860	1567	1535	-2.04%	69	11	A
		GULs On Ramp_South of US 301	190	200	2044	1567	1536	-1.98%	68	11	A
	GULs On Ramp_South of US 301		200	201	2235	1968	1879	-4.52%	66	13	B
			201	202	1171	1968	1881	-4.42%	67	14	B
			202	206	1508	1968	1882	-4.37%	67	14	B
			206	182	2937	1968	1882	-4.37%	67	14	B
		ELs Off Ramp to Selmon Expressway	182	187	2104	1968	1885	-4.22%	67	12	B
	ELs Off Ramp to Selmon Expressway		187	236	1885	1482	1398	-5.67%	68	10	A
			236	247	1500	1482	1397	-5.74%	68	10	A
			247	279	2470	1482	1400	-5.53%	67	10	A
			279	295	1389	1482	1403	-5.33%	67	10	A
			295	296	1706	1482	1403	-5.33%	67	10	A
			296	298	2016	1482	1404	-5.26%	67	10	A
			298	299	1163	1482	1403	-5.33%	67	10	A
			299	301	1516	1482	1402	-5.40%	67	10	A
			301	316	949	1482	1402	-5.40%	67	10	A
		GULs Off Ramp_North of SR 60	316	326	1571	1482	1404	-5.26%	64	11	A
	GULs Off Ramp_North of SR 60	CD On Ramp_North of SR 60	326	327	2935	646	616	-4.64%	68	5	A
	CD On Ramp_North of SR 60		327	328	1471	2099	2284	8.81%	65	13	B
			328	330	1716	2099	2286	8.91%	67	17	B
			330	332	1528	2099	2287	8.96%	67	17	B
			332	333	1502	2099	2286	8.91%	67	17	B
			333	334	741	2099	2286	8.91%	67	17	B
			334	335	1503	2099	2288	9.00%	67	17	B
			335	336	1767	2099	2287	8.96%	67	17	B
			336	337	1553	2099	2286	8.91%	67	16	B
			337	338	1265	2099	2287	8.96%	67	11	A
	I-4 ELs Off Ramp	338	586	223	2099	2286	8.91%	65	12	B	
I-4 ELs Off Ramp		586	339	3492	803	735	-8.47%	69	5	A	
		339	346	957	803	734	-8.59%	69	5	A	
	I-4 ELs On Ramp	346	560	265	803	734	-8.59%	69	5	A	
I-4 ELs On Ramp		560	347	691	1638	1545	-5.68%	61	8	A	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			347	348	1489	1638	1546	-5.62%	68	8	A
			348	349	928	1638	1548	-5.49%	69	8	A
			349	350	795	1638	1548	-5.49%	69	8	A
			350	351	786	1638	1548	-5.49%	69	8	A
			351	352	1087	1638	1548	-5.49%	69	8	A
		GULs Off Ramp_North of I-4	352	353	1871	1638	1549	-5.43%	68	8	A
	GULs Off Ramp_North of I-4		353	354	1011	1005	812	-19.20%	69	6	A
			354	355	1942	1005	811	-19.30%	69	6	A
			355	356	986	1005	809	-19.50%	68	6	A
		Fowler Ave. Off Ramp	356	357	498	1005	808	-19.60%	66	6	A
	Fowler Ave. Off Ramp		357	358	639	783	593	-24.27%	69	4	A
			358	359	862	783	593	-24.27%	69	4	A
			359	22	413	783	594	-24.14%	69	4	A
			22	360	708	783	594	-24.14%	69	4	A
			360	361	1506	783	594	-24.14%	69	4	A
			361	362	1078	783	595	-24.01%	69	4	A
			362	363	1546	783	595	-24.01%	69	4	A
			363	364	717	783	596	-23.88%	69	4	A
			364	365	796	783	596	-23.88%	69	4	A
			365	366	1507	783	597	-23.75%	69	4	A
			366	367	1917	783	598	-23.63%	69	4	A
			367	368	1503	783	597	-23.75%	69	4	A
			368	369	655	783	598	-23.63%	69	4	A
			369	371	412	783	598	-23.63%	69	4	A
			371	370	471	783	598	-23.63%	69	4	A
			370	372	766	783	598	-23.63%	69	4	A
			372	373	1192	783	599	-23.50%	69	4	A
			373	374	1496	783	598	-23.63%	69	4	A
			374	375	938	783	598	-23.63%	69	4	A
			375	376	934	783	598	-23.63%	69	4	A
			376	377	876	783	598	-23.63%	69	4	A
		GULs On Ramp_North of Fletcher Ave	377	75	441	783	598	-23.63%	69	4	A
	GULs On Ramp_North of Fletcher Ave		75	378	446	1431	1117	-21.94%	67	6	A
			378	379	920	1431	1117	-21.94%	68	6	A
			379	380	1690	1431	1119	-21.80%	68	8	A
		GULs Off Ramp_South of Bruce B. Downs	380	381	832	1431	1119	-21.80%	68	8	A
	GULs Off Ramp_South of Bruce B. Downs		381	382	1696	1391	1077	-22.57%	68	8	A

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS	
	From	To	From	To		Demand	Simulated	Peak % Vol Diff				
			382	383	725	1391	1078	-22.50%	68	8	A	
			383	384	1973	1391	1078	-22.50%	68	8	A	
			384	385	1510	1391	1078	-22.50%	68	8	A	
			385	386	2487	1391	1077	-22.57%	68	8	A	
			386	387	2734	1391	1078	-22.50%	65	11	A	
			387	388	1501	1391	1079	-22.43%	66	16	B	
		Northern Section End	388	389	1653	1391	1080	-22.36%	65	17	B	
I-75 Southbound ELs	Start of Southern Section		633	195	2066	1303	1290	-1.00%	69	9	A	
			195	108	2000	1303	1290	-1.00%	69	9	A	
			108	631	1497	1303	1291	-0.92%	69	9	A	
			631	191	2042	1303	1291	-0.92%	68	9	A	
			191	192	1406	1303	1293	-0.77%	68	9	A	
			192	181	1858	1303	1294	-0.69%	68	9	A	
			181	174	1502	1303	1294	-0.69%	68	10	A	
			174	632	2001	1303	1294	-0.69%	68	10	A	
			632	109	1762	1303	1294	-0.69%	68	10	A	
			109	173	371	1303	1295	-0.61%	68	10	A	
		GULs On Ramp_South of Bruce B. Downs		173	63	293	1303	1294	-0.69%	68	10	A
		GULs On Ramp_South of Bruce B. Downs		63	123	496	1895	1959	3.38%	67	10	A
				123	111	1328	1895	1957	3.27%	67	10	A
				111	193	889	1895	1959	3.38%	67	15	B
				193	171	1060	1895	1960	3.43%	67	15	B
				171	180	850	1895	1961	3.48%	67	15	B
				180	194	1049	1895	1960	3.43%	67	15	B
				194	77	849	1895	1961	3.48%	67	15	B
				77	101	1672	1895	1963	3.59%	67	15	B
				101	93	1500	1895	1968	3.85%	66	15	B
		GULs Off Ramp_North of Fletcher Ave		93	36	327	1895	1968	3.85%	66	15	B
		GULs Off Ramp_North of Fletcher Ave		36	87	696	1197	1334	11.45%	68	10	A
				87	106	1251	1197	1336	11.61%	68	10	A
			106	78	1356	1197	1339	11.86%	68	10	A	
			78	90	1802	1197	1340	11.95%	68	10	A	
			90	99	1266	1197	1336	11.61%	68	10	A	
			99	107	499	1197	1335	11.53%	68	10	A	
			107	116	572	1197	1334	11.45%	68	10	A	
			116	117	556	1197	1336	11.61%	68	10	A	
			117	122	969	1197	1336	11.61%	68	10	A	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			122	126	888	1197	1336	11.61%	68	10	A
			126	127	2219	1197	1336	11.61%	67	10	A
		Fowler Ave. On Ramp	127	131	673	1197	1337	11.70%	66	10	A
Fowler Ave. On Ramp			131	46	422	1856	1945	4.80%	47	19	C
			46	132	267	1856	1944	4.74%	59	16	B
			132	133	606	1856	1945	4.80%	64	15	B
			133	134	641	1856	1946	4.85%	67	15	B
			134	135	1101	1856	1947	4.90%	67	14	B
		GULs On Ramp_North of I-4	135	635	1299	1856	1948	4.96%	67	15	B
GULs On Ramp_North of I-4			635	136	655	2220	2450	10.36%	67	12	B
			136	137	1944	2220	2449	10.32%	68	12	B
			137	138	1596	2220	2447	10.23%	68	12	B
			138	139	1338	2220	2446	10.18%	68	12	B
			139	140	915	2220	2444	10.09%	68	12	B
			140	141	1398	2220	2444	10.09%	68	12	B
			141	142	1503	2220	2445	10.14%	65	13	B
		I-4 ELs Off Ramp	142	578	321	2220	2445	10.14%	61	13	B
I-4 ELs Off Ramp			578	143	1204	1103	882	-20.04%	69	6	A
			143	144	2212	1103	884	-19.85%	69	6	A
		I-4 ELs On Ramp	144	145	606	1103	884	-19.85%	69	6	A
I-4 ELs On Ramp			145	146	1390	1918	1690	-11.89%	66	11	A
			146	147	1115	1918	1694	-11.68%	68	13	B
			147	148	1469	1918	1694	-11.68%	68	12	B
			148	149	1480	1918	1693	-11.73%	68	13	B
			149	150	2262	1918	1693	-11.73%	68	13	B
			150	151	1501	1918	1692	-11.78%	67	13	B
			151	152	1266	1918	1689	-11.94%	67	13	B
			152	153	1944	1918	1690	-11.89%	67	13	B
			153	154	1043	1918	1692	-11.78%	66	13	B
		SR 60 CD Off Ramp	154	406	344	1918	1692	-11.78%	66	13	B
SR 60 CD Off Ramp			406	155	1184	1272	1042	-18.08%	68	8	A
			155	156	901	1272	1042	-18.08%	68	8	A
		GULs On Ramp_at SR 60	156	157	3983	1272	1042	-18.08%	68	8	A
GULs On Ramp_at SR 60			157	158	1251	2132	1735	-18.62%	67	10	A
			158	159	1173	2132	1735	-18.62%	67	13	B
			159	160	1794	2132	1735	-18.62%	67	13	B
			160	161	1069	2132	1735	-18.62%	67	13	B
			161	162	1935	2132	1733	-18.71%	67	13	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			162	163	1505	2132	1735	-18.62%	67	13	B
			163	164	2130	2132	1734	-18.67%	67	13	B
		Selmon Expressway On Ramp	164	185	808	2132	1733	-18.71%	67	13	B
	Selmon Expressway On Ramp		185	170	1129	2319	1856	-19.97%	67	9	A
			170	166	1503	2319	1857	-19.92%	67	12	B
			166	167	3104	2319	1858	-19.88%	67	14	B
			167	208	1500	2319	1858	-19.88%	67	14	B
			208	662	1528	2319	1858	-19.88%	67	14	B
			662	172	1725	2319	1858	-19.88%	67	14	B
			172	186	1074	2319	1861	-19.75%	66	14	B
		GULs On Ramp_South of US 301	186	175	1879	2319	1861	-19.75%	66	14	B
	GULs On Ramp_South of US 301	GULs Off Ramp_South of US 301	175	176	2342	2915	2300	-21.10%	64	16	B
	GULs Off Ramp_South of US 301	Southern Section End	176	184	1763	2009	1561	-22.30%	67	12	B
I-4 Eastbound GULs	Western Section End	CD Off Ramp to US 301	594	283	1149	5518	2900	-47.44%	12	62	F
	CD Off Ramp to US 301		283	205	1785	4878	2226	-54.37%	7	107	F
			205	211	1399	4878	2225	-54.39%	7	105	F
			211	7	447	4878	2223	-54.43%	7	100	F
			7	213	706	4878	2222	-54.45%	8	97	F
			213	471	543	4878	2221	-54.47%	8	93	F
			471	472	531	4878	2223	-54.43%	8	89	F
			472	8	289	4878	2225	-54.39%	9	86	F
			8	216	1240	4878	2227	-54.35%	10	78	F
			216	217	1509	4878	2229	-54.31%	11	63	F
		I-75 Off Ramp	217	9	903	4878	2225	-54.39%	11	53	F
		I-75 Off Ramp	9	534	1597	2632	1765	-32.94%	12	74	F
	I-75 Off Ramp		9	533	704	2246	465	-79.30%	60	3	A
		ELs On Ramp_West of I-75	533	10	830	2246	465	-79.30%	63	2	A
	ELs On Ramp_West of I-75		10	542	468	3149	1373	-56.40%	63	5	A
		CD On Ramp from US 301	542	13	1213	3149	1373	-56.40%	57	7	A
	CD On Ramp from US 301		13	23	984	4762	2354	-50.57%	60	9	A
			23	24	1485	4762	2356	-50.52%	61	11	A
			24	25	505	4762	2362	-50.40%	63	12	B
		I-75 SB On Ramp	25	26	1926	4762	2361	-50.42%	63	12	B
I-75 SB On Ramp	I-75 NB On Ramp	26	27	909	5474	3204	-41.47%	59	15	B	
I-75 NB On Ramp	Mango Off Ramp	28	245	2548	7240	4924	-31.99%	55	22	C	
Mango Off Ramp	Mango On Ramp	245	246	3304	5807	3820	-34.22%	65	20	C	
Mango On Ramp	Eastern Section End			786							C
		246	252		6319	4335	-31.40%	63	20	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-4 Westbound GULs	Section End	Mango Road Off Ramp	254	255	2962	5223	4670	-10.59%	23	62	F
			255	6	3316	4813	4094	-14.94%	18	63	F
	Mango Road Off Ramp	Off Ramp to I-75	6	457	451	4813	3827	-20.49%	16	61	F
	Off Ramp to I-75	I-4 ELs on Ramp	457	455	765	2607	2250	-13.69%	60	13	B
	I-4 ELs on Ramp		455	29	1103	3094	2737	-11.54%	64	12	B
		Mango Road CD On Ramp	29	30	1148	3094	2737	-11.54%	63	14	B
	Mango Road CD On Ramp		30	31	1812	3492	3142	-10.02%	63	12	B
			31	34	1330	3492	3146	-9.91%	63	13	B
		Off ramp to I-4 CD (W of I-75)	34	543	398	3492	3149	-9.82%	63	13	B
	Off ramp to I-4 CD (W of I-75)		543	35	623	2482	2256	-9.11%	63	12	B
			35	37	1668	2482	2257	-9.07%	63	12	B
			37	41	1104	2482	2263	-8.82%	63	12	B
			41	5	1664	2482	2266	-8.70%	63	12	B
			5	257	953	2482	2270	-8.54%	63	12	B
			257	258	911	2482	2270	-8.54%	63	12	B
			258	259	660	2482	2271	-8.50%	63	12	B
		I-4 CD On Ramp (W of I-75)	259	260	1215	2482	2271	-8.50%	63	12	B
	I-4 CD On Ramp (W of I-75)		260	261	1077	3459	3192	-7.72%	63	10	A
			261	263	1415	3459	3195	-7.63%	63	12	B
			263	264	660	3459	3198	-7.55%	63	13	B
		264	266	603	3459	3197	-7.57%	63	13	B	
	US 301 CD On Ramp	266	265	1171	3459	3200	-7.49%	63	13	B	
US 301 CD On Ramp		265	468	830	4654	3940	-15.34%	60	13	B	
	Section End	468	268	841	4654	3943	-15.28%	62	16	B	
I-4 Eastbound CD	Start of CD_West of US 301	I-4 GULs EB On Ramp	530	497	461	509	490	-3.73%	54	6	A
	I-4 GULs EB On Ramp		497	643	527	1149	1156	0.61%	60	6	A
		Hillsborough Ave. Off Ramp	643	498	1354	1149	1157	0.70%	60	6	A
	Hillsborough Ave. Off Ramp		498	4	751	796	811	1.88%	60	7	A
			4	270	541	796	810	1.76%	60	8	A
			270	596	697	796	810	1.76%	59	8	A
		Hillsborough Avenue and US 301 CD On Ramp	650	597	129	796	808	1.51%	32	14	B
	Hillsborough Avenue and US 301 CD On Ramp		274	597	144	3833	1213	-68.35%	14	29	D
			599	322	210	3833	2020	-47.30%	18	23	C
		US 301 SB On Ramp	322	293	380	3833	2017	-47.38%	17	30	D
	US 301 SB On Ramp	US 301 NB Off Ramp	293	297	590	4338	2453	-43.45%	16	31	D
	US 301 NB Off Ramp	US 301 NB On Ramp	297	11	663	3615	1827	-49.46%	14	33	D
US 301 NB On Ramp		11	40	274	4131	2332	-43.55%	15	31	D	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS	
	From	To	From	To		Demand	Simulated	Peak % Vol Diff				
			40	540	743	4131	2332	-43.55%	17	31	D	
		Hillsborough Ave. Off Ramp	540	38	428	4131	2314	-43.98%	16	35	D	
	Hillsborough Ave. Off Ramp	I-4 EB GULs Off Ramp	38	539	226	2993	1673	-44.10%	13	33	D	
	I-4 EB GULs Off Ramp		539	39	1495	1380	696	-49.57%	5	52	F	
		I-4 EB GULs On Ramp	39	534	788	1380	680	-50.72%	6	55	F	
	I-4 EB GULs On Ramp		534	692	880	4012	2444	-39.08%	12	50	F	
		End of CD_East of US 301	692	499	1638	4012	2433	-39.36%	10	60	F	
I-4 Westbound CD	Start of CD_West of Mango	I-4 WB GULs Off Ramp	459	94	1034	1023	1028	0.49%	53	10	A	
	I-4 WB GULs Off Ramp	I-4 WB GULs On Ramp	94	456	1559	625	624	-0.16%	46	14	B	
	I-4 WB GULs On Ramp	Ramp to I-75	456	458	1139	2831	2068	-26.95%	6	108	F	
			7022	110	192	2102	2236	6.37%	44	19	C	
	Start of CD_West of I-4	I-4 WB GULs On Ramp	110	462	1127	2102	2236	6.37%	57	15	B	
	I-4 WB GULs On Ramp		462	463	394	3112	3132	0.64%	62	17	B	
			463	464	1653	3112	3133	0.67%	61	17	B	
		I-4 WB GULs Off Ramp	464	318	589	3112	3134	0.71%	61	17	B	
	I-4 WB GULs Off Ramp		318	304	1267	2135	2215	3.75%	62	18	B	
			304	262	653	2135	2213	3.65%	62	18	B	
		Hillsborough Ave. On Ramp		262	305	881	2135	2213	3.65%	62	18	B
	Hillsborough Ave. On Ramp	US 301 NB On Ramp	305	306	609	2878	2948	2.43%	61	16	B	
	US 301 NB On Ramp	US 301 Off Ramp	306	308	678	3502	3251	-7.17%	51	16	B	
	US 301 Off Ramp	Hillsborough Avenue Off Ramp	308	309	1485	2762	2543	-7.93%	52	16	B	
	Hillsborough Avenue Off Ramp	End of CD_West of US 301	309	269	752	799	614	-23.15%	43	14	B	
	I-4 Eastbound ELs	Start of ELs_West of US 301	Hillsborough Avenue & US 301 Off Ramp	690	524	1038	3379	3346	-0.98%	54	32	D
Hillsborough Avenue & US 301 Off Ramp			524	469	644	2870	2859	-0.38%	58	25	C	
			469	470	1495	2870	2859	-0.38%	62	23	C	
			470	473	1363	2870	2862	-0.28%	62	23	C	
			473	474	468	2870	2866	-0.14%	61	23	C	
			474	475	721	2870	2866	-0.14%	61	23	C	
			475	476	541	2870	2863	-0.24%	61	23	C	
			476	477	539	2870	2864	-0.21%	61	23	C	
			477	478	312	2870	2864	-0.21%	61	23	C	
			478	479	1102	2870	2864	-0.21%	61	23	C	
			479	480	1227	2870	2865	-0.17%	61	24	C	
			480	481	667	2870	2867	-0.10%	61	24	C	
			481	482	615	2870	2869	-0.03%	60	24	C	
			482	483	302	2870	2870	0.00%	59	24	C	
	I-4 EB GULs Off Ramp	483	496	726	2870	2871	0.03%	60	24	C		
I-4 EB GULs Off Ramp		496	484	509	1967	1963	-0.20%	62	16	B		

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75		I-75 ELs Off Ramp	484	485	1679	1967	1963	-0.20%	61	16	B
	I-75 ELs Off Ramp		485	486	979	1092	1102	0.92%	63	9	A
			486	487	1490	1092	1101	0.82%	63	9	A
			487	488	1010	1092	1102	0.92%	63	9	A
			488	489	1331	1092	1101	0.82%	63	9	A
			489	490	1531	1092	1101	0.82%	63	9	A
		I-75 ELs On Ramp	490	491	1431	1092	1102	0.92%	63	9	A
	I-75 ELs On Ramp		491	492	1662	2484	2860	15.14%	57	23	C
			492	493	655	2484	2860	15.14%	66	22	C
			493	494	3328	2484	2861	15.18%	66	22	C
I-4 Westbound ELs		End of CD_East of Mango Road	494	495	994	2484	2857	15.02%	66	22	C
	Start of ELs_East of Mango Road		433	434	2968	2030	2013	-0.84%	67	15	B
			434	435	3327	2030	2014	-0.79%	67	15	B
		I-4 WB GULs Off Ramp	435	436	652	2030	2016	-0.69%	66	15	B
	I-4 WB GULs Off Ramp	I-75 ELs Off Ramp	436	437	1662	1543	1531	-0.78%	66	12	B
	I-75 ELs Off Ramp		437	438	1428	768	777	1.17%	64	6	A
			438	439	1528	768	778	1.30%	64	6	A
			439	440	1335	768	777	1.17%	64	6	A
			440	441	1012	768	778	1.30%	64	6	A
			441	442	1665	768	779	1.43%	64	6	A
			442	443	1105	768	779	1.43%	64	6	A
		I-75 ELs On Ramp	443	577	599	768	779	1.43%	64	6	A
	I-75 ELs On Ramp		577	444	1074	1789	2140	19.62%	59	11	A
			444	445	950	1789	2140	19.62%	62	16	B
			445	446	909	1789	2141	19.68%	63	17	B
			446	447	668	1789	2140	19.62%	62	17	B
			447	448	1217	1789	2140	19.62%	62	17	B
			448	449	1082	1789	2141	19.68%	62	17	B
			449	450	1408	1789	2138	19.51%	62	17	B
			450	451	656	1789	2142	19.73%	62	17	B
		451	452	591	1789	2142	19.73%	62	17	B	
		452	453	1348	1789	2142	19.73%	62	17	B	
	End of ELs_West of US 301	453	454	1480	1789	2141	19.68%	62	17	B	

Figure 5-3 CORSIM Model Speed Temperature Chart - 2025 Build AM Peak Hour

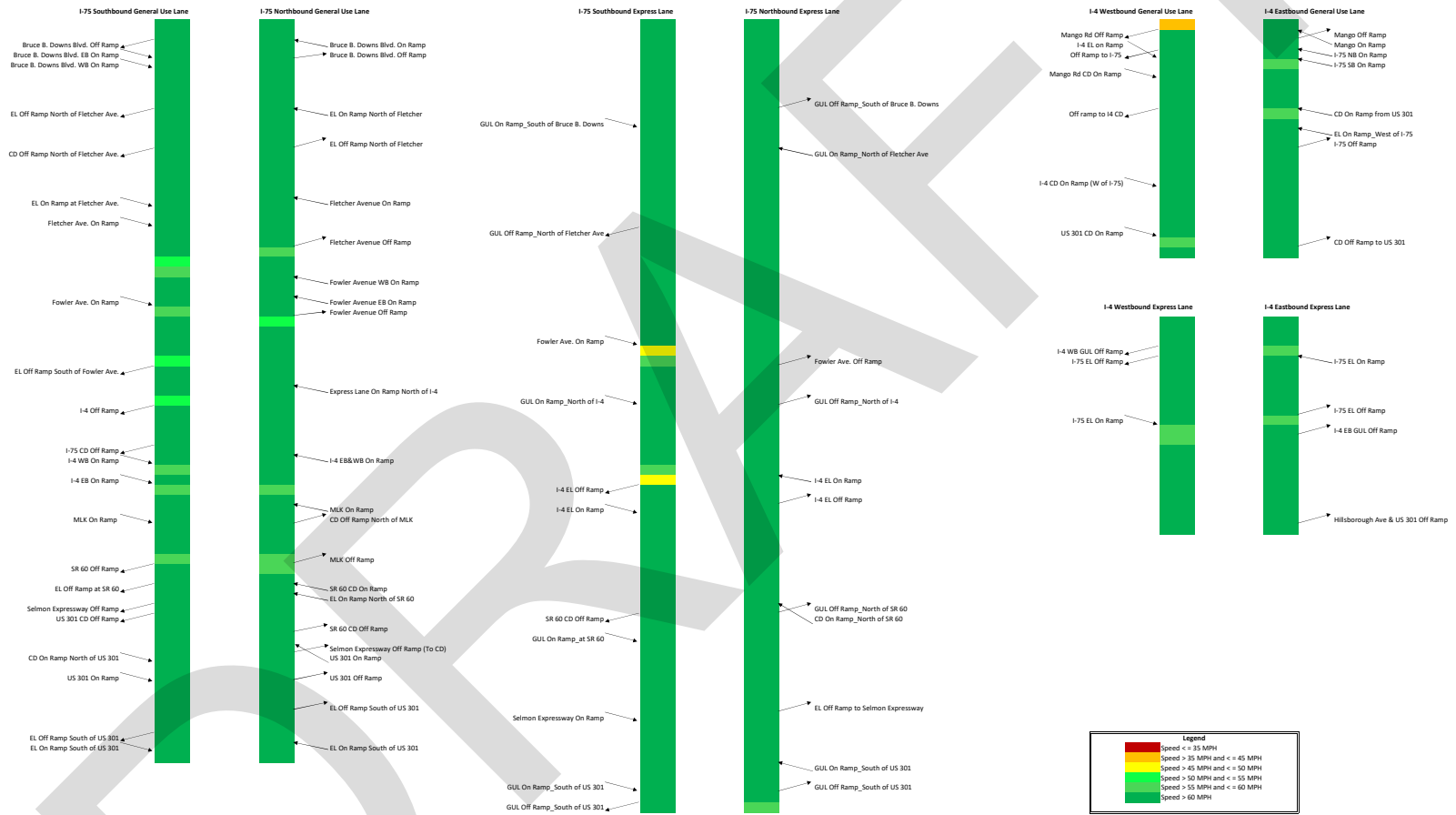


Figure 5-3 CORSIM Model Speed Temperature Chart - 2025 Build AM Peak Hour

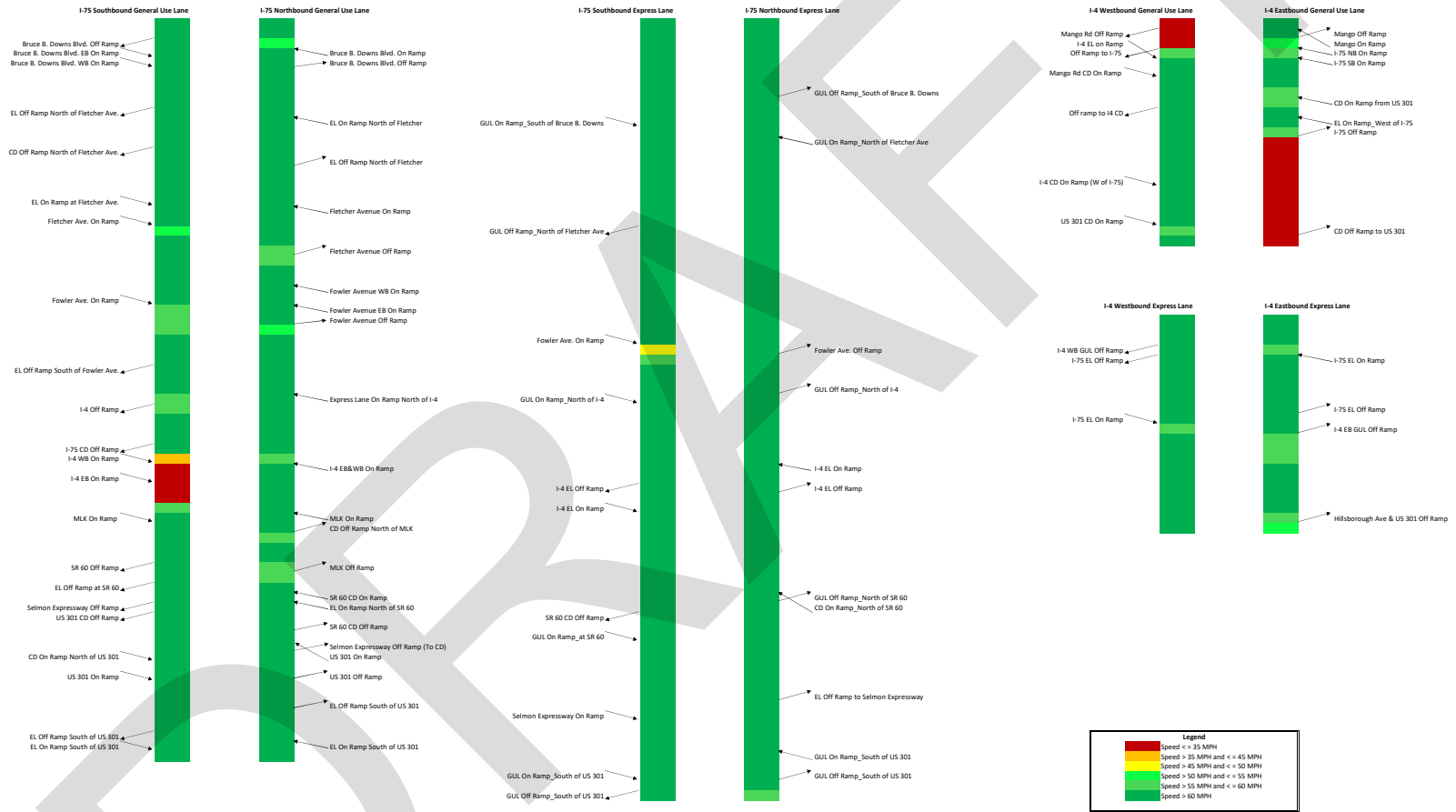


Table 5-9 Freeway GULs and ELs Diverge Influence Area Measure of Effectiveness - 2025 Build

	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
I-75 NB GULs	ELs Off Ramp South of US 301	Diverge	66	23	C	66	19	B
	US 301 Off Ramp	Diverge	63	27	C	65	22	C
	Selmon Expressway Off Ramp (To C/D)	Diverge	64	23	C	65	20	C
	SR 60 C/D Off Ramp	Diverge	64	25	C	65	21	C
	MLK Boulevard Off Ramp	Diverge	57	32	D	59	29	D
	C/D Off Ramp North of MLK Boulevard	Diverge	61	24	C	57	27	C
	Fowler Avenue Off Ramp	Diverge	51	26	C	54	24	C
	Fletcher Avenue Off Ramp	Diverge	60	20	B	57	23	C
	ELs Off Ramp North of Fletcher	Diverge	67	15	B	67	16	B
	Bruce B. Downs Boulevard Off Ramp	Diverge	63	11	B	66	11	B
I-75 SB GULs	Bruce B. Downs Boulevard Off Ramp	Diverge	64	19	B	66	14	B
	ELs Off Ramp North of Fletcher Avenue	Diverge	66	19	B	67	15	B
	C/D Off Ramp North of Fletcher Avenue	Diverge	67	13	B	66	10	B
	ELs Off Ramp South of Fowler Avenue	Diverge	60	31	D	62	26	C
	I-4 EB & WB Off Ramp	Diverge	54	29	D	58	26	C
	C/D to MLK Boulevard Off Ramp	Diverge	67	15	B	65	19	B
	SR 60 Off Ramp	Diverge	59	22	C	64	19	B
	ELs Off Ramp at SR 60	Diverge	66	17	B	67	15	B
	Selmon Expressway Off Ramp	Diverge	67	14	B	68	12	B
	US 301 C/D Off Ramp	Diverge	67	14	B	68	11	B
I-75 NB ELs	ELs Off Ramp South of US 301	Diverge	66	21	C	67	18	B
	GULs Off Ramp South of US 301	Diverge	61	12	B	60	11	B

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	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
	ELs Off Ramp to Selmon Expressway	Diverge	66	14	B	67	12	B
	GULs Off Ramp_North of SR 60	Diverge	63	13	B	64	11	B
	I-4 ELs Off Ramp	Diverge	67	12	B	67	11	B
	GULs Off Ramp_North of I-4	Diverge	68	8	A	68	8	A
	Fowler Avenue Off Ramp	Diverge	67	6	A	67	6	A
	GULs Off Ramp_South of Bruce B. Downs	Diverge	68	7	A	68	8	A
I-75 SB ELs	GULs Off Ramp_North of Fletcher Avenue	Diverge	65	19	B	66	15	B
	I-4 ELs Off Ramp	Diverge	56	19	B	64	13	B
	SR 60 C/D Off Ramp	Diverge	65	15	B	66	13	B
	GULs Off Ramp_South of US 301	Diverge	63	19	B	64	16	B
I-4 EB GULs	C/D Off Ramp to US 301	Diverge	62	16	B	64	16	B
	I-75 Off Ramp	Diverge	62	14	B	11	57	F
	Mango Off Ramp	Diverge	62	24	C	55	22	C
I-4 WB GULs	Mango Road Off Ramp	Diverge	39	45	E	23	62	F
	Off ramp to I-75	Diverge	63	23	C	17	62	F
	Off ramp to I-4 C/D (W of I-75)	Diverge	62	18	B	63	13	B
I-4 EB ELs	Hillsborough Avenue & US 301 Off Ramp	Diverge	56	17	B	51	26	C
	I-4 EB GULs Off Ramp	Diverge	62	16	B	60	24	C
	I-75 ELs Off Ramp	Diverge	59	12	B	61	16	B
I-4 WB ELs	I-4 WB GULs Off Ramp	Diverge	66	19	B	67	15	B
	I-75 ELs Off Ramp	Diverge	62	15	B	66	12	B

Table 5-10 Freeway GULs and ELs Merge Influence Area Measure of Effectiveness - 2025 Build

	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Average Simulated Speed (mph)	Weighted Average Simulated Density (vplpm)	LOS	Weighted Average Simulated Speed (mph)	Weighted Average Simulated Density (vplpm)	LOS
I-75 NB GULs	ELs On Ramp South of US 301	Merge	67	23	C	67	19	B
	US 301 On Ramp	Merge	64	25	C	65	21	C
	ELs On Ramp North of SR 60	Merge	62	29	D	63	25	C
	SR 60 C/D On Ramp	Merge	61	30	D	62	27	C
	MLK Boulevard On Ramp	Merge	61	20	B	64	14	B
	I-4 EB & WB On Ramp	Merge	63	21	C	58	23	C
	ELs On Ramp North of I-4	Merge	66	20	B	66	20	B
	Fowler Avenue EB On Ramp	Merge	67	15	B	65	17	B
	Fowler Avenue WB On Ramp	Merge	66	15	B	65	17	B
	Fletcher Avenue On Ramp	Merge	64	14	B	65	15	B
	ELs On Ramp North of Fletcher	Merge	68	10	B	67	11	B
Bruce B. Downs Boulevard On Ramp	Merge	61	13	B	55	15	B	
I-75 SB GULs	Bruce B. Downs Boulevard EB On Ramp	Merge	65	15	B	66	13	B
	Bruce B. Downs Boulevard WB On Ramp	Merge	63	18	B	65	14	B
	ELs On Ramp at Fletcher Avenue	Merge	66	16	B	67	10	B
	Fletcher Avenue On Ramp	Merge	63	20	C	59	17	B
	Fowler Avenue On Ramp	Merge	57	28	C	59	24	C
	I-4 WB On Ramp	Merge	61	21	C	10	121	F
	I-4 EB On Ramp	Merge	61	25	C	21	73	F
	MLK Boulevard On Ramp	Merge	64	20	B	64	20	B
	C/D On Ramp North of US 301	Merge	64	12	B	65	10	B
	US 301 On Ramp	Merge	67	14	B	67	13	B
	ELs On Ramp South of US 301	Merge	63	16	B	64	14	B

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	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Average Simulated Speed (mph)	Weighted Average Simulated Density (vplpm)	LOS	Weighted Average Simulated Speed (mph)	Weighted Average Simulated Density (vplpm)	LOS
I-75 NB ELs	GULs On Ramp_South of US 301	Merge	65	16	B	66	13	B
	C/D On Ramp_North of SR 60	Merge	65	14	B	65	13	B
	I-4 ELs On Ramp	Merge	65	8	A	65	8	A
	GULs On Ramp_North of Fletcher Avenue	Merge	68	6	A	68	6	A
I-75 SB ELs	GULs On Ramp_South of Bruce B. Downs	Merge	66	13	B	67	10	A
	Fowler Avenue On Ramp	Merge	59	18	B	59	16	B
	GULs On Ramp_North of I-4	Merge	67	15	B	68	12	B
	I-4 ELs On Ramp	Merge	62	13	B	66	11	B
	GULs On Ramp_at SR 60	Merge	67	11	B	67	10	B
	Selmon Expressway On Ramp	Merge	67	11	B	67	10	A
	GULs On Ramp_South of US 301	Merge	63	19	B	64	16	B
I-4 EB GULs	ELs On Ramp_West of I-75	Merge	59	13	B	59	6	A
	C/D On Ramp from US 301	Merge	62	14	B	60	10	A
	I-75 SB On Ramp	Merge	57	24	C	59	15	B
	I-75 NB On Ramp	Merge	62	24	C	55	22	C
	Mango On Ramp	Merge	63	22	C	63	20	B
I-4 WB GULs	I-4 ELs on Ramp	Merge	64	18	B	64	13	B
	Mango Road C/D On Ramp	Merge	62	18	B	63	12	B
	I-4 C/D On Ramp (W of I-75)	Merge	62	16	B	63	11	B
	US 301 C/D On Ramp	Merge	60	20	C	61	14	B
I-4 EB ELs	I-75 ELs On Ramp	Merge	59	18	B	57	23	C
I-4 WB ELs	I-75 ELs On Ramp	Merge	58	17	B	60	12	B

Table 5-11 Intersection Measure of Effectiveness - 2025 Build AM Peak Hour

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Boulevard @ I-75 SB Ramps (Signalized)	EB	0	8	0	0	-	A	-	-	8	A	13	B
	WB	0	7	0	0	-	A	-	-	7	A		
	SB	82	0	0	0	F	-	-	-	82	F		
Bruce B. Downs Boulevard @ I-75 NB Ramps (Signalized)	EB	120	5	0	0	F	A	-	-	26	C	27	C
	WB	0	11	0	0	-	B	-	-	11	B		
	NB	111	0	5	0	F	-	A	-	109	F		
Bruce B. Downs Boulevard @ Commerce Palms Dr (Signalized)	EB	284	31	6	0	F	C	A	-	80	E	58	E
	WB	140	29	14	0	F	C	B	-	39	D		
	NB	124	103	20	0	F	F	B	-	48	D		
	SB	120	86	20	0	F	F	B	-	80	F		
Bruce B. Downs Boulevard @ Dona Michelle Dr (Signalized)	EB	122	13	16	0	F	B	B	-	20	C	45	D
	WB	124	28	0	0	F	C	A	-	30	C		
	NB	527	55	113	0	F	D	F	-	272	F		
	SB	122	90	47	0	F	F	D	-	55	D		
Fletcher Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	10	0	0	0	A	A	-	-	2	A		
	SB	5	0	0	0	A	-	-	-	5	A		
Fletcher Avenue @ I-75 NB Ramps (Signalized)	EB	39	5	0	0	D	A	-	-	28	C	26	C
	WB	0	24	0	0	-	C	-	-	24	C		
	SB	31	0	0	0	C	-	-	-	31	C		
Fletcher Avenue @ Hidden River Pkwy (Signalized)	EB	385	25	27	0	F	C	C	-	86	F	60	E
	WB	90	29	6	0	F	C	A	-	28	C		
	NB	92	89	8	0	F	F	A	-	67	E		
	SB	84	89	21	0	F	F	C	-	69	E		

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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Fowler Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	2	0	0	0	A	A	-	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
Fowler Avenue @ Morris Bridge Road (Signalized)	EB	132	30	15	0	F	C	B	-	34	C	39	D
	WB	95	36	11	0	F	D	B	-	33	C		
	NB	103	95	26	0	F	F	C	-	73	E		
	SB	102	100	13	0	F	F	B	-	65	E		
Fowler Avenue @ Jefferson Road (Signalized)	EB	48	9	8	0	D	A	A	-	9	A	15	B
	WB	19	14	0	0	B	B	-	-	14	B		
	NB	34	0	29	0	C	A	C	-	34	C		
	SB	39	42	8	0	D	D	A	-	14	B		
MLK Boulevard @ I-75 SB Ramps (Signalized)	SB	55	0	0	0	D	-	-	-	55	D	13	B
	SB	0	0	19	0	-	-	B	-	19	B		
	EB	0	0	0	0	-	A	A	-	0	A		
	EB	0	31	0	0	-	C	-	-	31	C		
	WB	0	16	0	0	-	B	-	-	16	B		
	WB	0	0	0	0	A	A	-	-	0	A		
MLK Boulevard @ I-75 NB Ramps (Signalized)	NB	42	0	0	0	D	-	-	-	42	D	8	A
	NB	0	0	13	0	-	-	B	-	13	B		
	EB	0	0	0	0	A	A	-	-	0	A		
	EB	0	0	0	0	-	A	-	-	0	A		
	WB	0	16	0	0	-	B	-	-	16	B		
	WB	0	0	0	0	-	A	A	-	0	A		
	EB	0	16	0	0	-	B	-	-	16	B	31	C

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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
SR 60 @ I-75 SB Ramps (Signalized)	WB	0	15	0	0	-	B	-	-	15	B		
	SB	76	0	46	0	E	-	D	-	67	E		
SR 60 @ I-75 NB Ramps (Signalized)	EB	0	23	0	0	-	C	-	-	23	C	25	C
	WB	0	12	0	0	-	B	-	-	12	B		
	NB	60	0	43	0	E	-	D	-	48	D		
US 301 @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	A	-	0	A	N/A	N/A
	WB	26	0	0	0	D	A	-	-	3	A		
	NB	0	0	0	0	-	A	-	-	0	A		
	SB	0	0	0	0	-	-	-	A	0	A		
US 301 @ I-75 NB Ramps (Unsignalized)	EB	191	0	0	0	F	A	-	-	16	C	N/A	N/A
	WB	0	0	0	0	-	A	A	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
US 301 @ I-4 WB Ramps (Signalized)	EB	72	0	0	0	E	-	-	-	72	E	18	B
	NB	0	11	0	0	-	B	-	-	11	B		
	SB	0	11	0	0	-	B	-	-	11	B		
Mango Road @ I-4 WB Ramps (Signalized)	WB	47	0	11	0	D	-	B	-	29	C	18	B
	NB	55	3	0	0	D	A	-	-	18	B		
	SB	0	26	3	0	-	C	A	-	14	B		
Mango Road @ I-4 EB Ramps (Signalized)	EB	32	0	33	0	C	-	C	-	32	C	26	C
	NB	0	24	10	0	-	C	A	-	22	C		
	SB	65	14	0	0	E	B	-	-	23	C		

Table 5-12 Intersection Measure of Effectiveness - 2025 Build PM Peak Hour

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Boulevard @ I-75 SB Ramps (Signalized)	EB	0	3	0	0	-	A	-	-	3	A	6	A
	WB	0	3	0	0	-	A	-	-	3	A		
	SB	89	0	0	0	F	-	-	-	89	F		
Bruce B. Downs Boulevard @ I-75 NB Ramps (Signalized)	EB	342	5	0	0	F	A	-	-	71	E	57	E
	WB	0	18	0	0	-	B	-	-	18	B		
	NB	109	0	10	0	F	-	A	-	93	F		
Bruce B. Downs Boulevard @ Commerce Palms Dr (Signalized)	EB	128	29	6	0	F	C	A	-	40	D	60	E
	WB	151	27	5	0	F	C	A	-	46	D		
	NB	110	94	21	0	F	F	C	-	44	D		
	SB	285	394	13	0	F	F	B	-	151	F		
Bruce B. Downs Boulevard @ Dona Michelle Dr (Signalized)	EB	119	27	30	0	F	C	C	-	32	C	35	D
	WB	119	26	26	0	F	C	C	-	30	C		
	NB	119	84	49	0	F	F	D	-	98	F		
	SB	115	82	16	0	F	F	B	-	36	D		
Fletcher Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	5	0	0	0	A	A	-	-	1	A		
	SB	11	0	0	0	A	-	-	-	5	A		
Fletcher Avenue @ I-75 NB Ramps (Signalized)	EB	42	17	0	0	D	B	-	-	29	C	30	C
	WB	0	39	0	0	-	D	-	-	39	D		
	SB	20	0	0	0	B	-	-	-	20	B		
Fletcher Avenue @ Hidden River Pkwy (Signalized)	EB	83	23	22	0	F	C	C	-	25	C	66	E
	WB	89	21	4	0	F	C	A	-	26	C		
	NB	79	85	14	0	E	F	B	-	36	D		
	SB	333	284	142	0	F	F	F	-	318	F		

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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Fowler Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	22	0	0	0	C	A	-	-	11	B		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
Fowler Avenue @ Morris Bridge Road (Signalized)	EB	174	56	39	0	F	E	D	-	61	E	48	D
	WB	98	34	6	0	F	C	A	-	31	C		
	NB	89	88	43	0	F	F	D	-	67	E		
	SB	98	101	18	0	F	F	B	-	55	D		
Fowler Avenue @ Jefferson Road (Signalized)	EB	47	10	10	0	D	A	A	-	11	B	18	B
	WB	24	19	0	0	C	B	A	-	19	B		
	NB	39	32	0	0	D	C	A	-	39	D		
	SB	43	49	9	0	D	D	A	-	16	B		
MLK Boulevard @ I-75 SB Ramps (Signalized)	SB	55	0	0	0	D	-	-	-	55	D	16	B
	SB	0	0	8	0	-	-	A	-	8	A		
	EB	0	0	0	0	-	A	A	-	0	A		
	EB	0	31	0	0	-	C	-	-	31	C		
	WB	0	34	0	0	-	C	-	-	34	C		
	WB	0	0	0	0	A	A	-	-	0	A		
MLK Boulevard @ I-75 NB Ramps (Signalized)	NB	48	0	0	0	D	-	-	-	48	D	8	A
	NB	0	0	17	0	-	-	B	-	17	B		
	EB	0	0	0	0	A	A	-	-	0	A		
	EB	0	0	0	0	-	A	-	-	0	A		
	WB	0	23	0	0	-	C	-	-	23	C		
	WB	0	0	0	0	-	A	A	-	0	A		
	EB	0	28	0	0	-	C	-	-	28	C	36	D

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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
SR 60 @ I-75 SB Ramps (Signalized)	WB	0	31	0	0	-	C	-	-	31	C		
	SB	54	0	34	0	D	-	C	-	48	D		
SR 60 @ I-75 NB Ramps (Signalized)	EB	0	15	0	0	-	B	-	-	15	B	21	C
	WB	0	7	0	0	-	A	-	-	7	A		
	NB	73	0	55	0	E	-	D	-	61	E		
US 301 @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	A	-	0	A	N/A	N/A
	WB	281	0	0	0	F	A	-	-	32	D		
	NB	0	0	0	0	-	-	A	-	0	A		
	SB	0	0	0	0	-	-	-	A	0	A		
US 301 @ I-75 NB Ramps (Unsignalized)	EB	15	0	0	0	B	A	-	-	1	A	N/A	N/A
	WB	0	0	0	0	-	A	A	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
US 301 @ I-4 WB Ramps (Signalized)	EB	51	0	0	0	D	-	-	-	51	D	13	B
	NB	0	10	0	0	-	A	-	-	10	A		
	SB	0	9	0	0	-	A	-	-	9	A		
Mango Road @ I-4 WB Ramps (Signalized)	WB	55	0	6	0	D	-	A	-	37	D	12	B
	NB	18	1	0	0	B	A	-	-	6	A		
	SB	0	17	4	0	-	B	A	-	12	B		
Mango Road @ I-4 EB Ramps (Signalized)	EB	29	0	33	0	C	-	C	-	31	C	26	C
	NB	0	34	9	0	-	C	A	-	28	C		
	SB	33	14	0	0	C	B	-	-	18	B		

6.0 DESIGN YEAR (2045) ALTERNATIVE ANALYSES

This section presents the analysis results of the traffic operations of the No-Build and Build Alternatives for the Design Year. The traffic operating conditions were evaluated for the AM and PM design hours for the same areas as was done for the existing and Opening Years. To maintain consistency and facilitate results comparisons, the same traffic analyses methodology was used for both No-Build and Build Alternatives.

The Build Alternative was selected by the FDOT for analysis in this study and concept is consistent throughout the future analysis years.

6.1 2045 No-Build Alternative LOS Analyses Results

Operational analyses were conducted for the I-75 and I-4 GULs, I-4 ELs, ramp merge and diverge influence area and speed for ramps that are directly connected to the GULs, ramp terminal intersections and their adjacent intersections for the 2045 No-Build traffic conditions and roadway characteristics.

6.1.1 Freeway Segment Analysis Results

Freeway segment analysis was conducted on all the I-75 and I-4 segments in the study area. The results of the freeway segment analysis for the No-Build Alternative are summarized in Tables 6-1 and 6-2 for Year 2045. The speed temperature of the freeway GULs and ELs are shown in Figures 6-1 and 6-2. In the No-Build scenario, the freeway segments experience significant deterioration across multiple segments in the 2045 No-Build condition. The freeway GULs segments that operate at a deficient LOS (LOS E or F) are as follows:

- I-75 northbound between the southern section end (south of US 301) and C/D off-ramp at south of the Selmon Expressway (AM & PM)
- I-75 northbound between the C/D on-ramp at SR 60 and C/D off-ramp to I-4 at MLK Boulevard (AM & PM)
- I-75 southbound between the Northern Section End (north of Bruce B. Downs Boulevard) and off-ramp to Selmon Expressway except for a small segment between off-ramp to I-4 and on-ramp from I-4 westbound (AM)
- I-75 southbound between the Northern Section End (north of Bruce B. Downs Boulevard) and off-ramp to I-4 and south of MLK Boulevard (PM)
- I-4 eastbound at US 301 (AM)
- I-4 eastbound between on-ramp from US 301 C/D and off-ramp to I-75 (AM and PM)
- I-4 westbound between Eastern Section End (east of Mango Road) and off-ramp to Mango Road (AM)
- I-4 westbound between off-ramp to Mango Road and off-ramp to C/D at east of I-75 (AM and PM)
- I-4 westbound at on-ramp from C/D at US 301 (AM)

The ELs segments that will operate below LOS C are as follows:

- I-4 eastbound ELs west of off-ramp to C/D at US 301/Hillsborough Avenue (PM)

It should be noted that the simulated volumes are substantially lower than the demand for freeway throughout the entire network.

Table 6-1 Freeway Segment Analysis Results – 2045 No-Build AM Peak Hour

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 NB GULS	Section End		1905	1906	1168	13625	5222	-61.67%	12	90	F
		US 301 NB Off Ramp	1906	1907	1500	13625	5211	-61.75%	11	90	F
	US 301 NB Off Ramp		1907	1909	2887	11970	4612	-61.47%	10	90	F
		Selmon Expressway Off Ramp	1909	1910	1500	11970	4621	-61.40%	14	65	F
	Selmon Expressway Off Ramp		1910	1912	2535	10007	3532	-64.70%	12	98	F
		SR 60 C/D Off Ramp	1912	1913	1500	10007	3495	-65.07%	12	94	F
	SR 60 C/D Off Ramp		1913	1915	2470	9397	3329	-64.57%	34	33	D
			1915	1916	1398	9397	3377	-64.06%	52	22	C
			1916	1917	1705	9397	3392	-63.90%	53	22	C
			1917	1918	1239	9397	3408	-63.73%	51	23	C
			1918	1919	1944	9397	3418	-63.63%	42	31	D
		SR 60 C/D On Ramp	1919	1920	1802	9397	3436	-63.44%	22	55	F
	SR 60 C/D On Ramp		1920	1922	1528	12312	4948	-59.81%	16	78	F
			1922	1924	704	12312	4982	-59.54%	16	84	F
		SR 60 NB On Ramp	1924	49	1865	12312	4994	-59.44%	15	111	F
	SR 60 NB On Ramp		49	1925	1712	14209	6522	-54.10%	13	128	F
			1925	1926	840	14209	6477	-54.42%	13	125	F
		MLK Boulevard NB Off Ramp	1926	1928	1910	14209	6469	-54.47%	12	109	F
	MLK Boulevard NB Off Ramp		1928	1929	1244	11461	4950	-56.81%	8	149	F
			1929	1930	1590	11461	4940	-56.90%	9	142	F
			1930	1931	744	11461	4939	-56.91%	10	121	F
			1931	1932	1532	11461	4944	-56.86%	13	97	F
		MLK Boulevard NB Off Ramp to I-4	1932	42	238	11461	4941	-56.89%	12	99	F
	MLK Boulevard NB Off Ramp to I-4	MLK Boulevard NB On Ramp	42	1934	1497	6693	2657	-60.30%	60	15	B
	MLK Boulevard NB On Ramp		1934	59	1411	8375	3648	-56.44%	65	16	B
			59	1935	144	8375	3645	-56.48%	67	18	B
			1935	1936	1510	8375	3644	-56.49%	67	18	B
			1936	1938	3473	8375	3644	-56.49%	67	18	B
			1938	1939	956	8375	3649	-56.43%	67	18	B
			1939	1940	958	8375	3650	-56.42%	66	18	B
	NB On Ramp from I-4 EB & WB	1940	1941	1500	8375	3651	-56.41%	66	18	B	
NB On Ramp from I-4 EB & WB		1941	1942	925	11399	5307	-53.44%	63	21	C	
		1942	1945	799	11399	5309	-53.43%	66	20	C	
		1945	1946	796	11399	5308	-53.43%	66	20	C	
		1946	1948	1085	11399	5307	-53.44%	66	20	C	
		1948	1950	1648	11399	5306	-53.45%	66	20	C	
		1950	1951	1231	11399	5311	-53.41%	66	20	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1951	1952	1942	11399	5312	-53.40%	66	20	C
			1952	1953	987	11399	5313	-53.39%	66	20	C
			1953	1954	480	11399	5316	-53.36%	66	20	C
			1954	1955	640	11399	5316	-53.36%	66	20	C
			1955	1956	860	11399	5315	-53.37%	66	20	C
			1956	1958	1118	11399	5320	-53.33%	65	20	C
		Fowler Avenue NB Off Ramp	1958	1960	1500	11399	5320	-53.33%	57	23	C
	Fowler Avenue NB Off Ramp		1960	1961	1082	8187	3609	-55.92%	63	19	C
		Fowler Avenue EB On Ramp	1961	1962	1547	8187	3611	-55.89%	67	18	B
	Fowler Avenue EB On Ramp		1962	1963	711	8731	3932	-54.97%	65	15	B
		Fowler Avenue WB On Ramp	1963	1964	795	8731	3932	-54.97%	67	15	B
	Fowler Avenue WB On Ramp		1964	1965	1500	9362	4546	-51.44%	66	14	B
			1965	1966	1919	9362	4547	-51.43%	67	14	B
		Fletcher Avenue Off Ramp	1966	1968	1500	9362	4546	-51.44%	65	14	B
	Fletcher Avenue Off Ramp		1968	1969	665	7624	3519	-53.84%	66	13	B
			1969	1970	414	7624	3522	-53.80%	67	13	B
			1970	1971	470	7624	3524	-53.78%	67	13	B
			1971	1972	769	7624	3523	-53.79%	68	13	B
		Fletcher Avenue On Ramp	1972	1973	1188	7624	3523	-53.79%	67	13	B
	Fletcher Avenue On Ramp		1973	1974	1500	8324	4726	-43.22%	62	18	B
			1974	1975	941	8324	4725	-43.24%	67	18	B
			1975	1976	938	8324	4723	-43.26%	67	18	B
			1976	1978	874	8324	4722	-43.27%	67	18	B
			1978	1980	901	8324	4725	-43.24%	67	18	B
			1980	1982	929	8324	4724	-43.25%	67	18	B
			1982	1983	1682	8324	4724	-43.25%	67	18	B
			1983	1984	832	8324	4725	-43.24%	67	18	B
			1985	1986	714	8324	4724	-43.25%	66	18	B
			1986	1987	1983	8324	4721	-43.28%	66	16	B
		Bruce B. Downs Boulevard Off Ramp	1987	1988	2184	8324	4720	-43.30%	66	14	B
	Bruce B. Downs Boulevard Off Ramp		1988	1990	1810	5606	3081	-45.04%	67	15	B
		Bruce B. Downs Boulevard On Ramp	1990	1992	2737	5606	3081	-45.04%	66	15	B
	Bruce B. Downs Boulevard On Ramp		1992	1994	1500	6374	3697	-42.00%	59	20	C
			1994	1995	2500	6374	3697	-42.00%	67	19	C
		Section End	1995	1996	1975	6374	3710	-41.79%	66	19	C
I-75 SB GULS	Section End		1806	1807	2000	7188	5199	-27.67%	15	111	F
		Bruce B. Downs Boulevard Off Ramp	1807	1808	1500	7188	5084	-29.27%	16	106	F
	Bruce B. Downs Boulevard Off Ramp		1808	1809	2042	5628	3927	-30.22%	9	140	F

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		Bruce B. Downs Boulevard EB On Ramp	1809	1810	1404	5628	3791	-32.64%	8	151	F
	Bruce B. Downs Boulevard EB On Ramp	Bruce B. Downs Boulevard WB On Ramp	1810	1811	1864	6808	4616	-32.20%	10	135	F
	Bruce B. Downs Boulevard WB On Ramp		1811	1812	1500	9381	5579	-40.53%	8	143	F
			1812	1814	2000	9381	5581	-40.51%	9	159	F
			1814	1815	1772	9381	5583	-40.49%	9	159	F
			1815	1816	1177	9381	5582	-40.50%	9	158	F
			1816	1817	1301	9381	5582	-40.50%	9	158	F
			1817	1818	899	9381	5581	-40.51%	9	158	F
			1818	1820	1040	9381	5578	-40.54%	9	158	F
			1820	1821	851	9381	5573	-40.59%	9	158	F
			1821	1822	1050	9381	5571	-40.61%	11	128	F
			1822	1824	843	9381	5563	-40.70%	9	150	F
			1824	1825	1673	9381	5560	-40.73%	11	122	F
		Fletcher Avenue Off Ramp	1825	1826	1500	9381	5560	-40.73%	13	109	F
	Fletcher Avenue Off Ramp		1826	1827	1018	8416	4961	-41.05%	13	97	F
			1827	1828	1252	8416	4958	-41.09%	13	98	F
		Fletcher Avenue On Ramp	1828	1829	1358	8416	4952	-41.16%	13	99	F
	Fletcher Avenue On Ramp		1829	44	889	10818	6059	-43.99%	9	134	F
		Fowler Avenue Off Ramp	44	1830	914	10818	6049	-44.08%	11	114	F
	Fowler Avenue Off Ramp		1830	1831	1268	9194	4861	-47.13%	12	101	F
			1831	1832	495	9194	4856	-47.18%	13	96	F
			1832	1833	579	9194	4855	-47.19%	13	96	F
			1833	1834	553	9194	4853	-47.22%	13	93	F
			1834	1836	968	9194	4850	-47.25%	16	77	F
		Fowler Avenue On Ramp	1836	1838	888	9194	4846	-47.29%	32	50	F
	Fowler Avenue On Ramp		1838	1840	2217	11950	6967	-41.70%	28	59	F
			1840	1842	686	11950	6894	-42.31%	44	41	E
			1842	1843	681	11950	6864	-42.56%	43	42	E
			1843	1844	611	11950	6829	-42.85%	42	43	E
			1844	1846	649	11950	6797	-43.12%	41	44	E
			1846	1848	1106	11950	6764	-43.40%	40	45	E
			1848	1850	1951	11950	6711	-43.84%	36	52	F
			1850	1851	1939	11950	6580	-44.94%	27	63	F
			1851	1852	1605	11950	6435	-46.15%	21	77	F
			1852	1853	1334	11950	6317	-47.14%	18	87	F
			1853	1854	907	11950	6241	-47.77%	20	77	F

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		I-4 Off Ramp	1854	1858	1389	11950	6219	-47.96%	28	57	F
	I-4 Off Ramp		1858	1860	1500	7174	3544	-50.60%	61	19	C
			1860	1861	1523	7174	3549	-50.53%	67	18	B
		On Ramp from I-4 WB	1861	1862	2219	7174	3555	-50.45%	62	19	C
	On Ramp from I-4 WB		1862	1863	601	10120	5147	-49.14%	37	39	E
		On Ramp from I-4 EB	1863	1864	1387	10120	5135	-49.26%	35	53	F
	On Ramp from I-4 EB		1864	60	965	12925	6193	-52.09%	30	55	F
		Off Ramp to MLK Boulevard	1866	1868	1467	12925	6127	-52.60%	23	67	F
	Off Ramp to MLK Boulevard		1868	1869	1481	10838	4641	-57.18%	16	97	F
		MLK Boulevard On Ramp	1869	1870	2263	10838	4533	-58.17%	14	108	F
	MLK Boulevard On Ramp		1870	1871	1500	12611	5406	-57.13%	15	108	F
			1871	1872	1266	12611	5316	-57.85%	15	115	F
			1872	1874	1942	12611	5247	-58.39%	15	114	F
			1874	1875	1042	12611	5142	-59.23%	16	94	F
		SR 60 Off Ramp	1875	1876	1524	12611	5081	-59.71%	14	93	F
	SR 60 Off Ramp		1876	1877	905	10013	3758	-62.47%	9	139	F
		Selmon Expressway Off Ramp	1877	1879	2776	10013	3733	-62.72%	12	106	F
	Selmon Expressway Off Ramp		1879	1881	2456	6804	2378	-65.05%	65	12	B
			1881	1882	1606	6804	2379	-65.04%	67	12	B
		C/D Off Ramp (to US 301)	1882	1883	1358	6804	2381	-65.01%	67	11	A
	C/D Off Ramp (to US 301)		1883	1884	1075	5926	2037	-65.63%	68	10	A
		On Ramp from Selmon Expressway EB	1884	1886	1920	5926	2036	-65.64%	68	10	A
	On Ramp from Selmon Expressway EB		1886	1887	1500	7246	3357	-53.67%	66	10	A
			1887	1888	2135	7246	3356	-53.68%	68	10	A
		C/D on Ramp (from SR 60)	1888	1889	1938	7246	3358	-53.66%	66	12	B
	C/D on Ramp (from SR 60)		1889	1890	1500	10337	5331	-48.43%	53	25	C
		US 301 On Ramp	1890	1892	3113	10337	5331	-48.43%	66	20	C
	US 301 On Ramp		1892	1894	1500	11536	6415	-44.39%	66	17	B
		Section End	1894	1895	1540	11536	6414	-44.40%	63	23	C
I-75 NB C/D	Start of C/D (North of US 301)	Off Ramp to Selmon Expressway	1030	1059	963	2460	1488	-39.51%	27	30	D
	Off Ramp to Selmon Expressway	On Ramp from ML	1059	1060	2620	2225	1282	-42.38%	20	33	D
	On Ramp from ML		1060	1033	1725	2835	1240	-56.26%	16	40	E
		On Ramp from Selmon Expressway	1033	1013	1460	2835	1120	-60.49%	16	41	E
	On Ramp from Selmon Expressway		1013	212	1370	4145	2331	-43.76%	23	39	E
			212	1064	1283	4145	2236	-46.06%	16	48	F
		Off Ramp to SR 60	1064	51	699	4145	2196	-47.02%	12	60	F
	Off Ramp to SR 60	On Ramp from SR 60	51	53	1531	1902	660	-65.30%	5	143	F

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS	
	From	To	From	To		Demand	Simulated	Peak % Vol Diff				
	On Ramp from SR 60	End of C/D_Exit to ML (North of SR 60)	53	52	1157	2915	1483	-49.13%	11	96	F	
I-75 SB C/D	Start of C/D (North of SR 60)	SR 60 WB On ramp	46	1002	600	3209	1343	-58.15%	8	168	F	
	SR 60 WB On ramp	SR 60 EB On Ramp	1002	1066	2244	4509	2914	-35.37%	9	166	F	
	SR 60 WB On ramp		1066	1065	1116	5121	3415	-33.31%	9	124	F	
		Selmon Expressway Off Ramp	1065	1004	1018	5121	3413	-33.35%	10	119	F	
	Selmon Expressway Off Ramp	On Ramp from ML	1004	1034	969	4172	2876	-31.06%	9	166	F	
	On Ramp from ML		1034	1014	1500	5050	3223	-36.18%	10	153	F	
			1014	215	816	5050	3224	-36.16%	10	156	F	
			215	2	2129	5050	3225	-36.14%	11	149	F	
		C/D Off Ramp to ML	2	1015	1500	5050	3227	-36.10%	16	101	F	
		C/D Off Ramp to ML	End of C/D_Exit to ML (North of US 301)	1015	7201	552	1959	1258	-35.78%	53	24	C
I-4 EB GULS	Section End	Off Ramp to US 301 C/D	594	283	1149	7240	2243	-69.02%	33	17	B	
	Off Ramp to US 301 C/D		283	205	1767	6024	2224	-63.08%	51	15	B	
			205	211	1419	6024	2258	-62.52%	39	23	C	
			211	7	447	6024	2296	-61.89%	33	30	D	
			7	213	706	6024	2308	-61.69%	30	33	D	
			213	471	543	6024	2324	-61.42%	26	37	E	
			471	472	531	6024	2335	-61.24%	24	38	E	
			472	8	289	6024	2343	-61.11%	24	39	E	
			8	216	1240	6024	2345	-61.07%	24	39	E	
			216	217	1509	6024	2351	-60.97%	25	36	E	
			217	9	903	6024	2362	-60.79%	25	33	D	
			9	533	704	6024	2365	-60.74%	26	32	D	
		C/D On Ramp from US 301		533	10	830	6024	2366	-60.72%	24	34	D
	C/D On Ramp from US 301	On Ramp from ELs	10	542	468	8885	2497	-71.90%	17	39	E	
	On Ramp from ELs		542	13	1213	9639	3162	-67.20%	12	62	F	
		I-75 Off Ramp	13	23	982	9639	3162	-67.20%	15	53	F	
	I-75 Off Ramp		23	24	1487	5341	1433	-73.17%	63	7	A	
			24	25	505	5341	1434	-73.15%	63	8	A	
		I-75 SB On Ramp		25	26	1926	5341	1434	-73.15%	63	8	A
	I-75 SB On Ramp	I-75 On Ramp	26	27	909	7455	2748	-63.14%	58	14	B	
	I-75 On Ramp		27	28	1960	9549	3825	-59.94%	62	16	B	
		Mango Road Off Ramp		28	245	2548	9549	3822	-59.97%	65	15	B
	Mango Road Off Ramp	Mango Road On Ramp	245	246	3304	7954	3096	-61.08%	67	15	B	
Mango Road On Ramp	Section End	246	252	786	8512	3626	-57.40%	63	16	B		

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-4 WB GULS	Section End	Mango Road Off Ramp	254	255	2948	9492	5816	-38.73%	37	52	F
	Mango Road Off Ramp		255	6	3316	8876	5446	-38.64%	63	24	C
		Off Ramp to C/D (E of I-75)	6	457	451	8876	5444	-38.67%	61	22	C
	Off Ramp to C/D (E of I-75)	On Ramp from ELs	457	455	765	5067	3072	-39.37%	65	16	B
	On Ramp from ELs		455	29	1103	5926	3936	-33.58%	64	18	B
		On Ramp from C/D (W of I-75)	29	30	1431	5926	3936	-33.58%	61	21	C
	On Ramp from C/D (W of I-75)		30	31	1529	7245	4904	-32.31%	57	27	D
			31	34	1330	7245	4902	-32.34%	57	29	D
		Off Ramp to C/D (W of I-75)	34	65	404	7245	4895	-32.44%	56	29	D
	Off Ramp to C/D (W of I-75)		65	35	618	5612	3646	-35.03%	61	20	C
			35	37	1666	5612	3645	-35.05%	62	20	C
			37	41	1106	5612	3643	-35.09%	62	20	C
			41	5	1664	5612	3642	-35.10%	62	20	C
			5	257	953	5612	3642	-35.10%	62	20	C
			257	258	911	5612	3642	-35.10%	62	20	C
			258	259	660	5612	3644	-35.07%	62	20	C
		On Ramp from C/D (E of I-75)	259	260	1215	5612	3646	-35.03%	62	20	C
	On Ramp from C/D (E of I-75)		260	261	1077	9828	5589	-43.13%	61	18	B
			261	263	1415	9828	5592	-43.10%	58	23	C
			263	264	660	9828	5594	-43.08%	56	26	C
		264	266	603	9828	5594	-43.08%	49	32	D	
	US 301 C/D On Ramp	266	265	1171	9828	5593	-43.09%	25	60	F	
US 301 C/D On Ramp	Section End	265	468	697	12178	7022	-42.34%	24	61	F	
I-4 EB C/D	Start of C/D (West of US 301)		530	497	461	848	735	-13.33%	38	13	B
			497	643	527	2064	750	-63.66%	48	10	A
		Hillsborough Avenue EB Off Ramp	122	597	107	1459	53	-96.37%	4	11	A
	Hillsborough Avenue EB Off Ramp		597	322	404	3811	679	-82.18%	7	49	F
		US 301 SB On Ramp	322	293	380	3811	679	-82.18%	7	64	F
	US 301 SB On Ramp	US 301 NB Off Ramp	293	297	590	4363	679	-84.44%	9	55	F
	US 301 NB Off Ramp	US 301 NB On Ramp	297	11	663	3720	679	-81.75%	9	75	F
US 301 NB On Ramp	End of C/D (West of US 301)	11	40	274	4215	679	-83.89%	9	75	F	
I-4 WB C/D	Start of C/D (West of Mango)	I-4 On ramp	459	62	1034	1987	679	-65.83%	48	15	B
	I-4 On ramp	I-4 Off Ramp	62	456	1559	668	679	1.65%	52	10	A
	I-4 Off Ramp	(End West of Mango)	456	66	1324	4477	679	-84.83%	39	26	C
	(Start East of US301)		110	64	1103	6535	679	-89.61%	13	91	F
		I-4 On ramp	464	318	589	8168	679	-91.69%	12	108	F
	I-4 On ramp		318	304	1267	3952	679	-82.82%	6	151	F
	Hillsborough Avenue WB On Ramp	262	305	881	3952	679	-82.82%	6	156	F	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS	
	From	To	From	To		Demand	Simulated	Peak % Vol Diff				
	Hillsborough Avenue WB On Ramp	US 301 NB On Ramp	305	306	609	5977	679	-88.64%	7	140	F	
	US 301 NB On Ramp	US 301 SB Off Ramp	306	308	678	7193	679	-90.56%	10	83	F	
	US 301 SB Off Ramp	Hillsborough Avenue WB Off Ramp	308	309	1485	5747	679	-88.19%	10	83	F	
	Hillsborough Avenue WB Off Ramp	End of C/D (West of US 301)	309	269	752	1678	679	-59.54%	4	188	F	
I-4 EB ELS	Start of ELS_West of US 301	Hillsborough Avenue & US 301 Off Ramp	690	524	1038	2732	679	-75.15%	49	23	C	
	Hillsborough Avenue & US 301 Off Ramp		524	469	644	1884	679	-63.96%	53	14	B	
			469	470	1483	1884	679	-63.96%	57	13	B	
			470	473	1376	1884	679	-63.96%	57	13	B	
			473	474	468	1884	679	-63.96%	56	13	B	
			474	475	721	1884	679	-63.96%	56	13	B	
			475	476	541	1884	679	-63.96%	56	13	B	
			476	477	539	1884	679	-63.96%	56	13	B	
			477	478	312	1884	679	-63.96%	56	13	B	
			478	479	1102	1884	679	-63.96%	56	13	B	
			479	480	1227	1884	679	-63.96%	56	13	B	
			480	481	667	1884	679	-63.96%	56	13	B	
			481	482	615	1884	679	-63.96%	56	13	B	
			482	483	302	1884	679	-63.96%	55	13	B	
		I-4 EB GULs Off Ramp		483	496	726	1884	679	-63.96%	55	13	B
		I-4 EB GULs Off Ramp		496	484	509	1130	679	-39.91%	55	13	B
		End of C/D_East of Mango Road	484	485	1679	1130	679	-39.91%	57	8	A	
I-4 WB ELS	Start of ELS_East of Mango Road		433	434	2946	2451	679	-72.30%	63	19	C	
			434	435	3327	2451	679	-72.30%	62	20	C	
		I-4 WB GULs Off Ramp	435	436	652	2451	679	-72.30%	61	20	C	
	I-4 WB GULs Off Ramp	End of C/D_West of US 301	436	437	1662	1592	679	-57.35%	67	12	B	

Table 6-2 Freeway Segment Analysis Results – 2045 No-Build PM Peak Hour

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 NB GULS	Section End		1905	1906	1168	11536	5931	-48.59%	28	57	F
		US 301 NB Off Ramp	1906	1907	1500	11536	5826	-49.50%	26	56	F
	US 301 NB Off Ramp		1907	1909	2887	10337	5174	-49.95%	24	55	F
		Selmon Expressway Off Ramp	1909	1910	1500	10337	4916	-52.44%	25	46	F
	Selmon Expressway Off Ramp		1910	1912	2535	8546	3360	-60.68%	20	69	F
		SR 60 C/D Off Ramp	1912	1913	1500	8546	3276	-61.67%	19	60	F
	SR 60 C/D Off Ramp		1913	1915	2470	7946	3043	-61.70%	48	22	C
			1915	1916	1398	7946	3103	-60.95%	44	26	C
			1916	1917	1705	7946	3160	-60.23%	41	30	D
			1917	1918	1239	7946	3232	-59.33%	38	33	D
			1918	1919	1944	7946	3293	-58.56%	37	37	E
		SR 60 C/D On Ramp	1919	1920	1802	7946	3378	-57.49%	34	41	E
	SR 60 C/D On Ramp		1920	1922	1528	11248	5698	-49.34%	30	52	F
			1922	1924	704	11248	5754	-48.84%	29	55	F
		SR 60 NB On Ramp	1924	49	1865	11248	5769	-48.71%	33	60	F
	SR 60 NB On Ramp		49	1925	1712	12611	7136	-43.41%	30	65	F
			1925	1926	840	12611	7158	-43.24%	25	75	F
		MLK Boulevard NB Off Ramp	1926	1928	1910	12611	7168	-43.16%	21	74	F
	MLK Boulevard NB Off Ramp		1928	1929	1244	10838	6254	-42.30%	15	110	F
			1929	1930	1590	10838	6275	-42.10%	13	123	F
			1930	1931	744	10838	6306	-41.82%	14	116	F
			1931	1932	1532	10838	6321	-41.68%	18	86	F
		MLK Boulevard NB Off Ramp to I-4	1932	42	238	10838	6352	-41.39%	19	85	F
	MLK Boulevard NB Off Ramp to I-4	MLK Boulevard NB On Ramp	42	1934	1497	6016	3175	-47.22%	61	17	B
	MLK Boulevard NB On Ramp		1934	59	1411	7174	4005	-44.17%	65	18	B
			59	1935	144	7174	4006	-44.16%	66	20	C
			1935	1936	1510	7174	4005	-44.17%	67	20	C
			1936	1938	3473	7174	4004	-44.19%	66	20	C
			1938	1939	956	7174	4015	-44.03%	66	20	C
			1939	1940	958	7174	4014	-44.05%	66	20	C
	NB On Ramp from I-4 EB & WB	1940	1941	1500	7174	4015	-44.03%	66	20	C	
NB On Ramp from I-4 EB & WB		1941	1942	925	11950	6256	-47.65%	60	26	C	
		1942	1945	799	11950	6263	-47.59%	65	24	C	
		1945	1946	796	11950	6263	-47.59%	65	24	C	
		1946	1948	1085	11950	6263	-47.59%	65	24	C	
		1948	1950	1648	11950	6263	-47.59%	65	24	C	
		1950	1951	1231	11950	6263	-47.59%	65	24	C	
		1951	1952	1942	11950	6266	-47.56%	65	24	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1952	1953	987	11950	6276	-47.48%	65	24	C
			1953	1954	480	11950	6276	-47.48%	65	24	C
			1954	1955	640	11950	6281	-47.44%	65	24	C
			1955	1956	860	11950	6278	-47.46%	65	24	C
			1956	1958	1118	11950	6274	-47.50%	64	24	C
		Fowler Avenue NB Off Ramp	1958	1960	1500	11950	6286	-47.40%	54	29	D
	Fowler Avenue NB Off Ramp		1960	1961	1082	9194	4625	-49.70%	61	25	C
		Fowler Avenue EB On Ramp	1961	1962	1547	9194	4629	-49.65%	66	24	C
	Fowler Avenue EB On Ramp		1962	1963	711	9946	5194	-47.78%	63	21	C
		Fowler Avenue WB On Ramp	1963	1964	795	9946	5197	-47.75%	66	20	C
	Fowler Avenue WB On Ramp		1964	1965	1500	10818	6036	-44.20%	65	19	C
			1965	1966	1919	10818	6035	-44.21%	66	18	B
		Fletcher Avenue Off Ramp	1966	1968	1500	10818	6034	-44.22%	61	20	C
	Fletcher Avenue Off Ramp		1968	1969	665	8416	4382	-47.93%	64	17	B
			1969	1970	414	8416	4383	-47.92%	66	17	B
			1970	1971	470	8416	4385	-47.90%	67	16	B
			1971	1972	769	8416	4386	-47.88%	67	16	B
		Fletcher Avenue On Ramp	1972	1973	1188	8416	4388	-47.86%	67	16	B
	Fletcher Avenue On Ramp		1973	1974	1500	9381	5003	-46.67%	63	19	C
			1974	1975	941	9381	5009	-46.60%	67	19	C
			1975	1976	938	9381	5008	-46.62%	67	19	C
			1976	1978	874	9381	5006	-46.64%	67	19	C
			1978	1980	901	9381	5005	-46.65%	67	19	C
			1980	1982	929	9381	5008	-46.62%	66	19	C
			1982	1983	1682	9381	5011	-46.58%	66	19	C
			1983	1984	832	9381	5008	-46.62%	67	19	C
			1985	1986	714	9381	5000	-46.70%	65	19	C
			1986	1987	1983	9381	5000	-46.70%	65	17	B
		Bruce B. Downs Boulevard Off Ramp	1987	1988	2184	9381	5002	-46.68%	65	15	B
	Bruce B. Downs Boulevard Off Ramp		1988	1990	1810	5628	2917	-48.17%	67	15	B
		Bruce B. Downs Boulevard On Ramp	1990	1992	2737	5628	2920	-48.12%	66	15	B
	Bruce B. Downs Boulevard On Ramp		1992	1994	1500	7188	3823	-46.81%	49	25	C
			1994	1995	2500	7188	3819	-46.87%	63	20	C
		Section End	1995	1996	1975	7188	3829	-46.73%	65	20	C
I-75 SB GULS	Section End		1806	1807	2000	6373	4689	-26.42%	15	104	F
		Bruce B. Downs Boulevard Off Ramp	1807	1808	1500	6373	4561	-28.43%	15	99	F
	Bruce B. Downs Boulevard Off Ramp		1808	1809	2042	5605	3962	-29.31%	11	117	F
		Bruce B. Downs Boulevard EB On Ramp	1809	1810	1404	5605	3814	-31.95%	10	122	F

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	Bruce B. Downs Boulevard EB On Ramp	Bruce B. Downs Boulevard WB On Ramp	1810	1811	1864	6459	4293	-33.53%	9	129	F
	Bruce B. Downs Boulevard WB On Ramp		1811	1812	1500	8323	4721	-43.28%	7	136	F
			1812	1814	2000	8323	4649	-44.14%	7	162	F
			1814	1815	1772	8323	4634	-44.32%	7	160	F
			1815	1816	1177	8323	4629	-44.38%	7	160	F
			1816	1817	1301	8323	4623	-44.46%	7	158	F
			1817	1818	899	8323	4617	-44.53%	7	157	F
			1818	1820	1040	8323	4614	-44.56%	7	155	F
			1820	1821	851	8323	4609	-44.62%	8	153	F
			1821	1822	1050	8323	4608	-44.64%	8	151	F
			1822	1824	843	8323	4604	-44.68%	8	147	F
			1824	1825	1673	8323	4599	-44.74%	8	137	F
		Fletcher Avenue Off Ramp	1825	1826	1500	8323	4604	-44.68%	8	144	F
	Fletcher Avenue Off Ramp		1826	1827	1018	7623	4200	-44.90%	7	154	F
			1827	1828	1252	7623	4205	-44.84%	7	150	F
		Fletcher Avenue On Ramp	1828	1829	1358	7623	4210	-44.77%	8	140	F
	Fletcher Avenue On Ramp		1829	44	889	9362	5255	-43.87%	8	130	F
		Fowler Avenue Off Ramp	44	1830	914	9362	5256	-43.86%	10	107	F
	Fowler Avenue Off Ramp		1830	1831	1268	8187	4306	-47.40%	8	135	F
			1831	1832	495	8187	4314	-47.31%	8	129	F
			1832	1833	579	8187	4317	-47.27%	9	121	F
			1833	1834	553	8187	4321	-47.22%	10	113	F
			1834	1836	968	8187	4318	-47.26%	9	125	F
		Fowler Avenue On Ramp	1836	1838	888	8187	4314	-47.31%	9	153	F
	Fowler Avenue On Ramp		1838	1840	2217	11399	5600	-50.87%	11	123	F
			1840	1842	686	11399	5609	-50.79%	13	107	F
			1842	1843	681	11399	5614	-50.75%	13	106	F
			1843	1844	611	11399	5619	-50.71%	13	106	F
			1844	1846	649	11399	5620	-50.70%	13	105	F
			1846	1848	1106	11399	5617	-50.72%	13	105	F
			1848	1850	1951	11399	5611	-50.78%	13	106	F
			1850	1851	1939	11399	5608	-50.80%	13	107	F
			1851	1852	1605	11399	5602	-50.86%	13	107	F
			1852	1853	1334	11399	5601	-50.86%	13	107	F
			1853	1854	907	11399	5604	-50.84%	16	89	F
		I-4 Off Ramp	1854	1858	1389	11399	5609	-50.79%	18	76	F
	I-4 Off Ramp		1858	1860	1500	8375	3961	-52.70%	14	96	F

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1860	1861	1523	8375	3961	-52.70%	9	140	F
		On Ramp from I-4 WB	1861	1862	2219	8375	3966	-52.64%	11	120	F
	On Ramp from I-4 WB		1862	1863	601	10469	5167	-50.64%	13	101	F
		On Ramp from I-4 EB	1863	1864	1387	10469	5169	-50.63%	21	81	F
	On Ramp from I-4 EB		1864	60	965	14342	6196	-56.80%	24	64	F
		Off Ramp to MLK Boulevard	1866	1868	1467	14342	6192	-56.83%	35	44	E
	Off Ramp to MLK Boulevard		1868	1869	1481	11761	4663	-60.35%	48	37	E
		MLK Boulevard On Ramp	1869	1870	2263	11761	4659	-60.39%	48	33	D
	MLK Boulevard On Ramp		1870	1871	1500	14209	6719	-52.71%	40	50	F
			1871	1872	1266	14209	6725	-52.67%	61	37	E
			1872	1874	1942	14209	6728	-52.65%	63	36	E
			1874	1875	1042	14209	6736	-52.59%	63	30	D
		SR 60 Off Ramp	1875	1876	1524	14209	6736	-52.59%	63	27	D
	SR 60 Off Ramp		1876	1877	905	10899	4849	-55.51%	65	25	C
		Selmon Expressway Off Ramp	1877	1879	2776	10899	4849	-55.51%	65	25	C
	Selmon Expressway Off Ramp		1879	1881	2456	9396	4040	-57.00%	66	20	C
			1881	1882	1606	9396	4038	-57.02%	66	20	C
		C/D Off Ramp (to US 301)	1882	1883	1358	9396	4039	-57.01%	65	20	C
	C/D Off Ramp (to US 301)		1883	1884	1075	7909	3313	-58.11%	67	17	B
		On Ramp from Selmon Expressway EB	1884	1886	1920	7909	3309	-58.16%	67	16	B
	On Ramp from Selmon Expressway EB		1886	1887	1500	10007	5417	-45.87%	65	17	B
			1887	1888	2135	10007	5418	-45.86%	67	16	B
		C/D on Ramp (from SR 60)	1888	1889	1938	10007	5421	-45.83%	63	21	C
	C/D on Ramp (from SR 60)		1889	1890	1500	11970	6906	-42.31%	53	32	D
		US 301 On Ramp	1890	1892	3113	11970	6906	-42.31%	65	27	D
	US 301 On Ramp		1892	1894	1500	13625	8196	-39.85%	65	22	C
		Section End	1894	1895	1540	13625	8188	-39.90%	55	34	D
I-75 NB C/D	Start of C/D (North of US 301)	Off Ramp to Selmon Expressway	1030	1059	963	2356	977	-58.53%	4	108	F
	Off Ramp to Selmon Expressway	On Ramp from ML	1059	1060	2620	2121	886	-58.23%	4	109	F
	On Ramp from ML		1060	1033	1725	2721	1114	-59.06%	4	127	F
		On Ramp from Selmon Expressway	1033	1013	1460	2721	1133	-58.36%	5	125	F
	On Ramp from Selmon Expressway		1013	212	1370	4270	2683	-37.17%	8	107	F
			212	1064	1283	4270	2688	-37.05%	11	84	F
		Off Ramp to SR 60	1064	51	699	4270	2705	-36.65%	14	66	F
	Off Ramp to SR 60	On Ramp from SR 60	51	53	1531	2569	1493	-41.88%	10	149	F
	On Ramp from SR 60	53	52	1157	3302	2214	-32.95%	18	79	F	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 SB C/D	Start of C/D (North of SR 60)	SR 60 WB On ramp	46	1002	600	1503	807	-46.31%	63	13	B
	SR 60 WB On ramp	SR 60 EB On Ramp	1002	1066	2244	3299	2660	-19.37%	51	26	C
	SR 60 WB On ramp		1066	1065	1116	4145	3440	-17.01%	57	20	C
		Selmon Expressway Off Ramp	1065	1004	1018	4145	3438	-17.06%	64	18	B
	Selmon Expressway Off Ramp	On Ramp from ML	1004	1034	969	2835	2506	-11.60%	60	21	C
	On Ramp from ML		1034	1014	1500	4322	3233	-25.20%	52	30	D
			1014	215	816	4322	3234	-25.17%	64	25	C
			215	2	2129	4322	3235	-25.15%	65	25	C
		C/D Off Ramp to ML	2	1015	1500	4322	3231	-25.24%	62	26	C
	C/D Off Ramp to ML	End of C/D_Exit to ML (North of US 301)	1015	7201	552	2359	1754	-25.65%	58	30	D
I-4 EB GULS	Section End	Off Ramp to US 301 C/D	594	283	1149	10230	1980	-80.65%	26	19	C
	Off Ramp to US 301 C/D		283	205	1767	8644	1858	-78.51%	48	13	B
			205	211	1419	8644	1838	-78.74%	48	13	B
			211	7	447	8644	1827	-78.86%	43	15	B
			7	213	706	8644	1825	-78.89%	42	15	B
			213	471	543	8644	1823	-78.91%	40	16	B
			471	472	531	8644	1822	-78.92%	38	16	B
			472	8	289	8644	1821	-78.93%	38	17	B
			8	216	1240	8644	1820	-78.94%	36	18	B
			216	217	1509	8644	1815	-79.00%	31	21	C
			217	9	903	8644	1824	-78.90%	26	25	C
			9	533	704	8644	1829	-78.84%	22	28	D
		C/D On Ramp from US 301	533	10	830	8644	1823	-78.91%	20	31	D
	C/D On Ramp from US 301	On Ramp from ELs	10	542	468	12596	2386	-81.06%	12	50	F
	On Ramp from ELs		542	13	1213	13757	3184	-76.86%	12	61	F
		I-75 Off Ramp	13	23	982	13757	3176	-76.91%	16	50	F
	I-75 Off Ramp		23	24	1487	7222	1410	-80.48%	61	7	A
			24	25	505	7222	1408	-80.50%	63	7	A
		I-75 SB On Ramp	25	26	1926	7222	1408	-80.50%	63	7	A
	I-75 SB On Ramp	I-75 On Ramp	26	27	909	8753	2243	-74.37%	58	11	A
	I-75 On Ramp		27	28	1960	11699	4195	-64.14%	57	18	B
		Mango Road Off Ramp	28	245	2548	11699	4196	-64.13%	61	17	B
	Mango Road Off Ramp	Mango Road On Ramp	245	246	3304	9712	3393	-65.06%	66	17	B
Mango Road On Ramp	Section End	246	252	786	10328	3875	-62.48%	64	17	B	
Section End	Mango Road Off Ramp	254	255	2948	7612	4736	-37.78%	12	133	F	
Mango Road Off Ramp		255	6	3316	7054	4396	-37.68%	11	112	F	
	Off Ramp to C/D (E of I-75)	6	457	451	7054	4382	-37.88%	14	78	F	
Off Ramp to C/D (E of I-75)	On Ramp from ELs	457	455	765	3475	2157	-37.93%	55	13	B	
I-4 WB GULS											

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	On Ramp from ELs		455	29	1103	4198	2876	-31.49%	62	13	B
		On Ramp from C/D (W of I-75)	29	30	1431	4198	2876	-31.49%	62	15	B
	On Ramp from C/D (W of I-75)		30	31	1529	5164	3591	-30.46%	60	19	C
			31	34	1330	5164	3593	-30.42%	62	19	C
		Off Ramp to C/D (W of I-75)	34	65	404	5164	3595	-30.38%	62	19	C
	Off Ramp to C/D (W of I-75)		65	35	618	3976	2672	-32.80%	63	14	B
			35	37	1666	3976	2675	-32.72%	63	14	B
			37	41	1106	3976	2673	-32.77%	63	14	B
			41	5	1664	3976	2672	-32.80%	63	14	B
			5	257	953	3976	2673	-32.77%	63	14	B
			257	258	911	3976	2674	-32.75%	63	14	B
			258	259	660	3976	2675	-32.72%	63	14	B
		On Ramp from C/D (E of I-75)	259	260	1215	3976	2676	-32.70%	63	14	B
	On Ramp from C/D (E of I-75)		260	261	1077	6601	4320	-34.56%	62	14	B
			261	263	1415	6601	4318	-34.59%	62	17	B
			263	264	660	6601	4316	-34.62%	62	17	B
		264	266	603	6601	4317	-34.60%	62	17	B	
	US 301 C/D On Ramp	266	265	1171	6601	4316	-34.62%	62	17	B	
US 301 C/D On Ramp	Section End	265	468	697	8665	5855	-32.43%	54	23	C	
I-4 EB C/D	Start of C/D (West of US 301)		530	497	461	764	479	-37.30%	28	18	B
			497	643	527	2350	574	-75.57%	13	29	D
		Hillsborough Avenue EB Off Ramp	122	597	107	1661	177	-89.34%	5	36	E
	Hillsborough Avenue EB Off Ramp		597	322	404	5418	1246	-77.00%	7	68	F
		US 301 SB On Ramp	322	293	380	5418	1246	-77.00%	7	91	F
	US 301 SB On Ramp	US 301 NB Off Ramp	293	297	590	6180	1532	-75.21%	7	71	F
	US 301 NB Off Ramp	US 301 NB On Ramp	297	11	663	5293	1293	-75.57%	6	102	F
	US 301 NB On Ramp	End of C/D (West of US 301)	11	40	274	5977	1973	-66.99%	6	111	F
I-4 WB C/D	Start of C/D (West of Mango)	I-4 On ramp	459	62	1034	1595	1164	-27.02%	51	11	A
	I-4 On ramp	I-4 Off Ramp	62	456	1559	629	453	-27.98%	50	9	A
	I-4 Off Ramp (Start East of US301)	(End West of Mango)	456	66	1324	4208	2681	-36.29%	8	111	F
		I-4 On ramp	110	64	1103	4298	2684	-37.55%	55	20	C
	I-4 On ramp		464	318	589	5486	3610	-34.20%	61	20	C
	I-4 On ramp		318	304	1267	2861	1968	-31.21%	63	16	B
		Hillsborough Avenue WB On Ramp	262	305	881	2861	1969	-31.18%	62	16	B
	Hillsborough Avenue WB On Ramp	US 301 NB On Ramp	305	306	609	4215	3311	-21.45%	59	19	C
	US 301 NB On Ramp	US 301 SB Off Ramp	306	308	678	5209	3575	-31.37%	51	17	B
	US 301 SB Off Ramp	Hillsborough Avenue WB Off Ramp	308	309	1485	4162	2746	-34.02%	52	18	B
Hillsborough Avenue WB Off Ramp	End of C/D (West of US 301)	309	269	752	1577	1079	-31.58%	42	26	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-4 EB ELS	Start of ELS_ West of US 301	Hillsborough Avenue & US 301 Off Ramp	690	524	1038	3540	2400	-32.20%	36	34	D
	Hillsborough Avenue & US 301 Off Ramp		524	469	644	2776	1884	-32.13%	53	18	B
			469	470	1483	2776	1888	-31.99%	61	15	B
			470	473	1376	2776	1892	-31.84%	61	15	B
			473	474	468	2776	1895	-31.74%	61	15	B
			474	475	721	2776	1896	-31.70%	61	15	B
			475	476	541	2776	1897	-31.66%	61	16	B
			476	477	539	2776	1896	-31.70%	61	16	B
			477	478	312	2776	1898	-31.63%	61	16	B
			478	479	1102	2776	1899	-31.59%	61	16	B
			479	480	1227	2776	1901	-31.52%	61	16	B
			480	481	667	2776	1903	-31.45%	61	16	B
			481	482	615	2776	1905	-31.38%	60	16	B
			482	483	302	2776	1907	-31.30%	58	16	B
		I-4 EB GULs Off Ramp	483	496	726	2776	1908	-31.27%	57	17	B
		I-4 EB GULs Off Ramp	496	484	509	1615	1910	18.27%	58	16	B
	End of C/D_ East of Mango Road	484	485	1679	1615	1101	-31.83%	63	9	A	
I-4 WB ELS	Start of ELS_ East of Mango Road		433	434	2946	2030	2013	-0.84%	69	15	B
			434	435	3327	2030	2013	-0.84%	67	15	B
		I-4 WB GULs Off Ramp	435	436	652	2030	2013	-0.84%	66	15	B
	I-4 WB GULs Off Ramp	End of C/D_ West of US 301	436	437	1662	1307	1296	-0.84%	68	10	A

Figure 6-1 CORSIM Model Speed Temperature Chart - 2045 No-Build AM Peak Hour



Figure 6-2 CORSIM Model Speed Temperature Chart - 2045 No-Build AM Peak Hour



6.1.2 Ramp Merge/Diverge Analysis Results

Analysis was conducted at all freeway GULs and ELs on-ramp and off-ramp segments merge/diverge influence areas. The results of the ramp merge/diverge analysis for the No-Build Alternative are summarized in Tables 6-3 and 6-4 for the Year 2045. By 2045, ramp areas begin to deteriorate with the increased demand. Specifically, a total of fifteen diverge and twelve merge locations in the AM peak and thirteen diverge and twelve merge locations in the PM peak will be below the LOS target.

6.1.3 Ramp Speed Analysis Results

The CORSIM 10-run averaged simulated speed of all the links on a freeway ramp that is connected to the GULs was collected. A weighted average speed was calculated using the simulated speeds and the link lengths of all the links on the ramp. The results are included in Appendix G. The CORSIM speed input is used as the design speed.

The weighted average simulated speeds of the following ramps are lower than 25 mph.

- I-75 northbound on-ramp from I-75 northbound C/D north of SR 60 (AM & PM Peak)
- I-75 northbound on-ramp from SR 60 westbound (AM Peak)
- I-75 northbound off-ramp to Fowler Avenue eastbound (AM Peak)
- I-75 northbound off-ramp to Fletcher Avenue westbound (AM Peak)
- I-75 northbound on-ramp from I-4 westbound (PM Peak)
- I-75 northbound off-ramp to Fletcher Avenue eastbound (PM Peak)
- I-75 northbound off-ramp to Bruce B. Downs Boulevard (PM Peak)
- I-75 southbound on-ramp from Bruce B. Downs Boulevard eastbound (AM & PM Peak)
- I-75 southbound on-ramp from Bruce B. Downs Boulevard westbound (AM & PM Peak)
- I-75 southbound on-ramp from Fletcher Avenue eastbound (AM & PM Peak)
- I-75 southbound on-ramp from Fletcher Avenue westbound (AM & PM Peak)
- I-75 southbound on-ramp from Fowler Avenue westbound (AM & PM Peak)
- I-75 southbound on-ramp from Fowler Avenue eastbound (AM & PM Peak)
- I-75 southbound on-ramp from I-4 westbound (PM Peak)
- I-4 eastbound on-ramp from I-4 eastbound C/D east of US 301 (AM & PM Peak)
- I-4 eastbound on-ramp from I-75 northbound C/D east of I-75 (AM & PM Peak)
- I-4 westbound on-ramp from C/D at US 301 (AM Peak)

6.1.4 Intersection Analysis Results

The results of the interchange ramp terminal and adjacent intersection analysis for the No-Build Alternative are summarized in Tables 6-5 and 6-6 and the detailed information is provided in Appendix G. The majority of intersections operate at an acceptable LOS in 2045 except for the following intersections that will operate below LOS D. They are as follows:

- Bruce B. Downs Boulevard & Commerce Palms Dr (AM & PM)
- Bruce B. Downs Boulevard & Dona Michelle Dr (AM & PM)
- Bruce B. Downs Boulevard & I-75 northbound Ramps (PM)
- Fletcher Avenue & Hidden River Pkwy (AM & PM)
- I-75 & Fletcher Avenue northbound ramps (AM)
- Fowler Avenue & Morris Bridge Road (AM & PM)

According to HCM 6th, unsignalized intersection has no overall delay LOS. Therefore, “N/A” is used to represent the overall delay and LOS of unsignalized intersections in the tables.

Table 6-3 Freeway GULs and ELs Diverge Influence Area Measure of Effectiveness - 2045 No-Build

	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
I-75 NB GULs	US 301 NB Off Ramp	Diverge	11	90	F	26	56	F
	Selmon Expressway Off Ramp	Diverge	14	65	F	25	46	F
	SR 60 C/D Off Ramp	Diverge	12	94	F	19	60	F
	MLK Boulevard NB Off Ramp	Diverge	12	109	F	21	74	F
	MLK Boulevard NB Off Ramp to I-4	Diverge	13	97	F	18	86	F
	Fowler Avenue NB Off Ramp	Diverge	57	23	C	54	29	D
	Fletcher Avenue Off Ramp	Diverge	65	14	B	61	20	B
	Bruce B. Downs Boulevard Off Ramp	Diverge	66	14	B	65	15	B
I-75 SB GULs	Bruce B. Downs Boulevard Off Ramp	Diverge	16	106	F	15	99	F
	Fletcher Avenue Off Ramp	Diverge	13	109	F	8	144	F
	Fowler Avenue Off Ramp	Diverge	10	122	F	9	116	F
	I-4 Off Ramp	Diverge	27	58	F	18	77	F
	Off Ramp to MLK Boulevard	Diverge	23	67	F	35	44	E
	SR 60 Off Ramp	Diverge	14	93	F	63	27	C
	Selmon Expressway Off Ramp	Diverge	12	106	F	65	25	C
	C/D Off Ramp (to US 301)	Diverge	67	11	B	65	20	B
I-4 EB GULs	Off Ramp to US 301 C/D	Diverge	33	17	B	26	19	B
	I-75 Off Ramp	Diverge	14	56	F	15	54	F
	Mango Road Off Ramp	Diverge	65	15	B	61	17	B
I-4 WB GULs	Mango Road Off Ramp	Diverge	37	52	F	12	133	F
	Off Ramp to C/D (E of I-75)	Diverge	62	23	C	12	102	F
	Off Ramp to C/D (W of I-75)	Diverge	57	29	D	62	19	B
I-4 EB ELs	Hillsborough Avenue & US 301 Off Ramp	Diverge	35	74	F	38	32	D
	I-4 EB GULs Off Ramp	Diverge	55	13	B	58	16	B
I-4 WB ELs	I-4 WB GULs Off Ramp	Diverge	62	20	B	67	15	B

Table 6-4 Freeway GULs and ELs Merge Influence Area Measure of Effectiveness - 2045 No-Build

	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
I-75 NB GULs	SR 60 C/D On Ramp	Merge	16	78	F	30	52	F
	SR 60 NB On Ramp	Merge	13	128	F	30	65	F
	MLK Boulevard NB On Ramp	Merge	65	16	B	65	18	B
	NB On Ramp from I-4 EB & WB	Merge	64	21	C	62	25	C
	Fowler Avenue EB On Ramp	Merge	66	15	B	65	20	C
	Fowler Avenue WB On Ramp	Merge	66	14	B	65	19	B
	Fletcher Avenue On Ramp	Merge	62	18	B	63	19	B
	Bruce B. Downs Boulevard On Ramp	Merge	59	20	B	49	25	C
I-75 SB GULs	Bruce B. Downs Boulevard EB On Ramp	Merge	10	135	F	9	129	F
	Bruce B. Downs Boulevard WB On Ramp	Merge	8	143	F	7	136	F
	Fletcher Avenue On Ramp	Merge	10	126	F	9	121	F
	Fowler Avenue On Ramp	Merge	28	59	F	11	123	F
	On Ramp from I-4 WB	Merge	36	47	F	18	89	F
	On Ramp from I-4 EB	Merge	28	59	F	28	57	F
	MLK Boulevard On Ramp	Merge	15	108	F	40	50	F
	On Ramp from Selmon Expressway EB	Merge	66	10	A	65	17	B
	C/D on Ramp (from SR 60)	Merge	53	25	C	53	32	D
	US 301 On Ramp	Merge	66	17	B	65	22	C
I-4 EB GULs	C/D On Ramp from US 301	Merge	17	39	E	12	50	F
	On Ramp from ELs	Merge	13	60	F	13	59	F
	I-75 SB On Ramp	Merge	58	14	B	58	11	B
	I-75 On Ramp	Merge	62	16	B	57	18	B
	Mango Road On Ramp	Merge	51	33	D	39	72	F
I-4 WB GULs	On Ramp from ELs	Merge	63	19	B	62	14	B
	On Ramp from C/D (W of I-75)	Merge	57	27	C	60	19	B
	On Ramp from C/D (E of I-75)	Merge	60	19	B	62	15	B
	US 301 C/D On Ramp	Merge	24	61	F	54	23	C

Table 6-5 Intersection Measure of Effectiveness - 2045 No-Build AM Peak Hour

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Boulevard @ I-75 SB Ramps (Signalized)	EB	0	13	0	0	-	B	-	-	13	B	14	B
	WB	0	5	0	0	-	A	-	-	5	A		
	SB	86	0	0	0	F	-	-	-	86	F		
Bruce B. Downs Boulevard @ I-75 NB Ramps (Signalized)	EB	508	7	0	0	F	A	-	-	74	E	55	D
	WB	0	26	0	0	-	C	-	-	26	C		
	NB	109	0	15	0	F	-	B	-	106	F		
Bruce B. Downs Boulevard @ Commerce Palms Dr (Signalized)	EB	460	45	27	0	F	D	C	-	98	F	106	F
	WB	558	32	13	0	F	C	B	-	93	F		
	NB	129	102	61	0	F	F	E	-	107	F		
	SB	247	203	40	0	F	F	D	-	231	F		
Bruce B. Downs Boulevard @ Dona Michelle Dr (Signalized)	EB	111	28	32	0	F	C	C	-	34	C	74	E
	WB	162	80	0	0	F	E	A	-	82	F		
	NB	564	51	114	0	F	D	F	-	339	F		
	SB	111	81	69	0	F	F	E	-	94	F		
Fletcher Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	1164	6	0	0	F	A	-	-	83	F		
	SB	12	0	0	0	B	-	-	-	12	B		
Fletcher Avenue @ I-75 NB Ramps (Signalized)	EB	55	5	0	0	D	A	-	-	37	D	69	E
	WB	0	112	0	0	-	F	-	-	112	F		
	SB	47	0	0	0	D	-	-	-	47	D		
Fletcher Avenue @ Hidden River Pkwy (Signalized)	EB	787	72	108	0	F	E	F	-	180	F	164	F
	WB	89	15	4	0	F	B	A	-	21	C		
	NB	254	250	84	0	F	F	F	-	253	F		
	SB	1121	1398	1104	0	F	F	F	-	1207	F		

I-75 PD&E Study from north of US 301 to north of Bruce B. Downs Boulevard
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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Fowler Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	2	0	0	0	A	A	-	-	1	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
Fowler Avenue @ Morris Bridge Road (Signalized)	EB	221	72	49	0	F	E	D	-	76	E	62	E
	WB	99	30	3	0	F	C	A	-	27	C		
	NB	131	124	20	0	F	F	B	-	88	F		
	SB	140	142	14	0	F	F	B	-	85	F		
Fowler Avenue @ Jefferson Road (Signalized)	EB	54	15	19	0	D	B	B	-	17	B	23	C
	WB	69	25	0	0	E	C	-	-	25	C		
	NB	39	0	36	0	D	A	D	-	39	D		
	SB	54	47	14	0	D	D	B	-	49	D		
MLK Boulevard @ I-75 SB Ramps (Signalized)	SB	9	0	0	0	A	-	-	-	9	A	6	A
	SB	0	12	0	0	-	B	-	-	12	B		
	EB	0	0	22	0	-	A	C	-	7	A		
	EB	0	16	0	0	-	B	-	-	16	B		
	WB	0	4	0	0	-	A	-	-	4	A		
	WB	0	0	0	0	A	A	-	-	0	A		
MLK Boulevard @ I-75 NB Ramps (Signalized)	NB	8	0	0	0	A	-	-	-	8	A	6	A
	NB	0	0	9	0	-	-	A	-	9	A		
	EB	0	0	0	0	A	A	-	-	0	A		
	EB	0	1	0	0	-	A	-	-	1	A		
	WB	0	21	0	0	-	C	-	-	21	C		
	WB	0	0	0	0	-	A	A	-	0	A		
	EB	0	10	0	0	-	A	-	-	10	A	21	C

I-75 PD&E Study from north of US 301 to north of Bruce B. Downs Boulevard
Project Traffic Analysis Report

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
SR 60 @ I-75 SB Ramps (Signalized)	WB	0	12	0	0	-	B	-	-	12	B		
	SB	72	0	24	0	E	-	C	-	50	D		
SR 60 @ I-75 NB Ramps (Signalized)	EB	0	28	0	0	-	C	-	-	28	C	28	C
	WB	0	21	0	0	-	C	-	-	21	C		
	NB	64	0	35	0	E	-	C	-	43	D		
US 301 @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	A	-	0	A	N/A	N/A
	WB	36	0	0	0	E	A	-	-	4	A		
	NB	0	0	0	0	-	A	-	-	0	A		
	SB	0	0	0	0	-	-	-	A	0	A		
US 301 @ I-75 NB Ramps (Unsignalized)	EB	367	1	0	0	F	A	-	-	29	D	N/A	N/A
	WB	0	0	0	0	-	A	A	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
US 301 @ I-4 WB Ramps (Signalized)	EB	71	0	0	0	E	-	-	-	71	E	18	B
	NB	0	9	0	0	-	A	-	-	9	A		
	SB	0	10	0	0	-	A	-	-	10	A		
Mango Road @ I-4 WB Ramps (Signalized)	WB	47	0	11	0	D	-	B	-	27	C	28	C
	NB	58	4	0	0	E	A	-	-	24	C		
	SB	0	37	34	0	-	D	C	-	36	D		
Mango Road @ I-4 EB Ramps (Signalized)	EB	35	0	37	0	C	-	D	-	36	D	26	C
	NB	0	21	12	0	-	C	B	-	21	C		
	SB	52	17	0	0	D	B	-	-	24	C		

Table 6-6 Intersection Measure of Effectiveness - 2045 No-Build PM Peak Hour

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Boulevard @ I-75 SB Ramps (Signalized)	EB	0	14	0	0	-	B	-	-	14	B	10	B
	WB	0	0	0	0	-	A	-	-	0	A		
	SB	99	0	0	0	F	-	-	-	99	F		
Bruce B. Downs Boulevard @ I-75 NB Ramps (Signalized)	EB	840	31	0	0	F	C	-	-	100	F	78	E
	WB	0	44	0	0	-	D	-	-	44	D		
	NB	78	0	47	0	E	-	D	-	72	E		
Bruce B. Downs Boulevard @ Commerce Palms Dr (Signalized)	EB	351	54	25	0	F	D	C	-	83	F	90	F
	WB	517	28	5	0	F	C	A	-	107	F		
	NB	112	111	44	0	F	F	D	-	64	E		
	SB	135	106	13	0	F	F	B	-	82	F		
Bruce B. Downs Boulevard @ Dona Michelle Dr (Signalized)	EB	123	29	32	0	F	C	C	-	34	C	59	E
	WB	156	80	148	0	F	E	F	-	83	F		
	NB	138	73	44	0	F	E	D	-	128	F		
	SB	126	230	172	0	F	F	F	-	148	F		
Fletcher Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	64	1	0	0	F	A	-	-	11	B		
	SB	6	0	0	0	A	-	-	-	6	A		
Fletcher Avenue @ I-75 NB Ramps (Signalized)	EB	45	16	0	0	D	B	-	-	30	C	33	C
	WB	0	40	0	0	-	D	-	-	40	D		
	SB	24	0	0	0	C	-	-	-	24	C		
Fletcher Avenue @ Hidden River Pkwy (Signalized)	EB	399	477	519	0	F	F	F	-	474	F	232	F
	WB	22	14	2	0	C	B	A	-	15	B		
	NB	95	85	6	0	F	F	A	-	94	F		
	SB	659	512	372	0	F	F	F	-	654	F		

**I-75 PD&E Study from north of US 301 to north of Bruce B. Downs Boulevard
Project Traffic Analysis Report**

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Fowler Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	118	1	0	0	F	A	-	-	51	F		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
Fowler Avenue @ Morris Bridge Road (Signalized)	EB	186	148	104	0	F	F	F	-	145	F	85	F
	WB	158	27	4	0	F	C	A	-	34	C		
	NB	109	112	109	0	F	F	F	-	110	F		
	SB	233	237	27	0	F	F	C	-	101	F		
Fowler Avenue @ Jefferson Road (Signalized)	EB	52	10	9	0	D	A	A	-	11	B	23	C
	WB	31	28	0	0	C	C	A	-	28	C		
	NB	42	38	0	0	D	D	A	-	42	D		
	SB	49	39	17	0	D	D	B	-	26	C		
MLK Boulevard @ I-75 SB Ramps (Signalized)	SB	9	0	0	0	A	-	-	-	9	A	7	A
	SB	0	12	0	0	-	B	-	-	12	B		
	EB	0	0	0	0	-	A	A	-	0	A		
	EB	0	25	0	0	-	C	-	-	25	C		
	WB	0	4	0	0	-	A	-	-	4	A		
	WB	0	0	0	0	A	A	-	-	0	A		
MLK Boulevard @ I-75 NB Ramps (Signalized)	NB	8	0	0	0	A	-	-	-	8	A	4	A
	NB	0	0	9	0	-	-	A	-	9	A		
	EB	0	0	0	0	A	A	-	-	0	A		
	EB	0	1	0	0	-	A	-	-	1	A		
	WB	0	17	0	0	-	B	-	-	17	B		
	WB	0	0	0	0	-	A	A	-	0	A		
	EB	0	19	0	0	-	B	-	-	19	B	28	C

I-75 PD&E Study from north of US 301 to north of Bruce B. Downs Boulevard
Project Traffic Analysis Report

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
SR 60 @ I-75 SB Ramps (Signalized)	WB	0	24	0	0	-	C	-	-	24	C		
	SB	61	0	32	0	E	-	C	-	49	D		
SR 60 @ I-75 NB Ramps (Signalized)	EB	0	13	0	0	-	B	-	-	13	B	22	C
	WB	0	15	0	0	-	B	-	-	15	B		
	NB	61	0	64	0	E	-	E	-	63	E		
US 301 @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	A	-	0	A	N/A	N/A
	WB	351	1	0	0	F	A	-	-	28	D		
	NB	0	0	0	0	-	A	-	-	0	A		
	SB	0	0	0	0	-	-	-	A	0	A		
US 301 @ I-75 NB Ramps (Unsignalized)	EB	535	2	0	0	F	A	-	-	23	C	N/A	N/A
	WB	0	0	0	0	-	A	A	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
US 301 @ I-4 WB Ramps (Signalized)	EB	57	0	0	0	E	-	-	-	57	E	16	B
	NB	0	10	0	0	-	A	-	-	10	A		
	SB	0	9	0	0	-	A	-	-	9	A		
Mango Road @ I-4 WB Ramps (Signalized)	WB	47	0	7	0	D	-	A	-	30	C	35	C
	NB	54	3	0	0	D	A	-	-	22	C		
	SB	0	69	65	0	-	E	E	-	69	E		
Mango Road @ I-4 EB Ramps (Signalized)	EB	30	0	34	0	C	-	C	-	33	C	28	C
	NB	0	24	11	0	-	C	B	-	24	C		
	SB	54	22	0	0	D	C	-	-	28	C		

6.2 2045 Build Alternative LOS Analyses Results

6.2.1 Freeway Segment Analysis Results

Freeway segment analysis was conducted on all the I-75 and I-4 segments in the study area. The results of the freeway segment analysis for the Build Alternative are summarized in Tables 6-7 and 6-8 for Year 2045. The speed temperature of the freeway GULs and ELs are shown in Figures 6-3 and 6-4. The ELs will add capacity in each direction thus improve traffic operations on the GULs compared to the No-Build Alternative. However, there are still some freeway GULs segments that operate at a deficient LOS (LOS E or F). They are as follows:

- I-75 northbound between southern section end and ELs on-ramp at south of US 301 (AM)
- I-75 northbound south of off-ramp to US 301 (AM & PM)
- I-75 northbound between off-ramp to C/D at Selmon Expressway and off-ramp to MLK Boulevard (AM & PM)
- I-75 northbound at MLK Boulevard (PM)
- I-75 southbound at Fowler Avenue where three lanes merge to two lanes (AM)
- I-75 southbound between on-ramp from I-4 B and on-ramp from MLK Boulevard (AM)
- I-75 southbound between on-ramp from ELs at Fletcher Avenue and on-ramp from I-4 eastbound (PM)
- I-4 eastbound between on-ramp from I-75 southbound and off-ramp to Mango Road (AM)
- I-4 eastbound between Western Section End and off-ramp to Mango Road except for the segment between off-ramp to I-75 and on-ramp from US 301 C/D (PM)
- I-4 westbound east of Mango Road (AM)
- I-4 westbound east of off-ramp to I-75 (PM)

The ELs segments that will operate below LOS C are as follows:

- I-75 southbound ELs at off-ramp to GULs at Fletcher Avenue (AM)
- I-75 southbound ELs at off-ramp to GULs at Fletcher Avenue (AM)
- I-75 southbound ELs at on-ramp from Fowler Avenue (AM)
- I-4 eastbound ELs between off-ramp to US 301 & Hillsborough Avenue and off-ramp to GULs (PM)
- I-4 eastbound ELs west of off-ramp to US 301 & Hillsborough Avenue (AM and PM)
- I-4 westbound ELs west of on-ramp from I-75 ELs (AM)

The LOS at the last two ELs segments listed above are the worst which is at LOS E.

Table 6-7 Freeway Segment Analysis Results – 2045 Build AM Peak Hour

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 NB GULS	Southern Section End		168	704	199	10644	9343	-12.22%	47	50	F
		ELs On Ramp South of US 301	704	234	1131	10644	9344	-12.21%	55	42	E
	ELs On Ramp South of US 301		234	705	869	10956	9657	-11.86%	60	32	D
			705	697	2413	10956	9657	-11.86%	63	31	D
		ELs Off Ramp South of US 301	697	701	900	10956	9656	-11.87%	63	31	D
	ELs Off Ramp South of US 301		701	1905	2822	10274	9136	-11.08%	62	37	E
			1905	1906	1167	10274	9132	-11.12%	54	42	E
		US 301 Off Ramp	1906	424	543	10274	9128	-11.15%	55	35	D
	US 301 Off Ramp		424	1907	949	8619	7747	-10.12%	62	31	D
			1907	1909	2397	8619	7748	-10.11%	57	34	D
		Selmon Expressway Off Ramp (To C/D)	1909	1910	624	8619	7705	-10.60%	49	40	E
	Selmon Expressway Off Ramp (To C/D)	US 301 On Ramp	1910	1912	3912	7421	6614	-10.87%	46	48	F
	US 301 On Ramp	SR 60 C/D Off Ramp	1912	1913	3067	9345	8143	-12.86%	34	58	F
	SR 60 C/D Off Ramp		1913	1915	890	7832	6495	-17.07%	29	74	F
			1915	1916	1398	7832	6458	-17.54%	27	80	F
			1916	1917	1705	7832	6397	-18.32%	25	87	F
			1917	1918	2017	7832	6318	-19.33%	22	96	F
			1918	1919	1164	7832	6236	-20.38%	20	105	F
			1919	1920	1516	7832	6191	-20.95%	19	109	F
			1920	1922	1018	7832	6162	-21.32%	19	111	F
		ELs On Ramp North of SR 60	1922	1924	2082	7832	6154	-21.42%	23	88	F
	ELs On Ramp North of SR 60	SR 60 C/D On Ramp	1924	1925	2991	9155	7399	-19.18%	30	77	F
	SR 60 C/D On Ramp		1925	1926	840	10887	8935	-17.93%	29	77	F
		MLK Boulevard Off Ramp	1926	1928	1910	10887	8942	-17.87%	37	61	F
	MLK Boulevard Off Ramp		1928	1929	670	8139	6283	-22.80%	55	38	E
			1929	1930	2164	8139	6281	-22.83%	60	35	D
			1930	1931	744	8139	6283	-22.80%	62	34	D
		C/D Off Ramp North of MLK Boulevard	1931	1932	1532	8139	6284	-22.79%	58	30	D
	C/D Off Ramp North of MLK Boulevard		1932	1934	1735	5245	3830	-26.98%	65	19	C
		MLK Boulevard On Ramp	1934	59	822	5245	3829	-27.00%	66	19	C
MLK Boulevard On Ramp		59	1935	733	7101	4954	-30.24%	61	20	C	
		1935	1936	1510	7101	4953	-30.25%	58	26	C	
		1936	1938	3472	7101	4950	-30.29%	66	25	C	
		1938	1939	956	7101	4948	-30.32%	66	25	C	
	I-4 EB & WB On Ramp	1939	1940	959	7101	4950	-30.29%	65	25	C	
I-4 EB & WB On Ramp		1940	1941	1500	9357	6751	-27.85%	63	25	C	
		1941	1942	927	9357	6752	-27.84%	65	26	C	
		1942	1945	799	9357	6752	-27.84%	65	26	C	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1945	1946	796	9357	6751	-27.85%	65	26	C
			1946	1948	1085	9357	6755	-27.81%	65	26	C
			1948	1950	1648	9357	6753	-27.83%	65	26	C
		ELs On Ramp North of I-4	1950	1951	1231	9357	6746	-27.90%	65	26	C
ELs On Ramp North of I-4			1951	1952	1942	10084	7534	-25.29%	66	23	C
			1952	1953	987	10084	7538	-25.25%	66	23	C
			1953	1954	480	10084	7536	-25.27%	66	23	C
			1954	1955	636	10084	7533	-25.30%	66	23	C
			1955	1956	860	10084	7533	-25.30%	66	23	C
			1956	1958	1123	10084	7534	-25.29%	64	23	C
		Fowler Avenue Off Ramp	1958	1960	1500	10084	7531	-25.32%	48	32	D
Fowler Avenue Off Ramp			1960	1961	1082	7249	5126	-29.29%	61	21	C
		Fowler Avenue EB On Ramp	1961	1962	1547	7249	5127	-29.27%	67	19	C
Fowler Avenue EB On Ramp			1962	1963	710	7793	5300	-31.99%	66	17	B
		Fowler Avenue WB On Ramp	1963	1964	796	7793	5300	-31.99%	66	20	C
Fowler Avenue WB On Ramp			1964	1965	1500	8424	5908	-29.87%	65	19	C
			1965	1966	1918	8424	5911	-29.83%	66	23	C
		Fletcher Avenue Off Ramp	1966	1968	1500	8424	5914	-29.80%	55	27	D
Fletcher Avenue Off Ramp			1968	1969	665	6686	4461	-33.28%	59	25	C
			1969	1970	414	6686	4459	-33.31%	64	23	C
			1970	1971	470	6686	4459	-33.31%	66	23	C
			1971	1972	769	6686	4459	-33.31%	67	22	C
		Fletcher Avenue On Ramp	1972	1973	1188	6686	4455	-33.37%	67	22	C
Fletcher Avenue On Ramp			1973	1974	1500	7386	5268	-28.68%	63	19	C
			1974	1975	941	7386	5268	-28.68%	66	20	C
			1975	1976	938	7386	5265	-28.72%	66	20	C
		ELs Off Ramp North of Fletcher	1976	1978	874	7386	5261	-28.77%	65	20	C
ELs Off Ramp North of Fletcher			1978	1980	901	6579	4584	-30.32%	67	17	B
			1980	1982	929	6579	4586	-30.29%	67	17	B
			1982	1983	1682	6579	4588	-30.26%	65	18	B
			1983	1984	832	6579	4575	-30.46%	63	19	C
		ELs On Ramp North of Fletcher	1984	61	298	6579	4565	-30.61%	63	20	C
ELs On Ramp North of Fletcher			61	1985	1395	6628	4619	-30.31%	62	16	B
			1985	1986	714	6628	4595	-30.67%	59	22	C
			1986	33	926	6628	4574	-30.99%	49	28	D
			33	1987	1057	6628	4525	-31.73%	38	31	D
		Bruce B. Downs Boulevard Off Ramp	1987	1988	2263	6628	4430	-33.16%	17	51	F
Bruce B. Downs Boulevard Off Ramp			1988	1990	1731	3910	2338	-40.20%	61	13	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS	
	From	To	From	To		Demand	Simulated	Peak % Vol Diff				
		Bruce B. Downs Boulevard On Ramp	1990	1992	2737	3910	2338	-40.20%	67	12	B	
	Bruce B. Downs Boulevard On Ramp		1992	1994	1500	4677	3117	-33.35%	60	17	B	
			1994	682	1976	4677	3132	-33.03%	67	16	B	
		Northern Section End	1995	1996	1975	4677	4466	-4.51%	67	17	B	
I-75 SB GULS		Northern Section End	1806	1807	2000	4911	4908	-0.06%	63	27	D	
		Bruce B. Downs Boulevard Off Ramp	1807	1808	1500	4911	4895	-0.33%	55	31	D	
		Bruce B. Downs Boulevard Off Ramp	1808	1809	2042	3351	3323	-0.84%	65	17	B	
		Bruce B. Downs Boulevard EB On Ramp	1809	1810	1404	3351	3324	-0.81%	67	17	B	
		Bruce B. Downs Boulevard EB On Ramp	Bruce B. Downs Boulevard WB On Ramp	1810	1811	2371	4531	4602	1.57%	63	22	C
		Bruce B. Downs Boulevard WB On Ramp		1811	1812	994	7104	6991	-1.59%	58	25	C
				1812	1814	2000	7104	6986	-1.66%	63	28	D
				1814	1815	1772	7104	6974	-1.83%	64	27	D
			ELs Off Ramp North of Fletcher Avenue	1815	196	315	7104	6967	-1.93%	63	24	C
		ELs Off Ramp North of Fletcher Avenue		196	1816	868	6100	5821	-4.57%	66	22	C
				1816	1817	1301	6100	5818	-4.62%	66	18	B
				1817	1818	899	6100	5821	-4.57%	61	19	C
			C/D Off Ramp North of Fletcher Avenue	1818	1820	478	6100	5818	-4.62%	61	19	C
		C/D Off Ramp North of Fletcher Avenue		1820	1821	1405	3511	3134	-10.74%	67	16	B
				1821	1822	1050	3511	3132	-10.79%	66	16	B
				1822	1824	843	3511	3129	-10.88%	67	15	B
				1824	1825	1673	3511	3127	-10.94%	68	15	B
				1825	1826	1500	3511	3125	-10.99%	67	16	B
			ELs On Ramp at Fletcher Avenue	1826	1827	1018	3511	3125	-10.99%	67	16	B
		ELs On Ramp at Fletcher Avenue		1827	1828	1252	4716	4206	-10.81%	65	17	B
			Fletcher Avenue On Ramp	1828	1829	1358	4716	4215	-10.62%	65	21	C
		Fletcher Avenue On Ramp		1829	55	908	7118	6386	-10.28%	60	23	C
				55	1830	893	7118	6389	-10.24%	65	25	C
				1830	1831	1268	7118	6386	-10.28%	55	29	D
				1831	1832	495	7118	6382	-10.34%	44	43	E
				1832	1833	579	7118	6380	-10.37%	55	38	E
				1833	1834	553	7118	6377	-10.41%	60	35	D
				1834	1836	968	7118	6377	-10.41%	63	34	D
		Fowler Avenue On Ramp	1836	1838	1362	7118	6376	-10.42%	64	33	D	
	Fowler Avenue On Ramp		1838	1840	1752	9215	8393	-8.92%	58	32	D	
			1840	1843	1374	9215	8405	-8.79%	63	33	D	
			1843	1844	614	9215	8408	-8.76%	64	33	D	
			1844	1846	651	9215	8409	-8.75%	64	33	D	
			1846	1848	1107	9215	8410	-8.74%	62	34	D	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		ELs Off Ramp South of Fowler Avenue	1848	636	492	9215	8402	-8.82%	61	35	D
	ELs Off Ramp South of Fowler Avenue		636	1850	1456	8679	7785	-10.30%	64	30	D
			1850	1851	1936	8679	7783	-10.32%	65	30	D
			1851	1852	1597	8679	7777	-10.39%	60	32	D
		I-4 EB & WB Off Ramp	1852	1853	1760	8679	7770	-10.47%	41	48	F
	I-4 EB & WB Off Ramp		1853	1854	480	5899	5004	-15.17%	58	29	D
			1854	1858	1389	5899	5005	-15.16%	65	26	C
			1858	1860	1500	5899	5006	-15.14%	66	22	C
		C/D to MLK Boulevard Off Ramp	1860	520	570	5899	5006	-15.14%	65	19	C
	C/D to MLK Boulevard Off Ramp		520	1861	954	4713	3855	-18.20%	67	19	C
		I-4 WB On Ramp	1861	1862	2217	4713	3858	-18.14%	66	19	C
	I-4 WB On Ramp		1862	1863	601	6598	5105	-22.63%	57	23	C
		I-4 EB On Ramp	1863	1864	1084	6598	5104	-22.64%	62	28	D
	I-4 EB On Ramp		1864	60	1268	8294	6748	-18.64%	49	38	E
			60	1868	1618	8294	6753	-18.58%	60	37	E
			1868	1869	1481	8294	6753	-18.58%	63	36	E
		MLK Boulevard On Ramp	1869	1870	2069	8294	6752	-18.59%	63	35	D
	MLK Boulevard On Ramp		1870	691	1244	10067	8144	-19.10%	63	26	C
			691	639	1433	10067	8144	-19.10%	65	25	C
			639	638	1078	10067	8143	-19.11%	66	25	C
		SR 60 Off Ramp	638	1876	2435	10067	8141	-19.13%	63	26	C
	SR 60 Off Ramp		1876	1877	2174	7900	5956	-24.61%	65	23	C
		ELs Off Ramp at SR 60	1877	1879	3126	7900	5958	-24.58%	65	23	C
	ELs Off Ramp at SR 60		1879	1881	2104	6930	5092	-26.52%	67	19	C
		Selmon Expressway Off Ramp	1881	1882	1157	6930	5087	-26.59%	66	19	C
		US 301 C/D Off Ramp	1882	1883	2460	6726	4910	-27.00%	66	19	C
	US 301 C/D Off Ramp		1883	1884	423	6304	4556	-27.73%	65	23	C
			1884	1886	1920	6304	4556	-27.73%	66	23	C
			1886	1887	1500	6304	4552	-27.79%	66	23	C
			1887	1888	3223	6304	4550	-27.82%	65	23	C
		C/D On Ramp North of US 301	1888	1889	1104	6304	4554	-27.76%	65	23	C
	C/D On Ramp North of US 301		1889	1890	1245	7517	5762	-23.35%	61	16	B
		US 301 On Ramp	1890	1892	3113	7517	5763	-23.33%	66	19	C
	US 301 On Ramp		1892	1894	1500	8716	6882	-21.04%	66	19	C
			1894	1895	1540	8716	6881	-21.05%	66	21	C
			1895	698	1723	8716	6875	-21.12%	63	25	C
			698	702	1073	8716	6872	-21.16%	65	26	C
		ELs Off Ramp South of US 301	702	696	1285	8716	6874	-21.13%	64	27	D

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	ELs Off Ramp South of US 301		696	700	2715	7984	6252	-21.69%	66	24	C
		ELs On Ramp South of US 301	700	391	868	7984	6254	-21.67%	66	24	C
	ELs On Ramp South of US 301	Southern Section End	391	699	1132	9096	7319	-19.54%	63	24	C
I-75 NB C/D	Start of C/D (North of US 301)	Off Ramp to Selmon Expressway	1053	1031	2665	1734	1597	-7.90%	57	12	B
	Start of C/D at Selmon Expressway		1060	1033	322	1814	1748	-3.64%	59	15	B
		Selmon Expressway On Ramp	1033	1013	1460	1814	1747	-3.69%	66	13	B
	Selmon Expressway On Ramp		1013	212	1370	3124	3054	-2.24%	62	16	B
			212	1064	1284	3124	3056	-2.18%	67	15	B
		SR 60 Off Ramp	1064	413	919	3124	3058	-2.11%	60	17	B
	SR 60 Off Ramp	SR 60 EB On Ramp	413	410	1563	881	897	1.82%	62	15	B
	SR 60 EB On Ramp	SR 60 WB On Ramp	410	411	1620	1894	1760	-7.07%	51	25	C
	SR 60 WB On Ramp		411	416	1790	3791	3649	-3.75%	58	21	C
		End of C/D at SR 60	416	412	1687	1732	1532	-11.55%	63	12	B
	Start of C/D (North of MLK Boulevard)		48	56	607	3919	3076	-21.51%	48	21	C
			56	515	1448	3919	3076	-21.51%	46	28	D
		End of C/D_Exit to I-4	515	514	1515	3919	3074	-21.56%	47	33	D
	I-75 SB C/D	Start of C/D (North of Fletcher Avenue)		49	65	840	2589	2685	3.71%	63	14
			65	64	1673	2589	2684	3.67%	63	14	B
		Fletcher Avenue Off Ramp	64	43	1504	2589	2680	3.51%	60	15	B
Fletcher Avenue Off Ramp			43	44	1010	1624	1690	4.06%	63	13	B
			44	50	1250	1624	1693	4.25%	63	13	B
			50	58	1057	1624	1696	4.43%	63	14	B
			58	42	1026	1624	1700	4.68%	63	14	B
		Fowler Avenue Off Ramp	42	57	1084	1624	1699	4.62%	63	14	B
Start of C/D South of I-4			507	112	1424	2087	1876	-10.11%	48	20	C
		MLK Boulevard Off Ramp	112	115	1465	2087	1876	-10.11%	48	17	B
Start of C/D North of SR 60			419	409	842	483	562	16.36%	62	9	A
		SR 60 WB On Ramp	409	1002	2461	483	562	16.36%	62	9	A
SR 60 WB On Ramp		SR 60 EB On Ramp	1002	1066	2244	1783	1789	0.34%	52	11	A
SR 60 EB On Ramp			1066	1065	1116	2395	2299	-4.01%	59	10	A
		Selmon Expressway Off Ramp	1065	1004	1018	2395	2296	-4.13%	66	9	A
Selmon Expressway Off Ramp		GULs On Ramp at Selmon Expressway	1004	1034	1469	1650	1663	0.79%	62	10	A
GULs On Ramp at Selmon Expressway			1034	1014	994	2072	2020	-2.51%	67	10	A
		US 301 Off Ramp	1014	398	1416	2072	2021	-2.46%	62	11	A
US 301 Off Ramp			398	2	1524	113	110	-2.65%	68	1	A
		Selmon Expressway EB On Ramp	2	404	710	113	110	-2.65%	70	1	A
Selmon Expressway EB On Ramp		404	169	551	1213	1214	0.08%	60	6	A	
	End of C/D South of Selmon Expressway	169	693	519	1213	1214	0.08%	65	6	A	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 NB ELS	Northern Section End		1053	1031	2665	1347	1597	18.56%	57	12	B
		GULs Off Ramp_South of US 301	183	231	534	2140	2978	39.16%	59	26	C
	GULs Off Ramp_South of US 301		231	179	1465	2669	2666	-0.11%	67	20	C
			179	190	1860	2669	2666	-0.11%	67	20	C
		GULs On Ramp_South of US 301	190	200	2044	2669	2667	-0.07%	66	20	C
	GULs On Ramp_South of US 301		200	201	2235	3351	3184	-4.98%	63	23	C
			201	202	1171	3351	3185	-4.95%	66	24	C
			202	206	1508	3351	3187	-4.89%	65	24	C
			206	182	2937	3351	3188	-4.86%	65	24	C
		ELs Off Ramp to Selmon Expressway	182	187	2104	3351	3189	-4.83%	65	21	C
	ELs Off Ramp to Selmon Expressway		187	236	1885	2586	2451	-5.22%	66	18	B
			236	247	1500	2586	2451	-5.22%	66	19	C
			247	279	2470	2586	2453	-5.14%	66	19	C
			279	295	1389	2586	2449	-5.30%	66	19	C
			295	296	1706	2586	2450	-5.26%	66	19	C
			296	298	2016	2586	2452	-5.18%	65	19	C
			298	299	1163	2586	2450	-5.26%	65	19	C
			299	301	1516	2586	2450	-5.26%	65	19	C
			301	316	949	2586	2448	-5.34%	65	19	C
		GULs Off Ramp_North of SR 60	316	326	1571	2586	2445	-5.45%	57	21	C
	GULs Off Ramp_North of SR 60	C/D On Ramp_North of SR 60	326	327	2935	1263	1204	-4.67%	66	9	A
	C/D On Ramp_North of SR 60		327	328	1471	3322	3314	-0.24%	62	20	C
			328	330	1716	3322	3312	-0.30%	65	25	C
			330	332	1528	3322	3312	-0.30%	66	25	C
			332	333	1502	3322	3309	-0.39%	66	25	C
			333	334	741	3322	3309	-0.39%	65	25	C
			334	335	1503	3322	3309	-0.39%	65	25	C
			335	336	1767	3322	3305	-0.51%	65	25	C
			336	337	1553	3322	3302	-0.60%	65	24	C
			337	338	1265	3322	3306	-0.48%	66	17	B
	I-4 ELs Off Ramp	338	586	223	3322	3303	-0.57%	66	17	B	
I-4 ELs Off Ramp		586	339	3492	1274	1097	-13.89%	68	8	A	
		339	346	957	1274	1097	-13.89%	68	8	A	
	I-4 ELs On Ramp	346	560	265	1274	1098	-13.81%	68	8	A	
I-4 ELs On Ramp		560	347	691	2042	1870	-8.42%	62	10	A	
		347	348	1489	2042	1870	-8.42%	68	9	A	
		348	349	928	2042	1871	-8.37%	68	9	A	
		349	350	795	2042	1872	-8.33%	68	9	A	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			350	351	786	2042	1872	-8.33%	68	9	A
			351	352	1087	2042	1869	-8.47%	68	9	A
		GULs Off Ramp_North of I-4	352	353	1871	2042	1870	-8.42%	68	9	A
	GULs Off Ramp_North of I-4		353	354	1011	1315	1084	-17.57%	69	8	A
			354	355	1942	1315	1084	-17.57%	68	8	A
			355	356	986	1315	1086	-17.41%	68	8	A
		Fowler Avenue Off Ramp	356	357	498	1315	1085	-17.49%	65	8	A
	Fowler Avenue Off Ramp		357	358	639	938	725	-22.71%	68	5	A
			358	359	862	938	725	-22.71%	69	5	A
			359	22	413	938	725	-22.71%	69	5	A
			22	360	708	938	724	-22.81%	69	5	A
			360	361	1506	938	723	-22.92%	69	5	A
			361	362	1078	938	723	-22.92%	69	5	A
			362	363	1546	938	724	-22.81%	69	5	A
			363	364	717	938	726	-22.60%	69	5	A
			364	365	796	938	725	-22.71%	69	5	A
			365	366	1507	938	724	-22.81%	69	5	A
			366	367	1917	938	724	-22.81%	69	5	A
			367	368	1503	938	724	-22.81%	69	5	A
			368	369	655	938	725	-22.71%	69	5	A
			369	371	412	938	726	-22.60%	69	5	A
			371	370	471	938	725	-22.71%	69	5	A
			370	372	766	938	725	-22.71%	69	5	A
			372	373	1192	938	725	-22.71%	69	5	A
			373	374	1496	938	724	-22.81%	69	5	A
			374	375	938	938	724	-22.81%	69	5	A
			375	376	934	938	724	-22.81%	69	5	A
			376	377	876	938	724	-22.81%	69	5	A
		GULs On Ramp_North of Fletcher Avenue	377	75	441	938	724	-22.81%	69	5	A
	GULs On Ramp_North of Fletcher Avenue		75	378	446	1745	1396	-20.00%	67	7	A
			378	379	920	1745	1396	-20.00%	67	8	A
			379	380	1690	1745	1395	-20.06%	68	10	A
		GULs Off Ramp_South of Bruce B. Downs	380	381	832	1745	1397	-19.94%	68	10	A
	GULs Off Ramp_South of Bruce B. Downs		381	382	1696	1696	1340	-20.99%	68	10	A
			382	383	725	1696	1341	-20.93%	68	10	A
			383	384	1973	1696	1341	-20.93%	68	10	A

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS	
	From	To	From	To		Demand	Simulated	Peak % Vol Diff				
			384	385	1510	1696	1341	-20.93%	68	10	A	
			385	386	2487	1696	1339	-21.05%	68	10	A	
			386	387	2734	1696	1337	-21.17%	64	14	B	
			387	388	1501	1696	1335	-21.29%	65	20	C	
		Northern Section End	388	389	1653	1696	1335	-21.29%	64	21	C	
I-75 SB ELS	Start of Southern Section		633	195	2066	2277	2276	-0.04%	68	17	B	
			195	108	2000	2277	2275	-0.09%	68	17	B	
			108	631	1497	2277	2277	0.00%	67	17	B	
			631	191	2042	2277	2276	-0.04%	67	17	B	
			191	192	1406	2277	2278	0.04%	67	17	B	
			192	181	1858	2277	2279	0.09%	66	17	B	
			181	174	1502	2277	2278	0.04%	66	17	B	
			174	632	2001	2277	2279	0.09%	66	17	B	
			632	109	1762	2277	2278	0.04%	66	17	B	
			109	173	371	2277	2278	0.04%	66	17	B	
		GULs On Ramp_South of Bruce B. Downs		173	63	293	2277	2278	0.04%	66	17	B
		GULs On Ramp_South of Bruce B. Downs		63	123	496	3281	3424	4.36%	65	17	B
				123	111	1328	3281	3423	4.33%	63	19	C
				111	193	889	3281	3422	4.30%	63	27	D
				193	171	1060	3281	3424	4.36%	65	26	C
				171	180	850	3281	3424	4.36%	65	26	C
				180	194	1049	3281	3424	4.36%	65	26	C
				194	77	849	3281	3424	4.36%	65	26	C
				77	101	1672	3281	3421	4.27%	65	26	C
				101	93	1500	3281	3419	4.21%	62	27	D
		GULs Off Ramp_North of Fletcher Avenue		93	36	327	3281	3417	4.15%	61	28	D
		GULs Off Ramp_North of Fletcher Avenue		36	87	696	2076	2340	12.72%	65	18	B
				87	106	1251	2076	2340	12.72%	67	18	B
			106	78	1356	2076	2344	12.91%	67	18	B	
			78	90	1802	2076	2348	13.10%	66	18	B	
			90	99	1266	2076	2348	13.10%	66	18	B	
			99	107	499	2076	2351	13.25%	66	18	B	
			107	116	572	2076	2350	13.20%	66	18	B	
			116	117	556	2076	2350	13.20%	66	18	B	
			117	122	969	2076	2349	13.15%	66	18	B	
			122	126	888	2076	2350	13.20%	66	18	B	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			126	127	2219	2076	2348	13.10%	66	18	B
		Fowler Avenue On Ramp	127	131	673	2076	2343	12.86%	62	19	C
	Fowler Avenue On Ramp		131	46	422	2735	2980	8.96%	47	28	D
			46	132	267	2735	2979	8.92%	58	26	C
			132	133	606	2735	2980	8.96%	62	24	C
			133	134	641	2735	2979	8.92%	64	23	C
			134	135	1101	2735	2979	8.92%	66	23	C
		GULs On Ramp_North of I-4	135	635	1299	2735	2979	8.92%	65	23	C
	GULs On Ramp_North of I-4		635	136	655	3271	3589	9.72%	66	18	B
			136	137	1944	3271	3588	9.69%	67	18	B
			137	138	1596	3271	3583	9.54%	67	18	B
			138	139	1338	3271	3576	9.32%	67	18	B
			139	140	915	3271	3570	9.14%	67	18	B
			140	141	1398	3271	3571	9.17%	66	18	B
			141	142	1503	3271	3579	9.42%	58	21	C
		I-4 ELs Off Ramp	142	578	321	3271	3587	9.66%	50	24	C
	I-4 ELs Off Ramp		578	143	1204	1275	1325	3.92%	68	10	A
			143	144	2212	1275	1326	4.00%	68	10	A
		I-4 ELs On Ramp	144	145	606	1275	1326	4.00%	68	10	A
	I-4 ELs On Ramp		145	146	1390	2544	2574	1.18%	61	17	B
			146	147	1115	2544	2575	1.22%	67	19	C
			147	148	1469	2544	2571	1.06%	67	19	C
			148	149	1480	2544	2571	1.06%	66	19	C
			149	150	2262	2544	2571	1.06%	66	19	C
			150	151	1501	2544	2569	0.98%	66	19	C
			151	152	1266	2544	2568	0.94%	66	19	C
			152	153	1944	2544	2568	0.94%	65	20	C
		SR 60 C/D Off Ramp	153	154	1043	2544	2566	0.86%	63	20	C
	SR 60 C/D Off Ramp		154	406	344	2544	2564	0.79%	63	20	C
			406	155	1184	1630	1516	-6.99%	67	11	A
			155	156	901	1630	1517	-6.93%	68	11	A
		GULs On Ramp_at SR 60	156	157	3983	1630	1518	-6.87%	68	11	A
	GULs On Ramp_at SR 60		157	158	1251	2600	2383	-8.35%	65	13	B
			158	159	1173	2600	2380	-8.46%	66	18	B
			159	160	1794	2600	2380	-8.46%	67	18	B
			160	161	1069	2600	2379	-8.50%	66	18	B
			161	162	1935	2600	2379	-8.50%	66	18	B
			162	163	1505	2600	2380	-8.46%	66	18	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-4 WB GULS			163	164	2130	2600	2375	-8.65%	66	18	B
		Selmon Expressway On Ramp	164	185	808	2600	2378	-8.54%	66	18	B
	Selmon Expressway On Ramp		185	170	1129	2820	2593	-8.05%	66	13	B
			170	166	1503	2820	2591	-8.12%	65	17	B
			166	167	3104	2820	2589	-8.19%	65	20	C
			167	208	1500	2820	2587	-8.26%	65	20	C
			208	662	1528	2820	2587	-8.26%	65	20	C
			662	172	1725	2820	2588	-8.23%	65	20	C
			172	186	1074	2820	2585	-8.33%	65	20	C
		GULs On Ramp_South of US 301	186	175	1879	2820	2584	-8.37%	65	20	C
	GULs On Ramp_South of US 301	GULs Off Ramp_South of US 301	175	176	2342	3552	3209	-9.66%	60	24	C
GULs Off Ramp_South of US 301	Southern Section End	176	184	1763	2440	2137	-12.42%	67	16	B	
I-4 EB GULS	Western Section End	C/D Off Ramp to US 301	594	283	1149	6195	6194	-0.02%	55	28	D
	C/D Off Ramp to US 301		283	205	1785	4979	4959	-0.40%	61	27	D
			205	211	1399	4979	4961	-0.36%	62	27	D
			211	7	447	4979	4962	-0.34%	61	27	D
			7	213	706	4979	4963	-0.32%	61	27	D
			213	471	543	4979	4960	-0.38%	61	27	D
			471	472	531	4979	4962	-0.34%	61	27	D
			472	8	289	4979	4962	-0.34%	61	27	D
			8	216	1240	4979	4962	-0.34%	61	27	D
			216	217	1509	4979	4965	-0.28%	59	26	C
		I-75 Off Ramp	217	9	903	4979	4963	-0.32%	60	21	C
	I-75 Off Ramp		9	533	704	2868	2860	-0.28%	63	15	B
		ELs On Ramp_West of I-75	533	10	830	2868	2858	-0.35%	63	15	B
	ELs On Ramp_West of I-75		10	542	468	3622	3647	0.69%	62	15	B
		C/D On Ramp from US 301	542	13	1213	3622	3648	0.72%	49	21	C
	C/D On Ramp from US 301		13	23	984	5341	5307	-0.64%	60	19	C
			23	24	1485	5341	5306	-0.66%	59	25	C
			24	25	505	5341	5310	-0.58%	61	29	D
		I-75 SB On Ramp	25	26	1926	5341	5310	-0.58%	61	29	D
	I-75 SB On Ramp	I-75 NB On Ramp	26	27	909	6572	6544	-0.43%	49	37	E
I-75 NB On Ramp	Mango Off Ramp	28	245	2548	7942	7732	-2.64%	54	36	E	
Mango Off Ramp	Mango On Ramp	245	246	3304	6346	6027	-5.03%	63	32	D	
Mango On Ramp	Eastern Section End	246	252	786	6904	6547	-5.17%	59	32	D	
Section End	Mango Road Off Ramp	254	255	2962	8600	5788	-32.70%	40	44	E	
I-4 WB GULS			255	6	3316	7984	5375	-32.68%	64	23	C
	Mango Road Off Ramp	Off Ramp to I-75	6	457	451	7984	5373	-32.70%	62	22	C

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	Off Ramp to I-75	I-4 ELs on Ramp	457	455	765	5299	3624	-31.61%	65	19	C
	I-4 ELs on Ramp		455	29	1103	6058	4378	-27.73%	63	20	C
		Mango Road C/D On Ramp	29	30	1148	6058	4376	-27.76%	62	23	C
	Mango Road C/D On Ramp		30	31	1812	7245	5248	-27.56%	61	21	C
			31	34	1330	7245	5252	-27.51%	61	21	C
		Off ramp to I-4 C/D (W of I-75)	34	543	398	7245	5252	-27.51%	61	21	C
	Off ramp to I-4 C/D (W of I-75)		543	35	623	5382	3766	-30.03%	62	20	C
			35	37	1668	5382	3768	-29.99%	62	20	C
			37	41	1104	5382	3766	-30.03%	62	20	C
			41	5	1664	5382	3768	-29.99%	62	20	C
			5	257	953	5382	3769	-29.97%	62	20	C
			257	258	911	5382	3772	-29.91%	62	20	C
			258	259	660	5382	3771	-29.93%	62	20	C
		I-4 C/D On Ramp (W of I-75)	259	260	1215	5382	3770	-29.95%	62	20	C
	I-4 C/D On Ramp (W of I-75)		260	261	1077	7391	5324	-27.97%	62	17	B
			261	263	1415	7391	5322	-27.99%	61	21	C
			263	264	660	7391	5317	-28.06%	62	22	C
			264	266	603	7391	5318	-28.05%	62	22	C
		US 301 C/D On Ramp	266	265	1171	7391	5318	-28.05%	62	22	C
	US 301 C/D On Ramp		265	468	830	9741	7032	-27.81%	54	27	D
	Section End	468	268	841	9741	7032	-27.81%	58	30	D	
I-4 EB C/D	Start of C/D_West of US 301	I-4 GULs EB On Ramp	530	497	461	848	818	-3.54%	53	9	A
	I-4 GULs EB On Ramp		497	643	527	2064	2056	-0.39%	62	11	A
		Hillsborough Avenue Off Ramp	643	498	1354	2064	2056	-0.39%	60	11	A
	Hillsborough Avenue Off Ramp		498	4	751	1459	1455	-0.27%	62	12	B
			4	270	541	1459	1453	-0.41%	64	11	A
			270	596	697	1459	1452	-0.48%	64	11	A
		Hillsborough Avenue and US 301 C/D On Ramp	650	597	129	1459	1451	-0.55%	62	12	B
	Hillsborough Avenue and US 301 C/D On Ramp		274	597	144	3811	2357	-38.15%	53	15	B
			599	322	210	3811	3807	-0.10%	54	14	B
		US 301 SB On Ramp	322	293	380	3811	3806	-0.13%	53	18	B
	US 301 SB On Ramp	US 301 NB Off Ramp	293	297	590	4363	4197	-3.80%	49	17	B
	US 301 NB Off Ramp	US 301 NB On Ramp	297	11	663	3720	3481	-6.42%	53	16	B
	US 301 NB On Ramp		11	40	274	4215	3969	-5.84%	52	15	B
			40	540	743	4215	3969	-5.84%	57	16	B
		Hillsborough Avenue Off Ramp	540	38	428	4215	3970	-5.81%	61	16	B
Hillsborough Avenue Off Ramp	I-4 EB GULs Off Ramp	38	539	226	2861	2649	-7.41%	63	10	A	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS	
	From	To	From	To		Demand	Simulated	Peak % Vol Diff				
	I-4 EB GULs Off Ramp		539	39	1495	1142	988	-13.49%	64	6	A	
		I-4 EB GULs On Ramp	39	534	788	1142	986	-13.66%	64	8	A	
	I-4 EB GULs On Ramp		534	692	880	3253	3090	-5.01%	64	12	B	
		End of C/D_East of US 301	692	499	1638	3253	3087	-5.10%	54	14	B	
I-4 WB C/D	Start of C/D_West of Mango	I-4 WB GULs Off Ramp	459	94	1034	1987	1459	-26.57%	48	15	B	
	I-4 WB GULs Off Ramp	I-4 WB GULs On Ramp	94	456	1559	800	587	-26.63%	52	11	A	
	I-4 WB GULs On Ramp	Ramp to I-75	456	458	1139	3485	2339	-32.88%	53	15	B	
			7022	110	192	4098	3410	-16.79%	42	30	D	
	Start of C/D_West of I-4	I-4 WB GULs On Ramp	110	462	1127	4098	3409	-16.81%	55	24	C	
	I-4 WB GULs On Ramp		462	463	394	5961	4891	-17.95%	60	27	D	
			463	464	1653	5961	4891	-17.95%	59	28	D	
		I-4 WB GULs Off Ramp	464	318	589	5961	4888	-18.00%	58	28	D	
	I-4 WB GULs Off Ramp		318	304	1267	3952	3334	-15.64%	61	27	D	
			304	262	653	3952	3331	-15.71%	61	27	D	
		Hillsborough Avenue On Ramp	262	305	881	3952	3333	-15.66%	61	28	D	
	Hillsborough Avenue On Ramp	US 301 NB On Ramp	305	306	609	5977	5357	-10.37%	56	32	D	
	US 301 NB On Ramp	US 301 Off Ramp	306	308	678	7193	5558	-22.73%	47	30	D	
	US 301 Off Ramp	Hillsborough Avenue Off Ramp	308	309	1485	5747	4377	-23.84%	50	30	D	
	Hillsborough Avenue Off Ramp	End of C/D_West of US 301	309	269	752	1678	1060	-36.83%	42	25	C	
	I-4 EB ELS	Start of ELS_West of US 301	Hillsborough Avenue & US 301 Off Ramp	690	524	1038	3777	3777	0.00%	40	48	F
		Hillsborough Avenue & US 301 Off Ramp		524	469	644	2929	2962	1.13%	53	28	D
			469	470	1495	2929	2962	1.13%	61	24	C	
			470	473	1363	2929	2961	1.09%	61	24	C	
			473	474	468	2929	2962	1.13%	61	24	C	
			474	475	721	2929	2963	1.16%	61	24	C	
			475	476	541	2929	2962	1.13%	61	24	C	
			476	477	539	2929	2963	1.16%	61	24	C	
			477	478	312	2929	2963	1.16%	61	24	C	
			478	479	1102	2929	2963	1.16%	61	24	C	
			479	480	1227	2929	2962	1.13%	61	24	C	
			480	481	667	2929	2962	1.13%	61	24	C	
			481	482	615	2929	2961	1.09%	60	25	C	
			482	483	302	2929	2962	1.13%	59	25	C	
		I-4 EB GULs Off Ramp	483	496	726	2929	2962	1.13%	60	25	C	
I-4 EB GULs Off Ramp			496	484	509	2175	2174	-0.05%	61	18	B	
		I-75 ELS Off Ramp	484	485	1679	2175	2173	-0.09%	58	19	C	
I-75 ELS Off Ramp			485	486	979	1130	1143	1.15%	63	9	A	
			486	487	1490	1130	1144	1.24%	63	9	A	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			487	488	1010	1130	1143	1.15%	63	9	A
			488	489	1331	1130	1143	1.15%	63	9	A
			489	490	1531	1130	1144	1.24%	63	9	A
		I-75 ELs On Ramp	490	491	1431	1130	1141	0.97%	63	9	A
	I-75 ELs On Ramp		491	492	1662	2737	2884	5.37%	60	19	C
			492	493	655	2737	2878	5.15%	66	22	C
			493	494	3328	2737	2876	5.08%	66	22	C
	End of C/D_East of Mango Road	494	495	994	2737	2872	4.93%	66	22	C	
I-4 WB ELs	Start of ELs_East of Mango Road		433	434	2968	3343	3341	-0.06%	65	26	C
			434	435	3327	3343	3342	-0.03%	65	26	C
		I-4 WB GULs Off Ramp	435	436	652	3343	3344	0.03%	64	26	C
	I-4 WB GULs Off Ramp	I-75 ELs Off Ramp	436	437	1662	2584	2590	0.23%	62	21	C
	I-75 ELs Off Ramp		437	438	1428	1592	1603	0.69%	63	13	B
			438	439	1528	1592	1602	0.63%	63	13	B
			439	440	1335	1592	1602	0.63%	63	13	B
			440	441	1012	1592	1602	0.63%	63	13	B
			441	442	1665	1592	1601	0.57%	63	13	B
			442	443	1105	1592	1601	0.57%	63	13	B
		I-75 ELs On Ramp	443	577	599	1592	1602	0.63%	62	13	B
	I-75 ELs On Ramp		577	444	1074	4029	4329	7.45%	50	25	C
			444	445	950	4029	4324	7.32%	47	42	E
			445	446	909	4029	4325	7.35%	59	37	E
			446	447	668	4029	4324	7.32%	60	36	E
			447	448	1217	4029	4324	7.32%	60	36	E
			448	449	1082	4029	4323	7.30%	60	36	E
			449	450	1408	4029	4324	7.32%	59	36	E
			450	451	656	4029	4326	7.37%	59	36	E
			451	452	591	4029	4326	7.37%	59	37	E
		452	453	1348	4029	4325	7.35%	59	37	E	
	End of ELs_West of US 301	453	454	1480	4029	4325	7.35%	59	37	E	

Table 6-8 Freeway Segment Analysis Results – 2045 Build PM Peak Hour

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-75 NB GULS	Southern Section End		168	704	199	8657	8577	-0.92%	67	32	D
		ELs On Ramp South of US 301	704	234	1131	8657	8577	-0.92%	67	32	D
	ELs On Ramp South of US 301		234	705	869	9271	9165	-1.14%	65	28	D
			705	697	2413	9271	9165	-1.14%	65	28	D
		ELs Off Ramp South of US 301	697	701	900	9271	9167	-1.12%	63	29	D
	ELs Off Ramp South of US 301		701	1905	2822	8681	8645	-0.41%	62	35	D
			1905	1906	1167	8681	8628	-0.61%	57	38	E
		US 301 Off Ramp	1906	424	543	8681	8621	-0.69%	55	35	D
	US 301 Off Ramp		424	1907	949	7482	7488	0.08%	50	40	E
			1907	1909	2397	7482	7458	-0.32%	38	53	F
		Selmon Expressway Off Ramp (To C/D)	1909	1910	624	7482	7354	-1.71%	35	55	F
	Selmon Expressway Off Ramp (To C/D)	US 301 On Ramp	1910	1912	3912	6333	6209	-1.96%	26	80	F
	US 301 On Ramp	SR 60 C/D Off Ramp	1912	1913	3067	8243	7827	-5.05%	22	88	F
	SR 60 C/D Off Ramp		1913	1915	890	7009	6298	-10.14%	21	102	F
			1915	1916	1398	7009	6283	-10.36%	20	105	F
			1916	1917	1705	7009	6265	-10.61%	20	107	F
			1917	1918	2017	7009	6253	-10.79%	19	108	F
			1918	1919	1164	7009	6242	-10.94%	19	109	F
			1919	1920	1516	7009	6248	-10.86%	19	109	F
			1920	1922	1018	7009	6250	-10.83%	19	109	F
		ELs On Ramp North of SR 60	1922	1924	2082	7009	6250	-10.83%	19	109	F
	ELs On Ramp North of SR 60	SR 60 C/D On Ramp	1924	1925	2991	8126	7345	-9.61%	28	81	F
	SR 60 C/D On Ramp		1925	1926	840	9606	8736	-9.06%	27	80	F
		MLK Boulevard Off Ramp	1926	1928	1910	9606	8740	-9.02%	33	66	F
	MLK Boulevard Off Ramp		1928	1929	670	7833	6819	-12.95%	40	59	F
			1929	1930	2164	7833	6810	-13.06%	36	69	F
			1930	1931	744	7833	6774	-13.52%	32	73	F
		C/D Off Ramp North of MLK Boulevard	1931	1932	1532	7833	6761	-13.69%	45	42	E
	C/D Off Ramp North of MLK Boulevard		1932	1934	1735	4794	3871	-19.25%	64	20	C
		MLK Boulevard On Ramp	1934	59	822	4794	3872	-19.23%	66	20	C
MLK Boulevard On Ramp		59	1935	733	6071	4829	-20.46%	62	19	C	
		1935	1936	1510	6071	4830	-20.44%	62	25	C	
		1936	1938	3472	6071	4833	-20.39%	65	25	C	
		1938	1939	956	6071	4837	-20.33%	65	25	C	
	I-4 EB & WB On Ramp	1939	1940	959	6071	4836	-20.34%	65	25	C	
I-4 EB & WB On Ramp		1940	1941	1500	9851	7071	-28.22%	59	28	D	
		1941	1942	927	9851	7074	-28.19%	64	28	D	
		1942	1945	799	9851	7075	-28.18%	65	27	D	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			1945	1946	796	9851	7075	-28.18%	65	27	D
			1946	1948	1085	9851	7072	-28.21%	65	27	D
			1948	1950	1648	9851	7071	-28.22%	65	27	D
		ELs On Ramp North of I-4	1950	1951	1231	9851	7076	-28.17%	65	27	D
ELs On Ramp North of I-4			1951	1952	1942	10528	7837	-25.56%	66	24	C
			1952	1953	987	10528	7842	-25.51%	66	24	C
			1953	1954	480	10528	7844	-25.49%	66	24	C
			1954	1955	636	10528	7846	-25.47%	66	24	C
			1955	1956	860	10528	7849	-25.45%	66	24	C
			1956	1958	1123	10528	7850	-25.44%	62	25	C
		Fowler Avenue Off Ramp	1958	1960	1500	10528	7860	-25.34%	46	34	D
Fowler Avenue Off Ramp			1960	1961	1082	8046	5707	-29.07%	61	23	C
		Fowler Avenue EB On Ramp	1961	1962	1547	8046	5704	-29.11%	67	21	C
Fowler Avenue EB On Ramp			1962	1963	710	8798	6101	-30.65%	64	20	C
		Fowler Avenue WB On Ramp	1963	1964	796	8798	6105	-30.61%	65	23	C
Fowler Avenue WB On Ramp			1964	1965	1500	9670	6948	-28.15%	63	23	C
			1965	1966	1918	9670	6945	-28.18%	63	27	D
		Fletcher Avenue Off Ramp	1966	1968	1500	9670	6948	-28.15%	44	39	E
Fletcher Avenue Off Ramp			1968	1969	665	7268	4916	-32.36%	56	29	D
			1969	1970	414	7268	4917	-32.35%	63	26	C
			1970	1971	470	7268	4915	-32.37%	65	25	C
			1971	1972	769	7268	4912	-32.42%	66	25	C
		Fletcher Avenue On Ramp	1972	1973	1188	7268	4915	-32.37%	66	25	C
Fletcher Avenue On Ramp			1973	1974	1500	8233	5867	-28.74%	61	22	C
			1974	1975	941	8233	5871	-28.69%	66	22	C
			1975	1976	938	8233	5870	-28.70%	65	23	C
		ELs Off Ramp North of Fletcher	1976	1978	874	8233	5872	-28.68%	64	23	C
ELs Off Ramp North of Fletcher			1978	1980	901	7343	5107	-30.45%	66	19	C
			1980	1982	929	7343	5109	-30.42%	67	19	C
			1982	1983	1682	7343	5112	-30.38%	67	19	C
			1983	1984	832	7343	5111	-30.40%	67	19	C
		ELs On Ramp North of Fletcher	1984	61	298	7343	5110	-30.41%	67	19	C
ELs On Ramp North of Fletcher			61	1985	1395	7383	5160	-30.11%	67	16	B
			1985	1986	714	7383	5161	-30.10%	66	19	C
			1986	33	926	7383	5158	-30.14%	67	19	C
			33	1987	1057	7383	5159	-30.12%	67	16	B
		Bruce B. Downs Boulevard Off Ramp	1987	1988	2263	7383	5159	-30.12%	62	17	B
Bruce B. Downs Boulevard Off Ramp			1988	1990	1731	3630	2424	-33.22%	68	12	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		Bruce B. Downs Boulevard On Ramp	1990	1992	2737	3630	2422	-33.28%	67	12	B
	Bruce B. Downs Boulevard On Ramp		1992	1994	1500	5190	3686	-28.98%	46	26	C
			1994	682	1976	5190	3686	-28.98%	64	19	C
		Northern Section End	682	1995	525	5190	5279	1.71%	63	21	C
I-75 SB GULS	Northern Section End		1806	1807	2000	4346	4306	-0.92%	67	21	C
		Bruce B. Downs Boulevard Off Ramp	1807	1808	1500	4346	4308	-0.87%	64	22	C
	Bruce B. Downs Boulevard Off Ramp		1808	1809	2042	3578	3562	-0.45%	66	18	B
		Bruce B. Downs Boulevard EB On Ramp	1809	1810	1404	3578	3566	-0.34%	67	18	B
	Bruce B. Downs Boulevard EB On Ramp	Bruce B. Downs Boulevard WB On Ramp	1810	1811	2371	4432	4344	-1.99%	64	21	C
	Bruce B. Downs Boulevard WB On Ramp		1811	1812	994	6296	6381	1.35%	59	22	C
			1812	1814	2000	6296	6379	1.32%	64	25	C
			1814	1815	1772	6296	6380	1.33%	64	25	C
	ELs Off Ramp North of Fletcher Avenue		196	1816	868	5402	5367	-0.65%	66	20	C
			1816	1817	1301	5402	5376	-0.48%	66	17	B
			1817	1818	899	5402	5380	-0.41%	62	17	B
		C/D Off Ramp North of Fletcher Avenue	1818	1820	478	5402	5386	-0.30%	62	17	B
	C/D Off Ramp North of Fletcher Avenue		1820	1821	1405	3527	3349	-5.05%	67	17	B
			1821	1822	1050	3527	3354	-4.91%	67	17	B
			1822	1824	843	3527	3356	-4.85%	67	17	B
			1824	1825	1673	3527	3359	-4.76%	64	18	B
			1825	1826	1500	3527	3354	-4.91%	57	24	C
		ELs On Ramp at Fletcher Avenue	1826	1827	1018	3527	3325	-5.73%	36	39	E
	ELs On Ramp at Fletcher Avenue		1827	1828	1252	4659	4285	-8.03%	22	53	F
		Fletcher Avenue On Ramp	1828	1829	1358	4659	4164	-10.62%	16	86	F
	Fletcher Avenue On Ramp		1829	55	908	6398	5339	-16.55%	13	93	F
			55	1830	893	6398	5222	-18.38%	12	107	F
			1830	1831	1268	6398	5138	-19.69%	12	109	F
			1831	1832	495	6398	5067	-20.80%	12	123	F
			1832	1833	579	6398	5053	-21.02%	12	139	F
			1833	1834	553	6398	5034	-21.32%	12	140	F
			1834	1836	968	6398	5020	-21.54%	12	141	F
		Fowler Avenue On Ramp	1836	1838	1362	6398	5004	-21.79%	12	142	F
Fowler Avenue On Ramp		1838	1840	1752	8813	6518	-26.04%	9	155	F	
		1840	1843	1374	8813	6478	-26.49%	11	147	F	
		1843	1844	614	8813	6442	-26.90%	15	106	F	
		1844	1846	651	8813	6427	-27.07%	19	85	F	
		1846	1848	1107	8813	6410	-27.27%	19	86	F	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		ELs Off Ramp South of Fowler Avenue	1848	636	492	8813	6377	-27.64%	18	88	F
	ELs Off Ramp South of Fowler Avenue		636	1850	1456	8301	5882	-29.14%	13	109	F
			1850	1851	1936	8301	5823	-29.85%	10	141	F
			1851	1852	1597	8301	5790	-30.25%	10	151	F
		I-4 EB & WB Off Ramp	1852	1853	1760	8301	5781	-30.36%	14	105	F
	I-4 EB & WB Off Ramp		1853	1854	480	6690	4521	-32.42%	14	104	F
			1854	1858	1389	6690	4523	-32.39%	16	96	F
			1858	1860	1500	6690	4524	-32.38%	12	113	F
		C/D to MLK Boulevard Off Ramp	1860	520	570	6690	4522	-32.41%	9	131	F
	C/D to MLK Boulevard Off Ramp		520	1861	954	5190	3280	-36.80%	7	147	F
		I-4 WB On Ramp	1861	1862	2217	5190	3280	-36.80%	9	123	F
	I-4 WB On Ramp		1862	1863	601	6548	3813	-41.77%	8	128	F
		I-4 EB On Ramp	1863	1864	1084	6548	3813	-41.77%	10	124	F
	I-4 EB On Ramp		1864	60	1268	8935	4872	-45.47%	17	78	F
			60	1868	1618	8935	4874	-45.45%	35	47	F
			1868	1869	1481	8935	4874	-45.45%	58	28	D
		MLK Boulevard On Ramp	1869	1870	2069	8935	4873	-45.46%	61	27	D
	MLK Boulevard On Ramp		1870	691	1244	11383	6973	-38.74%	62	23	C
			691	639	1433	11383	6975	-38.72%	67	21	C
			639	638	1078	11383	6974	-38.73%	67	21	C
		SR 60 Off Ramp	638	1876	2435	11383	6976	-38.72%	63	22	C
	SR 60 Off Ramp		1876	1877	2174	8560	4801	-43.91%	66	18	B
		ELs Off Ramp at SR 60	1877	1879	3126	8560	4800	-43.93%	66	18	B
	ELs Off Ramp at SR 60		1879	1881	2104	7427	4051	-45.46%	67	15	B
		Selmon Expressway Off Ramp	1881	1882	1157	7427	4053	-45.43%	67	15	B
		US 301 C/D Off Ramp	1882	1883	2460	7102	3837	-45.97%	67	14	B
	US 301 C/D Off Ramp		1883	1884	423	6517	3471	-46.74%	67	17	B
			1884	1886	1920	6517	3472	-46.72%	67	17	B
			1886	1887	1500	6517	3472	-46.72%	67	17	B
			1887	1888	3223	6517	3473	-46.71%	67	17	B
		C/D On Ramp North of US 301	1888	1889	1104	6517	3468	-46.79%	66	17	B
	C/D On Ramp North of US 301		1889	1890	1245	8704	5567	-36.04%	63	15	B
		US 301 On Ramp	1890	1892	3113	8704	5564	-36.08%	66	18	B
	US 301 On Ramp		1892	1894	1500	10359	6834	-34.03%	66	18	B
			1894	1895	1540	10359	6836	-34.01%	66	21	C
			1895	698	1723	10359	6840	-33.97%	61	26	C
			698	702	1073	10359	6842	-33.95%	65	26	C
		ELs Off Ramp South of US 301	702	696	1285	10359	6843	-33.94%	65	26	C

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	ELs Off Ramp South of US 301		696	700	2715	9515	6224	-34.59%	66	24	C
		ELs On Ramp South of US 301	700	391	868	9515	6222	-34.61%	66	24	C
	ELs On Ramp South of US 301	Southern Section End	391	699	1132	10703	7213	-32.61%	64	23	C
I-75NB C/D	Start of C/D (North of US 301)	Off Ramp to Selmon Expressway	7106	394	175	211	211	0.00%	62	4	A
			394	1060	360	211	211	0.00%	64	3	A
	Start of C/D at Selmon Expressway		1060	1033	322	1445	1591	10.10%	58	14	B
		Selmon Expressway On Ramp	1033	1013	1460	1445	1592	10.17%	66	12	B
	Selmon Expressway On Ramp		1012	1013	311	2994	1514	-49.43%	40	38	E
			1013	212	1370	2994	3107	3.77%	61	17	B
		SR 60 Off Ramp	212	1064	1284	2994	3104	3.67%	67	16	B
	SR 60 Off Ramp	SR 60 EB On Ramp	1064	413	919	1293	3106	140.22%	60	17	B
	SR 60 EB On Ramp	SR 60 WB On Ramp	413	410	1563	2026	1396	-31.10%	60	23	C
	SR 60 WB On Ramp		410	411	1620	3389	2061	-39.19%	49	31	D
			411	416	1790	1480	3390	129.05%	57	20	C
		End of C/D at SR 60	416	412	1687	1480	1392	-5.95%	64	11	A
	Start of C/D (North of MLK Boulevard)		48	56	607	3849	3474	-9.74%	35	43	E
			56	515	1448	3849	3467	-9.92%	30	67	F
		End of C/D_Exit to I-4	515	514	1515	3849	3434	-10.78%	20	105	F
I-75 SB C/D	Start of C/D (North of Fletcher Avenue)		7062	49	259	1875	2046	9.12%	61	12	B
			49	65	840	1875	2046	9.12%	63	11	A
			65	64	1673	1875	2044	9.01%	63	11	A
		Fletcher Avenue Off Ramp	64	43	1504	1875	2046	9.12%	61	11	A
	Fletcher Avenue Off Ramp		43	44	1010	1175	1302	10.81%	63	10	A
			44	50	1250	1175	1302	10.81%	63	10	A
			50	58	1057	1175	1302	10.81%	63	10	A
			58	42	1026	1175	1302	10.81%	63	10	A
		Fowler Avenue Off Ramp	42	57	1084	1175	1300	10.64%	63	10	A
	Start of C/D South of I-4		507	112	1424	1755	1694	-3.48%	48	18	B
		MLK Boulevard Off Ramp	112	115	1465	1755	1694	-3.48%	48	15	B
	Start of C/D North of SR 60		419	409	842	540	509	-5.74%	62	8	A
		SR 60 WB On Ramp	409	1002	2461	540	509	-5.74%	62	8	A
	SR 60 WB On Ramp	SR 60 EB On Ramp	1002	1066	2244	2336	1700	-27.23%	52	11	A
	SR 60 EB On Ramp		1066	1065	1116	3182	2423	-23.85%	58	10	A
		Selmon Expressway Off Ramp	1065	1004	1018	3182	2425	-23.79%	66	9	A
	Selmon Expressway Off Ramp	GULs On Ramp at Selmon Expressway	1004	1034	1469	2197	1769	-19.48%	63	11	A
	GULs On Ramp at Selmon Expressway		1034	1014	994	2782	2137	-23.18%	67	11	A
	US 301 Off Ramp	1014	398	1416	2782	2135	-23.26%	63	11	A	
US 301 Off Ramp		398	2	1524	423	325	-23.17%	68	2	A	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
		Selmon Expressway EB On Ramp	2	404	710	423	326	-22.93%	69	2	A
	Selmon Expressway EB On Ramp		404	169	551	2187	2097	-4.12%	57	10	A
		End of C/D South of Selmon Expressway	169	693	519	2187	2098	-4.07%	63	11	A
I-75 NB ELS	Northern Section End		1053	1031	2665	1595	1586	-0.56%	57	12	B
		GULs Off Ramp_South of US 301	183	231	534	2879	2850	-1.01%	56	26	C
	GULs Off Ramp_South of US 301		231	179	1465	2265	2266	0.04%	66	17	B
			179	190	1860	2265	2269	0.18%	68	17	B
		GULs On Ramp_South of US 301	190	200	2044	2265	2270	0.22%	67	17	B
	GULs On Ramp_South of US 301		200	201	2235	2855	2793	-2.17%	64	20	C
			201	202	1171	2855	2794	-2.14%	66	21	C
			202	206	1508	2855	2799	-1.96%	66	21	C
			206	182	2937	2855	2798	-2.00%	66	21	C
		ELs Off Ramp to Selmon Expressway	182	187	2104	2855	2799	-1.96%	65	18	B
	ELs Off Ramp to Selmon Expressway		187	236	1885	2213	2141	-3.25%	67	16	B
			236	247	1500	2213	2145	-3.07%	66	16	B
			247	279	2470	2213	2145	-3.07%	66	16	B
			279	295	1389	2213	2146	-3.03%	66	16	B
			295	296	1706	2213	2148	-2.94%	66	16	B
			296	298	2016	2213	2148	-2.94%	66	16	B
			298	299	1163	2213	2151	-2.80%	66	16	B
			299	301	1516	2213	2150	-2.85%	66	16	B
			301	316	949	2213	2148	-2.94%	66	16	B
		GULs Off Ramp_North of SR 60	316	326	1571	2213	2149	-2.89%	59	18	B
	GULs Off Ramp_North of SR 60	C/D On Ramp_North of SR 60	326	327	2935	1096	1051	-4.11%	66	8	A
	C/D On Ramp_North of SR 60		327	328	1471	3005	3054	1.63%	63	18	B
			328	330	1716	3005	3058	1.76%	66	23	C
			330	332	1528	3005	3057	1.73%	66	23	C
			332	333	1502	3005	3057	1.73%	66	23	C
			333	334	741	3005	3065	2.00%	66	23	C
			334	335	1503	3005	3063	1.93%	65	23	C
			335	336	1767	3005	3064	1.96%	65	23	C
			336	337	1553	3005	3062	1.90%	65	22	C
			337	338	1265	3005	3068	2.10%	66	15	B
	I-4 ELs Off Ramp	338	586	223	3005	3072	2.23%	62	16	B	
I-4 ELs Off Ramp		586	339	3492	1103	966	-12.42%	68	7	A	
		339	346	957	1103	966	-12.42%	68	7	A	
	I-4 ELs On Ramp	346	560	265	1103	966	-12.42%	68	7	A	
I-4 ELs On Ramp		560	347	691	2099	1885	-10.20%	61	10	A	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			347	348	1489	2099	1886	-10.15%	68	9	A
			348	349	928	2099	1884	-10.24%	68	9	A
			349	350	795	2099	1884	-10.24%	68	9	A
			350	351	786	2099	1886	-10.15%	68	9	A
			351	352	1087	2099	1886	-10.15%	68	9	A
		GULs Off Ramp_North of I-4	352	353	1871	2099	1887	-10.10%	68	9	A
	GULs Off Ramp_North of I-4		353	354	1011	1422	1128	-20.68%	68	8	A
			354	355	1942	1422	1128	-20.68%	68	8	A
			355	356	986	1422	1128	-20.68%	68	8	A
		Fowler Avenue Off Ramp	356	357	498	1422	1128	-20.68%	66	9	A
	Fowler Avenue Off Ramp		357	358	639	1147	855	-25.46%	68	6	A
			358	359	862	1147	855	-25.46%	68	6	A
			359	22	413	1147	855	-25.46%	69	6	A
			22	360	708	1147	856	-25.37%	68	6	A
			360	361	1506	1147	856	-25.37%	68	6	A
			361	362	1078	1147	857	-25.28%	68	6	A
			362	363	1546	1147	856	-25.37%	68	6	A
			363	364	717	1147	857	-25.28%	68	6	A
			364	365	796	1147	856	-25.37%	68	6	A
			365	366	1507	1147	856	-25.37%	68	6	A
			366	367	1917	1147	858	-25.20%	68	6	A
			367	368	1503	1147	860	-25.02%	68	6	A
			368	369	655	1147	860	-25.02%	68	6	A
			369	371	412	1147	860	-25.02%	68	6	A
			371	370	471	1147	860	-25.02%	68	6	A
			370	372	766	1147	861	-24.93%	68	6	A
			372	373	1192	1147	860	-25.02%	68	6	A
			373	374	1496	1147	861	-24.93%	68	6	A
			374	375	938	1147	862	-24.85%	68	6	A
			375	376	934	1147	862	-24.85%	68	6	A
			376	377	876	1147	862	-24.85%	68	6	A
		GULs On Ramp_North of Fletcher Avenue	377	75	441	1147	861	-24.93%	68	6	A
	GULs On Ramp_North of Fletcher Avenue		75	378	446	2037	1627	-20.13%	66	8	A
			378	379	920	2037	1626	-20.18%	66	10	A
			379	380	1690	2037	1625	-20.23%	68	12	B
		GULs Off Ramp_South of Bruce B. Downs	380	381	832	2037	1625	-20.23%	68	12	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	GULs Off Ramp_South of Bruce B. Downs		381	382	1696	1997	1576	-21.08%	68	12	B
			382	383	725	1997	1578	-20.98%	68	12	B
			383	384	1973	1997	1577	-21.03%	67	12	B
			384	385	1510	1997	1578	-20.98%	67	12	B
			385	386	2487	1997	1579	-20.93%	67	12	B
			386	387	2734	1997	1583	-20.73%	61	17	B
			387	388	1501	1997	1585	-20.63%	64	25	C
			Northern Section End	388	389	1653	1997	1586	-20.58%	64	25
	Northern Section End	389	682	326	1997	1587	-20.53%	63	25	C	
I-75 SB ELS	Northern Section End		633	195	2066	2027	2008	-0.94%	69	15	B
			195	108	2000	2027	2008	-0.94%	68	15	B
			108	631	1497	2027	2008	-0.94%	68	15	B
			631	191	2042	2027	2010	-0.84%	67	15	B
			191	192	1406	2027	2010	-0.84%	67	15	B
			192	181	1858	2027	2014	-0.64%	67	15	B
			181	174	1502	2027	2013	-0.69%	67	15	B
			174	632	2001	2027	2015	-0.59%	67	15	B
			632	109	1762	2027	2012	-0.74%	67	15	B
			109	173	371	2027	2014	-0.64%	67	15	B
		GULs On Ramp_South of Bruce B. Downs	173	63	293	2027	2014	-0.64%	67	15	B
		GULs On Ramp_South of Bruce B. Downs	63	123	496	2921	3040	4.07%	66	15	B
			123	111	1328	2921	3041	4.11%	64	16	B
			111	193	889	2921	3046	4.28%	64	24	C
			193	171	1060	2921	3046	4.28%	65	23	C
			171	180	850	2921	3046	4.28%	65	23	C
			180	194	1049	2921	3047	4.31%	65	23	C
			194	77	849	2921	3048	4.35%	65	23	C
			77	101	1672	2921	3049	4.38%	65	23	C
			101	93	1500	2921	3050	4.42%	63	24	C
		GULs Off Ramp_North of Fletcher Avenue	93	36	327	2921	3048	4.35%	62	24	C
		GULs Off Ramp_North of Fletcher Avenue	36	87	696	1789	2022	13.02%	66	15	B
		87	106	1251	1789	2021	12.97%	67	15	B	
		106	78	1356	1789	2022	13.02%	67	15	B	
		78	90	1802	1789	2024	13.14%	67	15	B	
		90	99	1266	1789	2025	13.19%	66	15	B	
		99	107	499	1789	2023	13.08%	66	15	B	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			107	116	572	1789	2023	13.08%	66	15	B
			116	117	556	1789	2023	13.08%	66	15	B
			117	122	969	1789	2023	13.08%	66	15	B
			122	126	888	1789	2024	13.14%	66	15	B
			126	127	2219	1789	2024	13.14%	66	15	B
		Fowler Avenue On Ramp	127	131	673	1789	2022	13.02%	63	16	B
Fowler Avenue On Ramp			131	46	422	2586	2572	-0.54%	48	24	C
			46	132	267	2586	2573	-0.50%	59	22	C
			132	133	606	2586	2574	-0.46%	63	20	C
			133	134	641	2586	2574	-0.46%	65	20	C
			134	135	1101	2586	2574	-0.46%	66	19	C
		GULs On Ramp_North of I-4	135	635	1299	2586	2577	-0.35%	66	20	C
GULs On Ramp_North of I-4			635	136	655	3098	3058	-1.29%	66	15	B
			136	137	1944	3098	3058	-1.29%	67	15	B
			137	138	1596	3098	3059	-1.26%	67	15	B
			138	139	1338	3098	3061	-1.19%	67	15	B
			139	140	915	3098	3062	-1.16%	67	15	B
			140	141	1398	3098	3060	-1.23%	67	15	B
			141	142	1503	3098	3062	-1.16%	65	16	B
		I-4 ELs Off Ramp	142	578	321	3098	3064	-1.10%	62	16	B
I-4 ELs Off Ramp			578	143	1204	1685	1604	-4.81%	68	12	B
			143	144	2212	1685	1605	-4.75%	68	12	B
		I-4 ELs On Ramp	144	145	606	1685	1609	-4.51%	67	12	B
I-4 ELs On Ramp			145	146	1390	2826	2662	-5.80%	62	18	B
			146	147	1115	2826	2660	-5.87%	67	20	C
			147	148	1469	2826	2663	-5.77%	67	20	C
			148	149	1480	2826	2663	-5.77%	66	20	C
			149	150	2262	2826	2662	-5.80%	66	20	C
			150	151	1501	2826	2660	-5.87%	66	20	C
			151	152	1266	2826	2663	-5.77%	66	20	C
			152	153	1944	2826	2663	-5.77%	65	20	C
			153	154	1043	2826	2661	-5.84%	63	21	C
		SR 60 C/D Off Ramp	154	406	344	2826	2661	-5.84%	63	21	C
SR 60 C/D Off Ramp			406	155	1184	1799	1584	-11.95%	67	12	B
			155	156	901	1799	1584	-11.95%	68	12	B
		GULs On Ramp_at SR 60	156	157	3983	1799	1584	-11.95%	67	12	B
GULs On Ramp_at SR 60			157	158	1251	2932	2340	-20.19%	65	13	B
			158	159	1173	2932	2341	-20.16%	66	18	B

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
			159	160	1794	2932	2342	-20.12%	67	18	B
			160	161	1069	2932	2342	-20.12%	66	18	B
			161	162	1935	2932	2341	-20.16%	66	18	B
			162	163	1505	2932	2340	-20.19%	66	18	B
			163	164	2130	2932	2341	-20.16%	66	18	B
		Selmon Expressway On Ramp	164	185	808	2932	2344	-20.05%	66	18	B
	Selmon Expressway On Ramp		185	170	1129	3266	2682	-17.88%	66	14	B
			170	166	1503	3266	2679	-17.97%	64	17	B
			166	167	3104	3266	2681	-17.91%	65	21	C
			167	208	1500	3266	2684	-17.82%	65	21	C
			208	662	1528	3266	2686	-17.76%	65	21	C
			662	172	1725	3266	2689	-17.67%	65	21	C
			172	186	1074	3266	2692	-17.58%	65	21	C
		GULs On Ramp_South of US 301	186	175	1879	3266	2690	-17.64%	65	21	C
	GULs On Ramp_South of US 301	GULs Off Ramp_South of US 301	175	176	2342	4110	3305	-19.59%	60	25	C
	GULs Off Ramp_South of US 301	Southern Section End	176	184	1763	2922	2316	-20.74%	66	17	B
	Western Section End	C/D Off Ramp to US 301	594	283	1149	8885	4297	-51.64%	17	64	F
	C/D Off Ramp to US 301		283	205	1785	7299	3249	-55.49%	12	96	F
			205	211	1399	7299	3263	-55.30%	11	100	F
			211	7	447	7299	3277	-55.10%	11	98	F
			7	213	706	7299	3284	-55.01%	12	96	F
			213	471	543	7299	3289	-54.94%	12	93	F
			471	472	531	7299	3297	-54.83%	13	90	F
			472	8	289	7299	3302	-54.76%	13	88	F
			8	216	1240	7299	3302	-54.76%	14	82	F
			216	217	1509	7299	3301	-54.77%	17	60	F
		I-75 Off Ramp	217	9	903	7299	3306	-54.71%	18	48	F
	I-75 Off Ramp		9	533	704	3789	1724	-54.50%	59	10	A
		ELs On Ramp_West of I-75	533	10	830	3789	1722	-54.55%	63	9	A
	ELs On Ramp_West of I-75		10	542	468	4950	2773	-43.98%	61	11	A
		C/D On Ramp from US 301	542	13	1213	4950	2772	-44.00%	47	17	B
	C/D On Ramp from US 301		13	23	984	7222	4132	-42.79%	21	49	F
			23	24	1485	7222	4137	-42.72%	20	59	F
			24	25	505	7222	4142	-42.65%	12	123	F
		I-75 SB On Ramp	25	26	1926	7222	4145	-42.61%	9	153	F
	I-75 SB On Ramp	I-75 NB On Ramp	26	27	909	8038	4802	-40.26%	10	129	F
	I-75 NB On Ramp	Mango Off Ramp	28	245	2548	9956	6517	-34.54%	32	52	F
	Mango Off Ramp	Mango On Ramp	245	246	3304	7969	5071	-36.37%	60	28	D

I-4 EB GULS

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	Mango On Ramp	Eastern Section End	246	252	786	8585	5597	-34.80%	61	26	C
I-4 WB GULS	Section End	Mango Road Off Ramp	254	255	2962	6920	3839	-44.52%	10	115	F
	Mango Road Off Ramp		255	6	3316	6362	3503	-44.94%	10	96	F
		Off ramp to I-75	6	457	451	6362	3474	-45.39%	13	69	F
	Off ramp to I-75	I-4 ELs on Ramp	457	455	765	3855	2153	-44.15%	57	13	B
	I-4 ELs on Ramp		455	29	1103	4478	2778	-37.96%	63	13	B
		Mango Road C/D On ramp	29	30	1148	4478	2781	-37.90%	63	15	B
	Mango Road C/D On ramp		30	31	1812	5164	3385	-34.45%	63	13	B
			31	34	1330	5164	3382	-34.51%	63	13	B
		Off ramp to I-4 C/D (W of I-75)	34	543	398	5164	3382	-34.51%	63	14	B
	Off ramp to I-4 C/D (W of I-75)		543	35	623	3792	2372	-37.45%	63	13	B
			35	37	1668	3792	2373	-37.42%	63	13	B
			37	41	1104	3792	2382	-37.18%	63	13	B
			41	5	1664	3792	2385	-37.10%	63	13	B
			5	257	953	3792	2388	-37.03%	63	13	B
			257	258	911	3792	2391	-36.95%	63	13	B
			258	259	660	3792	2394	-36.87%	63	13	B
		I-4 C/D On Ramp (W of I-75)	259	260	1215	3792	2395	-36.84%	63	13	B
	I-4 C/D On Ramp (W of I-75)		260	261	1077	5029	3342	-33.55%	63	11	A
			261	263	1415	5029	3342	-33.55%	63	13	B
			263	264	660	5029	3341	-33.57%	63	13	B
		264	266	603	5029	3342	-33.55%	63	13	B	
	US 301 C/D On Ramp	266	265	1171	5029	3343	-33.53%	63	13	B	
US 301 C/D On Ramp		265	468	830	7093	4797	-32.37%	57	17	B	
	Section End	468	268	841	7093	4799	-32.34%	61	20	C	
I-4 EB C/D	Start of C/D_West of US 301	I-4 GULs EB On Ramp	530	497	461	764	629	-17.67%	53	7	A
	I-4 GULs EB On Ramp		497	643	527	2350	1665	-29.15%	59	9	A
		Hillsborough Avenue Off Ramp	643	498	1354	2350	1659	-29.40%	59	9	A
	Hillsborough Avenue Off Ramp		498	4	751	1661	1121	-32.51%	54	11	A
			4	270	541	1661	1116	-32.81%	50	12	B
			270	596	697	1661	1120	-32.57%	43	14	B
		Hillsborough Avenue and US 301 C/D On Ramp	596	7069	126	1661	1136	-31.61%	37	21	C
	Hillsborough Avenue and US 301 C/D On Ramp		597	599	193	5418	2609	-51.85%	15	32	D
			599	322	210	5418	2608	-51.86%	15	32	D
		US 301 SB On Ramp	322	293	380	5418	2612	-51.79%	14	42	E
US 301 SB On Ramp	US 301 NB Off Ramp	293	297	590	6180	2904	-53.01%	14	41	E	
US 301 NB Off Ramp	US 301 NB On Ramp	297	11	663	5293	2378	-55.07%	14	45	E	

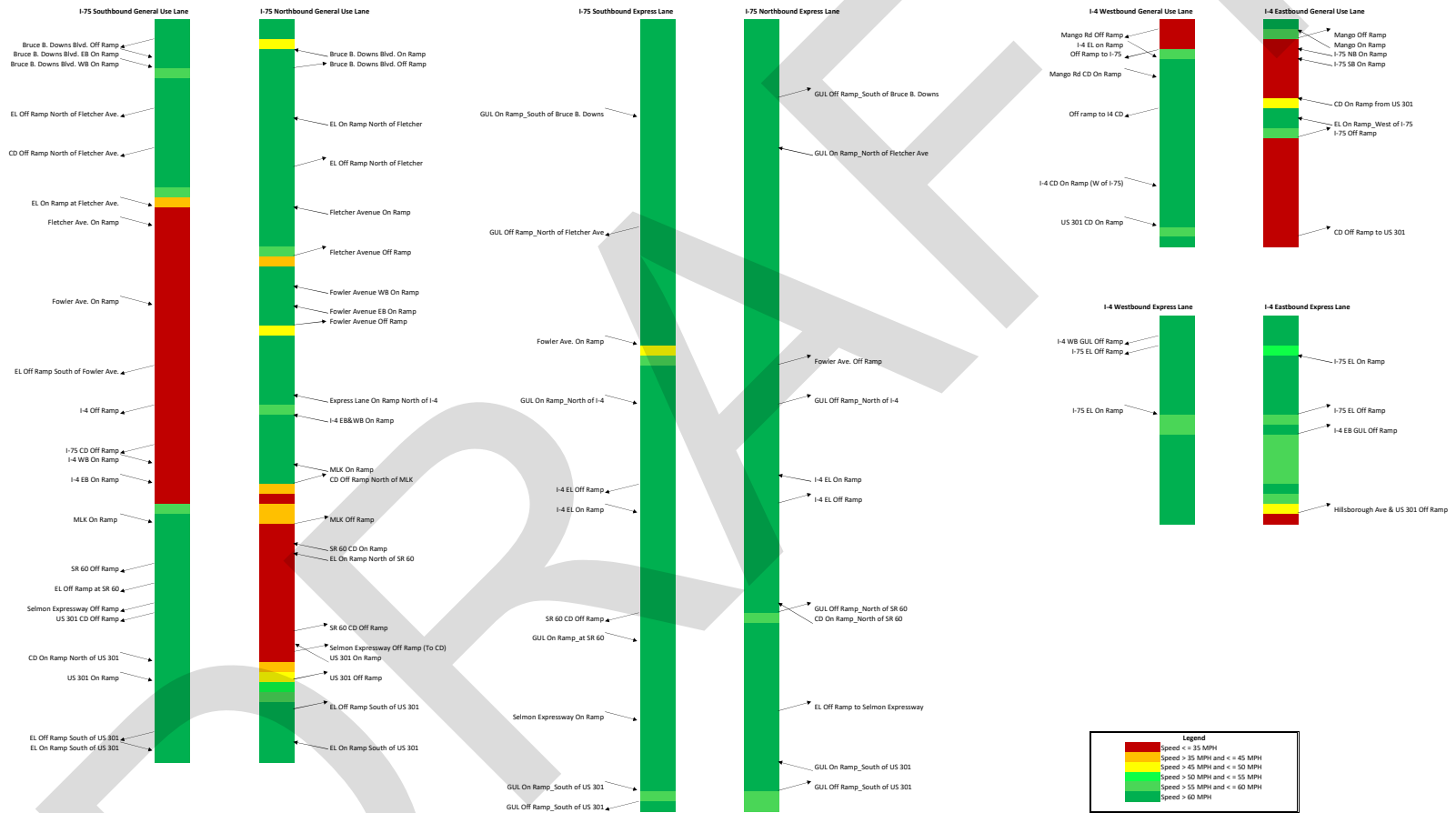
	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
	US 301 NB On Ramp		11	40	274	5977	3031	-49.29%	19	39	E
			40	540	743	5977	3021	-49.46%	21	39	E
		Hillsborough Avenue Off Ramp	540	38	428	5977	2997	-49.86%	22	42	E
	Hillsborough Avenue Off Ramp	I-4 EB GULs Off Ramp	38	539	226	3952	1978	-49.95%	18	39	E
	I-4 EB GULs Off Ramp		539	39	1495	1680	650	-61.31%	12	37	E
		I-4 EB GULs On Ramp	39	534	788	1680	603	-64.11%	13	43	E
	I-4 EB GULs On Ramp		534	692	880	5190	2188	-57.84%	13	42	E
	End of C/D_East of US 301	692	499	1638	5190	2190	-57.80%	10	57	F	
I-4 WB C/D	Start of C/D_West of Mango	I-4 WB GULs Off Ramp	459	94	1034	1595	1408	-11.72%	50	14	B
	I-4 WB GULs Off Ramp	I-4 WB GULs On Ramp	94	456	1559	909	801	-11.88%	24	36	E
	I-4 WB GULs On Ramp		456	458	1139	3416	2112	-38.17%	6	109	F
			7022	110	192	2726	2345	-13.98%	43	20	C
	Start of C/D_West of I-4	I-4 WB GULs On Ramp	110	462	1127	2726	2346	-13.94%	56	16	B
	I-4 WB GULs On Ramp		462	463	394	4098	3360	-18.01%	62	18	B
			463	464	1653	4098	3361	-17.98%	61	18	B
		I-4 WB GULs Off Ramp	464	318	589	4098	3363	-17.94%	61	18	B
	I-4 WB GULs Off Ramp		318	304	1267	2861	2418	-15.48%	62	19	C
			304	262	653	2861	2419	-15.45%	62	19	C
		Hillsborough Avenue On Ramp	262	305	881	2861	2419	-15.45%	62	20	C
	Hillsborough Avenue On Ramp	US 301 NB On Ramp	305	306	609	4215	3762	-10.75%	59	21	C
	US 301 NB On Ramp	US 301 Off Ramp	306	308	678	5209	4027	-22.69%	51	20	C
	US 301 Off Ramp	Hillsborough Avenue Off Ramp	308	309	1485	4162	3154	-24.22%	52	20	C
	Hillsborough Avenue Off Ramp	End of C/D_West of US 301	309	269	752	1577	988	-37.35%	42	24	C
I-4 EB ELS	Start of ELS_West of US 301	Hillsborough Avenue & US 301 Off Ramp	690	524	1038	4885	4310	-11.77%	34	65	F
	Hillsborough Avenue & US 301 Off Ramp		524	469	644	4121	3680	-10.70%	50	36	E
			469	470	1495	4121	3680	-10.70%	60	31	D
			470	473	1363	4121	3682	-10.65%	61	30	D
			473	474	468	4121	3685	-10.58%	60	31	D
			474	475	721	4121	3684	-10.60%	60	31	D
			475	476	541	4121	3683	-10.63%	60	31	D
			476	477	539	4121	3686	-10.56%	60	31	D
			477	478	312	4121	3684	-10.60%	60	31	D
			478	479	1102	4121	3683	-10.63%	60	31	D
			479	480	1227	4121	3683	-10.63%	60	31	D
			480	481	667	4121	3682	-10.65%	59	31	D
			481	482	615	4121	3683	-10.63%	58	32	D
		I-4 EB GULs Off Ramp	482	483	302	4121	3686	-10.56%	57	32	D
		483	496	726	4121	3687	-10.53%	58	32	D	

	Location		Node		Length (feet)	Peak Hour Volumes			Simulated Speed (mph)	Simulated Density (vplpm)	LOS
	From	To	From	To		Demand	Simulated	Peak % Vol Diff			
I-4 EB ELs	I-4 EB GULs Off Ramp		496	484	509	2960	2633	-11.05%	61	22	C
		I-75 ELs Off Ramp	484	485	1679	2960	2632	-11.08%	60	22	C
	I-75 ELs Off Ramp		485	486	979	1615	1445	-10.53%	63	11	A
			486	487	1490	1615	1443	-10.65%	63	11	A
			487	488	1010	1615	1444	-10.59%	63	11	A
			488	489	1331	1615	1444	-10.59%	63	11	A
			489	490	1531	1615	1443	-10.65%	63	11	A
		I-75 ELs On Ramp	490	491	1431	1615	1441	-10.77%	62	12	B
	I-75 ELs On Ramp		491	492	1662	3358	3271	-2.59%	55	27	D
			492	493	655	3358	3274	-2.50%	65	25	C
		493	494	3328	3358	3274	-2.50%	66	25	C	
	End of C/D_East of Mango Road	494	495	994	3358	3276	-2.44%	65	25	C	
I-4 WB ELs	Start of ELs_East of Mango Road		433	434	2968	2722	2698	-0.88%	66	20	C
			434	435	3327	2722	2698	-0.88%	66	21	C
		I-4 WB GULs Off Ramp	435	436	652	2722	2703	-0.70%	65	21	C
	I-4 WB GULs Off Ramp	I-75 ELs Off Ramp	436	437	1662	2099	2078	-1.00%	63	16	B
	I-75 ELs Off Ramp		437	438	1428	1307	1302	-0.38%	63	10	A
			438	439	1528	1307	1303	-0.31%	63	10	A
			439	440	1335	1307	1301	-0.46%	63	10	A
			440	441	1012	1307	1302	-0.38%	63	10	A
			441	442	1665	1307	1302	-0.38%	63	10	A
			442	443	1105	1307	1300	-0.54%	63	10	A
		I-75 ELs On Ramp	443	577	599	1307	1301	-0.46%	63	10	A
	I-75 ELs On Ramp		577	444	1074	2879	3048	5.87%	57	16	B
			444	445	950	2879	3048	5.87%	59	24	C
			445	446	909	2879	3050	5.94%	62	25	C
			446	447	668	2879	3052	6.01%	61	25	C
			447	448	1217	2879	3051	5.97%	61	25	C
			448	449	1082	2879	3054	6.08%	61	25	C
			449	450	1408	2879	3054	6.08%	61	25	C
			450	451	656	2879	3056	6.15%	61	25	C
			451	452	591	2879	3053	6.04%	61	25	C
	End of ELs_West of US 301	451	452	591	2879	3053	6.04%	61	25	C	

Figure 6-3 CORSIM Model Speed Temperature Chart - 2045 Build AM Peak Hour



Figure 6-4 CORSIM Model Speed Temperature Chart - 2045 Build PM Peak Hour



6.2.2 Ramp Merge/Diverge Analysis Results

Analysis was conducted at all freeway GULs and ELs on-ramp and off-ramp segments merge/diverge influence areas. The results of the ramp merge/diverge analysis for the Build Alternative are summarized in Tables 6-9 and 6-10 for the Year 2045. By 2045, ramp areas begin to deteriorate with the increased demand. Specifically, a total of nine diverge and six merge locations are in the AM peak and fifteen diverge and ten merge locations in the PM peak will be below the LOS target.

6.2.3 Ramp Speed Analysis Results

The CORSIM 10-run averaged simulated speed of all the links on a freeway ramp that is connected to the GULs and ELs was collected. A weighted average speed was calculated using the simulated speeds and the link lengths of all the links on the ramp. The design speed is the CORSIM speed input.

The ramp speeds are shown in the tables in Appendix H. The weighted average simulated speeds of the following ramps are lower than 25 mph.

- I-75 northbound off-ramp to Fletcher Avenue eastbound (AM & PM Peak)
- I-75 northbound off-ramp to Fletcher Avenue westbound (AM & PM Peak)
- I-75 northbound off-ramp to Bruce B. Downs Boulevard eastbound & westbound (AM Peak)
- I-75 northbound off-ramp to Bruce B. Downs Boulevard eastbound only (AM Peak)
- I-75 northbound on-ramp from Bruce B. Downs Boulevard eastbound (PM Peak)
- I-75 southbound off-ramp to Bruce B. Downs Boulevard eastbound (AM Peak)
- I-75 southbound off-ramp to Bruce B. Downs Boulevard westbound (AM Peak)
- I-75 southbound on-ramp from Fletcher Avenue eastbound (PM Peak)
- I-75 southbound on-ramp from Fletcher Avenue westbound (PM Peak)
- I-75 southbound on-ramp from Fowler Avenue eastbound (PM Peak)
- I-75 southbound on-ramp from Fowler Avenue westbound (PM Peak)
- I-75 southbound on-ramp from I-4 eastbound (PM)
- I-4 eastbound on-ramp from C/D east of US 301 (PM Peak)
- I-4 eastbound on-ramp from I-75 northbound C/D (PM Peak)

6.2.4 Intersection Analysis Results

The results of the interchange ramp terminal and adjacent intersection analysis for the No-Build Alternative are summarized in Tables 6-11 and 6-12 and the detailed information is provided in Appendix G. The majority of intersections operate at an acceptable LOS in 2045 except for the following intersections that will operate below LOS D. They are as follows:

- Bruce B. Downs Boulevard & Commerce Palms Drive (AM & PM)
- Fletcher Avenue & Hidden River Parkway (AM & PM)
- I-75 & Fletcher Avenue northbound ramps (AM)
- Fowler Avenue & Morris Bridge Road (PM)

According to HCM 6th, unsignalized intersection has no overall delay and LOS. Therefore, “N/A” is used to represent the overall delay and LOS of unsignalized intersections in the tables.

Table 6-9 Freeway GULs and ELs Diverge Influence Area Measure of Effectiveness - 2045 Build

	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
I-75 NB GULs	ELs Off Ramp South of US 301	Diverge	63	31	D	64	29	D
	US 301 Off Ramp	Diverge	54	39	E	56	37	E
	Selmon Expressway Off Ramp (To C/D)	Diverge	54	36	E	37	54	F
	SR 60 C/D Off Ramp	Diverge	34	58	F	22	88	F
	MLK Boulevard Off Ramp	Diverge	37	61	F	33	66	F
	C/D Off Ramp North of MLK Boulevard	Diverge	58	30	D	45	42	E
	Fowler Avenue Off Ramp	Diverge	48	32	D	46	34	D
	Fletcher Avenue Off Ramp	Diverge	55	27	C	44	39	E
	ELs Off Ramp North of Fletcher	Diverge	65	20	B	64	23	C
	Bruce B. Downs Boulevard Off Ramp	Diverge	17	51	F	62	17	B
I-75 SB GULs	Bruce B. Downs Boulevard Off Ramp	Diverge	55	31	D	64	22	C
	ELs Off Ramp North of Fletcher Avenue	Diverge	64	26	C	64	24	C
	C/D Off Ramp North of Fletcher Avenue	Diverge	61	19	B	62	17	B
	ELs Off Ramp South of Fowler Avenue	Diverge	62	34	D	19	87	F
	I-4 EB & WB Off Ramp	Diverge	41	48	F	14	105	F
	C/D to MLK Boulevard Off Ramp	Diverge	66	21	C	11	120	F
	SR 60 Off Ramp	Diverge	63	26	C	63	22	C
	ELs Off Ramp at SR 60	Diverge	65	23	C	66	18	B
	Selmon Expressway Off Ramp	Diverge	66	19	B	67	15	B
	US 301 C/D Off Ramp	Diverge	66	19	B	67	14	B
I-75 NB ELs	ELs Off Ramp South of US 301	Diverge	64	27	C	65	26	C
	GULs Off Ramp South of US 301	Diverge	58	17	B	57	17	B

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	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
	ELs Off Ramp to Selmon Expressway	Diverge	65	21	C	65	18	B
	GULs Off Ramp_North of SR 60	Diverge	57	21	C	59	18	B
	I-4 ELs Off Ramp	Diverge	66	17	B	65	15	B
	GULs Off Ramp_North of I-4	Diverge	68	9	A	68	9	A
	Fowler Avenue Off Ramp	Diverge	67	8	A	67	8	A
	GULs Off Ramp_South of Bruce B. Downs	Diverge	68	10	A	68	12	B
I-75 SB ELs	GULs Off Ramp_North of Fletcher Avenue	Diverge	62	27	C	63	24	C
	I-4 ELs Off Ramp	Diverge	56	22	C	64	16	B
	SR 60 C/D Off Ramp	Diverge	63	20	B	63	21	C
	GULs Off Ramp_South of US 301	Diverge	60	24	C	60	25	C
I-4 EB GULs	C/D Off Ramp to US 301	Diverge	55	28	D	17	64	F
	I-75 Off Ramp	Diverge	60	23	C	18	53	F
	Mango Off Ramp	Diverge	54	36	E	32	52	F
I-4 WB GULs	Mango Road Off Ramp	Diverge	40	44	E	10	115	F
	Off Ramp to I-75	Diverge	63	23	C	11	88	F
	Off ramp to I-4 C/D (W of I-75)	Diverge	61	21	C	63	13	B
I-4 EB ELs	Hillsborough Avenue & US 301 Off Ramp	Diverge	41	41	E	36	52	F
	I-4 EB GULs Off Ramp	Diverge	60	25	C	58	32	D
	I-75 ELs Off Ramp	Diverge	58	19	B	60	22	C
I-4 WB ELs	I-4 WB GULs Off Ramp	Diverge	65	26	C	66	21	C
	I-75 ELs Off Ramp	Diverge	62	21	C	63	16	B

Table 6-10 Freeway GULs and ELs Merge Influence Area Measure of Effectiveness - 2045 Build

	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
I-75 NB GULs	ELs On Ramp South of US 301	Merge	61	32	D	65	28	C
	US 301 On Ramp	Merge	34	58	F	22	88	F
	ELs On Ramp North of SR 60	Merge	30	77	F	28	81	F
	SR 60 C/D On Ramp	Merge	33	70	F	30	74	F
	MLK Boulevard On Ramp	Merge	59	23	C	62	22	C
	I-4 EB & WB On Ramp	Merge	63	25	C	59	28	C
	ELs On Ramp North of I-4	Merge	66	23	C	66	24	C
	Fowler Avenue EB On Ramp	Merge	66	19	B	65	22	C
	Fowler Avenue WB On Ramp	Merge	65	19	B	63	23	C
	Fletcher Avenue On Ramp	Merge	63	19	B	61	22	C
	ELs On Ramp North of Fletcher Avenue	Merge	62	16	B	67	16	B
I-75 SB GULs	Bruce B. Downs Boulevard On Ramp	Merge	60	17	B	46	26	C
	Bruce B. Downs Boulevard EB On Ramp	Merge	63	22	C	64	21	C
	Bruce B. Downs Boulevard WB On Ramp	Merge	60	26	C	61	23	C
	ELs On Ramp at Fletcher Avenue	Merge	65	18	B	21	58	F
	Fletcher Avenue On Ramp	Merge	62	24	C	13	99	F
	Fowler Avenue On Ramp	Merge	58	32	D	9	155	F
	I-4 WB On Ramp	Merge	60	26	C	9	126	F
	I-4 EB On Ramp	Merge	51	38	E	20	73	F
	MLK Boulevard On Ramp	Merge	63	26	C	63	23	C
	C/D On Ramp North of US 301	Merge	62	17	B	64	16	B
	US 301 On Ramp	Merge	66	19	B	66	18	B
I-75 NB ELs	ELs On Ramp South of US 301	Merge	62	21	C	48	17	B
	GULs On Ramp_South of US 301	Merge	63	23	C	64	20	B
	C/D On Ramp_North of SR 60	Merge	62	20	C	63	18	B

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	Ramp Name	Influence Area Type	AM Peak Hour			PM Peak Hour		
			Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS	Weighted Avg Sim Speed (mph)	Weighted Avg Sim Density (vplpm)	LOS
	I-4 ELs On Ramp	Merge	65	9	A	65	9	A
	GULs On Ramp_North of Fletcher Avenue	Merge	67	8	A	66	9	A
I-75 SB ELs	GULs On Ramp_South of Bruce B. Downs	Merge	64	18	B	65	16	B
	Fowler Avenue On Ramp	Merge	57	25	C	58	21	C
	GULs On Ramp_North of I-4	Merge	67	18	B	67	15	B
	I-4 ELs On Ramp	Merge	61	17	B	62	18	B
	GULs On Ramp_at SR 60	Merge	65	14	B	65	14	B
	Selmon Expressway On Ramp	Merge	66	14	B	66	15	B
	GULs On Ramp_South of US 301	Merge	60	24	C	60	25	C
I-4 EB GULs	ELs On Ramp_West of I-75	Merge	53	19	B	51	15	B
	C/D On Ramp from US 301	Merge	60	21	C	21	52	0
	I-75 SB On Ramp	Merge	49	37	E	10	129	F
	I-75 NB On Ramp	Merge	54	36	E	32	52	F
	Mango On Ramp	Merge	59	32	D	61	26	C
I-4 WB GULs	I-4 ELs on Ramp	Merge	63	21	C	63	14	B
	Mango Road C/D On Ramp	Merge	61	21	C	63	13	B
	I-4 C/D On Ramp (W of I-75)	Merge	62	18	B	63	12	B
	US 301 C/D On Ramp	Merge	56	28	D	59	18	B
I-4 EB ELs	I-75 ELs On Ramp	Merge	60	19	B	55	27	C
I-4 WB ELs	I-75 ELs On Ramp	Merge	49	30	D	58	18	B

Table 6-11 Intersection Measure of Effectiveness - 2045 Build AM Peak Hour

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Boulevard @ I-75 SB Ramps (Signalized)	EB	0	14	0	0	-	B	-	-	14	B	21	C
	WB	0	14	0	0	-	B	-	-	14	B		
	SB	94	0	0	0	F	-	-	-	94	F		
Bruce B. Downs Boulevard @ I-75 NB Ramps (Signalized)	EB	110	2	0	0	F	A	-	-	21	C	44	D
	WB	0	33	0	0	-	C	-	-	33	C		
	NB	287	0	5	0	F	-	A	-	279	F		
Bruce B. Downs Boulevard @ Commerce Palms Dr (Signalized)	EB	462	34	19	0	F	C	B	-	83	F	86	F
	WB	429	43	32	0	F	D	C	-	78	E		
	NB	127	100	56	0	F	F	E	-	71	E		
	SB	227	161	41	0	F	F	D	-	144	F		
Bruce B. Downs Boulevard @ Dona Michelle Dr (Signalized)	EB	129	18	19	0	F	B	B	-	25	C	48	D
	WB	141	40	0	0	F	D	A	-	42	D		
	NB	546	54	113	0	F	D	F	-	278	F		
	SB	120	91	57	0	F	F	E	-	63	E		
Fletcher Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	25	50	0	0	C	E	-	-	45	E		
	SB	12	0	0	0	B	-	-	-	12	B		
Fletcher Avenue @ I-75 NB Ramps (Signalized)	EB	47	6	0	0	D	A	-	-	32	C	60	E
	WB	0	82	0	0	-	F	-	-	82	F		
	SB	57	0	0	0	E	-	-	-	57	E		
Fletcher Avenue @ Hidden River Pkwy (Signalized)	EB	428	28	32	0	F	C	C	-	93	F	70	E
	WB	92	28	8	0	F	C	A	-	27	C		
	NB	231	218	27	0	F	F	C	-	155	F		
	SB	88	99	28	0	F	F	C	-	75	E		

**I-75 PD&E Study from north of US 301 to north of Bruce B. Downs Boulevard
Project Traffic Analysis Report**

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Fowler Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	3	0	0	0	A	A	-	-	1	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
Fowler Avenue @ Morris Bridge Road (Signalized)	EB	259	51	33	0	F	D	C	-	61	E	50	D
	WB	96	38	12	0	F	D	B	-	35	D		
	NB	129	120	19	0	F	F	B	-	87	F		
	SB	100	106	24	0	F	F	C	-	59	E		
Fowler Avenue @ Jefferson Road (Signalized)	EB	53	12	13	0	D	B	B	-	13	B	19	B
	WB	41	21	0	0	D	C	-	-	21	C		
	NB	38	0	31	0	D	A	C	-	38	D		
	SB	50	55	14	0	D	D	B	-	21	C		
MLK Boulevard @ I-75 SB Ramps (Signalized)	SB	32	0	0	0	C	-	-	-	32	C	12	B
	SB	0	0	26	0	-	-	C	-	26	C		
	EB	0	0	0	0	-	A	A	-	0	A		
	EB	0	29	0	0	-	C	-	-	29	C		
	WB	0	18	0	0	-	B	-	-	18	B		
	WB	0	0	0	0	A	A	-	-	0	A		
MLK Boulevard @ I-75 NB Ramps (Signalized)	NB	28	0	0	0	C	-	-	-	28	C	7	A
	NB	0	0	18	0	-	-	B	-	18	B		
	EB	0	0	0	0	A	A	-	-	0	A		
	EB	0	0	0	0	-	A	-	-	0	A		
	WB	0	14	0	0	-	B	-	-	14	B		
	WB	0	0	0	0	-	A	A	-	0	A		
	EB	0	17	0	0	-	B	-	-	17	B	49	D

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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
SR 60 @ I-75 SB Ramps (Signalized)	WB	0	15	0	0	-	B	-	-	15	B		
	SB	159	0	61	0	F	-	E	-	128	F		
SR 60 @ I-75 NB Ramps (Signalized)	EB	0	34	0	0	-	C	-	-	34	C	26	C
	WB	0	10	0	0	-	A	-	-	10	A		
	NB	60	0	35	0	E	-	C	-	44	D		
US 301 @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	A	-	0	A	N/A	N/A
	WB	90	1	0	0	F	A	-	-	11	B		
	NB	0	0	0	0	-	A	-	-	0	A		
	SB	0	0	0	0	-	-	-	A	0	A		
US 301 @ I-75 NB Ramps (Unsignalized)	EB	302	0	0	0	F	A	-	-	20	C	N/A	N/A
	WB	0	0	0	0	-	A	A	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
US 301 @ I-4 WB Ramps (Signalized)	EB	47	0	0	0	D	-	-	-	47	D	24	C
	NB	0	20	0	0	-	B	-	-	20	B		
	SB	0	20	0	0	-	B	-	-	20	B		
Mango Road @ I-4 WB Ramps (Signalized)	WB	47	0	16	0	D	-	B	-	32	C	19	B
	NB	53	5	0	0	D	A	-	-	19	B		
	SB	0	27	5	0	-	C	A	-	16	B		
Mango Road @ I-4 EB Ramps (Signalized)	EB	34	0	35	0	C	-	C	-	34	C	28	C
	NB	0	26	14	0	-	C	B	-	24	C		
	SB	66	14	0	0	E	B	-	-	24	C		

Table 6-12 Intersection Measure of Effectiveness - 2045 Build PM Peak Hour

Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Boulevard @ I-75 SB Ramps (Signalized)	EB	0	4	0	0	-	A	-	-	4	A	13	B
	WB	0	19	0	0	-	B	-	-	19	B		
	SB	84	0	0	0	F	-	-	-	84	F		
Bruce B. Downs Boulevard @ I-75 NB Ramps (Signalized)	EB	63	9	0	0	E	A	-	-	20	C	37	D
	WB	0	49	0	0	-	D	-	-	49	D		
	NB	101	0	28	0	F	-	C	-	90	F		
Bruce B. Downs Boulevard @ Commerce Palms Dr (Signalized)	EB	189	52	29	0	F	D	C	-	68	E	70	E
	WB	312	24	3	0	F	C	A	-	72	E		
	NB	106	118	43	0	F	F	D	-	64	E		
	SB	88	88	16	0	F	F	B	-	74	E		
Bruce B. Downs Boulevard @ Dona Michelle Dr (Signalized)	EB	130	44	51	0	F	D	D	-	49	D	48	D
	WB	137	36	34	0	F	D	C	-	40	D		
	NB	140	73	54	0	F	E	D	-	111	F		
	SB	111	93	31	0	F	F	C	-	47	D		
Fletcher Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	54	31	0	0	F	D	-	-	35	D		
	SB	6	0	0	0	A	-	-	-	6	A		
Fletcher Avenue @ I-75 NB Ramps (Signalized)	EB	47	17	0	0	D	B	-	-	31	C	36	D
	WB	0	47	0	0	-	D	-	-	47	D		
	SB	38	0	0	0	D	-	-	-	38	D		
Fletcher Avenue @ Hidden River Pkwy (Signalized)	EB	103	33	70	0	F	C	E	-	37	D	80	F
	WB	82	32	10	0	F	C	A	-	35	D		
	NB	92	89	29	0	F	F	C	-	50	D		

I-75 PD&E Study from north of US 301 to north of Bruce B. Downs Boulevard
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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
	SB	307	137	174	0	F	F	F	-	292	F		
Fowler Avenue @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	40	0	0	0	E	A	-	-	20	C		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
Fowler Avenue @ Morris Bridge Road (Signalized)	EB	214	67	56	0	F	E	E	-	73	E	55	E
	WB	97	36	7	0	F	D	A	-	33	C		
	NB	87	83	38	0	F	F	D	-	64	E		
	SB	132	119	32	0	F	F	C	-	71	E		
Fowler Avenue @ Jefferson Road (Signalized)	EB	49	12	12	0	D	B	B	-	13	B	25	C
	WB	42	32	0	0	D	C	A	-	32	C		
	NB	43	38	0	0	D	D	A	-	43	D		
	SB	50	54	19	0	D	D	B	-	26	C		
MLK Boulevard @ I-75 SB Ramps (Signalized)	SB	55	0	0	0	D	-	-	-	55	D	15	B
	SB	0	0	16	0	-	-	B	-	16	B		
	EB	0	0	0	0	-	A	A	-	0	A		
	EB	0	26	0	0	-	C	-	-	26	C		
	WB	0	34	0	0	-	C	-	-	34	C		
	WB	0	0	0	0	A	A	-	-	0	A		
MLK Boulevard @ I-75 NB Ramps (Signalized)	NB	42	0	0	0	D	-	-	-	42	D	9	A
	NB	0	0	31	0	-	A	-	-	31	C		
	EB	0	0	0	0	A	A	-	-	0	A		
	EB	0	0	0	0	-	A	-	-	0	A		
	WB	0	20	0	0	-	B	-	-	20	B		

I-75 PD&E Study from north of US 301 to north of Bruce B. Downs Boulevard
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Intersection	Appr	Delay Time				Levels of Service							
		Total Delay by Movement (sec/veh)				LOS by Movement				LOS by Approach		LOS by Intersection	
		Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
	WB	0	0	0	0	-	A	A	-	0	A		
SR 60 @ I-75 SB Ramps (Signalized)	EB	0	27	0	0	-	C	A	-	27	C	36	D
	WB	0	33	0	0	-	C	-	-	33	C		
	SB	54	0	43	0	D	-	D	-	51	D		
SR 60 @ I-75 NB Ramps (Signalized)	EB	0	12	0	0	-	B	-	-	12	B	24	C
	WB	0	7	0	0	-	A	-	-	7	A		
	NB	175	0	70	0	F	-	E	-	105	F		
US 301 @ I-75 SB Ramps (Unsignalized)	EB	0	0	0	0	-	A	-	A	0	A	N/A	N/A
	WB	363	1	0	0	F	A	-	-	29	D		
	NB	0	0	0	0	-	A	-	-	0	A		
	SB	0	0	0	0	-	-	-	A	0	A		
US 301 @ I-75 NB Ramps (Unsignalized)	EB	42	0	0	0	E	A	-	-	3	A	N/A	N/A
	WB	0	0	0	0	-	A	A	-	0	A		
	NB	0	0	0	0	-	-	-	A	0	A		
	SB	0	0	0	0	-	A	-	-	0	A		
US 301 @ I-4 WB Ramps (Signalized)	EB	45	0	0	0	D	-	-	-	45	D	18	B
	NB	0	15	0	0	-	B	-	-	15	B		
	SB	0	11	0	0	-	B	-	-	11	B		
Mango Road @ I-4 WB Ramps (Signalized)	WB	56	0	8	0	E	-	A	-	41	D	15	B
	NB	38	1	0	0	D	A	-	-	13	B		
	SB	0	16	4	0	-	B	A	-	10	B		
Mango Road @ I-4 EB Ramps (Signalized)	EB	27	0	35	0	C	-	C	-	32	C	28	C
	NB	0	36	18	0	-	D	B	-	33	C		
	SB	33	14	0	0	C	B	-	-	17	B		

6.3 Summary – Design Year (2045) No-Build and Build Comparison

Based on the CORSIM results provided in Section 6 for the peak hours, the findings in the traffic operations are summarized below. It should be noted that since the throughput on the freeway GULs is substantially lower than the actual demand due to congestions at the bottlenecks in the network or at the entrances of the study network in the No-Build Alternative, one segment in the Build and No-Build Alternatives shouldn't be compared solely based on the LOS.

- On I-75 northbound, throughout the corridor the GULs are only able to serve approximately less than half of the traffic demand during both peak hours in No-Build Alternative. The throughput will be significantly improved in the Build Alternative, especially towards the north-south end of the network. However, the segment between US 301 and SR 60 will still be heavily congested during both AM and PM peak hours in Build Alternative.
- On I-75 southbound, throughout the corridor the GULs are only able to serve approximately half of the traffic demand during both peak hours in No-Build Alternative. The throughput will be significantly improved in the Build Alternative. However, the segment between Fletcher Avenue and on-ramp from I-4 eastbound will experience heavy congestion during the PM peak hour.
- On I-4 eastbound, the throughput on the GULs throughout the corridor is substantially lower than the traffic demand (approximately 50%-70%) during both peak hours in No-Build Alternative. The throughput will be significantly improved in the Build Alternative. However, the entire study corridor west of the off-ramp to Mango Road will operate at LOS F except for the segment between off-ramp to I-75 and on-ramp from US 301 C/D in the PM peak hour. This segment will operate at LOS D or better during AM peak hour in the Build Alternative. It is noticed that the GULs segment from the Western Section End to the off-ramp to I-75 is observed to be heavily congested in the PM peak hour in the Build Alternative. This is caused by the queue spillback from I-75 southbound on-ramp from I-4 eastbound all the way through exiting ramp from GULs to C/D and further west to the I-4 eastbound GULs at US 301. The I-4 eastbound C/D will merge on to I-75 southbound to form 4 lanes then narrows down to 3 lanes. It will carry 8,935 vehicles per hour in the PM peak hour which is close to 3,000 vehicles per hour per lane (over-capacity). The ELs in the Build Alternative will operate at LOS C or better throughout the corridor for both AM and PM peak hours. Congestions on the ELs were observed west of off-ramp to US 301 & Hillsborough Avenue in the CORSIM models for both AM and PM peak hours in the Build Alternative.
- On I-4 westbound, the GULs in the Build Alternative will be able to server more traffic demand than in the No-Build Alternative in both peak hours throughout the corridor. Congestions were observed in the CORSIM models from the Eastern Section End to Mango Road in both Build and No-Build Alternatives. Congestion was shown in the CORSIM model at I-4 westbound ELs west of on-ramp from I-75 ELs in AM peak hour in the Build Alternative.

In summary, although there will still be some freeway segments on both GULs and ELs operating below the LOS targets, improvements incorporated in the Build Alternative will substantially alleviate the capacity deficiency for both I-75 and I-4 in 2045.

7.0 CONCLUSIONS

This technical report summarizes the evaluation of the existing (2017), the Opening Year (2025), and the Design Year (2045) traffic conditions for the No-Build Alternative and the Build Alternative constructed along each direction of I-75 and I-4 throughout the study limits. The No-Build Alternative also considered the improvements within the study area that are committed/funded by the analysis years. The Build Alternative assumed two ELs along I-75 with direct access to I-4 ELs and GULs.

For the No-Build Alternative, the Opening Year (2025) traffic demand along I-75 GULs is expected to range from 116,800 vpd to 188,400 vpd south of I-4 and from 96,000 vpd to 169,600 vpd north of I-4. The Design year (2045) traffic demand along I-75 GULs is expected to range from 180,000 vpd to 272,200 vpd south of I-4 and from 137,700 vpd to 238,500 vpd north of I-4. Under the Build Alternative, the Opening Year (2025) traffic demand along I-75 GULs is expected to range from 98,700 vpd to 154,000 vpd south of I-4 and from 71,700 vpd to 133,900 vpd north of I-4. The Design year (2045) traffic demand along I-75 GULs is expected to range from 151,300 vpd to 221,800 vpd south of I-4 and from 103,100 vpd to 200,700 vpd north of I-4. The I-75 ELs traffic demand is expected to range from 27,200 vpd to 34,400 vpd south of I-4 and from 17,900 vpd to 26,200 vpd in 2025 and from 40,100 vpd to 50,400 vpd south of I-4 and from 25,800 vpd to 50,500 vpd north of I-4 in 2045.

The CORSIM results of the 2045 No-Build Alternative indicate that traffic throughput on freeway GULs is approximately 40 to 50% lower than the demand on both I-75 and I-4 thus both corridors will experience significant delay and congestion in both AM and PM peak hours due to the severe deficiency in capacity.

The traffic operations of the corridors within the study area will be improved significantly in the Build condition in the Design Year (2045) by increasing throughput on both corridors and reducing congestion. Significant improvements on GULs are seen on the following segments:

- I-75 northbound south of US 301 (PM Peak)
- I-75 southbound from Bruce B. Downs Boulevard to Selmon Expressway (AM Peak)
- I-75 southbound from Bruce B. Downs Boulevard to north of Fletcher Avenue (PM Peak)
- I-4 eastbound west of I-75 (AM Peak)

It should be noted that since the throughput on the freeway GULs is substantially lower than the actual demand due to congestion at the bottlenecks upstream in the No-Build Alternative, segments with better LOS in the No-Build Alternative than the Build Alternative were observed in some segments. This should not be used as a proof of better operations in the No-Build Alternative. However, bottlenecks will still exist on I-75 and I-4 GULs in the 2045 Build condition. In AM peak hour, the congestion anticipated on I-75 northbound GULs mainly from south of US 301 to south of MLK Boulevard, and between north of Fletcher Avenue and south of Bruce B. Downs Boulevard. This could be due to the merge points on I-75 on-ramps from SR 60 C/D and US 301 which become bottlenecks as the traffic demand is significantly larger than the capacity. For instance, the traffic volumes on I-75 northbound GULs and northbound ramp from US 301 before the merge point are 7,421 and 1,924 respectively, while I-75 northbound downstream of the merge point has only four lanes, resulting in more than 2,336 vehicles per lane. Congestions at these locations were observed in the models for the PM peak as well. Moreover, there has a long congestion area from on I-75 southbound from Fletcher Avenue to MLK Boulevard in the PM peak hour. This is due to the insufficient capacity. The congestions on I-75 will affect the I-4 corridor at the I-4 and I-75 interchange area.

In Design Year 2045 Build Alternative, most of the segments of the ELs will operate at or better than the LOS C except for the following locations:

- I-75 southbound ELs at off-ramp to GULs at Fletcher Avenue (AM)
- I-75 southbound ELs at off-ramp to GULs at Fletcher Avenue (AM)
- I-75 southbound ELs at on-ramp from Fowler Avenue (AM)
- I-4 eastbound ELs between off-ramp to US 301 & Hillsborough Avenue and off-ramp to GULs (PM)
- I-4 eastbound ELs west of off-ramp to US 301 & Hillsborough Avenue (AM and PM)
- I-4 westbound ELs west of on-ramp from I-75 ELs (AM)

Table 7-1 shows the systemwide network measure of performance summary for the No-Build and Build alternative for the Opening and Design years.

Table 7-1 Systemwide Network Measures of Performance Summary

Measure of Effectiveness	2025 No-Build		2025 Build		2045 No-Build		2045 Build	
	AM	PM	AM	PM	AM	PM	AM	PM
TVMT	1,079,590	1,033,825	1,310,153	1,226,848	1,098,815	1,161,681	1,679,649	1,609,365
Vehicle Hours of								
Move Time	17,563	16,736	21,085	19,813	17,922	18,744	26,904	25,783
Delay Time	18,024	20,955	4,538	9,450	34,007	31,960	11,732	24,320
Total Time	35,587	37,691	25,623	29,263	51,929	50,703	38,636	49,911
Average Speed (mph)	30.35	27.43	51.13	41.92	21.16	22.91	43.48	32.14
Move/Total	0.49	0.44	0.82	0.68	0.35	0.37	0.70	0.52
Minutes/Mile of								
Delay Time	1.00	1.22	0.21	0.46	1.86	1.65	0.42	0.91
Total Time	1.98	2.19	1.17	1.43	2.84	2.62	1.38	1.87

The following MOEs are compared for the 2025 and 2045 Build Alternative and 2025 and 2045 No Build Alternative at the end of peak hours:

- **TVMT:** Total vehicle miles traveled on the link by all vehicles since the beginning of the simulation.
- **Move Time in vehicle-hours:** Total theoretical time for discharged vehicles to travel the length of the link if moving unimpeded at the free-flow speed. Calculated as travel distance divided by the free-flow speed on the link.
- **Total Time in vehicle-hours:** Link length divided by the average speed of all vehicles on the link since the beginning of the simulation.
- **Delay in vehicle-hours:** Total Time per vehicle minus Move Time per vehicle.
- **Speed:** Vehicle Miles divided by Vehicle Hours to travel the link.

Table 7-2 and Table 7-3 show the results of the simulation analysis for 2025 and 2045, respectively. The Build alternative experiences significant improvements in the I-75 system MOEs during AM and PM peak hours within the study area.

The following benefits are seen by the 2025 Opening Year due to the Build alternative improvements:

- 21% increase in the TVMT for the AM peak hour and 19% increase in the TVMT for the PM peak hour.

- 20% increase in the move time for the AM peak hour and 18% increase in the move time for the PM peak hour.
- 75% reduction in delay for the AM peak hour and 55% reduction in delay for the PM peak hour.
- 28% reduction in the overall vehicle hours traveled for the AM peak hour and 22% reduction in the overall vehicle hours traveled in the freeway for the PM peak hour.
- 68% increase in the speed for the AM peak hour and 53% increase in the speed for the PM peak hour.

The results showed the following benefits due to the 2045 Build alternative improvements:

- 53% increase in the TVMT for the AM peak hour and 39% increase in the TVMT for the PM peak hour.
- 50% increase in the move time for the AM peak hour and 38% increase in the move time for the PM peak hour.
- 66% reduction in delay for the AM peak hour and 24% reduction in delay for the PM peak hour.
- 26% reduction in the overall vehicle hours traveled for the AM peak hour and negligible reduction in the overall vehicle hours traveled in the freeway for the PM peak hour.
- 105% increase in the speed for the AM peak hour and 40% increase in the speed for the PM peak hour.

Table 7-2 Systemwide MOE Comparison – 2025 No-Build and 2025 Build

Scenarios	TVMT	Move Time (veh-hr)	Delay (veh-hr)	Total Time (veh-hr)	Speed (mph)
AM Peak					
2025 No Build	1,079,590	17,563	18,024	35,587	30.35
2025 Build	1,310,153	21,085	4,538	25,623	51.13
%Change	21%	20%	-75%	-28%	68%
PM Peak					
2025 No Build	1,033,825	16,736	20,955	37,691	27.43
2025 Build	1,226,848	19,813	9,450	29,263	41.92
%Change	19%	18%	-55%	-22%	53%

Table 7-3 Systemwide MOE Comparison – 2045 No-Build and 2045 Build

Scenarios	TVMT	Move Time (veh-hr)	Delay (veh-hr)	Total Time (veh-hr)	Speed (mph)
AM Peak					
2045 No Build	1,098,815	17,922	34,007	51,929	21.16
2045 Build	1,679,649	26,904	11,732	38,636	43.48
%Change	53%	50%	-66%	-26%	105%
PM Peak					
2045 No Build	1,161,681	18,744	31,960	50,703	22.91
2045 Build	1,609,365	25,783	24,320	49,911	32.14
%Change	39%	38%	-24%	-2%	40%

APPENDICES (Will provide in a CD)

- Appendix A - Existing Traffic Development Memorandum
- Appendix B - Existing Conditions CORSIM Model Development Calibration Memorandum
- Appendix C - Existing Condition Measure of Effectiveness
- Appendix D – TB Next Sections 9 and 10 Travel Demand Modeling Technical Memorandum
- Appendix E - 2025 No-Build Alternative Measure of Effectiveness
- Appendix F - 2045 No-Build Alternative Measure of Effectiveness
- Appendix G - 2025 Build Alternative Measure of Effectiveness
- Appendix H - 2045 Build Alternative Measure of Effectiveness

Appendix A

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:

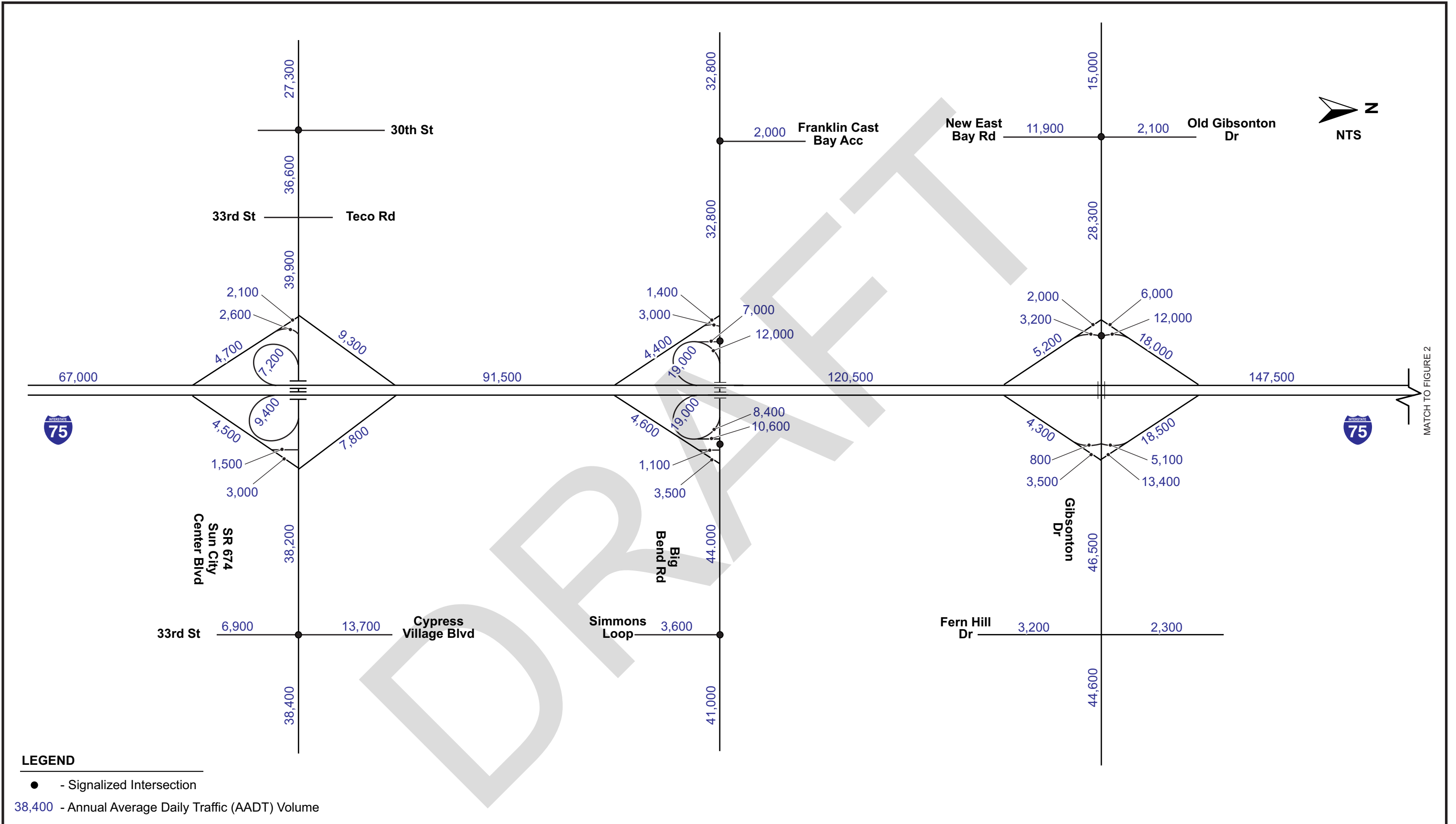
- The development of the 2017 existing traffic volumes utilized two traffic data sources. The I-75 and I-4 mainline traffic counts and some ramp traffic counts were obtained from the 2016 FDOT FTI database. Traffic counts used from this database were typically counted in March or October, 2016. Ramp 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 summarize 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**.

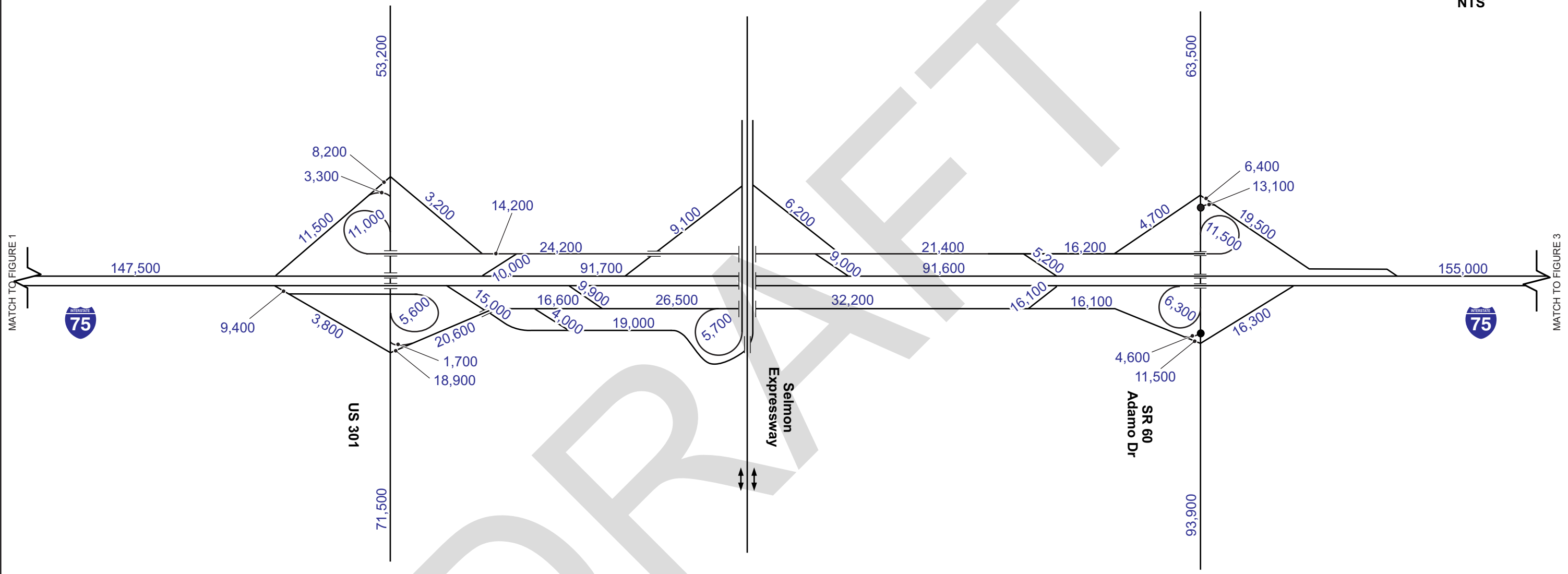
Table 1 Axle Factors

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.

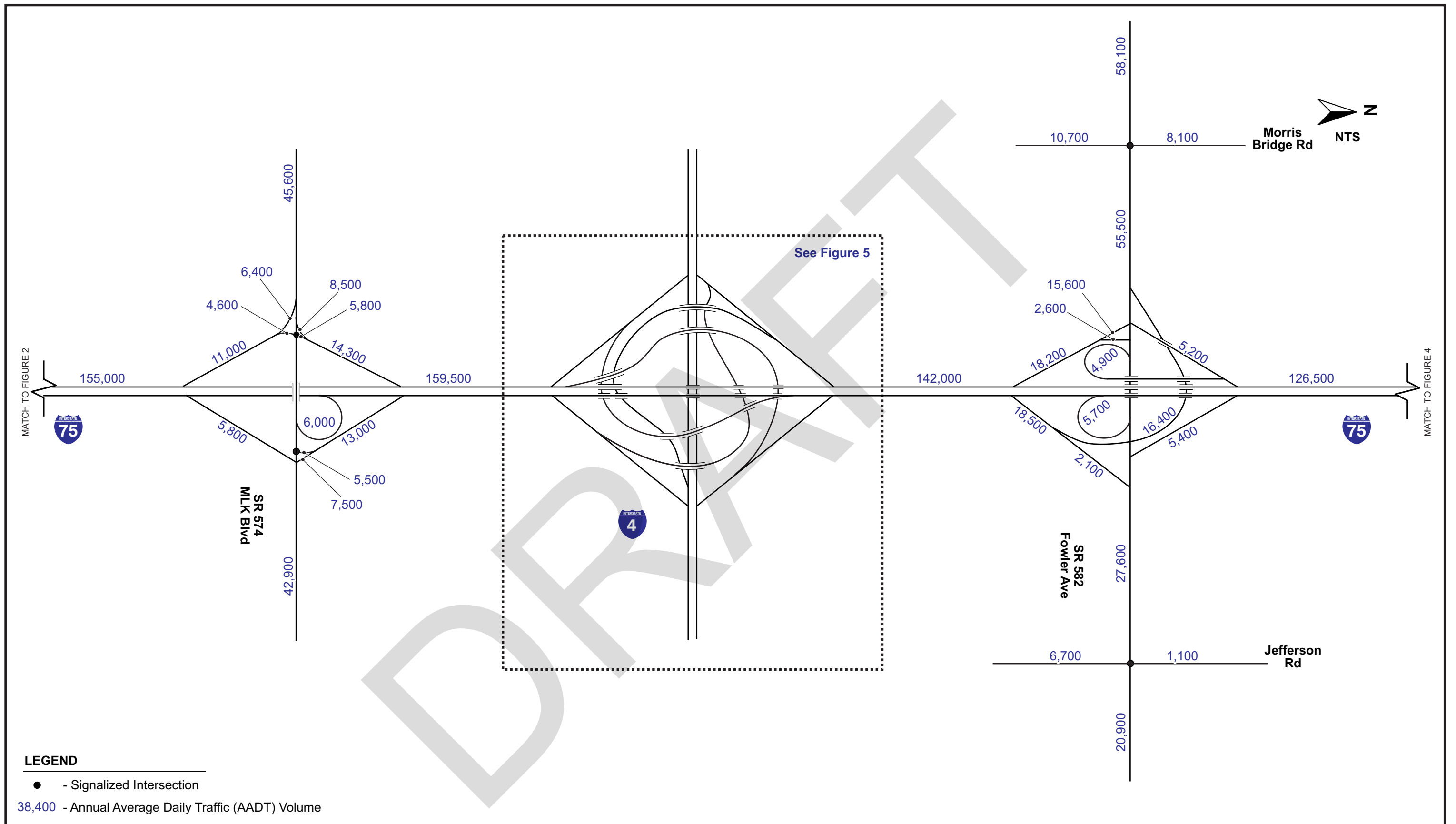


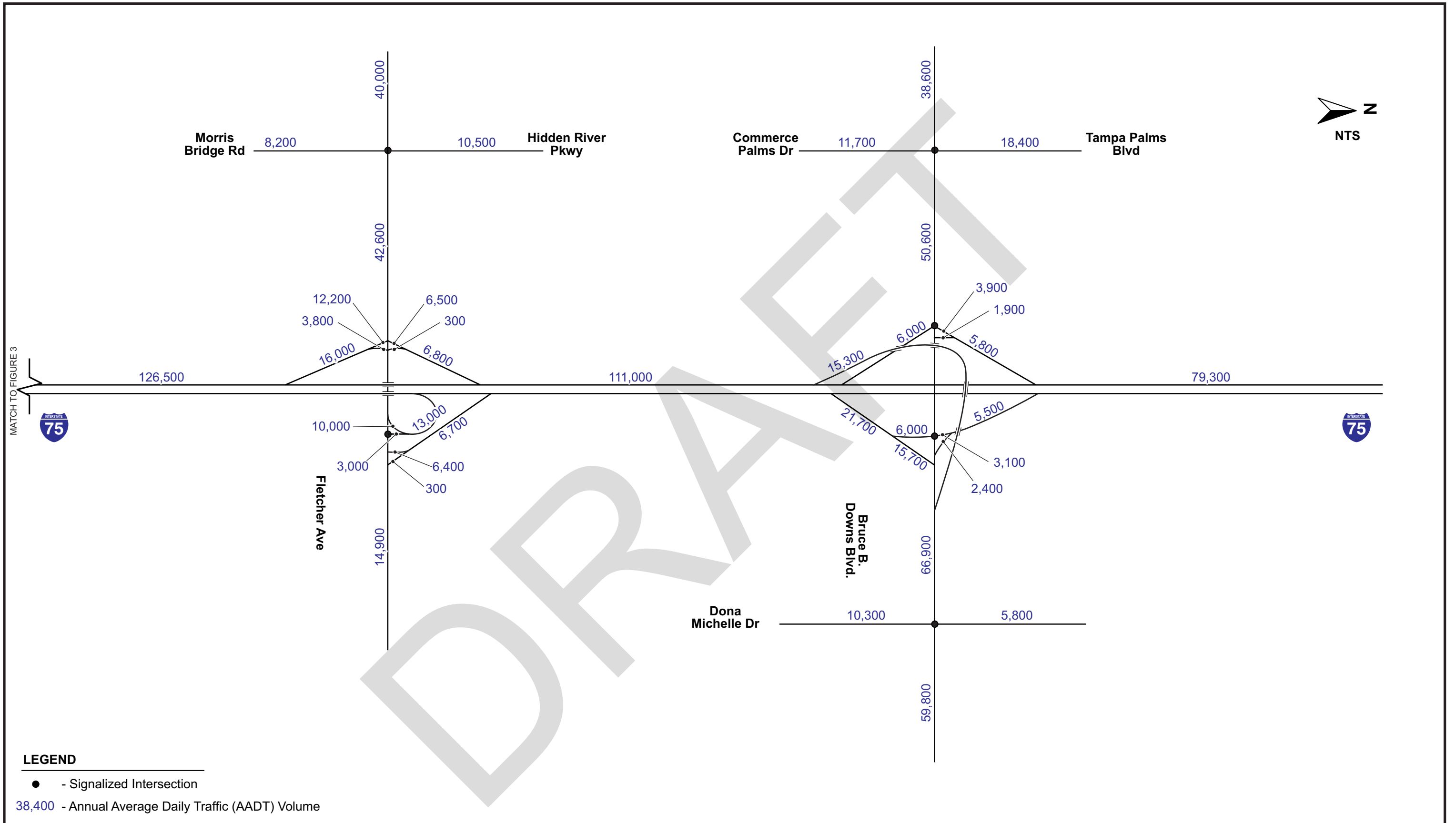


LEGEND

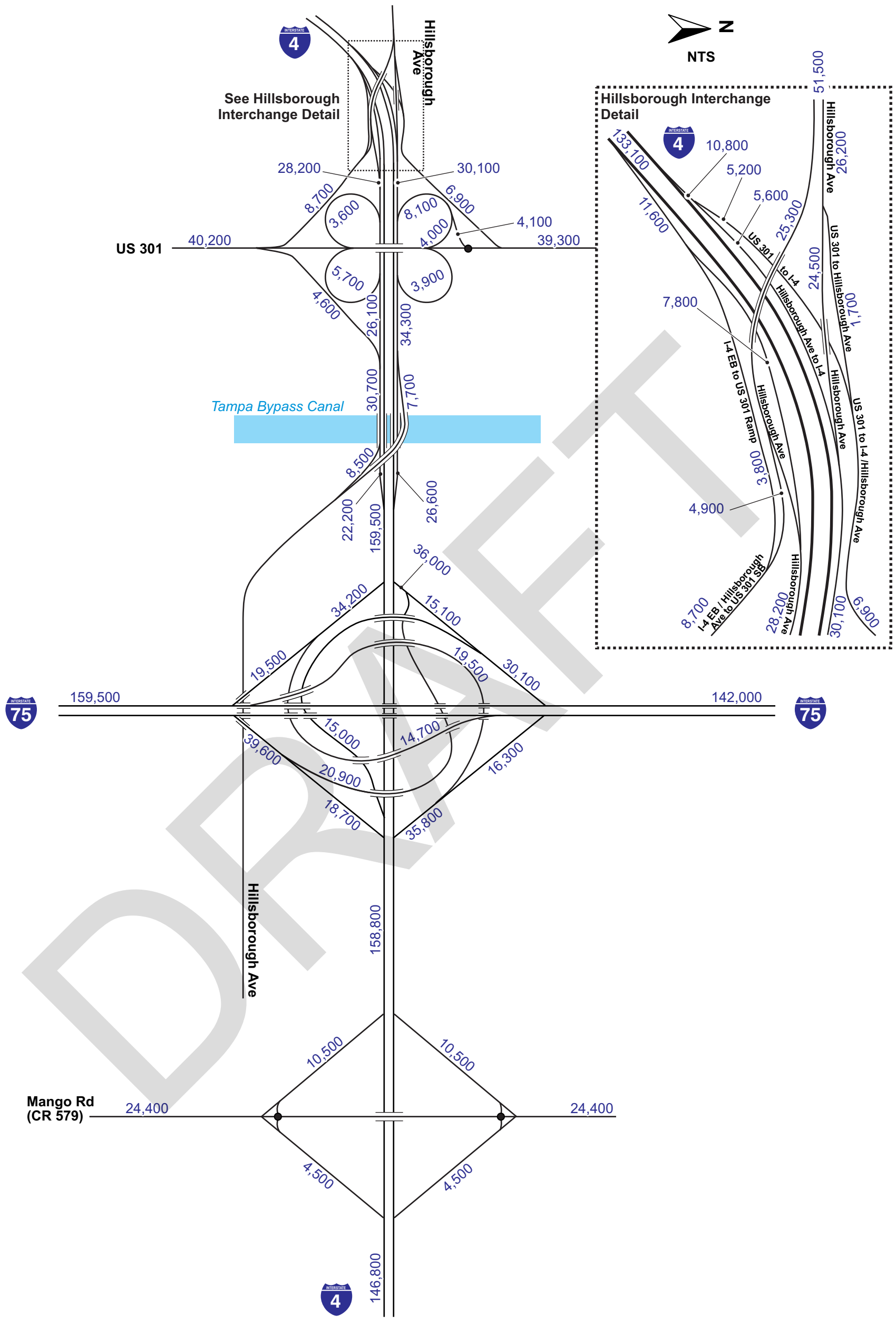
- - Signalized Intersection
- 38,400 - Annual Average Daily Traffic (AADT) Volume

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



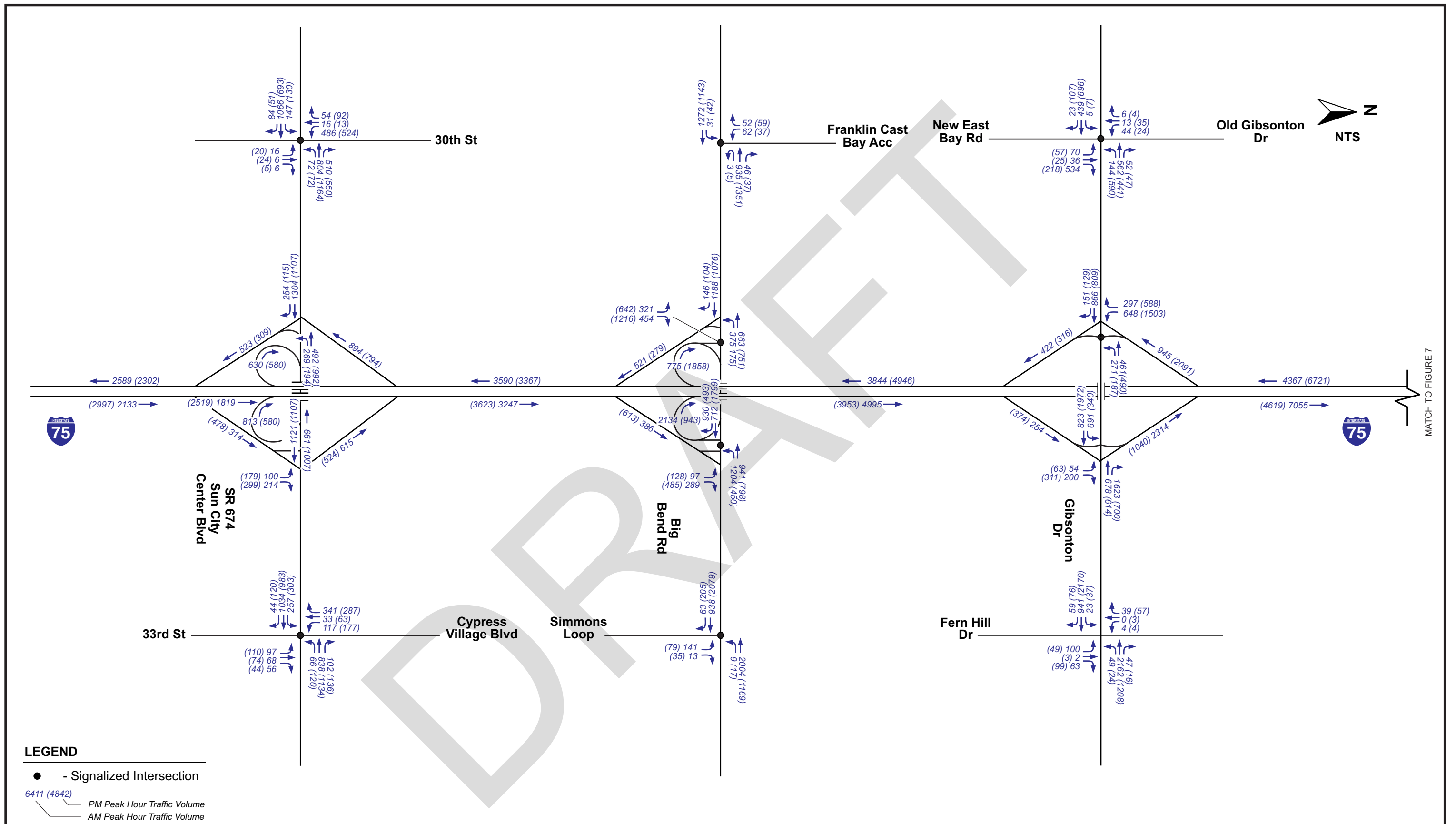


EXISTING (2017) ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

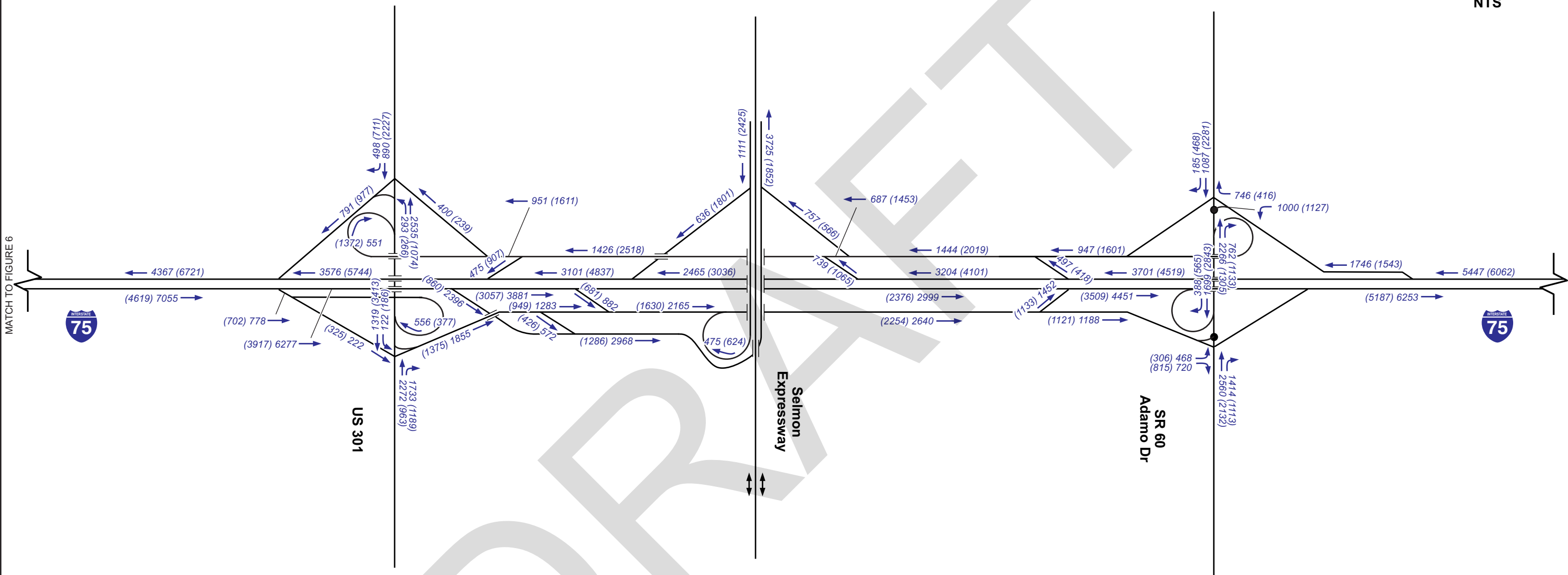


LEGEND

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



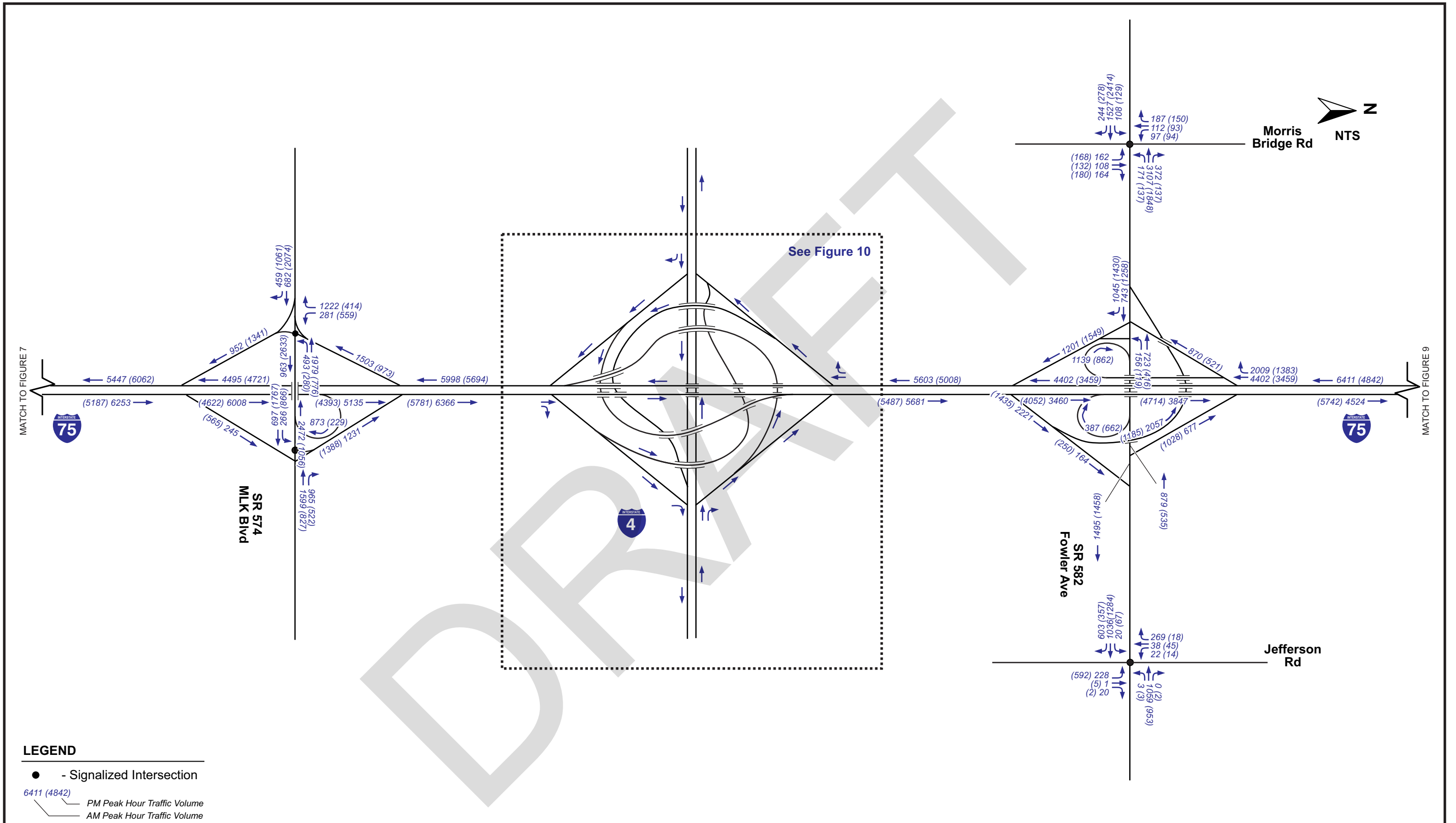
EXISTING (2017) AM/PM PEAK HOUR VOLUMES



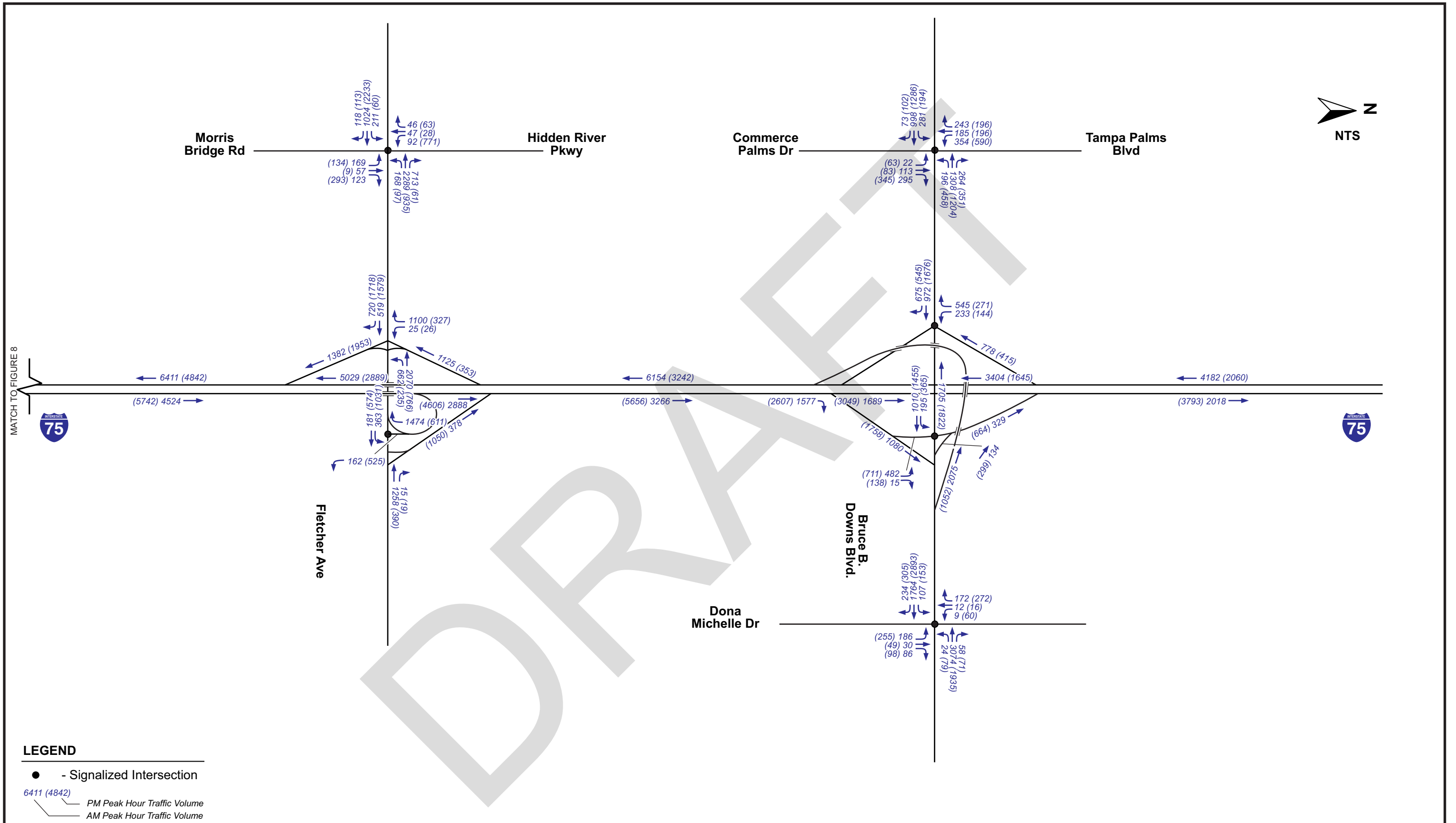
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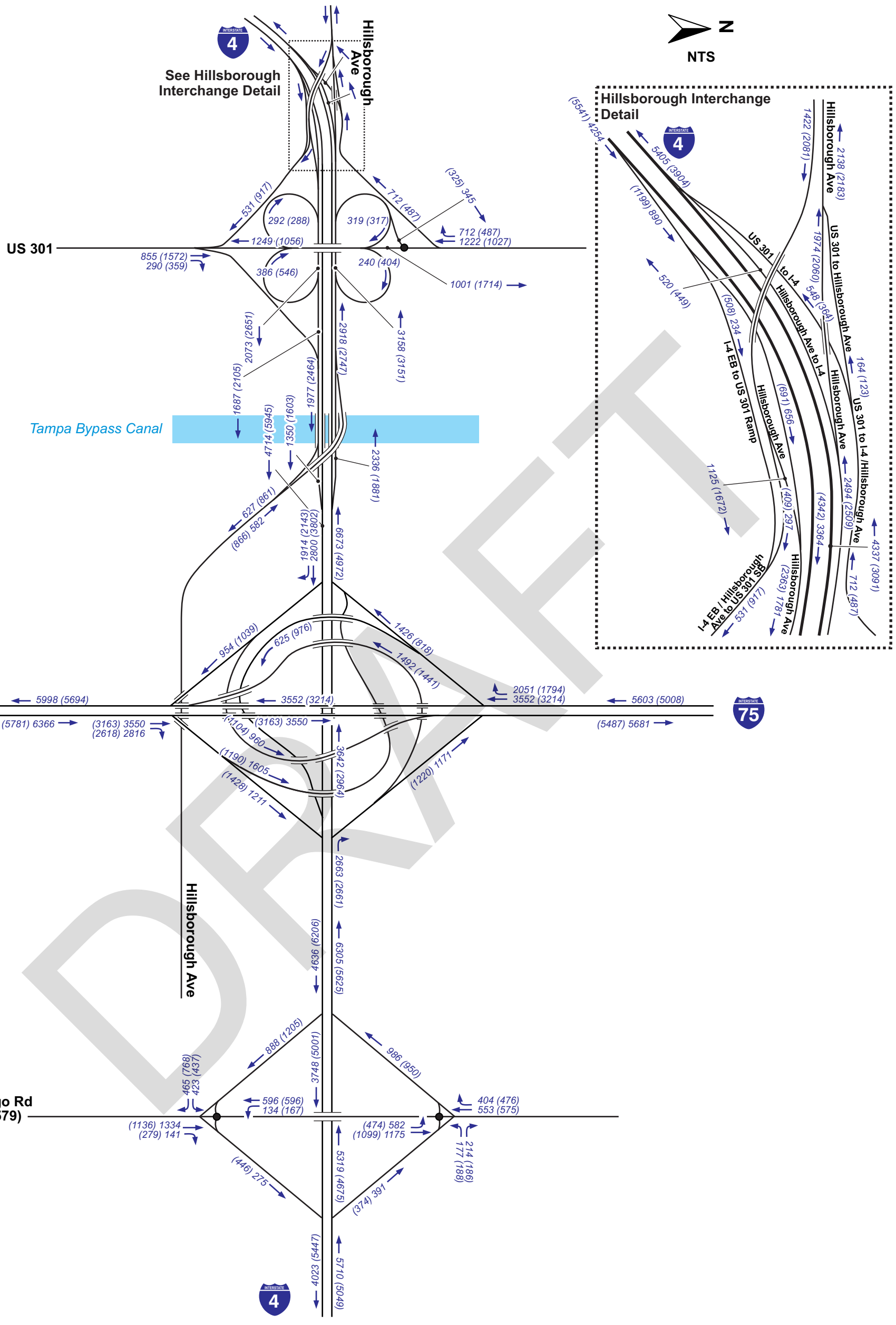
- - Signalized Intersection
- 6411 (4842) — PM Peak Hour Traffic Volume
- AM Peak Hour Traffic Volume

EXISTING (2017) AM/PM PEAK HOUR VOLUMES



EXISTING (2017) AM/PM PEAK HOUR VOLUMES





LEGEND

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

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Appendix A
2017 Raw Counts

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Bruce B Downs Blvd EB (Ln1-Yield; Ln2-Signal)		

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	26	15	16	14	24	55	173	270	194	135	131
30	40	34	12	16	16	25	72	192	280	171	135	154
45	44	22	16	15	17	46	151	244	257	177	136	181
00	26	16	13	12	16	61	154	242	248	137	139	210
Hr Total	154	98	56	59	63	156	432	851	1,055	679	545	676

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	173	217	226	367	405	445	293	200	161	120	75
30	187	158	172	340	384	427	423	274	209	138	119	69
45	155	196	205	335	403	457	333	225	208	130	96	58
00	182	195	200	358	448	438	308	228	156	138	90	56
Hr Total	682	722	794	1,259	1,602	1,727	1,509	1,020	773	567	425	258

24 Hour Total:	16,162	AM Peak Volume:	1,055	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	8:00	PM Peak Volume:	1,767	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15				

Northbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	0	6	3	0	1	1
30	0	1	1	0	0	0	1	2	2	1	3	1
45	0	1	0	0	0	0	1	4	3	0	4	1
00	0	0	2	0	0	0	0	3	0	3	0	5
Hr Total	0	3	3	0	0	0	2	15	8	4	8	8

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	2	0	1	7	26	45	4	0	2	1	1
30	3	1	0	8	6	30	16	2	3	0	2	0
45	3	1	1	3	7	34	8	2	3	1	0	0
00	2	0	3	5	19	30	3	1	1	0	0	0
Hr Total	9	4	4	17	39	120	72	9	7	3	3	1

24 Hour Total:	339	AM Peak Volume:	15	AM Peak Hour Factor:	0.63
AM Peak Hour begins:	7:00	PM Peak Volume:	139	PM Peak Hour Factor:	0.77
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	27	15	16	14	24	55	179	273	194	136	132
30	40	35	13	16	16	25	73	194	282	172	138	155
45	44	23	16	15	17	46	152	248	260	177	140	182
00	26	16	15	12	16	61	154	245	248	140	139	215
Hr Total	154	101	59	59	63	156	434	866	1,063	683	553	684

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	175	217	227	374	431	490	297	200	163	121	76
30	190	159	172	348	390	457	439	276	212	138	121	69
45	158	197	206	338	410	491	341	227	211	131	96	58
00	184	195	203	363	467	468	311	229	157	138	90	56
Hr Total	691	726	798	1,276	1,641	1,847	1,581	1,029	780	570	428	259

24 Hour Total:	16,501	AM Peak Volume:	1,063	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	8:00	PM Peak Volume:	1,906	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Bruce B Downs Blvd EB (Ln1-Yield; Ln2-Signal)		

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	39	20	15	17	24	51	167	275	228	129	151
30	48	19	14	14	11	29	77	210	279	163	139	160
45	40	15	10	16	19	43	126	230	273	156	133	160
00	28	21	19	17	21	51	164	260	242	155	158	192
Hr Total	162	94	63	62	68	147	418	867	1,069	702	559	663

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	167	177	194	251	383	446	444	278	196	165	118	97
30	182	186	208	341	388	433	408	278	199	180	102	82
45	195	183	194	337	432	429	349	194	173	156	114	71
00	188	206	205	371	405	451	329	203	213	136	96	46
Hr Total	732	752	801	1,300	1,608	1,759	1,530	953	781	637	430	296

24 Hour Total:	16,453	AM Peak Volume:	1,087	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:45	PM Peak Volume:	1,759	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00				

Northbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	2	0	3	0	0	1	0
30	0	0	0	0	0	0	0	2	3	1	2	1
45	0	1	0	0	0	1	0	3	2	0	2	2
00	0	0	2	0	0	1	0	4	3	1	3	4
Hr Total	3	1	2	0	0	4	0	12	8	2	8	7

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	2	0	5	32	21	7	4	0	2	0
30	0	2	1	4	8	38	12	4	1	1	0	1
45	5	6	4	6	12	30	7	4	2	0	1	1
00	5	2	1	3	9	61	5	1	0	1	1	0
Hr Total	10	10	8	13	34	161	45	16	7	2	4	2

24 Hour Total:	359	AM Peak Volume:	12	AM Peak Hour Factor:	0.75
AM Peak Hour begins:	7:00	PM Peak Volume:	161	PM Peak Hour Factor:	0.66
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	39	20	15	17	26	51	170	275	228	130	151
30	48	19	14	14	11	29	77	212	282	164	141	161
45	40	16	10	16	19	44	126	233	275	156	135	162
00	28	21	21	17	21	52	164	264	245	156	161	196
Hr Total	165	95	65	62	68	151	418	879	1,077	704	567	670

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	167	177	196	251	388	478	465	285	200	165	120	97
30	182	188	209	345	396	471	420	282	200	181	102	83
45	200	189	198	343	444	459	356	198	175	156	115	72
00	193	208	206	374	414	512	334	204	213	137	97	46
Hr Total	742	762	809	1,313	1,642	1,920	1,575	969	788	639	434	298

24 Hour Total:	16,812	AM Peak Volume:	1,096	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:45	PM Peak Volume:	1,920	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Bruce B Downs Blvd EB (Ln1-Yield; Ln2-Signal)		

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	34	17	18	28	24	66	135	291	210	138	162
30	57	34	15	7	7	35	81	219	295	184	118	151
45	26	15	20	14	9	52	127	251	260	155	145	139
00	22	22	18	17	24	49	151	275	208	165	131	178
Hr Total	145	105	70	56	68	160	425	880	1,054	714	532	630

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	195	170	184	257	386	440	422	419	208	177	142	76
30	179	180	173	301	393	441	465	319	200	178	146	77
45	173	205	191	332	380	433	452	252	210	159	121	79
00	188	217	173	358	420	442	443	208	211	144	88	75
Hr Total	735	772	721	1,248	1,579	1,756	1,782	1,198	829	658	497	307

24 Hour Total:	16,921	AM Peak Volume:	1,121	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:45	PM Peak Volume:	1,782	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	18:00				

Northbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	0	2	0	1	0	1
30	1	0	0	0	0	0	1	0	2	2	1	3
45	0	0	0	0	0	2	0	5	3	1	0	1
00	1	0	0	0	0	1	1	4	3	1	4	6
Hr Total	2	0	0	1	0	4	2	11	8	5	5	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	3	2	2	6	26	46	33	2	3	3	0
30	1	3	2	4	8	23	42	8	0	0	4	0
45	3	4	0	6	6	33	42	5	5	2	3	0
00	3	3	2	4	22	36	59	5	3	1	3	2
Hr Total	9	13	6	16	42	118	189	51	10	6	13	2

24 Hour Total:	524	AM Peak Volume:	12	AM Peak Hour Factor:	0.50
AM Peak Hour begins:	11:15	PM Peak Volume:	189	PM Peak Hour Factor:	0.80
PM Peak Hour begins:	18:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	34	17	19	28	25	66	137	291	211	138	163
30	58	34	15	7	7	35	82	219	297	186	119	154
45	26	15	20	14	9	54	127	256	263	156	145	140
00	23	22	18	17	24	50	152	279	211	166	135	184
Hr Total	147	105	70	57	68	164	427	891	1,062	719	537	641

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	197	173	186	259	392	466	468	452	210	180	145	76
30	180	183	175	305	401	464	507	327	200	178	150	77
45	176	209	191	338	386	466	494	257	215	161	124	79
00	191	220	175	362	442	478	502	213	214	145	91	77
Hr Total	744	785	727	1,264	1,621	1,874	1,971	1,249	839	664	510	309

24 Hour Total:	17,445	AM Peak Volume:	1,130	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:45	PM Peak Volume:	1,971	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	18:00				

Volume Count Report 3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 NB Off Ramp to Bruce B Downs Blvd EB (Ln1-Yield; Ln2-Signal)				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	33	17	16	20	24	57	158	279	211	134	148
30	48	29	14	12	11	30	77	207	285	173	131	155
45	37	17	15	15	15	47	135	242	263	163	138	160
00	25	20	17	15	20	54	156	259	233	152	143	193
Hr Total	154	99	63	59	66	154	425	866	1,059	698	545	656

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	173	173	198	245	379	430	437	330	201	168	127	83
30	183	175	184	327	388	434	432	290	203	165	122	76
45	174	195	197	335	405	440	378	224	197	148	110	69
00	186	206	193	362	424	444	360	213	193	139	91	59
Hr Total	716	749	772	1,269	1,596	1,747	1,607	1,057	794	621	451	287

24 Hour Total:	16,512				
AM Peak Hour begins:	7:45	AM Peak Volume:	1,086	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:15	PM Peak Volume:	1,754	PM Peak Hour Factor:	0.99

Northbound Volume for Lane 2

3-Day Average

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	2	1	1	6	28	37	15	2	2	2	0
30	1	2	1	5	7	30	23	5	1	0	2	0
45	4	4	2	5	8	32	19	4	3	1	1	0
00	3	2	2	4	17	42	22	2	1	1	1	1
Hr Total	9	9	6	15	38	133	102	25	8	4	7	2

24 Hour Total:	407				
AM Peak Hour begins:	7:00	AM Peak Volume:	13	AM Peak Hour Factor:	0.79
PM Peak Hour begins:	17:15	PM Peak Volume:	142	PM Peak Hour Factor:	0.84

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	33	17	17	20	25	57	162	280	211	135	149
30	49	29	14	12	11	30	77	208	287	174	133	157
45	37	18	15	15	15	48	135	246	266	163	140	161
00	26	20	18	15	20	54	157	263	235	154	145	198
Hr Total	155	100	65	59	66	157	426	879	1,067	702	552	665

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	174	175	200	246	385	458	474	345	203	169	129	83
30	184	177	185	333	396	464	455	295	204	166	124	76
45	178	198	198	340	413	472	397	227	200	149	112	70
00	189	208	195	366	441	486	382	215	195	140	93	60
Hr Total	726	758	778	1,284	1,635	1,880	1,709	1,082	802	624	457	289

24 Hour Total:	16,919				
AM Peak Hour begins:	7:45	AM Peak Volume:	1,095	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:15	PM Peak Volume:	1,896	PM Peak Hour Factor:	0.98

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Bruce B Downs Blvd WB		

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	3	5	0	14	25	102	107	67	54	55
30	9	6	4	3	5	6	30	117	88	79	51	68
45	7	6	3	5	4	20	46	153	109	66	64	52
00	3	4	5	5	6	18	90	103	99	44	51	66
Hr Total	29	21	15	18	15	58	191	475	403	256	220	241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	64	64	73	108	224	211	76	50	51	26	22
30	64	75	87	112	103	202	173	90	70	34	23	15
45	70	58	81	118	125	288	113	71	61	32	23	17
00	65	72	75	94	155	300	97	63	48	44	22	18
Hr Total	273	269	307	397	491	1,014	594	300	229	161	94	72

24 Hour Total:	6,143	AM Peak Volume:	480	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	7:15	PM Peak Volume:	1,014	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:00				

N/A

Tuesday, May 09, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	3	5	0	14	25	102	107	67	54	55
30	9	6	4	3	5	6	30	117	88	79	51	68
45	7	6	3	5	4	20	46	153	109	66	64	52
00	3	4	5	5	6	18	90	103	99	44	51	66
Hr Total	29	21	15	18	15	58	191	475	403	256	220	241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	64	64	73	108	224	211	76	50	51	26	22
30	64	75	87	112	103	202	173	90	70	34	23	15
45	70	58	81	118	125	288	113	71	61	32	23	17
00	65	72	75	94	155	300	97	63	48	44	22	18
Hr Total	273	269	307	397	491	1,014	594	300	229	161	94	72

24 Hour Total:	6,143	AM Peak Volume:	480	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	7:15	PM Peak Volume:	1,014	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Bruce B Downs Blvd WB		

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	13	4	6	2	12	23	94	106	105	54	54
30	13	6	3	5	7	8	43	141	102	92	57	57
45	8	6	4	2	4	15	51	129	117	59	50	61
00	7	3	3	10	6	27	81	116	110	51	52	60
Hr Total	41	28	14	23	19	62	198	480	435	307	213	232

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	63	74	56	117	235	240	68	48	33	24	20
30	59	66	81	97	123	284	128	79	46	55	34	14
45	62	74	66	109	126	278	111	69	53	34	17	19
00	60	85	82	95	171	263	96	59	58	42	27	14
Hr Total	246	288	303	357	537	1,060	575	275	205	164	102	67

24 Hour Total:	6,231	AM Peak Volume:	492	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:15	PM Peak Volume:	1,065	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15				

N/A

Wednesday, May 10, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	13	4	6	2	12	23	94	106	105	54	54
30	13	6	3	5	7	8	43	141	102	92	57	57
45	8	6	4	2	4	15	51	129	117	59	50	61
00	7	3	3	10	6	27	81	116	110	51	52	60
Hr Total	41	28	14	23	19	62	198	480	435	307	213	232

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	63	74	56	117	235	240	68	48	33	24	20
30	59	66	81	97	123	284	128	79	46	55	34	14
45	62	74	66	109	126	278	111	69	53	34	17	19
00	60	85	82	95	171	263	96	59	58	42	27	14
Hr Total	246	288	303	357	537	1,060	575	275	205	164	102	67

24 Hour Total:	6,231	AM Peak Volume:	492	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:15	PM Peak Volume:	1,065	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Bruce B Downs Blvd WB		

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	2	10	6	15	26	94	100	81	63	47
30	13	5	5	3	5	10	46	132	126	70	58	41
45	6	5	4	2	8	17	60	132	95	55	50	47
00	2	9	4	7	6	23	79	110	89	47	36	75
Hr Total	37	28	15	22	25	65	211	468	410	253	207	210

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	54	71	95	126	183	272	250	66	37	47	24
30	60	64	79	119	100	194	291	89	63	44	25	17
45	62	71	63	116	124	253	265	82	54	38	23	28
00	62	71	80	104	153	247	299	61	73	46	40	26
Hr Total	244	260	293	434	503	877	1,127	482	256	165	135	95

24 Hour Total:	6,822	AM Peak Volume:	474	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	1,127	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	18:00				

N/A

Thursday, May 11, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	2	10	6	15	26	94	100	81	63	47
30	13	5	5	3	5	10	46	132	126	70	58	41
45	6	5	4	2	8	17	60	132	95	55	50	47
00	2	9	4	7	6	23	79	110	89	47	36	75
Hr Total	37	28	15	22	25	65	211	468	410	253	207	210

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	54	71	95	126	183	272	250	66	37	47	24
30	60	64	79	119	100	194	291	89	63	44	25	17
45	62	71	63	116	124	253	265	82	54	38	23	28
00	62	71	80	104	153	247	299	61	73	46	40	26
Hr Total	244	260	293	434	503	877	1,127	482	256	165	135	95

24 Hour Total:	6,822	AM Peak Volume:	474	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	1,127	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	18:00				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Bruce B Downs Blvd WB		

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	3	7	3	14	25	97	104	84	57	52
30	12	6	4	4	6	8	40	130	105	80	55	55
45	7	6	4	3	5	17	52	138	107	60	55	53
00	4	5	4	7	6	23	83	110	99	47	46	67
Hr Total	36	26	15	21	20	62	200	474	416	272	213	228

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	60	70	75	117	214	241	131	55	40	32	22
30	61	68	82	109	109	227	197	86	60	44	27	15
45	65	68	70	114	125	273	163	74	56	35	21	21
00	62	76	79	98	160	270	164	61	60	44	30	19
Hr Total	254	272	301	396	510	984	765	352	230	163	110	78

24 Hour Total:	6,399				
AM Peak Hour begins:	7:15	AM Peak Volume:	482	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:15	PM Peak Volume:	1,011	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	13	9	3	7	3	14	25	97	104	84	57	52
30	12	6	4	4	6	8	40	130	105	80	55	55
45	7	6	4	3	5	17	52	138	107	60	55	53
00	4	5	4	7	6	23	83	110	99	47	46	67
Hr Total	36	26	15	21	20	62	200	474	416	272	213	228

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	60	70	75	117	214	241	131	55	40	32	22
30	61	68	82	109	109	227	197	86	60	44	27	15
45	65	68	70	114	125	273	163	74	56	35	21	21
00	62	76	79	98	160	270	164	61	60	44	30	19
Hr Total	254	272	301	396	510	984	765	352	230	163	110	78

24 Hour Total:	6,399				
AM Peak Hour begins:	7:15	AM Peak Volume:	482	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:15	PM Peak Volume:	1,011	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Bruce B Downs Blvd EB		

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	0	3	0	3	13	30	46	40	22	24
30	5	0	2	1	0	6	19	40	57	48	32	12
45	1	0	1	2	5	13	5	55	64	23	22	23
00	2	1	0	2	9	6	37	48	74	36	29	39
Hr Total	8	4	3	8	14	28	74	173	241	147	105	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	23	23	33	41	44	27	30	12	14	15	4
30	16	24	21	36	32	27	37	29	17	25	12	3
45	34	30	29	24	44	37	24	21	29	13	5	1
00	40	27	20	32	47	44	38	24	15	12	7	5
Hr Total	109	104	93	125	164	152	126	104	73	64	39	13

24 Hour Total:	2,069	AM Peak Volume:	241	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	8:00	PM Peak Volume:	167	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:15				

N/A

Tuesday, May 09, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	0	3	0	3	13	30	46	40	22	24
30	5	0	2	1	0	6	19	40	57	48	32	12
45	1	0	1	2	5	13	5	55	64	23	22	23
00	2	1	0	2	9	6	37	48	74	36	29	39
Hr Total	8	4	3	8	14	28	74	173	241	147	105	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	23	23	33	41	44	27	30	12	14	15	4
30	16	24	21	36	32	27	37	29	17	25	12	3
45	34	30	29	24	44	37	24	21	29	13	5	1
00	40	27	20	32	47	44	38	24	15	12	7	5
Hr Total	109	104	93	125	164	152	126	104	73	64	39	13

24 Hour Total:	2,069	AM Peak Volume:	241	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	8:00	PM Peak Volume:	167	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Bruce B Downs Blvd EB		

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	0	7	5	33	31	50	22	32
30	2	2	2	0	2	4	13	44	52	39	14	20
45	6	3	0	0	2	10	15	36	67	43	30	29
00	0	2	1	1	12	1	36	64	70	32	28	29
Hr Total	12	9	5	2	16	22	69	177	220	164	94	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	41	25	42	27	38	37	23	22	19	6	3
30	30	23	26	24	31	35	35	25	28	15	5	5
45	26	36	21	22	32	41	31	18	23	25	6	1
00	11	29	29	46	46	26	31	19	20	8	5	6
Hr Total	96	129	101	134	136	140	134	85	93	67	22	15

24 Hour Total:	2,052	AM Peak Volume:	239	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	8:15	PM Peak Volume:	160	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45				

N/A

Wednesday, May 10, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	0	7	5	33	31	50	22	32
30	2	2	2	0	2	4	13	44	52	39	14	20
45	6	3	0	0	2	10	15	36	67	43	30	29
00	0	2	1	1	12	1	36	64	70	32	28	29
Hr Total	12	9	5	2	16	22	69	177	220	164	94	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	41	25	42	27	38	37	23	22	19	6	3
30	30	23	26	24	31	35	35	25	28	15	5	5
45	26	36	21	22	32	41	31	18	23	25	6	1
00	11	29	29	46	46	26	31	19	20	8	5	6
Hr Total	96	129	101	134	136	140	134	85	93	67	22	15

24 Hour Total:	2,052	AM Peak Volume:	239	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	8:15	PM Peak Volume:	160	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Bruce B Downs Blvd EB		

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	1	1	0	3	6	41	38	43	25	27
30	1	0	3	2	0	2	13	33	53	35	33	24
45	0	3	2	4	6	8	14	36	76	45	41	21
00	2	0	1	0	6	8	35	46	52	29	31	32
Hr Total	7	6	7	7	12	21	68	156	219	152	130	104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	29	26	29	28	31	37	19	23	18	12	7
30	24	34	30	17	35	34	32	24	25	16	14	6
45	36	41	30	39	31	24	25	28	17	19	9	4
00	30	22	26	30	22	50	20	20	21	13	7	2
Hr Total	119	126	112	115	116	139	114	91	86	66	42	19

24 Hour Total:	2,034	AM Peak Volume:	224	AM Peak Hour Factor:	0.74
AM Peak Hour begins:	8:15	PM Peak Volume:	145	PM Peak Hour Factor:	0.73
PM Peak Hour begins:	17:15				

N/A

Thursday, May 11, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	1	1	0	3	6	41	38	43	25	27
30	1	0	3	2	0	2	13	33	53	35	33	24
45	0	3	2	4	6	8	14	36	76	45	41	21
00	2	0	1	0	6	8	35	46	52	29	31	32
Hr Total	7	6	7	7	12	21	68	156	219	152	130	104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	29	26	29	28	31	37	19	23	18	12	7
30	24	34	30	17	35	34	32	24	25	16	14	6
45	36	41	30	39	31	24	25	28	17	19	9	4
00	30	22	26	30	22	50	20	20	21	13	7	2
Hr Total	119	126	112	115	116	139	114	91	86	66	42	19

24 Hour Total:	2,034	AM Peak Volume:	224	AM Peak Hour Factor:	0.74
AM Peak Hour begins:	8:15	PM Peak Volume:	145	PM Peak Hour Factor:	0.73
PM Peak Hour begins:	17:15				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Bruce B Downs Blvd 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	3	1	2	0	4	8	35	38	44	23	28
30	3	1	2	1	1	4	15	39	54	41	26	19
45	2	2	1	2	4	10	11	42	69	37	31	24
00	1	1	1	1	9	5	36	53	65	32	29	33
Hr Total	9	6	5	6	14	24	70	169	227	154	110	104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	31	25	35	32	38	34	24	19	17	11	5
30	23	27	26	26	33	32	35	26	23	19	10	5
45	32	36	27	28	36	34	27	22	23	19	7	2
00	27	26	25	36	38	40	30	21	19	11	6	4
Hr Total	108	120	102	125	139	144	125	93	84	66	34	16

24 Hour Total:	2,052				
AM Peak Hour begins:	8:15	AM Peak Volume:	233	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	16:15	PM Peak Volume:	144	PM Peak Hour Factor:	0.94

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	3	1	2	0	4	8	35	38	44	23	28
30	3	1	2	1	1	4	15	39	54	41	26	19
45	2	2	1	2	4	10	11	42	69	37	31	24
00	1	1	1	1	9	5	36	53	65	32	29	33
Hr Total	9	6	5	6	14	24	70	169	227	154	110	104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	31	25	35	32	38	34	24	19	17	11	5
30	23	27	26	26	33	32	35	26	23	19	10	5
45	32	36	27	28	36	34	27	22	23	19	7	2
00	27	26	25	36	38	40	30	21	19	11	6	4
Hr Total	108	120	102	125	139	144	125	93	84	66	34	16

24 Hour Total:	2,052				
AM Peak Hour begins:	8:15	AM Peak Volume:	233	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	16:15	PM Peak Volume:	144	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Bruce B Downs Blvd WB		

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	3	3	3	8	35	118	116	72	54	34
30	5	4	0	2	4	12	35	132	140	63	46	46
45	4	2	1	6	10	17	91	156	138	59	60	55
00	1	0	2	6	12	43	92	168	129	71	47	53
Hr Total	11	9	6	17	29	80	253	574	523	265	207	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	45	52	49	68	71	63	51	29	38	19	16
30	57	54	56	57	53	59	68	45	54	23	16	8
45	40	62	50	66	53	83	75	35	39	28	15	16
00	68	57	47	63	68	74	54	34	32	13	14	8
Hr Total	206	218	205	235	242	287	260	165	154	102	64	48

24 Hour Total:	4,348	AM Peak Volume:	580	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	288	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:30				

N/A

Tuesday, May 09, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	3	3	3	8	35	118	116	72	54	34
30	5	4	0	2	4	12	35	132	140	63	46	46
45	4	2	1	6	10	17	91	156	138	59	60	55
00	1	0	2	6	12	43	92	168	129	71	47	53
Hr Total	11	9	6	17	29	80	253	574	523	265	207	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	45	52	49	68	71	63	51	29	38	19	16
30	57	54	56	57	53	59	68	45	54	23	16	8
45	40	62	50	66	53	83	75	35	39	28	15	16
00	68	57	47	63	68	74	54	34	32	13	14	8
Hr Total	206	218	205	235	242	287	260	165	154	102	64	48

24 Hour Total:	4,348	AM Peak Volume:	580	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	288	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Bruce B Downs Blvd WB		

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	1	4	1	12	38	103	124	90	51	43
30	3	0	0	1	2	11	43	144	135	92	46	58
45	3	0	1	4	7	18	78	128	118	42	36	60
00	2	2	0	7	11	36	108	149	126	58	45	48
Hr Total	10	5	2	16	21	77	267	524	503	282	178	209

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	45	51	37	39	60	72	33	43	20	17	8
30	51	56	42	39	49	65	61	42	38	41	15	9
45	59	53	52	52	57	66	61	33	51	24	9	6
00	73	61	58	55	60	80	54	43	42	28	14	1
Hr Total	228	215	203	183	205	271	248	151	174	113	55	24

24 Hour Total:	4,164	AM Peak Volume:	545	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	283	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:15				

N/A

Wednesday, May 10, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	1	4	1	12	38	103	124	90	51	43
30	3	0	0	1	2	11	43	144	135	92	46	58
45	3	0	1	4	7	18	78	128	118	42	36	60
00	2	2	0	7	11	36	108	149	126	58	45	48
Hr Total	10	5	2	16	21	77	267	524	503	282	178	209

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	45	51	37	39	60	72	33	43	20	17	8
30	51	56	42	39	49	65	61	42	38	41	15	9
45	59	53	52	52	57	66	61	33	51	24	9	6
00	73	61	58	55	60	80	54	43	42	28	14	1
Hr Total	228	215	203	183	205	271	248	151	174	113	55	24

24 Hour Total:	4,164	AM Peak Volume:	545	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	283	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Bruce B Downs Blvd WB		

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	0	0	6	7	8	30	106	104	74	51	58
30	8	5	3	5	3	15	34	136	133	73	55	44
45	5	3	0	6	4	21	70	131	109	60	37	55
00	1	5	6	6	16	30	87	148	122	64	56	54
Hr Total	21	13	9	23	30	74	221	521	468	271	199	211

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	40	49	49	76	61	66	36	35	43	11	9
30	65	62	57	54	50	63	52	60	42	35	19	6
45	48	53	59	64	65	62	56	37	28	35	9	10
00	44	59	43	54	62	59	44	60	36	15	12	10
Hr Total	210	214	208	221	253	245	218	193	141	128	51	35

24 Hour Total:	4,178	AM Peak Volume:	521	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:00	PM Peak Volume:	253	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:00				

N/A

Thursday, May 11, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	0	0	6	7	8	30	106	104	74	51	58
30	8	5	3	5	3	15	34	136	133	73	55	44
45	5	3	0	6	4	21	70	131	109	60	37	55
00	1	5	6	6	16	30	87	148	122	64	56	54
Hr Total	21	13	9	23	30	74	221	521	468	271	199	211

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	40	49	49	76	61	66	36	35	43	11	9
30	65	62	57	54	50	63	52	60	42	35	19	6
45	48	53	59	64	65	62	56	37	28	35	9	10
00	44	59	43	54	62	59	44	60	36	15	12	10
Hr Total	210	214	208	221	253	245	218	193	141	128	51	35

24 Hour Total:	4,178	AM Peak Volume:	521	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:00	PM Peak Volume:	253	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:00				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Bruce B Downs Blvd WB		

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	4	4	9	34	109	115	79	52	45
30	5	3	1	3	3	13	37	137	136	76	49	49
45	4	2	1	5	7	19	80	138	122	54	44	57
00	1	2	3	6	13	36	96	155	126	64	49	52
Hr Total	14	9	6	19	27	77	247	540	498	273	195	203

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	43	51	45	61	64	67	40	36	34	16	11
30	58	57	52	50	51	62	60	49	45	33	17	8
45	49	56	54	61	58	70	64	35	39	29	11	11
00	62	59	49	57	63	71	51	46	37	19	13	6
Hr Total	215	216	205	213	233	268	242	170	156	114	57	36

24 Hour Total:	4,230				
AM Peak Hour begins:	7:15	AM Peak Volume:	545	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:15	PM Peak Volume:	271	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	3	2	1	4	4	9	34	109	115	79	52	45
30	5	3	1	3	3	13	37	137	136	76	49	49
45	4	2	1	5	7	19	80	138	122	54	44	57
00	1	2	3	6	13	36	96	155	126	64	49	52
Hr Total	14	9	6	19	27	77	247	540	498	273	195	203

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	43	51	45	61	64	67	40	36	34	16	11
30	58	57	52	50	51	62	60	49	45	33	17	8
45	49	56	54	61	58	70	64	35	39	29	11	11
00	62	59	49	57	63	71	51	46	37	19	13	6
Hr Total	215	216	205	213	233	268	242	170	156	114	57	36

24 Hour Total:	4,230				
AM Peak Hour begins:	7:15	AM Peak Volume:	545	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:15	PM Peak Volume:	271	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd EB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	2	1	5	12	33	53	34	41	39
30	7	1	1	1	1	5	19	27	39	55	53	47
45	3	0	0	2	5	3	26	46	50	34	32	42
00	3	3	3	3	4	11	21	28	44	35	50	47
Hr Total	19	6	5	8	11	24	78	134	186	158	176	175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	39	42	73	71	104	109	58	27	23	21	12
30	61	51	47	92	93	60	69	58	53	46	11	12
45	44	47	70	64	90	74	74	58	28	29	18	9
00	50	44	80	77	75	63	51	45	28	19	11	5
Hr Total	205	181	239	306	329	301	303	219	136	117	61	38

24 Hour Total:	3,415	AM Peak Volume:	202	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	11:45	PM Peak Volume:	362	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:15				

N/A

Tuesday, May 09, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	2	1	5	12	33	53	34	41	39
30	7	1	1	1	1	5	19	27	39	55	53	47
45	3	0	0	2	5	3	26	46	50	34	32	42
00	3	3	3	3	4	11	21	28	44	35	50	47
Hr Total	19	6	5	8	11	24	78	134	186	158	176	175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	39	42	73	71	104	109	58	27	23	21	12
30	61	51	47	92	93	60	69	58	53	46	11	12
45	44	47	70	64	90	74	74	58	28	29	18	9
00	50	44	80	77	75	63	51	45	28	19	11	5
Hr Total	205	181	239	306	329	301	303	219	136	117	61	38

24 Hour Total:	3,415	AM Peak Volume:	202	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	11:45	PM Peak Volume:	362	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Bruce B Downs Blvd EB to I-75 NB On Ramp				

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	0	1	1	2	11	30	51	36	31	36
30	6	4	2	1	2	6	9	33	35	35	46	46
45	7	5	3	1	1	4	25	39	44	35	44	34
00	4	0	0	5	1	10	30	40	62	57	31	47
Hr Total	22	13	5	8	5	22	75	142	192	163	152	163

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	53	51	62	52	98	90	47	41	19	20	10
30	48	46	61	81	90	84	72	64	41	34	12	8
45	52	40	62	65	79	84	77	50	31	16	14	2
00	58	59	60	75	83	50	57	48	42	15	11	5
Hr Total	205	198	234	283	304	316	296	209	155	84	57	25

24 Hour Total:	3,328	AM Peak Volume:	194	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	350	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:15				

N/A

Wednesday, May 10, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	0	1	1	2	11	30	51	36	31	36
30	6	4	2	1	2	6	9	33	35	35	46	46
45	7	5	3	1	1	4	25	39	44	35	44	34
00	4	0	0	5	1	10	30	40	62	57	31	47
Hr Total	22	13	5	8	5	22	75	142	192	163	152	163

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	53	51	62	52	98	90	47	41	19	20	10
30	48	46	61	81	90	84	72	64	41	34	12	8
45	52	40	62	65	79	84	77	50	31	16	14	2
00	58	59	60	75	83	50	57	48	42	15	11	5
Hr Total	205	198	234	283	304	316	296	209	155	84	57	25

24 Hour Total:	3,328	AM Peak Volume:	194	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	350	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Bruce B Downs Blvd EB to I-75 NB On Ramp				

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	6	3	2	3	21	32	36	38	38	38
30	5	6	3	4	4	4	7	30	44	48	55	50
45	4	1	0	1	2	4	33	36	39	45	44	38
00	3	0	1	2	4	7	27	37	52	39	44	49
Hr Total	20	11	10	10	12	18	88	135	171	170	181	175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	50	65	50	66	115	92	12	34	24	23	11
30	62	51	67	97	90	71	95	18	43	25	22	6
45	44	45	54	74	90	99	27	26	27	23	15	4
00	54	59	82	73	100	55	14	37	39	21	12	9
Hr Total	194	205	268	294	346	340	228	93	143	93	72	30

24 Hour Total:	3,307	AM Peak Volume:	189	AM Peak Hour Factor:	0.76
AM Peak Hour begins:	11:45	PM Peak Volume:	395	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:15				

N/A

Thursday, May 11, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	6	3	2	3	21	32	36	38	38	38
30	5	6	3	4	4	4	7	30	44	48	55	50
45	4	1	0	1	2	4	33	36	39	45	44	38
00	3	0	1	2	4	7	27	37	52	39	44	49
Hr Total	20	11	10	10	12	18	88	135	171	170	181	175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	50	65	50	66	115	92	12	34	24	23	11
30	62	51	67	97	90	71	95	18	43	25	22	6
45	44	45	54	74	90	99	27	26	27	23	15	4
00	54	59	82	73	100	55	14	37	39	21	12	9
Hr Total	194	205	268	294	346	340	228	93	143	93	72	30

24 Hour Total:	3,307	AM Peak Volume:	189	AM Peak Hour Factor:	0.76
AM Peak Hour begins:	11:45	PM Peak Volume:	395	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:15				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd EB to I-75 NB On Ramp		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	2	1	3	15	32	47	36	37	38
30	6	4	2	2	2	5	12	30	39	46	51	48
45	5	2	1	1	3	4	28	40	44	38	40	38
00	3	1	1	3	3	9	26	35	53	44	42	48
Hr Total	20	10	7	9	9	21	80	137	183	164	170	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	47	53	62	63	106	97	39	34	22	21	11
30	57	49	58	90	91	72	79	47	46	35	15	9
45	47	44	62	68	86	86	59	45	29	23	16	5
00	54	54	74	75	86	56	41	43	36	18	11	6
Hr Total	201	195	247	294	326	319	276	174	145	98	63	31

24 Hour Total:	3,350			
AM Peak Hour begins:	11:45	AM Peak Volume:	195	AM Peak Hour Factor: 0.86
PM Peak Hour begins:	16:15	PM Peak Volume:	369	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	6	3	2	2	1	3	15	32	47	36	37	38
30	6	4	2	2	2	5	12	30	39	46	51	48
45	5	2	1	1	3	4	28	40	44	38	40	38
00	3	1	1	3	3	9	26	35	53	44	42	48
Hr Total	20	10	7	9	9	21	80	137	183	164	170	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	47	53	62	63	106	97	39	34	22	21	11
30	57	49	58	90	91	72	79	47	46	35	15	9
45	47	44	62	68	86	86	59	45	29	23	16	5
00	54	54	74	75	86	56	41	43	36	18	11	6
Hr Total	201	195	247	294	326	319	276	174	145	98	63	31

24 Hour Total:	3,350			
AM Peak Hour begins:	11:45	AM Peak Volume:	195	AM Peak Hour Factor: 0.86
PM Peak Hour begins:	16:15	PM Peak Volume:	369	PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd EB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	1	6	13	18	68	168	146	116	72	63
30	4	7	5	6	8	25	85	169	113	89	86	65
45	9	5	6	5	10	22	90	178	157	99	72	82
00	5	4	3	4	14	41	139	161	155	72	70	90
Hr Total	21	20	15	21	45	106	382	676	571	376	300	300

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	82	81	123	104	132	117	77	59	43	28	20
30	74	81	94	100	117	122	134	58	63	50	30	16
45	79	87	123	115	154	107	79	55	47	34	35	9
00	62	74	99	89	150	102	74	57	52	40	20	11
Hr Total	287	324	397	427	525	463	404	247	221	167	113	56

24 Hour Total:	6,464	AM Peak Volume:	676	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	558	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

N/A

Tuesday, May 09, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	1	6	13	18	68	168	146	116	72	63
30	4	7	5	6	8	25	85	169	113	89	86	65
45	9	5	6	5	10	22	90	178	157	99	72	82
00	5	4	3	4	14	41	139	161	155	72	70	90
Hr Total	21	20	15	21	45	106	382	676	571	376	300	300

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	82	81	123	104	132	117	77	59	43	28	20
30	74	81	94	100	117	122	134	58	63	50	30	16
45	79	87	123	115	154	107	79	55	47	34	35	9
00	62	74	99	89	150	102	74	57	52	40	20	11
Hr Total	287	324	397	427	525	463	404	247	221	167	113	56

24 Hour Total:	6,464	AM Peak Volume:	676	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	558	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date:	May 10, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 10, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Bruce B Downs Blvd EB to I-75 SB On Ramp				

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	2	3	6	17	77	166	123	110	81	80
30	2	6	3	8	11	21	106	168	113	87	80	86
45	6	5	2	10	12	17	101	187	147	93	86	69
00	9	5	6	1	14	40	133	180	149	90	72	82
Hr Total	25	19	13	22	43	95	417	701	532	380	319	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	91	82	109	118	125	104	69	73	38	30	21
30	76	99	105	109	105	113	115	67	61	46	28	9
45	95	83	110	116	147	114	90	72	49	38	18	9
00	87	75	114	97	152	110	64	41	50	24	18	3
Hr Total	349	348	411	431	522	462	373	249	233	146	94	42

24 Hour Total:	6,543	AM Peak Volume:	701	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:00	PM Peak Volume:	537	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:30				

N/A

Wednesday, May 10, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	2	3	6	17	77	166	123	110	81	80
30	2	6	3	8	11	21	106	168	113	87	80	86
45	6	5	2	10	12	17	101	187	147	93	86	69
00	9	5	6	1	14	40	133	180	149	90	72	82
Hr Total	25	19	13	22	43	95	417	701	532	380	319	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	91	82	109	118	125	104	69	73	38	30	21
30	76	99	105	109	105	113	115	67	61	46	28	9
45	95	83	110	116	147	114	90	72	49	38	18	9
00	87	75	114	97	152	110	64	41	50	24	18	3
Hr Total	349	348	411	431	522	462	373	249	233	146	94	42

24 Hour Total:	6,543	AM Peak Volume:	701	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:00	PM Peak Volume:	537	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd EB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	2	4	5	15	69	153	158	116	70	76
30	9	9	5	6	18	30	89	152	111	105	62	74
45	10	4	3	5	9	17	114	172	159	79	67	93
00	7	2	4	7	18	42	131	171	137	81	79	74
Hr Total	34	21	14	22	50	104	403	648	565	381	278	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	90	100	97	117	110	112	80	50	53	31	23
30	74	81	91	107	94	140	106	82	63	44	26	17
45	70	100	112	103	158	104	87	58	54	42	20	11
00	80	88	101	92	132	94	74	54	66	38	19	13
Hr Total	302	359	404	399	501	448	379	274	233	177	96	64

24 Hour Total:	6,473	AM Peak Volume:	653	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	540	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:30				

N/A

Thursday, May 11, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	2	4	5	15	69	153	158	116	70	76
30	9	9	5	6	18	30	89	152	111	105	62	74
45	10	4	3	5	9	17	114	172	159	79	67	93
00	7	2	4	7	18	42	131	171	137	81	79	74
Hr Total	34	21	14	22	50	104	403	648	565	381	278	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	90	100	97	117	110	112	80	50	53	31	23
30	74	81	91	107	94	140	106	82	63	44	26	17
45	70	100	112	103	158	104	87	58	54	42	20	11
00	80	88	101	92	132	94	74	54	66	38	19	13
Hr Total	302	359	404	399	501	448	379	274	233	177	96	64

24 Hour Total:	6,473	AM Peak Volume:	653	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	540	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:30				

Volume Count Report 3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Bruce B Downs Blvd EB to I-75 SB On Ramp				

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	2	4	8	17	71	162	142	114	74	73
30	5	7	4	7	12	25	93	163	112	94	76	75
45	8	5	4	7	10	19	102	179	154	90	75	81
00	7	4	4	4	15	41	134	171	147	81	74	82
Hr Total	27	20	14	22	46	102	401	675	556	379	299	311

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	88	88	110	113	122	111	75	61	45	30	21
30	75	87	97	105	105	125	118	69	62	47	28	14
45	81	90	115	111	153	108	85	62	50	38	24	10
00	76	79	105	93	145	102	71	51	56	34	19	9
Hr Total	313	344	404	419	516	458	385	257	229	163	101	54

24 Hour Total:	6,493				
AM Peak Hour begins:	7:00	AM Peak Volume:	675	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	545	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	4	2	4	8	17	71	162	142	114	74	73
30	5	7	4	7	12	25	93	163	112	94	76	75
45	8	5	4	7	10	19	102	179	154	90	75	81
00	7	4	4	4	15	41	134	171	147	81	74	82
Hr Total	27	20	14	22	46	102	401	675	556	379	299	311

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	88	88	110	113	122	111	75	61	45	30	21
30	75	87	97	105	105	125	118	69	62	47	28	14
45	81	90	115	111	153	108	85	62	50	38	24	10
00	76	79	105	93	145	102	71	51	56	34	19	9
Hr Total	313	344	404	419	516	458	385	257	229	163	101	54

24 Hour Total:	6,493				
AM Peak Hour begins:	7:00	AM Peak Volume:	675	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	545	PM Peak Hour Factor:	0.89

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd WB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	0	0	0	2	9	17	33	28	26	34
30	6	2	3	0	1	7	15	22	25	38	23	23
45	2	3	3	0	7	5	12	16	27	20	24	30
00	9	3	2	1	3	8	22	22	26	26	19	23
Hr Total	23	11	8	1	11	22	58	77	111	112	92	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	44	39	58	68	81	79	42	36	17	14	11
30	28	34	34	42	78	85	58	35	34	23	14	8
45	34	44	56	74	56	66	44	31	25	23	10	6
00	38	46	37	53	68	61	42	38	28	16	4	5
Hr Total	137	168	166	227	270	293	223	146	123	79	42	30

24 Hour Total:	2,540	AM Peak Volume:	122	AM Peak Hour Factor:	0.82
AM Peak Hour begins:	11:45	PM Peak Volume:	300	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:45				

N/A

Tuesday, May 09, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	0	0	0	2	9	17	33	28	26	34
30	6	2	3	0	1	7	15	22	25	38	23	23
45	2	3	3	0	7	5	12	16	27	20	24	30
00	9	3	2	1	3	8	22	22	26	26	19	23
Hr Total	23	11	8	1	11	22	58	77	111	112	92	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	44	39	58	68	81	79	42	36	17	14	11
30	28	34	34	42	78	85	58	35	34	23	14	8
45	34	44	56	74	56	66	44	31	25	23	10	6
00	38	46	37	53	68	61	42	38	28	16	4	5
Hr Total	137	168	166	227	270	293	223	146	123	79	42	30

24 Hour Total:	2,540	AM Peak Volume:	122	AM Peak Hour Factor:	0.82
AM Peak Hour begins:	11:45	PM Peak Volume:	300	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd WB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	2	0	1	4	8	16	31	20	29	24
30	5	5	2	3	5	6	13	31	24	26	30	27
45	4	3	3	4	2	6	20	25	35	31	17	30
00	8	1	3	0	4	7	18	24	23	23	38	32
Hr Total	22	11	10	7	12	23	59	96	113	100	114	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	44	40	52	53	69	59	44	24	22	14	13
30	36	35	49	66	57	101	44	45	33	23	11	4
45	33	35	52	69	66	58	52	41	20	14	14	5
00	44	34	36	56	69	58	57	41	20	16	8	4
Hr Total	144	148	177	243	245	286	212	171	97	75	47	26

24 Hour Total:	2,551	AM Peak Volume:	132	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:45	PM Peak Volume:	305	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	16:30				

N/A

Wednesday, May 10, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	2	0	1	4	8	16	31	20	29	24
30	5	5	2	3	5	6	13	31	24	26	30	27
45	4	3	3	4	2	6	20	25	35	31	17	30
00	8	1	3	0	4	7	18	24	23	23	38	32
Hr Total	22	11	10	7	12	23	59	96	113	100	114	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	44	40	52	53	69	59	44	24	22	14	13
30	36	35	49	66	57	101	44	45	33	23	11	4
45	33	35	52	69	66	58	52	41	20	14	14	5
00	44	34	36	56	69	58	57	41	20	16	8	4
Hr Total	144	148	177	243	245	286	212	171	97	75	47	26

24 Hour Total:	2,551	AM Peak Volume:	132	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:45	PM Peak Volume:	305	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd WB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	6	1	3	1	0	12	23	32	23	26	26
30	8	3	0	0	2	4	10	31	27	36	24	45
45	3	4	0	0	3	3	18	22	25	29	28	36
00	4	3	4	1	5	14	18	34	22	32	28	27
Hr Total	19	16	5	4	11	21	58	110	106	120	106	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	41	40	62	52	79	40	29	34	35	19	16
30	48	41	45	52	76	79	22	40	26	21	17	8
45	38	47	53	75	60	65	25	37	19	24	14	8
00	43	35	53	62	78	60	23	27	30	16	12	5
Hr Total	164	164	191	251	266	283	110	133	109	96	62	37

24 Hour Total:	2,576	AM Peak Volume:	148	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	11:45	PM Peak Volume:	301	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

N/A

Thursday, May 11, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	6	1	3	1	0	12	23	32	23	26	26
30	8	3	0	0	2	4	10	31	27	36	24	45
45	3	4	0	0	3	3	18	22	25	29	28	36
00	4	3	4	1	5	14	18	34	22	32	28	27
Hr Total	19	16	5	4	11	21	58	110	106	120	106	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	41	40	62	52	79	40	29	34	35	19	16
30	48	41	45	52	76	79	22	40	26	21	17	8
45	38	47	53	75	60	65	25	37	19	24	14	8
00	43	35	53	62	78	60	23	27	30	16	12	5
Hr Total	164	164	191	251	266	283	110	133	109	96	62	37

24 Hour Total:	2,576	AM Peak Volume:	148	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	11:45	PM Peak Volume:	301	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	Bruce B Downs Blvd WB to I-75 NB On Ramp				

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	1	1	2	10	19	32	24	27	28
30	6	3	2	1	3	6	13	28	25	33	26	32
45	3	3	2	1	4	5	17	21	29	27	23	32
00	7	2	3	1	4	10	19	27	24	27	28	27
Hr Total	21	13	8	4	11	22	58	94	110	111	104	119

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	43	40	57	58	76	59	38	31	25	16	13
30	37	37	43	53	70	88	41	40	31	22	14	7
45	35	42	54	73	61	63	40	36	21	20	13	6
00	42	38	42	57	72	60	41	35	26	16	8	5
Hr Total	148	160	178	240	260	287	182	150	110	83	50	31

24 Hour Total:	2,556	AM Peak Volume:	134	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	299	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	1	1	2	10	19	32	24	27	28
30	6	3	2	1	3	6	13	28	25	33	26	32
45	3	3	2	1	4	5	17	21	29	27	23	32
00	7	2	3	1	4	10	19	27	24	27	28	27
Hr Total	21	13	8	4	11	22	58	94	110	111	104	119

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	43	40	57	58	76	59	38	31	25	16	13
30	37	37	43	53	70	88	41	40	31	22	14	7
45	35	42	54	73	61	63	40	36	21	20	13	6
00	42	38	42	57	72	60	41	35	26	16	8	5
Hr Total	148	160	178	240	260	287	182	150	110	83	50	31

24 Hour Total:	2,556	AM Peak Volume:	134	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	299	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd WB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	14	6	12	25	60	264	551	415	293	193	163
30	26	12	14	12	38	95	357	510	363	278	212	190
45	14	14	8	27	43	146	458	510	379	240	221	161
00	19	17	9	20	44	187	549	403	334	259	181	178
Hr Total	81	57	37	71	150	488	1,628	1,974	1,491	1,070	807	692

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	173	226	213	195	205	285	218	151	118	115	78	40
30	192	210	246	214	203	250	184	142	114	110	87	56
45	213	184	265	204	259	275	191	107	100	97	69	53
00	207	186	228	208	234	203	139	116	114	94	54	37
Hr Total	785	806	952	821	901	1,013	732	516	446	416	288	186

24 Hour Total:	16,408	AM Peak Volume:	2,120	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	6:45	PM Peak Volume:	1,044	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

N/A

Tuesday, May 09, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	14	6	12	25	60	264	551	415	293	193	163
30	26	12	14	12	38	95	357	510	363	278	212	190
45	14	14	8	27	43	146	458	510	379	240	221	161
00	19	17	9	20	44	187	549	403	334	259	181	178
Hr Total	81	57	37	71	150	488	1,628	1,974	1,491	1,070	807	692

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	173	226	213	195	205	285	218	151	118	115	78	40
30	192	210	246	214	203	250	184	142	114	110	87	56
45	213	184	265	204	259	275	191	107	100	97	69	53
00	207	186	228	208	234	203	139	116	114	94	54	37
Hr Total	785	806	952	821	901	1,013	732	516	446	416	288	186

24 Hour Total:	16,408	AM Peak Volume:	2,120	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	6:45	PM Peak Volume:	1,044	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd WB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	16	13	9	15	69	262	517	450	270	211	165
30	35	23	9	20	49	91	355	521	369	299	223	179
45	32	15	9	21	33	123	489	481	405	243	193	165
00	12	6	12	19	32	185	542	431	321	241	206	191
Hr Total	111	60	43	69	129	468	1,648	1,950	1,545	1,053	833	700

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	172	205	196	242	287	250	155	120	125	84	50
30	192	190	236	224	255	252	204	177	129	124	82	35
45	210	197	231	245	260	244	223	122	101	93	60	33
00	196	193	220	211	254	183	137	129	122	66	50	30
Hr Total	812	752	892	876	1,011	966	814	583	472	408	276	148

24 Hour Total:	16,619	AM Peak Volume:	2,069	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	1,056	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15				

N/A

Wednesday, May 10, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	16	13	9	15	69	262	517	450	270	211	165
30	35	23	9	20	49	91	355	521	369	299	223	179
45	32	15	9	21	33	123	489	481	405	243	193	165
00	12	6	12	19	32	185	542	431	321	241	206	191
Hr Total	111	60	43	69	129	468	1,648	1,950	1,545	1,053	833	700

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	172	205	196	242	287	250	155	120	125	84	50
30	192	190	236	224	255	252	204	177	129	124	82	35
45	210	197	231	245	260	244	223	122	101	93	60	33
00	196	193	220	211	254	183	137	129	122	66	50	30
Hr Total	812	752	892	876	1,011	966	814	583	472	408	276	148

24 Hour Total:	16,619	AM Peak Volume:	2,069	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	1,056	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd WB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	13	10	15	22	66	283	555	442	288	206	167
30	17	17	8	14	47	101	323	478	374	287	204	200
45	19	10	8	14	35	146	467	510	390	250	182	151
00	8	7	10	22	47	214	500	395	315	221	194	197
Hr Total	75	47	36	65	151	527	1,573	1,938	1,521	1,046	786	715

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	164	198	171	215	214	317	243	149	125	130	67	52
30	190	199	218	239	228	249	174	185	107	120	89	46
45	194	167	225	221	248	261	186	120	102	93	63	49
00	206	195	220	190	249	177	171	130	115	78	63	35
Hr Total	754	759	834	865	939	1,004	774	584	449	421	282	182

24 Hour Total:	16,327	AM Peak Volume:	2,043	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	1,076	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

N/A

Thursday, May 11, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	13	10	15	22	66	283	555	442	288	206	167
30	17	17	8	14	47	101	323	478	374	287	204	200
45	19	10	8	14	35	146	467	510	390	250	182	151
00	8	7	10	22	47	214	500	395	315	221	194	197
Hr Total	75	47	36	65	151	527	1,573	1,938	1,521	1,046	786	715

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	164	198	171	215	214	317	243	149	125	130	67	52
30	190	199	218	239	228	249	174	185	107	120	89	46
45	194	167	225	221	248	261	186	120	102	93	63	49
00	206	195	220	190	249	177	171	130	115	78	63	35
Hr Total	754	759	834	865	939	1,004	774	584	449	421	282	182

24 Hour Total:	16,327	AM Peak Volume:	2,043	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	1,076	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	Bruce B Downs Blvd WB to I-75 SB On Ramp				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	14	10	12	21	65	270	541	436	284	203	165
30	26	17	10	15	45	96	345	503	369	288	213	190
45	22	13	8	21	37	138	471	500	391	244	199	159
00	13	10	10	20	41	195	530	410	323	240	194	189
Hr Total	89	55	39	68	143	494	1,616	1,954	1,519	1,056	809	702

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	184	199	196	202	220	296	237	152	121	123	76	47
30	191	200	233	226	229	250	187	168	117	118	86	46
45	206	183	240	223	256	260	200	116	101	94	64	45
00	203	191	223	203	246	188	149	125	117	79	56	34
Hr Total	784	772	893	854	950	994	773	561	456	415	282	172

24 Hour Total:	16,451				
AM Peak Hour begins:	6:45	AM Peak Volume:	2,075	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,052	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	28	14	10	12	21	65	270	541	436	284	203	165
30	26	17	10	15	45	96	345	503	369	288	213	190
45	22	13	8	21	37	138	471	500	391	244	199	159
00	13	10	10	20	41	195	530	410	323	240	194	189
Hr Total	89	55	39	68	143	494	1,616	1,954	1,519	1,056	809	702

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	184	199	196	202	220	296	237	152	121	123	76	47
30	191	200	233	226	229	250	187	168	117	118	86	46
45	206	183	240	223	256	260	200	116	101	94	64	45
00	203	191	223	203	246	188	149	125	117	79	56	34
Hr Total	784	772	893	854	950	994	773	561	456	415	282	172

24 Hour Total:	16,451				
AM Peak Hour begins:	6:45	AM Peak Volume:	2,075	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,052	PM Peak Hour Factor:	0.89

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd east of Dona Michelle Dr		

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	85	44	26	29	25	41	91	268	456	414	331	320
30	74	46	29	25	25	42	142	364	482	339	291	304
45	71	40	25	21	29	82	208	393	462	356	369	437
00	41	31	16	20	35	76	303	474	438	288	273	401
Hr Total	271	161	96	95	114	241	744	1,499	1,838	1,397	1,264	1,462

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	372	444	448	454	569	658	682	544	442	351	239	148
30	381	359	365	548	678	771	718	470	421	271	225	108
45	410	463	447	608	623	719	592	480	431	282	175	107
00	410	404	390	626	751	724	502	436	357	248	144	103
Hr Total	1,573	1,670	1,650	2,236	2,621	2,872	2,494	1,930	1,651	1,152	783	466

24 Hour Total:	30,280	AM Peak Volume:	1,874	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:45	PM Peak Volume:	2,899	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	27	21	17	41	98	358	701	588	569	392	403
30	52	27	16	14	57	142	523	891	715	474	371	396
45	39	30	19	35	72	234	615	667	596	464	436	417
00	40	26	16	24	81	277	840	753	491	427	374	377
Hr Total	178	110	72	90	251	751	2,336	3,012	2,390	1,934	1,573	1,593

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	468	491	437	442	437	527	447	384	345	265	179	109
30	442	393	453	423	469	538	416	308	302	207	177	102
45	457	437	539	467	467	473	424	338	279	238	128	98
00	439	380	420	487	520	488	367	291	246	196	106	80
Hr Total	1,806	1,701	1,849	1,819	1,893	2,026	1,654	1,321	1,172	906	590	389

24 Hour Total:	31,416	AM Peak Volume:	3,099	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	6:45	PM Peak Volume:	2,058	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	132	71	47	46	66	139	449	969	1,044	983	723	723
30	126	73	45	39	82	184	665	1,255	1,197	813	662	700
45	110	70	44	56	101	316	823	1,060	1,058	820	805	854
00	81	57	32	44	116	353	1,143	1,227	929	715	647	778
Hr Total	449	271	168	185	365	992	3,080	4,511	4,228	3,331	2,837	3,055

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	840	935	885	896	1,006	1,185	1,129	928	787	616	418	257
30	823	752	818	971	1,147	1,309	1,134	778	723	478	402	210
45	867	900	986	1,075	1,090	1,192	1,016	818	710	520	303	205
00	849	784	810	1,113	1,271	1,212	869	727	603	444	250	183
Hr Total	3,379	3,371	3,499	4,055	4,514	4,898	4,148	3,251	2,823	2,058	1,373	855

24 Hour Total:	61,696	AM Peak Volume:	4,586	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	4,957	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd east of Dona Michelle Dr		

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	99	57	34	18	23	39	83	297	455	431	306	344
30	83	37	29	18	22	45	151	372	481	325	293	356
45	70	30	23	24	24	82	195	398	521	376	318	357
00	57	36	32	22	32	89	315	446	413	355	338	369
Hr Total	309	160	118	82	101	255	744	1,513	1,870	1,487	1,255	1,426

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	424	443	455	466	588	672	700	542	446	357	219	149
30	361	407	380	579	661	815	673	485	391	352	192	122
45	425	464	455	571	607	700	606	455	406	290	176	134
00	369	391	396	627	757	773	545	433	387	245	181	93
Hr Total	1,579	1,705	1,686	2,243	2,613	2,960	2,524	1,915	1,630	1,244	768	498

24 Hour Total:	30,685	AM Peak Volume:	1,903	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:45	PM Peak Volume:	2,988	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	30	24	19	30	110	353	640	629	521	421	387
30	65	46	20	26	56	148	518	849	709	492	406	354
45	44	38	19	29	55	196	640	689	634	500	445	477
00	56	15	17	23	72	270	834	792	499	402	397	412
Hr Total	232	129	80	97	213	724	2,345	2,970	2,471	1,915	1,669	1,630

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	513	449	476	459	519	526	463	401	333	290	173	96
30	408	419	442	461	518	568	443	368	280	229	152	89
45	475	483	520	499	524	487	472	325	282	241	126	82
00	407	378	432	445	522	449	363	300	277	150	96	59
Hr Total	1,803	1,729	1,870	1,864	2,083	2,030	1,741	1,394	1,172	910	547	326

24 Hour Total:	31,944	AM Peak Volume:	3,012	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	6:45	PM Peak Volume:	2,140	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	166	87	58	37	53	149	436	937	1,084	952	727	731
30	148	83	49	44	78	193	669	1,221	1,190	817	699	710
45	114	68	42	53	79	278	835	1,087	1,155	876	763	834
00	113	51	49	45	104	359	1,149	1,238	912	757	735	781
Hr Total	541	289	198	179	314	979	3,089	4,483	4,341	3,402	2,924	3,056

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	937	892	931	925	1,107	1,198	1,163	943	779	647	392	245
30	769	826	822	1,040	1,179	1,383	1,116	853	671	581	344	211
45	900	947	975	1,070	1,131	1,187	1,078	780	688	531	302	216
00	776	769	828	1,072	1,279	1,222	908	733	664	395	277	152
Hr Total	3,382	3,434	3,556	4,107	4,696	4,990	4,265	3,309	2,802	2,154	1,315	824

24 Hour Total:	62,629	AM Peak Volume:	4,667	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:45	PM Peak Volume:	5,047	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date:	May 11, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Bruce B Downs Blvd east of Dona Michelle Dr				

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	97	52	28	26	34	42	101	267	459	432	310	330
30	98	45	32	14	11	49	142	367	510	361	298	320
45	59	40	29	22	29	80	196	410	476	331	327	366
00	47	33	33	29	33	85	280	450	372	305	314	373
Hr Total	301	170	122	91	107	256	719	1,494	1,817	1,429	1,249	1,389

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	428	403	428	480	616	643	740	699	453	331	264	138
30	378	361	373	548	697	801	826	600	437	354	255	138
45	431	462	448	529	561	692	794	501	424	315	199	136
00	385	383	366	632	762	716	756	400	378	234	146	97
Hr Total	1,622	1,609	1,615	2,189	2,636	2,852	3,116	2,200	1,692	1,234	864	509

24 Hour Total:	31,282	AM Peak Volume:	1,895	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:45	PM Peak Volume:	3,116	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	18:00				

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	28	22	21	39	116	353	673	601	563	424	384
30	46	27	12	21	49	165	519	829	722	468	366	415
45	38	34	9	20	76	218	621	726	613	477	416	420
00	37	21	15	34	67	279	795	693	495	435	379	403
Hr Total	178	110	58	96	231	778	2,288	2,921	2,431	1,943	1,585	1,622

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	446	472	462	465	435	499	459	376	328	283	136	126
30	422	386	452	472	511	538	441	353	269	243	149	88
45	444	453	502	463	469	498	375	345	296	214	137	75
00	433	363	425	437	556	468	412	249	251	158	127	77
Hr Total	1,745	1,674	1,841	1,837	1,971	2,003	1,687	1,323	1,144	898	549	366

24 Hour Total:	31,279	AM Peak Volume:	3,023	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	6:45	PM Peak Volume:	2,091	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	154	80	50	47	73	158	454	940	1,060	995	734	714
30	144	72	44	35	60	214	661	1,196	1,232	829	664	735
45	97	74	38	42	105	298	817	1,136	1,089	808	743	786
00	84	54	48	63	100	364	1,075	1,143	867	740	693	776
Hr Total	479	280	180	187	338	1,034	3,007	4,415	4,248	3,372	2,834	3,011

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	874	875	890	945	1,051	1,142	1,199	1,075	781	614	400	264
30	800	747	825	1,020	1,208	1,339	1,267	953	706	597	404	226
45	875	915	950	992	1,030	1,190	1,169	846	720	529	336	211
00	818	746	791	1,069	1,318	1,184	1,168	649	629	392	273	174
Hr Total	3,367	3,283	3,456	4,026	4,607	4,855	4,803	3,523	2,836	2,132	1,413	875

24 Hour Total:	62,561	AM Peak Volume:	4,571	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:30	PM Peak Volume:	4,989	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Bruce B Downs Blvd east of Dona Michelle Dr				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	94	51	29	24	27	41	92	277	457	426	316	331
30	85	43	30	19	19	45	145	368	491	342	294	327
45	67	37	26	22	27	81	200	400	486	354	338	387
00	48	33	27	24	33	83	299	457	408	316	308	381
Hr Total	294	164	112	89	107	251	736	1,502	1,842	1,438	1,256	1,426

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	408	430	444	467	591	658	707	595	447	346	241	145
30	373	376	373	558	679	796	739	518	416	326	224	123
45	422	463	450	569	597	704	664	479	420	296	183	126
00	388	393	384	628	757	738	601	423	374	242	157	98
Hr Total	1,591	1,661	1,650	2,223	2,623	2,895	2,711	2,015	1,658	1,210	805	491

24 Hour Total:	30,749				
AM Peak Hour begins:	7:45	AM Peak Volume:	1,891	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:15	PM Peak Volume:	2,944	PM Peak Hour Factor:	0.93

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	28	22	19	37	108	355	671	606	551	412	391
30	54	33	16	20	54	152	520	856	715	478	381	388
45	40	34	16	28	68	216	625	694	614	480	432	438
00	44	21	16	27	73	275	823	746	495	421	383	397
Hr Total	196	116	70	94	232	751	2,323	2,968	2,431	1,931	1,609	1,615

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	476	471	458	455	464	517	456	387	335	279	163	110
30	424	399	449	452	499	548	433	343	284	226	159	93
45	459	458	520	476	487	486	424	336	286	231	130	85
00	426	374	426	456	533	468	381	280	258	168	110	72
Hr Total	1,785	1,701	1,853	1,840	1,982	2,020	1,694	1,346	1,163	905	562	360

24 Hour Total:	31,546				
AM Peak Hour begins:	6:45	AM Peak Volume:	3,045	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:30	PM Peak Volume:	2,085	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	151	79	52	43	64	149	446	949	1,063	977	728	723
30	139	76	46	39	73	197	665	1,224	1,206	820	675	715
45	107	71	41	50	95	297	825	1,094	1,101	835	770	825
00	93	54	43	51	107	359	1,122	1,203	903	737	692	778
Hr Total	490	280	182	184	339	1,002	3,059	4,470	4,272	3,368	2,865	3,041

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	884	901	902	922	1,055	1,175	1,164	982	782	626	403	255
30	797	775	822	1,010	1,178	1,344	1,172	861	700	552	383	216
45	881	921	970	1,046	1,084	1,190	1,088	815	706	527	314	211
00	814	766	810	1,085	1,289	1,206	982	703	632	410	267	170
Hr Total	3,376	3,363	3,504	4,063	4,606	4,914	4,405	3,361	2,820	2,115	1,367	851

24 Hour Total:	62,295				
AM Peak Hour begins:	7:15	AM Peak Volume:	4,584	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	4,998	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd east of I-75 NB		

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	92	51	32	26	24	48	111	343	524	439	361	368
30	82	49	30	27	25	43	168	386	554	398	360	382
45	79	45	26	23	34	94	258	487	547	403	376	485
00	41	30	24	21	43	109	334	530	544	336	328	503
Hr Total	294	175	112	97	126	294	871	1,746	2,169	1,576	1,425	1,738

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	448	501	501	511	681	820	838	631	478	364	263	155
30	463	425	432	685	759	849	766	582	502	322	239	131
45	476	527	500	656	769	868	679	532	480	296	203	107
00	489	469	460	756	853	797	592	531	410	276	160	109
Hr Total	1,876	1,922	1,893	2,608	3,062	3,334	2,875	2,276	1,870	1,258	865	502

24 Hour Total:	34,964	AM Peak Volume:	2,169	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	8:00	PM Peak Volume:	3,390	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	30	19	17	41	114	411	911	765	575	435	398
30	58	29	22	18	64	162	571	846	660	577	466	478
45	41	37	23	40	79	245	768	854	703	475	451	421
00	48	34	21	33	83	292	844	725	608	510	431	472
Hr Total	211	130	85	108	267	813	2,594	3,336	2,736	2,137	1,783	1,769

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	462	521	467	486	527	681	546	408	343	284	194	119
30	523	502	560	504	521	568	477	381	349	276	207	120
45	521	484	569	525	565	618	495	343	281	258	151	106
00	500	451	496	502	576	521	406	362	289	224	129	78
Hr Total	2,006	1,958	2,092	2,017	2,189	2,388	1,924	1,494	1,262	1,042	681	423

24 Hour Total:	35,445	AM Peak Volume:	3,455	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:45	PM Peak Volume:	2,443	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	156	81	51	43	65	162	522	1,254	1,289	1,014	796	766
30	140	78	52	45	89	205	739	1,232	1,214	975	826	860
45	120	82	49	63	113	339	1,026	1,341	1,250	878	827	906
00	89	64	45	54	126	401	1,178	1,255	1,152	846	759	975
Hr Total	505	305	197	205	393	1,107	3,465	5,082	4,905	3,713	3,208	3,507

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	910	1,022	968	997	1,208	1,501	1,384	1,039	821	648	457	274
30	986	927	992	1,189	1,280	1,417	1,243	963	851	598	446	251
45	997	1,011	1,069	1,181	1,334	1,486	1,174	875	761	554	354	213
00	989	920	956	1,258	1,429	1,318	998	893	699	500	289	187
Hr Total	3,882	3,880	3,985	4,625	5,251	5,722	4,799	3,770	3,132	2,300	1,546	925

24 Hour Total:	70,409	AM Peak Volume:	5,117	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	5,833	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd east of I-75 NB		

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	61	44	20	30	43	111	370	518	496	350	379
30	90	39	31	20	19	51	160	410	569	381	354	415
45	80	38	24	23	31	94	235	471	601	405	350	432
00	56	42	32	25	49	103	353	527	524	385	385	483
Hr Total	331	180	131	88	129	291	859	1,778	2,212	1,667	1,439	1,709

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	487	508	486	544	713	847	838	599	469	377	235	165
30	452	487	469	695	770	875	739	573	483	401	210	138
45	497	501	517	643	751	874	714	487	421	316	196	139
00	465	462	470	751	842	870	647	513	466	288	182	94
Hr Total	1,901	1,958	1,942	2,633	3,076	3,466	2,938	2,172	1,839	1,382	823	536

24 Hour Total:	35,480	AM Peak Volume:	2,215	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:45	PM Peak Volume:	3,466	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	81	42	29	18	31	117	407	842	806	525	436	391
30	62	52	20	31	69	155	550	869	692	588	502	450
45	54	42	23	31	61	213	801	870	719	486	441	467
00	49	20	24	26	80	286	850	743	634	488	483	485
Hr Total	246	156	96	106	241	771	2,608	3,324	2,851	2,087	1,862	1,793

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	528	452	475	478	568	677	599	450	312	301	184	106
30	501	501	559	541	589	624	503	430	335	294	179	94
45	499	510	533	588	626	621	544	357	304	244	150	95
00	539	488	525	516	582	458	403	364	333	196	113	70
Hr Total	2,067	1,951	2,092	2,123	2,365	2,380	2,049	1,601	1,284	1,035	626	365

24 Hour Total:	36,079	AM Peak Volume:	3,431	AM Peak Hour Factor:	0.99
AM Peak Hour begins:	6:45	PM Peak Volume:	2,509	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	186	103	73	38	61	160	518	1,212	1,324	1,021	786	770
30	152	91	51	51	88	206	710	1,279	1,261	969	856	865
45	134	80	47	54	92	307	1,036	1,341	1,320	891	791	899
00	105	62	56	51	129	389	1,203	1,270	1,158	873	868	968
Hr Total	577	336	227	194	370	1,062	3,467	5,102	5,063	3,754	3,301	3,502

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,015	960	961	1,022	1,281	1,524	1,437	1,049	781	678	419	271
30	953	988	1,028	1,236	1,359	1,499	1,242	1,003	818	695	389	232
45	996	1,011	1,050	1,231	1,377	1,495	1,258	844	725	560	346	234
00	1,004	950	995	1,267	1,424	1,328	1,050	877	799	484	295	164
Hr Total	3,968	3,909	4,034	4,756	5,441	5,846	4,987	3,773	3,123	2,417	1,449	901

24 Hour Total:	71,559	AM Peak Volume:	5,214	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	5,942	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd east of I-75 NB		

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	58	34	30	36	47	123	347	531	484	356	394
30	96	51	33	14	16	51	156	401	579	407	337	399
45	63	46	36	28	34	102	236	486	539	399	387	415
00	53	35	35	28	41	95	319	535	463	375	364	439
Hr Total	317	190	138	100	127	295	834	1,769	2,112	1,665	1,444	1,647

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	491	460	478	549	718	835	883	814	491	365	275	153
30	476	443	449	623	812	880	915	678	504	393	305	155
45	512	523	524	616	700	842	944	553	477	365	217	133
00	456	483	448	744	858	820	845	492	448	277	170	123
Hr Total	1,935	1,909	1,899	2,532	3,088	3,377	3,587	2,537	1,920	1,400	967	564

24 Hour Total:	36,353	AM Peak Volume:	2,184	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:45	PM Peak Volume:	3,587	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	18:00				

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	71	43	23	25	43	109	416	900	762	562	454	380
30	49	32	15	22	58	178	515	811	687	603	465	541
45	47	33	12	23	77	230	780	901	697	487	415	403
00	34	24	23	36	88	321	799	706	617	509	456	497
Hr Total	201	132	73	106	266	838	2,510	3,318	2,763	2,161	1,790	1,821

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	426	479	463	495	541	666	573	412	365	312	170	152
30	523	499	541	544	548	552	477	450	331	287	178	100
45	474	465	514	527	579	657	455	357	291	242	154	96
00	555	484	529	508	583	456	465	327	301	197	145	78
Hr Total	1,978	1,927	2,047	2,074	2,251	2,331	1,970	1,546	1,288	1,038	647	426

24 Hour Total:	35,502	AM Peak Volume:	3,411	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:45	PM Peak Volume:	2,458	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	176	101	57	55	79	156	539	1,247	1,293	1,046	810	774
30	145	83	48	36	74	229	671	1,212	1,266	1,010	802	940
45	110	79	48	51	111	332	1,016	1,387	1,236	886	802	818
00	87	59	58	64	129	416	1,118	1,241	1,080	884	820	936
Hr Total	518	322	211	206	393	1,133	3,344	5,087	4,875	3,826	3,234	3,468

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	917	939	941	1,044	1,259	1,501	1,456	1,226	856	677	445	305
30	999	942	990	1,167	1,360	1,432	1,392	1,128	835	680	483	255
45	986	988	1,038	1,143	1,279	1,499	1,399	910	768	607	371	229
00	1,011	967	977	1,252	1,441	1,276	1,310	819	749	474	315	201
Hr Total	3,913	3,836	3,946	4,606	5,339	5,708	5,557	4,083	3,208	2,438	1,614	990

24 Hour Total:	71,855	AM Peak Volume:	5,187	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:30	PM Peak Volume:	5,873	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd east of I-75 NB		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	57	37	25	30	46	115	353	524	473	356	380
30	89	46	31	20	20	48	161	399	567	395	350	399
45	74	43	29	25	33	97	243	481	562	402	371	444
00	50	36	30	25	44	102	335	531	510	365	359	475
Hr Total	314	182	127	95	127	293	855	1,764	2,164	1,636	1,436	1,698

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	475	490	488	535	704	834	853	681	479	369	258	158
30	464	452	450	668	780	868	807	611	496	372	251	141
45	495	517	514	638	740	861	779	524	459	326	205	126
00	470	471	459	750	851	829	695	512	441	280	171	109
Hr Total	1,904	1,930	1,911	2,591	3,075	3,392	3,133	2,328	1,876	1,347	885	534

24 Hour Total:	35,599				
AM Peak Hour begins:	7:45	AM Peak Volume:	2,185	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	3,414	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	72	38	24	20	38	113	411	884	778	554	442	390
30	56	38	19	24	64	165	545	842	680	589	478	490
45	47	37	19	31	72	229	783	875	706	483	436	430
00	44	26	23	32	84	300	831	725	620	502	457	485
Hr Total	219	139	85	107	258	807	2,571	3,326	2,783	2,128	1,812	1,794

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	472	484	468	486	545	675	573	423	340	299	183	126
30	516	501	553	530	553	581	486	420	338	286	188	105
45	498	486	539	547	590	632	498	352	292	248	152	99
00	531	474	517	509	580	478	425	351	308	206	129	75
Hr Total	2,017	1,945	2,077	2,071	2,268	2,366	1,981	1,547	1,278	1,038	651	405

24 Hour Total:	35,675				
AM Peak Hour begins:	6:45	AM Peak Volume:	3,432	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	2,468	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	173	95	60	45	68	159	526	1,238	1,302	1,027	797	770
30	146	84	50	44	84	213	707	1,241	1,247	985	828	888
45	121	80	48	56	105	326	1,026	1,356	1,269	885	807	874
00	94	62	53	56	128	402	1,166	1,255	1,130	868	816	960
Hr Total	533	321	212	202	385	1,101	3,425	5,090	4,948	3,764	3,248	3,492

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	947	974	957	1,021	1,249	1,509	1,426	1,105	819	668	440	283
30	979	952	1,003	1,197	1,333	1,449	1,292	1,031	835	658	439	246
45	993	1,003	1,052	1,185	1,330	1,493	1,277	876	751	574	357	225
00	1,001	946	976	1,259	1,431	1,307	1,119	863	749	486	300	184
Hr Total	3,921	3,875	3,988	4,662	5,344	5,759	5,114	3,875	3,154	2,385	1,536	939

24 Hour Total:	71,274				
AM Peak Hour begins:	7:30	AM Peak Volume:	5,161	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	5,883	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd east of Tampa Palms Blvd		

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	28	18	14	23	42	127	338	390	357	303	330
30	47	22	24	15	19	46	180	366	379	320	333	324
45	46	30	19	17	26	57	206	385	429	330	323	423
00	23	20	14	13	38	96	312	428	432	289	276	381
Hr Total	172	100	75	59	106	241	825	1,517	1,630	1,296	1,235	1,458

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	417	428	407	491	441	597	531	435	366	266	173	112
30	387	371	389	484	538	520	517	402	396	250	149	78
45	412	446	443	500	566	525	447	407	341	207	155	66
00	373	360	404	506	558	464	387	382	300	194	89	69
Hr Total	1,589	1,605	1,643	1,981	2,103	2,106	1,882	1,626	1,403	917	566	325

24 Hour Total:	26,460	AM Peak Volume:	1,630	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	8:00	PM Peak Volume:	2,259	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:15				

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	21	19	15	19	66	159	407	408	305	298	313
30	39	26	10	9	31	69	223	498	430	335	315	339
45	34	29	16	20	41	114	336	451	400	320	310	330
00	27	16	12	23	53	169	428	470	408	352	279	347
Hr Total	142	92	57	67	144	418	1,146	1,826	1,646	1,312	1,202	1,329

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	337	329	327	334	377	517	468	327	263	228	144	97
30	408	360	372	374	407	430	470	295	326	212	132	83
45	332	332	372	395	452	502	430	315	262	186	114	81
00	366	357	353	413	479	505	345	277	214	190	105	72
Hr Total	1,443	1,378	1,424	1,516	1,715	1,954	1,713	1,214	1,065	816	495	333

24 Hour Total:	24,447	AM Peak Volume:	1,827	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	1,954	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	98	49	37	29	42	108	286	745	798	662	601	643
30	86	48	34	24	50	115	403	864	809	655	648	663
45	80	59	35	37	67	171	542	836	829	650	633	753
00	50	36	26	36	91	265	740	898	840	641	555	728
Hr Total	314	192	132	126	250	659	1,971	3,343	3,276	2,608	2,437	2,787

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	754	757	734	825	818	1,114	999	762	629	494	317	209
30	795	731	761	858	945	950	987	697	722	462	281	161
45	744	778	815	895	1,018	1,027	877	722	603	393	269	147
00	739	717	757	919	1,037	969	732	659	514	384	194	141
Hr Total	3,032	2,983	3,067	3,497	3,818	4,060	3,595	2,840	2,468	1,733	1,061	658

24 Hour Total:	50,907	AM Peak Volume:	3,396	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	4,128	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd east of Tampa Palms Blvd		

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	25	24	10	19	31	137	332	356	367	308	335
30	47	29	20	15	21	47	191	372	400	297	322	357
45	50	30	20	18	17	63	222	394	438	351	325	368
00	43	21	19	13	35	97	329	439	424	340	299	375
Hr Total	204	105	83	56	92	238	879	1,537	1,618	1,355	1,254	1,435

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	440	444	387	451	483	555	516	422	373	268	165	99
30	364	416	407	495	528	557	494	392	355	270	140	67
45	436	415	457	479	523	582	474	408	297	197	107	78
00	401	364	412	478	617	486	421	376	324	174	113	50
Hr Total	1,641	1,639	1,663	1,903	2,151	2,180	1,905	1,598	1,349	909	525	294

24 Hour Total:	26,613	AM Peak Volume:	1,633	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:45	PM Peak Volume:	2,311	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	37	14	19	22	72	161	384	403	365	282	282
30	51	31	15	9	17	74	248	491	455	394	328	315
45	33	26	13	12	33	103	340	423	418	309	330	344
00	34	20	13	20	57	140	427	477	414	316	306	343
Hr Total	166	114	55	60	129	389	1,176	1,775	1,690	1,384	1,246	1,284

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	344	371	333	317	380	536	496	313	270	197	136	76
30	370	372	365	362	442	473	468	342	260	251	122	80
45	369	383	380	387	520	525	413	269	267	200	107	63
00	388	380	370	430	435	467	355	276	267	170	100	63
Hr Total	1,471	1,506	1,448	1,496	1,777	2,001	1,732	1,200	1,064	818	465	282

24 Hour Total:	24,728	AM Peak Volume:	1,794	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	2,001	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	112	62	38	29	41	103	298	716	759	732	590	617
30	98	60	35	24	38	121	439	863	855	691	650	672
45	83	56	33	30	50	166	562	817	856	660	655	712
00	77	41	32	33	92	237	756	916	838	656	605	718
Hr Total	370	219	138	116	221	627	2,055	3,312	3,308	2,739	2,500	2,719

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	784	815	720	768	863	1,091	1,012	735	643	465	301	175
30	734	788	772	857	970	1,030	962	734	615	521	262	147
45	805	798	837	866	1,043	1,107	887	677	564	397	214	141
00	789	744	782	908	1,052	953	776	652	591	344	213	113
Hr Total	3,112	3,145	3,111	3,399	3,928	4,181	3,637	2,798	2,413	1,727	990	576

24 Hour Total:	51,341	AM Peak Volume:	3,386	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:45	PM Peak Volume:	4,280	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd east of Tampa Palms Blvd		

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	31	24	18	15	39	135	333	397	400	313	325
30	54	33	24	17	30	44	158	352	394	349	293	342
45	50	32	17	15	29	62	233	376	394	331	317	398
00	41	13	20	21	37	94	308	423	377	301	329	347
Hr Total	221	109	85	71	111	239	834	1,484	1,562	1,381	1,252	1,412

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	398	410	439	430	488	561	529	440	353	254	185	103
30	401	360	418	482	546	589	520	438	378	268	178	97
45	428	437	476	426	554	531	524	369	357	252	120	72
00	365	378	431	492	589	470	440	346	314	176	106	62
Hr Total	1,592	1,585	1,764	1,830	2,177	2,151	2,013	1,593	1,402	950	589	334

24 Hour Total:	26,741	AM Peak Volume:	1,608	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:45	PM Peak Volume:	2,293	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	33	20	15	33	66	161	379	371	321	312	272
30	45	20	12	18	19	87	229	472	447	382	308	334
45	42	26	11	18	40	105	332	445	398	306	309	302
00	27	27	18	24	54	145	419	452	413	363	291	352
Hr Total	169	106	61	75	146	403	1,141	1,748	1,629	1,372	1,220	1,260

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	347	365	349	413	486	539	384	294	220	150	112
30	372	364	393	380	405	468	546	338	293	233	117	77
45	335	371	368	382	492	506	429	336	245	202	119	71
00	384	352	350	418	449	424	415	257	253	173	105	73
Hr Total	1,439	1,434	1,476	1,529	1,759	1,884	1,929	1,315	1,085	828	491	333

24 Hour Total:	24,832	AM Peak Volume:	1,748	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	2,015	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:30				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	131	64	44	33	48	105	296	712	768	721	625	597
30	99	53	36	35	49	131	387	824	841	731	601	676
45	92	58	28	33	69	167	565	821	792	637	626	700
00	68	40	38	45	91	239	727	875	790	664	620	699
Hr Total	390	215	146	146	257	642	1,975	3,232	3,191	2,753	2,472	2,672

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	746	757	804	779	901	1,047	1,068	824	647	474	335	215
30	773	724	811	862	951	1,057	1,066	776	671	501	295	174
45	763	808	844	808	1,046	1,037	953	705	602	454	239	143
00	749	730	781	910	1,038	894	855	603	567	349	211	135
Hr Total	3,031	3,019	3,240	3,359	3,936	4,035	3,942	2,908	2,487	1,778	1,080	667

24 Hour Total:	51,573	AM Peak Volume:	3,305	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:30	PM Peak Volume:	4,188	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:30				

Volume Count Report 3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	Bruce B Downs Blvd east of Tampa Palms Blvd				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	28	22	14	19	37	133	334	381	375	308	330
30	49	28	23	16	23	46	176	363	391	322	316	341
45	49	31	19	17	24	61	220	385	420	337	322	396
00	36	18	18	16	37	96	316	430	411	310	301	368
Hr Total	199	105	81	62	103	239	846	1,513	1,603	1,344	1,247	1,435

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	418	427	411	457	471	571	525	432	364	263	174	105
30	384	382	405	487	537	555	510	411	376	263	156	81
45	425	433	459	468	548	546	482	395	332	219	127	72
00	380	367	416	492	588	473	416	368	313	181	103	60
Hr Total	1,607	1,610	1,690	1,905	2,144	2,146	1,933	1,606	1,385	925	560	318

24 Hour Total:	26,605				
AM Peak Hour begins:	7:45	AM Peak Volume:	1,622	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	2,262	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	48	30	18	16	25	68	160	390	394	330	297	289
30	45	26	12	12	22	77	233	487	444	370	317	329
45	36	27	13	17	38	107	336	440	405	312	316	325
00	29	21	14	22	55	151	425	466	412	344	292	347
Hr Total	159	104	58	67	140	403	1,154	1,783	1,655	1,356	1,223	1,291

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	343	349	342	333	390	513	501	341	276	215	143	95
30	383	365	377	372	418	457	495	325	293	232	124	80
45	345	362	373	388	488	511	424	307	258	196	113	72
00	379	363	358	420	454	465	372	270	245	178	103	69
Hr Total	1,451	1,439	1,449	1,514	1,750	1,946	1,791	1,243	1,071	821	484	316

24 Hour Total:	24,669				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,787	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:30	PM Peak Volume:	1,972	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	114	58	40	30	44	105	293	724	775	705	605	619
30	94	54	35	28	46	122	410	850	835	692	633	670
45	85	58	32	33	62	168	556	825	826	649	638	722
00	65	39	32	38	91	247	741	896	823	654	593	715
Hr Total	358	209	139	129	243	643	2,000	3,296	3,258	2,700	2,470	2,726

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	761	776	753	791	861	1,084	1,026	774	640	478	318	200
30	767	748	781	859	955	1,012	1,005	736	669	495	279	161
45	771	795	832	856	1,036	1,057	906	701	590	415	241	144
00	759	730	773	912	1,042	939	788	638	557	359	206	130
Hr Total	3,058	3,049	3,139	3,418	3,894	4,092	3,725	2,849	2,456	1,746	1,044	634

24 Hour Total:	51,274				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,346	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	4,196	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd west of I-75 SB		

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	27	18	14	23	41	123	334	390	353	300	328
30	46	22	23	15	19	46	180	366	376	317	327	316
45	46	30	18	17	26	57	206	385	423	325	322	419
00	23	18	13	13	37	96	310	426	431	283	274	379
Hr Total	171	97	72	59	105	240	819	1,511	1,620	1,278	1,223	1,442

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	412	422	399	488	436	589	527	431	356	262	172	110
30	382	366	382	475	534	508	514	396	388	249	146	78
45	407	439	439	489	558	522	443	399	339	206	155	66
00	369	351	397	492	553	458	376	373	293	193	89	68
Hr Total	1,570	1,578	1,617	1,944	2,081	2,077	1,860	1,599	1,376	910	562	322

24 Hour Total:	26,133	AM Peak Volume:	1,620	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	8:00	PM Peak Volume:	2,234	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:15				

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	23	20	15	19	66	170	489	480	370	309	330
30	45	26	11	11	31	73	240	620	539	399	316	360
45	36	27	17	21	39	118	385	580	495	331	319	345
00	27	20	13	24	55	171	477	613	500	361	295	384
Hr Total	151	96	61	71	144	428	1,272	2,302	2,014	1,461	1,239	1,419

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	355	362	344	351	390	519	456	358	263	239	148	105
30	434	369	381	383	417	448	477	322	349	208	139	83
45	355	352	385	415	395	531	457	328	268	193	116	79
00	388	373	367	440	490	523	366	289	224	184	105	68
Hr Total	1,532	1,456	1,477	1,589	1,692	2,021	1,756	1,297	1,104	824	508	335

24 Hour Total:	26,249	AM Peak Volume:	2,302	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	2,021	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	99	50	38	29	42	107	293	823	870	723	609	658
30	91	48	34	26	50	119	420	986	915	716	643	676
45	82	57	35	38	65	175	591	965	918	656	641	764
00	50	38	26	37	92	267	787	1,039	931	644	569	763
Hr Total	322	193	133	130	249	668	2,091	3,813	3,634	2,739	2,462	2,861

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	767	784	743	839	826	1,108	983	789	619	501	320	215
30	816	735	763	858	951	956	991	718	737	457	285	161
45	762	791	824	904	953	1,053	900	727	607	399	271	145
00	757	724	764	932	1,043	981	742	662	517	377	194	136
Hr Total	3,102	3,034	3,094	3,533	3,773	4,098	3,616	2,896	2,480	1,734	1,070	657

24 Hour Total:	52,382	AM Peak Volume:	3,860	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	4,160	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd west of I-75 SB		

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	25	24	8	19	30	137	332	356	362	306	329
30	47	29	20	15	21	47	190	371	400	296	318	353
45	49	30	20	18	17	63	222	392	433	345	315	362
00	43	21	19	13	34	96	325	439	421	337	291	369
Hr Total	203	105	83	54	91	236	874	1,534	1,610	1,340	1,230	1,413

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	436	436	386	443	478	551	513	412	363	265	161	97
30	363	416	400	493	518	547	491	385	352	267	139	65
45	428	413	451	473	517	575	466	403	291	195	106	78
00	396	361	407	473	609	482	420	370	321	174	113	50
Hr Total	1,623	1,626	1,644	1,882	2,122	2,155	1,890	1,570	1,327	901	519	290

24 Hour Total:	26,322	AM Peak Volume:	1,628	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:45	PM Peak Volume:	2,282	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	35	15	18	21	71	174	445	483	445	294	297
30	49	32	16	11	20	73	267	623	565	456	346	342
45	31	30	16	12	31	110	372	549	517	317	340	379
00	37	22	15	21	59	147	489	629	486	321	320	370
Hr Total	170	119	62	62	131	401	1,302	2,246	2,051	1,539	1,300	1,388

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	376	387	348	328	395	529	501	326	279	207	143	78
30	382	380	380	375	459	509	467	366	258	248	123	79
45	385	403	387	398	460	534	438	280	271	207	118	70
00	414	393	393	437	448	486	383	292	283	178	93	63
Hr Total	1,557	1,563	1,508	1,538	1,762	2,058	1,789	1,264	1,091	840	477	290

24 Hour Total:	26,508	AM Peak Volume:	2,284	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	2,058	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	117	60	39	26	40	101	311	777	839	807	600	626
30	96	61	36	26	41	120	457	994	965	752	664	695
45	80	60	36	30	48	173	594	941	950	662	655	741
00	80	43	34	34	93	243	814	1,068	907	658	611	739
Hr Total	373	224	145	116	222	637	2,176	3,780	3,661	2,879	2,530	2,801

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	812	823	734	771	873	1,080	1,014	738	642	472	304	175
30	745	796	780	868	977	1,056	958	751	610	515	262	144
45	813	816	838	871	977	1,109	904	683	562	402	224	148
00	810	754	800	910	1,057	968	803	662	604	352	206	113
Hr Total	3,180	3,189	3,152	3,420	3,884	4,213	3,679	2,834	2,418	1,741	996	580

24 Hour Total:	52,830	AM Peak Volume:	3,842	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	4,302	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd west of I-75 SB		

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	31	24	18	15	39	134	329	396	391	308	319
30	53	33	24	17	30	44	158	350	394	343	287	337
45	50	32	17	15	29	62	233	376	390	326	313	393
00	41	13	20	21	37	92	306	423	376	294	323	344
Hr Total	220	109	85	71	111	237	831	1,478	1,556	1,354	1,231	1,393

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	391	400	430	427	485	552	523	434	346	251	185	102
30	398	352	413	476	541	579	513	432	373	264	178	95
45	421	434	467	420	552	527	514	364	346	246	118	72
00	357	373	424	486	584	465	419	339	310	175	105	59
Hr Total	1,567	1,559	1,734	1,809	2,162	2,123	1,969	1,569	1,375	936	586	328

24 Hour Total:	26,393	AM Peak Volume:	1,603	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:45	PM Peak Volume:	2,267	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	34	19	18	34	70	174	449	458	392	327	297
30	47	18	15	21	18	87	245	612	553	430	330	357
45	43	26	8	18	44	111	363	581	494	317	317	339
00	28	28	18	23	54	148	468	592	500	376	313	383
Hr Total	176	106	60	80	150	416	1,250	2,234	2,005	1,515	1,287	1,376

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	347	372	360	435	480	543	406	307	221	148	118
30	411	385	400	394	421	474	561	357	296	240	120	76
45	347	379	372	402	442	511	447	354	263	200	122	77
00	408	361	362	427	460	450	446	280	268	180	110	79
Hr Total	1,534	1,472	1,506	1,583	1,758	1,915	1,997	1,397	1,134	841	500	350

24 Hour Total:	26,642	AM Peak Volume:	2,243	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	2,065	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:30				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	134	65	43	36	49	109	308	778	854	783	635	616
30	100	51	39	38	48	131	403	962	947	773	617	694
45	93	58	25	33	73	173	596	957	884	643	630	732
00	69	41	38	44	91	240	774	1,015	876	670	636	727
Hr Total	396	215	145	151	261	653	2,081	3,712	3,561	2,869	2,518	2,769

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	759	747	802	787	920	1,032	1,066	840	653	472	333	220
30	809	737	813	870	962	1,053	1,074	789	669	504	298	171
45	768	813	839	822	994	1,038	961	718	609	446	240	149
00	765	734	786	913	1,044	915	865	619	578	355	215	138
Hr Total	3,101	3,031	3,240	3,392	3,920	4,038	3,966	2,966	2,509	1,777	1,086	678

24 Hour Total:	53,035	AM Peak Volume:	3,788	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	4,167	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd 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	65	28	22	13	19	37	131	332	381	369	305	325
30	49	28	22	16	23	46	176	362	390	319	311	335
45	48	31	18	17	24	61	220	384	415	332	317	391
00	36	17	17	16	36	95	314	429	409	305	296	364
Hr Total	198	104	80	61	102	238	841	1,508	1,595	1,324	1,228	1,416

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	413	419	405	453	466	564	521	426	355	259	173	103
30	381	378	398	481	531	545	506	404	371	260	154	79
45	419	429	452	461	542	541	474	389	325	216	126	72
00	374	362	409	484	582	468	405	361	308	181	102	59
Hr Total	1,587	1,588	1,665	1,878	2,122	2,118	1,906	1,579	1,359	916	556	313

24 Hour Total:	26,283				
AM Peak Hour begins:	7:45	AM Peak Volume:	1,615	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	2,233	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	51	31	18	17	25	69	173	461	474	402	310	308
30	47	25	14	14	23	78	251	618	552	428	331	353
45	37	28	14	17	38	113	373	570	502	322	325	354
00	31	23	15	23	56	155	478	611	495	353	309	379
Hr Total	166	107	61	71	142	415	1,275	2,261	2,023	1,505	1,275	1,394

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	366	365	355	346	407	509	500	363	283	222	146	100
30	409	378	387	384	432	477	502	348	301	232	127	79
45	362	378	381	405	432	525	447	321	267	200	119	75
00	403	376	374	435	466	486	398	287	258	181	103	70
Hr Total	1,541	1,497	1,497	1,570	1,737	1,998	1,847	1,319	1,110	835	495	325

24 Hour Total:	26,466				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,273	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:30	PM Peak Volume:	2,013	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	117	58	40	30	44	106	304	793	854	771	615	633
30	96	53	36	30	46	123	427	981	942	747	641	688
45	85	58	32	34	62	174	594	954	917	654	642	746
00	66	41	33	38	92	250	792	1,041	905	657	605	743
Hr Total	364	211	141	132	244	653	2,116	3,768	3,619	2,829	2,503	2,810

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	779	785	760	799	873	1,073	1,021	789	638	482	319	203
30	790	756	785	865	963	1,022	1,008	753	672	492	282	159
45	781	807	834	866	975	1,067	922	709	593	416	245	147
00	777	737	783	918	1,048	955	803	648	566	361	205	129
Hr Total	3,128	3,085	3,162	3,448	3,859	4,116	3,754	2,899	2,469	1,751	1,051	638

24 Hour Total:	52,749				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,830	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45	PM Peak Volume:	4,210	PM Peak Hour Factor:	0.98

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd west of Tampa Palms Blvd		

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	25	14	12	12	28	109	274	328	282	237	242
30	45	18	19	17	17	32	138	286	267	240	243	296
45	34	26	13	17	19	52	189	320	411	260	263	296
00	15	19	11	11	27	60	257	311	298	240	228	304
Hr Total	146	88	57	57	75	172	693	1,191	1,304	1,022	971	1,138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	287	307	310	379	368	383	356	320	234	166	136	79
30	269	247	245	296	414	424	371	292	256	167	116	75
45	292	307	297	382	385	349	305	305	248	145	110	65
00	309	275	318	370	395	333	303	273	226	140	78	62
Hr Total	1,157	1,136	1,170	1,427	1,562	1,489	1,335	1,190	964	618	440	281

24 Hour Total:	19,683	AM Peak Volume:	1,317	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	7:45	PM Peak Volume:	1,587	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	34	20	18	23	91	217	464	369	293	247	239
30	41	28	12	10	37	94	295	526	465	336	277	256
45	39	28	25	21	53	149	452	451	363	270	268	256
00	37	16	12	21	76	164	509	516	374	298	229	263
Hr Total	163	106	69	70	189	498	1,473	1,957	1,571	1,197	1,021	1,014

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	261	256	240	243	311	385	385	214	251	192	118	105
30	345	275	325	288	288	310	305	221	254	193	116	79
45	276	259	283	293	382	367	355	217	225	177	140	85
00	274	274	307	298	317	314	267	226	193	181	96	60
Hr Total	1,156	1,064	1,155	1,122	1,298	1,376	1,312	878	923	743	470	329

24 Hour Total:	21,154	AM Peak Volume:	1,957	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	1,394	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	98	59	34	30	35	119	326	738	697	575	484	481
30	86	46	31	27	54	126	433	812	732	576	520	552
45	73	54	38	38	72	201	641	771	774	530	531	552
00	52	35	23	32	103	224	766	827	672	538	457	567
Hr Total	309	194	126	127	264	670	2,166	3,148	2,875	2,219	1,992	2,152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	548	563	550	622	679	768	741	534	485	358	254	184
30	614	522	570	584	702	734	676	513	510	360	232	154
45	568	566	580	675	767	716	660	522	473	322	250	150
00	583	549	625	668	712	647	570	499	419	321	174	122
Hr Total	2,313	2,200	2,325	2,549	2,860	2,865	2,647	2,068	1,887	1,361	910	610

24 Hour Total:	40,837	AM Peak Volume:	3,148	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	2,981	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd west of Tampa Palms Blvd		

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	26	24	9	16	25	101	279	304	296	245	261
30	47	29	17	16	7	34	131	318	297	226	247	291
45	35	22	24	13	19	59	187	330	408	264	225	249
00	39	22	15	17	27	83	263	302	316	251	226	299
Hr Total	170	99	80	55	69	201	682	1,229	1,325	1,037	943	1,100

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	275	321	277	376	387	387	321	302	259	202	118	74
30	288	265	308	326	361	419	354	264	211	180	114	63
45	329	285	317	376	324	347	313	268	241	179	78	67
00	308	259	297	374	424	405	286	274	201	135	100	45
Hr Total	1,200	1,130	1,199	1,452	1,496	1,558	1,274	1,108	912	696	410	249

24 Hour Total:	19,674	AM Peak Volume:	1,325	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	8:00	PM Peak Volume:	1,577	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	43	17	21	24	97	193	438	360	300	229	220
30	39	33	17	7	25	78	298	482	471	329	263	249
45	44	39	14	16	39	116	421	429	371	287	280	245
00	31	24	16	12	76	152	468	495	359	266	237	263
Hr Total	151	139	64	56	164	443	1,380	1,844	1,561	1,182	1,009	977

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	278	249	247	257	279	403	382	234	207	177	114	69
30	293	294	312	300	304	291	314	251	232	202	106	85
45	282	292	281	279	415	411	357	213	205	166	135	55
00	290	297	311	338	302	283	265	211	234	149	87	58
Hr Total	1,143	1,132	1,151	1,174	1,300	1,388	1,318	909	878	694	442	267

24 Hour Total:	20,766	AM Peak Volume:	1,844	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	1,424	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	69	41	30	40	122	294	717	664	596	474	481
30	86	62	34	23	32	112	429	800	768	555	510	540
45	79	61	38	29	58	175	608	759	779	551	505	494
00	70	46	31	29	103	235	731	797	675	517	463	562
Hr Total	321	238	144	111	233	644	2,062	3,073	2,886	2,219	1,952	2,077

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	553	570	524	633	666	790	703	536	466	379	232	143
30	581	559	620	626	665	710	668	515	443	382	220	148
45	611	577	598	655	739	758	670	481	446	345	213	122
00	598	556	608	712	726	688	551	485	435	284	187	103
Hr Total	2,343	2,262	2,350	2,626	2,796	2,946	2,592	2,017	1,790	1,390	852	516

24 Hour Total:	40,440	AM Peak Volume:	3,073	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	2,984	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd west of Tampa Palms Blvd		

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	74	24	21	16	10	26	95	275	339	280	215	262
30	42	32	21	14	15	36	122	260	283	270	228	280
45	43	33	14	16	26	56	177	334	375	245	212	258
00	36	22	20	13	23	60	277	279	271	213	256	261
Hr Total	195	111	76	59	74	178	671	1,148	1,268	1,008	911	1,061

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	230	253	323	325	364	356	294	263	173	133	82
30	283	268	302	301	373	377	323	294	245	197	129	84
45	281	256	281	357	353	375	342	269	230	151	102	65
00	275	291	318	347	382	345	276	214	191	119	92	39
Hr Total	1,111	1,045	1,154	1,328	1,433	1,461	1,297	1,071	929	640	456	270

24 Hour Total:	18,955	AM Peak Volume:	1,276	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:45	PM Peak Volume:	1,498	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	38	18	11	35	80	169	389	321	282	224	203
30	44	21	13	22	15	90	284	459	428	340	242	268
45	46	26	9	11	49	126	391	429	333	233	250	238
00	28	35	12	19	50	142	446	464	360	306	238	276
Hr Total	168	120	52	63	149	438	1,290	1,741	1,442	1,161	954	985

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	245	257	290	250	296	356	409	270	230	173	119	99
30	293	283	318	302	293	294	371	253	231	196	111	78
45	256	278	305	259	382	419	358	212	189	166	119	69
00	267	259	265	329	310	262	305	195	201	143	96	70
Hr Total	1,061	1,077	1,178	1,140	1,281	1,331	1,443	930	851	678	445	316

24 Hour Total:	20,294	AM Peak Volume:	1,741	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:00	PM Peak Volume:	1,461	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:30				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	124	62	39	27	45	106	264	664	660	562	439	465
30	86	53	34	36	30	126	406	719	711	610	470	548
45	89	59	23	27	75	182	568	763	708	478	462	496
00	64	57	32	32	73	202	723	743	631	519	494	537
Hr Total	363	231	128	122	223	616	1,961	2,889	2,710	2,169	1,865	2,046

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	517	487	543	573	621	720	765	564	493	346	252	181
30	576	551	620	603	666	671	694	547	476	393	240	162
45	537	534	586	616	735	794	700	481	419	317	221	134
00	542	550	583	676	692	607	581	409	392	262	188	109
Hr Total	2,172	2,122	2,332	2,468	2,714	2,792	2,740	2,001	1,780	1,318	901	586

24 Hour Total:	39,249	AM Peak Volume:	2,889	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	2,877	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Bruce B Downs Blvd west of Tampa Palms Blvd		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	25	20	12	13	26	102	276	324	286	232	255
30	45	26	19	16	13	34	130	288	282	245	239	289
45	37	27	17	15	21	56	184	328	398	256	233	268
00	30	21	15	14	26	68	266	297	295	235	237	288
Hr Total	170	99	71	57	73	184	682	1,189	1,299	1,022	942	1,100

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	278	286	280	359	360	378	344	305	252	180	129	78
30	280	260	285	308	383	407	349	283	237	181	120	74
45	301	283	298	372	354	357	320	281	240	158	97	66
00	297	275	311	364	400	361	288	254	206	131	90	49
Hr Total	1,156	1,104	1,174	1,402	1,497	1,503	1,302	1,123	935	651	435	267

24 Hour Total:	19,437				
AM Peak Hour begins:	7:45	AM Peak Volume:	1,301	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:45	PM Peak Volume:	1,542	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	38	18	17	27	89	193	430	350	292	233	221
30	41	27	14	13	26	87	292	489	455	335	261	258
45	43	31	16	16	47	130	421	436	356	263	266	246
00	32	25	13	17	67	153	474	492	364	290	235	267
Hr Total	161	122	62	63	167	460	1,381	1,847	1,525	1,180	995	992

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	261	254	259	250	295	381	392	239	229	181	117	91
30	310	284	318	297	295	298	330	242	239	197	111	81
45	271	276	290	277	393	399	357	214	206	170	131	70
00	277	277	294	322	310	286	279	211	209	158	93	63
Hr Total	1,120	1,091	1,161	1,145	1,293	1,365	1,358	906	884	705	452	304

24 Hour Total:	20,738				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,847	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:30	PM Peak Volume:	1,407	PM Peak Hour Factor:	0.88

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	103	63	38	29	40	116	295	706	674	578	466	476
30	86	54	33	29	39	121	423	777	737	580	500	547
45	80	58	33	31	68	186	606	764	754	520	499	514
00	62	46	29	31	93	220	740	789	659	525	471	555
Hr Total	331	221	133	120	240	643	2,063	3,037	2,824	2,202	1,936	2,092

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	539	540	539	609	655	759	736	545	481	361	246	169
30	590	544	603	604	678	705	679	525	476	378	231	155
45	572	559	588	649	747	756	677	495	446	328	228	135
00	574	552	605	685	710	647	567	464	415	289	183	111
Hr Total	2,276	2,195	2,336	2,548	2,790	2,868	2,660	2,029	1,819	1,356	888	571

24 Hour Total:	40,175				
AM Peak Hour begins:	7:00	AM Peak Volume:	3,037	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	2,930	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Commerce Park Blvd south of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	0	2	0	7	18	69	64	61	55	88
30	4	5	1	0	1	4	19	80	54	73	93	94
45	11	1	0	0	1	4	33	76	78	62	71	95
00	1	3	2	0	5	5	56	72	80	58	89	105
Hr Total	21	9	3	2	7	20	126	297	276	254	308	382

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	112	107	123	123	109	138	120	111	73	21	10
30	122	122	104	120	140	120	116	126	114	50	17	3
45	118	119	131	112	116	102	112	115	81	26	15	8
00	93	105	106	107	113	113	103	127	76	28	9	3
Hr Total	444	458	448	462	492	444	469	488	382	177	62	24

24 Hour Total:	6,055	AM Peak Volume:	456	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	492	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:00				

Southbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	0	4	1	0	9	38	51	65	81	87
30	11	2	0	1	1	5	13	60	59	64	79	112
45	6	2	1	1	2	6	14	73	50	60	79	97
00	1	7	1	3	3	15	33	57	82	80	100	125
Hr Total	23	13	2	9	7	26	69	228	242	269	339	421

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	111	102	102	123	146	145	123	81	47	31	18
30	124	127	123	108	116	138	127	132	103	52	14	9
45	110	80	100	132	144	159	139	106	70	26	14	6
00	115	114	122	131	141	151	122	101	70	41	9	12
Hr Total	445	432	447	473	524	594	533	462	324	166	68	45

24 Hour Total:	6,161	AM Peak Volume:	455	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:45	PM Peak Volume:	594	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	2	0	6	1	7	27	107	115	126	136	175
30	15	7	1	1	2	9	32	140	113	137	172	206
45	17	3	1	1	3	10	47	149	128	122	150	192
00	2	10	3	3	8	20	89	129	162	138	189	230
Hr Total	44	22	5	11	14	46	195	525	518	523	647	803

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	207	223	209	225	246	255	283	243	192	120	52	28
30	246	249	227	228	256	258	243	258	217	102	31	12
45	228	199	231	244	260	261	251	221	151	52	29	14
00	208	219	228	238	254	264	225	228	146	69	18	15
Hr Total	889	890	895	935	1,016	1,038	1,002	950	706	343	130	69

24 Hour Total:	12,216	AM Peak Volume:	911	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	1,066	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Commerce Park Blvd south of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	6	22	54	63	61	75	83
30	2	1	1	0	5	9	23	79	64	61	80	98
45	0	1	0	3	2	8	41	60	72	79	102	92
00	11	1	1	0	3	10	59	72	82	82	80	113
Hr Total	16	3	2	3	10	33	145	265	281	283	337	386

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	109	98	102	109	110	119	117	112	64	19	7
30	98	140	100	100	108	128	118	117	87	37	25	6
45	109	117	136	107	101	117	119	117	76	31	9	7
00	100	94	105	100	132	131	101	101	76	15	9	5
Hr Total	414	460	439	409	450	486	457	452	351	147	62	25

24 Hour Total:	5,916	AM Peak Volume:	427	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	495	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15				

Southbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	8	3	4	1	6	8	33	53	85	74	75
30	6	3	0	1	2	5	8	68	46	91	94	101
45	2	5	1	1	1	8	20	65	51	63	70	92
00	3	2	3	1	4	9	28	62	84	75	92	108
Hr Total	16	18	7	7	8	28	64	228	234	314	330	376

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	124	107	87	122	143	124	100	77	40	23	8
30	119	107	110	125	136	127	136	146	101	46	14	12
45	111	94	100	121	144	175	129	95	65	26	16	6
00	128	117	102	118	141	153	136	97	72	37	16	10
Hr Total	443	442	419	451	543	598	525	438	315	149	69	36

24 Hour Total:	6,058	AM Peak Volume:	423	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	598	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	8	3	4	1	12	30	87	116	146	149	158
30	8	4	1	1	7	14	31	147	110	152	174	199
45	2	6	1	4	3	16	61	125	123	142	172	184
00	14	3	4	1	7	19	87	134	166	157	172	221
Hr Total	32	21	9	10	18	61	209	493	515	597	667	762

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	192	233	205	189	231	253	243	217	189	104	42	15
30	217	247	210	225	244	255	254	263	188	83	39	18
45	220	211	236	228	245	292	248	212	141	57	25	13
00	228	211	207	218	273	284	237	198	148	52	25	15
Hr Total	857	902	858	860	993	1,084	982	890	666	296	131	61

24 Hour Total:	11,974	AM Peak Volume:	850	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:45	PM Peak Volume:	1,084	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Commerce Park Blvd south of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	0	0	0	1	18	67	67	89	92	84
30	3	2	2	0	2	5	23	58	70	80	79	86
45	4	1	0	0	6	5	34	59	66	67	102	102
00	6	2	0	2	10	8	53	72	92	77	91	103
Hr Total	17	9	2	2	18	19	128	256	295	313	364	375

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	110	105	109	120	118	121	158	123	54	17	7
30	109	90	125	90	114	132	125	143	85	44	20	10
45	118	113	103	110	118	108	123	116	103	45	10	5
00	96	111	112	105	93	139	112	112	89	28	9	9
Hr Total	401	424	445	414	445	497	481	529	400	171	56	31

24 Hour Total:	6,092	AM Peak Volume:	408	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:45	PM Peak Volume:	536	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	18:30				

Southbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	3	4	0	2	8	34	55	68	90	76
30	8	2	1	0	3	5	9	67	49	84	82	99
45	6	2	3	2	2	7	18	60	71	66	102	85
00	1	1	0	0	7	6	25	65	97	75	80	115
Hr Total	20	6	7	6	12	20	60	226	272	293	354	375

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	98	93	99	144	150	156	133	83	40	27	15
30	129	93	115	106	115	135	115	137	125	49	28	9
45	89	89	91	118	137	160	140	102	68	37	19	8
00	124	122	104	120	130	144	137	125	65	32	15	17
Hr Total	446	402	403	443	526	589	548	497	341	158	89	49

24 Hour Total:	6,142	AM Peak Volume:	437	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	11:45	PM Peak Volume:	595	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	3	4	0	3	26	101	122	157	182	160
30	11	4	3	0	5	10	32	125	119	164	161	185
45	10	3	3	2	8	12	52	119	137	133	204	187
00	7	3	0	2	17	14	78	137	189	152	171	218
Hr Total	37	15	9	8	30	39	188	482	567	606	718	750

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	208	198	208	264	268	277	291	206	94	44	22
30	238	183	240	196	229	267	240	280	210	93	48	19
45	207	202	194	228	255	268	263	218	171	82	29	13
00	220	233	216	225	223	283	249	237	154	60	24	26
Hr Total	847	826	848	857	971	1,086	1,029	1,026	741	329	145	80

24 Hour Total:	12,234	AM Peak Volume:	845	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	1,095	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15				

Volume Count Report 3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Commerce Park Blvd south of Bruce B Downs Blvd				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	1	0	5	19	63	65	70	74	85
30	3	3	1	0	3	6	22	72	63	71	84	93
45	5	1	0	1	3	6	36	65	72	69	92	96
00	6	2	1	1	6	8	56	72	85	72	87	107
Hr Total	18	7	2	2	12	24	133	273	284	283	336	381

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	110	103	111	117	112	126	132	115	64	19	8
30	110	117	110	103	121	127	120	129	95	44	21	6
45	115	116	123	110	112	109	118	116	87	34	11	7
00	96	103	108	104	113	128	105	113	80	24	9	6
Hr Total	420	447	444	428	462	476	469	490	378	165	60	27

24 Hour Total:	6,021				
AM Peak Hour begins:	11:45	AM Peak Volume:	430	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:45	PM Peak Volume:	491	PM Peak Hour Factor:	0.96

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	2	4	1	3	8	35	53	73	82	79
30	8	2	0	1	2	5	10	65	51	80	85	104
45	5	3	2	1	2	7	17	66	57	63	84	91
00	2	3	1	1	5	10	29	61	88	77	91	116
Hr Total	20	12	5	7	9	25	64	227	249	292	341	391

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	111	101	96	130	146	142	119	80	42	27	14
30	124	109	116	113	122	133	126	138	110	49	19	10
45	103	88	97	124	142	165	136	101	68	30	16	7
00	122	118	109	123	137	149	132	108	69	37	13	13
Hr Total	445	425	423	456	531	594	535	466	327	158	75	43

24 Hour Total:	6,120				
AM Peak Hour begins:	11:45	AM Peak Volume:	438	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:00	PM Peak Volume:	594	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	9	5	2	5	1	7	28	98	118	143	156	164
30	11	5	2	1	5	11	32	137	114	151	169	197
45	10	4	2	2	5	13	53	131	129	132	175	188
00	8	5	2	2	11	18	85	133	172	149	177	223
Hr Total	38	19	8	10	21	49	197	500	533	575	677	772

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	221	204	207	247	259	268	250	196	106	46	22
30	234	226	226	216	243	260	246	267	205	93	39	16
45	218	204	220	233	253	274	254	217	154	64	28	13
00	219	221	217	227	250	277	237	221	149	60	22	19
Hr Total	864	873	867	884	993	1,069	1,004	955	704	323	135	70

24 Hour Total:	12,141				
AM Peak Hour begins:	11:45	AM Peak Volume:	869	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15	PM Peak Volume:	1,078	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Dona Michelle Dr north of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	0	0	4	14	28	55	38	21	39
30	1	2	3	0	2	2	8	32	43	30	46	47
45	1	1	2	0	5	12	21	47	54	42	25	45
00	1	0	2	0	4	21	19	33	68	32	39	72
Hr Total	9	5	8	0	11	39	62	140	220	142	131	203

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	56	36	33	55	64	49	60	44	27	13	7
30	62	44	43	41	51	56	54	59	42	27	14	5
45	57	40	36	35	40	64	56	61	35	26	11	2
00	59	48	50	74	70	61	50	60	42	16	8	0
Hr Total	237	188	165	183	216	245	209	240	163	96	46	14

24 Hour Total:	2,972	AM Peak Volume:	250	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	11:45	PM Peak Volume:	254	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

Southbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	0	2	0	1	14	73	30	39	27	23
30	7	5	1	1	0	5	22	41	43	29	30	36
45	3	3	0	1	1	5	28	48	31	31	29	38
00	9	2	2	2	1	10	30	31	31	33	20	50
Hr Total	27	14	3	6	2	21	94	193	135	132	106	147

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	55	45	47	68	96	61	58	49	45	22	12
30	42	59	51	45	53	100	77	37	43	45	35	14
45	74	41	60	56	64	77	58	43	44	33	12	14
00	47	52	47	48	78	64	44	65	46	29	19	4
Hr Total	208	207	203	196	263	337	240	203	182	152	88	44

24 Hour Total:	3,203	AM Peak Volume:	211	AM Peak Hour Factor:	0.71
AM Peak Hour begins:	11:45	PM Peak Volume:	351	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	6	1	2	0	5	28	101	85	77	48	62
30	8	7	4	1	2	7	30	73	86	59	76	83
45	4	4	2	1	6	17	49	95	85	73	54	83
00	10	2	4	2	5	31	49	64	99	65	59	122
Hr Total	36	19	11	6	13	60	156	333	355	274	237	350

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	111	81	80	123	160	110	118	93	72	35	19
30	104	103	94	86	104	156	131	96	85	72	49	19
45	131	81	96	91	104	141	114	104	79	59	23	16
00	106	100	97	122	148	125	94	125	88	45	27	4
Hr Total	445	395	368	379	479	582	449	443	345	248	134	58

24 Hour Total:	6,175	AM Peak Volume:	461	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:45	PM Peak Volume:	605	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Dona Michelle Dr north of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	4	3	5	14	26	46	45	39	41
30	3	4	0	0	2	1	10	29	50	43	30	37
45	2	0	2	0	3	11	13	32	52	37	22	45
00	1	0	0	1	7	12	30	37	53	37	36	68
Hr Total	12	7	3	5	15	29	67	124	201	162	127	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	45	39	32	63	62	48	54	36	31	10	4
30	51	46	34	49	58	53	54	41	52	25	4	2
45	55	44	36	43	52	68	77	47	37	23	10	3
00	58	44	39	46	39	51	66	32	42	11	5	0
Hr Total	218	179	148	170	212	234	245	174	167	90	29	9

24 Hour Total:	2,818	AM Peak Volume:	228	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	11:45	PM Peak Volume:	251	PM Peak Hour Factor:	0.81
PM Peak Hour begins:	18:15				

Southbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	8	1	1	2	2	20	50	38	24	39	28
30	7	6	2	1	7	4	20	50	37	32	33	37
45	6	1	2	1	0	3	24	41	44	28	29	29
00	4	2	7	0	0	9	49	49	25	23	26	38
Hr Total	24	17	12	3	9	18	113	190	144	107	127	132

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	48	49	40	62	110	68	41	40	44	15	12
30	46	39	52	46	51	107	70	52	43	46	15	12
45	48	42	45	53	66	79	53	59	52	41	26	10
00	43	45	30	46	49	65	51	57	39	30	12	9
Hr Total	174	174	176	185	228	361	242	209	174	161	68	43

24 Hour Total:	3,091	AM Peak Volume:	190	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:45	PM Peak Volume:	361	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	11	2	5	5	7	34	76	84	69	78	69
30	10	10	2	1	9	5	30	79	87	75	63	74
45	8	1	4	1	3	14	37	73	96	65	51	74
00	5	2	7	1	7	21	79	86	78	60	62	106
Hr Total	36	24	15	8	24	47	180	314	345	269	254	323

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	93	88	72	125	172	116	95	76	75	25	16
30	97	85	86	95	109	160	124	93	95	71	19	14
45	103	86	81	96	118	147	130	106	89	64	36	13
00	101	89	69	92	88	116	117	89	81	41	17	9
Hr Total	392	353	324	355	440	595	487	383	341	251	97	52

24 Hour Total:	5,909	AM Peak Volume:	397	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	595	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Dona Michelle Dr north of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	2	0	1	4	12	30	39	37	30	23
30	1	2	1	0	1	3	7	26	51	45	31	29
45	4	2	2	0	2	11	16	43	46	33	24	38
00	1	1	0	1	8	8	24	29	37	29	37	53
Hr Total	8	5	5	1	12	26	59	128	173	144	122	143

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	45	38	39	52	91	58	70	64	22	17	8
30	66	42	41	39	67	68	51	54	40	27	16	7
45	66	41	35	47	65	71	71	64	32	24	19	3
00	50	54	43	44	56	46	58	34	47	12	12	2
Hr Total	238	182	157	169	240	276	238	222	183	85	64	20

24 Hour Total:	2,900	AM Peak Volume:	241	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:45	PM Peak Volume:	286	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	16:45				

Southbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	5	3	1	13	58	42	27	23	25
30	5	3	2	0	0	2	15	53	37	35	24	40
45	9	4	1	0	1	3	20	42	42	22	24	32
00	0	0	0	1	1	13	43	44	26	24	17	25
Hr Total	17	8	3	6	5	19	91	197	147	108	88	122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	43	46	42	66	101	58	70	57	49	23	22
30	45	52	34	51	79	94	49	51	57	38	24	19
45	58	47	50	58	77	86	58	58	40	39	24	7
00	59	44	40	46	67	50	57	73	40	26	14	10
Hr Total	217	186	170	197	289	331	222	252	194	152	85	58

24 Hour Total:	3,164	AM Peak Volume:	197	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:00	PM Peak Volume:	348	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	5	4	5	25	88	81	64	53	48
30	6	5	3	0	1	5	22	79	88	80	55	69
45	13	6	3	0	3	14	36	85	88	55	48	70
00	1	1	0	2	9	21	67	73	63	53	54	78
Hr Total	25	13	8	7	17	45	150	325	320	252	210	265

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	88	84	81	118	192	116	140	121	71	40	30
30	111	94	75	90	146	162	100	105	97	65	40	26
45	124	88	85	105	142	157	129	122	72	63	43	10
00	109	98	83	90	123	96	115	107	87	38	26	12
Hr Total	455	368	327	366	529	607	460	474	377	237	149	78

24 Hour Total:	6,064	AM Peak Volume:	424	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	11:45	PM Peak Volume:	634	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:45				

Volume Count Report

3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Dona Michelle Dr north of Bruce B Downs Blvd		

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	1	1	4	13	28	47	40	30	34
30	2	3	1	0	2	2	8	29	48	39	36	38
45	2	1	2	0	3	11	17	41	51	37	24	43
00	1	0	1	1	6	14	24	33	53	33	37	64
Hr Total	10	6	5	2	13	31	63	131	198	149	127	179

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	49	38	35	57	72	52	61	48	27	13	6
30	60	44	39	43	59	59	53	51	45	26	11	5
45	59	42	36	42	52	68	68	57	35	24	13	3
00	56	49	44	55	55	53	58	42	44	13	8	1
Hr Total	231	183	157	174	223	252	231	212	171	90	46	14

24 Hour Total:	2,897				
AM Peak Hour begins:	11:45	AM Peak Volume:	240	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	254	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	6	4	0	3	2	1	16	60	37	30	30	25
30	6	5	2	1	2	4	19	48	39	32	29	38
45	6	3	1	1	1	4	24	44	39	27	27	33
00	4	1	3	1	1	11	41	41	27	27	21	38
Hr Total	23	13	6	5	5	19	99	193	142	116	107	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	49	47	43	65	102	62	56	49	46	20	15
30	44	50	46	47	61	100	65	47	48	43	25	15
45	60	43	52	56	69	81	56	53	45	38	21	10
00	50	47	39	47	65	60	51	65	42	28	15	8
Hr Total	200	189	183	193	260	343	235	221	183	155	80	48

24 Hour Total:	3,153				
AM Peak Hour begins:	7:00	AM Peak Volume:	193	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	16:45	PM Peak Volume:	348	PM Peak Hour Factor:	0.85

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	2	4	3	6	29	88	83	70	60	60
30	8	7	3	1	4	6	27	77	87	71	65	75
45	8	4	3	1	4	15	41	84	90	64	51	76
00	5	2	4	2	7	24	65	74	80	59	58	102
Hr Total	32	19	11	7	18	51	162	324	340	265	234	313

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	97	84	78	122	175	114	118	97	73	33	22
30	104	94	85	90	120	159	118	98	92	69	36	20
45	119	85	87	97	121	148	124	111	80	62	34	13
00	105	96	83	101	120	112	109	107	85	41	23	8
Hr Total	431	372	340	367	483	595	465	433	354	245	127	63

24 Hour Total:	6,049				
AM Peak Hour begins:	11:45	AM Peak Volume:	427	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45	PM Peak Volume:	602	PM Peak Hour Factor:	0.86

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Dona Michelle Dr south of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	12	1	4	3	6	27	73	71	61	67	82
30	10	7	8	2	9	12	46	52	61	59	66	75
45	11	7	4	4	4	15	53	69	84	62	82	72
00	9	7	2	12	9	20	56	79	73	73	56	90
Hr Total	48	33	15	22	25	53	182	273	289	255	271	319

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	104	83	77	84	81	83	57	46	46	32	27
30	100	104	90	94	96	80	84	65	49	47	34	22
45	96	103	87	92	75	103	73	58	52	46	26	18
00	86	93	71	69	65	84	63	55	69	40	28	19
Hr Total	361	404	331	332	320	348	303	235	216	179	120	86

24 Hour Total:	5,020	AM Peak Volume:	365	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:45	PM Peak Volume:	404	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	13:00				

Southbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	15	5	0	2	4	19	50	77	69	61	82
30	14	10	1	3	2	4	28	49	75	58	61	80
45	15	10	1	1	5	11	34	63	84	79	68	86
00	8	7	6	4	10	8	42	74	76	66	60	96
Hr Total	56	42	13	8	19	27	123	236	312	272	250	344

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	105	95	79	87	97	110	100	75	68	49	29
30	106	116	93	107	105	123	103	86	75	55	35	30
45	99	96	85	96	84	109	94	77	80	47	33	22
00	94	76	85	131	105	103	73	75	64	43	34	21
Hr Total	392	393	358	413	381	432	380	338	294	213	151	102

24 Hour Total:	5,549	AM Peak Volume:	394	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	445	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	27	6	4	5	10	46	123	148	130	128	164
30	24	17	9	5	11	16	74	101	136	117	127	155
45	26	17	5	5	9	26	87	132	168	141	150	158
00	17	14	8	16	19	28	98	153	149	139	116	186
Hr Total	104	75	28	30	44	80	305	509	601	527	521	663

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	172	209	178	156	171	178	193	157	121	114	81	56
30	206	220	183	201	201	203	187	151	124	102	69	52
45	195	199	172	188	159	212	167	135	132	93	59	40
00	180	169	156	200	170	187	136	130	133	83	62	40
Hr Total	753	797	689	745	701	780	683	573	510	392	271	188

24 Hour Total:	10,569	AM Peak Volume:	759	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:45	PM Peak Volume:	808	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Dona Michelle Dr south of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	11	4	1	3	6	25	64	69	65	61	63
30	11	5	7	3	7	11	39	71	54	76	72	71
45	13	8	2	2	3	13	47	67	93	50	76	64
00	11	6	4	4	9	20	61	60	84	64	75	92
Hr Total	49	30	17	10	22	50	172	262	300	255	284	290

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	88	87	89	97	88	93	80	51	59	44	20
30	125	97	93	68	88	81	88	63	55	46	35	20
45	100	106	71	94	98	70	90	61	64	35	25	13
00	119	94	76	91	88	76	80	55	65	39	31	24
Hr Total	427	385	327	342	371	315	351	259	235	179	135	77

24 Hour Total:	5,144	AM Peak Volume:	400	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	11:45	PM Peak Volume:	432	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	12:15				

Southbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	11	15	3	4	14	14	53	66	80	66	63
30	12	6	6	1	2	8	21	59	67	61	66	69
45	20	8	1	1	5	7	32	67	93	51	69	91
00	14	7	3	4	9	15	35	75	87	53	63	88
Hr Total	62	32	25	9	20	44	102	254	313	245	264	311

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	109	94	96	113	105	105	96	77	59	42	32
30	114	93	91	111	115	100	86	97	84	65	35	29
45	109	106	93	90	101	109	114	61	74	52	41	22
00	99	84	84	102	105	115	94	67	85	53	28	17
Hr Total	433	392	362	399	434	429	399	321	320	229	146	100

24 Hour Total:	5,645	AM Peak Volume:	422	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	434	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	22	19	4	7	20	39	117	135	145	127	126
30	23	11	13	4	9	19	60	130	121	137	138	140
45	33	16	3	3	8	20	79	134	186	101	145	155
00	25	13	7	8	18	35	96	135	171	117	138	180
Hr Total	111	62	42	19	42	94	274	516	613	500	548	601

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	197	181	185	210	193	198	176	128	118	86	52
30	239	190	184	179	203	181	174	160	139	111	70	49
45	209	212	164	184	199	179	204	122	138	87	66	35
00	218	178	160	193	193	191	174	122	150	92	59	41
Hr Total	860	777	689	741	805	744	750	580	555	408	281	177

24 Hour Total:	10,789	AM Peak Volume:	822	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:45	PM Peak Volume:	863	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:15				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Dona Michelle Dr south of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	14	1	4	5	8	31	59	70	60	66	54
30	20	0	6	3	6	11	50	58	83	68	67	78
45	14	8	1	5	3	25	58	78	75	66	61	73
00	6	7	7	5	12	22	61	71	74	64	69	92
Hr Total	60	29	15	17	26	66	200	266	302	258	263	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	78	88	87	77	95	101	79	69	56	45	31
30	95	66	75	78	89	77	92	77	71	48	33	24
45	110	74	82	87	90	89	74	69	51	45	27	31
00	102	99	95	86	83	84	82	56	57	38	25	17
Hr Total	392	317	340	338	339	345	349	281	248	187	130	103

24 Hour Total:	5,168	AM Peak Volume:	382	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	11:45	PM Peak Volume:	392	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	12:00				

Southbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	11	8	8	7	11	23	47	80	58	62	91
30	18	6	4	2	3	8	22	65	77	70	47	74
45	15	8	4	4	4	15	38	76	72	79	65	89
00	9	4	3	5	7	8	48	85	79	57	75	69
Hr Total	61	29	19	19	21	42	131	273	308	264	249	323

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	85	92	103	81	90	113	95	77	71	49	25
30	105	76	90	95	109	131	99	87	90	60	39	34
45	94	100	108	87	120	108	108	84	84	66	42	21
00	91	93	97	105	106	114	85	85	89	43	37	37
Hr Total	398	354	387	390	416	443	405	351	340	240	167	117

24 Hour Total:	5,747	AM Peak Volume:	376	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	11:45	PM Peak Volume:	466	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	25	9	12	12	19	54	106	150	118	128	145
30	38	6	10	5	9	19	72	123	160	138	114	152
45	29	16	5	9	7	40	96	154	147	145	126	162
00	15	11	10	10	19	30	109	156	153	121	144	161
Hr Total	121	58	34	36	47	108	331	539	610	522	512	620

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	193	163	180	190	158	185	214	174	146	127	94	56
30	200	142	165	173	198	208	191	164	161	108	72	58
45	204	174	190	174	210	197	182	153	135	111	69	52
00	193	192	192	191	189	198	167	141	146	81	62	54
Hr Total	790	671	727	728	755	788	754	632	588	427	297	220

24 Hour Total:	10,915	AM Peak Volume:	758	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	817	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:15				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Dona Michelle Dr south of Bruce B Downs Blvd		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	12	2	3	4	7	28	65	70	62	65	66
30	14	4	7	3	7	11	45	60	66	68	68	75
45	13	8	2	4	3	18	53	71	84	59	73	70
00	9	7	4	7	10	21	59	70	77	67	67	91
Hr Total	52	31	16	16	24	56	185	267	297	256	273	302

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	90	86	84	86	88	92	72	55	54	40	26
30	107	89	86	80	91	79	88	68	58	47	34	22
45	102	94	80	91	88	87	79	63	56	42	26	21
00	102	95	81	82	79	81	75	55	64	39	28	20
Hr Total	393	369	333	337	343	336	334	258	233	182	128	89

24 Hour Total:	5,111			
AM Peak Hour begins:	11:45	AM Peak Volume:	382	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	12:15	PM Peak Volume:	401	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	18	12	9	4	4	10	19	50	74	69	63	79
30	15	7	4	2	2	7	24	58	73	63	58	74
45	17	9	2	2	5	11	35	69	83	70	67	89
00	10	6	4	4	9	10	42	78	81	59	66	84
Hr Total	60	34	19	12	20	38	119	254	311	260	254	326

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	100	94	93	94	97	109	97	76	66	47	29
30	108	95	91	104	110	118	96	90	83	60	36	31
45	101	101	95	91	102	109	105	74	79	55	39	22
00	95	84	89	113	105	111	84	76	79	46	33	25
Hr Total	408	380	369	401	410	435	395	337	318	227	155	106

24 Hour Total:	5,647			
AM Peak Hour begins:	11:45	AM Peak Volume:	397	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	17:15	PM Peak Volume:	447	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	35	25	11	7	8	16	46	115	144	131	128	145
30	28	11	11	5	10	18	69	118	139	131	126	149
45	29	16	4	6	8	29	87	140	167	129	140	158
00	19	13	8	11	19	31	101	148	158	126	133	176
Hr Total	112	65	35	28	44	94	303	521	608	516	527	628

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	186	190	180	177	180	185	202	169	132	120	87	55
30	215	184	177	184	201	197	184	158	141	107	70	53
45	203	195	175	182	189	196	184	137	135	97	65	42
00	197	180	169	195	184	192	159	131	143	85	61	45
Hr Total	801	748	702	738	754	771	729	595	551	409	283	195

24 Hour Total:	10,758			
AM Peak Hour begins:	11:45	AM Peak Volume:	780	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	12:15	PM Peak Volume:	804	PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Tampa Palms Blvd north of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	4	6	2	6	12	40	190	159	110	67	107
30	17	10	5	5	3	9	44	276	136	90	85	124
45	17	11	4	9	4	20	72	218	189	100	77	88
00	5	5	4	5	6	43	183	195	188	78	85	118
Hr Total	57	30	19	21	19	84	339	879	672	378	314	437

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	113	119	129	150	194	221	146	116	74	61	26
30	109	130	122	154	173	173	229	153	130	87	59	29
45	110	105	124	141	155	226	203	128	97	65	41	26
00	122	131	139	162	173	193	167	103	104	66	44	29
Hr Total	461	479	504	586	651	786	820	530	447	292	205	110

24 Hour Total:	9,120	AM Peak Volume:	879	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	7:00	PM Peak Volume:	869	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:30				

Southbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	3	2	10	22	54	190	167	132	118	118
30	16	5	5	3	6	27	64	201	114	109	96	112
45	20	5	6	2	6	31	113	229	133	102	81	125
00	4	5	1	8	16	49	147	177	164	88	89	104
Hr Total	51	24	15	15	38	129	378	797	578	431	384	459

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	158	135	202	170	261	256	152	136	77	55	28
30	141	120	210	169	224	202	242	130	157	99	42	20
45	144	136	168	199	303	247	201	125	108	100	56	21
00	141	127	155	164	205	234	145	144	96	69	35	11
Hr Total	563	541	668	734	902	944	844	551	497	345	188	80

24 Hour Total:	10,156	AM Peak Volume:	797	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:00	PM Peak Volume:	993	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	13	9	4	16	34	94	380	326	242	185	225
30	33	15	10	8	9	36	108	477	250	199	181	236
45	37	16	10	11	10	51	185	447	322	202	158	213
00	9	10	5	13	22	92	330	372	352	166	174	222
Hr Total	108	54	34	36	57	213	717	1,676	1,250	809	698	896

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	257	271	254	331	320	455	477	298	252	151	116	54
30	250	250	332	323	397	375	471	283	287	186	101	49
45	254	241	292	340	458	473	404	253	205	165	97	47
00	263	258	294	326	378	427	312	247	200	135	79	40
Hr Total	1,024	1,020	1,172	1,320	1,553	1,730	1,664	1,081	944	637	393	190

24 Hour Total:	19,276	AM Peak Volume:	1,676	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:00	PM Peak Volume:	1,848	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Tampa Palms Blvd north of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	10	10	5	6	10	33	184	141	124	78	102
30	20	11	3	3	3	14	44	247	132	119	99	102
45	7	2	3	2	8	20	73	189	198	92	88	122
00	15	6	4	5	8	32	134	213	222	76	115	105
Hr Total	55	29	20	15	25	76	284	833	693	411	380	431

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	108	110	121	150	192	202	127	88	101	53	27
30	127	141	128	153	150	197	185	132	111	88	50	18
45	115	120	124	147	128	209	180	124	107	69	35	29
00	140	136	152	147	154	233	169	109	98	65	39	18
Hr Total	485	505	514	568	582	831	736	492	404	323	177	92

24 Hour Total:	8,961	AM Peak Volume:	833	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:00	PM Peak Volume:	841	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:15				

Southbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	4	3	6	20	49	166	137	139	81	104
30	6	5	2	1	14	26	66	193	148	107	107	117
45	14	7	3	3	4	23	108	222	159	105	125	116
00	5	7	5	3	16	30	138	186	169	99	84	104
Hr Total	36	28	14	10	40	99	361	767	613	450	397	441

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	146	159	205	190	249	243	169	128	85	54	18
30	131	179	173	205	193	200	234	152	152	77	40	24
45	150	147	152	217	271	260	230	146	114	52	48	10
00	150	127	139	124	251	225	170	130	90	47	28	10
Hr Total	590	599	623	751	905	934	877	597	484	261	170	62

24 Hour Total:	10,109	AM Peak Volume:	767	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:00	PM Peak Volume:	971	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	19	14	8	12	30	82	350	278	263	159	206
30	26	16	5	4	17	40	110	440	280	226	206	219
45	21	9	6	5	12	43	181	411	357	197	213	238
00	20	13	9	8	24	62	272	399	391	175	199	209
Hr Total	91	57	34	25	65	175	645	1,600	1,306	861	777	872

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	254	269	326	340	441	445	296	216	186	107	45
30	258	320	301	358	343	397	419	284	263	165	90	42
45	265	267	276	364	399	469	410	270	221	121	83	39
00	290	263	291	271	405	458	339	239	188	112	67	28
Hr Total	1,075	1,104	1,137	1,319	1,487	1,765	1,613	1,089	888	584	347	154

24 Hour Total:	19,070	AM Peak Volume:	1,600	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	1,791	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Tampa Palms Blvd north of Bruce B Downs Blvd		

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	5	2	5	5	10	31	198	145	111	93	115
30	20	8	6	3	5	14	43	220	175	125	97	100
45	14	13	4	4	5	18	59	183	190	91	66	77
00	15	12	7	3	7	28	162	216	173	100	94	122
Hr Total	77	38	19	15	22	70	295	817	683	427	350	414

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	101	115	129	155	189	239	146	115	81	61	35
30	94	123	127	156	121	184	224	142	117	88	42	22
45	111	134	109	157	149	196	164	152	110	72	34	21
00	125	140	133	183	165	185	172	115	108	70	42	13
Hr Total	447	498	484	625	590	754	799	555	450	311	179	91

24 Hour Total:	9,010	AM Peak Volume:	817	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	844	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:30				

Southbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	4	0	5	13	61	163	145	134	89	95
30	16	7	3	6	14	19	73	192	142	128	93	115
45	17	4	5	3	6	23	104	228	151	105	112	112
00	6	7	5	6	19	30	128	199	177	96	110	122
Hr Total	53	25	17	15	44	85	366	782	615	463	404	444

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	127	146	199	183	258	244	151	145	88	68	27
30	137	134	156	186	205	202	251	138	169	78	55	26
45	155	143	175	187	298	253	197	112	107	71	40	12
00	130	131	139	151	228	180	167	117	97	63	28	18
Hr Total	575	535	616	723	914	893	859	518	518	300	191	83

24 Hour Total:	10,038	AM Peak Volume:	782	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:00	PM Peak Volume:	989	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	12	6	5	10	23	92	361	290	245	182	210
30	36	15	9	9	19	33	116	412	317	253	190	215
45	31	17	9	7	11	41	163	411	341	196	178	189
00	21	19	12	9	26	58	290	415	350	196	204	244
Hr Total	130	63	36	30	66	155	661	1,599	1,298	890	754	858

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	228	261	328	338	447	483	297	260	169	129	62
30	231	257	283	342	326	386	475	280	286	166	97	48
45	266	277	284	344	447	449	361	264	217	143	74	33
00	255	271	272	334	393	365	339	232	205	133	70	31
Hr Total	1,022	1,033	1,100	1,348	1,504	1,647	1,658	1,073	968	611	370	174

24 Hour Total:	19,048	AM Peak Volume:	1,599	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	1,772	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:30				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Tampa Palms Blvd north of Bruce B Downs Blvd		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	6	6	4	6	11	35	191	148	115	79	108
30	19	10	5	4	4	12	44	248	148	111	94	109
45	13	9	4	5	6	19	68	197	192	94	77	96
00	12	8	5	4	7	34	160	208	194	85	98	115
Hr Total	63	32	19	17	22	77	306	843	683	405	348	427

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	107	115	126	152	192	221	140	106	85	58	29
30	110	131	126	154	148	185	213	142	119	88	50	23
45	112	120	119	148	144	210	182	135	105	69	37	25
00	129	136	141	164	164	204	169	109	103	67	42	20
Hr Total	464	494	501	593	608	790	785	526	434	309	187	98

24 Hour Total:	9,030				
AM Peak Hour begins:	7:00	AM Peak Volume:	843	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:30	PM Peak Volume:	847	PM Peak Hour Factor:	0.96

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	4	2	7	18	55	173	150	135	96	106
30	13	6	3	3	11	24	68	195	135	115	99	115
45	17	5	5	3	5	26	108	226	148	104	106	118
00	5	6	4	6	17	36	138	187	170	94	94	110
Hr Total	47	26	15	13	41	104	368	782	602	448	395	448

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	144	147	202	181	256	248	157	136	83	59	24
30	136	144	180	187	207	201	242	140	159	85	46	23
45	150	142	165	201	291	253	209	128	110	74	48	14
00	140	128	144	146	228	213	161	130	94	60	30	13
Hr Total	576	558	636	736	907	924	860	555	500	302	183	75

24 Hour Total:	10,101				
AM Peak Hour begins:	7:00	AM Peak Volume:	782	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:15	PM Peak Volume:	982	PM Peak Hour Factor:	0.84

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	15	10	6	13	29	89	364	298	250	175	214
30	32	15	8	7	15	36	111	443	282	226	192	223
45	30	14	8	8	11	45	176	423	340	198	183	213
00	17	14	9	10	24	71	297	395	364	179	192	225
Hr Total	110	58	35	30	63	181	674	1,625	1,285	853	743	875

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	251	261	328	333	448	468	297	243	169	117	54
30	246	276	305	341	355	386	455	282	279	172	96	46
45	262	262	284	349	435	464	392	262	214	143	85	40
00	269	264	286	310	392	417	330	239	198	127	72	33
Hr Total	1,040	1,052	1,136	1,329	1,515	1,714	1,645	1,081	933	611	370	173

24 Hour Total:	19,131				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,625	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:30	PM Peak Volume:	1,804	PM Peak Hour Factor:	0.96

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BruceBDowns&DonaMichelle
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	2	10	38	52	6	726	1	1	734	57	7	4	5	73	20	310	37	5	372	1231
07:15 AM	1	0	10	37	48	17	881	4	0	902	39	5	4	2	50	17	324	39	5	385	1385
07:30 AM	2	3	8	34	47	13	774	5	0	792	45	8	12	9	74	28	412	54	2	496	1409
07:45 AM	2	2	2	32	38	14	732	3	0	749	39	7	8	15	69	19	463	60	11	553	1409
Total	7	7	30	141	185	50	3113	13	1	3177	180	27	28	31	266	84	1509	190	23	1806	5434
08:00 AM	2	3	2	32	39	16	601	5	0	622	54	5	6	5	70	31	444	45	9	529	1260
08:15 AM	1	2	0	29	32	13	757	10	0	780	39	8	5	22	74	31	486	55	3	575	1461
08:30 AM	1	2	2	35	40	9	649	6	2	666	56	7	5	12	80	34	483	48	10	575	1361
08:45 AM	3	2	1	23	29	10	515	7	1	533	53	6	6	19	84	25	370	51	13	459	1105
Total	7	9	5	119	140	48	2522	28	3	2601	202	26	22	58	308	121	1783	199	35	2138	5187
*** BREAK ***																					
04:00 PM	11	1	10	45	67	17	407	11	0	435	46	9	16	11	82	33	598	65	1	697	1281
04:15 PM	10	3	7	51	71	29	490	12	0	531	50	6	9	10	75	42	710	70	1	823	1500
04:30 PM	12	5	24	34	75	20	446	14	1	481	54	13	21	5	93	37	598	74	14	723	1372
04:45 PM	9	1	15	31	56	17	550	19	1	587	49	8	10	7	74	26	757	85	1	869	1586
Total	42	10	56	161	269	83	1893	56	2	2034	199	36	56	33	324	138	2663	294	17	3112	5739
05:00 PM	17	5	29	49	100	20	462	19	0	501	62	11	11	13	97	63	746	69	2	880	1578
05:15 PM	12	6	21	35	74	18	519	19	0	556	39	10	10	8	67	25	625	62	4	716	1413
05:30 PM	16	3	18	49	86	28	482	14	1	525	55	10	7	13	85	37	718	74	3	832	1528
05:45 PM	18	4	2	25	49	13	428	18	1	460	40	6	4	14	64	24	709	86	10	829	1402
Total	63	18	70	158	309	79	1891	70	2	2042	196	37	32	48	313	149	2798	291	19	3257	5921
Grand Total	119	44	161	579	903	260	9419	167	8	9854	777	126	138	170	1211	492	8753	974	94	10313	22281
Apprch %	13.2	4.9	17.8	64.1		2.6	95.6	1.7	0.1		64.2	10.4	11.4	14		4.8	84.9	9.4	0.9		
Total %	0.5	0.2	0.7	2.6	4.1	1.2	42.3	0.7	0	44.2	3.5	0.6	0.6	0.8	5.4	2.2	39.3	4.4	0.4	46.3	
Passenger Vehicles	119	44	159	576	898	243	9295	163	8	9709	764	126	132	163	1185	466	8633	959	92	10150	21942
% Passenger Vehicles	100	100	98.8	99.5	99.4	93.5	98.7	97.6	100	98.5	98.3	100	95.7	95.9	97.9	94.7	98.6	98.5	97.9	98.4	98.5
Heavy Vehicles	0	0	2	3	5	10	124	4	0	138	11	0	6	7	24	5	120	15	2	142	309
% Heavy Vehicles	0	0	1.2	0.5	0.6	3.8	1.3	2.4	0	1.4	1.4	0	4.3	4.1	2	1	1.4	1.5	2.1	1.4	1.4
UTurns	0	0	0	0	0	7	0	0	0	7	2	0	0	0	2	21	0	0	0	21	30
% UTurns	0	0	0	0	0	2.7	0	0	0	0.1	0.3	0	0	0	0.2	4.3	0	0	0	0.2	0.1

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BruceBDowns&DonaMichelle
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 2

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	3	8	34	47	13	774	5	0	792	45	8	12	9	74	28	412	54	2	496	1409
07:45 AM	2	2	2	32	38	14	732	3	0	749	39	7	8	15	69	19	463	60	11	553	1409
08:00 AM	2	3	2	32	39	16	601	5	0	622	54	5	6	5	70	31	444	45	9	529	1260
08:15 AM	1	2	0	29	32	13	757	10	0	780	39	8	5	22	74	31	486	55	3	575	1461
Total Volume	7	10	12	127	156	56	2864	23	0	2943	177	28	31	51	287	109	1805	214	25	2153	5539
% App. Total	4.5	6.4	7.7	81.4		1.9	97.3	0.8	0		61.7	9.8	10.8	17.8		5.1	83.8	9.9	1.2		
PHF	.875	.833	.375	.934	.830	.875	.925	.575	.000	.929	.819	.875	.646	.580	.970	.879	.928	.892	.568	.936	.948
Passenger Vehicles	7	10	12	126	155	52	2833	20	0	2905	174	28	29	47	278	102	1757	207	25	2091	5429
% Passenger Vehicles	100	100	100	99.2	99.4	92.9	98.9	87.0	0	98.7	98.3	100	93.5	92.2	96.9	93.6	97.3	96.7	100	97.1	98.0
Heavy Vehicles	0	0	0	1	1	4	31	3	0	38	3	0	2	4	9	2	48	7	0	57	105
% Heavy Vehicles	0	0	0	0.8	0.6	7.1	1.1	13.0	0	1.3	1.7	0	6.5	7.8	3.1	1.8	2.7	3.3	0	2.6	1.9
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.6	0	0	0	0.2	0.1

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					08:00 AM					07:45 AM				
+0 mins.	2	2	10	38	52	6	726	1	1	734	54	5	6	5	70	19	463	60	11	553
+15 mins.	1	0	10	37	48	17	881	4	0	902	39	8	5	22	74	31	444	45	9	529
+30 mins.	2	3	8	34	47	13	774	5	0	792	56	7	5	12	80	31	486	55	3	575
+45 mins.	2	2	2	32	38	14	732	3	0	749	53	6	6	19	84	34	483	48	10	575
Total Volume	7	7	30	141	185	50	3113	13	1	3177	202	26	22	58	308	115	1876	208	33	2232
% App. Total	3.8	3.8	16.2	76.2		1.6	98	0.4	0		65.6	8.4	7.1	18.8		5.2	84.1	9.3	1.5	
PHF	.875	.583	.750	.928	.889	.735	.883	.650	.250	.881	.902	.813	.917	.659	.917	.846	.965	.867	.750	.970
Passenger Vehicles	7	7	29	139	182	46	3088	11	1	3146	194	26	21	56	297	110	1830	202	33	2175
% Passenger Vehicles	100	100	96.7	98.6	98.4	92	99.2	84.6	100	99	96	100	95.5	96.6	96.4	95.7	97.5	97.1	100	97.4
Heavy Vehicles	0	0	1	2	3	4	25	2	0	31	7	0	1	2	10	1	46	6	0	53
% Heavy Vehicles	0	0	3.3	1.4	1.6	8	0.8	15.4	0	1	3.5	0	4.5	3.4	3.2	0.9	2.5	2.9	0	2.4
UTurns	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4
% UTurns	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0.3	3.5	0	0	0	0.2

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BruceBDowns&DonaMichelle
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 3

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	9	1	15	31	56	17	550	19	1	587	49	8	10	7	74	26	757	85	1	869	1586
05:00 PM	17	5	29	49	100	20	462	19	0	501	62	11	11	13	97	63	746	69	2	880	1578
05:15 PM	12	6	21	35	74	18	519	19	0	556	39	10	10	8	67	25	625	62	4	716	1413
05:30 PM	16	3	18	49	86	28	482	14	1	525	55	10	7	13	85	37	718	74	3	832	1528
Total Volume	54	15	83	164	316	83	2013	71	2	2169	205	39	38	41	323	151	2846	290	10	3297	6105
% App. Total	17.1	4.7	26.3	51.9		3.8	92.8	3.3	0.1		63.5	12.1	11.8	12.7		4.6	86.3	8.8	0.3		
PHF	.794	.625	.716	.837	.790	.741	.915	.934	.500	.924	.827	.886	.864	.788	.832	.599	.940	.853	.625	.937	.962
Passenger Vehicles	54	15	83	163	315	80	1981	70	2	2133	202	39	37	41	319	145	2832	289	10	3276	6043
% Passenger Vehicles	100	100	100	99.4	99.7	96.4	98.4	98.6	100	98.3	98.5	100	97.4	100	98.8	96.0	99.5	99.7	100	99.4	99.0
Heavy Vehicles	0	0	0	1	1	2	32	1	0	35	2	0	1	0	3	2	14	1	0	17	56
% Heavy Vehicles	0	0	0	0.6	0.3	2.4	1.6	1.4	0	1.6	1.0	0	2.6	0	0.9	1.3	0.5	0.3	0	0.5	0.9
UTurns	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	4	0	0	0	4	6
% UTurns	0	0	0	0	0	1.2	0	0	0	0.0	0.5	0	0	0	0.3	2.6	0	0	0	0.1	0.1

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					04:45 PM					04:15 PM					04:45 PM				
+0 mins.	9	1	15	31	56	17	550	19	1	587	50	6	9	10	75	26	757	85	1	869
+15 mins.	17	5	29	49	100	20	462	19	0	501	54	13	21	5	93	63	746	69	2	880
+30 mins.	12	6	21	35	74	18	519	19	0	556	49	8	10	7	74	25	625	62	4	716
+45 mins.	16	3	18	49	86	28	482	14	1	525	62	11	11	13	97	37	718	74	3	832
Total Volume	54	15	83	164	316	83	2013	71	2	2169	215	38	51	35	339	151	2846	290	10	3297
% App. Total	17.1	4.7	26.3	51.9		3.8	92.8	3.3	0.1		63.4	11.2	15	10.3		4.6	86.3	8.8	0.3	
PHF	.794	.625	.716	.837	.790	.741	.915	.934	.500	.924	.867	.731	.607	.673	.874	.599	.940	.853	.625	.937
Passenger Vehicles	54	15	83	163	315	80	1981	70	2	2133	214	38	50	35	337	145	2832	289	10	3276
% Passenger Vehicles	100	100	100	99.4	99.7	96.4	98.4	98.6	100	98.3	99.5	100	98	100	99.4	96	99.5	99.7	100	99.4
Heavy Vehicles	0	0	0	1	1	2	32	1	0	35	1	0	1	0	2	2	14	1	0	17
% Heavy Vehicles	0	0	0	0.6	0.3	2.4	1.6	1.4	0	1.6	0.5	0	2	0	0.6	1.3	0.5	0.3	0	0.5
UTurns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4
% UTurns	0	0	0	0	0	1.2	0	0	0	0	0	0	0	0	0	2.6	0	0	0	0.1

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BruceBDowns&DonaMichelle
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	2	10	37	51	6	718	1	1	726	57	7	4	4	72	19	301	37	4	361	1210
07:15 AM	1	0	9	37	47	15	880	4	0	899	39	5	3	1	48	17	316	39	5	377	1371
07:30 AM	2	3	8	34	47	11	769	3	0	783	45	8	11	7	71	25	400	52	2	479	1380
07:45 AM	2	2	2	31	37	14	721	3	0	738	39	7	7	15	68	17	451	60	11	539	1382
Total	7	7	29	139	182	46	3088	11	1	3146	180	27	25	27	259	78	1468	188	22	1756	5343
08:00 AM	2	3	2	32	39	15	597	5	0	617	53	5	6	5	69	30	433	42	9	514	1239
08:15 AM	1	2	0	29	32	12	746	9	0	767	37	8	5	20	70	30	473	53	3	559	1428
08:30 AM	1	2	2	35	40	9	640	6	2	657	55	7	5	12	79	33	473	47	10	563	1339
08:45 AM	3	2	1	23	29	10	508	7	1	526	49	6	5	19	79	25	360	47	12	444	1078
Total	7	9	5	119	140	46	2491	27	3	2567	194	26	21	56	297	118	1739	189	34	2080	5084
*** BREAK ***																					
04:00 PM	11	1	10	45	67	14	396	11	0	421	45	9	16	10	80	31	589	64	1	685	1253
04:15 PM	10	3	7	51	71	26	481	12	0	519	50	6	8	10	74	40	704	70	1	815	1479
04:30 PM	12	5	23	34	74	18	437	14	1	470	54	13	21	5	93	34	594	74	14	716	1353
04:45 PM	9	1	15	31	56	16	532	19	1	568	49	8	10	7	74	25	751	85	1	862	1560
Total	42	10	55	161	268	74	1846	56	2	1978	198	36	55	32	321	130	2638	293	17	3078	5645
05:00 PM	17	5	29	49	100	20	458	19	0	497	61	11	11	13	96	61	742	69	2	874	1567
05:15 PM	12	6	21	35	74	18	512	18	0	548	38	10	9	8	65	24	622	61	4	711	1398
05:30 PM	16	3	18	48	85	26	479	14	1	520	54	10	7	13	84	35	717	74	3	829	1518
05:45 PM	18	4	2	25	49	13	421	18	1	453	39	6	4	14	63	20	707	85	10	822	1387
Total	63	18	70	157	308	77	1870	69	2	2018	192	37	31	48	308	140	2788	289	19	3236	5870
Grand Total	119	44	159	576	898	243	9295	163	8	9709	764	126	132	163	1185	466	8633	959	92	10150	21942
Apprch %	13.3	4.9	17.7	64.1		2.5	95.7	1.7	0.1		64.5	10.6	11.1	13.8		4.6	85.1	9.4	0.9		
Total %	0.5	0.2	0.7	2.6	4.1	1.1	42.4	0.7	0	44.2	3.5	0.6	0.6	0.7	5.4	2.1	39.3	4.4	0.4	46.3	

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	3	8	34	47	11	769	3	0	783	45	8	11	7	71	25	400	52	2	479	1380
07:45 AM	2	2	2	31	37	14	721	3	0	738	39	7	7	15	68	17	451	60	11	539	1382
08:00 AM	2	3	2	32	39	15	597	5	0	617	53	5	6	5	69	30	433	42	9	514	1239
08:15 AM	1	2	0	29	32	12	746	9	0	767	37	8	5	20	70	30	473	53	3	559	1428
Total Volume	7	10	12	126	155	52	2833	20	0	2905	174	28	29	47	278	102	1757	207	25	2091	5429
% App. Total	4.5	6.5	7.7	81.3		1.8	97.5	0.7	0		62.6	10.1	10.4	16.9		4.9	84	9.9	1.2		
PHF	.875	.833	.375	.926	.824	.867	.921	.556	.000	.928	.821	.875	.659	.588	.979	.850	.929	.863	.568	.935	.950

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BruceBDowns&DonaMichelle
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 2

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					08:00 AM					07:45 AM				
+0 mins.	2	2	10	37	51	6	718	1	1	726	53	5	6	5	69	17	451	60	11	539
+15 mins.	1	0	9	37	47	15	880	4	0	899	37	8	5	20	70	30	433	42	9	514
+30 mins.	2	3	8	34	47	11	769	3	0	783	55	7	5	12	79	30	473	53	3	559
+45 mins.	2	2	2	31	37	14	721	3	0	738	49	6	5	19	79	33	473	47	10	563
Total Volume	7	7	29	139	182	46	3088	11	1	3146	194	26	21	56	297	110	1830	202	33	2175
% App. Total	3.8	3.8	15.9	76.4		1.5	98.2	0.3	0		65.3	8.8	7.1	18.9		5.1	84.1	9.3	1.5	
PHF	.875	.583	.725	.939	.892	.767	.877	.688	.250	.875	.882	.813	.875	.700	.940	.833	.967	.842	.750	.966

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	9	1	15	31	56	16	532	19	1	568	49	8	10	7	74	25	751	85	1	862	1560
05:00 PM	17	5	29	49	100	20	458	19	0	497	61	11	11	13	96	61	742	69	2	874	1567
05:15 PM	12	6	21	35	74	18	512	18	0	548	38	10	9	8	65	24	622	61	4	711	1398
05:30 PM	16	3	18	48	85	26	479	14	1	520	54	10	7	13	84	35	717	74	3	829	1518
Total Volume	54	15	83	163	315	80	1981	70	2	2133	202	39	37	41	319	145	2832	289	10	3276	6043
% App. Total	17.1	4.8	26.3	51.7		3.8	92.9	3.3	0.1		63.3	12.2	11.6	12.9		4.4	86.4	8.8	0.3		
PHF	.794	.625	.716	.832	.788	.769	.931	.921	.500	.939	.828	.886	.841	.788	.831	.594	.943	.850	.625	.937	.964

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					04:45 PM					04:15 PM					04:45 PM				
+0 mins.	9	1	15	31	56	16	532	19	1	568	50	6	8	10	74	25	751	85	1	862
+15 mins.	17	5	29	49	100	20	458	19	0	497	54	13	21	5	93	61	742	69	2	874
+30 mins.	12	6	21	35	74	18	512	18	0	548	49	8	10	7	74	24	622	61	4	711
+45 mins.	16	3	18	48	85	26	479	14	1	520	61	11	11	13	96	35	717	74	3	829
Total Volume	54	15	83	163	315	80	1981	70	2	2133	214	38	50	35	337	145	2832	289	10	3276
% App. Total	17.1	4.8	26.3	51.7		3.8	92.9	3.3	0.1		63.5	11.3	14.8	10.4		4.4	86.4	8.8	0.3	
PHF	.794	.625	.716	.832	.788	.769	.931	.921	.500	.939	.877	.731	.595	.673	.878	.594	.943	.850	.625	.937

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BruceBDowns&DonaMichelle
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	1	1	0	8	0	0	8	0	0	0	1	1	0	9	0	1	10	20
07:15 AM	0	0	1	0	1	2	1	0	0	3	0	0	1	1	2	0	8	0	0	8	14
07:30 AM	0	0	0	0	0	2	5	2	0	9	0	0	1	2	3	1	12	2	0	15	27
07:45 AM	0	0	0	1	1	0	11	0	0	11	0	0	1	0	1	0	12	0	0	12	25
Total	0	0	1	2	3	4	25	2	0	31	0	0	3	4	7	1	41	2	1	45	86
08:00 AM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	11	3	0	14	20
08:15 AM	0	0	0	0	0	1	11	1	0	13	2	0	0	2	4	1	13	2	0	16	33
08:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	1	0	11	20
08:45 AM	0	0	0	0	0	0	7	0	0	7	4	0	1	0	5	0	10	4	1	15	27
Total	0	0	0	0	0	2	31	1	0	34	7	0	1	2	10	1	44	10	1	56	100
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	11	0	0	12	1	0	0	1	2	0	9	1	0	10	24
04:15 PM	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	6	0	0	6	16
04:30 PM	0	0	1	0	1	1	9	0	0	10	0	0	0	0	0	1	4	0	0	5	16
04:45 PM	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	6	0	0	6	25
Total	0	0	1	0	1	3	47	0	0	50	1	0	1	1	3	1	25	1	0	27	81
05:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	4	0	0	4	9
05:15 PM	0	0	0	0	0	0	7	1	0	8	1	0	1	0	2	0	3	1	0	4	14
05:30 PM	0	0	0	1	1	1	3	0	0	4	0	0	0	0	0	2	1	0	0	3	8
05:45 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	2	1	0	3	11
Total	0	0	0	1	1	1	21	1	0	23	3	0	1	0	4	2	10	2	0	14	42
Grand Total	0	0	2	3	5	10	124	4	0	138	11	0	6	7	24	5	120	15	2	142	309
Apprch %	0	0	40	60		7.2	89.9	2.9	0		45.8	0	25	29.2		3.5	84.5	10.6	1.4		
Total %	0	0	0.6	1	1.6	3.2	40.1	1.3	0	44.7	3.6	0	1.9	2.3	7.8	1.6	38.8	4.9	0.6	46	

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:30 AM	0	0	0	0	0	2	5	2	0	9	0	0	1	2	3	1	12	2	0	15	27
07:45 AM	0	0	0	1	1	0	11	0	0	11	0	0	1	0	1	0	12	0	0	12	25
08:00 AM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	11	3	0	14	20
08:15 AM	0	0	0	0	0	1	11	1	0	13	2	0	0	2	4	1	13	2	0	16	33
Total Volume	0	0	0	1	1	4	31	3	0	38	3	0	2	4	9	2	48	7	0	57	105
% App. Total	0	0	0	100		10.5	81.6	7.9	0		33.3	0	22.2	44.4		3.5	84.2	12.3	0		
PHF	.000	.000	.000	.250	.250	.500	.705	.375	.000	.731	.375	.000	.500	.500	.563	.500	.923	.583	.000	.891	.795

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

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BruceBDowns&DonaMichelle
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 2

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					08:00 AM					07:30 AM				
+0 mins.	0	0	0	1	1	2	5	2	0	9	1	0	0	0	1	1	12	2	0	15
+15 mins.	0	0	1	0	1	0	11	0	0	11	2	0	0	2	4	0	12	0	0	12
+30 mins.	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	11	3	0	14
+45 mins.	0	0	0	1	1	1	11	1	0	13	4	0	1	0	5	1	13	2	0	16
Total Volume	0	0	1	2	3	4	31	3	0	38	7	0	1	2	10	2	48	7	0	57
% App. Total	0	0	33.3	66.7		10.5	81.6	7.9	0		70	0	10	20		3.5	84.2	12.3	0	
PHF	.000	.000	.250	.500	.750	.500	.705	.375	.000	.731	.438	.000	.250	.250	.500	.500	.923	.583	.000	.891

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					04:15 PM					04:30 PM					04:45 PM				
04:00 PM	0	0	0	0	0	1	11	0	0	12	1	0	0	1	2	0	9	1	0	10
04:15 PM	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	6	0	0	6
04:30 PM	0	0	1	0	1	1	9	0	0	10	0	0	0	0	0	1	4	0	0	5
04:45 PM	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	6	0	0	6
Total Volume	0	0	1	0	1	3	47	0	0	50	1	0	1	1	3	1	25	1	0	27
% App. Total	0	0	100	0		6	94	0	0		33.3	0	33.3	33.3		3.7	92.6	3.7	0	
PHF	.000	.000	.250	.000	.250	.750	.653	.000	.000	.658	.250	.000	.250	.250	.375	.250	.694	.250	.000	.675

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					05:00 PM					04:00 PM				
+0 mins.	0	0	0	0	0	1	11	0	0	12	1	0	0	0	1	0	9	1	0	10
+15 mins.	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	0	6	0	0	6
+30 mins.	0	0	1	0	1	1	9	0	0	10	0	0	0	0	0	1	4	0	0	5
+45 mins.	0	0	0	0	0	1	18	0	0	19	1	0	0	0	1	0	6	0	0	6
Total Volume	0	0	1	0	1	3	47	0	0	50	3	0	1	0	4	1	25	1	0	27
% App. Total	0	0	100	0		6	94	0	0		75	0	25	0		3.7	92.6	3.7	0	
PHF	.000	.000	.250	.000	.250	.750	.653	.000	.000	.658	.750	.000	.250	.000	.500	.250	.694	.250	.000	.675

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BruceBDowns&DonaMichelle
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 1

Groups Printed- UTurns

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:45 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	5	0	0	0	5	5
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	1	0	0	0	1	1	0	0	0	1	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
*** BREAK ***																					
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
04:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7	0	0	0	7	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	7	0	0	0	7	9
Grand Total	0	0	0	0	0	7	0	0	0	7	2	0	0	0	2	21	0	0	0	21	30
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	23.3	0	0	0	23.3	6.7	0	0	0	6.7	70	0	0	0	70	

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.625

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

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BruceBDowns&DonaMichelle
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 2

Start Time	DONA MICHELLE DRIVE Southbound					BRUCE B DOWNS BOULEVARD Westbound					DONA MICHELLE DRIVE Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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	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	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.625	.000	.000	.000	.625	

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	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
04:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7	0	0	0	7	13
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.875	.000	.000	.000	.875	.650

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					04:45 PM					04:00 PM					
+0 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	
+15 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	
+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	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	
Total Volume	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1	7	0	0	0	7	
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.250	.000	.000	.000	.250	.875	.000	.000	.000	.875	

Intersection Pedestrian & Bicycle Count

Date: 5/11/17

Day: Thursday

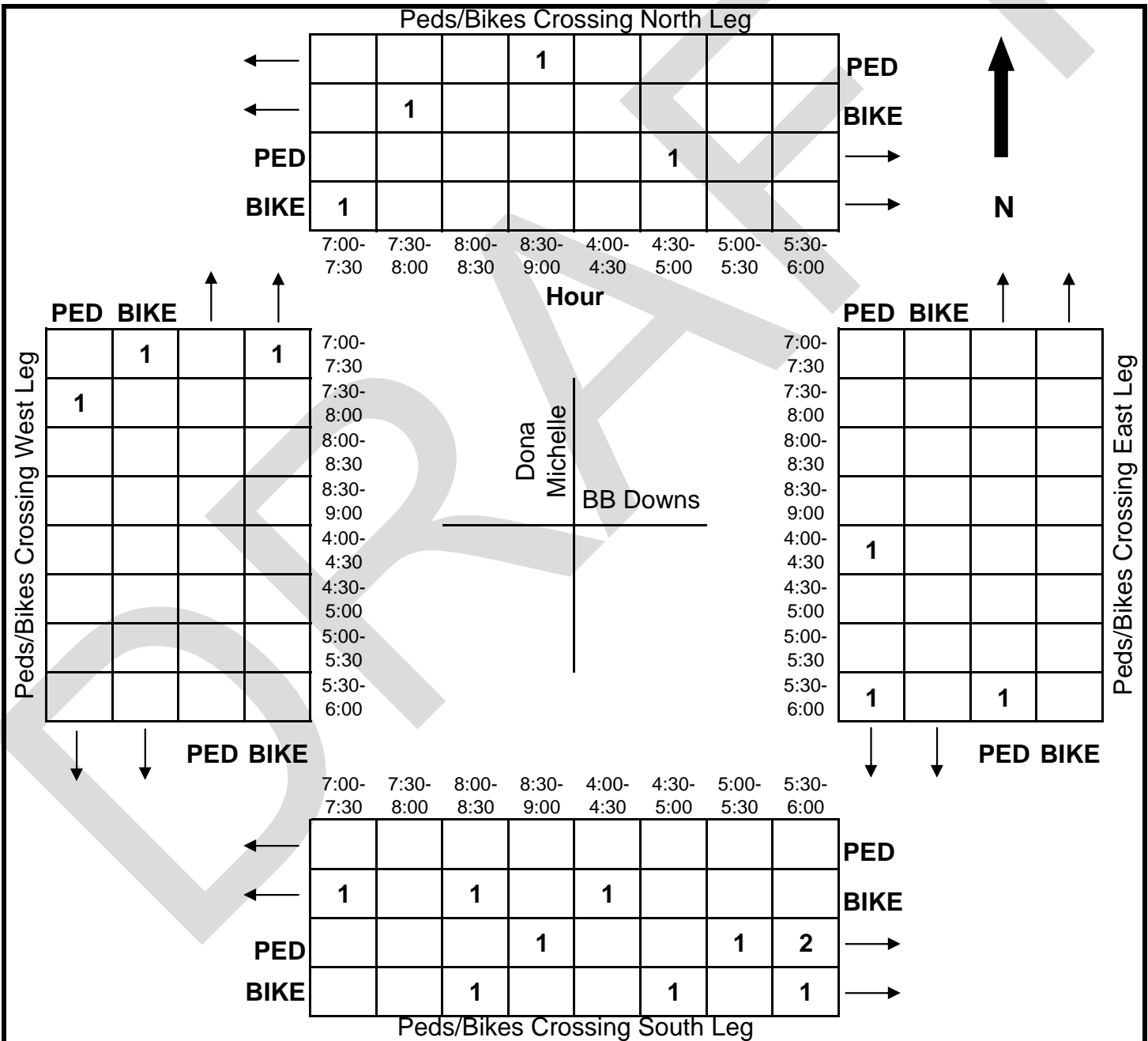
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: Bruce B Downs Boulevard at Dona Michelle Drive

Comments: _____

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



Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BBDowns&TampaPalms
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	73	30	13	38	154	39	290	48	16	393	3	35	20	34	92	61	191	14	3	269	908
07:15 AM	66	40	14	45	165	42	340	62	11	455	8	26	40	22	96	79	212	15	2	308	1024
07:30 AM	83	61	11	55	210	64	307	51	15	437	3	25	47	30	105	80	208	11	2	301	1053
07:45 AM	82	33	5	53	173	38	373	54	10	475	4	31	38	32	105	63	275	23	3	364	1117
Total	304	164	43	191	702	183	1310	215	52	1760	18	117	145	118	398	283	886	63	10	1242	4102
08:00 AM	95	37	6	36	174	52	281	38	20	391	6	23	40	25	94	54	236	13	3	306	965
08:15 AM	66	29	3	29	127	32	344	37	20	433	4	18	17	45	84	55	280	10	1	346	990
08:30 AM	93	40	3	23	159	56	260	53	24	393	6	27	28	26	87	62	252	13	5	332	971
08:45 AM	66	38	6	31	141	70	282	43	19	414	4	28	39	33	104	66	223	11	8	308	967
Total	320	144	18	119	601	210	1167	171	83	1631	20	96	124	129	369	237	991	47	17	1292	3893
*** BREAK ***																					
04:00 PM	112	42	5	20	179	106	265	45	18	434	12	21	59	46	138	51	323	21	7	402	1153
04:15 PM	131	26	12	23	192	94	211	42	15	362	23	18	19	49	109	33	321	16	8	378	1041
04:30 PM	137	42	10	50	239	127	320	60	7	514	11	23	78	22	134	52	295	15	6	368	1255
04:45 PM	161	36	8	33	238	89	233	50	25	397	16	17	66	32	131	39	313	23	10	385	1151
Total	541	146	35	126	848	416	1029	197	65	1707	62	79	222	149	512	175	1252	75	31	1533	4600
05:00 PM	163	50	17	37	267	123	305	69	22	519	17	24	52	34	127	70	380	21	5	476	1389
05:15 PM	88	45	12	13	158	101	220	52	16	389	25	32	71	42	170	58	348	18	5	429	1146
05:30 PM	115	44	9	47	215	108	355	74	13	550	13	20	45	45	123	47	334	25	5	411	1299
05:45 PM	125	42	10	24	201	121	222	48	22	413	13	34	37	42	126	53	292	17	10	372	1112
Total	491	181	48	121	841	453	1102	243	73	1871	68	110	205	163	546	228	1354	81	25	1688	4946
Grand Total	1656	635	144	557	2992	1262	4608	826	273	6969	168	402	696	559	1825	923	4483	266	83	5755	17541
Apprch %	55.3	21.2	4.8	18.6		18.1	66.1	11.9	3.9		9.2	22	38.1	30.6		16	77.9	4.6	1.4		
Total %	9.4	3.6	0.8	3.2	17.1	7.2	26.3	4.7	1.6	39.7	1	2.3	4	3.2	10.4	5.3	25.6	1.5	0.5	32.8	
Passenger Vehicles	1634	629	141	542	2946	1226	4535	821	271	6853	166	401	689	550	1806	904	4414	262	83	5663	17268
% Passenger Vehicles	98.7	99.1	97.9	97.3	98.5	97.1	98.4	99.4	99.3	98.3	98.8	99.8	99	98.4	99	97.9	98.5	98.5	100	98.4	98.4
Heavy Vehicles	21	6	3	15	45	17	73	5	2	97	2	1	7	9	19	17	69	4	0	90	251
% Heavy Vehicles	1.3	0.9	2.1	2.7	1.5	1.3	1.6	0.6	0.7	1.4	1.2	0.2	1	1.6	1	1.8	1.5	1.5	0	1.6	1.4
UTurns	1	0	0	0	1	19	0	0	0	19	0	0	0	0	0	2	0	0	0	2	22
% UTurns	0.1	0	0	0	0	1.5	0	0	0	0.3	0	0	0	0	0	0.2	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BBDowns&TampaPalms
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 2

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	66	40	14	45	165	42	340	62	11	455	8	26	40	22	96	79	212	15	2	308	1024
07:30 AM	83	61	11	55	210	64	307	51	15	437	3	25	47	30	105	80	208	11	2	301	1053
07:45 AM	82	33	5	53	173	38	373	54	10	475	4	31	38	32	105	63	275	23	3	364	1117
08:00 AM	95	37	6	36	174	52	281	38	20	391	6	23	40	25	94	54	236	13	3	306	965
Total Volume	326	171	36	189	722	196	1301	205	56	1758	21	105	165	109	400	276	931	62	10	1279	4159
% App. Total	45.2	23.7	5	26.2		11.1	74	11.7	3.2		5.2	26.2	41.2	27.2		21.6	72.8	4.8	0.8		
PHF	.858	.701	.643	.859	.860	.766	.872	.827	.700	.925	.656	.847	.878	.852	.952	.863	.846	.674	.833	.878	.931
Passenger Vehicles	324	169	36	186	715	187	1284	204	56	1731	20	105	162	105	392	274	915	59	10	1258	4096
% Passenger Vehicles	99.4	98.8	100	98.4	99.0	95.4	98.7	99.5	100	98.5	95.2	100	98.2	96.3	98.0	99.3	98.3	95.2	100	98.4	98.5
Heavy Vehicles	2	2	0	3	7	7	17	1	0	25	1	0	3	4	8	2	16	3	0	21	61
% Heavy Vehicles	0.6	1.2	0	1.6	1.0	3.6	1.3	0.5	0	1.4	4.8	0	1.8	3.7	2.0	0.7	1.7	4.8	0	1.6	1.5
UTurns	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% UTurns	0	0	0	0	0	1.0	0	0	0	0.1	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					07:00 AM					07:15 AM					07:45 AM				
+0 mins.	66	40	14	45	165	39	290	48	16	393	8	26	40	22	96	63	275	23	3	364
+15 mins.	83	61	11	55	210	42	340	62	11	455	3	25	47	30	105	54	236	13	3	306
+30 mins.	82	33	5	53	173	64	307	51	15	437	4	31	38	32	105	55	280	10	1	346
+45 mins.	95	37	6	36	174	38	373	54	10	475	6	23	40	25	94	62	252	13	5	332
Total Volume	326	171	36	189	722	183	1310	215	52	1760	21	105	165	109	400	234	1043	59	12	1348
% App. Total	45.2	23.7	5	26.2		10.4	74.4	12.2	3		5.2	26.2	41.2	27.2		17.4	77.4	4.4	0.9	
PHF	.858	.701	.643	.859	.860	.715	.878	.867	.813	.926	.656	.847	.878	.852	.952	.929	.931	.641	.600	.926
Passenger Vehicles	324	169	36	186	715	178	1290	214	52	1734	20	105	162	105	392	225	1028	58	12	1323
% Passenger Vehicles	99.4	98.8	100	98.4	99	97.3	98.5	99.5	100	98.5	95.2	100	98.2	96.3	98	96.2	98.6	98.3	100	98.1
Heavy Vehicles	2	2	0	3	7	4	20	1	0	25	1	0	3	4	8	9	15	1	0	25
% Heavy Vehicles	0.6	1.2	0	1.6	1	2.2	1.5	0.5	0	1.4	4.8	0	1.8	3.7	2	3.8	1.4	1.7	0	1.9
UTurns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0.5	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BBDowns&TampaPalms
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 3

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	161	36	8	33	238	89	233	50	25	397	16	17	66	32	131	39	313	23	10	385	1151
05:00 PM	163	50	17	37	267	123	305	69	22	519	17	24	52	34	127	70	380	21	5	476	1389
05:15 PM	88	45	12	13	158	101	220	52	16	389	25	32	71	42	170	58	348	18	5	429	1146
05:30 PM	115	44	9	47	215	108	355	74	13	550	13	20	45	45	123	47	334	25	5	411	1299
Total Volume	527	175	46	130	878	421	1113	245	76	1855	71	93	234	153	551	214	1375	87	25	1701	4985
% App. Total	60	19.9	5.2	14.8		22.7	60	13.2	4.1		12.9	16.9	42.5	27.8		12.6	80.8	5.1	1.5		
PHF	.808	.875	.676	.691	.822	.856	.784	.828	.760	.843	.710	.727	.824	.850	.810	.764	.905	.870	.625	.893	.897
Passenger Vehicles	526	173	46	128	873	413	1097	244	75	1829	70	93	232	151	546	211	1362	87	25	1685	4933
% Passenger Vehicles	99.8	98.9	100	98.5	99.4	98.1	98.6	99.6	98.7	98.6	98.6	100	99.1	98.7	99.1	98.6	99.1	100	100	99.1	99.0
Heavy Vehicles	1	2	0	2	5	4	16	1	1	22	1	0	2	2	5	1	13	0	0	14	46
% Heavy Vehicles	0.2	1.1	0	1.5	0.6	1.0	1.4	0.4	1.3	1.2	1.4	0	0.9	1.3	0.9	0.5	0.9	0	0	0.8	0.9
UTurns	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	6
% UTurns	0	0	0	0	0	1.0	0	0	0	0.2	0	0	0	0	0	0.9	0	0	0	0.1	0.1

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					05:00 PM					04:30 PM					04:45 PM				
+0 mins.	131	26	12	23	192	123	305	69	22	519	11	23	78	22	134	39	313	23	10	385
+15 mins.	137	42	10	50	239	101	220	52	16	389	16	17	66	32	131	70	380	21	5	476
+30 mins.	161	36	8	33	238	108	355	74	13	550	17	24	52	34	127	58	348	18	5	429
+45 mins.	163	50	17	37	267	121	222	48	22	413	25	32	71	42	170	47	334	25	5	411
Total Volume	592	154	47	143	936	453	1102	243	73	1871	69	96	267	130	562	214	1375	87	25	1701
% App. Total	63.2	16.5	5	15.3		24.2	58.9	13	3.9		12.3	17.1	47.5	23.1		12.6	80.8	5.1	1.5	
PHF	.908	.770	.691	.715	.876	.921	.776	.821	.830	.850	.690	.750	.856	.774	.826	.764	.905	.870	.625	.893
Passenger Vehicles	589	151	46	137	923	443	1089	242	73	1847	68	96	266	128	558	211	1362	87	25	1685
% Passenger Vehicles	99.5	98.1	97.9	95.8	98.6	97.8	98.8	99.6	100	98.7	98.6	100	99.6	98.5	99.3	98.6	99.1	100	100	99.1
Heavy Vehicles	3	3	1	6	13	4	13	1	0	18	1	0	1	2	4	1	13	0	0	14
% Heavy Vehicles	0.5	1.9	2.1	4.2	1.4	0.9	1.2	0.4	0	1	1.4	0	0.4	1.5	0.7	0.5	0.9	0	0	0.8
UTurns	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2
% UTurns	0	0	0	0	0	1.3	0	0	0	0.3	0	0	0	0	0	0.9	0	0	0	0.1

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BBDowns&TampaPalms
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	72	30	11	33	146	38	284	48	16	386	3	35	19	33	90	59	182	14	3	258	880
07:15 AM	66	40	14	43	163	41	339	61	11	452	7	26	40	21	94	79	208	13	2	302	1011
07:30 AM	82	61	11	55	209	62	305	51	15	433	3	25	46	28	102	80	201	11	2	294	1038
07:45 AM	81	33	5	53	172	37	362	54	10	463	4	31	38	32	105	61	272	22	3	358	1098
Total	301	164	41	184	690	178	1290	214	52	1734	17	117	143	114	391	279	863	60	10	1212	4027
08:00 AM	95	35	6	35	171	47	278	38	20	383	6	23	38	24	91	54	234	13	3	304	949
08:15 AM	64	29	3	29	125	31	339	36	20	426	4	18	17	44	83	51	274	10	1	336	970
08:30 AM	87	39	3	23	152	52	253	53	24	382	6	26	28	26	86	59	248	13	5	325	945
08:45 AM	60	38	6	31	135	67	277	43	18	405	4	28	39	32	103	64	218	10	8	300	943
Total	306	141	18	118	583	197	1147	170	82	1596	20	95	122	126	363	228	974	46	17	1265	3807
*** BREAK ***																					
04:00 PM	110	42	5	20	177	102	258	44	18	422	12	21	59	46	138	50	316	21	7	394	1131
04:15 PM	129	26	12	21	188	94	209	41	15	359	23	18	19	49	109	32	318	16	8	374	1030
04:30 PM	137	41	9	47	234	126	314	60	7	507	11	23	78	22	134	51	291	15	6	363	1238
04:45 PM	161	34	8	32	235	86	228	50	24	388	16	17	66	32	131	39	308	23	10	380	1134
Total	537	143	34	120	834	408	1009	195	64	1676	62	79	222	149	512	172	1233	75	31	1511	4533
05:00 PM	162	50	17	37	266	123	301	68	22	514	16	24	51	33	124	68	376	21	5	470	1374
05:15 PM	88	45	12	13	158	97	218	52	16	383	25	32	71	41	169	57	346	18	5	426	1136
05:30 PM	115	44	9	46	214	107	350	74	13	544	13	20	44	45	122	47	332	25	5	409	1289
05:45 PM	125	42	10	24	201	116	220	48	22	406	13	34	36	42	125	53	290	17	10	370	1102
Total	490	181	48	120	839	443	1089	242	73	1847	67	110	202	161	540	225	1344	81	25	1675	4901
Grand Total	1634	629	141	542	2946	1226	4535	821	271	6853	166	401	689	550	1806	904	4414	262	83	5663	17268
Apprch %	55.5	21.4	4.8	18.4		17.9	66.2	12	4		9.2	22.2	38.2	30.5		16	77.9	4.6	1.5		
Total %	9.5	3.6	0.8	3.1	17.1	7.1	26.3	4.8	1.6	39.7	1	2.3	4	3.2	10.5	5.2	25.6	1.5	0.5	32.8	

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	66	40	14	43	163	41	339	61	11	452	7	26	40	21	94	79	208	13	2	302	1011
07:30 AM	82	61	11	55	209	62	305	51	15	433	3	25	46	28	102	80	201	11	2	294	1038
07:45 AM	81	33	5	53	172	37	362	54	10	463	4	31	38	32	105	61	272	22	3	358	1098
08:00 AM	95	35	6	35	171	47	278	38	20	383	6	23	38	24	91	54	234	13	3	304	949
Total Volume	324	169	36	186	715	187	1284	204	56	1731	20	105	162	105	392	274	915	59	10	1258	4096
% App. Total	45.3	23.6	5	26		10.8	74.2	11.8	3.2		5.1	26.8	41.3	26.8		21.8	72.7	4.7	0.8		
PHF	.853	.693	.643	.845	.855	.754	.887	.836	.700	.935	.714	.847	.880	.820	.933	.856	.841	.670	.833	.878	.933

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BBDowns&TampaPalms
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 2

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:15 AM					07:45 AM				
+0 mins.	66	40	14	43	163	38	284	48	16	386	7	26	40	21	94	61	272	22	3	358
+15 mins.	82	61	11	55	209	41	339	61	11	452	3	25	46	28	102	54	234	13	3	304
+30 mins.	81	33	5	53	172	62	305	51	15	433	4	31	38	32	105	51	274	10	1	336
+45 mins.	95	35	6	35	171	37	362	54	10	463	6	23	38	24	91	59	248	13	5	325
Total Volume	324	169	36	186	715	178	1290	214	52	1734	20	105	162	105	392	225	1028	58	12	1323
% App. Total	45.3	23.6	5	26		10.3	74.4	12.3	3		5.1	26.8	41.3	26.8		17	77.7	4.4	0.9	
PHF	.853	.693	.643	.845	.855	.718	.891	.877	.813	.936	.714	.847	.880	.820	.933	.922	.938	.659	.600	.924

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					05:00 PM					05:15 PM					05:30 PM				
04:45 PM	161	34	8	32	235	86	228	50	24	388	16	17	66	32	131	39	308	23	10	380
05:00 PM	162	50	17	37	266	123	301	68	22	514	16	24	51	33	124	68	376	21	5	470
05:15 PM	88	45	12	13	158	97	218	52	16	383	25	32	71	41	169	57	346	18	5	426
05:30 PM	115	44	9	46	214	107	350	74	13	544	13	20	44	45	122	47	332	25	5	409
Total Volume	526	173	46	128	873	413	1097	244	75	1829	70	93	232	151	546	211	1362	87	25	1685
% App. Total	60.3	19.8	5.3	14.7		22.6	60	13.3	4.1		12.8	17	42.5	27.7		12.5	80.8	5.2	1.5	
PHF	.812	.865	.676	.696	.820	.839	.784	.824	.781	.841	.700	.727	.817	.839	.808	.776	.906	.870	.625	.896

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					05:00 PM					04:30 PM					04:45 PM				
+0 mins.	129	26	12	21	188	123	301	68	22	514	11	23	78	22	134	39	308	23	10	380
+15 mins.	137	41	9	47	234	97	218	52	16	383	16	17	66	32	131	68	376	21	5	470
+30 mins.	161	34	8	32	235	107	350	74	13	544	16	24	51	33	124	57	346	18	5	426
+45 mins.	162	50	17	37	266	116	220	48	22	406	25	32	71	41	169	47	332	25	5	409
Total Volume	589	151	46	137	923	443	1089	242	73	1847	68	96	266	128	558	211	1362	87	25	1685
% App. Total	63.8	16.4	5	14.8		24	59	13.1	4		12.2	17.2	47.7	22.9		12.5	80.8	5.2	1.5	
PHF	.909	.755	.676	.729	.867	.900	.778	.818	.830	.849	.680	.750	.853	.780	.825	.776	.906	.870	.625	.896

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BBDowns&TampaPalms
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	0	2	5	8	1	6	0	0	7	0	0	1	1	2	2	9	0	0	11	28
07:15 AM	0	0	0	2	2	1	1	1	0	3	1	0	0	1	2	0	4	2	0	6	13
07:30 AM	1	0	0	0	1	1	2	0	0	3	0	0	1	2	3	0	7	0	0	7	14
07:45 AM	1	0	0	0	1	1	11	0	0	12	0	0	0	0	0	2	3	1	0	6	19
Total	3	0	2	7	12	4	20	1	0	25	1	0	2	4	7	4	23	3	0	30	74
08:00 AM	0	2	0	1	3	4	3	0	0	7	0	0	2	1	3	0	2	0	0	2	15
08:15 AM	2	0	0	0	2	0	5	1	0	6	0	0	0	1	1	4	6	0	0	10	19
08:30 AM	6	1	0	0	7	0	7	0	0	7	0	1	0	0	1	3	4	0	0	7	22
08:45 AM	6	0	0	0	6	1	5	0	1	7	0	0	0	1	1	2	5	1	0	8	22
Total	14	3	0	1	18	5	20	1	1	27	0	1	2	3	6	9	17	1	0	27	78
*** BREAK ***																					
04:00 PM	1	0	0	0	1	2	7	1	0	10	0	0	0	0	0	1	7	0	0	8	19
04:15 PM	2	0	0	2	4	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	11
04:30 PM	0	1	1	3	5	1	6	0	0	7	0	0	0	0	0	1	4	0	0	5	17
04:45 PM	0	2	0	1	3	1	5	0	1	7	0	0	0	0	0	0	5	0	0	5	15
Total	3	3	1	6	13	4	20	2	1	27	0	0	0	0	0	3	19	0	0	22	62
05:00 PM	1	0	0	0	1	0	4	1	0	5	1	0	1	1	3	1	4	0	0	5	14
05:15 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	1	1	0	2	0	0	2	7
05:30 PM	0	0	0	1	1	1	5	0	0	6	0	0	1	0	1	0	2	0	0	2	10
05:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	2	0	0	2	6
Total	1	0	0	1	2	4	13	1	0	18	1	0	3	2	6	1	10	0	0	11	37
Grand Total	21	6	3	15	45	17	73	5	2	97	2	1	7	9	19	17	69	4	0	90	251
Apprch %	46.7	13.3	6.7	33.3		17.5	75.3	5.2	2.1		10.5	5.3	36.8	47.4		18.9	76.7	4.4	0		
Total %	8.4	2.4	1.2	6	17.9	6.8	29.1	2	0.8	38.6	0.8	0.4	2.8	3.6	7.6	6.8	27.5	1.6	0	35.9	

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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	2	0	1	3	4	3	0	0	7	0	0	2	1	3	0	2	0	0	2	15
08:15 AM	2	0	0	0	2	0	5	1	0	6	0	0	0	1	1	4	6	0	0	10	19
08:30 AM	6	1	0	0	7	0	7	0	0	7	0	1	0	0	1	3	4	0	0	7	22
08:45 AM	6	0	0	0	6	1	5	0	1	7	0	0	0	1	1	2	5	1	0	8	22
Total Volume	14	3	0	1	18	5	20	1	1	27	0	1	2	3	6	9	17	1	0	27	78
% App. Total	77.8	16.7	0	5.6		18.5	74.1	3.7	3.7		0	16.7	33.3	50		33.3	63	3.7	0		
PHF	.583	.375	.000	.250	.643	.313	.714	.250	.250	.964	.000	.250	.250	.750	.500	.563	.708	.250	.000	.675	.886

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BBDowns&TampaPalms
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 2

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:45 AM					07:15 AM					07:00 AM				
+0 mins.	0	2	0	1	3	1	11	0	0	12	1	0	0	1	2	2	9	0	0	11
+15 mins.	2	0	0	0	2	4	3	0	0	7	0	0	1	2	3	0	4	2	0	6
+30 mins.	6	1	0	0	7	0	5	1	0	6	0	0	0	0	0	0	7	0	0	7
+45 mins.	6	0	0	0	6	0	7	0	0	7	0	0	2	1	3	2	3	1	0	6
Total Volume	14	3	0	1	18	5	26	1	0	32	1	0	3	4	8	4	23	3	0	30
% App. Total	77.8	16.7	0	5.6		15.6	81.2	3.1	0		12.5	0	37.5	50		13.3	76.7	10	0	
PHF	.583	.375	.000	.250	.643	.313	.591	.250	.000	.667	.250	.000	.375	.500	.667	.500	.639	.375	.000	.682

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	1	0	0	0	1	2	7	1	0	10	0	0	0	0	0	1	7	0	0	8	19
04:15 PM	2	0	0	2	4	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	11
04:30 PM	0	1	1	3	5	1	6	0	0	7	0	0	0	0	0	1	4	0	0	5	17
04:45 PM	0	2	0	1	3	1	5	0	1	7	0	0	0	0	0	0	5	0	0	5	15
Total Volume	3	3	1	6	13	4	20	2	1	27	0	0	0	0	0	3	19	0	0	22	62
% App. Total	23.1	23.1	7.7	46.2		14.8	74.1	7.4	3.7		0	0	0	0		13.6	86.4	0	0		
PHF	.375	.375	.250	.500	.650	.500	.714	.500	.250	.675	.000	.000	.000	.000	.000	.750	.679	.000	.000	.688	.816

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					05:00 PM					04:00 PM				
+0 mins.	1	0	0	0	1	2	7	1	0	10	1	0	1	1	3	1	7	0	0	8
+15 mins.	2	0	0	2	4	0	2	1	0	3	0	0	0	1	1	1	3	0	0	4
+30 mins.	0	1	1	3	5	1	6	0	0	7	0	0	1	0	1	1	4	0	0	5
+45 mins.	0	2	0	1	3	1	5	0	1	7	0	0	1	0	1	0	5	0	0	5
Total Volume	3	3	1	6	13	4	20	2	1	27	1	0	3	2	6	3	19	0	0	22
% App. Total	23.1	23.1	7.7	46.2		14.8	74.1	7.4	3.7		16.7	0	50	33.3		13.6	86.4	0	0	
PHF	.375	.375	.250	.500	.650	.500	.714	.500	.250	.675	.250	.000	.750	.500	.500	.750	.679	.000	.000	.688

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BBDowns&TampaPalms
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 1

Groups Printed- UTurns

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
*** BREAK ***																					
04:00 PM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
04:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
*** BREAK ***																					
05:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2	8
Grand Total	1	0	0	0	1	19	0	0	0	19	0	0	0	0	0	2	0	0	0	2	22
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	4.5	0	0	0	4.5	86.4	0	0	0	86.4	0	0	0	0	0	9.1	0	0	0	9.1	

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : BBDowns&TampaPalms
 Site Code : 0702903
 Start Date : 5/11/2017
 Page No : 2

Start Time	TAMPA PALMS BOULEVARD Southbound					BRUCE B DOWNS BOULEVARD Westbound					COMMERCE PARK BOULEVARD Northbound					BRUCE B DOWNS BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.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 05:00 PM

05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	2	0	0	0	0	2	8
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.500	.000	.000	.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					05:00 PM					04:00 PM					04:30 PM						
+0 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
+45 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	0	1	
Total Volume	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	2	0	0	0	0	2	
% App. Total	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	
PHF	.250	.000	.000	.000	.250	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	

Intersection Pedestrian & Bicycle Count

Date: 5/11/17

Day: Thursday

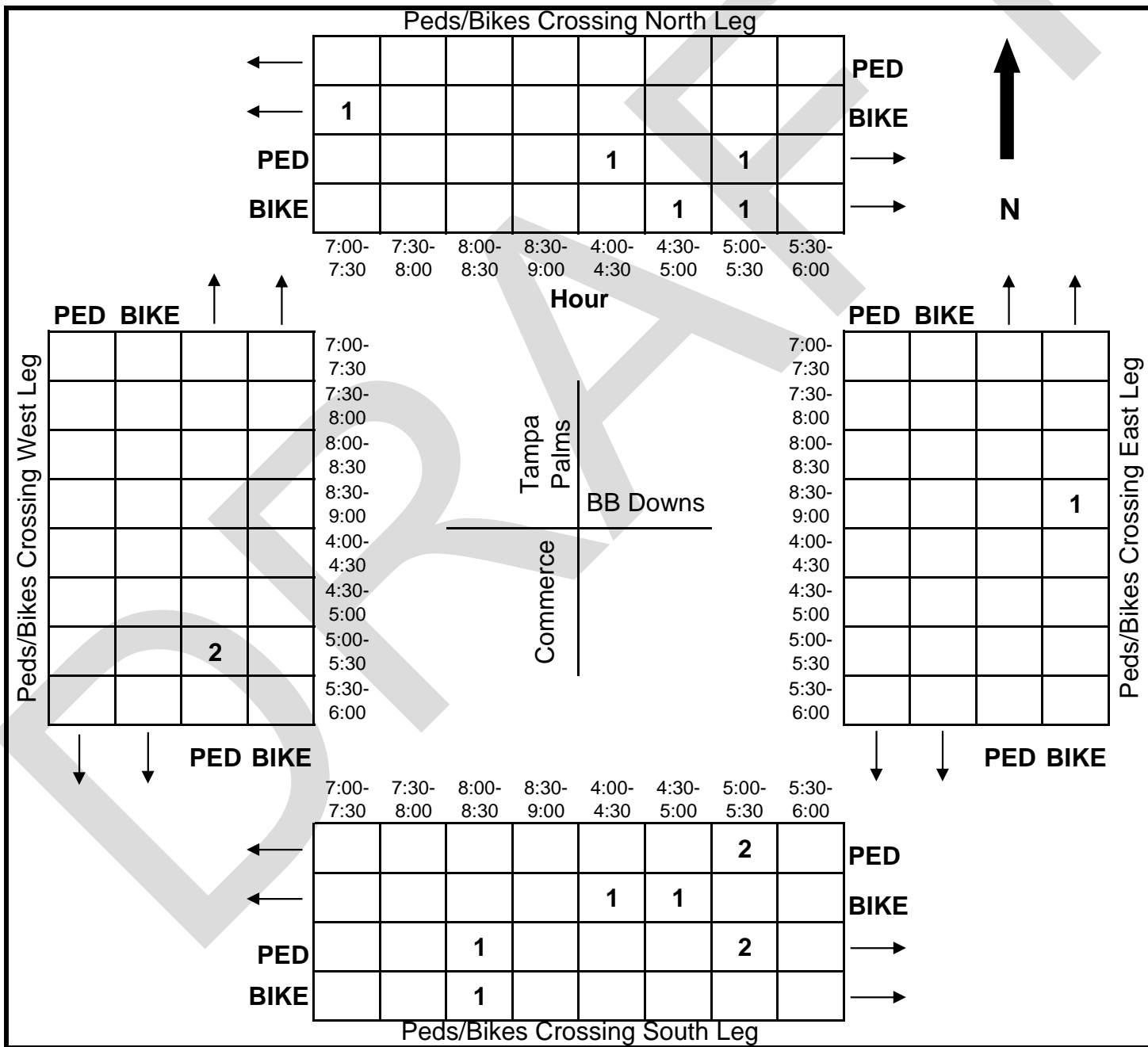
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: Bruce B Downs Boulevard at Tampa Palms Boulevard/Commerce Park Boulevard

Comments: _____

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



Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location Fletcher Ave between Hidden River Pkwy & I-75 SB		

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	26	19	15	28	47	137	259	240	234	203	252
30	41	18	18	16	26	56	168	275	225	209	235	305
45	25	14	29	19	40	87	203	254	257	242	248	316
00	37	18	14	19	28	126	206	219	220	213	239	274
Hr Total	165	76	80	69	122	316	714	1,007	942	898	925	1,147

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	322	251	310	448	784	854	555	279	206	139	102	80
30	341	279	319	461	671	867	569	271	175	118	96	105
45	287	288	356	629	820	832	389	226	153	95	87	80
00	281	241	337	612	789	627	364	222	158	119	72	69
Hr Total	1,231	1,059	1,322	2,150	3,064	3,180	1,877	998	692	471	357	334

24 Hour Total:	23,196	AM Peak Volume:	1,253	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:30	PM Peak Volume:	3,342	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	26	11	7	12	67	266	647	751	557	267	228
30	33	24	11	23	40	87	392	815	713	444	256	207
45	24	18	14	23	30	133	511	799	655	374	247	222
00	26	28	9	17	39	197	633	823	719	344	261	241
Hr Total	126	96	45	70	121	484	1,802	3,084	2,838	1,719	1,031	898

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	256	241	216	198	218	248	183	150	124	86	80
30	241	264	225	226	240	241	231	162	131	131	92	68
45	268	259	257	222	214	212	202	145	138	124	101	73
00	282	257	240	202	244	217	158	127	122	102	105	47
Hr Total	1,004	1,036	963	866	896	888	839	617	541	481	384	268

24 Hour Total:	21,097	AM Peak Volume:	3,188	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	1,070	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:30				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	52	30	22	40	114	403	906	991	791	470	480
30	74	42	29	39	66	143	560	1,090	938	653	491	512
45	49	32	43	42	70	220	714	1,053	912	616	495	538
00	63	46	23	36	67	323	839	1,042	939	557	500	515
Hr Total	291	172	125	139	243	800	2,516	4,091	3,780	2,617	1,956	2,045

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	535	507	551	664	982	1,072	803	462	356	263	188	160
30	582	543	544	687	911	1,108	800	433	306	249	188	173
45	555	547	613	851	1,034	1,044	591	371	291	219	188	153
00	563	498	577	814	1,033	844	522	349	280	221	177	116
Hr Total	2,235	2,095	2,285	3,016	3,960	4,068	2,716	1,615	1,233	952	741	602

24 Hour Total:	44,293	AM Peak Volume:	4,176	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	4,257	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave between Hidden River Pkwy & I-75 SB		

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	22	22	18	14	36	140	244	260	249	198	278
30	53	30	23	15	28	59	201	243	275	237	257	259
45	38	23	18	22	33	81	223	235	259	219	211	296
00	26	25	12	17	33	120	244	239	231	230	241	293
Hr Total	174	100	75	72	108	296	808	961	1,025	935	907	1,126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	293	261	321	423	731	845	559	336	185	174	102	66
30	323	255	304	518	615	835	514	313	194	127	94	113
45	280	282	374	625	812	778	435	239	155	126	80	93
00	287	293	341	574	786	573	333	206	154	113	63	47
Hr Total	1,183	1,091	1,340	2,140	2,944	3,031	1,841	1,094	688	540	339	319

24 Hour Total:	23,137	AM Peak Volume:	1,205	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:30	PM Peak Volume:	3,278	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	24	10	10	27	50	264	689	729	512	308	206
30	59	26	12	18	28	86	351	789	732	414	267	222
45	35	22	10	22	42	137	492	760	647	373	236	212
00	30	14	10	14	48	218	656	826	755	335	228	214
Hr Total	165	86	42	64	145	491	1,763	3,064	2,863	1,634	1,039	854

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	257	222	236	212	217	245	167	128	149	100	89
30	240	228	251	252	230	278	238	161	148	134	114	76
45	257	238	269	206	211	218	216	133	148	133	109	50
00	281	254	245	210	240	220	181	144	140	127	108	49
Hr Total	988	977	987	904	893	933	880	605	564	543	431	264

24 Hour Total:	21,179	AM Peak Volume:	3,104	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	1,035	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:15				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	98	46	32	28	41	86	404	933	989	761	506	484
30	112	56	35	33	56	145	552	1,032	1,007	651	524	481
45	73	45	28	44	75	218	715	995	906	592	447	508
00	56	39	22	31	81	338	900	1,065	986	565	469	507
Hr Total	339	186	117	136	253	787	2,571	4,025	3,888	2,569	1,946	1,980

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	503	518	543	659	943	1,062	804	503	313	323	202	155
30	563	483	555	770	845	1,113	752	474	342	261	208	189
45	537	520	643	831	1,023	996	651	372	303	259	189	143
00	568	547	586	784	1,026	793	514	350	294	240	171	96
Hr Total	2,171	2,068	2,327	3,044	3,837	3,964	2,721	1,699	1,252	1,083	770	583

24 Hour Total:	44,316	AM Peak Volume:	4,081	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	4,224	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave between Hidden River Pkwy & I-75 SB		

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	28	23	14	23	51	129	242	257	212	222	239
30	36	22	15	16	28	70	161	234	262	207	236	257
45	34	25	16	16	32	75	208	241	256	241	243	326
00	27	18	17	15	28	128	227	254	228	260	255	287
Hr Total	160	93	71	61	111	324	725	971	1,003	920	956	1,109

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	357	281	302	466	753	839	556	314	188	143	140	84
30	290	257	336	451	685	853	498	276	174	129	99	114
45	277	276	412	672	820	737	408	241	187	112	106	102
00	276	275	359	613	771	590	358	239	134	125	74	71
Hr Total	1,200	1,089	1,409	2,202	3,029	3,019	1,820	1,070	683	509	419	371

24 Hour Total:	23,324	AM Peak Volume:	1,260	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:30	PM Peak Volume:	3,283	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	21	15	21	19	63	251	703	696	515	275	224
30	40	30	11	18	30	74	385	748	655	441	257	237
45	40	13	16	17	38	150	467	856	703	409	245	219
00	21	16	13	12	48	207	640	826	666	339	227	194
Hr Total	141	80	55	68	135	494	1,743	3,133	2,720	1,704	1,004	874

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	215	232	238	276	218	207	243	156	148	130	94	83
30	247	238	245	262	239	260	235	162	155	116	124	67
45	258	245	276	214	214	245	225	163	166	142	101	55
00	251	225	268	223	242	248	190	161	148	97	105	47
Hr Total	971	940	1,027	975	913	960	893	642	617	485	424	252

24 Hour Total:	21,250	AM Peak Volume:	3,133	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:00	PM Peak Volume:	1,082	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	14:30				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	103	49	38	35	42	114	380	945	953	727	497	463
30	76	52	26	34	58	144	546	982	917	648	493	494
45	74	38	32	33	70	225	675	1,097	959	650	488	545
00	48	34	30	27	76	335	867	1,080	894	599	482	481
Hr Total	301	173	126	129	246	818	2,468	4,104	3,723	2,624	1,960	1,983

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	572	513	540	742	971	1,046	799	470	336	273	234	167
30	537	495	581	713	924	1,113	733	438	329	245	223	181
45	535	521	688	886	1,034	982	633	404	353	254	207	157
00	527	500	627	836	1,013	838	548	400	282	222	179	118
Hr Total	2,171	2,029	2,436	3,177	3,942	3,979	2,713	1,712	1,300	994	843	623

24 Hour Total:	44,574	AM Peak Volume:	4,112	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	4,206	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave between Hidden River Pkwy & 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	61	25	21	16	22	45	135	248	252	232	208	256
30	43	23	19	16	27	62	177	251	254	218	243	274
45	32	21	21	19	35	81	211	243	257	234	234	313
00	30	20	14	17	30	125	226	237	226	234	245	285
Hr Total	166	90	75	67	114	312	749	980	990	918	929	1,127

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	324	264	311	446	756	846	557	310	193	152	115	77
30	318	264	320	477	657	852	527	287	181	125	96	111
45	281	282	381	642	817	782	411	235	165	111	91	92
00	281	270	346	600	782	597	352	222	149	119	70	62
Hr Total	1,205	1,080	1,357	2,164	3,012	3,077	1,846	1,054	688	507	372	341

24 Hour Total:	23,219				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,239	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	3,297	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	41	24	12	13	19	60	260	680	725	528	283	219
30	44	27	11	20	33	82	376	784	700	433	260	222
45	33	18	13	21	37	140	490	805	668	385	243	218
00	26	19	11	14	45	207	643	825	713	339	239	216
Hr Total	144	87	47	67	134	490	1,769	3,094	2,807	1,686	1,025	875

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	248	234	243	209	214	245	169	142	134	93	84
30	243	243	240	247	236	260	235	162	145	127	110	70
45	261	247	267	214	213	225	214	147	151	133	104	59
00	271	245	251	212	242	228	176	144	137	109	106	48
Hr Total	988	984	992	915	901	927	871	621	574	503	413	261

24 Hour Total:	21,175				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,139	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:30	PM Peak Volume:	1,024	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	102	49	33	28	41	105	396	928	978	760	491	476
30	87	50	30	35	60	144	553	1,035	954	651	503	496
45	65	38	34	40	72	221	701	1,048	926	619	477	530
00	56	40	25	31	75	332	869	1,062	940	574	484	501
Hr Total	310	177	123	135	247	802	2,518	4,073	3,797	2,603	1,954	2,003

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	537	513	545	688	965	1,060	802	478	335	286	208	161
30	561	507	560	723	893	1,111	762	448	326	252	206	181
45	542	529	648	856	1,030	1,007	625	382	316	244	195	151
00	553	515	597	811	1,024	825	528	366	285	228	176	110
Hr Total	2,192	2,064	2,349	3,079	3,913	4,004	2,717	1,675	1,262	1,010	785	603

24 Hour Total:	44,394				
AM Peak Hour begins:	7:15	AM Peak Volume:	4,123	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	4,226	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: May 9, 2017
 Stop Date: May 9, 2017
 City: Tampa
 Location: Fletcher Ave east of I-75 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	13	7	6	10	6	11	41	85	49	43	46
30	11	5	6	7	7	10	36	52	77	49	47	69
45	14	6	3	6	3	12	56	68	78	46	68	68
00	16	8	4	6	6	15	30	65	64	43	49	63
Hr Total	64	32	20	25	26	43	133	226	304	187	207	246

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	77	81	112	227	234	246	119	91	75	36	30
30	91	91	87	159	243	328	184	123	82	70	40	30
45	77	85	105	186	259	320	155	123	88	58	43	23
00	90	88	101	201	269	271	138	102	79	63	35	25
Hr Total	330	341	374	658	998	1,153	723	467	340	266	154	108

24 Hour Total: 7,425
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 17:15
 AM Peak Volume: 305
 PM Peak Volume: 1,165
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.89

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	2	9	13	21	126	324	254	155	107	97
30	2	3	5	8	23	53	200	309	216	155	94	85
45	3	1	4	12	21	90	243	344	195	130	109	88
00	5	3	3	12	14	105	292	348	207	133	80	90
Hr Total	15	12	14	41	71	269	861	1,325	872	573	390	360

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	79	88	96	58	64	55	55	44	25	15	16
30	81	78	80	91	63	83	76	49	45	31	25	15
45	78	85	104	75	92	75	60	55	60	38	17	14
00	82	77	119	82	70	73	62	64	33	21	23	6
Hr Total	324	319	391	344	283	295	253	223	182	115	80	51

24 Hour Total: 7,663
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 14:30
 AM Peak Volume: 1,325
 PM Peak Volume: 410
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	18	9	15	23	27	137	365	339	204	150	143
30	13	8	11	15	30	63	236	361	293	204	141	154
45	17	7	7	18	24	102	299	412	273	176	177	156
00	21	11	7	18	20	120	322	413	271	176	129	153
Hr Total	79	44	34	66	97	312	994	1,551	1,176	760	597	606

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	155	156	169	208	285	298	301	174	135	100	51	46
30	172	169	167	250	306	411	260	172	127	101	65	45
45	155	170	209	261	351	395	215	178	148	96	60	37
00	172	165	220	283	339	344	200	166	112	84	58	31
Hr Total	654	660	765	1,002	1,281	1,448	976	690	522	381	234	159

24 Hour Total: 15,088
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:15
 AM Peak Volume: 1,551
 PM Peak Volume: 1,451
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: May 10, 2017
 Stop Date: May 10, 2017
 City: Tampa
 Location: Fletcher Ave east of I-75 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	12	12	8	3	3	22	57	84	74	60	67
30	18	16	7	0	7	7	20	53	89	57	59	50
45	14	8	8	3	6	10	21	49	65	49	55	49
00	9	10	3	5	3	12	39	94	63	67	52	64
Hr Total	68	46	30	16	19	32	102	253	301	247	226	230

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	65	81	114	221	289	215	133	87	65	53	27
30	69	86	83	150	204	290	186	106	104	68	40	33
45	76	78	110	187	253	299	173	91	80	62	33	27
00	94	68	102	200	306	260	122	97	74	58	38	17
Hr Total	325	297	376	651	984	1,138	696	427	345	253	164	104

24 Hour Total: 7,330
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 332
 PM Peak Volume: 1,184
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.97

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	6	18	29	153	301	245	167	124	86
30	6	7	4	11	12	51	182	349	236	163	111	108
45	8	4	3	9	21	81	230	311	225	132	91	79
00	2	3	2	7	17	113	283	296	196	120	99	92
Hr Total	23	17	10	33	68	274	848	1,257	902	582	425	365

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	70	60	86	86	74	69	59	45	24	18	9
30	80	74	91	94	72	95	59	44	36	26	39	12
45	72	86	109	72	72	62	87	44	30	31	22	8
00	80	90	107	74	77	74	57	54	37	23	20	10
Hr Total	315	320	367	326	307	305	272	201	148	104	99	39

24 Hour Total: 7,607
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 14:30
 AM Peak Volume: 1,257
 PM Peak Volume: 396
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	15	13	14	21	32	175	358	329	241	184	153
30	24	23	11	11	19	58	202	402	325	220	170	158
45	22	12	11	12	27	91	251	360	290	181	146	128
00	11	13	5	12	20	125	322	390	259	187	151	156
Hr Total	91	63	40	49	87	306	950	1,510	1,203	829	651	595

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	169	135	141	200	307	363	284	192	132	89	71	36
30	149	160	174	244	276	385	245	150	140	94	79	45
45	148	164	219	259	325	361	260	135	110	93	55	35
00	174	158	209	274	383	334	179	151	111	81	58	27
Hr Total	640	617	743	977	1,291	1,443	968	628	493	357	263	143

24 Hour Total: 14,937
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,510
 PM Peak Volume: 1,492
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 11, 2017
 Stop Date: May 11, 2017
 City: Tampa
 Location: Fletcher Ave east of I-75 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	12	6	3	5	8	9	57	83	68	43	64
30	25	11	6	3	3	5	23	58	87	54	57	62
45	12	12	6	3	10	13	26	57	93	45	69	51
00	6	8	3	7	5	18	43	83	55	65	50	63
Hr Total	61	43	21	16	23	44	101	255	318	232	219	240

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	80	84	127	220	254	224	156	86	61	59	34
30	80	74	89	158	210	259	204	146	75	62	47	37
45	87	105	104	195	255	294	165	115	81	62	44	28
00	76	90	111	223	259	256	180	115	91	60	41	23
Hr Total	320	349	388	703	944	1,063	773	532	333	245	191	122

24 Hour Total: 7,536
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 346
 PM Peak Volume: 1,066
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.91

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	8	8	31	144	305	225	184	101	95
30	3	4	2	6	17	55	191	296	244	127	114	107
45	9	4	6	11	19	68	235	313	195	157	96	79
00	3	3	3	11	16	117	308	322	187	142	89	77
Hr Total	21	14	13	36	60	271	878	1,236	851	610	400	358

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	82	77	129	67	74	77	51	49	29	22	19
30	91	84	104	93	99	98	66	48	37	23	34	9
45	93	75	108	86	61	72	81	67	41	34	23	14
00	74	71	90	74	84	77	52	52	31	24	18	13
Hr Total	332	312	379	382	311	321	276	218	158	110	97	55

24 Hour Total: 7,699
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 14:15
 AM Peak Volume: 1,236
 PM Peak Volume: 431
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	15	8	11	13	39	153	362	308	252	144	159
30	28	15	8	9	20	60	214	354	331	181	171	169
45	21	16	12	14	29	81	261	370	288	202	165	130
00	9	11	6	18	21	135	351	405	242	207	139	140
Hr Total	82	57	34	52	83	315	979	1,491	1,169	842	619	598

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	162	161	256	287	328	301	207	135	90	81	53
30	171	158	193	251	309	357	270	194	112	85	81	46
45	180	180	212	281	316	366	246	182	122	96	67	42
00	150	161	201	297	343	333	232	167	122	84	59	36
Hr Total	652	661	767	1,085	1,255	1,384	1,049	750	491	355	288	177

24 Hour Total: 15,235
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,491
 PM Peak Volume: 1,394
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.95

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave east of I-75 NB		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	12	8	6	6	6	14	52	84	64	49	59
30	18	11	6	3	6	7	26	54	84	53	54	60
45	13	9	6	4	6	12	34	58	79	47	64	56
00	10	9	3	6	5	15	37	81	61	58	50	63
Hr Total	64	40	24	19	23	40	112	245	308	222	217	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	74	82	118	223	259	228	136	88	67	49	30
30	80	84	86	156	219	292	191	125	87	67	42	33
45	80	89	106	189	256	304	164	110	83	61	40	26
00	87	82	105	208	278	262	147	105	81	60	38	22
Hr Total	325	329	379	671	975	1,118	731	475	339	255	170	111

24 Hour Total:	7,430	AM Peak Volume:	328	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:45	PM Peak Volume:	1,134	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Westbound 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	8	13	27	141	310	241	169	111	93
30	4	5	4	8	17	53	191	318	232	148	106	100
45	7	3	4	11	20	80	236	323	205	140	99	82
00	3	3	3	10	16	112	294	322	197	132	89	86
Hr Total	20	14	12	37	66	271	862	1,273	875	588	405	361

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	77	75	104	70	71	67	55	46	26	18	15
30	84	79	92	93	78	92	67	47	39	27	33	12
45	81	82	107	78	75	70	76	55	44	34	21	12
00	79	79	105	77	77	75	57	57	34	23	20	10
Hr Total	324	317	379	351	300	307	267	214	163	110	92	48

24 Hour Total:	7,656	AM Peak Volume:	1,273	AM Peak Hour Factor:	0.99
AM Peak Hour begins:	7:00	PM Peak Volume:	409	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:30				

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	16	10	13	19	33	155	362	325	232	159	152
30	22	15	10	12	23	60	217	372	316	202	161	160
45	20	12	10	15	27	91	270	381	284	186	163	138
00	14	12	6	16	20	127	332	403	257	190	140	150
Hr Total	84	55	36	56	89	311	974	1,517	1,183	810	622	600

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	151	157	221	293	330	295	191	134	93	68	45
30	164	162	178	248	297	384	258	172	126	93	75	45
45	161	171	213	267	331	374	240	165	127	95	61	38
00	165	161	210	285	355	337	204	161	115	83	58	31
Hr Total	649	646	758	1,021	1,276	1,425	998	689	502	364	262	160

24 Hour Total:	15,087	AM Peak Volume:	1,517	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:00	PM Peak Volume:	1,443	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 9, 2017
 Stop Date: May 9, 2017
 City: Tampa
 Location: Fletcher Ave EB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	3	4	3	6	6	55	57	42	49	58
30	9	5	3	4	3	8	24	50	41	43	57	68
45	7	5	6	2	7	3	18	47	56	48	59	96
00	5	2	1	2	0	14	38	46	51	31	57	89
Hr Total	36	20	13	12	13	31	86	198	205	164	222	311

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	80	80	96	252	277	176	82	57	34	26	18
30	94	60	75	124	157	275	173	74	45	21	15	19
45	76	77	83	166	232	279	106	62	43	22	23	17
00	75	72	72	174	251	206	110	55	40	27	16	12
Hr Total	340	289	310	560	892	1,037	565	273	185	104	80	66

24 Hour Total: 6,012
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 374
 PM Peak Volume: 1,082
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.97

N/A

Tuesday, May 09, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	3	4	3	6	6	55	57	42	49	58
30	9	5	3	4	3	8	24	50	41	43	57	68
45	7	5	6	2	7	3	18	47	56	48	59	96
00	5	2	1	2	0	14	38	46	51	31	57	89
Hr Total	36	20	13	12	13	31	86	198	205	164	222	311

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	80	80	96	252	277	176	82	57	34	26	18
30	94	60	75	124	157	275	173	74	45	21	15	19
45	76	77	83	166	232	279	106	62	43	22	23	17
00	75	72	72	174	251	206	110	55	40	27	16	12
Hr Total	340	289	310	560	892	1,037	565	273	185	104	80	66

24 Hour Total: 6,012
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 374
 PM Peak Volume: 1,082
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 10, 2017
 Stop Date: May 10, 2017
 City: Tampa
 Location: Fletcher Ave EB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	5	2	3	6	7	43	58	52	49	72
30	8	7	4	1	2	8	25	34	70	49	43	81
45	8	4	2	1	5	7	24	57	48	41	44	94
00	7	4	1	4	4	16	31	53	38	49	38	91
Hr Total	34	23	12	8	14	37	87	187	214	191	174	338

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	87	82	86	199	232	150	85	55	34	34	11
30	96	63	68	119	180	253	176	97	46	32	27	19
45	85	60	100	189	241	247	146	65	40	42	24	24
00	57	75	88	175	275	193	102	56	43	31	15	14
Hr Total	331	285	338	569	895	925	574	303	184	139	100	68

24 Hour Total: 6,030
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 374
 PM Peak Volume: 1,007
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.92

N/A

Wednesday, May 10, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	5	2	3	6	7	43	58	52	49	72
30	8	7	4	1	2	8	25	34	70	49	43	81
45	8	4	2	1	5	7	24	57	48	41	44	94
00	7	4	1	4	4	16	31	53	38	49	38	91
Hr Total	34	23	12	8	14	37	87	187	214	191	174	338

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	87	82	86	199	232	150	85	55	34	34	11
30	96	63	68	119	180	253	176	97	46	32	27	19
45	85	60	100	189	241	247	146	65	40	42	24	24
00	57	75	88	175	275	193	102	56	43	31	15	14
Hr Total	331	285	338	569	895	925	574	303	184	139	100	68

24 Hour Total: 6,030
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 374
 PM Peak Volume: 1,007
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: May 11, 2017
 Stop Date: May 11, 2017
 City: Tampa
 Location: Fletcher Ave EB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	4	6	9	8	12	52	62	41	43	45
30	11	7	3	2	6	7	21	49	69	45	46	52
45	4	5	3	2	1	9	23	47	53	50	52	71
00	7	3	0	5	5	12	34	55	44	33	60	95
Hr Total	33	17	10	15	21	36	90	203	228	169	201	263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	83	70	117	210	243	177	64	63	27	49	16
30	80	69	91	102	203	292	126	81	49	27	25	20
45	88	62	92	188	230	232	114	68	45	19	24	29
00	75	55	86	168	236	177	86	50	30	30	19	17
Hr Total	339	269	339	575	879	944	503	263	187	103	117	82

24 Hour Total: 5,886
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 359
 PM Peak Volume: 1,003
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.86

N/A

Thursday, May 11, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	4	6	9	8	12	52	62	41	43	45
30	11	7	3	2	6	7	21	49	69	45	46	52
45	4	5	3	2	1	9	23	47	53	50	52	71
00	7	3	0	5	5	12	34	55	44	33	60	95
Hr Total	33	17	10	15	21	36	90	203	228	169	201	263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	83	70	117	210	243	177	64	63	27	49	16
30	80	69	91	102	203	292	126	81	49	27	25	20
45	88	62	92	188	230	232	114	68	45	19	24	29
00	75	55	86	168	236	177	86	50	30	30	19	17
Hr Total	339	269	339	575	879	944	503	263	187	103	117	82

24 Hour Total: 5,886
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 359
 PM Peak Volume: 1,003
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.86

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave EB to I-75 NB On Ramp		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	4	4	5	7	8	50	59	45	47	58
30	9	6	3	2	4	8	23	44	60	46	49	67
45	6	5	4	2	4	6	22	50	52	46	52	87
00	6	3	1	4	3	14	34	51	44	38	52	92
Hr Total	34	20	12	12	16	35	88	196	216	175	199	304

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	83	77	100	220	251	168	77	58	32	36	15
30	90	64	78	115	180	273	158	84	47	27	22	19
45	83	66	92	181	234	253	122	65	43	28	24	23
00	69	67	82	172	254	192	99	54	38	29	17	14
Hr Total	337	281	329	568	889	969	547	280	185	115	99	72

24 Hour Total:	5,976				
AM Peak Hour begins:	11:30	AM Peak Volume:	363	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,031	PM Peak Hour Factor:	0.94

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	12	6	4	4	5	7	8	50	59	45	47	58
30	9	6	3	2	4	8	23	44	60	46	49	67
45	6	5	4	2	4	6	22	50	52	46	52	87
00	6	3	1	4	3	14	34	51	44	38	52	92
Hr Total	34	20	12	12	16	35	88	196	216	175	199	304

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	83	77	100	220	251	168	77	58	32	36	15
30	90	64	78	115	180	273	158	84	47	27	22	19
45	83	66	92	181	234	253	122	65	43	28	24	23
00	69	67	82	172	254	192	99	54	38	29	17	14
Hr Total	337	281	329	568	889	969	547	280	185	115	99	72

24 Hour Total:	5,976				
AM Peak Hour begins:	11:30	AM Peak Volume:	363	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,031	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave EB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	15	12	8	22	33	125	187	151	164	138	159
30	29	11	12	10	20	47	138	196	148	147	150	203
45	13	7	18	16	32	73	169	172	165	175	149	173
00	23	13	13	16	26	107	160	144	140	161	153	151
Hr Total	101	46	55	50	100	260	592	699	604	647	590	686

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	138	177	278	407	465	281	150	108	80	63	49
30	194	167	214	269	391	422	308	124	88	70	68	70
45	172	168	213	373	423	406	221	116	75	59	57	53
00	163	141	205	322	410	315	202	127	81	65	37	52
Hr Total	723	614	809	1,242	1,631	1,608	1,012	517	352	274	225	224

24 Hour Total:	13,661	AM Peak Volume:	721	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:15	PM Peak Volume:	1,720	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

N/A

Tuesday, May 09, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	15	12	8	22	33	125	187	151	164	138	159
30	29	11	12	10	20	47	138	196	148	147	150	203
45	13	7	18	16	32	73	169	172	165	175	149	173
00	23	13	13	16	26	107	160	144	140	161	153	151
Hr Total	101	46	55	50	100	260	592	699	604	647	590	686

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	138	177	278	407	465	281	150	108	80	63	49
30	194	167	214	269	391	422	308	124	88	70	68	70
45	172	168	213	373	423	406	221	116	75	59	57	53
00	163	141	205	322	410	315	202	127	81	65	37	52
Hr Total	723	614	809	1,242	1,631	1,608	1,012	517	352	274	225	224

24 Hour Total:	13,661	AM Peak Volume:	721	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:15	PM Peak Volume:	1,720	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave EB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	14	13	14	12	29	118	175	165	159	127	157
30	32	20	15	14	21	50	171	169	165	163	174	161
45	26	19	13	20	25	72	189	154	179	157	154	163
00	13	17	11	10	29	98	192	155	158	151	165	171
Hr Total	103	70	52	58	87	249	670	653	667	630	620	652

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	148	207	278	399	441	306	182	89	109	49	40
30	191	155	181	317	329	436	270	167	106	82	55	83
45	161	180	222	344	422	375	225	127	82	60	43	59
00	170	169	216	315	409	285	185	119	73	58	34	32
Hr Total	684	652	826	1,254	1,559	1,537	986	595	350	309	181	214

24 Hour Total:	13,658	AM Peak Volume:	727	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:15	PM Peak Volume:	1,708	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

N/A

Wednesday, May 10, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	14	13	14	12	29	118	175	165	159	127	157
30	32	20	15	14	21	50	171	169	165	163	174	161
45	26	19	13	20	25	72	189	154	179	157	154	163
00	13	17	11	10	29	98	192	155	158	151	165	171
Hr Total	103	70	52	58	87	249	670	653	667	630	620	652

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	148	207	278	399	441	306	182	89	109	49	40
30	191	155	181	317	329	436	270	167	106	82	55	83
45	161	180	222	344	422	375	225	127	82	60	43	59
00	170	169	216	315	409	285	185	119	73	58	34	32
Hr Total	684	652	826	1,254	1,559	1,537	986	595	350	309	181	214

24 Hour Total:	13,658	AM Peak Volume:	727	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:15	PM Peak Volume:	1,708	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 11, 2017
 Stop Date: May 11, 2017
 City: Tampa
 Location: Fletcher Ave EB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	17	18	7	14	40	115	167	171	143	154	173
30	20	16	11	12	20	58	133	165	137	145	146	167
45	21	14	11	13	27	65	170	170	171	169	162	218
00	23	13	15	8	23	106	173	157	156	180	168	168
Hr Total	108	60	55	40	84	269	591	659	635	637	630	726

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	155	188	280	420	432	266	174	98	78	57	48
30	165	153	209	283	392	434	264	144	87	86	55	77
45	159	167	263	367	449	364	214	120	102	69	62	62
00	175	165	224	325	410	314	197	131	73	67	46	46
Hr Total	708	640	884	1,255	1,671	1,544	941	569	360	300	220	233

24 Hour Total: 13,819
 AM Peak Hour begins: 11:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 762
 PM Peak Volume: 1,725
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.96

FALSE

Thursday, May 11, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	17	18	7	14	40	115	167	171	143	154	173
30	20	16	11	12	20	58	133	165	137	145	146	167
45	21	14	11	13	27	65	170	170	171	169	162	218
00	23	13	15	8	23	106	173	157	156	180	168	168
Hr Total	108	60	55	40	84	269	591	659	635	637	630	726

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	155	188	280	420	432	266	174	98	78	57	48
30	165	153	209	283	392	434	264	144	87	86	55	77
45	159	167	263	367	449	364	214	120	102	69	62	62
00	175	165	224	325	410	314	197	131	73	67	46	46
Hr Total	708	640	884	1,255	1,671	1,544	941	569	360	300	220	233

24 Hour Total: 13,819
 AM Peak Hour begins: 11:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 762
 PM Peak Volume: 1,725
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.96

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave EB to I-75 SB On Ramp		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	15	14	10	16	34	119	176	162	155	140	163
30	27	16	13	12	20	52	147	177	150	152	157	177
45	20	13	14	16	28	70	176	165	172	167	155	185
00	20	14	13	11	26	104	175	152	151	164	162	163
Hr Total	104	59	54	49	90	259	618	670	635	638	613	688

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	147	191	279	409	446	284	169	98	89	56	46
30	183	158	201	290	371	431	281	145	94	79	59	77
45	164	172	233	361	431	382	220	121	86	63	54	58
00	169	158	215	321	410	305	195	126	76	63	39	43
Hr Total	705	635	840	1,250	1,620	1,563	980	560	354	294	209	224

24 Hour Total:	13,713				
AM Peak Hour begins:	11:30	AM Peak Volume:	720	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	1,718	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	37	15	14	10	16	34	119	176	162	155	140	163
30	27	16	13	12	20	52	147	177	150	152	157	177
45	20	13	14	16	28	70	176	165	172	167	155	185
00	20	14	13	11	26	104	175	152	151	164	162	163
Hr Total	104	59	54	49	90	259	618	670	635	638	613	688

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	147	191	279	409	446	284	169	98	89	56	46
30	183	158	201	290	371	431	281	145	94	79	59	77
45	164	172	233	361	431	382	220	121	86	63	54	58
00	169	158	215	321	410	305	195	126	76	63	39	43
Hr Total	705	635	840	1,250	1,620	1,563	980	560	354	294	209	224

24 Hour Total:	13,713				
AM Peak Hour begins:	11:30	AM Peak Volume:	720	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	1,718	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: May 9, 2017
 Stop Date: May 9, 2017
 City: Tampa
 Location: Fletcher Ave WB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	1	4	3	0	1	5
30	0	0	0	0	1	2	1	1	2	3	2	4
45	0	0	0	1	0	0	4	6	1	1	2	4
00	0	0	0	0	0	0	0	3	1	4	3	5
Hr Total	0	0	0	2	1	2	6	14	7	8	8	18

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

24 Hour Total: 189
 AM Peak Hour begins: 11:00 AM Peak Volume: 18 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:00 PM Peak Volume: 22 PM Peak Hour Factor: 0.61

N/A

Tuesday, May 09, 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, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	1	4	3	0	1	5
30	0	0	0	0	1	2	1	1	2	3	2	4
45	0	0	0	1	0	0	4	6	1	1	2	4
00	0	0	0	0	0	0	0	3	1	4	3	5
Hr Total	0	0	0	2	1	2	6	14	7	8	8	18

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

24 Hour Total: 189
 AM Peak Hour begins: 11:00 AM Peak Volume: 18 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:00 PM Peak Volume: 22 PM Peak Hour Factor: 0.61

Volume Count Report

Start Date: May 10, 2017
 Stop Date: May 10, 2017
 City: Tampa
 Location: Fletcher Ave WB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	1	0	4	6	4
30	0	1	0	0	1	0	1	2	4	1	6	3
45	0	0	0	0	1	1	3	2	4	0	4	2
00	0	0	0	0	0	0	1	3	1	4	1	4
Hr Total	0	1	0	0	2	1	7	8	9	9	17	13

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

24 Hour Total: 166
 AM Peak Hour begins: 9:45
 PM Peak Hour begins: 14:30
 AM Peak Volume: 20
 PM Peak Volume: 18
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.64

N/A

Wednesday, May 10, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	1	0	4	6	4
30	0	1	0	0	1	0	1	2	4	1	6	3
45	0	0	0	0	1	1	3	2	4	0	4	2
00	0	0	0	0	0	0	1	3	1	4	1	4
Hr Total	0	1	0	0	2	1	7	8	9	9	17	13

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

24 Hour Total: 166
 AM Peak Hour begins: 9:45
 PM Peak Hour begins: 14:30
 AM Peak Volume: 20
 PM Peak Volume: 18
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.64

Volume Count Report

Start Date: May 11, 2017
 Stop Date: May 11, 2017
 City: Tampa
 Location: Fletcher Ave WB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	2	2	4	1	3
30	0	0	0	0	0	1	3	4	2	0	2	3
45	0	0	0	0	0	0	1	3	2	3	3	3
00	0	0	0	0	0	2	2	1	4	6	2	5
Hr Total	0	0	0	0	0	3	6	10	10	13	8	14

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

24 Hour Total: 182
 AM Peak Hour begins: 11:00 AM Peak Volume: 14 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 13:00 PM Peak Volume: 21 PM Peak Hour Factor: 0.75

N/A

Thursday, May 11, 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, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	2	2	4	1	3
30	0	0	0	0	0	1	3	4	2	0	2	3
45	0	0	0	0	0	0	1	3	2	3	3	3
00	0	0	0	0	0	2	2	1	4	6	2	5
Hr Total	0	0	0	0	0	3	6	10	10	13	8	14

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

24 Hour Total: 182
 AM Peak Hour begins: 11:00 AM Peak Volume: 14 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 13:00 PM Peak Volume: 21 PM Peak Hour Factor: 0.75

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave WB to I-75 NB On Ramp		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	2	2	3	3	4
30	0	0	0	0	1	1	2	2	3	1	3	3
45	0	0	0	0	0	0	3	4	2	1	3	3
00	0	0	0	0	0	1	1	2	2	5	2	5
Hr Total	0	0	0	1	1	2	6	11	9	10	11	15

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

24 Hour Total:	179			
AM Peak Hour begins:	11:00	AM Peak Volume:	15	AM Peak Hour Factor: 0.80
PM Peak Hour begins:	14:45	PM Peak Volume:	19	PM Peak Hour Factor: 0.75

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	0	0	0	0	0	0	1	2	2	3	3	4
30	0	0	0	0	1	1	2	2	3	1	3	3
45	0	0	0	0	0	0	3	4	2	1	3	3
00	0	0	0	0	0	1	1	2	2	5	2	5
Hr Total	0	0	0	1	1	2	6	11	9	10	11	15

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

24 Hour Total:	179			
AM Peak Hour begins:	11:00	AM Peak Volume:	15	AM Peak Hour Factor: 0.80
PM Peak Hour begins:	14:45	PM Peak Volume:	19	PM Peak Hour Factor: 0.75

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave WB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	6	10	10	78	183	146	72	68	50
30	4	3	2	5	11	34	124	167	130	72	50	52
45	3	0	1	7	18	57	140	157	111	60	59	44
00	4	1	3	9	12	73	170	161	105	73	40	45
Hr Total	14	7	7	27	51	174	512	668	492	277	217	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	39	37	51	41	29	31	25	27	18	10	11
30	48	39	42	44	36	56	39	22	28	19	14	9
45	38	49	62	46	50	43	34	31	29	20	6	2
00	40	36	77	51	52	46	44	36	24	13	9	4
Hr Total	162	163	218	192	179	174	148	114	108	70	39	26

24 Hour Total:	4,230	AM Peak Volume:	677	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	234	PM Peak Hour Factor:	0.76
PM Peak Hour begins:	14:30				

N/A

Tuesday, May 09, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	6	10	10	78	183	146	72	68	50
30	4	3	2	5	11	34	124	167	130	72	50	52
45	3	0	1	7	18	57	140	157	111	60	59	44
00	4	1	3	9	12	73	170	161	105	73	40	45
Hr Total	14	7	7	27	51	174	512	668	492	277	217	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	39	37	51	41	29	31	25	27	18	10	11
30	48	39	42	44	36	56	39	22	28	19	14	9
45	38	49	62	46	50	43	34	31	29	20	6	2
00	40	36	77	51	52	46	44	36	24	13	9	4
Hr Total	162	163	218	192	179	174	148	114	108	70	39	26

24 Hour Total:	4,230	AM Peak Volume:	677	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	234	PM Peak Hour Factor:	0.76
PM Peak Hour begins:	14:30				

Volume Count Report

Start Date: May 10, 2017
 Stop Date: May 10, 2017
 City: Tampa
 Location: Fletcher Ave WB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	0	6	8	23	100	172	138	81	64	36
30	2	3	1	6	8	28	116	154	132	91	46	60
45	4	1	1	5	13	55	131	179	115	70	49	48
00	1	1	2	6	15	72	175	151	109	63	53	46
Hr Total	14	6	4	23	44	178	522	656	494	305	212	190

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	38	29	56	36	37	36	40	27	17	9	6
30	36	52	37	50	44	51	37	33	12	20	25	7
45	41	39	60	46	47	34	42	25	15	17	13	6
00	40	51	65	53	46	43	36	28	17	10	11	6
Hr Total	169	180	191	205	173	165	151	126	71	64	58	25

24 Hour Total: 4,226
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 14:30
 AM Peak Volume: 680
 PM Peak Volume: 231
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.89

N/A

Wednesday, May 10, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	0	6	8	23	100	172	138	81	64	36
30	2	3	1	6	8	28	116	154	132	91	46	60
45	4	1	1	5	13	55	131	179	115	70	49	48
00	1	1	2	6	15	72	175	151	109	63	53	46
Hr Total	14	6	4	23	44	178	522	656	494	305	212	190

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	38	29	56	36	37	36	40	27	17	9	6
30	36	52	37	50	44	51	37	33	12	20	25	7
45	41	39	60	46	47	34	42	25	15	17	13	6
00	40	51	65	53	46	43	36	28	17	10	11	6
Hr Total	169	180	191	205	173	165	151	126	71	64	58	25

24 Hour Total: 4,226
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 14:30
 AM Peak Volume: 680
 PM Peak Volume: 231
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: May 11, 2017
 Stop Date: May 11, 2017
 City: Tampa
 Location: Fletcher Ave WB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	6	5	17	94	172	163	77	56	61
30	2	0	1	5	10	34	126	158	128	66	56	46
45	7	2	1	6	15	39	143	134	96	73	47	47
00	2	2	2	9	11	76	166	163	113	77	53	48
Hr Total	18	7	5	26	41	166	529	627	500	293	212	202

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	47	43	78	39	35	40	29	25	15	12	11
30	58	43	55	47	68	41	49	30	22	16	17	6
45	54	35	66	50	31	50	36	37	17	25	15	8
00	32	31	49	40	54	38	39	31	22	21	8	6
Hr Total	187	156	213	215	192	164	164	127	86	77	52	31

24 Hour Total: 4,290
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 14:15
 AM Peak Volume: 639
 PM Peak Volume: 248
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.79

FALSE

Thursday, May 11, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	6	5	17	94	172	163	77	56	61
30	2	0	1	5	10	34	126	158	128	66	56	46
45	7	2	1	6	15	39	143	134	96	73	47	47
00	2	2	2	9	11	76	166	163	113	77	53	48
Hr Total	18	7	5	26	41	166	529	627	500	293	212	202

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	47	43	78	39	35	40	29	25	15	12	11
30	58	43	55	47	68	41	49	30	22	16	17	6
45	54	35	66	50	31	50	36	37	17	25	15	8
00	32	31	49	40	54	38	39	31	22	21	8	6
Hr Total	187	156	213	215	192	164	164	127	86	77	52	31

24 Hour Total: 4,290
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 14:15
 AM Peak Volume: 639
 PM Peak Volume: 248
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.79

Volume Count Report 3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	Fletcher Ave WB to I-75 SB On Ramp				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	6	8	17	91	176	149	77	63	49
30	3	2	1	5	10	32	122	160	130	76	51	53
45	5	1	1	6	15	50	138	157	107	68	52	46
00	2	1	2	8	13	74	170	158	109	71	49	46
Hr Total	15	7	5	25	45	173	521	650	495	292	214	194

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	41	36	62	39	34	36	31	26	17	10	9
30	47	45	45	47	49	49	42	28	21	18	19	7
45	44	41	63	47	43	42	37	31	20	21	11	5
00	37	39	64	48	51	42	40	32	21	15	9	5
Hr Total	173	166	207	204	181	168	154	122	88	70	50	27

24 Hour Total:	4,249				
AM Peak Hour begins:	6:45	AM Peak Volume:	662	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	14:30	PM Peak Volume:	235	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	6	2	1	6	8	17	91	176	149	77	63	49
30	3	2	1	5	10	32	122	160	130	76	51	53
45	5	1	1	6	15	50	138	157	107	68	52	46
00	2	1	2	8	13	74	170	158	109	71	49	46
Hr Total	15	7	5	25	45	173	521	650	495	292	214	194

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	41	36	62	39	34	36	31	26	17	10	9
30	47	45	45	47	49	49	42	28	21	18	19	7
45	44	41	63	47	43	42	37	31	20	21	11	5
00	37	39	64	48	51	42	40	32	21	15	9	5
Hr Total	173	166	207	204	181	168	154	122	88	70	50	27

24 Hour Total:	4,249				
AM Peak Hour begins:	6:45	AM Peak Volume:	662	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	14:30	PM Peak Volume:	235	PM Peak Hour Factor:	0.92

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave west of Hidden River Pkwy		

Eastbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	30	17	13	31	42	130	259	251	217	199	238
30	48	23	23	14	23	67	175	287	245	225	226	284
45	30	17	31	20	37	75	203	282	281	255	247	271
00	38	21	15	19	28	130	219	261	244	236	218	277
Hr Total	175	91	86	66	119	314	727	1,089	1,021	933	890	1,070

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	297	265	287	351	586	625	371	220	175	162	116	94
30	314	268	284	406	534	615	397	258	189	126	120	87
45	285	279	325	481	599	612	285	209	168	111	94	87
00	291	261	308	511	570	456	278	216	163	132	84	67
Hr Total	1,187	1,073	1,204	1,749	2,289	2,308	1,331	903	695	531	414	335

24 Hour Total:	20,600	AM Peak Volume:	1,173	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	2,422	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	34	11	8	12	59	209	469	576	423	260	259
30	39	23	9	21	37	82	305	585	452	355	241	223
45	28	17	17	16	33	114	396	615	467	338	253	246
00	30	28	11	23	36	159	464	569	421	303	243	248
Hr Total	138	102	48	68	118	414	1,374	2,238	1,916	1,419	997	976

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	279	260	243	267	237	242	277	176	156	123	87	93
30	280	277	254	238	252	254	238	182	173	127	98	78
45	268	277	242	258	226	240	241	150	142	127	105	70
00	309	241	259	225	263	252	174	147	124	111	91	57
Hr Total	1,136	1,055	998	988	978	988	930	655	595	488	381	298

24 Hour Total:	19,298	AM Peak Volume:	2,345	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	1,136	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	100	64	28	21	43	101	339	728	827	640	459	497
30	87	46	32	35	60	149	480	872	697	580	467	507
45	58	34	48	36	70	189	599	897	748	593	500	517
00	68	49	26	42	64	289	683	830	665	539	461	525
Hr Total	313	193	134	134	237	728	2,101	3,327	2,937	2,352	1,887	2,046

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	576	525	530	618	823	867	648	396	331	285	203	187
30	594	545	538	644	786	869	635	440	362	253	218	165
45	553	556	567	739	825	852	526	359	310	238	199	157
00	600	502	567	736	833	708	452	363	287	243	175	124
Hr Total	2,323	2,128	2,202	2,737	3,267	3,296	2,261	1,558	1,290	1,019	795	633

24 Hour Total:	39,898	AM Peak Volume:	3,426	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	3,421	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave west of Hidden River Pkwy		

Eastbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	28	18	16	18	39	132	236	242	251	198	257
30	54	29	25	13	31	53	186	266	299	233	247	259
45	40	30	21	18	30	91	219	264	253	230	218	257
00	28	25	11	21	36	112	256	261	250	240	226	278
Hr Total	179	112	75	68	115	295	793	1,027	1,044	954	889	1,051

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	267	273	296	344	555	605	391	272	175	179	120	81
30	298	260	267	439	458	591	357	266	196	153	108	89
45	303	272	320	493	624	585	330	234	167	111	92	95
00	296	298	319	481	576	411	245	193	170	134	83	46
Hr Total	1,164	1,103	1,202	1,757	2,213	2,192	1,323	965	708	577	403	311

24 Hour Total:	20,520	AM Peak Volume:	1,146	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:45	PM Peak Volume:	2,396	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	31	11	8	21	52	199	499	554	395	288	221
30	57	27	10	19	31	68	271	571	448	329	231	256
45	40	20	10	22	37	122	400	594	457	288	235	243
00	32	19	12	16	41	175	496	562	523	295	244	267
Hr Total	183	97	43	65	130	417	1,366	2,226	1,982	1,307	998	987

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	259	237	236	249	252	246	197	149	139	105	94
30	263	266	230	293	219	271	280	167	148	138	123	85
45	261	245	296	246	258	258	238	140	138	127	105	63
00	269	251	245	263	261	239	200	171	150	119	105	49
Hr Total	1,031	1,021	1,008	1,038	987	1,020	964	675	585	523	438	291

24 Hour Total:	19,382	AM Peak Volume:	2,281	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,070	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	14:30				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	59	29	24	39	91	331	735	796	646	486	478
30	111	56	35	32	62	121	457	837	747	562	478	515
45	80	50	31	40	67	213	619	858	710	518	453	500
00	60	44	23	37	77	287	752	823	773	535	470	545
Hr Total	362	209	118	133	245	712	2,159	3,253	3,026	2,261	1,887	2,038

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	505	532	533	580	804	857	637	469	324	318	225	175
30	561	526	497	732	677	862	637	433	344	291	231	174
45	564	517	616	739	882	843	568	374	305	238	197	158
00	565	549	564	744	837	650	445	364	320	253	188	95
Hr Total	2,195	2,124	2,210	2,795	3,200	3,212	2,287	1,640	1,293	1,100	841	602

24 Hour Total:	39,902	AM Peak Volume:	3,314	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	3,438	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fletcher Ave west of Hidden River Pkwy		

Eastbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	25	27	12	22	39	140	226	276	205	211	228
30	36	23	19	15	31	66	165	274	287	210	231	237
45	42	29	16	19	26	65	200	244	271	223	231	292
00	33	17	20	18	32	126	250	274	220	272	223	273
Hr Total	175	94	82	64	111	296	755	1,018	1,054	910	896	1,030

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	310	286	298	406	578	631	401	266	180	161	157	87
30	295	253	320	375	544	592	368	250	163	140	115	83
45	293	266	350	515	615	561	312	214	179	134	109	94
00	278	282	340	513	569	429	287	227	153	112	90	74
Hr Total	1,176	1,087	1,308	1,809	2,306	2,213	1,368	957	675	547	471	338

24 Hour Total:	20,740	AM Peak Volume:	1,171	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	2,407	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	26	16	21	18	49	191	526	533	372	250	237
30	37	25	13	18	26	74	306	611	412	388	251	245
45	40	20	14	17	34	118	368	602	475	338	235	262
00	31	19	18	12	44	170	461	577	463	303	239	209
Hr Total	157	90	61	68	122	411	1,326	2,316	1,883	1,401	975	953

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	229	227	279	239	239	260	200	148	124	100	86
30	270	246	279	321	259	273	261	197	156	117	120	75
45	296	232	251	249	246	264	253	164	162	129	111	66
00	266	239	296	245	264	262	208	187	149	102	97	53
Hr Total	1,087	946	1,053	1,094	1,008	1,038	982	748	615	472	428	280

24 Hour Total:	19,514	AM Peak Volume:	2,323	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	1,147	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	14:30				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	113	51	43	33	40	88	331	752	809	577	461	465
30	73	48	32	33	57	140	471	885	699	598	482	482
45	82	49	30	36	60	183	568	846	746	561	466	554
00	64	36	38	30	76	296	711	851	683	575	462	482
Hr Total	332	184	143	132	233	707	2,081	3,334	2,937	2,311	1,871	1,983

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	565	515	525	685	817	870	661	466	328	285	257	173
30	565	499	599	696	803	865	629	447	319	257	235	158
45	589	498	601	764	861	825	565	378	341	263	220	160
00	544	521	636	758	833	691	495	414	302	214	187	127
Hr Total	2,263	2,033	2,361	2,903	3,314	3,251	2,350	1,705	1,290	1,019	899	618

24 Hour Total:	40,254	AM Peak Volume:	3,391	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	3,429	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:30				

Volume Count Report 3-Day Average

Start Date:	May 9, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 11, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	Fletcher Ave west of Hidden River Pkwy				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	28	21	14	24	40	134	240	256	224	203	241
30	46	25	22	14	28	62	175	276	277	223	235	260
45	37	25	23	19	31	77	207	263	268	236	232	273
00	33	21	15	19	32	123	242	265	238	249	222	276
Hr Total	176	99	81	66	115	302	758	1,045	1,040	932	892	1,050

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	291	275	294	367	573	620	388	253	177	167	131	87
30	302	260	290	407	512	599	374	258	183	140	114	86
45	294	272	332	496	613	586	309	219	171	119	98	92
00	288	280	322	502	572	432	270	212	162	126	86	62
Hr Total	1,176	1,088	1,238	1,772	2,269	2,238	1,341	942	693	552	429	328

24 Hour Total:	20,620				
AM Peak Hour begins:	11:45	AM Peak Volume:	1,163	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	2,404	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	48	30	13	12	17	53	200	498	554	397	266	239
30	44	25	11	19	31	75	294	589	437	357	241	241
45	36	19	14	18	35	118	388	604	466	321	241	250
00	31	22	14	17	40	168	474	569	469	300	242	241
Hr Total	159	96	51	67	123	414	1,355	2,260	1,927	1,376	990	972

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	257	249	236	261	242	244	261	191	151	129	97	91
30	271	263	254	284	243	266	260	182	159	127	114	79
45	275	251	263	251	243	254	244	151	147	128	107	66
00	281	244	267	244	263	251	194	168	141	111	98	53
Hr Total	1,085	1,007	1,020	1,040	991	1,015	959	693	598	494	416	290

24 Hour Total:	19,398				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,316	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:00	PM Peak Volume:	1,085	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	108	58	33	26	41	93	334	738	811	621	469	480
30	90	50	33	33	60	137	469	865	714	580	476	501
45	73	44	36	37	66	195	595	867	735	557	473	524
00	64	43	29	36	72	291	715	835	707	550	464	517
Hr Total	336	195	132	133	238	716	2,114	3,305	2,967	2,308	1,882	2,022

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	549	524	529	628	815	865	649	444	328	296	228	178
30	573	523	545	691	755	865	634	440	342	267	228	166
45	569	524	595	747	856	840	553	370	319	246	205	158
00	570	524	589	746	834	683	464	380	303	237	183	115
Hr Total	2,260	2,095	2,258	2,812	3,260	3,253	2,299	1,634	1,291	1,046	845	618

24 Hour Total:	40,018				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,377	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	3,420	PM Peak Hour Factor:	0.99

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hidden River Pkwy north of Fletcher Ave		

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	1	8	53	192	313	233	67	45
30	3	0	0	3	0	7	108	243	333	152	67	42
45	1	0	1	2	2	17	123	275	281	104	64	59
00	2	0	0	1	6	53	208	309	283	122	52	73
Hr Total	9	0	1	6	9	85	492	1,019	1,210	611	250	219

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	82	55	31	30	24	22	15	8	5	5	11
30	65	82	48	35	31	24	18	12	12	10	10	2
45	89	72	48	35	26	27	18	16	5	7	9	5
00	103	75	43	25	23	17	22	15	8	6	13	5
Hr Total	315	311	194	126	110	92	80	58	33	28	37	23

24 Hour Total:	5,318	AM Peak Volume:	1,236	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:45	PM Peak Volume:	356	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	12:30				

Southbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	1	0	5	2	5	5	35	50	62	49	76
30	0	0	0	2	0	2	13	38	37	40	49	85
45	1	0	0	0	2	2	20	54	44	37	49	109
00	0	1	0	1	0	6	27	37	42	55	54	109
Hr Total	14	2	0	8	4	15	65	164	173	194	201	379

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	65	75	117	233	222	196	76	51	14	21	17
30	99	60	57	91	149	235	161	44	28	11	10	43
45	79	60	76	190	219	247	127	46	19	13	10	15
00	87	49	87	127	213	191	100	36	14	9	6	11
Hr Total	381	234	295	525	814	895	584	202	112	47	47	86

24 Hour Total:	5,441	AM Peak Volume:	433	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:30	PM Peak Volume:	917	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	1	0	5	3	13	58	227	363	295	116	121
30	3	0	0	5	0	9	121	281	370	192	116	127
45	2	0	1	2	4	19	143	329	325	141	113	168
00	2	1	0	2	6	59	235	346	325	177	106	182
Hr Total	23	2	1	14	13	100	557	1,183	1,383	805	451	598

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	174	147	130	148	263	246	218	91	59	19	26	28
30	164	142	105	126	180	259	179	56	40	21	20	45
45	168	132	124	225	245	274	145	62	24	20	19	20
00	190	124	130	152	236	208	122	51	22	15	19	16
Hr Total	696	545	489	651	924	987	664	260	145	75	84	109

24 Hour Total:	10,759	AM Peak Volume:	1,408	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	1,015	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hidden River Pkwy north of Fletcher Ave		

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	2	2	7	54	193	276	221	79	47
30	1	4	0	3	2	16	85	221	314	132	68	45
45	0	0	0	1	1	24	120	236	236	112	57	51
00	2	1	0	2	7	56	184	315	297	103	53	46
Hr Total	4	5	2	8	12	103	443	965	1,123	568	257	189

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	89	70	34	19	18	19	19	7	10	13	11
30	79	67	60	35	15	18	15	11	9	6	7	5
45	89	56	46	32	27	33	20	10	15	8	10	6
00	93	65	45	25	26	24	21	8	10	8	13	4
Hr Total	306	277	221	126	87	93	75	48	41	32	43	26

24 Hour Total:	5,054	AM Peak Volume:	1,141	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	350	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:15				

Southbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	1	0	4	1	1	6	29	51	46	43	79
30	7	0	1	1	0	1	10	37	37	48	40	73
45	1	0	0	1	1	2	19	50	40	49	51	96
00	1	1	1	0	1	7	20	39	60	43	66	97
Hr Total	22	2	2	6	3	11	55	155	188	186	200	345

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	70	70	122	217	226	184	93	40	15	20	10
30	113	52	72	111	138	212	142	64	15	7	11	45
45	85	47	94	171	226	198	117	43	20	11	5	18
00	70	59	64	138	209	169	110	32	18	7	7	9
Hr Total	387	228	300	542	790	805	553	232	93	40	43	82

24 Hour Total:	5,270	AM Peak Volume:	425	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	873	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	1	2	6	3	8	60	222	327	267	122	126
30	8	4	1	4	2	17	95	258	351	180	108	118
45	1	0	0	2	2	26	139	286	276	161	108	147
00	3	2	1	2	8	63	204	354	357	146	119	143
Hr Total	26	7	4	14	15	114	498	1,120	1,311	754	457	534

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	164	159	140	156	236	244	203	112	47	25	33	21
30	192	119	132	146	153	230	157	75	24	13	18	50
45	174	103	140	203	253	231	137	53	35	19	15	24
00	163	124	109	163	235	193	131	40	28	15	20	13
Hr Total	693	505	521	668	877	898	628	280	134	72	86	108

24 Hour Total:	10,324	AM Peak Volume:	1,318	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:30	PM Peak Volume:	962	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hidden River Pkwy north of Fletcher Ave		

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	1	13	55	176	289	195	80	51
30	1	1	1	1	3	10	80	226	274	135	73	39
45	2	0	1	2	4	33	113	264	282	113	54	49
00	1	0	0	0	4	49	201	313	275	107	52	49
Hr Total	5	1	2	4	12	105	449	979	1,120	550	259	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	67	77	44	28	18	18	11	12	8	7	8
30	71	85	61	27	21	15	22	8	4	6	11	6
45	76	70	64	26	17	25	15	15	14	8	5	2
00	100	64	45	21	21	22	25	13	8	9	12	2
Hr Total	310	286	247	118	87	80	80	47	38	31	35	18

24 Hour Total:	5,051	AM Peak Volume:	1,158	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:45	PM Peak Volume:	328	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	12:30				

Southbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	1	0	6	1	2	6	30	43	57	54	84
30	5	1	1	2	2	1	13	34	43	42	57	85
45	1	4	0	0	2	1	20	45	57	33	56	76
00	2	1	1	0	2	6	24	37	50	55	59	92
Hr Total	18	7	2	8	7	10	63	146	193	187	226	337

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	65	92	124	211	219	165	91	28	13	13	23
30	108	71	86	109	146	199	127	53	21	10	12	47
45	93	60	92	192	232	224	125	46	24	8	4	18
00	67	57	59	118	175	154	104	29	12	9	3	11
Hr Total	415	253	329	543	764	796	521	219	85	40	32	99

24 Hour Total:	5,300	AM Peak Volume:	440	AM Peak Hour Factor:	0.75
AM Peak Hour begins:	11:45	PM Peak Volume:	825	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	1	0	7	2	15	61	206	332	252	134	135
30	6	2	2	3	5	11	93	260	317	177	130	124
45	3	4	1	2	6	34	133	309	339	146	110	125
00	3	1	1	0	6	55	225	350	325	162	111	141
Hr Total	23	8	4	12	19	115	512	1,125	1,313	737	485	525

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	132	169	168	239	237	183	102	40	21	20	31
30	179	156	147	136	167	214	149	61	25	16	23	53
45	169	130	156	218	249	249	140	61	38	16	9	20
00	167	121	104	139	196	176	129	42	20	18	15	13
Hr Total	725	539	576	661	851	876	601	266	123	71	67	117

24 Hour Total:	10,351	AM Peak Volume:	1,338	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:45	PM Peak Volume:	896	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hidden River Pkwy north of Fletcher Ave		

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	1	1	1	9	54	187	293	216	75	48
30	2	2	0	2	2	11	91	230	307	140	69	42
45	1	0	1	2	2	25	119	258	266	110	58	53
00	2	0	0	1	6	53	198	312	285	111	52	56
Hr Total	6	2	2	6	11	98	461	988	1,151	576	255	199

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	79	67	36	26	20	20	15	9	8	8	10
30	72	78	56	32	22	19	18	10	8	7	9	4
45	85	66	53	31	23	28	18	14	11	8	8	4
00	99	68	44	24	23	21	23	12	9	8	13	4
Hr Total	310	291	221	123	95	88	78	51	37	30	38	22

24 Hour Total:	5,141			
AM Peak Hour begins:	7:45	AM Peak Volume:	1,178	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	12:30	PM Peak Volume:	341	PM Peak Hour Factor: 0.86

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	1	0	5	1	3	6	31	48	55	49	80
30	4	0	1	2	1	1	12	36	39	43	49	81
45	1	1	0	0	2	2	20	50	47	40	52	94
00	1	1	1	0	1	6	24	38	51	51	60	99
Hr Total	18	4	1	7	5	12	61	155	185	189	209	354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	67	79	121	220	222	182	87	40	14	18	17
30	107	61	72	104	144	215	143	54	21	9	11	45
45	86	56	87	184	226	223	123	45	21	11	6	17
00	75	55	70	128	199	171	105	32	15	8	5	10
Hr Total	394	238	308	537	789	832	553	218	97	42	41	89

24 Hour Total:	5,337			
AM Peak Hour begins:	11:30	AM Peak Volume:	427	AM Peak Hour Factor: 0.84
PM Peak Hour begins:	16:30	PM Peak Volume:	862	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	14	1	1	6	3	12	60	218	341	271	124	127
30	6	2	1	4	2	12	103	266	346	183	118	123
45	2	1	1	2	4	26	138	308	313	149	110	147
00	3	1	1	1	7	59	221	350	336	162	112	155
Hr Total	24	6	3	13	16	110	522	1,143	1,336	765	464	552

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	183	146	146	157	246	242	201	102	49	22	26	27
30	178	139	128	136	167	234	162	64	30	17	20	49
45	170	122	140	215	249	251	141	59	32	18	14	21
00	173	123	114	151	222	192	127	44	23	16	18	14
Hr Total	705	530	529	660	884	920	631	269	134	73	79	111

24 Hour Total:	10,478			
AM Peak Hour begins:	7:45	AM Peak Volume:	1,350	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	950	PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 9, 2017
 Stop Date: May 9, 2017
 City: Tampa
 Location: I-75 NB Off Ramp to Fletcher Ave EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	6	4	2	5	0	14	30	50	25	17	19
30	1	5	2	3	6	5	11	15	40	13	18	31
45	10	2	3	5	2	8	10	40	41	23	24	22
00	8	4	1	4	5	13	29	22	28	28	21	24
Hr Total	37	17	10	14	18	26	64	107	159	89	80	96

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	50	38	49	88	119	122	60	45	44	19	12
30	31	28	50	84	120	155	89	70	39	33	32	10
45	41	45	31	90	114	157	69	43	43	42	26	11
00	33	40	43	97	117	136	82	55	43	33	18	15
Hr Total	138	163	162	320	439	567	362	228	170	152	95	48

24 Hour Total: 3,561
 AM Peak Hour begins: 8:00
 PM Peak Hour begins: 17:15
 AM Peak Volume: 159
 PM Peak Volume: 570
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.91

N/A

Tuesday, May 09, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	6	4	2	5	0	14	30	50	25	17	19
30	1	5	2	3	6	5	11	15	40	13	18	31
45	10	2	3	5	2	8	10	40	41	23	24	22
00	8	4	1	4	5	13	29	22	28	28	21	24
Hr Total	37	17	10	14	18	26	64	107	159	89	80	96

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	50	38	49	88	119	122	60	45	44	19	12
30	31	28	50	84	120	155	89	70	39	33	32	10
45	41	45	31	90	114	157	69	43	43	42	26	11
00	33	40	43	97	117	136	82	55	43	33	18	15
Hr Total	138	163	162	320	439	567	362	228	170	152	95	48

24 Hour Total: 3,561
 AM Peak Hour begins: 8:00
 PM Peak Hour begins: 17:15
 AM Peak Volume: 159
 PM Peak Volume: 570
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fletcher Ave EB		

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	9	5	3	2	8	26	43	35	25	33
30	6	9	1	0	2	3	8	23	29	27	36	17
45	8	8	4	5	5	8	28	13	33	33	18	21
00	6	7	2	0	4	8	14	68	31	18	22	23
Hr Total	33	31	16	10	14	21	58	130	136	113	101	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	24	37	58	97	125	129	59	32	32	30	19
30	29	33	37	77	101	151	82	45	54	44	27	21
45	39	29	56	89	127	125	97	55	38	40	15	10
00	37	28	51	89	149	123	61	57	35	24	22	12
Hr Total	139	114	181	313	474	524	369	216	159	140	94	62

24 Hour Total:	3,542	AM Peak Volume:	173	AM Peak Hour Factor:	0.64
AM Peak Hour begins:	7:45	PM Peak Volume:	552	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

N/A

Wednesday, May 10, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	9	5	3	2	8	26	43	35	25	33
30	6	9	1	0	2	3	8	23	29	27	36	17
45	8	8	4	5	5	8	28	13	33	33	18	21
00	6	7	2	0	4	8	14	68	31	18	22	23
Hr Total	33	31	16	10	14	21	58	130	136	113	101	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	24	37	58	97	125	129	59	32	32	30	19
30	29	33	37	77	101	151	82	45	54	44	27	21
45	39	29	56	89	127	125	97	55	38	40	15	10
00	37	28	51	89	149	123	61	57	35	24	22	12
Hr Total	139	114	181	313	474	524	369	216	159	140	94	62

24 Hour Total:	3,542	AM Peak Volume:	173	AM Peak Hour Factor:	0.64
AM Peak Hour begins:	7:45	PM Peak Volume:	552	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fletcher Ave EB		

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	5	2	2	5	2	41	40	44	11	33
30	12	9	4	2	1	3	26	27	45	28	31	20
45	6	5	4	2	5	11	5	32	23	22	25	20
00	4	5	1	8	4	13	23	52	22	32	22	30
Hr Total	35	27	14	14	12	32	56	152	130	126	89	103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	41	38	58	83	111	101	86	49	32	22	17
30	43	36	37	97	110	125	96	73	37	36	20	21
45	40	34	57	83	111	132	74	62	34	37	29	15
00	41	40	48	118	111	120	79	55	53	30	20	15
Hr Total	138	151	180	356	415	488	350	276	173	135	91	68

24 Hour Total:	3,611	AM Peak Volume:	169	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:30	PM Peak Volume:	488	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00				

N/A

Thursday, May 11, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	5	2	2	5	2	41	40	44	11	33
30	12	9	4	2	1	3	26	27	45	28	31	20
45	6	5	4	2	5	11	5	32	23	22	25	20
00	4	5	1	8	4	13	23	52	22	32	22	30
Hr Total	35	27	14	14	12	32	56	152	130	126	89	103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	41	38	58	83	111	101	86	49	32	22	17
30	43	36	37	97	110	125	96	73	37	36	20	21
45	40	34	57	83	111	132	74	62	34	37	29	15
00	41	40	48	118	111	120	79	55	53	30	20	15
Hr Total	138	151	180	356	415	488	350	276	173	135	91	68

24 Hour Total:	3,611	AM Peak Volume:	169	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:30	PM Peak Volume:	488	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fletcher Ave EB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	6	3	3	2	8	32	44	35	18	28
30	6	8	2	2	3	4	15	22	38	23	28	23
45	8	5	4	4	4	9	14	28	32	26	22	21
00	6	5	1	4	4	11	22	47	27	26	22	26
Hr Total	35	25	13	13	15	26	59	130	142	109	90	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	38	38	55	89	118	117	68	42	36	24	16
30	34	32	41	86	110	144	89	63	43	38	26	17
45	40	36	48	87	117	138	80	53	38	40	23	12
00	37	36	47	101	126	126	74	56	44	29	20	14
Hr Total	138	143	174	330	443	526	360	240	167	142	93	59

24 Hour Total:	3,571			
AM Peak Hour begins:	7:45	AM Peak Volume:	162	AM Peak Hour Factor: 0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	526	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	15	7	6	3	3	2	8	32	44	35	18	28
30	6	8	2	2	3	4	15	22	38	23	28	23
45	8	5	4	4	4	9	14	28	32	26	22	21
00	6	5	1	4	4	11	22	47	27	26	22	26
Hr Total	35	25	13	13	15	26	59	130	142	109	90	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	38	38	55	89	118	117	68	42	36	24	16
30	34	32	41	86	110	144	89	63	43	38	26	17
45	40	36	48	87	117	138	80	53	38	40	23	12
00	37	36	47	101	126	126	74	56	44	29	20	14
Hr Total	138	143	174	330	443	526	360	240	167	142	93	59

24 Hour Total:	3,571			
AM Peak Hour begins:	7:45	AM Peak Volume:	162	AM Peak Hour Factor: 0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	526	PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fletcher Ave WB		

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	23	8	3	8	43	159	308	359	274	140	131
30	31	18	7	15	20	49	214	399	371	248	150	110
45	21	10	10	18	25	77	287	367	337	185	141	128
00	20	23	8	12	25	104	305	396	366	192	146	125
Hr Total	101	74	33	48	78	273	965	1,470	1,433	899	577	494

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	130	139	114	133	134	168	111	86	66	60	56
30	129	154	128	122	166	149	147	102	90	78	58	46
45	136	145	140	140	144	145	141	86	79	77	66	44
00	147	145	138	126	154	147	110	71	86	69	63	34
Hr Total	523	574	545	502	597	575	566	370	341	290	247	180

24 Hour Total:	11,755	AM Peak Volume:	1,521	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	609	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:15				

N/A

Tuesday, May 09, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	23	8	3	8	43	159	308	359	274	140	131
30	31	18	7	15	20	49	214	399	371	248	150	110
45	21	10	10	18	25	77	287	367	337	185	141	128
00	20	23	8	12	25	104	305	396	366	192	146	125
Hr Total	101	74	33	48	78	273	965	1,470	1,433	899	577	494

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	130	139	114	133	134	168	111	86	66	60	56
30	129	154	128	122	166	149	147	102	90	78	58	46
45	136	145	140	140	144	145	141	86	79	77	66	44
00	147	145	138	126	154	147	110	71	86	69	63	34
Hr Total	523	574	545	502	597	575	566	370	341	290	247	180

24 Hour Total:	11,755	AM Peak Volume:	1,521	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	609	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fletcher Ave WB		

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	22	9	6	15	39	154	325	341	259	156	108
30	45	20	10	9	22	48	205	409	401	206	143	123
45	25	12	7	16	24	86	261	308	363	216	128	125
00	25	8	10	12	33	137	363	363	339	177	119	117
Hr Total	130	62	36	43	94	310	983	1,405	1,444	858	546	473

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	147	132	125	135	119	165	108	82	102	69	62
30	121	134	133	140	142	159	163	107	88	86	72	53
45	140	121	145	126	137	132	133	87	97	85	81	44
00	153	145	129	140	154	147	113	82	78	85	75	39
Hr Total	535	547	539	531	568	557	574	384	345	358	297	198

24 Hour Total:	11,817	AM Peak Volume:	1,468	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:45	PM Peak Volume:	608	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:45				

N/A

Wednesday, May 10, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	22	9	6	15	39	154	325	341	259	156	108
30	45	20	10	9	22	48	205	409	401	206	143	123
45	25	12	7	16	24	86	261	308	363	216	128	125
00	25	8	10	12	33	137	363	363	339	177	119	117
Hr Total	130	62	36	43	94	310	983	1,405	1,444	858	546	473

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	147	132	125	135	119	165	108	82	102	69	62
30	121	134	133	140	142	159	163	107	88	86	72	53
45	140	121	145	126	137	132	133	87	97	85	81	44
00	153	145	129	140	154	147	113	82	78	85	75	39
Hr Total	535	547	539	531	568	557	574	384	345	358	297	198

24 Hour Total:	11,817	AM Peak Volume:	1,468	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:45	PM Peak Volume:	608	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:45				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fletcher Ave WB		

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	14	14	16	12	38	142	335	343	266	153	130
30	35	25	9	13	17	44	224	379	306	244	129	121
45	33	7	10	9	27	85	252	418	368	201	144	122
00	17	11	11	8	29	129	326	341	324	173	129	114
Hr Total	117	57	44	46	85	296	944	1,473	1,341	884	555	487

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	123	136	141	149	125	156	105	83	75	60	54
30	127	125	136	151	157	151	156	104	99	69	74	39
45	149	134	151	131	133	160	147	94	108	104	66	36
00	135	109	162	148	151	147	141	99	103	68	63	31
Hr Total	546	491	585	571	590	583	600	402	393	316	263	160

24 Hour Total:	11,829	AM Peak Volume:	1,481	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:15	PM Peak Volume:	619	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:30				

N/A

Thursday, May 11, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	14	14	16	12	38	142	335	343	266	153	130
30	35	25	9	13	17	44	224	379	306	244	129	121
45	33	7	10	9	27	85	252	418	368	201	144	122
00	17	11	11	8	29	129	326	341	324	173	129	114
Hr Total	117	57	44	46	85	296	944	1,473	1,341	884	555	487

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	123	136	141	149	125	156	105	83	75	60	54
30	127	125	136	151	157	151	156	104	99	69	74	39
45	149	134	151	131	133	160	147	94	108	104	66	36
00	135	109	162	148	151	147	141	99	103	68	63	31
Hr Total	546	491	585	571	590	583	600	402	393	316	263	160

24 Hour Total:	11,829	AM Peak Volume:	1,481	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:15	PM Peak Volume:	619	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:30				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fletcher Ave WB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	20	10	8	12	40	152	323	348	266	150	123
30	37	21	9	12	20	47	214	396	359	233	141	118
45	26	10	9	14	25	83	267	364	356	201	138	125
00	21	14	10	11	29	123	331	367	343	181	131	119
Hr Total	116	64	38	46	86	293	964	1,449	1,406	880	559	485

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	133	136	127	139	126	163	108	84	81	63	57
30	126	138	132	138	155	153	155	104	92	78	68	46
45	142	133	145	132	138	146	140	89	95	89	71	41
00	145	133	143	138	153	147	121	84	89	74	67	35
Hr Total	535	537	556	535	585	572	580	385	360	321	269	179

24 Hour Total:	11,800	AM Peak Volume:	1,474	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	611	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:30				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	20	10	8	12	40	152	323	348	266	150	123
30	37	21	9	12	20	47	214	396	359	233	141	118
45	26	10	9	14	25	83	267	364	356	201	138	125
00	21	14	10	11	29	123	331	367	343	181	131	119
Hr Total	116	64	38	46	86	293	964	1,449	1,406	880	559	485

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	133	136	127	139	126	163	108	84	81	63	57
30	126	138	132	138	155	153	155	104	92	78	68	46
45	142	133	145	132	138	146	140	89	95	89	71	41
00	145	133	143	138	153	147	121	84	89	74	67	35
Hr Total	535	537	556	535	585	572	580	385	360	321	269	179

24 Hour Total:	11,800	AM Peak Volume:	1,474	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	611	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: May 9, 2017
 Stop Date: May 9, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to Fletcher Ave EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	2	0	3	0	5	2	1	0	0
30	0	0	0	0	0	2	0	2	0	5	7	4
45	1	0	0	0	1	0	8	2	0	3	0	0
00	0	0	1	2	0	0	1	0	0	2	8	5
Hr Total	1	0	1	4	1	5	9	9	2	11	15	9

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	6	2	3	6	4	5	3	0	2	1	3
30	2	5	8	11	4	4	4	4	4	1	4	1
45	12	7	11	6	0	5	0	2	4	4	3	0
00	5	3	6	4	6	1	10	1	7	3	2	2
Hr Total	23	21	27	24	16	14	19	10	15	10	10	6

24 Hour Total: 262
 AM Peak Hour begins: 11:45 AM Peak Volume: 23 AM Peak Hour Factor: 0.48
 PM Peak Hour begins: 14:30 PM Peak Volume: 31 PM Peak Hour Factor: 0.70

N/A

Tuesday, May 09, 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, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	2	0	3	0	5	2	1	0	0
30	0	0	0	0	0	2	0	2	0	5	7	4
45	1	0	0	0	1	0	8	2	0	3	0	0
00	0	0	1	2	0	0	1	0	0	2	8	5
Hr Total	1	0	1	4	1	5	9	9	2	11	15	9

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	6	2	3	6	4	5	3	0	2	1	3
30	2	5	8	11	4	4	4	4	4	1	4	1
45	12	7	11	6	0	5	0	2	4	4	3	0
00	5	3	6	4	6	1	10	1	7	3	2	2
Hr Total	23	21	27	24	16	14	19	10	15	10	10	6

24 Hour Total: 262
 AM Peak Hour begins: 11:45 AM Peak Volume: 23 AM Peak Hour Factor: 0.48
 PM Peak Hour begins: 14:30 PM Peak Volume: 31 PM Peak Hour Factor: 0.70

Volume Count Report

Start Date: May 10, 2017
 Stop Date: May 10, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to Fletcher Ave EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 10, 2017

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

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

24 Hour Total: 260
 AM Peak Hour begins: 11:45 AM Peak Volume: 29 AM Peak Hour Factor: 0.52
 PM Peak Hour begins: 15:30 PM Peak Volume: 34 PM Peak Hour Factor: 0.65

N/A

Wednesday, May 10, 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, May 10, 2017

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

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

24 Hour Total: 260
 AM Peak Hour begins: 11:45 AM Peak Volume: 29 AM Peak Hour Factor: 0.52
 PM Peak Hour begins: 15:30 PM Peak Volume: 34 PM Peak Hour Factor: 0.65

Volume Count Report

Start Date: May 11, 2017
 Stop Date: May 11, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to Fletcher Ave EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	2	0	0	0	3	1	7
30	0	0	1	0	0	0	3	6	2	0	0	9
45	1	0	0	0	0	4	7	0	2	0	4	0
00	1	0	0	0	2	4	0	0	0	0	7	3
Hr Total	4	0	1	0	2	10	10	6	4	3	12	19

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	7	9	4	0	2	3	1	5	6	2	0
30	7	3	2	3	0	4	0	8	2	2	1	0
45	6	15	7	6	5	2	5	2	0	0	3	0
00	4	3	7	8	5	8	0	0	3	0	3	1
Hr Total	25	28	25	21	10	16	8	11	10	8	9	1

24 Hour Total: 243
 AM Peak Hour begins: 10:30 AM Peak Volume: 27 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 13:15 PM Peak Volume: 30 PM Peak Hour Factor: 0.50

N/A

Thursday, May 11, 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, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	2	0	0	0	3	1	7
30	0	0	1	0	0	0	3	6	2	0	0	9
45	1	0	0	0	0	4	7	0	2	0	4	0
00	1	0	0	0	2	4	0	0	0	0	7	3
Hr Total	4	0	1	0	2	10	10	6	4	3	12	19

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	7	9	4	0	2	3	1	5	6	2	0
30	7	3	2	3	0	4	0	8	2	2	1	0
45	6	15	7	6	5	2	5	2	0	0	3	0
00	4	3	7	8	5	8	0	0	3	0	3	1
Hr Total	25	28	25	21	10	16	8	11	10	8	9	1

24 Hour Total: 243
 AM Peak Hour begins: 10:30 AM Peak Volume: 27 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 13:15 PM Peak Volume: 30 PM Peak Hour Factor: 0.50

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Fletcher Ave EB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	2	1	2	1	2	0	2
30	0	1	0	0	0	2	3	3	1	2	4	6
45	1	0	0	0	0	1	7	1	1	2	4	0
00	1	0	1	1	1	2	1	2	0	2	6	3
Hr Total	2	1	1	1	2	6	12	7	2	7	15	12

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

24 Hour Total:	255			
AM Peak Hour begins:	11:45	AM Peak Volume:	25	AM Peak Hour Factor: 0.73
PM Peak Hour begins:	12:00	PM Peak Volume:	26	PM Peak Hour Factor: 0.75

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	0	0	1	0	2	1	2	1	2	0	2
30	0	1	0	0	0	2	3	3	1	2	4	6
45	1	0	0	0	0	1	7	1	1	2	4	0
00	1	0	1	1	1	2	1	2	0	2	6	3
Hr Total	2	1	1	1	2	6	12	7	2	7	15	12

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

24 Hour Total:	255			
AM Peak Hour begins:	11:45	AM Peak Volume:	25	AM Peak Hour Factor: 0.73
PM Peak Hour begins:	12:00	PM Peak Volume:	26	PM Peak Hour Factor: 0.75

Volume Count Report

Start Date: May 9, 2017
 Stop Date: May 9, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to Fletcher Ave WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	1	2	1	13	62	207	244	196	89	60
30	6	4	2	5	8	20	100	285	239	123	60	63
45	2	8	0	2	2	24	131	285	219	115	64	59
00	6	3	2	2	10	46	192	301	239	103	73	73
Hr Total	23	17	5	11	21	103	485	1,078	941	537	286	255

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	86	55	68	46	53	54	42	45	48	20	20
30	80	83	58	68	50	59	47	35	28	42	23	14
45	87	78	77	52	46	38	37	40	35	29	23	17
00	91	69	62	50	62	46	34	35	29	24	26	14
Hr Total	320	316	252	238	204	196	172	152	137	143	92	65

24 Hour Total: 6,049
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 12:30
 AM Peak Volume: 1,115
 PM Peak Volume: 347
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.95

N/A

Tuesday, May 09, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	1	2	1	13	62	207	244	196	89	60
30	6	4	2	5	8	20	100	285	239	123	60	63
45	2	8	0	2	2	24	131	285	219	115	64	59
00	6	3	2	2	10	46	192	301	239	103	73	73
Hr Total	23	17	5	11	21	103	485	1,078	941	537	286	255

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	86	55	68	46	53	54	42	45	48	20	20
30	80	83	58	68	50	59	47	35	28	42	23	14
45	87	78	77	52	46	38	37	40	35	29	23	17
00	91	69	62	50	62	46	34	35	29	24	26	14
Hr Total	320	316	252	238	204	196	172	152	137	143	92	65

24 Hour Total: 6,049
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 12:30
 AM Peak Volume: 1,115
 PM Peak Volume: 347
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 10, 2017
 Stop Date: May 10, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to Fletcher Ave WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	0	3	0	9	61	217	271	178	97	58
30	9	3	0	3	4	16	80	255	218	124	65	53
45	6	8	0	3	10	28	137	264	222	101	64	57
00	3	3	1	1	8	36	187	314	235	104	65	56
Hr Total	27	15	1	10	22	89	465	1,050	946	507	291	224

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	77	64	83	43	67	50	43	31	40	27	24
30	70	79	69	75	60	73	56	42	37	46	22	16
45	86	81	73	53	52	52	51	31	38	35	21	5
00	89	69	76	48	55	45	44	40	50	27	22	8
Hr Total	303	306	282	259	210	237	201	156	156	148	92	53

24 Hour Total: 6,050
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 12:30
 AM Peak Volume: 1,104
 PM Peak Volume: 331
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.93

N/A

Wednesday, May 10, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	0	3	0	9	61	217	271	178	97	58
30	9	3	0	3	4	16	80	255	218	124	65	53
45	6	8	0	3	10	28	137	264	222	101	64	57
00	3	3	1	1	8	36	187	314	235	104	65	56
Hr Total	27	15	1	10	22	89	465	1,050	946	507	291	224

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	77	64	83	43	67	50	43	31	40	27	24
30	70	79	69	75	60	73	56	42	37	46	22	16
45	86	81	73	53	52	52	51	31	38	35	21	5
00	89	69	76	48	55	45	44	40	50	27	22	8
Hr Total	303	306	282	259	210	237	201	156	156	148	92	53

24 Hour Total: 6,050
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 12:30
 AM Peak Volume: 1,104
 PM Peak Volume: 331
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 11, 2017
 Stop Date: May 11, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to Fletcher Ave WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	1	2	4	10	64	216	250	156	80	59
30	6	2	1	3	6	12	93	238	236	139	70	54
45	3	4	2	3	7	35	133	293	232	116	60	69
00	3	3	1	1	13	39	176	299	232	100	62	56
Hr Total	21	15	5	9	30	96	466	1,046	950	511	272	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	74	69	77	45	52	48	33	42	46	25	22
30	81	82	68	74	49	65	61	45	38	35	31	22
45	71	69	80	52	56	56	42	42	39	34	27	14
00	75	79	70	44	60	61	33	46	35	28	33	9
Hr Total	281	304	287	247	210	234	184	166	154	143	116	67

24 Hour Total: 6,052
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 13:00
 AM Peak Volume: 1,080
 PM Peak Volume: 304
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.93

N/A

Thursday, May 11, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	1	2	4	10	64	216	250	156	80	59
30	6	2	1	3	6	12	93	238	236	139	70	54
45	3	4	2	3	7	35	133	293	232	116	60	69
00	3	3	1	1	13	39	176	299	232	100	62	56
Hr Total	21	15	5	9	30	96	466	1,046	950	511	272	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	74	69	77	45	52	48	33	42	46	25	22
30	81	82	68	74	49	65	61	45	38	35	31	22
45	71	69	80	52	56	56	42	42	39	34	27	14
00	75	79	70	44	60	61	33	46	35	28	33	9
Hr Total	281	304	287	247	210	234	184	166	154	143	116	67

24 Hour Total: 6,052
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 13:00
 AM Peak Volume: 1,080
 PM Peak Volume: 304
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.93

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Fletcher Ave WB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	1	2	2	11	62	213	255	177	89	59
30	7	3	1	4	6	16	91	259	231	129	65	57
45	4	7	1	3	6	29	134	281	224	111	63	62
00	4	3	1	1	10	40	185	305	235	102	67	62
Hr Total	24	16	4	10	24	96	472	1,058	946	518	283	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	79	63	76	45	57	51	39	39	45	24	22
30	77	81	65	72	53	66	55	41	34	41	25	17
45	81	76	77	52	51	49	43	38	37	33	24	12
00	85	72	69	47	59	51	37	40	38	26	27	10
Hr Total	301	309	274	248	208	222	186	158	149	145	100	62

24 Hour Total:	6,050	AM Peak Volume:	1,100	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	327	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:30				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	1	2	2	11	62	213	255	177	89	59
30	7	3	1	4	6	16	91	259	231	129	65	57
45	4	7	1	3	6	29	134	281	224	111	63	62
00	4	3	1	1	10	40	185	305	235	102	67	62
Hr Total	24	16	4	10	24	96	472	1,058	946	518	283	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	79	63	76	45	57	51	39	39	45	24	22
30	77	81	65	72	53	66	55	41	34	41	25	17
45	81	76	77	52	51	49	43	38	37	33	24	12
00	85	72	69	47	59	51	37	40	38	26	27	10
Hr Total	301	309	274	248	208	222	186	158	149	145	100	62

24 Hour Total:	6,050	AM Peak Volume:	1,100	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	327	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:30				

Volume Count Report

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 9, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Morris Bridge Rd south of Fletcher Ave		

Northbound Volume for Lane 1

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	4	2	2	10	22	66	79	61	53	58
30	10	2	3	1	6	10	46	87	85	42	40	42
45	13	2	2	3	5	20	59	94	68	48	47	64
00	7	3	3	3	13	31	59	80	72	54	44	57
Hr Total	40	15	12	9	26	71	186	327	304	205	184	221

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	82	73	67	109	135	103	61	52	36	19	15
30	61	66	65	73	74	98	104	65	48	32	26	8
45	71	70	68	82	101	110	78	49	42	35	19	11
00	51	59	47	54	83	64	79	50	31	23	17	14
Hr Total	270	277	253	276	367	407	364	225	173	126	81	48

24 Hour Total:	4,467	AM Peak Volume:	340	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	426	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	16:45				

Southbound Volume for Lane 2

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	9	1	2	5	14	14	79	98	69	48	62
30	12	9	7	1	3	19	35	80	79	68	49	66
45	11	7	2	9	4	16	45	89	93	63	36	39
00	13	6	1	1	6	12	66	131	105	31	27	60
Hr Total	55	31	11	13	18	61	160	379	375	231	160	227

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	50	51	37	64	64	52	49	55	46	41	28
30	63	41	59	33	50	56	64	57	56	45	47	21
45	40	44	39	52	55	58	60	56	51	43	23	25
00	59	62	46	56	57	70	57	58	48	40	34	16
Hr Total	222	197	195	178	226	248	233	220	210	174	145	90

24 Hour Total:	4,059	AM Peak Volume:	401	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	7:45	PM Peak Volume:	248	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Tuesday, May 09, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	17	5	4	7	24	36	145	177	130	101	120
30	22	11	10	2	9	29	81	167	164	110	89	108
45	24	9	4	12	9	36	104	183	161	111	83	103
00	20	9	4	4	19	43	125	211	177	85	71	117
Hr Total	95	46	23	22	44	132	346	706	679	436	344	448

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	132	124	104	173	199	155	110	107	82	60	43
30	124	107	124	106	124	154	168	122	104	77	73	29
45	111	114	107	134	156	168	138	105	93	78	42	36
00	110	121	93	110	140	134	136	108	79	63	51	30
Hr Total	492	474	448	454	593	655	597	445	383	300	226	138

24 Hour Total:	8,526	AM Peak Volume:	738	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:15	PM Peak Volume:	661	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 10, 2017	Start Time: 00:00	Station: 0
Stop Date: May 10, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Morris Bridge Rd south of Fletcher Ave		

Northbound Volume for Lane 1

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	7	7	3	15	35	72	74	69	39	55
30	13	7	1	3	3	17	48	58	103	72	44	46
45	11	5	2	6	5	23	56	84	92	55	44	67
00	5	5	1	2	6	26	73	99	71	63	47	64
Hr Total	40	26	11	18	17	81	212	313	340	259	174	232

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	72	62	63	86	121	99	66	55	41	16	19
30	69	57	55	66	65	116	98	54	34	19	22	17
45	51	67	60	90	103	104	85	36	33	34	20	16
00	47	61	51	72	80	112	61	52	30	29	22	10
Hr Total	228	257	228	291	334	453	343	208	152	123	80	62

24 Hour Total:	4,482	AM Peak Volume:	368	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:45	PM Peak Volume:	453	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00				

Southbound Volume for Lane 2

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	1	5	3	20	23	87	91	69	49	50
30	23	3	10	4	6	16	14	63	84	61	41	42
45	12	11	2	1	2	12	30	93	70	62	40	33
00	4	1	2	3	4	12	64	90	101	64	34	39
Hr Total	51	21	15	13	15	60	131	333	346	256	164	164

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	53	37	38	52	55	61	46	47	31	37	27
30	60	49	42	44	46	58	56	37	50	41	35	18
45	43	31	33	42	60	69	54	49	35	29	17	13
00	49	51	45	41	49	66	41	38	41	41	37	12
Hr Total	199	184	157	165	207	248	212	170	173	142	126	70

24 Hour Total:	3,622	AM Peak Volume:	358	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:30	PM Peak Volume:	254	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

Wednesday, May 10, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	15	8	12	6	35	58	159	165	138	88	105
30	36	10	11	7	9	33	62	121	187	133	85	88
45	23	16	4	7	7	35	86	177	162	117	84	100
00	9	6	3	5	10	38	137	189	172	127	81	103
Hr Total	91	47	26	31	32	141	343	646	686	515	338	396

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	125	99	101	138	176	160	112	102	72	53	46
30	129	106	97	110	111	174	154	91	84	60	57	35
45	94	98	93	132	163	173	139	85	68	63	37	29
00	96	112	96	113	129	178	102	90	71	70	59	22
Hr Total	427	441	385	456	541	701	555	378	325	265	206	132

24 Hour Total:	8,104	AM Peak Volume:	718	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	701	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 11, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Morris Bridge Rd south of Fletcher Ave		

Northbound Volume for Lane 1

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	4	3	7	19	24	84	84	66	55	39
30	9	6	2	1	2	17	44	84	98	69	58	66
45	4	4	4	1	11	26	53	83	101	65	58	55
00	10	4	4	3	8	24	57	84	76	56	49	45
Hr Total	31	20	14	8	28	86	178	335	359	256	220	205

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	63	52	66	89	130	95	65	50	34	25	21
30	65	59	63	71	81	129	93	50	42	27	16	20
45	57	61	67	71	97	107	79	62	27	24	25	14
00	63	56	57	92	92	83	64	59	32	33	14	9
Hr Total	247	239	239	300	359	449	331	236	151	118	80	64

24 Hour Total:	4,553	AM Peak Volume:	367	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:45	PM Peak Volume:	458	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:45				

Southbound Volume for Lane 2

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	2	4	3	5	6	21	53	54	55	44	33
30	10	5	4	3	2	7	26	56	80	58	41	46
45	13	8	3	3	3	2	30	80	84	45	35	29
00	7	2	4	3	10	9	43	92	76	50	28	48
Hr Total	42	17	15	12	20	24	120	281	294	208	148	156

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	57	33	46	54	64	53	48	41	43	22	22
30	54	39	37	34	46	48	53	35	37	30	26	21
45	48	34	45	46	51	69	57	45	30	44	22	13
00	39	44	41	48	52	57	44	41	44	26	26	13
Hr Total	192	174	156	174	203	238	207	169	152	143	96	69

24 Hour Total:	3,310	AM Peak Volume:	310	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:45	PM Peak Volume:	238	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Thursday, May 11, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	8	8	6	12	25	45	137	138	121	99	72
30	19	11	6	4	4	24	70	140	178	127	99	112
45	17	12	7	4	14	28	83	163	185	110	93	84
00	17	6	8	6	18	33	100	176	152	106	77	93
Hr Total	73	37	29	20	48	110	298	616	653	464	368	361

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	120	85	112	143	194	148	113	91	77	47	43
30	119	98	100	105	127	177	146	85	79	57	42	41
45	105	95	112	117	148	176	136	107	57	68	47	27
00	102	100	98	140	144	140	108	100	76	59	40	22
Hr Total	439	413	395	474	562	687	538	405	303	261	176	133

24 Hour Total:	7,863	AM Peak Volume:	677	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:45	PM Peak Volume:	691	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date: May 9, 2017	Start Time: 00:00	Station: 0
Stop Date: May 11, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Morris Bridge Rd south of Fletcher Ave		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	5	4	4	15	27	74	79	65	49	51
30	11	5	2	2	4	15	46	76	95	61	47	51
45	9	4	3	3	7	23	56	87	87	56	50	62
00	7	4	3	3	9	27	63	88	73	58	47	55
Hr Total	37	20	12	12	24	79	192	325	334	240	193	219

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	72	62	65	95	129	99	64	52	37	20	18
30	65	61	61	70	73	114	98	56	41	26	21	15
45	60	66	65	81	100	107	81	49	34	31	21	14
00	54	59	52	73	85	86	68	54	31	28	18	11
Hr Total	248	258	240	289	353	436	346	223	159	122	80	58

24 Hour Total:	4,501			
AM Peak Hour begins:	7:30	AM Peak Volume:	349	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	436	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	14	6	2	3	4	13	19	73	81	64	47	48
30	15	6	7	3	4	14	25	66	81	62	44	51
45	12	9	2	4	3	10	35	87	82	57	37	34
00	8	3	2	2	7	11	58	104	94	48	30	49
Hr Total	49	23	14	13	18	48	137	331	338	232	157	182

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	53	40	40	57	61	55	48	48	40	33	26
30	59	43	46	37	47	54	58	43	48	39	36	20
45	44	36	39	47	55	65	57	50	39	39	21	17
00	49	52	44	48	53	64	47	46	44	36	32	14
Hr Total	204	185	169	172	212	245	217	186	178	153	122	76

24 Hour Total:	3,664			
AM Peak Hour begins:	7:30	AM Peak Volume:	354	AM Peak Hour Factor: 0.85
PM Peak Hour begins:	17:00	PM Peak Volume:	245	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	24	13	7	7	8	28	46	147	160	130	96	99
30	26	11	9	4	7	29	71	143	176	123	91	103
45	21	12	5	8	10	33	91	174	169	113	87	96
00	15	7	5	5	16	38	121	192	167	106	76	104
Hr Total	86	43	26	24	41	128	329	656	673	472	350	402

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	126	103	106	151	190	154	112	100	77	53	44
30	124	104	107	107	121	168	156	99	89	65	57	35
45	103	102	104	128	156	172	138	99	73	70	42	31
00	103	111	96	121	138	151	115	99	75	64	50	25
Hr Total	453	443	409	461	565	681	563	409	337	275	203	134

24 Hour Total:	8,164			
AM Peak Hour begins:	7:30	AM Peak Volume:	703	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	681	PM Peak Hour Factor: 0.90

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fletcher&HiddenRiver
 Site Code : 1702903
 Start Date : 5/9/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	16	4	4	4	28	40	445	100	27	612	21	9	7	21	58	42	197	13	0	252	950
07:15 AM	15	11	2	3	31	38	575	139	41	793	32	5	3	26	66	41	229	19	0	289	1179
07:30 AM	28	9	7	7	51	42	528	135	29	734	42	16	2	28	88	55	171	24	2	252	1125
07:45 AM	13	6	1	7	27	42	515	118	21	696	37	12	5	19	73	51	163	35	1	250	1046
Total	72	30	14	21	137	162	2063	492	118	2835	132	42	17	94	285	189	760	91	3	1043	4300
08:00 AM	23	15	4	9	51	34	504	154	26	718	23	12	3	12	50	39	173	22	1	235	1054
08:15 AM	19	2	0	11	32	40	438	150	19	647	21	16	4	7	48	66	156	19	0	241	968
08:30 AM	19	5	3	11	38	38	396	173	37	644	26	10	4	17	57	45	214	29	2	290	1029
08:45 AM	17	9	4	9	39	42	378	148	57	625	23	8	2	25	58	41	154	27	1	223	945
Total	78	31	11	40	160	154	1716	625	139	2634	93	46	13	61	213	191	697	97	4	989	3996
*** BREAK ***																					
04:00 PM	174	11	8	26	219	16	163	8	9	196	27	2	28	43	100	19	532	31	0	582	1097
04:15 PM	95	11	5	10	121	18	195	11	7	231	17	0	15	34	66	15	459	14	0	488	906
04:30 PM	175	4	5	14	198	26	164	6	7	203	18	7	29	35	89	14	518	26	1	559	1049
04:45 PM	200	10	12	9	231	19	200	10	3	232	17	2	15	32	66	17	495	25	0	537	1066
Total	644	36	30	59	769	79	722	35	26	862	79	11	87	144	321	65	2004	96	1	2166	4118
05:00 PM	208	6	5	7	226	23	180	9	3	215	29	2	48	29	108	17	530	29	0	576	1125
05:15 PM	206	5	3	9	223	18	198	5	11	232	32	1	25	28	86	9	551	26	0	586	1127
05:30 PM	209	9	12	11	241	19	181	7	2	209	32	2	28	36	98	14	547	27	0	588	1136
05:45 PM	162	5	8	13	188	18	177	5	4	204	22	0	3	38	63	14	371	33	2	420	875
Total	785	25	28	40	878	78	736	26	20	860	115	5	104	131	355	54	1999	115	2	2170	4263
Grand Total	1579	122	83	160	1944	473	5237	1178	303	7191	419	104	221	430	1174	499	5460	399	10	6368	16677
Apprch %	81.2	6.3	4.3	8.2		6.6	72.8	16.4	4.2		35.7	8.9	18.8	36.6		7.8	85.7	6.3	0.2		
Total %	9.5	0.7	0.5	1	11.7	2.8	31.4	7.1	1.8	43.1	2.5	0.6	1.3	2.6	7	3	32.7	2.4	0.1	38.2	
Passenger Vehicles	1567	118	83	158	1926	456	5186	1169	300	7111	413	104	219	429	1165	384	5415	391	8	6198	16400
% Passenger Vehicles	99.2	96.7	100	98.8	99.1	96.4	99	99.2	99	98.9	98.6	100	99.1	99.8	99.2	77	99.2	98	80	97.3	98.3
Heavy Vehicles	9	4	0	2	15	5	51	9	3	68	6	0	2	1	9	11	45	8	2	66	158
% Heavy Vehicles	0.6	3.3	0	1.2	0.8	1.1	1	0.8	1	0.9	1.4	0	0.9	0.2	0.8	2.2	0.8	2	20	1	0.9
UTurns	3	0	0	0	3	12	0	0	0	12	0	0	0	0	0	104	0	0	0	104	119
% UTurns	0.2	0	0	0	0.2	2.5	0	0	0	0.2	0	0	0	0	0	20.8	0	0	0	1.6	0.7

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fletcher&HiddenRiver
 Site Code : 1702903
 Start Date : 5/9/2017
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Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	15	11	2	3	31	38	575	139	41	793	32	5	3	26	66	41	229	19	0	289	1179
07:30 AM	28	9	7	7	51	42	528	135	29	734	42	16	2	28	88	55	171	24	2	252	1125
07:45 AM	13	6	1	7	27	42	515	118	21	696	37	12	5	19	73	51	163	35	1	250	1046
08:00 AM	23	15	4	9	51	34	504	154	26	718	23	12	3	12	50	39	173	22	1	235	1054
Total Volume	79	41	14	26	160	156	2122	546	117	2941	134	45	13	85	277	186	736	100	4	1026	4404
% App. Total	49.4	25.6	8.8	16.2		5.3	72.2	18.6	4		48.4	16.2	4.7	30.7		18.1	71.7	9.7	0.4		
PHF	.705	.683	.500	.722	.784	.929	.923	.886	.713	.927	.798	.703	.650	.759	.787	.845	.803	.714	.500	.888	.934
Passenger Vehicles	73	41	14	26	154	152	2105	541	117	2915	133	45	13	85	276	159	723	96	2	980	4325
% Passenger Vehicles	92.4	100	100	100	96.3	97.4	99.2	99.1	100	99.1	99.3	100	100	100	99.6	85.5	98.2	96.0	50.0	95.5	98.2
Heavy Vehicles	4	0	0	0	4	3	17	5	0	25	1	0	0	0	1	3	13	4	2	22	52
% Heavy Vehicles	5.1	0	0	0	2.5	1.9	0.8	0.9	0	0.9	0.7	0	0	0	0.4	1.6	1.8	4.0	50.0	2.1	1.2
UTurns	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	24	0	0	0	24	27
% UTurns	2.5	0	0	0	1.3	0.6	0	0	0	0.0	0	0	0	0	0	12.9	0	0	0	2.3	0.6

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					07:15 AM					07:00 AM					07:00 AM				
+0 mins.	28	9	7	7	51	38	575	139	41	793	21	9	7	21	58	42	197	13	0	252
+15 mins.	13	6	1	7	27	42	528	135	29	734	32	5	3	26	66	41	229	19	0	289
+30 mins.	23	15	4	9	51	42	515	118	21	696	42	16	2	28	88	55	171	24	2	252
+45 mins.	19	2	0	11	32	34	504	154	26	718	37	12	5	19	73	51	163	35	1	250
Total Volume	83	32	12	34	161	156	2122	546	117	2941	132	42	17	94	285	189	760	91	3	1043
% App. Total	51.6	19.9	7.5	21.1		5.3	72.2	18.6	4		46.3	14.7	6	33		18.1	72.9	8.7	0.3	
PHF	.741	.533	.429	.773	.789	.929	.923	.886	.713	.927	.786	.656	.607	.839	.810	.859	.830	.650	.375	.902
Passenger Vehicles	79	31	12	34	156	152	2105	541	117	2915	131	42	17	94	284	161	749	88	2	1000
% Passenger Vehicles	95.2	96.9	100	100	96.9	97.4	99.2	99.1	100	99.1	99.2	100	100	100	99.6	85.2	98.6	96.7	66.7	95.9
Heavy Vehicles	2	1	0	0	3	3	17	5	0	25	1	0	0	0	1	3	11	3	1	18
% Heavy Vehicles	2.4	3.1	0	0	1.9	1.9	0.8	0.9	0	0.9	0.8	0	0	0	0.4	1.6	1.4	3.3	33.3	1.7
UTurns	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	25	0	0	0	25
% UTurns	2.4	0	0	0	1.2	0.6	0	0	0	0	0	0	0	0	0	13.2	0	0	0	2.4

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fletcher&HiddenRiver
 Site Code : 1702903
 Start Date : 5/9/2017
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Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	200	10	12	9	231	19	200	10	3	232	17	2	15	32	66	17	495	25	0	537	1066
05:00 PM	208	6	5	7	226	23	180	9	3	215	29	2	48	29	108	17	530	29	0	576	1125
05:15 PM	206	5	3	9	223	18	198	5	11	232	32	1	25	28	86	9	551	26	0	586	1127
05:30 PM	209	9	12	11	241	19	181	7	2	209	32	2	28	36	98	14	547	27	0	588	1136
Total Volume	823	30	32	36	921	79	759	31	19	888	110	7	116	125	358	57	2123	107	0	2287	4454
% App. Total	89.4	3.3	3.5	3.9		8.9	85.5	3.5	2.1		30.7	2	32.4	34.9		2.5	92.8	4.7	0		
PHF	.984	.750	.667	.818	.955	.859	.949	.775	.432	.957	.859	.875	.604	.868	.829	.838	.963	.922	.000	.972	.980
Passenger Vehicles	823	29	32	35	919	70	750	29	18	867	108	7	115	124	354	27	2111	106	0	2244	4384
% Passenger Vehicles	100	96.7	100	97.2	99.8	88.6	98.8	93.5	94.7	97.6	98.2	100	99.1	99.2	98.9	47.4	99.4	99.1	0	98.1	98.4
Heavy Vehicles	0	1	0	1	2	2	9	2	1	14	2	0	1	1	4	2	12	1	0	15	35
% Heavy Vehicles	0	3.3	0	2.8	0.2	2.5	1.2	6.5	5.3	1.6	1.8	0	0.9	0.8	1.1	3.5	0.6	0.9	0	0.7	0.8
UTurns	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	28	0	0	0	28	35
% UTurns	0	0	0	0	0	8.9	0	0	0	0.8	0	0	0	0	0	49.1	0	0	0	1.2	0.8

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					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	200	10	12	9	231	19	200	10	3	232	17	2	15	32	66	17	495	25	0	537	
+15 mins.	208	6	5	7	226	23	180	9	3	215	29	2	48	29	108	17	530	29	0	576	
+30 mins.	206	5	3	9	223	18	198	5	11	232	32	1	25	28	86	9	551	26	0	586	
+45 mins.	209	9	12	11	241	19	181	7	2	209	32	2	28	36	98	14	547	27	0	588	
Total Volume	823	30	32	36	921	79	759	31	19	888	110	7	116	125	358	57	2123	107	0	2287	
% App. Total	89.4	3.3	3.5	3.9		8.9	85.5	3.5	2.1		30.7	2	32.4	34.9		2.5	92.8	4.7	0		
PHF	.984	.750	.667	.818	.955	.859	.949	.775	.432	.957	.859	.875	.604	.868	.829	.838	.963	.922	.000	.972	
Passenger Vehicles	823	29	32	35	919	70	750	29	18	867	108	7	115	124	354	27	2111	106	0	2244	
% Passenger Vehicles	100	96.7	100	97.2	99.8	88.6	98.8	93.5	94.7	97.6	98.2	100	99.1	99.2	98.9	47.4	99.4	99.1	0	98.1	
Heavy Vehicles	0	1	0	1	2	2	9	2	1	14	2	0	1	1	4	2	12	1	0	15	
% Heavy Vehicles	0	3.3	0	2.8	0.2	2.5	1.2	6.5	5.3	1.6	1.8	0	0.9	0.8	1.1	3.5	0.6	0.9	0	0.7	
UTurns	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	28	0	0	0	28	
% UTurns	0	0	0	0	0	8.9	0	0	0	0.8	0	0	0	0	0	49.1	0	0	0	1.2	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fletcher&HiddenRiver
 Site Code : 1702903
 Start Date : 5/9/2017
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Groups Printed- Passenger Vehicles

Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	15	4	4	4	27	39	440	100	27	606	21	9	7	21	58	35	195	13	0	243	934
07:15 AM	13	11	2	3	29	37	572	136	41	786	32	5	3	26	66	34	226	18	0	278	1159
07:30 AM	27	9	7	7	50	42	523	134	29	728	41	16	2	28	87	50	169	24	1	244	1109
07:45 AM	11	6	1	7	25	42	510	117	21	690	37	12	5	19	73	42	159	33	1	235	1023
Total	66	30	14	21	131	160	2045	487	118	2810	131	42	17	94	284	161	749	88	2	1000	4225
08:00 AM	22	15	4	9	50	31	500	154	26	711	23	12	3	12	50	33	169	21	0	223	1034
08:15 AM	19	1	0	11	31	40	435	150	19	644	21	16	4	7	48	62	155	19	0	236	959
08:30 AM	18	5	3	10	36	38	395	173	36	642	26	10	4	17	57	39	209	27	2	277	1012
08:45 AM	14	9	4	9	36	42	374	147	57	620	22	8	2	25	57	33	152	27	1	213	926
Total	73	30	11	39	153	151	1704	624	138	2617	92	46	13	61	212	167	685	94	3	949	3931
*** BREAK ***																					
04:00 PM	174	10	8	26	218	16	161	8	8	193	26	2	28	43	99	9	530	31	0	570	1080
04:15 PM	95	11	5	10	121	17	191	11	7	226	17	0	15	34	66	8	457	13	0	478	891
04:30 PM	175	4	5	14	198	24	160	6	7	197	17	7	28	35	87	5	513	26	1	545	1027
04:45 PM	200	10	12	9	231	14	196	10	3	223	17	2	15	31	65	10	489	25	0	524	1043
Total	644	35	30	59	768	71	708	35	25	839	77	11	86	143	317	32	1989	95	1	2117	4041
05:00 PM	208	5	5	7	225	21	179	8	3	211	28	2	48	29	107	6	527	28	0	561	1104
05:15 PM	206	5	3	9	223	16	195	5	11	227	31	1	24	28	84	6	550	26	0	582	1116
05:30 PM	209	9	12	10	240	19	180	6	1	206	32	2	28	36	98	5	545	27	0	577	1121
05:45 PM	161	4	8	13	186	18	175	4	4	201	22	0	3	38	63	7	370	33	2	412	862
Total	784	23	28	39	874	74	729	23	19	845	113	5	103	131	352	24	1992	114	2	2132	4203
Grand Total	1567	118	83	158	1926	456	5186	1169	300	7111	413	104	219	429	1165	384	5415	391	8	6198	16400
Apprch %	81.4	6.1	4.3	8.2		6.4	72.9	16.4	4.2		35.5	8.9	18.8	36.8		6.2	87.4	6.3	0.1		
Total %	9.6	0.7	0.5	1	11.7	2.8	31.6	7.1	1.8	43.4	2.5	0.6	1.3	2.6	7.1	2.3	33	2.4	0	37.8	

Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	13	11	2	3	29	37	572	136	41	786	32	5	3	26	66	34	226	18	0	278	1159
07:30 AM	27	9	7	7	50	42	523	134	29	728	41	16	2	28	87	50	169	24	1	244	1109
07:45 AM	11	6	1	7	25	42	510	117	21	690	37	12	5	19	73	42	159	33	1	235	1023
08:00 AM	22	15	4	9	50	31	500	154	26	711	23	12	3	12	50	33	169	21	0	223	1034
Total Volume	73	41	14	26	154	152	2105	541	117	2915	133	45	13	85	276	159	723	96	2	980	4325
% App. Total	47.4	26.6	9.1	16.9		5.2	72.2	18.6	4		48.2	16.3	4.7	30.8		16.2	73.8	9.8	0.2		
PHF	.676	.683	.500	.722	.770	.905	.920	.878	.713	.927	.811	.703	.650	.759	.793	.795	.800	.727	.500	.881	.933

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fletcher&HiddenRiver
 Site Code : 1702903
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Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:15 AM					07:00 AM					07:00 AM					
+0 mins.	27	9	7	7	50	37	572	136	41	786	21	9	7	21	58	35	195	13	0	243	
+15 mins.	11	6	1	7	25	42	523	134	29	728	32	5	3	26	66	34	226	18	0	278	
+30 mins.	22	15	4	9	50	42	510	117	21	690	41	16	2	28	87	50	169	24	1	244	
+45 mins.	19	1	0	11	31	31	500	154	26	711	37	12	5	19	73	42	159	33	1	235	
Total Volume	79	31	12	34	156	152	2105	541	117	2915	131	42	17	94	284	161	749	88	2	1000	
% App. Total	50.6	19.9	7.7	21.8		5.2	72.2	18.6	4		46.1	14.8	6	33.1		16.1	74.9	8.8	0.2		
PHF	.731	.517	.429	.773	.780	.905	.920	.878	.713	.927	.799	.656	.607	.839	.816	.805	.829	.667	.500	.899	

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	200	10	12	9	231	14	196	10	3	223	17	2	15	31	65	10	489	25	0	524	1043
05:00 PM	208	5	5	7	225	21	179	8	3	211	28	2	48	29	107	6	527	28	0	561	1104
05:15 PM	206	5	3	9	223	16	195	5	11	227	31	1	24	28	84	6	550	26	0	582	1116
05:30 PM	209	9	12	10	240	19	180	6	1	206	32	2	28	36	98	5	545	27	0	577	1121
Total Volume	823	29	32	35	919	70	750	29	18	867	108	7	115	124	354	27	2111	106	0	2244	4384
% App. Total	89.6	3.2	3.5	3.8		8.1	86.5	3.3	2.1		30.5	2	32.5	35		1.2	94.1	4.7	0		
PHF	.984	.725	.667	.875	.957	.833	.957	.725	.409	.955	.844	.875	.599	.861	.827	.675	.960	.946	.000	.964	.978

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					04:45 PM					04:45 PM					04:45 PM					
+0 mins.	200	10	12	9	231	14	196	10	3	223	17	2	15	31	65	10	489	25	0	524	
+15 mins.	208	5	5	7	225	21	179	8	3	211	28	2	48	29	107	6	527	28	0	561	
+30 mins.	206	5	3	9	223	16	195	5	11	227	31	1	24	28	84	6	550	26	0	582	
+45 mins.	209	9	12	10	240	19	180	6	1	206	32	2	28	36	98	5	545	27	0	577	
Total Volume	823	29	32	35	919	70	750	29	18	867	108	7	115	124	354	27	2111	106	0	2244	
% App. Total	89.6	3.2	3.5	3.8		8.1	86.5	3.3	2.1		30.5	2	32.5	35		1.2	94.1	4.7	0		
PHF	.984	.725	.667	.875	.957	.833	.957	.725	.409	.955	.844	.875	.599	.861	.827	.675	.960	.946	.000	.964	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fletcher&HiddenRiver
 Site Code : 1702903
 Start Date : 5/9/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	9
07:15 AM	2	0	0	0	2	1	3	3	0	7	0	0	0	0	0	1	3	1	0	5	14
07:30 AM	1	0	0	0	1	0	5	1	0	6	1	0	0	0	1	1	2	0	1	4	12
07:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	4	2	0	6	12
Total	4	0	0	0	4	1	18	5	0	24	1	0	0	0	1	3	11	3	1	18	47
08:00 AM	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	1	4	1	1	7	14
08:15 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	6
08:30 AM	1	0	0	1	2	0	1	0	1	2	0	0	0	0	0	1	5	2	0	8	12
08:45 AM	2	0	0	0	2	0	4	1	0	5	1	0	0	0	1	1	2	0	0	3	11
Total	4	1	0	1	6	2	12	1	1	16	1	0	0	0	1	4	12	3	1	20	43
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	2	0	1	3	1	0	0	0	1	1	2	0	0	3	8
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	1	5	0	0	6	12
04:45 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	6	0	0	6	12
Total	0	1	0	0	1	1	14	0	1	16	2	0	1	1	4	2	15	1	0	18	39
05:00 PM	0	1	0	0	1	1	1	1	0	3	1	0	0	0	1	1	3	1	0	5	10
05:15 PM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	1	0	0	1	6
05:30 PM	0	0	0	1	1	0	1	1	1	3	0	0	0	0	0	1	2	0	0	3	7
05:45 PM	1	1	0	0	2	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	6
Total	1	2	0	1	4	1	7	3	1	12	2	0	1	0	3	2	7	1	0	10	29
Grand Total	9	4	0	2	15	5	51	9	3	68	6	0	2	1	9	11	45	8	2	66	158
Apprch %	60	26.7	0	13.3		7.4	75	13.2	4.4		66.7	0	22.2	11.1		16.7	68.2	12.1	3		
Total %	5.7	2.5	0	1.3	9.5	3.2	32.3	5.7	1.9	43	3.8	0	1.3	0.6	5.7	7	28.5	5.1	1.3	41.8	

Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	0	0	0	2	1	3	3	0	7	0	0	0	0	0	1	3	1	0	5	14
07:30 AM	1	0	0	0	1	0	5	1	0	6	1	0	0	0	1	1	2	0	1	4	12
07:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	4	2	0	6	12
08:00 AM	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	1	4	1	1	7	14
Total Volume	4	0	0	0	4	3	17	5	0	25	1	0	0	0	1	3	13	4	2	22	52
% App. Total	100	0	0	0		12	68	20	0		100	0	0	0		13.6	59.1	18.2	9.1		
PHF	.500	.000	.000	.000	.500	.375	.850	.417	.000	.893	.250	.000	.000	.000	.250	.750	.813	.500	.500	.786	.929

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fletcher&HiddenRiver
 Site Code : 1702903
 Start Date : 5/9/2017
 Page No : 2

Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:15 AM					07:00 AM					07:45 AM				
+0 mins.	1	0	0	0	1	1	3	3	0	7	0	0	0	0	0	0	4	2	0	6
+15 mins.	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	1	4	1	1	7
+30 mins.	1	0	0	1	2	0	5	1	0	6	1	0	0	0	1	1	1	0	0	2
+45 mins.	2	0	0	0	2	2	4	0	0	6	0	0	0	0	0	1	5	2	0	8
Total Volume	4	1	0	1	6	3	17	5	0	25	1	0	0	0	1	3	14	5	1	23
% App. Total	66.7	16.7	0	16.7		12	68	20	0		100	0	0	0		13	60.9	21.7	4.3	
PHF	.500	.250	.000	.250	.750	.375	.850	.417	.000	.893	.250	.000	.000	.000	.250	.750	.700	.625	.250	.719

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	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	1	5	0	0	6	12
04:45 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	6	0	0	6	12
05:00 PM	0	1	0	0	1	1	1	1	0	3	1	0	0	0	1	1	3	1	0	5	10
Total Volume	0	1	0	0	1	2	13	1	0	16	2	0	1	1	4	2	16	2	0	20	41
% App. Total	0	100	0	0		12.5	81.2	6.2	0		50	0	25	25		10	80	10	0		
PHF	.000	.250	.000	.000	.250	.500	.813	.250	.000	.800	.500	.000	.250	.250	.500	.500	.667	.500	.000	.833	.854

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					04:30 PM					04:15 PM				
+0 mins.	0	1	0	0	1	0	2	0	1	3	1	0	1	0	2	0	2	1	0	3
+15 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	1	5	0	0	6
+30 mins.	0	0	0	1	1	0	4	0	0	4	1	0	0	0	1	0	6	0	0	6
+45 mins.	1	1	0	0	2	1	4	0	0	5	1	0	1	0	2	1	3	1	0	5
Total Volume	1	2	0	1	4	1	14	0	1	16	3	0	2	1	6	2	16	2	0	20
% App. Total	25	50	0	25		6.2	87.5	0	6.2		50	0	33.3	16.7		10	80	10	0	
PHF	.250	.500	.000	.250	.500	.250	.875	.000	.250	.800	.750	.000	.500	.250	.750	.500	.667	.500	.000	.833

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fletcher&HiddenRiver
 Site Code : 1702903
 Start Date : 5/9/2017
 Page No : 1

Groups Printed- UTurns

Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	11
Total	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	25	0	0	0	25	28
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	8
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	20	0	0	0	20	22
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8	10
04:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	11
Total	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	31	0	0	0	31	38
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10	0	0	0	10	11
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	28	0	0	0	28	31
Grand Total	3	0	0	0	3	12	0	0	0	12	0	0	0	0	0	104	0	0	0	104	119
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	2.5	0	0	0	2.5	10.1	0	0	0	10.1	0	0	0	0	0	87.4	0	0	0	87.4	

Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	11
Total Volume	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	25	0	0	0	25	28
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.694	.000	.000	.000	.694	.636

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fletcher&HiddenRiver
 Site Code : 1702903
 Start Date : 5/9/2017
 Page No : 2

Start Time	HIDDEN RIVER PARKWAY Southbound					FLETCHER AVENUE Westbound					MORRIS BRIDGE ROAD Northbound					FLETCHER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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					07:00 AM					
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
+45 mins.	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	
Total Volume	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	25	0	0	0	25	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.694	.000	.000	.000	.694	

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					04:30 PM					04:45 PM					05:00 PM					
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8	10
04:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	11
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10	0	0	0	10	11
Total Volume	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	32	0	0	0	32	40
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.800	.000	.000	.000	.800	.909

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					04:15 PM					
+0 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	
+15 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8	
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	
+45 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	10	0	0	0	10	
Total Volume	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	32	0	0	0	32	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.563	.000	.000	.000	.563	.000	.000	.000	.000	.000	.800	.000	.000	.000	.800	

Intersection Pedestrian & Bicycle Count

Date: 5/9/17

Day: Tuesday

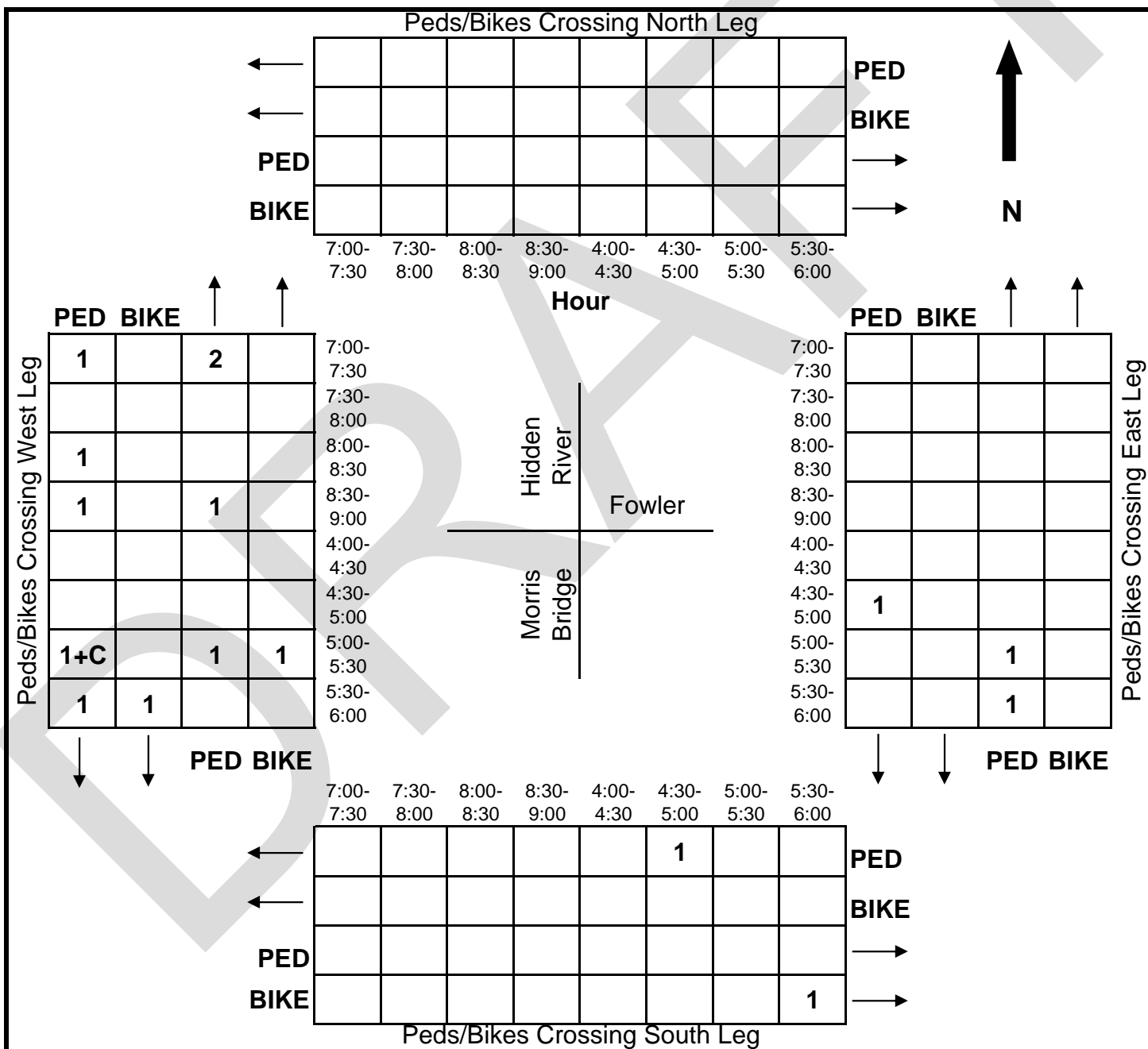
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: Fowler Avenue at Hidden River Parkway/Morris Bridge Road

Comments: _____

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



Volume Count Report

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 2, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave between & I-75 NB & Jefferson Rd		

Eastbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	18	13	18	18	35	109	364	368	177	133	150
30	19	20	16	12	21	49	174	418	270	150	126	139
45	27	5	10	15	24	89	269	427	212	160	132	148
00	13	21	22	19	25	101	325	440	174	132	153	130
Hr Total	84	64	61	64	88	274	877	1,649	1,024	619	544	567

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	155	145	190	258	325	327	240	148	107	84	49	41
30	134	164	187	255	299	356	205	145	105	78	63	41
45	172	156	251	297	326	325	193	119	78	73	42	41
00	148	154	238	311	305	281	139	106	85	55	46	33
Hr Total	609	619	866	1,121	1,255	1,289	777	518	375	290	200	156

24 Hour Total:	13,990	AM Peak Volume:	1,653	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	1,314	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	10	8	23	20	32	119	274	381	210	173	128
30	20	21	7	6	17	50	156	318	347	197	165	133
45	12	11	12	16	32	77	216	379	281	180	149	160
00	14	9	28	15	26	94	217	429	237	164	169	143
Hr Total	68	51	55	60	95	253	708	1,400	1,246	751	656	564

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	171	176	232	326	368	276	136	94	68	58	28
30	172	152	162	336	310	378	283	115	98	65	68	28
45	150	141	182	287	270	419	188	107	111	80	72	32
00	165	170	164	277	351	376	156	105	92	55	37	29
Hr Total	638	634	684	1,132	1,257	1,541	903	463	395	268	235	117

24 Hour Total:	14,174	AM Peak Volume:	1,536	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:30	PM Peak Volume:	1,541	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	28	21	41	38	67	228	638	749	387	306	278
30	39	41	23	18	38	99	330	736	617	347	291	272
45	39	16	22	31	56	166	485	806	493	340	281	308
00	27	30	50	34	51	195	542	869	411	296	322	273
Hr Total	152	115	116	124	183	527	1,585	3,049	2,270	1,370	1,200	1,131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	306	316	366	490	651	695	516	284	201	152	107	69
30	306	316	349	591	609	734	488	260	203	143	131	69
45	322	297	433	584	596	744	381	226	189	153	114	73
00	313	324	402	588	656	657	295	211	177	110	83	62
Hr Total	1,247	1,253	1,550	2,253	2,512	2,830	1,680	981	770	558	435	273

24 Hour Total:	28,164	AM Peak Volume:	3,160	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	2,830	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 3, 2017	Start Time: 00:00	Station: 0
Stop Date: May 3, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave between & I-75 NB & Jefferson Rd		

Eastbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	25	15	19	23	38	146	435	402	150	133	150
30	19	17	18	11	33	63	184	428	265	141	121	123
45	21	13	11	10	45	78	300	407	241	161	144	135
00	25	18	10	19	42	115	368	415	195	141	139	147
Hr Total	86	73	54	59	143	294	998	1,685	1,103	593	537	555

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	171	215	254	295	409	371	164	114	90	71	56
30	156	154	194	257	325	481	260	150	99	72	56	34
45	196	159	234	269	308	377	211	140	88	83	50	27
00	151	190	238	299	339	352	170	120	80	75	37	31
Hr Total	638	674	881	1,079	1,267	1,619	1,012	574	381	320	214	148

24 Hour Total:	14,987	AM Peak Volume:	1,685	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:00	PM Peak Volume:	1,619	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	13	15	11	15	35	127	277	396	226	151	170
30	21	16	22	14	15	57	193	339	329	216	176	147
45	20	12	14	16	27	76	245	386	250	181	160	164
00	11	20	13	17	46	106	259	406	254	176	152	156
Hr Total	72	61	64	58	103	274	824	1,408	1,229	799	639	637

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	177	137	249	315	378	345	158	103	100	66	29
30	169	180	164	318	314	405	325	132	99	88	57	26
45	184	182	194	249	289	384	260	104	107	86	48	44
00	160	167	189	281	309	347	183	102	106	73	62	23
Hr Total	665	706	684	1,097	1,227	1,514	1,113	496	415	347	233	122

24 Hour Total:	14,787	AM Peak Volume:	1,527	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	1,514	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	38	30	30	38	73	273	712	798	376	284	320
30	40	33	40	25	48	120	377	767	594	357	297	270
45	41	25	25	26	72	154	545	793	491	342	304	299
00	36	38	23	36	88	221	627	821	449	317	291	303
Hr Total	158	134	118	117	246	568	1,822	3,093	2,332	1,392	1,176	1,192

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	287	348	352	503	610	787	716	322	217	190	137	85
30	325	334	358	575	639	886	585	282	198	160	113	60
45	380	341	428	518	597	761	471	244	195	169	98	71
00	311	357	427	580	648	699	353	222	186	148	99	54
Hr Total	1,303	1,380	1,565	2,176	2,494	3,133	2,125	1,070	796	667	447	270

24 Hour Total:	29,774	AM Peak Volume:	3,179	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	3,133	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 4, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave between & I-75 NB & Jefferson Rd		

Eastbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	20	13	21	35	44	112	340	407	183	144	146
30	21	15	10	16	15	56	168	385	235	136	141	160
45	23	15	14	15	38	87	286	397	219	143	145	155
00	24	11	22	13	26	90	350	438	227	167	137	161
Hr Total	93	61	59	65	114	277	916	1,560	1,088	629	567	622

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	156	188	256	298	522	261	189	106	86	62	37
30	175	174	195	259	324	545	224	183	92	82	61	39
45	166	180	213	280	392	504	186	119	97	59	43	25
00	145	166	256	315	502	401	174	106	90	59	41	43
Hr Total	644	676	852	1,110	1,516	1,972	845	597	385	286	207	144

24 Hour Total:	15,285	AM Peak Volume:	1,627	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	2,073	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	17	11	18	22	37	117	286	387	221	172	155
30	20	18	8	20	30	50	162	317	338	239	183	156
45	18	18	12	21	26	89	235	362	284	169	185	154
00	18	20	30	17	28	105	236	408	220	181	165	153
Hr Total	79	73	61	76	106	281	750	1,373	1,229	810	705	618

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	169	142	198	261	285	388	384	149	117	134	81	41
30	169	191	185	310	312	419	324	146	81	120	79	29
45	150	185	179	270	305	405	277	133	89	77	60	30
00	151	196	181	275	363	423	203	115	100	111	59	23
Hr Total	639	714	743	1,116	1,265	1,635	1,188	543	387	442	279	123

24 Hour Total:	15,235	AM Peak Volume:	1,495	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	1,635	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	37	24	39	57	81	229	626	794	404	316	301
30	41	33	18	36	45	106	330	702	573	375	324	316
45	41	33	26	36	64	176	521	759	503	312	330	309
00	42	31	52	30	54	195	586	846	447	348	302	314
Hr Total	172	134	120	141	220	558	1,666	2,933	2,317	1,439	1,272	1,240

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	298	386	517	583	910	645	338	223	220	143	78
30	344	365	380	569	636	964	548	329	173	202	140	68
45	316	365	392	550	697	909	463	252	186	136	103	55
00	296	362	437	590	865	824	377	221	190	170	100	66
Hr Total	1,283	1,390	1,595	2,226	2,781	3,607	2,033	1,140	772	728	486	267

24 Hour Total:	30,520	AM Peak Volume:	3,101	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	3,648	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave between & I-75 NB & Jefferson Rd		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	21	14	19	25	39	122	380	392	170	137	149
30	20	17	15	13	23	56	175	410	257	142	129	141
45	24	11	12	13	36	85	285	410	224	155	140	146
00	21	17	18	17	31	102	348	431	199	147	143	146
Hr Total	88	66	58	63	115	282	930	1,631	1,072	614	549	581

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	157	198	256	306	419	291	167	109	87	61	45
30	155	164	192	257	316	461	230	159	99	77	60	38
45	178	165	233	282	342	402	197	126	88	72	45	31
00	148	170	244	308	382	345	161	111	85	63	41	36
Hr Total	630	656	866	1,103	1,346	1,627	878	563	380	299	207	149

24 Hour Total:	14,754				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,644	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	1,664	PM Peak Hour Factor:	0.90

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	13	11	17	19	35	121	279	388	219	165	151
30	20	18	12	13	21	52	170	325	338	217	175	145
45	17	14	13	18	28	81	232	376	272	177	165	159
00	14	16	24	16	33	102	237	414	237	174	162	151
Hr Total	73	62	60	65	101	269	761	1,394	1,235	787	667	606

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	163	170	247	309	378	335	148	105	101	68	33
30	170	174	170	321	312	401	311	131	93	91	68	28
45	161	169	185	269	288	403	242	115	102	81	60	35
00	159	178	178	278	341	382	181	107	99	80	53	25
Hr Total	647	685	704	1,115	1,250	1,563	1,068	501	399	352	249	121

24 Hour Total:	14,732				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,516	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	1,563	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	45	34	25	37	44	74	243	659	780	389	302	300
30	40	36	27	26	44	108	346	735	595	360	304	286
45	40	25	24	31	64	165	517	786	496	331	305	305
00	35	33	42	33	64	204	585	845	436	320	305	297
Hr Total	161	128	118	127	216	551	1,691	3,025	2,306	1,400	1,216	1,188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	307	321	368	503	615	797	626	315	214	187	129	77
30	325	338	362	578	628	861	540	290	191	168	128	66
45	339	334	418	551	630	805	438	241	190	153	105	66
00	307	348	422	586	723	727	342	218	184	143	94	61
Hr Total	1,278	1,341	1,570	2,218	2,596	3,190	1,946	1,064	779	651	456	270

24 Hour Total:	29,486				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,147	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	3,190	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 2, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave between Morris Bridge Rd & I-75 SB		

Eastbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	102	45	33	37	37	65	189	338	414	324	280	304
30	54	39	33	27	30	95	243	387	395	272	311	331
45	42	31	28	28	52	114	253	409	388	306	286	300
00	40	33	40	27	44	155	287	486	300	250	306	307
Hr Total	238	148	134	119	163	429	972	1,620	1,497	1,152	1,183	1,242

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	294	315	394	469	629	649	512	351	266	221	144	96
30	333	387	359	530	655	689	526	310	308	200	138	105
45	332	348	460	557	662	606	467	288	232	161	125	94
00	312	392	434	590	618	528	376	304	241	147	114	86
Hr Total	1,271	1,442	1,647	2,146	2,564	2,472	1,881	1,253	1,047	729	521	381

24 Hour Total:	26,251	AM Peak Volume:	1,704	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:30	PM Peak Volume:	2,618	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	43	17	22	33	73	290	825	779	627	431	377
30	50	39	40	19	34	136	375	840	794	580	400	370
45	56	35	29	33	60	180	650	879	687	517	395	382
00	30	23	31	36	76	231	798	837	622	523	389	376
Hr Total	200	140	117	110	203	620	2,113	3,381	2,882	2,247	1,615	1,505

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	387	368	343	372	460	454	436	308	219	187	145	108
30	349	364	383	415	469	488	441	261	249	179	133	95
45	390	354	417	431	473	515	384	259	210	189	128	87
00	399	395	369	452	434	494	369	255	229	145	102	75
Hr Total	1,525	1,481	1,512	1,670	1,836	1,951	1,630	1,083	907	700	508	365

24 Hour Total:	30,301	AM Peak Volume:	3,381	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	1,951	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	166	88	50	59	70	138	479	1,163	1,193	951	711	681
30	104	78	73	46	64	231	618	1,227	1,189	852	711	701
45	98	66	57	61	112	294	903	1,288	1,075	823	681	682
00	70	56	71	63	120	386	1,085	1,323	922	773	695	683
Hr Total	438	288	251	229	366	1,049	3,085	5,001	4,379	3,399	2,798	2,747

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	681	683	737	841	1,089	1,103	948	659	485	408	289	204
30	682	751	742	945	1,124	1,177	967	571	557	379	271	200
45	722	702	877	988	1,135	1,121	851	547	442	350	253	181
00	711	787	803	1,042	1,052	1,022	745	559	470	292	216	161
Hr Total	2,796	2,923	3,159	3,816	4,400	4,423	3,511	2,336	1,954	1,429	1,029	746

24 Hour Total:	56,552	AM Peak Volume:	5,031	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	4,467	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 3, 2017	Start Time: 00:00	Station: 0
Stop Date: May 3, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave between Morris Bridge Rd & I-75 SB		

Eastbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	84	64	34	26	30	70	193	345	413	304	289	288
30	71	37	31	24	46	82	223	410	418	305	292	359
45	55	36	21	39	51	98	257	505	361	297	291	320
00	45	36	21	26	64	146	307	482	329	292	327	326
Hr Total	255	173	107	115	191	396	980	1,742	1,521	1,198	1,199	1,293

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	361	347	423	533	589	653	576	337	243	218	162	114
30	330	361	427	511	658	636	512	326	294	185	149	80
45	388	384	450	597	628	647	465	303	236	165	134	100
00	320	423	476	579	634	624	362	311	209	168	105	92
Hr Total	1,399	1,515	1,776	2,220	2,509	2,560	1,915	1,277	982	736	550	386

24 Hour Total:	26,995	AM Peak Volume:	1,818	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:30	PM Peak Volume:	2,573	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:15				

Westbound Volume for Lane 2

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	33	20	25	36	90	287	813	803	570	478	398
30	57	25	23	27	43	129	451	894	706	563	466	407
45	42	22	32	24	54	179	608	882	670	578	438	421
00	41	16	30	35	75	245	858	867	647	518	412	442
Hr Total	210	96	105	111	208	643	2,204	3,456	2,826	2,229	1,794	1,668

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	389	364	390	404	423	476	419	337	214	215	171	109
30	404	407	420	459	442	483	421	319	266	229	152	106
45	378	389	426	447	475	499	417	274	230	173	140	107
00	390	393	440	441	483	416	372	255	232	174	119	83
Hr Total	1,561	1,553	1,676	1,751	1,823	1,874	1,629	1,185	942	791	582	405

24 Hour Total:	31,322	AM Peak Volume:	3,456	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:00	PM Peak Volume:	1,941	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	154	97	54	51	66	160	480	1,158	1,216	874	767	686
30	128	62	54	51	89	211	674	1,304	1,124	868	758	766
45	97	58	53	63	105	277	865	1,387	1,031	875	729	741
00	86	52	51	61	139	391	1,165	1,349	976	810	739	768
Hr Total	465	269	212	226	399	1,039	3,184	5,198	4,347	3,427	2,993	2,961

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	750	711	813	937	1,012	1,129	995	674	457	433	333	223
30	734	768	847	970	1,100	1,119	933	645	560	414	301	186
45	766	773	876	1,044	1,103	1,146	882	577	466	338	274	207
00	710	816	916	1,020	1,117	1,040	734	566	441	342	224	175
Hr Total	2,960	3,068	3,452	3,971	4,332	4,434	3,544	2,462	1,924	1,527	1,132	791

24 Hour Total:	58,317	AM Peak Volume:	5,256	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	4,511	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 4, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave between Morris Bridge Rd & I-75 SB		

Eastbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	75	56	25	27	37	61	177	347	400	312	266	338
30	82	39	24	24	45	73	247	419	353	300	299	324
45	58	36	29	41	38	123	257	462	412	279	317	397
00	45	38	23	31	45	153	303	512	377	314	291	361
Hr Total	260	169	101	123	165	410	984	1,740	1,542	1,205	1,173	1,420

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	321	377	427	485	633	631	474	336	258	232	154	98
30	393	405	416	682	626	670	534	322	267	173	165	114
45	335	381	439	558	600	626	528	261	258	181	166	99
00	356	396	522	597	605	595	372	278	194	174	138	104
Hr Total	1,405	1,559	1,804	2,322	2,464	2,522	1,908	1,197	977	760	623	415

24 Hour Total:	27,248	AM Peak Volume:	1,793	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:15	PM Peak Volume:	2,532	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	37	26	30	33	99	290	927	773	563	475	416
30	49	39	43	35	47	117	424	843	708	576	435	442
45	59	21	24	38	62	181	628	809	705	556	480	377
00	36	33	34	32	76	237	856	855	591	521	443	456
Hr Total	205	130	127	135	218	634	2,198	3,434	2,777	2,216	1,833	1,691

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	423	364	365	392	391	476	412	324	279	203	217	96
30	419	400	403	415	415	507	449	318	223	168	193	125
45	367	402	405	443	433	504	415	284	179	182	138	102
00	395	409	438	456	491	469	431	284	200	188	147	78
Hr Total	1,604	1,575	1,611	1,706	1,730	1,956	1,707	1,210	881	741	695	401

24 Hour Total:	31,415	AM Peak Volume:	3,435	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	6:45	PM Peak Volume:	1,978	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	136	93	51	57	70	160	467	1,274	1,173	875	741	754
30	131	78	67	59	92	190	671	1,262	1,061	876	734	766
45	117	57	53	79	100	304	885	1,271	1,117	835	797	774
00	81	71	57	63	121	390	1,159	1,367	968	835	734	817
Hr Total	465	299	228	258	383	1,044	3,182	5,174	4,319	3,421	3,006	3,111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	744	741	792	877	1,024	1,107	886	660	537	435	371	194
30	812	805	819	1,097	1,041	1,177	983	640	490	341	358	239
45	702	783	844	1,001	1,033	1,130	943	545	437	363	304	201
00	751	805	960	1,053	1,096	1,064	803	562	394	362	285	182
Hr Total	3,009	3,134	3,415	4,028	4,194	4,478	3,615	2,407	1,858	1,501	1,318	816

24 Hour Total:	58,663	AM Peak Volume:	5,174	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	4,510	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave between Morris Bridge 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	87	55	31	30	35	65	186	343	409	313	278	310
30	69	38	29	25	40	83	238	405	389	292	301	338
45	52	34	26	36	47	112	256	459	387	294	298	339
00	43	36	28	28	51	151	299	493	335	285	308	331
Hr Total	251	163	114	119	173	412	979	1,701	1,520	1,185	1,185	1,318

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	325	346	415	496	617	644	521	341	256	224	153	103
30	352	384	401	574	646	665	524	319	290	186	151	100
45	352	371	450	571	630	626	487	284	242	169	142	98
00	329	404	477	589	619	582	370	298	215	163	119	94
Hr Total	1,358	1,505	1,742	2,229	2,512	2,518	1,901	1,242	1,002	742	565	394

24 Hour Total:	26,831			
AM Peak Hour begins:	7:15	AM Peak Volume:	1,766	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	16:30	PM Peak Volume:	2,558	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	65	38	21	26	34	87	289	855	785	587	461	397
30	52	34	35	27	41	127	417	859	736	573	434	406
45	52	26	28	32	59	180	629	857	687	550	438	393
00	36	24	32	34	76	238	837	853	620	521	415	425
Hr Total	205	122	116	119	210	632	2,172	3,424	2,828	2,231	1,747	1,621

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	400	365	366	389	425	469	422	323	237	202	178	104
30	391	390	402	430	442	493	437	299	246	192	159	109
45	378	382	416	440	460	506	405	272	206	181	135	99
00	395	399	416	450	469	460	391	265	220	169	123	79
Hr Total	1,563	1,536	1,600	1,709	1,796	1,927	1,655	1,159	910	744	595	390

24 Hour Total:	31,013			
AM Peak Hour begins:	7:00	AM Peak Volume:	3,424	AM Peak Hour Factor: 1.00
PM Peak Hour begins:	16:45	PM Peak Volume:	1,937	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	152	93	52	56	69	153	475	1,198	1,194	900	740	707
30	121	73	65	52	82	211	654	1,264	1,125	865	734	744
45	104	60	54	68	106	292	884	1,315	1,074	844	736	732
00	79	60	60	62	127	389	1,136	1,346	955	806	723	756
Hr Total	456	285	230	238	383	1,044	3,150	5,124	4,348	3,416	2,932	2,940

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	725	712	781	885	1,042	1,113	943	664	493	425	331	207
30	743	775	803	1,004	1,088	1,158	961	619	536	378	310	208
45	730	753	866	1,011	1,090	1,132	892	556	448	350	277	196
00	724	803	893	1,038	1,088	1,042	761	562	435	332	242	173
Hr Total	2,922	3,042	3,342	3,938	4,309	4,445	3,557	2,402	1,912	1,486	1,160	784

24 Hour Total:	57,844			
AM Peak Hour begins:	7:00	AM Peak Volume:	5,124	AM Peak Hour Factor: 0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	4,491	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 2, 2017
 Stop Date: May 2, 2017
 City: Tampa
 Location: Fowler Ave east of Jefferson Rd

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	15	13	16	12	29	61	215	252	121	105	123
30	16	15	11	7	18	33	90	245	170	115	95	109
45	23	8	8	15	21	53	136	254	111	125	108	129
00	18	16	19	15	21	64	182	304	111	104	118	107
Hr Total	77	54	51	53	72	179	469	1,018	644	465	426	468

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	122	168	224	241	270	197	129	102	69	42	39
30	120	142	156	228	264	258	168	126	87	70	54	38
45	132	135	201	247	272	293	168	107	73	62	37	37
00	130	129	211	278	255	224	125	88	75	44	42	25
Hr Total	501	528	736	977	1,032	1,045	658	450	337	245	175	139

24 Hour Total: 10,799
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,055
 PM Peak Volume: 1,076
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.92

Westbound Volume for Lane 2

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	10	6	17	15	31	120	225	237	179	137	100
30	13	15	4	7	16	50	141	273	221	153	139	125
45	12	7	7	12	32	72	213	268	221	148	127	130
00	11	6	24	12	22	82	196	289	187	146	138	104
Hr Total	51	38	41	48	85	235	670	1,055	866	626	541	459

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	147	142	119	179	209	171	85	70	51	54	27
30	147	116	129	151	170	241	143	91	83	45	54	21
45	114	115	135	173	145	262	130	80	76	62	58	30
00	133	147	140	167	185	203	107	76	74	42	34	22
Hr Total	513	525	546	610	679	915	551	332	303	200	200	100

24 Hour Total: 10,189
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,067
 PM Peak Volume: 915
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	25	19	33	27	60	181	440	489	300	242	223
30	29	30	15	14	34	83	231	518	391	268	234	234
45	35	15	15	27	53	125	349	522	332	273	235	259
00	29	22	43	27	43	146	378	593	298	250	256	211
Hr Total	128	92	92	101	157	414	1,139	2,073	1,510	1,091	967	927

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	269	310	343	420	479	368	214	172	120	96	66
30	267	258	285	379	434	499	311	217	170	115	108	59
45	246	250	336	420	417	555	298	187	149	124	95	67
00	263	276	351	445	440	427	232	164	149	86	76	47
Hr Total	1,014	1,053	1,282	1,587	1,711	1,960	1,209	782	640	445	375	239

24 Hour Total: 20,988
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 2,122
 PM Peak Volume: 1,973
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: May 3, 2017
 Stop Date: May 3, 2017
 City: Tampa
 Location: Fowler Ave east of Jefferson Rd

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	25	14	14	18	32	71	249	280	98	105	132
30	18	12	15	11	26	42	93	250	158	106	95	98
45	20	9	12	4	22	48	142	253	136	131	116	112
00	21	13	8	20	28	69	229	288	127	106	107	117
Hr Total	79	59	49	49	94	191	535	1,040	701	441	423	459

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	140	180	221	239	338	269	153	107	79	58	50
30	131	126	153	226	253	347	204	126	85	63	52	36
45	164	138	197	235	258	315	177	120	72	75	43	23
00	118	157	210	249	271	274	135	106	80	68	30	29
Hr Total	526	561	740	931	1,021	1,274	785	505	344	285	183	138

24 Hour Total: 11,413
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,071 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,274 PM Peak Hour Factor: 0.92

Westbound Volume for Lane 2

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	12	13	4	11	34	106	229	246	187	128	132
30	18	11	15	14	12	48	162	285	226	179	153	133
45	13	17	14	15	24	73	220	276	189	145	135	126
00	8	12	12	13	18	97	226	273	201	149	125	128
Hr Total	55	52	54	46	65	252	714	1,063	862	660	541	519

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	155	106	129	173	220	192	115	84	80	58	22
30	143	148	140	135	166	253	191	88	81	71	54	20
45	157	153	156	143	147	232	157	86	75	73	39	38
00	137	133	147	166	178	214	114	73	75	52	43	19
Hr Total	551	589	549	573	664	919	654	362	315	276	194	99

24 Hour Total: 10,628
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,080 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 919 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	37	27	18	29	66	177	478	526	285	233	264
30	36	23	30	25	38	90	255	535	384	285	248	231
45	33	26	26	19	46	121	362	529	325	276	251	238
00	29	25	20	33	46	166	455	561	328	255	232	245
Hr Total	134	111	103	95	159	443	1,249	2,103	1,563	1,101	964	978

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	227	295	286	350	412	558	461	268	191	159	116	72
30	274	274	293	361	419	600	395	214	166	134	106	56
45	321	291	353	378	405	547	334	206	147	148	82	61
00	255	290	357	415	449	488	249	179	155	120	73	48
Hr Total	1,077	1,150	1,289	1,504	1,685	2,193	1,439	867	659	561	377	237

24 Hour Total: 22,041
 AM Peak Hour begins: 7:15 AM Peak Volume: 2,151 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:00 PM Peak Volume: 2,193 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: May 4, 2017
 Stop Date: May 4, 2017
 City: Tampa
 Location: Fowler Ave east of Jefferson Rd

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	17	14	18	25	38	65	194	243	126	122	125
30	18	7	6	12	15	45	88	235	166	101	108	132
45	22	13	14	11	27	64	146	214	128	111	122	119
00	20	10	20	10	19	57	207	318	156	127	113	125
Hr Total	83	47	54	51	86	204	506	961	693	465	465	501

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	134	155	220	213	349	212	146	98	76	55	27
30	147	147	157	236	278	413	171	137	80	72	55	40
45	145	146	172	227	271	345	152	88	77	51	38	20
00	115	146	240	289	347	267	158	81	82	49	33	32
Hr Total	541	573	724	972	1,109	1,374	693	452	337	248	181	119

24 Hour Total: 11,439
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,010 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,454 PM Peak Hour Factor: 0.88

Westbound Volume for Lane 2

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	15	9	16	13	35	109	256	236	181	142	127
30	18	10	6	18	26	48	151	267	233	195	162	126
45	9	14	10	18	26	93	206	279	213	130	149	116
00	15	15	22	13	24	93	202	279	192	154	130	126
Hr Total	60	54	47	65	89	269	668	1,081	874	660	583	495

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	121	161	133	151	235	216	99	81	79	64	36
30	134	151	144	135	166	265	194	95	67	74	60	22
45	121	154	129	151	178	266	147	88	67	52	47	24
00	117	161	127	153	201	274	123	74	59	84	50	19
Hr Total	498	587	561	572	696	1,040	680	356	274	289	221	101

24 Hour Total: 10,820
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,081 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,040 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	32	23	34	38	73	174	450	479	307	264	252
30	36	17	12	30	41	93	239	502	399	296	270	258
45	31	27	24	29	53	157	352	493	341	241	271	235
00	35	25	42	23	43	150	409	597	348	281	243	251
Hr Total	143	101	101	116	175	473	1,174	2,042	1,567	1,125	1,048	996

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	260	255	316	353	364	584	428	245	179	155	119	63
30	281	298	301	371	444	678	365	232	147	146	115	62
45	266	300	301	378	449	611	299	176	144	103	85	44
00	232	307	367	442	548	541	281	155	141	133	83	51
Hr Total	1,039	1,160	1,285	1,544	1,805	2,414	1,373	808	611	537	402	220

24 Hour Total: 22,259
 AM Peak Hour begins: 7:15 AM Peak Volume: 2,071 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 16:45 PM Peak Volume: 2,421 PM Peak Hour Factor: 0.89

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave east of Jefferson 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	19	14	16	18	33	66	219	258	115	111	127
30	17	11	11	10	20	40	90	243	165	107	99	113
45	22	10	11	10	23	55	141	240	125	122	115	120
00	20	13	16	15	23	63	206	303	131	112	113	116
Hr Total	80	53	51	51	84	191	503	1,006	679	457	438	476

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	132	168	222	231	319	226	143	102	75	52	39
30	133	138	155	230	265	339	181	130	84	68	54	38
45	147	140	190	236	267	318	166	105	74	63	39	27
00	121	144	220	272	291	255	139	92	79	54	35	29
Hr Total	523	554	733	960	1,054	1,231	712	469	339	259	180	132

24 Hour Total:	11,217				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,045	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:45	PM Peak Volume:	1,267	PM Peak Hour Factor:	0.93

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	12	9	12	13	33	112	237	240	182	136	120
30	16	12	8	13	18	49	151	275	227	176	151	128
45	11	13	10	15	27	79	213	274	208	141	137	124
00	11	11	19	13	21	91	208	280	193	150	131	119
Hr Total	55	48	47	53	80	252	684	1,066	867	649	555	491

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	141	136	127	168	221	193	100	78	70	59	28
30	141	138	138	140	167	253	176	91	77	63	56	21
45	131	141	140	156	157	253	145	85	73	62	48	31
00	129	147	138	162	188	230	115	74	69	59	42	20
Hr Total	521	567	552	585	680	958	628	350	297	255	205	100

24 Hour Total:	10,546				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,069	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	958	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	37	31	23	28	31	66	177	456	498	297	246	246
30	34	23	19	23	38	89	242	518	391	283	251	241
45	33	23	22	25	51	134	354	515	333	263	252	244
00	31	24	35	28	44	154	414	584	325	262	244	236
Hr Total	135	101	99	104	164	443	1,187	2,073	1,547	1,106	993	967

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	242	273	304	349	399	540	419	242	181	145	110	67
30	274	277	293	370	432	592	357	221	161	132	110	59
45	278	280	330	392	424	571	310	190	147	125	87	57
00	250	291	358	434	479	485	254	166	148	113	77	49
Hr Total	1,043	1,121	1,285	1,545	1,734	2,189	1,340	819	637	514	385	232

24 Hour Total:	21,763				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,115	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	2,189	PM Peak Hour Factor:	0.92

Volume Count Report

Start Date: May 2, 2017
 Stop Date: May 2, 2017
 City: Tampa
 Location: Fowler Ave EB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	13	13	5	8	8	27	69	89	65	64	54
30	6	8	9	7	4	14	49	86	89	59	69	64
45	5	12	7	8	10	22	61	86	93	57	72	52
00	8	3	8	6	8	30	52	105	80	72	64	47
Hr Total	38	36	37	26	30	74	189	346	351	253	269	217

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	73	84	112	159	163	152	88	62	53	35	23
30	58	78	76	157	134	183	161	64	73	51	24	24
45	84	65	82	151	162	184	104	71	57	43	21	19
00	67	87	89	153	148	136	104	78	55	38	27	19
Hr Total	266	303	331	573	603	666	521	301	247	185	107	85

24 Hour Total: 6,054
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 376
 PM Peak Volume: 678
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.92

N/A

Tuesday, May 02, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	13	13	5	8	8	27	69	89	65	64	54
30	6	8	9	7	4	14	49	86	89	59	69	64
45	5	12	7	8	10	22	61	86	93	57	72	52
00	8	3	8	6	8	30	52	105	80	72	64	47
Hr Total	38	36	37	26	30	74	189	346	351	253	269	217

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	73	84	112	159	163	152	88	62	53	35	23
30	58	78	76	157	134	183	161	64	73	51	24	24
45	84	65	82	151	162	184	104	71	57	43	21	19
00	67	87	89	153	148	136	104	78	55	38	27	19
Hr Total	266	303	331	573	603	666	521	301	247	185	107	85

24 Hour Total: 6,054
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 376
 PM Peak Volume: 678
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: May 3, 2017	Start Time: 00:00	Station: 0
Stop Date: May 3, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave EB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	15	6	8	16	29	66	92	70	65	54
30	14	8	12	3	8	12	39	70	91	72	73	67
45	14	5	7	8	13	15	53	106	91	72	52	64
00	12	9	2	0	11	19	59	112	73	67	63	54
Hr Total	53	28	36	17	40	62	180	354	347	281	253	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	91	86	108	167	169	149	88	62	46	29	18
30	75	74	69	170	156	175	123	76	60	45	35	25
45	71	86	94	154	152	169	144	64	57	42	34	17
00	69	88	89	163	149	150	101	75	43	42	22	14
Hr Total	300	339	338	595	624	663	517	303	222	175	120	74

24 Hour Total:	6,160	AM Peak Volume:	401	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:30	PM Peak Volume:	663	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

N/A

Wednesday, May 03, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	15	6	8	16	29	66	92	70	65	54
30	14	8	12	3	8	12	39	70	91	72	73	67
45	14	5	7	8	13	15	53	106	91	72	52	64
00	12	9	2	0	11	19	59	112	73	67	63	54
Hr Total	53	28	36	17	40	62	180	354	347	281	253	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	91	86	108	167	169	149	88	62	46	29	18
30	75	74	69	170	156	175	123	76	60	45	35	25
45	71	86	94	154	152	169	144	64	57	42	34	17
00	69	88	89	163	149	150	101	75	43	42	22	14
Hr Total	300	339	338	595	624	663	517	303	222	175	120	74

24 Hour Total:	6,160	AM Peak Volume:	401	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:30	PM Peak Volume:	663	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 4, 2017
 Stop Date: May 4, 2017
 City: Tampa
 Location: Fowler Ave EB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	6	2	6	4	12	27	67	99	65	74	74
30	16	6	3	7	7	13	29	84	78	69	67	57
45	14	13	3	8	9	22	54	86	97	67	71	71
00	15	12	0	2	4	22	68	124	77	61	65	75
Hr Total	61	37	8	23	24	69	178	361	351	262	277	277

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	72	84	113	154	160	117	68	57	48	45	20
30	84	81	98	202	134	180	125	66	66	49	39	25
45	80	81	84	137	139	140	108	57	64	56	55	21
00	66	86	102	139	167	164	84	61	53	51	23	16
Hr Total	310	320	368	591	594	644	434	252	240	204	162	82

24 Hour Total: 6,129
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 398
 PM Peak Volume: 647
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.90

N/A

Thursday, May 04, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	6	2	6	4	12	27	67	99	65	74	74
30	16	6	3	7	7	13	29	84	78	69	67	57
45	14	13	3	8	9	22	54	86	97	67	71	71
00	15	12	0	2	4	22	68	124	77	61	65	75
Hr Total	61	37	8	23	24	69	178	361	351	262	277	277

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	72	84	113	154	160	117	68	57	48	45	20
30	84	81	98	202	134	180	125	66	66	49	39	25
45	80	81	84	137	139	140	108	57	64	56	55	21
00	66	86	102	139	167	164	84	61	53	51	23	16
Hr Total	310	320	368	591	594	644	434	252	240	204	162	82

24 Hour Total: 6,129
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 398
 PM Peak Volume: 647
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.90

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave EB to I-75 NB On Ramp		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	10	6	7	12	28	67	93	67	68	61
30	12	7	8	6	6	13	39	80	86	67	70	63
45	11	10	6	8	11	20	56	93	94	65	65	62
00	12	8	3	3	8	24	60	114	77	67	64	59
Hr Total	51	34	27	22	31	68	182	354	350	265	266	244

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	79	85	111	160	164	139	81	60	49	36	20
30	72	78	81	176	141	179	136	69	66	48	33	25
45	78	77	87	147	151	164	119	64	59	47	37	19
00	67	87	93	152	155	150	96	71	50	44	24	16
Hr Total	292	321	346	586	607	658	491	285	236	188	130	80

24 Hour Total:	6,114			
AM Peak Hour begins:	7:45	AM Peak Volume:	387	AM Peak Hour Factor: 0.85
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	16	8	10	6	7	12	28	67	93	67	68	61
30	12	7	8	6	6	13	39	80	86	67	70	63
45	11	10	6	8	11	20	56	93	94	65	65	62
00	12	8	3	3	8	24	60	114	77	67	64	59
Hr Total	51	34	27	22	31	68	182	354	350	265	266	244

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	79	85	111	160	164	139	81	60	49	36	20
30	72	78	81	176	141	179	136	69	66	48	33	25
45	78	77	87	147	151	164	119	64	59	47	37	19
00	67	87	93	152	155	150	96	71	50	44	24	16
Hr Total	292	321	346	586	607	658	491	285	236	188	130	80

24 Hour Total:	6,114			
AM Peak Hour begins:	7:45	AM Peak Volume:	387	AM Peak Hour Factor: 0.85
PM Peak Hour begins:	16:45	PM Peak Volume:	662	PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: May 2, 2017
 Stop Date: May 2, 2017
 City: Tampa
 Location: Fowler Ave EB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	25	19	25	26	42	135	200	255	189	164	196
30	42	26	17	14	21	72	150	190	249	169	165	205
45	31	16	18	18	37	79	148	256	248	171	176	193
00	25	20	23	15	30	91	176	270	169	152	183	185
Hr Total	164	87	77	72	114	284	609	916	921	681	688	779

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	186	242	252	329	352	271	216	158	134	85	54
30	202	215	207	282	398	349	284	179	198	107	84	59
45	193	232	281	281	392	298	288	163	136	92	89	55
00	170	221	245	345	359	268	223	169	149	88	69	55
Hr Total	746	854	975	1,160	1,478	1,267	1,066	727	641	421	327	223

24 Hour Total: 15,277
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,030 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,501 PM Peak Hour Factor: 0.94

N/A

Tuesday, May 02, 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, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	25	19	25	26	42	135	200	255	189	164	196
30	42	26	17	14	21	72	150	190	249	169	165	205
45	31	16	18	18	37	79	148	256	248	171	176	193
00	25	20	23	15	30	91	176	270	169	152	183	185
Hr Total	164	87	77	72	114	284	609	916	921	681	688	779

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	186	242	252	329	352	271	216	158	134	85	54
30	202	215	207	282	398	349	284	179	198	107	84	59
45	193	232	281	281	392	298	288	163	136	92	89	55
00	170	221	245	345	359	268	223	169	149	88	69	55
Hr Total	746	854	975	1,160	1,478	1,267	1,066	727	641	421	327	223

24 Hour Total: 15,277
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,030 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,501 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 3, 2017
 Stop Date: May 3, 2017
 City: Tampa
 Location: Fowler Ave EB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	44	14	12	16	44	135	195	247	190	171	181
30	51	27	10	16	19	51	154	231	255	183	161	218
45	28	27	10	23	31	64	144	302	220	181	204	212
00	24	20	14	18	44	101	185	279	205	179	192	185
Hr Total	165	118	48	69	110	260	618	1,007	927	733	728	796

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	245	206	264	321	333	353	303	192	128	136	101	74
30	197	215	278	263	367	295	279	178	178	101	93	42
45	242	239	271	350	380	320	237	186	126	92	80	69
00	170	243	263	295	342	305	207	186	147	97	68	65
Hr Total	854	903	1,076	1,229	1,422	1,273	1,026	742	579	426	342	250

24 Hour Total: 15,701
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:15
 AM Peak Volume: 1,083
 PM Peak Volume: 1,442
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.95

N/A

Wednesday, May 03, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	44	14	12	16	44	135	195	247	190	171	181
30	51	27	10	16	19	51	154	231	255	183	161	218
45	28	27	10	23	31	64	144	302	220	181	204	212
00	24	20	14	18	44	101	185	279	205	179	192	185
Hr Total	165	118	48	69	110	260	618	1,007	927	733	728	796

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	245	206	264	321	333	353	303	192	128	136	101	74
30	197	215	278	263	367	295	279	178	178	101	93	42
45	242	239	271	350	380	320	237	186	126	92	80	69
00	170	243	263	295	342	305	207	186	147	97	68	65
Hr Total	854	903	1,076	1,229	1,422	1,273	1,026	742	579	426	342	250

24 Hour Total: 15,701
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:15
 AM Peak Volume: 1,083
 PM Peak Volume: 1,442
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 4, 2017
 Stop Date: May 4, 2017
 City: Tampa
 Location: Fowler Ave EB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	39	18	15	23	38	126	216	221	189	152	215
30	62	26	13	15	27	37	170	238	226	178	150	189
45	37	18	24	27	29	77	156	277	246	172	210	274
00	24	23	14	21	34	112	179	299	256	192	183	209
Hr Total	171	106	69	78	113	264	631	1,030	949	731	695	887

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	216	245	262	284	374	286	240	172	167	127	81	60
30	235	244	232	373	370	318	318	192	158	82	102	73
45	210	239	281	313	330	316	346	160	145	115	97	67
00	207	243	308	378	301	271	222	169	108	95	96	63
Hr Total	868	971	1,083	1,348	1,375	1,191	1,126	693	578	419	376	263

24 Hour Total: 16,015
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 15:45
 AM Peak Volume: 1,035
 PM Peak Volume: 1,452
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.96

N/A

Thursday, May 04, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	39	18	15	23	38	126	216	221	189	152	215
30	62	26	13	15	27	37	170	238	226	178	150	189
45	37	18	24	27	29	77	156	277	246	172	210	274
00	24	23	14	21	34	112	179	299	256	192	183	209
Hr Total	171	106	69	78	113	264	631	1,030	949	731	695	887

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	216	245	262	284	374	286	240	172	167	127	81	60
30	235	244	232	373	370	318	318	192	158	82	102	73
45	210	239	281	313	330	316	346	160	145	115	97	67
00	207	243	308	378	301	271	222	169	108	95	96	63
Hr Total	868	971	1,083	1,348	1,375	1,191	1,126	693	578	419	376	263

24 Hour Total: 16,015
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 15:45
 AM Peak Volume: 1,035
 PM Peak Volume: 1,452
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.96

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave EB to I-75 SB On Ramp		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	36	17	17	22	41	132	204	241	189	162	197
30	52	26	13	15	22	53	158	220	243	177	159	204
45	32	20	17	23	32	73	149	278	238	175	197	226
00	24	21	17	18	36	101	180	283	210	174	186	193
Hr Total	167	104	65	73	112	269	619	984	932	715	704	821

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	212	256	286	345	330	271	193	151	132	89	63
30	211	225	239	306	378	321	294	183	178	97	93	58
45	215	237	278	315	367	311	290	170	136	100	89	64
00	182	236	272	339	334	281	217	175	135	93	78	61
Hr Total	823	909	1,045	1,246	1,425	1,244	1,073	721	599	422	348	245

24 Hour Total:	15,664			
AM Peak Hour begins:	7:30	AM Peak Volume:	1,045	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	15:45	PM Peak Volume:	1,430	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	59	36	17	17	22	41	132	204	241	189	162	197
30	52	26	13	15	22	53	158	220	243	177	159	204
45	32	20	17	23	32	73	149	278	238	175	197	226
00	24	21	17	18	36	101	180	283	210	174	186	193
Hr Total	167	104	65	73	112	269	619	984	932	715	704	821

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	212	256	286	345	330	271	193	151	132	89	63
30	211	225	239	306	378	321	294	183	178	97	93	58
45	215	237	278	315	367	311	290	170	136	100	89	64
00	182	236	272	339	334	281	217	175	135	93	78	61
Hr Total	823	909	1,045	1,246	1,425	1,244	1,073	721	599	422	348	245

24 Hour Total:	15,664			
AM Peak Hour begins:	7:30	AM Peak Volume:	1,045	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	15:45	PM Peak Volume:	1,430	PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 2, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave WB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	2	13	11	7	38	116	164	58	64	40
30	10	8	2	2	6	10	47	111	147	68	63	37
45	5	5	3	3	10	15	63	155	124	59	58	56
00	7	4	15	10	7	25	58	174	87	49	58	37
Hr Total	30	21	22	28	34	57	206	556	522	234	243	170

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	65	66	128	174	250	175	71	44	27	26	8
30	61	62	67	191	202	265	162	56	50	32	44	13
45	47	53	74	155	177	259	95	45	51	34	41	15
00	62	58	54	146	233	231	76	49	39	29	15	13
Hr Total	222	238	261	620	786	1,005	508	221	184	122	126	49

24 Hour Total:	6,465	AM Peak Volume:	640	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	1,007	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

N/A

Tuesday, May 02, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	2	13	11	7	38	116	164	58	64	40
30	10	8	2	2	6	10	47	111	147	68	63	37
45	5	5	3	3	10	15	63	155	124	59	58	56
00	7	4	15	10	7	25	58	174	87	49	58	37
Hr Total	30	21	22	28	34	57	206	556	522	234	243	170

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	65	66	128	174	250	175	71	44	27	26	8
30	61	62	67	191	202	265	162	56	50	32	44	13
45	47	53	74	155	177	259	95	45	51	34	41	15
00	62	58	54	146	233	231	76	49	39	29	15	13
Hr Total	222	238	261	620	786	1,005	508	221	184	122	126	49

24 Hour Total:	6,465	AM Peak Volume:	640	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	1,007	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 3, 2017	Start Time: 00:00	Station: 0
Stop Date: May 3, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave WB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	7	4	7	14	43	102	160	97	49	61
30	6	4	12	7	5	17	60	125	141	70	57	47
45	10	8	3	5	5	25	84	146	115	81	42	73
00	4	11	3	2	21	30	82	183	106	52	52	42
Hr Total	28	27	25	18	38	86	269	556	522	300	200	223

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	66	51	136	187	247	225	72	57	46	29	20
30	41	61	54	173	184	281	191	61	32	40	28	15
45	52	78	78	154	180	251	161	43	41	41	26	21
00	60	77	81	160	186	230	86	41	42	32	29	6
Hr Total	204	282	264	623	737	1,009	663	217	172	159	112	62

24 Hour Total:	6,796	AM Peak Volume:	630	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	1,009	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:00				

N/A

Wednesday, May 03, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	7	4	7	14	43	102	160	97	49	61
30	6	4	12	7	5	17	60	125	141	70	57	47
45	10	8	3	5	5	25	84	146	115	81	42	73
00	4	11	3	2	21	30	82	183	106	52	52	42
Hr Total	28	27	25	18	38	86	269	556	522	300	200	223

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	66	51	136	187	247	225	72	57	46	29	20
30	41	61	54	173	184	281	191	61	32	40	28	15
45	52	78	78	154	180	251	161	43	41	41	26	21
00	60	77	81	160	186	230	86	41	42	32	29	6
Hr Total	204	282	264	623	737	1,009	663	217	172	159	112	62

24 Hour Total:	6,796	AM Peak Volume:	630	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	1,009	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 4, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave WB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	7	5	8	9	9	35	113	168	86	72	62
30	7	13	4	8	8	13	54	116	156	97	73	54
45	11	9	5	3	6	30	80	147	117	71	66	56
00	10	13	12	9	5	36	79	169	95	59	59	47
Hr Total	37	42	26	28	28	88	248	545	536	313	270	219

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	52	75	141	174	252	249	73	50	69	44	24
30	60	68	70	193	184	281	191	67	36	67	44	14
45	57	54	80	151	194	255	170	55	31	36	35	12
00	56	83	90	148	239	282	117	44	46	40	34	8
Hr Total	237	257	315	633	791	1,070	727	239	163	212	157	58

24 Hour Total:	7,239	AM Peak Volume:	640	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	1,070	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

N/A

Thursday, May 04, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	7	5	8	9	9	35	113	168	86	72	62
30	7	13	4	8	8	13	54	116	156	97	73	54
45	11	9	5	3	6	30	80	147	117	71	66	56
00	10	13	12	9	5	36	79	169	95	59	59	47
Hr Total	37	42	26	28	28	88	248	545	536	313	270	219

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	52	75	141	174	252	249	73	50	69	44	24
30	60	68	70	193	184	281	191	67	36	67	44	14
45	57	54	80	151	194	255	170	55	31	36	35	12
00	56	83	90	148	239	282	117	44	46	40	34	8
Hr Total	237	257	315	633	791	1,070	727	239	163	212	157	58

24 Hour Total:	7,239	AM Peak Volume:	640	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	1,070	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave WB to I-75 NB On Ramp		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	5	8	9	10	39	110	164	80	62	54
30	8	8	6	6	6	13	54	117	148	78	64	46
45	9	7	4	4	7	23	76	149	119	70	55	62
00	7	9	10	7	11	30	73	175	96	53	56	42
Hr Total	32	30	24	25	33	77	241	552	527	282	238	204

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	61	64	135	178	250	216	72	50	47	33	17
30	54	64	64	186	190	276	181	61	39	46	39	14
45	52	62	77	153	184	255	142	48	41	37	34	16
00	59	73	75	151	219	248	93	45	42	34	26	9
Hr Total	221	259	280	625	771	1,028	633	226	173	164	132	56

24 Hour Total:	6,833	AM Peak Volume:	637	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	1,028	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	5	8	9	10	39	110	164	80	62	54
30	8	8	6	6	6	13	54	117	148	78	64	46
45	9	7	4	4	7	23	76	149	119	70	55	62
00	7	9	10	7	11	30	73	175	96	53	56	42
Hr Total	32	30	24	25	33	77	241	552	527	282	238	204

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	61	64	135	178	250	216	72	50	47	33	17
30	54	64	64	186	190	276	181	61	39	46	39	14
45	52	62	77	153	184	255	142	48	41	37	34	16
00	59	73	75	151	219	248	93	45	42	34	26	9
Hr Total	221	259	280	625	771	1,028	633	226	173	164	132	56

24 Hour Total:	6,833	AM Peak Volume:	637	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	1,028	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 2, 2017
 Stop Date: May 2, 2017
 City: Tampa
 Location: Fowler Ave WB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	5	6	12	32	21	36	40	24	23
30	4	5	6	3	5	10	41	33	32	29	36	14
45	1	3	1	3	10	29	42	33	20	34	26	27
00	2	5	9	3	5	34	28	45	29	29	27	27
Hr Total	10	16	17	14	26	85	143	132	117	132	113	91

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	21	29	32	34	24	21	13	13	12	11	2
30	27	18	22	39	23	15	15	11	9	8	7	2
45	24	27	15	32	13	16	19	11	12	9	5	5
00	23	25	26	35	24	13	14	12	12	6	10	1
Hr Total	95	91	92	138	94	68	69	47	46	35	33	10

24 Hour Total: 1,714
 AM Peak Hour begins: 5:45
 PM Peak Hour begins: 15:15
 AM Peak Volume: 149
 PM Peak Volume: 140
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.90

N/A

Tuesday, May 02, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	5	6	12	32	21	36	40	24	23
30	4	5	6	3	5	10	41	33	32	29	36	14
45	1	3	1	3	10	29	42	33	20	34	26	27
00	2	5	9	3	5	34	28	45	29	29	27	27
Hr Total	10	16	17	14	26	85	143	132	117	132	113	91

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	21	29	32	34	24	21	13	13	12	11	2
30	27	18	22	39	23	15	15	11	9	8	7	2
45	24	27	15	32	13	16	19	11	12	9	5	5
00	23	25	26	35	24	13	14	12	12	6	10	1
Hr Total	95	91	92	138	94	68	69	47	46	35	33	10

24 Hour Total: 1,714
 AM Peak Hour begins: 5:45
 PM Peak Hour begins: 15:15
 AM Peak Volume: 149
 PM Peak Volume: 140
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: May 3, 2017
 Stop Date: May 3, 2017
 City: Tampa
 Location: Fowler Ave WB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	4	1	4	8	28	39	43	24	23	35
30	6	7	4	4	5	21	41	45	32	28	33	21
45	2	1	6	3	7	17	46	47	24	19	38	20
00	2	7	5	11	9	37	46	34	29	35	33	32
Hr Total	14	16	19	19	25	83	161	165	128	106	127	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	33	14	27	23	36	13	16	13	10	11	1
30	27	27	28	25	25	19	19	16	15	10	6	3
45	30	33	22	20	31	14	13	11	21	20	5	5
00	17	17	31	27	18	15	14	14	17	11	11	8
Hr Total	101	110	95	99	97	84	59	57	66	51	33	17

24 Hour Total: 1,840
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 12:45
 AM Peak Volume: 177
 PM Peak Volume: 110
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.83

N/A

Wednesday, May 03, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	4	1	4	8	28	39	43	24	23	35
30	6	7	4	4	5	21	41	45	32	28	33	21
45	2	1	6	3	7	17	46	47	24	19	38	20
00	2	7	5	11	9	37	46	34	29	35	33	32
Hr Total	14	16	19	19	25	83	161	165	128	106	127	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	33	14	27	23	36	13	16	13	10	11	1
30	27	27	28	25	25	19	19	16	15	10	6	3
45	30	33	22	20	31	14	13	11	21	20	5	5
00	17	17	31	27	18	15	14	14	17	11	11	8
Hr Total	101	110	95	99	97	84	59	57	66	51	33	17

24 Hour Total: 1,840
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 12:45
 AM Peak Volume: 177
 PM Peak Volume: 110
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: May 4, 2017
 Stop Date: May 4, 2017
 City: Tampa
 Location: Fowler Ave WB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	5	0	5	8	13	35	23	41	25	25	26
30	6	3	2	3	9	17	36	34	27	25	33	16
45	2	5	1	10	6	31	40	33	26	26	21	16
00	0	2	9	3	11	32	27	44	22	22	29	21
Hr Total	10	15	12	21	34	93	138	134	116	98	108	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	26	23	30	19	21	15	12	14	8	9	9
30	21	19	27	42	26	14	20	18	11	15	4	5
45	25	23	26	21	24	16	16	12	14	5	7	4
00	18	36	15	26	11	10	10	8	9	20	7	5
Hr Total	93	104	91	119	80	61	61	50	48	48	27	23

24 Hour Total: 1,663
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 15:00
 AM Peak Volume: 152
 PM Peak Volume: 119
 AM Peak Hour Factor: 0.86
 PM Peak Hour Factor: 0.71

N/A

Thursday, May 04, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	5	0	5	8	13	35	23	41	25	25	26
30	6	3	2	3	9	17	36	34	27	25	33	16
45	2	5	1	10	6	31	40	33	26	26	21	16
00	0	2	9	3	11	32	27	44	22	22	29	21
Hr Total	10	15	12	21	34	93	138	134	116	98	108	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	26	23	30	19	21	15	12	14	8	9	9
30	21	19	27	42	26	14	20	18	11	15	4	5
45	25	23	26	21	24	16	16	12	14	5	7	4
00	18	36	15	26	11	10	10	8	9	20	7	5
Hr Total	93	104	91	119	80	61	61	50	48	48	27	23

24 Hour Total: 1,663
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 15:00
 AM Peak Volume: 152
 PM Peak Volume: 119
 AM Peak Hour Factor: 0.86
 PM Peak Hour Factor: 0.71

Volume Count Report 3-Day Average

Start Date:	May 2, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 4, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	Fowler Ave WB to I-75 SB On Ramp				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	2	4	6	11	32	28	40	30	24	28
30	5	5	4	3	6	16	39	37	30	27	34	17
45	2	3	3	5	8	26	43	38	23	26	28	21
00	1	5	8	6	8	34	34	41	27	29	30	27
Hr Total	11	16	16	18	28	87	147	144	120	112	116	93

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	27	22	30	25	27	16	14	13	10	10	4
30	25	21	26	35	25	16	18	15	12	11	6	3
45	26	28	21	24	23	15	16	11	16	11	6	5
00	19	26	24	29	18	13	13	11	13	12	9	5
Hr Total	96	102	93	119	90	71	63	51	53	45	31	17

24 Hour Total:	1,739	AM Peak Volume:	156	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	119	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	15:00				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	2	4	6	11	32	28	40	30	24	28
30	5	5	4	3	6	16	39	37	30	27	34	17
45	2	3	3	5	8	26	43	38	23	26	28	21
00	1	5	8	6	8	34	34	41	27	29	30	27
Hr Total	11	16	16	18	28	87	147	144	120	112	116	93

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	27	22	30	25	27	16	14	13	10	10	4
30	25	21	26	35	25	16	18	15	12	11	6	3
45	26	28	21	24	23	15	16	11	16	11	6	5
00	19	26	24	29	18	13	13	11	13	12	9	5
Hr Total	96	102	93	119	90	71	63	51	53	45	31	17

24 Hour Total:	1,739	AM Peak Volume:	156	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	119	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	15:00				

Volume Count Report

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 2, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave west of Morris Bridge Rd		

Eastbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	107	49	35	41	40	61	171	362	469	335	269	311
30	67	51	40	26	31	83	222	368	391	267	311	340
45	48	41	29	32	42	117	267	460	395	305	306	326
00	46	39	41	27	41	155	317	478	309	272	314	344
Hr Total	268	180	145	126	154	416	977	1,668	1,564	1,179	1,200	1,321

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	350	366	422	534	695	858	576	376	335	245	187	126
30	364	406	441	541	682	915	561	354	308	234	168	120
45	351	371	460	647	767	673	472	325	301	194	143	109
00	353	460	491	580	712	575	412	323	271	166	126	93
Hr Total	1,418	1,603	1,814	2,302	2,856	3,021	2,021	1,378	1,215	839	624	448

24 Hour Total:	28,737	AM Peak Volume:	1,798	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:30	PM Peak Volume:	3,252	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	44	19	20	33	73	266	846	671	595	452	388
30	55	41	39	20	40	141	374	774	690	649	423	499
45	62	39	32	33	56	165	588	770	639	508	394	443
00	32	19	34	34	77	226	669	755	615	496	433	470
Hr Total	215	143	124	107	206	605	1,897	3,145	2,615	2,248	1,702	1,800

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	440	456	450	472	563	582	495	325	225	199	157	117
30	454	475	460	502	573	628	538	285	248	187	145	91
45	475	427	496	523	544	640	411	253	217	191	133	90
00	504	499	476	536	545	590	367	262	215	155	104	89
Hr Total	1,873	1,857	1,882	2,033	2,225	2,440	1,811	1,125	905	732	539	387

24 Hour Total:	32,616	AM Peak Volume:	3,145	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	2,440	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	173	93	54	61	73	134	437	1,208	1,140	930	721	699
30	122	92	79	46	71	224	596	1,142	1,081	916	734	839
45	110	80	61	65	98	282	855	1,230	1,034	813	700	769
00	78	58	75	61	118	381	986	1,233	924	768	747	814
Hr Total	483	323	269	233	360	1,021	2,874	4,813	4,179	3,427	2,902	3,121

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	790	822	872	1,006	1,258	1,440	1,071	701	560	444	344	243
30	818	881	901	1,043	1,255	1,543	1,099	639	556	421	313	211
45	826	798	956	1,170	1,311	1,313	883	578	518	385	276	199
00	857	959	967	1,116	1,257	1,165	779	585	486	321	230	182
Hr Total	3,291	3,460	3,696	4,335	5,081	5,461	3,832	2,503	2,120	1,571	1,163	835

24 Hour Total:	61,353	AM Peak Volume:	4,813	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	7:00	PM Peak Volume:	5,553	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 3, 2017	Start Time: 00:00	Station: 0
Stop Date: May 3, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave west of Morris Bridge Rd		

Eastbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	113	67	39	30	33	69	169	335	451	328	305	310
30	78	49	34	27	46	84	210	444	418	304	316	369
45	67	35	26	39	59	88	263	501	367	297	282	353
00	60	45	25	23	57	152	347	496	350	288	328	343
Hr Total	318	196	124	119	195	393	989	1,776	1,586	1,217	1,231	1,375

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	367	385	446	546	632	711	598	396	312	259	183	135
30	403	377	463	553	643	688	533	366	293	232	168	105
45	392	452	483	594	708	693	496	342	271	188	172	123
00	374	440	528	596	678	610	387	335	263	195	117	119
Hr Total	1,536	1,654	1,920	2,289	2,661	2,702	2,014	1,439	1,139	874	640	482

24 Hour Total:	28,869	AM Peak Volume:	1,892	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	2,785	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:30				

Westbound Volume for Lane 2

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	37	25	35	32	86	281	850	683	482	473	397
30	69	31	23	31	46	121	421	841	654	618	502	418
45	53	23	33	24	55	174	599	806	596	569	413	423
00	40	18	31	39	81	239	707	754	674	467	451	491
Hr Total	228	109	112	129	214	620	2,008	3,251	2,607	2,136	1,839	1,729

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	393	376	375	408	378	457	441	369	240	210	188	108
30	432	443	477	439	505	504	414	335	277	239	130	117
45	400	394	419	453	431	516	418	278	245	176	153	108
00	428	423	454	443	494	444	371	262	241	177	120	96
Hr Total	1,653	1,636	1,725	1,743	1,808	1,921	1,644	1,244	1,003	802	591	429

24 Hour Total:	31,181	AM Peak Volume:	3,251	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	1,971	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	179	104	64	65	65	155	450	1,185	1,134	810	778	707
30	147	80	57	58	92	205	631	1,285	1,072	922	818	787
45	120	58	59	63	114	262	862	1,307	963	866	695	776
00	100	63	56	62	138	391	1,054	1,250	1,024	755	779	834
Hr Total	546	305	236	248	409	1,013	2,997	5,027	4,193	3,353	3,070	3,104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	760	761	821	954	1,010	1,168	1,039	765	552	469	371	243
30	835	820	940	992	1,148	1,192	947	701	570	471	298	222
45	792	846	902	1,047	1,139	1,209	914	620	516	364	325	231
00	802	863	982	1,039	1,172	1,054	758	597	504	372	237	215
Hr Total	3,189	3,290	3,645	4,032	4,469	4,623	3,658	2,683	2,142	1,676	1,231	911

24 Hour Total:	60,050	AM Peak Volume:	5,027	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	4,741	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 4, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave west of Morris Bridge Rd		

Eastbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	61	31	32	37	51	163	388	414	337	253	325
30	98	47	27	28	47	75	233	406	410	291	321	373
45	68	43	31	37	40	127	269	474	366	270	315	385
00	64	40	28	33	49	143	313	511	377	335	345	359
Hr Total	313	191	117	130	173	396	978	1,779	1,567	1,233	1,234	1,442

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	333	396	449	546	611	667	533	387	316	253	174	134
30	425	440	469	656	650	754	558	385	283	215	179	122
45	367	390	485	606	647	671	532	299	293	223	193	110
00	387	417	545	642	683	579	402	285	248	207	164	122
Hr Total	1,512	1,643	1,948	2,450	2,591	2,671	2,025	1,356	1,140	898	710	488

24 Hour Total:	28,985	AM Peak Volume:	1,809	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:30	PM Peak Volume:	2,775	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	49	27	34	35	112	284	910	660	528	479	426
30	51	44	45	32	49	115	413	798	594	587	432	448
45	57	23	28	40	60	166	604	762	750	572	475	387
00	35	33	39	33	75	231	695	757	515	495	440	475
Hr Total	213	149	139	139	219	624	1,996	3,227	2,519	2,182	1,826	1,736

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	399	355	377	418	441	474	437	360	290	223	226	97
30	474	425	448	421	387	520	454	324	226	178	187	127
45	347	375	375	436	456	507	414	281	197	176	149	116
00	445	443	454	418	420	512	455	285	213	199	149	74
Hr Total	1,665	1,598	1,654	1,693	1,704	2,013	1,760	1,250	926	776	711	414

24 Hour Total:	31,133	AM Peak Volume:	3,227	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:00	PM Peak Volume:	2,013	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	153	110	58	66	72	163	447	1,298	1,074	865	732	751
30	149	91	72	60	96	190	646	1,204	1,004	878	753	821
45	125	66	59	77	100	293	873	1,236	1,116	842	790	772
00	99	73	67	66	124	374	1,008	1,268	892	830	785	834
Hr Total	526	340	256	269	392	1,020	2,974	5,006	4,086	3,415	3,060	3,178

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	732	751	826	964	1,052	1,141	970	747	606	476	400	231
30	899	865	917	1,077	1,037	1,274	1,012	709	509	393	366	249
45	714	765	860	1,042	1,103	1,178	946	580	490	399	342	226
00	832	860	999	1,060	1,103	1,091	857	570	461	406	313	196
Hr Total	3,177	3,241	3,602	4,143	4,295	4,684	3,785	2,606	2,066	1,674	1,421	902

24 Hour Total:	60,118	AM Peak Volume:	5,006	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	4,696	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Fowler Ave west of Morris Bridge Rd		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	59	35	34	37	60	168	362	445	333	276	315
30	81	49	34	27	41	81	222	406	406	287	316	361
45	61	40	29	36	47	111	266	478	376	291	301	355
00	57	41	31	28	49	150	326	495	345	298	329	349
Hr Total	300	189	129	125	174	402	981	1,741	1,572	1,210	1,222	1,379

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	350	382	439	542	646	745	569	386	321	252	181	132
30	397	408	458	583	658	786	551	368	295	227	172	116
45	370	404	476	616	707	679	500	322	288	202	169	114
00	371	439	521	606	691	588	400	314	261	189	136	111
Hr Total	1,489	1,633	1,894	2,347	2,703	2,798	2,020	1,391	1,165	870	658	473

24 Hour Total:	28,864				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,824	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	2,929	PM Peak Hour Factor:	0.93

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	43	24	30	33	90	277	869	671	535	468	404
30	58	39	36	28	45	126	403	804	646	618	452	455
45	57	28	31	32	57	168	597	779	662	550	427	418
00	36	23	35	35	78	232	690	755	601	486	441	479
Hr Total	219	134	125	125	213	616	1,967	3,208	2,580	2,189	1,789	1,755

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	411	396	401	433	461	504	458	351	252	211	190	107
30	453	448	462	454	488	551	469	315	250	201	154	112
45	407	399	430	471	477	554	414	271	220	181	145	105
00	459	455	461	466	486	515	398	270	223	177	124	86
Hr Total	1,730	1,697	1,754	1,823	1,912	2,125	1,738	1,206	945	770	614	410

24 Hour Total:	31,643				
AM Peak Hour begins:	7:00	AM Peak Volume:	3,208	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	2,125	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	168	102	59	64	70	151	445	1,230	1,116	868	744	719
30	139	88	69	55	86	206	624	1,210	1,052	905	768	816
45	118	68	60	68	104	279	863	1,258	1,038	840	728	772
00	92	65	66	63	127	382	1,016	1,250	947	784	770	827
Hr Total	518	323	254	250	387	1,018	2,948	4,949	4,153	3,398	3,011	3,134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	761	778	840	975	1,107	1,250	1,027	738	573	463	372	239
30	851	855	919	1,037	1,147	1,336	1,019	683	545	428	326	227
45	777	803	906	1,086	1,184	1,233	914	593	508	383	314	219
00	830	894	983	1,072	1,177	1,103	798	584	484	366	260	198
Hr Total	3,219	3,330	3,648	4,170	4,615	4,923	3,758	2,597	2,109	1,640	1,272	883

24 Hour Total:	60,507				
AM Peak Hour begins:	7:00	AM Peak Volume:	4,949	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45	PM Peak Volume:	4,997	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: May 2, 2017
 Stop Date: May 2, 2017
 City: Tampa
 Location: I-75 NB Off Ramp to Fowler Ave EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	2	3	5	6	19	29	32	23	25	34
30	4	6	2	4	4	6	24	38	21	38	19	28
45	11	2	2	7	7	17	27	42	27	32	26	39
00	2	9	4	4	4	16	30	40	18	31	43	29
Hr Total	22	23	10	18	20	45	100	149	98	124	113	130

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	29	30	50	45	36	35	37	24	13	8	7
30	31	43	47	56	42	28	29	24	24	16	15	8
45	29	35	30	60	48	36	32	21	13	19	4	9
00	38	47	48	55	44	39	35	22	18	14	14	5
Hr Total	130	154	155	221	179	139	131	104	79	62	41	29

24 Hour Total: 2,276
 AM Peak Hour begins: 7:15 AM Peak Volume: 152 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:00 PM Peak Volume: 221 PM Peak Hour Factor: 0.92

N/A

Tuesday, May 02, 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, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	2	3	5	6	19	29	32	23	25	34
30	4	6	2	4	4	6	24	38	21	38	19	28
45	11	2	2	7	7	17	27	42	27	32	26	39
00	2	9	4	4	4	16	30	40	18	31	43	29
Hr Total	22	23	10	18	20	45	100	149	98	124	113	130

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	29	30	50	45	36	35	37	24	13	8	7
30	31	43	47	56	42	28	29	24	24	16	15	8
45	29	35	30	60	48	36	32	21	13	19	4	9
00	38	47	48	55	44	39	35	22	18	14	14	5
Hr Total	130	154	155	221	179	139	131	104	79	62	41	29

24 Hour Total: 2,276
 AM Peak Hour begins: 7:15 AM Peak Volume: 152 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:00 PM Peak Volume: 221 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: May 3, 2017	Start Time: 00:00	Station: 0
Stop Date: May 3, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fowler Ave EB		

Northbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	8	2	7	4	9	23	35	42	30	30	31
30	4	4	1	1	4	22	24	32	24	26	23	23
45	1	4	1	2	4	22	30	40	38	49	46	25
00	4	4	3	3	10	14	38	39	28	28	32	31
Hr Total	13	20	7	13	22	67	115	146	132	133	131	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	42	35	38	47	37	28	34	16	18	15	14
30	38	24	40	45	53	39	26	36	19	11	10	9
45	47	25	39	40	55	35	23	19	19	14	14	5
00	41	45	40	58	34	22	36	28	11	22	8	9
Hr Total	163	136	154	181	189	133	113	117	65	65	47	37

24 Hour Total:	2,309	AM Peak Volume:	153	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	213	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:45				

N/A

Wednesday, May 03, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	8	2	7	4	9	23	35	42	30	30	31
30	4	4	1	1	4	22	24	32	24	26	23	23
45	1	4	1	2	4	22	30	40	38	49	46	25
00	4	4	3	3	10	14	38	39	28	28	32	31
Hr Total	13	20	7	13	22	67	115	146	132	133	131	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	42	35	38	47	37	28	34	16	18	15	14
30	38	24	40	45	53	39	26	36	19	11	10	9
45	47	25	39	40	55	35	23	19	19	14	14	5
00	41	45	40	58	34	22	36	28	11	22	8	9
Hr Total	163	136	154	181	189	133	113	117	65	65	47	37

24 Hour Total:	2,309	AM Peak Volume:	153	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	213	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:45				

Volume Count Report

Start Date: May 4, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fowler Ave EB		

Northbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	5	5	7	14	12	32	37	29	33	35
30	7	0	4	6	4	10	32	28	29	31	31	38
45	4	6	6	1	7	23	29	29	30	28	34	28
00	9	7	2	4	5	11	31	42	31	40	37	37
Hr Total	26	14	17	16	23	58	104	131	127	128	135	138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	35	37	46	27	25	23	33	19	11	26	6
30	44	31	40	53	26	26	17	33	15	11	14	6
45	49	41	41	55	21	31	24	24	23	13	11	6
00	30	38	50	51	30	25	27	19	16	11	11	5
Hr Total	165	145	168	205	104	107	91	109	73	46	62	23

24 Hour Total:	2,215	AM Peak Volume:	172	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:45	PM Peak Volume:	205	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:00				

N/A

Thursday, May 04, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	5	5	7	14	12	32	37	29	33	35
30	7	0	4	6	4	10	32	28	29	31	31	38
45	4	6	6	1	7	23	29	29	30	28	34	28
00	9	7	2	4	5	11	31	42	31	40	37	37
Hr Total	26	14	17	16	23	58	104	131	127	128	135	138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	35	37	46	27	25	23	33	19	11	26	6
30	44	31	40	53	26	26	17	33	15	11	14	6
45	49	41	41	55	21	31	24	24	23	13	11	6
00	30	38	50	51	30	25	27	19	16	11	11	5
Hr Total	165	145	168	205	104	107	91	109	73	46	62	23

24 Hour Total:	2,215	AM Peak Volume:	172	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:45	PM Peak Volume:	205	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:00				

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fowler Ave 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	5	3	5	5	10	18	32	37	27	29	33
30	5	3	2	4	4	13	27	33	25	32	24	30
45	5	4	3	3	6	21	29	37	32	36	35	31
00	5	7	3	4	6	14	33	40	26	33	37	32
Hr Total	20	19	11	16	22	57	106	142	119	128	126	126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	35	34	45	40	33	29	35	20	14	16	9
30	38	33	42	51	40	31	24	31	19	13	13	8
45	42	34	37	52	41	34	26	21	18	15	10	7
00	36	43	46	55	36	29	33	23	15	16	11	6
Hr Total	153	145	159	202	157	126	112	110	72	58	50	30

24 Hour Total:	2,267			
AM Peak Hour begins:	11:45	AM Peak Volume:	149	AM Peak Hour Factor: 0.89
PM Peak Hour begins:	15:00	PM Peak Volume:	202	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	5	5	3	5	5	10	18	32	37	27	29	33
30	5	3	2	4	4	13	27	33	25	32	24	30
45	5	4	3	3	6	21	29	37	32	36	35	31
00	5	7	3	4	6	14	33	40	26	33	37	32
Hr Total	20	19	11	16	22	57	106	142	119	128	126	126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	35	34	45	40	33	29	35	20	14	16	9
30	38	33	42	51	40	31	24	31	19	13	13	8
45	42	34	37	52	41	34	26	21	18	15	10	7
00	36	43	46	55	36	29	33	23	15	16	11	6
Hr Total	153	145	159	202	157	126	112	110	72	58	50	30

24 Hour Total:	2,267			
AM Peak Hour begins:	11:45	AM Peak Volume:	149	AM Peak Hour Factor: 0.89
PM Peak Hour begins:	15:00	PM Peak Volume:	202	PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 2, 2017
 Stop Date: May 2, 2017
 City: Tampa
 Location: I-75 NB Off Ramp to Fowler Ave WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	35	9	7	23	48	188	439	413	404	259	220
30	30	24	28	14	24	91	246	452	442	373	264	210
45	37	24	18	19	44	125	407	483	393	309	249	227
00	20	18	18	26	58	152	445	437	353	323	241	212
Hr Total	126	101	73	66	149	416	1,286	1,811	1,601	1,409	1,013	869

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	209	184	199	239	224	234	174	115	98	96	65
30	203	214	209	186	259	270	234	146	134	103	73	64
45	236	222	214	229	270	263	215	129	105	115	71	57
00	239	218	192	258	229	234	218	129	129	86	60	46
Hr Total	907	863	799	872	997	991	901	578	483	402	300	232

24 Hour Total: 17,245
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 15:45
 AM Peak Volume: 1,819
 PM Peak Volume: 1,026
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.95

N/A

Tuesday, May 02, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	35	9	7	23	48	188	439	413	404	259	220
30	30	24	28	14	24	91	246	452	442	373	264	210
45	37	24	18	19	44	125	407	483	393	309	249	227
00	20	18	18	26	58	152	445	437	353	323	241	212
Hr Total	126	101	73	66	149	416	1,286	1,811	1,601	1,409	1,013	869

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	209	184	199	239	224	234	174	115	98	96	65
30	203	214	209	186	259	270	234	146	134	103	73	64
45	236	222	214	229	270	263	215	129	105	115	71	57
00	239	218	192	258	229	234	218	129	129	86	60	46
Hr Total	907	863	799	872	997	991	901	578	483	402	300	232

24 Hour Total: 17,245
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 15:45
 AM Peak Volume: 1,819
 PM Peak Volume: 1,026
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 3, 2017
 Stop Date: May 3, 2017
 City: Tampa
 Location: I-75 NB Off Ramp to Fowler Ave WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	19	14	17	23	65	174	444	420	330	299	242
30	34	11	13	18	36	88	275	509	392	311	292	246
45	25	13	22	17	30	115	378	472	409	375	267	264
00	29	12	19	25	49	168	489	500	384	303	256	256
Hr Total	134	55	68	77	138	436	1,316	1,925	1,605	1,319	1,114	1,008

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	222	239	211	221	242	197	185	134	120	107	80
30	215	220	247	232	265	246	204	196	152	137	87	73
45	192	240	224	271	265	246	220	151	123	103	91	67
00	208	239	215	242	249	192	211	148	130	99	71	60
Hr Total	837	921	925	956	1,000	926	832	680	539	459	356	280

24 Hour Total: 17,906
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,925 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,021 PM Peak Hour Factor: 0.96

N/A

Wednesday, May 03, 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, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	19	14	17	23	65	174	444	420	330	299	242
30	34	11	13	18	36	88	275	509	392	311	292	246
45	25	13	22	17	30	115	378	472	409	375	267	264
00	29	12	19	25	49	168	489	500	384	303	256	256
Hr Total	134	55	68	77	138	436	1,316	1,925	1,605	1,319	1,114	1,008

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	222	239	211	221	242	197	185	134	120	107	80
30	215	220	247	232	265	246	204	196	152	137	87	73
45	192	240	224	271	265	246	220	151	123	103	91	67
00	208	239	215	242	249	192	211	148	130	99	71	60
Hr Total	837	921	925	956	1,000	926	832	680	539	459	356	280

24 Hour Total: 17,906
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,925 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,021 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: May 4, 2017
 Stop Date: May 4, 2017
 City: Tampa
 Location: I-75 NB Off Ramp to Fowler Ave WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	26	17	20	21	69	180	513	412	347	306	245
30	37	27	30	20	29	79	288	464	396	339	265	263
45	45	16	16	24	41	128	376	440	414	360	300	204
00	24	21	22	18	53	157	489	446	344	320	261	271
Hr Total	139	90	85	82	144	433	1,333	1,863	1,566	1,366	1,132	983

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	222	189	214	204	200	185	188	156	100	149	60
30	232	225	200	227	204	241	222	181	130	76	117	91
45	221	231	224	241	208	218	225	161	84	80	83	73
00	236	238	234	236	227	202	252	148	93	93	85	49
Hr Total	951	916	847	918	843	861	884	678	463	349	434	273

24 Hour Total: 17,633
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,906 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 12:00 PM Peak Volume: 951 PM Peak Hour Factor: 0.91

N/A

Thursday, May 04, 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, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	26	17	20	21	69	180	513	412	347	306	245
30	37	27	30	20	29	79	288	464	396	339	265	263
45	45	16	16	24	41	128	376	440	414	360	300	204
00	24	21	22	18	53	157	489	446	344	320	261	271
Hr Total	139	90	85	82	144	433	1,333	1,863	1,566	1,366	1,132	983

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	222	189	214	204	200	185	188	156	100	149	60
30	232	225	200	227	204	241	222	181	130	76	117	91
45	221	231	224	241	208	218	225	161	84	80	83	73
00	236	238	234	236	227	202	252	148	93	93	85	49
Hr Total	951	916	847	918	843	861	884	678	463	349	434	273

24 Hour Total: 17,633
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,906 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 12:00 PM Peak Volume: 951 PM Peak Hour Factor: 0.91

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to Fowler Ave WB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	27	13	15	22	61	181	465	415	360	288	236
30	34	21	24	17	30	86	270	475	410	341	274	240
45	36	18	19	20	38	123	387	465	405	348	272	232
00	24	17	20	23	53	159	474	461	360	315	253	246
Hr Total	133	82	75	75	144	428	1,312	1,866	1,591	1,365	1,086	953

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	218	204	208	221	222	205	182	135	106	117	68
30	217	220	219	215	243	252	220	174	139	105	92	76
45	216	231	221	247	248	242	220	147	104	99	82	66
00	228	232	214	245	235	209	227	142	117	93	72	52
Hr Total	898	900	857	915	947	926	872	645	495	403	363	262

24 Hour Total:	17,595			
AM Peak Hour begins:	6:45	AM Peak Volume:	1,880	AM Peak Hour Factor: 0.99
PM Peak Hour begins:	15:45	PM Peak Volume:	957	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	39	27	13	15	22	61	181	465	415	360	288	236
30	34	21	24	17	30	86	270	475	410	341	274	240
45	36	18	19	20	38	123	387	465	405	348	272	232
00	24	17	20	23	53	159	474	461	360	315	253	246
Hr Total	133	82	75	75	144	428	1,312	1,866	1,591	1,365	1,086	953

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	218	204	208	221	222	205	182	135	106	117	68
30	217	220	219	215	243	252	220	174	139	105	92	76
45	216	231	221	247	248	242	220	147	104	99	82	66
00	228	232	214	245	235	209	227	142	117	93	72	52
Hr Total	898	900	857	915	947	926	872	645	495	403	363	262

24 Hour Total:	17,595			
AM Peak Hour begins:	6:45	AM Peak Volume:	1,880	AM Peak Hour Factor: 0.99
PM Peak Hour begins:	15:45	PM Peak Volume:	957	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 2, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Fowler Ave EB		

Southbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	7	10	5	3	19	65	258	249	77	50	43
30	4	9	8	2	15	28	122	296	181	71	34	48
45	10	0	3	6	15	55	181	302	109	55	53	41
00	2	4	11	14	13	54	250	295	98	53	53	35
Hr Total	21	20	32	27	46	156	618	1,151	637	256	190	167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	37	54	101	137	139	84	52	32	25	16	12
30	46	46	66	80	108	164	72	40	34	21	16	13
45	60	39	96	119	143	145	57	32	30	25	21	14
00	34	47	88	127	120	108	62	29	28	18	14	9
Hr Total	185	169	304	427	508	556	275	153	124	89	67	48

24 Hour Total:	6,226	AM Peak Volume:	1,151	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	568	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45				

N/A

Tuesday, May 02, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	7	10	5	3	19	65	258	249	77	50	43
30	4	9	8	2	15	28	122	296	181	71	34	48
45	10	0	3	6	15	55	181	302	109	55	53	41
00	2	4	11	14	13	54	250	295	98	53	53	35
Hr Total	21	20	32	27	46	156	618	1,151	637	256	190	167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	37	54	101	137	139	84	52	32	25	16	12
30	46	46	66	80	108	164	72	40	34	21	16	13
45	60	39	96	119	143	145	57	32	30	25	21	14
00	34	47	88	127	120	108	62	29	28	18	14	9
Hr Total	185	169	304	427	508	556	275	153	124	89	67	48

24 Hour Total:	6,226	AM Peak Volume:	1,151	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	568	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 3, 2017
 Stop Date: May 3, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to Fowler Ave EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	6	6	12	19	94	316	250	69	44	52
30	7	11	8	4	10	24	127	304	155	64	49	30
45	7	4	5	2	31	40	215	272	134	58	36	40
00	8	8	1	8	22	77	283	288	102	65	42	53
Hr Total	32	27	20	20	75	160	719	1,180	641	256	171	175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	43	76	101	119	217	197	62	32	28	21	18
30	52	60	71	110	119	256	103	42	26	24	17	13
45	57	47	92	112	138	162	78	43	37	25	14	5
00	46	59	89	106	136	156	63	43	27	19	14	9
Hr Total	198	209	328	429	512	791	441	190	122	96	66	45

24 Hour Total: 6,903
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,180
 PM Peak Volume: 791
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.77

N/A

Wednesday, May 03, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	6	6	12	19	94	316	250	69	44	52
30	7	11	8	4	10	24	127	304	155	64	49	30
45	7	4	5	2	31	40	215	272	134	58	36	40
00	8	8	1	8	22	77	283	288	102	65	42	53
Hr Total	32	27	20	20	75	160	719	1,180	641	256	171	175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	43	76	101	119	217	197	62	32	28	21	18
30	52	60	71	110	119	256	103	42	26	24	17	13
45	57	47	92	112	138	162	78	43	37	25	14	5
00	46	59	89	106	136	156	63	43	27	19	14	9
Hr Total	198	209	328	429	512	791	441	190	122	96	66	45

24 Hour Total: 6,903
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,180
 PM Peak Volume: 791
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.77

Volume Count Report

Start Date: May 4, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Fowler Ave EB		

Southbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	10	3	6	15	20	73	242	272	88	68	47
30	7	6	5	6	4	26	98	266	144	55	47	48
45	10	4	5	9	29	41	211	278	128	67	45	43
00	8	1	14	4	12	57	266	301	117	60	57	67
Hr Total	33	21	27	25	60	144	648	1,087	661	270	217	205

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	41	61	100	153	303	105	62	36	25	11	10
30	59	61	70	75	133	328	93	66	30	25	20	17
45	44	56	65	117	227	295	58	36	26	22	8	9
00	53	46	108	130	322	196	76	38	25	13	15	16
Hr Total	204	204	304	422	835	1,122	332	202	117	85	54	52

24 Hour Total:	7,331	AM Peak Volume:	1,117	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	1,248	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

N/A

Thursday, May 04, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	10	3	6	15	20	73	242	272	88	68	47
30	7	6	5	6	4	26	98	266	144	55	47	48
45	10	4	5	9	29	41	211	278	128	67	45	43
00	8	1	14	4	12	57	266	301	117	60	57	67
Hr Total	33	21	27	25	60	144	648	1,087	661	270	217	205

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	41	61	100	153	303	105	62	36	25	11	10
30	59	61	70	75	133	328	93	66	30	25	20	17
45	44	56	65	117	227	295	58	36	26	22	8	9
00	53	46	108	130	322	196	76	38	25	13	15	16
Hr Total	204	204	304	422	835	1,122	332	202	117	85	54	52

24 Hour Total:	7,331	AM Peak Volume:	1,117	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	1,248	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Fowler Ave 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	7	6	6	10	19	77	272	257	78	54	47
30	6	9	7	4	10	26	116	289	160	63	43	42
45	9	3	4	6	25	45	202	284	124	60	45	41
00	6	4	9	9	16	63	266	295	106	59	51	52
Hr Total	29	23	26	24	60	153	662	1,139	646	261	193	182

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	40	64	101	136	220	129	59	33	26	16	13
30	52	56	69	88	120	249	89	49	30	23	18	14
45	54	47	84	116	169	201	64	37	31	24	14	9
00	44	51	95	121	193	153	67	37	27	17	14	11
Hr Total	196	194	312	426	618	823	349	182	121	90	62	48

24 Hour Total:	6,820			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,139	AM Peak Hour Factor: 0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	862	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	8	7	6	6	10	19	77	272	257	78	54	47
30	6	9	7	4	10	26	116	289	160	63	43	42
45	9	3	4	6	25	45	202	284	124	60	45	41
00	6	4	9	9	16	63	266	295	106	59	51	52
Hr Total	29	23	26	24	60	153	662	1,139	646	261	193	182

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	40	64	101	136	220	129	59	33	26	16	13
30	52	56	69	88	120	249	89	49	30	23	18	14
45	54	47	84	116	169	201	64	37	31	24	14	9
00	44	51	95	121	193	153	67	37	27	17	14	11
Hr Total	196	194	312	426	618	823	349	182	121	90	62	48

24 Hour Total:	6,820			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,139	AM Peak Hour Factor: 0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	862	PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: May 2, 2017
 Stop Date: May 2, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to Fowler Ave WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	4	6	9	7	11	47	254	181	107	89	84
30	11	7	10	3	4	17	66	204	181	114	64	84
45	12	9	4	5	4	18	122	188	156	114	80	77
00	6	3	10	8	5	46	215	193	140	114	68	80
Hr Total	44	23	30	25	20	92	450	839	658	449	301	325

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	71	77	92	108	128	114	71	65	59	28	24
30	68	75	95	122	105	115	105	69	76	51	42	18
45	73	71	119	92	121	113	91	83	57	41	31	19
00	80	88	96	91	108	120	86	79	58	35	29	14
Hr Total	297	305	387	397	442	476	396	302	256	186	130	75

24 Hour Total: 6,905
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 861
 PM Peak Volume: 476
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.93

N/A

Tuesday, May 02, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	4	6	9	7	11	47	254	181	107	89	84
30	11	7	10	3	4	17	66	204	181	114	64	84
45	12	9	4	5	4	18	122	188	156	114	80	77
00	6	3	10	8	5	46	215	193	140	114	68	80
Hr Total	44	23	30	25	20	92	450	839	658	449	301	325

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	71	77	92	108	128	114	71	65	59	28	24
30	68	75	95	122	105	115	105	69	76	51	42	18
45	73	71	119	92	121	113	91	83	57	41	31	19
00	80	88	96	91	108	120	86	79	58	35	29	14
Hr Total	297	305	387	397	442	476	396	302	256	186	130	75

24 Hour Total: 6,905
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 861
 PM Peak Volume: 476
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 3, 2017
 Stop Date: May 3, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to Fowler Ave WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	6	3	2	9	12	54	238	184	131	100	78
30	13	8	5	6	4	19	79	215	159	129	82	81
45	10	5	3	2	9	31	119	200	149	125	94	92
00	8	2	6	3	11	42	223	169	139	124	85	101
Hr Total	48	21	17	13	33	104	475	822	631	509	361	352

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	66	76	103	92	131	117	82	45	50	35	20
30	83	91	88	105	75	128	102	67	58	56	42	25
45	80	75	116	94	128	128	100	69	58	44	33	20
00	101	77	145	102	117	123	80	64	54	47	25	16
Hr Total	355	309	425	404	412	510	399	282	215	197	135	81

24 Hour Total: 7,110
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 876
 PM Peak Volume: 510
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.97

N/A

Wednesday, May 03, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	6	3	2	9	12	54	238	184	131	100	78
30	13	8	5	6	4	19	79	215	159	129	82	81
45	10	5	3	2	9	31	119	200	149	125	94	92
00	8	2	6	3	11	42	223	169	139	124	85	101
Hr Total	48	21	17	13	33	104	475	822	631	509	361	352

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	66	76	103	92	131	117	82	45	50	35	20
30	83	91	88	105	75	128	102	67	58	56	42	25
45	80	75	116	94	128	128	100	69	58	44	33	20
00	101	77	145	102	117	123	80	64	54	47	25	16
Hr Total	355	309	425	404	412	510	399	282	215	197	135	81

24 Hour Total: 7,110
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 876
 PM Peak Volume: 510
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 4, 2017
 Stop Date: May 4, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to Fowler Ave WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	6	3	3	7	14	60	265	173	108	99	93
30	5	9	9	4	5	16	65	198	152	122	84	99
45	9	3	2	7	7	26	131	176	150	117	90	87
00	4	5	4	6	13	42	234	194	132	97	97	103
Hr Total	36	23	18	20	32	98	490	833	607	444	370	382

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	74	83	86	93	162	100	68	67	43	39	29
30	98	64	102	110	107	137	111	74	58	53	44	22
45	80	67	104	98	136	144	103	59	52	67	37	18
00	84	86	126	114	147	135	102	72	63	43	44	16
Hr Total	345	291	415	408	483	578	416	273	240	206	164	85

24 Hour Total: 7,257
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 873
 PM Peak Volume: 590
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.91

N/A

Thursday, May 04, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	6	3	3	7	14	60	265	173	108	99	93
30	5	9	9	4	5	16	65	198	152	122	84	99
45	9	3	2	7	7	26	131	176	150	117	90	87
00	4	5	4	6	13	42	234	194	132	97	97	103
Hr Total	36	23	18	20	32	98	490	833	607	444	370	382

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	74	83	86	93	162	100	68	67	43	39	29
30	98	64	102	110	107	137	111	74	58	53	44	22
45	80	67	104	98	136	144	103	59	52	67	37	18
00	84	86	126	114	147	135	102	72	63	43	44	16
Hr Total	345	291	415	408	483	578	416	273	240	206	164	85

24 Hour Total: 7,257
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 873
 PM Peak Volume: 590
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.91

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to Fowler Ave WB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	5	4	5	8	12	54	252	179	115	96	85
30	10	8	8	4	4	17	70	206	164	122	77	88
45	10	6	3	5	7	25	124	188	152	119	88	85
00	6	3	7	6	10	43	224	185	137	112	83	95
Hr Total	43	22	22	19	28	98	472	831	632	467	344	353

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	70	79	94	98	140	110	74	59	51	34	24
30	83	77	95	112	96	127	106	70	64	53	43	22
45	78	71	113	95	128	128	98	70	56	51	34	19
00	88	84	122	102	124	126	89	72	58	42	33	15
Hr Total	332	302	409	403	446	521	404	286	237	196	143	80

24 Hour Total:	7,091				
AM Peak Hour begins:	6:45	AM Peak Volume:	870	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	521	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	17	5	4	5	8	12	54	252	179	115	96	85
30	10	8	8	4	4	17	70	206	164	122	77	88
45	10	6	3	5	7	25	124	188	152	119	88	85
00	6	3	7	6	10	43	224	185	137	112	83	95
Hr Total	43	22	22	19	28	98	472	831	632	467	344	353

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	70	79	94	98	140	110	74	59	51	34	24
30	83	77	95	112	96	127	106	70	64	53	43	22
45	78	71	113	95	128	128	98	70	56	51	34	19
00	88	84	122	102	124	126	89	72	58	42	33	15
Hr Total	332	302	409	403	446	521	404	286	237	196	143	80

24 Hour Total:	7,091				
AM Peak Hour begins:	6:45	AM Peak Volume:	870	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	521	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: May 2, 2017
 Stop Date: May 2, 2017
 City: Tampa
 Location: Jefferson Rd north of Fowler Ave

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	3	11	1	2	2
30	0	0	0	0	0	0	0	0	8	1	4	3
45	0	0	0	0	0	1	0	3	7	1	2	3
00	0	0	0	0	0	0	2	10	4	4	3	0
Hr Total	0	0	0	0	0	1	3	16	30	7	11	8

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	2	6	6	35	6	5	0	1	0	1	0
30	2	0	8	6	10	10	2	3	1	1	0	0
45	1	3	6	6	14	9	0	0	1	0	0	0
00	5	5	4	14	9	6	1	0	1	0	0	0
Hr Total	9	10	24	32	68	31	8	3	4	1	1	0

24 Hour Total: 267
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 15:45
 AM Peak Volume: 36
 PM Peak Volume: 73
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.52

Southbound Volume for Lane 2

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	137	3	3	1
30	0	1	0	0	0	0	0	20	77	1	1	0
45	0	0	0	0	0	0	0	53	7	3	3	3
00	0	0	0	0	0	0	0	113	5	2	0	5
Hr Total	0	1	0	0	0	0	0	186	226	9	7	9

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	3	3	97	77	9	3	0	2	1	1	0
30	1	0	4	130	18	10	5	3	0	3	0	0
45	0	4	0	50	15	13	0	0	1	0	0	0
00	2	0	4	22	16	9	0	0	1	0	0	0
Hr Total	3	7	11	299	126	41	8	3	4	4	1	0

24 Hour Total: 945
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:00
 AM Peak Volume: 380
 PM Peak Volume: 299
 AM Peak Hour Factor: 0.69
 PM Peak Hour Factor: 0.58

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	3	148	4	5	3
30	0	1	0	0	0	0	0	20	85	2	5	3
45	0	0	0	0	0	1	0	56	14	4	5	6
00	0	0	0	0	0	0	2	123	9	6	3	5
Hr Total	0	1	0	0	0	1	3	202	256	16	18	17

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	5	9	103	112	15	8	0	3	1	2	0
30	3	0	12	136	28	20	7	6	1	4	0	0
45	1	7	6	56	29	22	0	0	2	0	0	0
00	7	5	8	36	25	15	1	0	2	0	0	0
Hr Total	12	17	35	331	194	72	16	6	8	5	2	0

24 Hour Total: 1,212
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:15
 AM Peak Volume: 412
 PM Peak Volume: 340
 AM Peak Hour Factor: 0.70
 PM Peak Hour Factor: 0.63

Volume Count Report

Start Date: May 3, 2017
 Stop Date: May 3, 2017
 City: Tampa
 Location: Jefferson Rd north of Fowler Ave

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	2	38	4	10	1	6	2
30	0	0	0	0	6	0	21	1	6	3	5	0
45	0	0	0	0	23	6	5	6	2	1	3	1
00	0	0	0	0	11	17	3	10	3	1	0	0
Hr Total	0	1	0	0	40	25	67	21	21	6	14	3

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	3	6	7	31	13	6	0	1	1	0	0
30	1	1	5	3	18	10	2	0	1	3	0	0
45	2	3	10	3	4	8	2	1	1	0	2	0
00	1	1	2	10	7	7	1	1	0	0	0	0
Hr Total	6	8	23	23	60	38	11	2	3	4	2	0

24 Hour Total: 378
 AM Peak Hour begins: 5:30
 PM Peak Hour begins: 15:45
 AM Peak Volume: 82
 PM Peak Volume: 63
 AM Peak Hour Factor: 0.54
 PM Peak Hour Factor: 0.51

Southbound Volume for Lane 2

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	3	23	8	134	3	3	2
30	0	1	0	0	0	0	35	11	39	2	3	0
45	0	0	0	0	7	3	11	49	2	2	3	1
00	0	0	0	0	31	3	8	104	5	1	4	1
Hr Total	0	1	0	1	38	9	77	172	180	8	13	4

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	4	0	108	29	12	7	0	1	1	0	0
30	1	1	4	87	54	6	3	0	1	1	0	0
45	2	1	0	29	10	12	3	1	0	3	1	0
00	1	0	2	23	10	7	2	8	1	0	0	2
Hr Total	6	6	6	247	103	37	15	9	3	5	1	2

24 Hour Total: 943
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:00
 AM Peak Volume: 326
 PM Peak Volume: 247
 AM Peak Hour Factor: 0.61
 PM Peak Hour Factor: 0.57

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	5	61	12	144	4	9	4
30	0	1	0	0	6	0	56	12	45	5	8	0
45	0	0	0	0	30	9	16	55	4	3	6	2
00	0	0	0	0	42	20	11	114	8	2	4	1
Hr Total	0	2	0	1	78	34	144	193	201	14	27	7

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	7	6	115	60	25	13	0	2	2	0	0
30	2	2	9	90	72	16	5	0	2	4	0	0
45	4	4	10	32	14	20	5	2	1	3	3	0
00	2	1	4	33	17	14	3	9	1	0	0	2
Hr Total	12	14	29	270	163	75	26	11	6	9	3	2

24 Hour Total: 1,321
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:00
 AM Peak Volume: 358
 PM Peak Volume: 270
 AM Peak Hour Factor: 0.62
 PM Peak Hour Factor: 0.59

Volume Count Report

Start Date: May 4, 2017
 Stop Date: May 4, 2017
 City: Tampa
 Location: Jefferson Rd north of Fowler Ave

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 04, 2017

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	1	3	8	12	6	2	1	1	0	0	0
30	2	3	8	8	14	7	0	1	1	0	0	0
45	2	1	8	1	5	9	0	2	0	2	0	0
00	4	4	3	12	11	6	0	1	0	0	0	0
Hr Total	13	9	22	29	42	28	2	5	2	2	0	0

24 Hour Total: 234
 AM Peak Hour begins: 9:30
 PM Peak Hour begins: 15:45
 AM Peak Volume: 21
 PM Peak Volume: 43
 AM Peak Hour Factor: 0.66
 PM Peak Hour Factor: 0.77

Southbound Volume for Lane 2

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	0	0	130	2	3	1
30	0	0	0	0	0	0	1	11	42	1	2	1
45	2	0	0	0	0	1	1	35	5	2	4	1
00	0	0	0	0	0	0	1	111	3	5	4	8
Hr Total	2	0	0	1	0	1	3	157	180	10	13	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	1	3	101	27	12	6	0	1	1	0	0
30	3	2	2	110	22	9	1	1	0	0	0	0
45	2	1	5	31	7	5	0	2	0	2	0	0
00	5	4	4	47	10	10	0	2	1	0	0	0
Hr Total	14	8	14	289	66	36	7	5	2	3	0	0

24 Hour Total: 822
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:00
 AM Peak Volume: 318
 PM Peak Volume: 289
 AM Peak Hour Factor: 0.61
 PM Peak Hour Factor: 0.66

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	2	3	140	5	9	3
30	0	0	0	0	0	0	2	12	45	1	10	5
45	2	0	0	0	0	3	3	37	7	5	5	5
00	0	0	0	0	0	1	3	116	3	9	6	15
Hr Total	2	0	0	1	0	4	10	168	195	20	30	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	2	6	109	39	18	8	1	2	1	0	0
30	5	5	10	118	36	16	1	2	1	0	0	0
45	4	2	13	32	12	14	0	4	0	4	0	0
00	9	8	7	59	21	16	0	3	1	0	0	0
Hr Total	27	17	36	318	108	64	9	10	4	5	0	0

24 Hour Total: 1,056
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:00
 AM Peak Volume: 338
 PM Peak Volume: 318
 AM Peak Hour Factor: 0.60
 PM Peak Hour Factor: 0.67

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Jefferson Rd north of Fowler Ave		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	14	3	10	2	5	2
30	0	0	0	0	2	0	7	1	6	1	6	2
45	0	0	0	0	8	3	2	4	4	2	2	3
00	0	0	0	0	4	6	2	8	2	3	2	2
Hr Total	0	0	0	0	13	10	26	16	22	8	14	9

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	2	5	7	26	8	4	0	1	0	0	0
30	2	1	7	6	14	9	1	1	1	1	0	0
45	2	2	8	3	8	9	1	1	1	1	1	0
00	3	3	3	12	9	6	1	1	0	0	0	0
Hr Total	9	9	23	28	57	32	7	3	3	2	1	0

24 Hour Total:	293	AM Peak Hour begins:	5:30	AM Peak Volume:	30	AM Peak Hour Factor:	0.55
PM Peak Hour begins:	15:45	PM Peak Volume:	60	PM Peak Hour Factor:	0.57		

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	8	3	134	3	3	1
30	0	1	0	0	0	0	12	14	53	1	2	0
45	1	0	0	0	2	1	4	46	5	2	3	2
00	0	0	0	0	10	1	3	109	4	3	3	5
Hr Total	1	1	0	1	13	3	27	172	195	9	11	8

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	3	2	102	44	11	5	0	1	1	0	0
30	2	1	3	109	31	8	3	1	0	1	0	0
45	1	2	2	37	11	10	1	1	0	2	0	0
00	3	1	3	31	12	9	1	3	1	0	0	1
Hr Total	8	7	10	278	98	38	10	6	3	4	1	1

24 Hour Total:	903	AM Peak Hour begins:	7:30	AM Peak Volume:	341	AM Peak Hour Factor:	0.64
PM Peak Hour begins:	15:00	PM Peak Volume:	278	PM Peak Hour Factor:	0.64		

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	2	21	6	144	4	8	3
30	0	1	0	0	2	0	19	15	58	3	8	3
45	1	0	0	0	10	4	6	49	8	4	5	4
00	0	0	0	0	14	7	5	118	7	6	4	7
Hr Total	1	1	0	1	26	13	52	188	217	17	25	17

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	5	7	109	70	19	10	0	2	1	1	0
30	3	2	10	115	45	17	4	3	1	3	0	0
45	3	4	10	40	18	19	2	2	1	2	1	0
00	6	5	6	43	21	15	1	4	1	0	0	1
Hr Total	17	16	33	306	155	70	17	9	6	6	2	1

24 Hour Total:	1,196	AM Peak Hour begins:	7:30	AM Peak Volume:	369	AM Peak Hour Factor:	0.64
PM Peak Hour begins:	15:00	PM Peak Volume:	306	PM Peak Hour Factor:	0.67		

Volume Count Report

Start Date: May 2, 2017
 Stop Date: May 2, 2017
 City: Tampa
 Location: Jefferson Rd south of Fowler Ave

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	0	1	3	4	1	8	47	59	36	29	27
30	6	6	1	2	1	2	16	49	56	38	14	17
45	0	2	5	3	0	5	14	81	51	28	20	24
00	3	1	5	1	3	8	22	62	37	25	17	30
Hr Total	15	9	12	9	8	16	60	239	203	127	80	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	31	25	57	119	172	118	46	27	14	9	5
30	16	25	35	80	133	143	94	22	20	16	6	2
45	32	25	40	79	118	152	70	21	24	9	10	2
00	26	23	25	76	144	154	43	24	14	7	1	4
Hr Total	104	104	125	292	514	621	325	113	85	46	26	13

24 Hour Total: 3,244
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 258
 PM Peak Volume: 621
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.90

Southbound Volume for Lane 2

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	0	4	4	7	49	149	155	50	29	35
30	2	2	1	3	6	12	81	176	126	39	27	22
45	1	1	2	3	3	29	117	186	93	26	22	14
00	0	3	5	4	3	40	162	161	57	23	24	26
Hr Total	8	8	8	14	16	88	409	672	431	138	102	97

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	24	18	43	54	57	41	18	9	9	6	3
30	15	20	26	49	46	66	35	21	12	5	6	3
45	37	21	37	48	48	60	25	9	6	8	2	2
00	15	15	29	41	51	51	14	10	13	7	4	5
Hr Total	91	80	110	181	199	234	115	58	40	29	18	13

24 Hour Total: 3,159
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 678
 PM Peak Volume: 234
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	1	7	8	8	57	196	214	86	58	62
30	8	8	2	5	7	14	97	225	182	77	41	39
45	1	3	7	6	3	34	131	267	144	54	42	38
00	3	4	10	5	6	48	184	223	94	48	41	56
Hr Total	23	17	20	23	24	104	469	911	634	265	182	195

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	55	43	100	173	229	159	64	36	23	15	8
30	31	45	61	129	179	209	129	43	32	21	12	5
45	69	46	77	127	166	212	95	30	30	17	12	4
00	41	38	54	117	195	205	57	34	27	14	5	9
Hr Total	195	184	235	473	713	855	440	171	125	75	44	26

24 Hour Total: 6,403
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 929
 PM Peak Volume: 855
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 3, 2017
 Stop Date: May 3, 2017
 City: Tampa
 Location: Jefferson Rd south of Fowler Ave

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	3	4	4	1	4	38	48	41	26	28
30	4	4	4	0	2	4	17	51	71	34	15	26
45	5	1	1	3	4	4	22	72	49	36	26	22
00	4	1	1	1	1	7	34	73	38	16	21	25
Hr Total	17	7	9	8	11	16	77	234	206	127	88	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	25	25	66	119	146	143	44	23	19	6	6
30	31	32	27	88	109	154	126	39	20	11	7	8
45	23	25	43	89	140	155	98	16	27	7	7	5
00	24	32	40	104	132	104	60	16	37	14	11	3
Hr Total	104	114	135	347	500	559	427	115	107	51	31	22

24 Hour Total: 3,413
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 264
 PM Peak Volume: 587
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.95

Southbound Volume for Lane 2

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	2	5	4	40	183	148	54	20	22
30	1	2	1	0	1	18	79	176	120	31	24	23
45	1	9	0	3	4	25	130	166	104	33	23	26
00	2	6	2	5	8	31	163	159	62	31	21	19
Hr Total	5	17	3	10	18	78	412	684	434	149	88	90

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	31	32	50	49	83	87	21	11	7	14	3
30	27	19	31	31	55	112	48	27	9	11	1	2
45	23	21	31	45	51	80	47	15	9	7	5	1
00	31	25	32	39	39	69	25	11	6	4	6	3
Hr Total	108	96	126	165	194	344	207	74	35	29	26	9

24 Hour Total: 3,401
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 17:15
 AM Peak Volume: 688
 PM Peak Volume: 348
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	3	6	9	5	44	221	196	95	46	50
30	5	6	5	0	3	22	96	227	191	65	39	49
45	6	10	1	6	8	29	152	238	153	69	49	48
00	6	7	3	6	9	38	197	232	100	47	42	44
Hr Total	22	24	12	18	29	94	489	918	640	276	176	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	56	57	116	168	229	230	65	34	26	20	9
30	58	51	58	119	164	266	174	66	29	22	8	10
45	46	46	74	134	191	235	145	31	36	14	12	6
00	55	57	72	143	171	173	85	27	43	18	17	6
Hr Total	212	210	261	512	694	903	634	189	142	80	57	31

24 Hour Total: 6,814
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:15
 AM Peak Volume: 918
 PM Peak Volume: 904
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: May 4, 2017
 Stop Date: May 4, 2017
 City: Tampa
 Location: Jefferson Rd south of Fowler Ave

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	2	1	9	2	8	42	51	29	33	31
30	3	3	2	1	1	2	12	57	66	33	21	36
45	5	4	3	4	1	6	41	76	60	30	29	27
00	2	4	9	2	1	8	28	64	41	28	33	28
Hr Total	12	14	16	8	12	18	89	239	218	120	116	122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	26	29	73	122	158	160	49	28	70	14	7
30	24	37	45	79	119	163	122	38	17	32	16	6
45	21	23	42	87	130	123	111	41	23	25	10	5
00	33	29	54	83	156	158	72	40	26	21	6	3
Hr Total	109	115	170	322	527	602	465	168	94	148	46	21

24 Hour Total: 3,771
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30
 AM Peak Volume: 257
 PM Peak Volume: 607
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.93

Southbound Volume for Lane 2

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	4	0	3	8	5	49	158	187	54	38	18
30	3	2	3	1	4	12	71	142	104	34	25	30
45	1	2	0	4	7	25	131	178	89	34	28	26
00	4	1	3	4	6	28	157	159	67	37	23	27
Hr Total	9	9	6	12	25	70	408	637	447	159	114	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	26	33	42	49	146	52	44	11	8	8	7
30	24	17	30	40	59	163	49	44	13	9	6	3
45	28	30	21	53	102	157	28	26	9	6	2	4
00	25	24	35	43	174	113	24	18	15	4	4	8
Hr Total	95	97	119	178	384	579	153	132	48	27	20	22

24 Hour Total: 3,851
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 666
 PM Peak Volume: 640
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	7	2	4	17	7	57	200	238	83	71	49
30	6	5	5	2	5	14	83	199	170	67	46	66
45	6	6	3	8	8	31	172	254	149	64	57	53
00	6	5	12	6	7	36	185	223	108	65	56	55
Hr Total	21	23	22	20	37	88	497	876	665	279	230	223

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	52	62	115	171	304	212	93	39	78	22	14
30	48	54	75	119	178	326	171	82	30	41	22	9
45	49	53	63	140	232	280	139	67	32	31	12	9
00	58	53	89	126	330	271	96	58	41	25	10	11
Hr Total	204	212	289	500	911	1,181	618	300	142	175	66	43

24 Hour Total: 7,622
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 914
 PM Peak Volume: 1,240
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.94

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Jefferson Rd south of Fowler Ave		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	3	6	1	7	42	53	35	29	29
30	4	4	2	1	1	3	15	52	64	35	17	26
45	3	2	3	3	2	5	26	76	53	31	25	24
00	3	2	5	1	2	8	28	66	39	23	24	28
Hr Total	15	10	12	8	10	17	75	237	209	125	95	107

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	27	26	65	120	159	140	46	26	34	10	6
30	24	31	36	82	120	153	114	33	19	20	10	5
45	25	24	42	85	129	143	93	26	25	14	9	4
00	28	28	40	88	144	139	58	27	26	14	6	3
Hr Total	106	111	143	320	514	594	406	132	95	82	34	19

24 Hour Total:	3,476				
AM Peak Hour begins:	7:30	AM Peak Volume:	260	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45	PM Peak Volume:	599	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	2	2	0	3	6	5	46	163	163	53	29	25
30	2	2	2	1	4	14	77	165	117	35	25	25
45	1	4	1	3	5	26	126	177	95	31	24	22
00	2	3	3	4	6	33	161	160	62	30	23	24
Hr Total	7	11	6	12	20	79	410	664	437	149	101	96

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	27	28	45	51	95	60	28	10	8	9	4
30	22	19	29	40	53	114	44	31	11	8	4	3
45	29	24	30	49	67	99	33	17	8	7	3	2
00	24	21	32	41	88	78	21	13	11	5	5	5
Hr Total	98	91	118	175	259	386	158	88	41	28	21	15

24 Hour Total:	3,470				
AM Peak Hour begins:	6:45	AM Peak Volume:	665	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	396	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	6	3	2	6	11	7	53	206	216	88	58	54
30	6	6	4	2	5	17	92	217	181	70	42	51
45	4	6	4	7	6	31	152	253	149	62	49	46
00	5	5	8	6	7	41	189	226	101	53	46	52
Hr Total	22	21	18	20	30	95	485	902	646	273	196	203

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	54	54	110	171	254	200	74	36	42	19	10
30	46	50	65	122	174	267	158	64	30	28	14	8
45	55	48	71	134	196	242	126	43	33	21	12	6
00	51	49	72	129	232	216	79	40	37	19	11	9
Hr Total	204	202	262	495	773	980	564	220	136	110	56	33

24 Hour Total:	6,946				
AM Peak Hour begins:	7:15	AM Peak Volume:	912	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45	PM Peak Volume:	995	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 2, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Morris Bridge Rd north of Fowler Ave		

Northbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	12	5	2	4	4	33	75	179	58	38	46
30	14	13	8	5	6	3	34	98	159	61	56	49
45	10	15	3	4	5	9	38	118	111	41	33	36
00	8	7	5	5	19	30	63	164	104	63	35	54
Hr Total	50	47	21	16	34	46	168	455	553	223	162	185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	59	46	62	51	76	93	60	58	35	35	21
30	47	64	58	72	67	89	67	60	45	36	30	19
45	48	54	39	72	71	91	58	65	46	38	26	19
00	59	64	35	55	75	102	65	39	47	35	25	7
Hr Total	210	241	178	261	264	358	283	224	196	144	116	66

24 Hour Total:	4,501	AM Peak Volume:	620	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:30	PM Peak Volume:	375	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

Southbound Volume for Lane 2

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	11	6	2	7	10	28	71	49	41	51	52
30	6	3	2	4	4	8	42	80	48	52	41	53
45	5	10	5	2	7	10	50	100	95	40	46	48
00	11	8	9	6	15	17	64	81	59	53	58	57
Hr Total	30	32	22	14	33	45	184	332	251	186	196	210

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	48	72	61	71	103	70	46	43	33	31	15
30	65	51	61	51	64	65	55	49	25	24	22	11
45	72	59	64	69	84	85	49	42	31	21	18	10
00	55	42	55	60	77	64	48	40	25	28	13	9
Hr Total	255	200	252	241	296	317	222	177	124	106	84	45

24 Hour Total:	3,854	AM Peak Volume:	332	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:00	PM Peak Volume:	330	PM Peak Hour Factor:	0.80
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	23	11	4	11	14	61	146	228	99	89	98
30	20	16	10	9	10	11	76	178	207	113	97	102
45	15	25	8	6	12	19	88	218	206	81	79	84
00	19	15	14	11	34	47	127	245	163	116	93	111
Hr Total	80	79	43	30	67	91	352	787	804	409	358	395

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	107	118	123	122	179	163	106	101	68	66	36
30	112	115	119	123	131	154	122	109	70	60	52	30
45	120	113	103	141	155	176	107	107	77	59	44	29
00	114	106	90	115	152	166	113	79	72	63	38	16
Hr Total	465	441	430	502	560	675	505	401	320	250	200	111

24 Hour Total:	8,355	AM Peak Volume:	898	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	675	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 3, 2017	Start Time: 00:00	Station: 0
Stop Date: May 3, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Morris Bridge Rd north of Fowler Ave		

Northbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	14	4	3	3	11	21	62	167	68	38	39
30	12	3	6	4	5	8	27	99	152	51	40	52
45	8	5	5	2	5	11	44	118	119	59	36	41
00	8	12	7	1	15	34	73	188	107	61	53	46
Hr Total	40	34	22	10	28	64	165	467	545	239	167	178

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	47	36	43	57	104	76	57	72	40	30	23
30	50	52	48	75	56	99	74	49	53	56	33	21
45	62	65	43	65	78	112	72	55	41	39	40	18
00	68	67	51	57	71	82	69	53	52	33	33	13
Hr Total	224	231	178	240	262	397	291	214	218	168	136	75

24 Hour Total:	4,593	AM Peak Volume:	626	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:45	PM Peak Volume:	397	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00				

Southbound Volume for Lane 2

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	14	3	6	0	11	25	90	67	38	34	55
30	13	5	1	2	6	10	37	99	70	55	43	59
45	11	4	4	8	4	7	37	109	62	55	33	57
00	5	2	5	5	8	22	69	97	65	42	47	60
Hr Total	38	25	13	21	18	50	168	395	264	190	157	231

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	56	51	47	78	87	77	62	43	32	35	12
30	60	46	64	38	57	79	61	36	36	26	14	15
45	71	51	53	72	93	68	53	47	32	20	19	13
00	51	58	51	62	74	91	48	33	30	25	19	10
Hr Total	238	211	219	219	302	325	239	178	141	103	87	50

24 Hour Total:	3,882	AM Peak Volume:	395	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	333	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	28	7	9	3	22	46	152	234	106	72	94
30	25	8	7	6	11	18	64	198	222	106	83	111
45	19	9	9	10	9	18	81	227	181	114	69	98
00	13	14	12	6	23	56	142	285	172	103	100	106
Hr Total	78	59	35	31	46	114	333	862	809	429	324	409

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	103	87	90	135	191	153	119	115	72	65	35
30	110	98	112	113	113	178	135	85	89	82	47	36
45	133	116	96	137	171	180	125	102	73	59	59	31
00	119	125	102	119	145	173	117	86	82	58	52	23
Hr Total	462	442	397	459	564	722	530	392	359	271	223	125

24 Hour Total:	8,475	AM Peak Volume:	968	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:30	PM Peak Volume:	722	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: May 4, 2017
 Stop Date: May 4, 2017
 City: Tampa
 Location: Morris Bridge Rd north of Fowler Ave

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	5	0	2	4	6	22	81	163	81	49	36
30	13	11	8	8	6	6	33	111	120	69	40	54
45	17	4	4	1	9	17	28	131	115	50	42	41
00	13	5	5	2	15	18	83	170	115	44	51	43
Hr Total	58	25	17	13	34	47	166	493	513	244	182	174

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	57	49	51	60	98	74	76	53	61	43	29
30	38	63	52	58	70	111	72	61	39	48	31	26
45	59	56	49	69	64	88	75	58	46	44	36	17
00	60	43	48	64	80	80	71	58	46	36	29	18
Hr Total	198	219	198	242	274	377	292	253	184	189	139	90

24 Hour Total: 4,621
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 584
 PM Peak Volume: 377
 AM Peak Hour Factor: 0.86
 PM Peak Hour Factor: 0.85

Southbound Volume for Lane 2

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	3	6	2	11	27	76	64	44	46	40
30	6	10	5	6	2	12	36	77	57	54	48	51
45	11	3	5	2	7	8	52	103	64	54	49	52
00	1	3	3	2	9	22	64	73	50	32	46	56
Hr Total	30	26	16	16	20	53	179	329	235	184	189	199

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	56	65	55	63	82	78	49	31	39	24	12
30	51	41	49	58	69	100	67	48	33	35	25	18
45	34	49	60	49	76	104	64	41	28	31	17	16
00	49	45	67	54	70	82	62	38	36	23	13	15
Hr Total	196	191	241	216	278	368	271	176	128	128	79	61

24 Hour Total: 3,809
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 329
 PM Peak Volume: 368
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	15	3	8	6	17	49	157	227	125	95	76
30	19	21	13	14	8	18	69	188	177	123	88	105
45	28	7	9	3	16	25	80	234	179	104	91	93
00	14	8	8	4	24	40	147	243	165	76	97	99
Hr Total	88	51	33	29	54	100	345	822	748	428	371	373

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	113	114	106	123	180	152	125	84	100	67	41
30	89	104	101	116	139	211	139	109	72	83	56	44
45	93	105	109	118	140	192	139	99	74	75	53	33
00	109	88	115	118	150	162	133	96	82	59	42	33
Hr Total	394	410	439	458	552	745	563	429	312	317	218	151

24 Hour Total: 8,430
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 892
 PM Peak Volume: 745
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.88

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Morris Bridge Rd north of Fowler Ave		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	10	3	2	4	7	25	73	170	69	42	40
30	13	9	7	6	6	6	31	103	144	60	45	52
45	12	8	4	2	6	12	37	122	115	50	37	39
00	10	8	6	3	16	27	73	174	109	56	46	48
Hr Total	49	35	20	13	32	52	166	472	537	235	170	179

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	54	44	52	56	93	81	64	61	45	36	24
30	45	60	53	68	64	100	71	57	46	47	31	22
45	56	58	44	69	71	97	68	59	44	40	34	18
00	62	58	45	59	75	88	68	50	48	35	29	13
Hr Total	211	230	185	248	267	377	289	230	199	167	130	77

24 Hour Total:	4,572			
AM Peak Hour begins:	7:30	AM Peak Volume:	610	AM Peak Hour Factor: 0.88
PM Peak Hour begins:	17:00	PM Peak Volume:	377	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	10	12	4	5	3	11	27	79	60	41	44	49
30	8	6	3	4	4	10	38	85	58	54	44	54
45	9	6	5	4	6	8	46	104	74	50	43	52
00	6	4	6	4	11	20	66	84	58	42	50	58
Hr Total	33	28	17	17	24	49	177	352	250	187	181	213

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	53	63	54	71	91	75	52	39	35	30	13
30	59	46	58	49	63	81	61	44	31	28	20	15
45	59	53	59	63	84	86	55	43	30	24	18	13
00	52	48	58	59	74	79	53	37	30	25	15	11
Hr Total	230	201	237	225	292	337	244	177	131	112	83	52

24 Hour Total:	3,848			
AM Peak Hour begins:	7:00	AM Peak Volume:	352	AM Peak Hour Factor: 0.85
PM Peak Hour begins:	17:00	PM Peak Volume:	337	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	25	22	7	7	7	18	52	152	230	110	85	89
30	21	15	10	10	10	16	70	188	202	114	89	106
45	21	14	9	6	12	21	83	226	189	100	80	92
00	15	12	11	7	27	48	139	258	167	98	97	105
Hr Total	82	63	37	30	56	102	343	824	787	422	351	392

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	108	106	106	127	183	156	117	100	80	66	37
30	104	106	111	117	128	181	132	101	77	75	52	37
45	115	111	103	132	155	183	124	103	75	64	52	31
00	114	106	102	117	149	167	121	87	79	60	44	24
Hr Total	440	431	422	473	559	714	533	407	330	279	214	129

24 Hour Total:	8,420			
AM Peak Hour begins:	7:30	AM Peak Volume:	916	AM Peak Hour Factor: 0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	714	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 2, 2017
 Stop Date: May 2, 2017
 City: Tampa
 Location: Morris Bridge Rd south of Fowler Ave

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	11	6	4	3	18	42	89	84	55	61	59
30	16	11	8	6	11	24	63	92	107	67	52	75
45	12	8	4	1	9	18	69	123	87	70	58	50
00	7	2	4	8	19	33	67	113	89	56	47	50
Hr Total	54	32	22	19	42	93	241	417	367	248	218	234

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	62	67	88	96	122	88	78	45	34	30	26
30	49	65	66	113	102	124	101	87	68	53	35	22
45	64	66	68	108	103	118	88	63	45	36	32	18
00	53	71	68	94	119	111	78	55	39	38	28	18
Hr Total	226	264	269	403	420	475	355	283	197	161	125	84

24 Hour Total: 5,249
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 427
 PM Peak Volume: 483
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	14	8	10	8	12	42	128	118	47	38	50
30	16	14	8	3	6	10	47	114	81	40	37	63
45	13	15	7	5	5	21	88	135	91	50	51	53
00	14	13	3	7	11	25	121	119	61	50	56	60
Hr Total	72	56	26	25	30	68	298	496	351	187	182	226

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	55	73	91	88	127	99	75	64	69	64	38
30	73	55	90	99	97	92	105	84	55	64	42	43
45	63	61	111	103	102	125	90	85	77	60	37	31
00	72	88	96	100	108	112	101	85	67	48	28	19
Hr Total	271	259	370	393	395	456	395	329	263	241	171	131

24 Hour Total: 5,691
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 498
 PM Peak Volume: 456
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Tuesday, May 02, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	25	14	14	11	30	84	217	202	102	99	109
30	32	25	16	9	17	34	110	206	188	107	89	138
45	25	23	11	6	14	39	157	258	178	120	109	103
00	21	15	7	15	30	58	188	232	150	106	103	110
Hr Total	126	88	48	44	72	161	539	913	718	435	400	460

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	117	140	179	184	249	187	153	109	103	94	64
30	122	120	156	212	199	216	206	171	123	117	77	65
45	127	127	179	211	205	243	178	148	122	96	69	49
00	125	159	164	194	227	223	179	140	106	86	56	37
Hr Total	497	523	639	796	815	931	750	612	460	402	296	215

24 Hour Total: 10,940
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 913
 PM Peak Volume: 935
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 3, 2017
 Stop Date: May 3, 2017
 City: Tampa
 Location: Morris Bridge Rd south of Fowler Ave

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	11	8	9	5	14	37	89	82	68	61	47
30	12	4	9	7	6	21	61	89	100	62	68	60
45	10	8	8	6	8	22	67	135	92	89	54	56
00	10	7	6	4	20	34	73	114	84	61	72	76
Hr Total	42	30	31	26	39	91	238	427	358	280	255	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	55	60	78	103	117	105	67	67	35	42	24
30	56	62	63	95	113	131	94	80	78	62	35	25
45	69	55	73	109	116	125	83	62	65	48	47	16
00	72	71	75	91	101	121	88	55	52	35	26	23
Hr Total	263	243	271	373	433	494	370	264	262	180	150	88

24 Hour Total: 5,447
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 431
 PM Peak Volume: 494
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.94

Southbound Volume for Lane 2

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	16	6	8	5	6	34	130	129	66	56	63
30	23	16	8	5	7	17	55	140	86	62	46	64
45	18	10	10	8	13	15	78	132	74	55	45	58
00	18	6	9	4	5	32	147	119	66	58	46	79
Hr Total	91	48	33	25	30	70	314	521	355	241	193	264

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	67	81	87	101	116	106	90	57	79	55	40
30	60	67	57	82	98	126	100	68	77	65	51	36
45	88	57	98	108	124	116	99	79	70	59	50	44
00	82	68	96	98	125	116	88	81	72	55	38	34
Hr Total	281	259	332	375	448	474	393	318	276	258	194	154

24 Hour Total: 5,947
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:30
 AM Peak Volume: 549
 PM Peak Volume: 491
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Wednesday, May 03, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	27	14	17	10	20	71	219	211	134	117	110
30	35	20	17	12	13	38	116	229	186	124	114	124
45	28	18	18	14	21	37	145	267	166	144	99	114
00	28	13	15	8	25	66	220	233	150	119	118	155
Hr Total	133	78	64	51	69	161	552	948	713	521	448	503

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	122	141	165	204	233	211	157	124	114	97	64
30	116	129	120	177	211	257	194	148	155	127	86	61
45	157	112	171	217	240	241	182	141	135	107	97	60
00	154	139	171	189	226	237	176	136	124	90	64	57
Hr Total	544	502	603	748	881	968	763	582	538	438	344	242

24 Hour Total: 11,394
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 948
 PM Peak Volume: 968
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 4, 2017
 Stop Date: May 4, 2017
 City: Tampa
 Location: Morris Bridge Rd south of Fowler Ave

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	7	6	6	8	24	44	88	77	74	65	51
30	14	10	8	7	11	13	56	117	92	73	51	42
45	7	10	7	7	7	21	54	119	86	81	62	64
00	12	3	6	3	14	31	88	116	72	65	46	67
Hr Total	55	30	27	23	40	89	242	440	327	293	224	224

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	53	63	103	101	122	108	77	62	47	57	19
30	52	51	78	119	102	110	102	65	39	45	45	24
45	66	58	64	94	98	118	84	74	73	50	40	23
00	80	56	71	89	100	131	90	49	45	41	33	15
Hr Total	246	218	276	405	401	481	384	265	219	183	175	81

24 Hour Total: 5,348
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 440
 PM Peak Volume: 481
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.92

Southbound Volume for Lane 2

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	14	12	9	7	20	39	141	103	54	57	50
30	19	16	9	8	6	14	53	106	86	65	55	58
45	17	9	9	6	10	20	81	125	81	41	51	63
00	13	9	6	8	6	25	124	118	64	52	62	60
Hr Total	79	48	36	31	29	79	297	490	334	212	225	231

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	52	69	96	95	125	106	89	65	53	50	37
30	74	60	75	109	105	142	94	93	70	62	50	41
45	62	47	100	103	104	150	102	71	61	73	54	30
00	68	56	89	101	148	108	102	74	52	69	43	37
Hr Total	266	215	333	409	452	525	404	327	248	257	197	145

24 Hour Total: 5,869
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 496
 PM Peak Volume: 565
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Thursday, May 04, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	21	18	15	15	44	83	229	180	128	122	101
30	33	26	17	15	17	27	109	223	178	138	106	100
45	24	19	16	13	17	41	135	244	167	122	113	127
00	25	12	12	11	20	56	212	234	136	117	108	127
Hr Total	134	78	63	54	69	168	539	930	661	505	449	455

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	105	132	199	196	247	214	166	127	100	107	56
30	126	111	153	228	207	252	196	158	109	107	95	65
45	128	105	164	197	202	268	186	145	134	123	94	53
00	148	112	160	190	248	239	192	123	97	110	76	52
Hr Total	512	433	609	814	853	1,006	788	592	467	440	372	226

24 Hour Total: 11,217
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 930
 PM Peak Volume: 1,015
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.95

Volume Count Report 3-Day Average

Start Date: May 2, 2017	Start Time: 00:00	Station: 0
Stop Date: May 4, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Morris Bridge Rd south of Fowler Ave		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	10	7	6	5	19	41	89	81	66	62	52
30	14	8	8	7	9	19	60	99	100	67	57	59
45	10	9	6	5	8	20	63	126	88	80	58	57
00	10	4	5	5	18	33	76	114	82	61	55	64
Hr Total	50	31	27	23	40	91	240	428	351	274	232	232

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	57	63	90	100	120	100	74	58	39	43	23
30	52	59	69	109	106	122	99	77	62	53	38	24
45	66	60	68	104	106	120	85	66	61	45	40	19
00	68	66	71	91	107	121	85	53	45	38	29	19
Hr Total	245	242	272	394	418	483	370	271	226	175	150	84

24 Hour Total:	5,348				
AM Peak Hour begins:	7:00	AM Peak Volume:	428	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:00	PM Peak Volume:	483	PM Peak Hour Factor:	0.99

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	15	9	9	7	13	38	133	117	56	50	54
30	19	15	8	5	6	14	52	120	84	56	46	62
45	16	11	9	6	9	19	82	131	82	49	49	58
00	15	9	6	6	7	27	131	119	64	53	55	66
Hr Total	81	51	32	27	30	72	303	502	347	213	200	240

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	58	74	91	95	123	104	85	62	67	56	38
30	69	61	74	97	100	120	100	82	67	64	48	40
45	71	55	103	105	110	130	97	78	69	64	47	35
00	74	71	94	100	127	112	97	80	64	57	36	30
Hr Total	273	244	345	392	432	485	397	325	262	252	187	143

24 Hour Total:	5,836				
AM Peak Hour begins:	6:45	AM Peak Volume:	514	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	500	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	47	24	15	15	12	31	79	222	198	121	113	107
30	33	24	17	12	16	33	112	219	184	123	103	121
45	26	20	15	11	17	39	146	256	170	129	107	115
00	25	13	11	11	25	60	207	233	145	114	110	131
Hr Total	131	81	58	50	70	163	543	930	697	487	432	473

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	115	138	181	195	243	204	159	120	106	99	61
30	121	120	143	206	206	242	199	159	129	117	86	64
45	137	115	171	208	216	251	182	145	130	109	87	54
00	142	137	165	191	234	233	182	133	109	95	65	49
Hr Total	518	486	617	786	850	968	767	595	488	427	337	228

24 Hour Total:	11,184				
AM Peak Hour begins:	7:00	AM Peak Volume:	930	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	969	PM Peak Hour Factor:	0.97

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fowler&Jefferson
 Site Code : 0702903
 Start Date : 5/3/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	1	7	8	0	190	0	0	190	39	0	0	0	39	4	233	153	32	422	659
07:15 AM	1	0	4	6	11	0	218	0	0	218	44	1	2	0	47	2	243	131	39	415	691
07:30 AM	2	4	14	24	44	1	236	0	0	237	68	0	3	0	71	5	229	100	38	372	724
07:45 AM	8	16	61	11	96	1	239	0	0	240	60	0	7	1	68	7	245	111	33	396	800
Total	11	20	80	48	159	2	883	0	0	885	211	1	12	1	225	18	950	495	142	1605	2874
08:00 AM	7	11	95	15	128	1	201	0	0	202	48	0	4	1	53	5	275	87	38	405	788
08:15 AM	2	5	22	10	39	2	233	0	0	235	58	0	3	0	61	2	142	86	33	263	598
08:30 AM	0	0	0	2	2	1	183	0	0	184	50	0	1	0	51	8	131	85	12	236	473
08:45 AM	1	0	0	4	5	0	197	0	0	197	33	0	0	0	33	7	119	54	13	193	428
Total	10	16	117	31	174	4	814	0	0	818	189	0	8	1	198	22	667	312	96	1097	2287
*** BREAK ***																					
04:00 PM	4	5	12	9	30	1	165	2	0	168	120	5	1	0	126	32	231	30	12	305	629
04:15 PM	4	4	32	13	53	0	156	0	1	157	105	2	2	0	109	16	258	37	16	327	646
04:30 PM	1	2	2	4	9	0	144	0	0	144	132	0	0	0	132	15	237	37	9	298	583
04:45 PM	0	0	5	3	8	2	172	1	0	175	134	0	1	0	135	10	297	28	12	347	665
Total	9	11	51	29	100	3	637	3	1	644	491	7	4	0	502	73	1023	132	49	1277	2523
05:00 PM	2	0	5	6	13	1	208	2	0	211	147	2	0	0	149	19	326	57	24	426	799
05:15 PM	1	0	4	2	7	0	220	0	0	220	149	1	0	1	151	14	324	75	30	443	821
05:30 PM	1	1	3	7	12	1	241	0	0	242	140	0	0	0	140	15	290	64	15	384	778
05:45 PM	1	2	2	3	8	1	207	0	0	208	121	2	1	0	124	15	261	48	20	344	684
Total	5	3	14	18	40	3	876	2	0	881	557	5	1	1	564	63	1201	244	89	1597	3082
Grand Total	35	50	262	126	473	12	3210	5	1	3228	1448	13	25	3	1489	176	3841	1183	376	5576	10766
Apprch %	7.4	10.6	55.4	26.6		0.4	99.4	0.2	0		97.2	0.9	1.7	0.2		3.2	68.9	21.2	6.7		
Total %	0.3	0.5	2.4	1.2	4.4	0.1	29.8	0	0	30	13.4	0.1	0.2	0	13.8	1.6	35.7	11	3.5	51.8	
Passenger Vehicles	35	50	260	121	466	6	3077	5	1	3089	1402	13	25	3	1443	91	3623	1156	371	5241	10239
% Passenger Vehicles	100	100	99.2	96	98.5	50	95.9	100	100	95.7	96.8	100	100	100	96.9	51.7	94.3	97.7	98.7	94	95.1
Heavy Vehicles	0	0	2	5	7	1	133	0	0	134	46	0	0	0	46	1	218	27	5	251	438
% Heavy Vehicles	0	0	0.8	4	1.5	8.3	4.1	0	0	4.2	3.2	0	0	0	3.1	0.6	5.7	2.3	1.3	4.5	4.1
UTurns	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	84	0	0	0	84	89
% UTurns	0	0	0	0	0	41.7	0	0	0	0.2	0	0	0	0	0	47.7	0	0	0	1.5	0.8

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fowler&Jefferson
 Site Code : 0702903
 Start Date : 5/3/2017
 Page No : 2

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	0	4	6	11	0	218	0	0	218	44	1	2	0	47	2	243	131	39	415	691
07:30 AM	2	4	14	24	44	1	236	0	0	237	68	0	3	0	71	5	229	100	38	372	724
07:45 AM	8	16	61	11	96	1	239	0	0	240	60	0	7	1	68	7	245	111	33	396	800
08:00 AM	7	11	95	15	128	1	201	0	0	202	48	0	4	1	53	5	275	87	38	405	788
Total Volume	18	31	174	56	279	3	894	0	0	897	220	1	16	2	239	19	992	429	148	1588	3003
% App. Total	6.5	11.1	62.4	20.1		0.3	99.7	0	0		92.1	0.4	6.7	0.8		1.2	62.5	27	9.3		
PHF	.563	.484	.458	.583	.545	.750	.935	.000	.000	.934	.809	.250	.571	.500	.842	.679	.902	.819	.949	.957	.938
Passenger Vehicles	18	31	174	56	279	0	837	0	0	837	201	1	16	2	220	4	937	421	147	1509	2845
% Passenger Vehicles	100	100	100	100	100	0	93.6	0	0	93.3	91.4	100	100	100	92.1	21.1	94.5	98.1	99.3	95.0	94.7
Heavy Vehicles	0	0	0	0	0	1	57	0	0	58	19	0	0	0	19	0	55	8	1	64	141
% Heavy Vehicles	0	0	0	0	0	33.3	6.4	0	0	6.5	8.6	0	0	0	7.9	0	5.5	1.9	0.7	4.0	4.7
UTurns	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	15	0	0	0	15	17
% UTurns	0	0	0	0	0	66.7	0	0	0	0.2	0	0	0	0	0	78.9	0	0	0	0.9	0.6

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					07:30 AM					07:30 AM					07:00 AM				
+0 mins.	2	4	14	24	44	1	236	0	0	237	68	0	3	0	71	4	233	153	32	422
+15 mins.	8	16	61	11	96	1	239	0	0	240	60	0	7	1	68	2	243	131	39	415
+30 mins.	7	11	95	15	128	1	201	0	0	202	48	0	4	1	53	5	229	100	38	372
+45 mins.	2	5	22	10	39	2	233	0	0	235	58	0	3	0	61	7	245	111	33	396
Total Volume	19	36	192	60	307	5	909	0	0	914	234	0	17	2	253	18	950	495	142	1605
% App. Total	6.2	11.7	62.5	19.5		0.5	99.5	0	0		92.5	0	6.7	0.8		1.1	59.2	30.8	8.8	
PHF	.594	.563	.505	.625	.600	.625	.951	.000	.000	.952	.860	.000	.607	.500	.891	.643	.969	.809	.910	.951
Passenger Vehicles	19	36	192	60	307	0	865	0	0	865	217	0	17	2	236	6	897	487	141	1531
% Passenger Vehicles	100	100	100	100	100	0	95.2	0	0	94.6	92.7	0	100	100	93.3	33.3	94.4	98.4	99.3	95.4
Heavy Vehicles	0	0	0	0	0	1	44	0	0	45	17	0	0	0	17	0	53	8	1	62
% Heavy Vehicles	0	0	0	0	0	20	4.8	0	0	4.9	7.3	0	0	0	6.7	0	5.6	1.6	0.7	3.9
UTurns	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	12	0	0	0	12
% UTurns	0	0	0	0	0	80	0	0	0	0.4	0	0	0	0	0	66.7	0	0	0	0.7

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fowler&Jefferson
 Site Code : 0702903
 Start Date : 5/3/2017
 Page No : 3

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	0	5	6	13	1	208	2	0	211	147	2	0	0	149	19	326	57	24	426	799
05:15 PM	1	0	4	2	7	0	220	0	0	220	149	1	0	1	151	14	324	75	30	443	821
05:30 PM	1	1	3	7	12	1	241	0	0	242	140	0	0	0	140	15	290	64	15	384	778
05:45 PM	1	2	2	3	8	1	207	0	0	208	121	2	1	0	124	15	261	48	20	344	684
Total Volume	5	3	14	18	40	3	876	2	0	881	557	5	1	1	564	63	1201	244	89	1597	3082
% App. Total	12.5	7.5	35	45		0.3	99.4	0.2	0		98.8	0.9	0.2	0.2		3.9	75.2	15.3	5.6		
PHF	.625	.375	.700	.643	.769	.750	.909	.250	.000	.910	.935	.625	.250	.250	.934	.829	.921	.813	.742	.901	.938
Passenger Vehicles	5	3	14	18	40	3	859	2	0	864	554	5	1	1	561	36	1154	236	87	1513	2978
% Passenger Vehicles	100	100	100	100	100	100	98.1	100	0	98.1	99.5	100	100	100	99.5	57.1	96.1	96.7	97.8	94.7	96.6
Heavy Vehicles	0	0	0	0	0	0	17	0	0	17	3	0	0	0	3	0	47	8	2	57	77
% Heavy Vehicles	0	0	0	0	0	0	1.9	0	0	1.9	0.5	0	0	0	0.5	0	3.9	3.3	2.2	3.6	2.5
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	27	27
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	0	0	0	1.7	0.9

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					04:45 PM				
+0 mins.	4	5	12	9	30	1	208	2	0	211	134	0	1	0	135	10	297	28	12	347
+15 mins.	4	4	32	13	53	0	220	0	0	220	147	2	0	0	149	19	326	57	24	426
+30 mins.	1	2	2	4	9	1	241	0	0	242	149	1	0	1	151	14	324	75	30	443
+45 mins.	0	0	5	3	8	1	207	0	0	208	140	0	0	0	140	15	290	64	15	384
Total Volume	9	11	51	29	100	3	876	2	0	881	570	3	1	1	575	58	1237	224	81	1600
% App. Total	9	11	51	29		0.3	99.4	0.2	0		99.1	0.5	0.2	0.2		3.6	77.3	14	5.1	
PHF	.563	.550	.398	.558	.472	.750	.909	.250	.000	.910	.956	.375	.250	.250	.952	.763	.949	.747	.675	.903
Passenger Vehicles	9	11	49	29	98	3	859	2	0	864	568	3	1	1	573	34	1189	218	79	1520
% Passenger Vehicles	100	100	96.1	100	98	100	98.1	100	0	98.1	99.6	100	100	100	99.7	58.6	96.1	97.3	97.5	95
Heavy Vehicles	0	0	2	0	2	0	17	0	0	17	2	0	0	0	2	0	48	6	2	56
% Heavy Vehicles	0	0	3.9	0	2	0	1.9	0	0	1.9	0.4	0	0	0	0.3	0	3.9	2.7	2.5	3.5
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	0	0	0	1.5

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fowler&Jefferson
 Site Code : 0702903
 Start Date : 5/3/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	1	5	6	0	180	0	0	180	38	0	0	0	38	2	216	152	32	402	626
07:15 AM	1	0	4	6	11	0	197	0	0	197	38	1	2	0	41	0	234	129	38	401	650
07:30 AM	2	4	14	24	44	0	222	0	0	222	61	0	3	0	64	1	218	98	38	355	685
07:45 AM	8	16	61	11	96	0	227	0	0	227	58	0	7	1	66	3	229	108	33	373	762
Total	11	20	80	46	157	0	826	0	0	826	195	1	12	1	209	6	897	487	141	1531	2723
08:00 AM	7	11	95	15	128	0	191	0	0	191	44	0	4	1	49	0	256	86	38	380	748
08:15 AM	2	5	22	10	39	0	225	0	0	225	54	0	3	0	57	0	129	85	32	246	567
08:30 AM	0	0	0	1	1	1	176	0	0	177	40	0	1	0	41	1	114	83	12	210	429
08:45 AM	1	0	0	2	3	0	183	0	0	183	28	0	0	0	28	3	97	52	13	165	379
Total	10	16	117	28	171	1	775	0	0	776	166	0	8	1	175	4	596	306	95	1001	2123
*** BREAK ***																					
04:00 PM	4	5	12	9	30	1	161	2	0	164	118	5	1	0	124	23	226	29	12	290	608
04:15 PM	4	4	30	13	51	0	150	0	1	151	105	2	2	0	109	12	244	35	16	307	618
04:30 PM	1	2	2	4	9	0	137	0	0	137	131	0	0	0	131	4	221	36	8	269	546
04:45 PM	0	0	5	3	8	1	169	1	0	171	133	0	1	0	134	6	285	27	12	330	643
Total	9	11	49	29	98	2	617	3	1	623	487	7	4	0	498	45	976	127	48	1196	2415
05:00 PM	2	0	5	6	13	1	203	2	0	206	146	2	0	0	148	9	312	55	24	400	767
05:15 PM	1	0	4	2	7	0	217	0	0	217	149	1	0	1	151	9	311	73	30	423	798
05:30 PM	1	1	3	7	12	1	234	0	0	235	140	0	0	0	140	10	281	63	13	367	754
05:45 PM	1	2	2	3	8	1	205	0	0	206	119	2	1	0	122	8	250	45	20	323	659
Total	5	3	14	18	40	3	859	2	0	864	554	5	1	1	561	36	1154	236	87	1513	2978
Grand Total	35	50	260	121	466	6	3077	5	1	3089	1402	13	25	3	1443	91	3623	1156	371	5241	10239
Apprch %	7.5	10.7	55.8	26		0.2	99.6	0.2	0		97.2	0.9	1.7	0.2		1.7	69.1	22.1	7.1		
Total %	0.3	0.5	2.5	1.2	4.6	0.1	30.1	0	0	30.2	13.7	0.1	0.2	0	14.1	0.9	35.4	11.3	3.6	51.2	

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	0	4	6	11	0	197	0	0	197	38	1	2	0	41	0	234	129	38	401	650
07:30 AM	2	4	14	24	44	0	222	0	0	222	61	0	3	0	64	1	218	98	38	355	685
07:45 AM	8	16	61	11	96	0	227	0	0	227	58	0	7	1	66	3	229	108	33	373	762
08:00 AM	7	11	95	15	128	0	191	0	0	191	44	0	4	1	49	0	256	86	38	380	748
Total Volume	18	31	174	56	279	0	837	0	0	837	201	1	16	2	220	4	937	421	147	1509	2845
% App. Total	6.5	11.1	62.4	20.1		0	100	0	0		91.4	0.5	7.3	0.9		0.3	62.1	27.9	9.7		
PHF	.563	.484	.458	.583	.545	.000	.922	.000	.000	.922	.824	.250	.571	.500	.833	.333	.915	.816	.967	.941	.933

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fowler&Jefferson
 Site Code : 0702903
 Start Date : 5/3/2017
 Page No : 2

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:00 AM				
+0 mins.	2	4	14	24	44	0	222	0	0	222	61	0	3	0	64	2	216	152	32	402
+15 mins.	8	16	61	11	96	0	227	0	0	227	58	0	7	1	66	0	234	129	38	401
+30 mins.	7	11	95	15	128	0	191	0	0	191	44	0	4	1	49	1	218	98	38	355
+45 mins.	2	5	22	10	39	0	225	0	0	225	54	0	3	0	57	3	229	108	33	373
Total Volume	19	36	192	60	307	0	865	0	0	865	217	0	17	2	236	6	897	487	141	1531
% App. Total	6.2	11.7	62.5	19.5		0	100	0	0		91.9	0	7.2	0.8		0.4	58.6	31.8	9.2	
PHF	.594	.563	.505	.625	.600	.000	.953	.000	.000	.953	.889	.000	.607	.500	.894	.500	.958	.801	.928	.952

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	2	0	5	6	13	1	203	2	0	206	146	2	0	0	148	9	312	55	24	400	767
05:15 PM	1	0	4	2	7	0	217	0	0	217	149	1	0	1	151	9	311	73	30	423	798
05:30 PM	1	1	3	7	12	1	234	0	0	235	140	0	0	0	140	10	281	63	13	367	754
05:45 PM	1	2	2	3	8	1	205	0	0	206	119	2	1	0	122	8	250	45	20	323	659
Total Volume	5	3	14	18	40	3	859	2	0	864	554	5	1	1	561	36	1154	236	87	1513	2978
% App. Total	12.5	7.5	35	45		0.3	99.4	0.2	0		98.8	0.9	0.2	0.2		2.4	76.3	15.6	5.8		
PHF	.625	.375	.700	.643	.769	.750	.918	.250	.000	.919	.930	.625	.250	.250	.929	.900	.925	.808	.725	.894	.933

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					04:45 PM					
+0 mins.	4	5	12	9	30	1	203	2	0	206	133	0	1	0	134	6	285	27	12	330	
+15 mins.	4	4	30	13	51	0	217	0	0	217	146	2	0	0	148	9	312	55	24	400	
+30 mins.	1	2	2	4	9	1	234	0	0	235	149	1	0	1	151	9	311	73	30	423	
+45 mins.	0	0	5	3	8	1	205	0	0	206	140	0	0	0	140	10	281	63	13	367	
Total Volume	9	11	49	29	98	3	859	2	0	864	568	3	1	1	573	34	1189	218	79	1520	
% App. Total	9.2	11.2	50	29.6		0.3	99.4	0.2	0		99.1	0.5	0.2	0.2		2.2	78.2	14.3	5.2		
PHF	.563	.550	.408	.558	.480	.750	.918	.250	.000	.919	.953	.375	.250	.250	.949	.850	.953	.747	.658	.898	

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fowler&Jefferson
 Site Code : 0702903
 Start Date : 5/3/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	2	2	0	10	0	0	10	1	0	0	0	1	0	17	1	0	18	31
07:15 AM	0	0	0	0	0	0	21	0	0	21	6	0	0	0	6	0	9	2	1	12	39
07:30 AM	0	0	0	0	0	1	14	0	0	15	7	0	0	0	7	0	11	2	0	13	35
07:45 AM	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	0	16	3	0	19	33
Total	0	0	0	2	2	1	57	0	0	58	16	0	0	0	16	0	53	8	1	62	138
08:00 AM	0	0	0	0	0	0	10	0	0	10	4	0	0	0	4	0	19	1	0	20	34
08:15 AM	0	0	0	0	0	0	8	0	0	8	4	0	0	0	4	0	13	1	1	15	27
08:30 AM	0	0	0	1	1	0	7	0	0	7	10	0	0	0	10	1	17	2	0	20	38
08:45 AM	0	0	0	2	2	0	14	0	0	14	5	0	0	0	5	0	22	2	0	24	45
Total	0	0	0	3	3	0	39	0	0	39	23	0	0	0	23	1	71	6	1	79	144
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	5	1	0	6	12
04:15 PM	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	0	14	2	0	16	24
04:30 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	16	1	1	18	26
04:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	12	1	0	13	17
Total	0	0	2	0	2	0	20	0	0	20	4	0	0	0	4	0	47	5	1	53	79
05:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	14	2	0	16	22
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	13	2	0	15	18
05:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	1	2	12	19
05:45 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	11	3	0	14	18
Total	0	0	0	0	0	0	17	0	0	17	3	0	0	0	3	0	47	8	2	57	77
Grand Total	0	0	2	5	7	1	133	0	0	134	46	0	0	0	46	1	218	27	5	251	438
Apprch %	0	0	28.6	71.4		0.7	99.3	0	0		100	0	0	0		0.4	86.9	10.8	2		
Total %	0	0	0.5	1.1	1.6	0.2	30.4	0	0	30.6	10.5	0	0	0	10.5	0.2	49.8	6.2	1.1	57.3	

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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	10	0	0	10	4	0	0	0	4	0	19	1	0	20	34
08:15 AM	0	0	0	0	0	0	8	0	0	8	4	0	0	0	4	0	13	1	1	15	27
08:30 AM	0	0	0	1	1	0	7	0	0	7	10	0	0	0	10	1	17	2	0	20	38
08:45 AM	0	0	0	2	2	0	14	0	0	14	5	0	0	0	5	0	22	2	0	24	45
Total Volume	0	0	0	3	3	0	39	0	0	39	23	0	0	0	23	1	71	6	1	79	144
% App. Total	0	0	0	100		0	100	0	0		100	0	0	0		1.3	89.9	7.6	1.3		
PHF	.000	.000	.000	.375	.375	.000	.696	.000	.000	.696	.575	.000	.000	.000	.575	.250	.807	.750	.250	.823	.800

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fowler&Jefferson
 Site Code : 0702903
 Start Date : 5/3/2017
 Page No : 2

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					08:00 AM					08:00 AM				
+0 mins.	0	0	0	0	0	0	10	0	0	10	4	0	0	0	4	0	19	1	0	20
+15 mins.	0	0	0	0	0	0	21	0	0	21	4	0	0	0	4	0	13	1	1	15
+30 mins.	0	0	0	1	1	1	14	0	0	15	10	0	0	0	10	1	17	2	0	20
+45 mins.	0	0	0	2	2	0	12	0	0	12	5	0	0	0	5	0	22	2	0	24
Total Volume	0	0	0	3	3	1	57	0	0	58	23	0	0	0	23	1	71	6	1	79
% App. Total	0	0	0	100		1.7	98.3	0	0		100	0	0	0		1.3	89.9	7.6	1.3	
PHF	.000	.000	.000	.375	.375	.250	.679	.000	.000	.690	.575	.000	.000	.000	.575	.250	.807	.750	.250	.823

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	2	0	2	0	6	0	0	6	0	0	0	0	0	0	14	2	0	16	24
04:30 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	16	1	1	18	26
04:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	12	1	0	13	17
05:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	14	2	0	16	22
Total Volume	0	0	2	0	2	0	21	0	0	21	3	0	0	0	3	0	56	6	1	63	89
% App. Total	0	0	100	0		0	100	0	0		100	0	0	0		0	88.9	9.5	1.6		
PHF	.000	.000	.250	.000	.250	.000	.750	.000	.000	.750	.750	.000	.000	.000	.750	.000	.875	.750	.250	.875	.856

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	0	0	0	0	6	0	0	6	2	0	0	0	2	0	14	2	0	16
+15 mins.	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	0	16	1	1	18
+30 mins.	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	12	1	0	13
+45 mins.	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	14	2	0	16
Total Volume	0	0	2	0	2	0	21	0	0	21	4	0	0	0	4	0	56	6	1	63
% App. Total	0	0	100	0		0	100	0	0		100	0	0	0		0	88.9	9.5	1.6	
PHF	.000	.000	.250	.000	.250	.000	.750	.000	.000	.750	.500	.000	.000	.000	.500	.000	.875	.750	.250	.875

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fowler&Jefferson
 Site Code : 0702903
 Start Date : 5/3/2017
 Page No : 1

Groups Printed- UTurns

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	4	5
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	12	0	0	0	0	12	13
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	0	5	6
08:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	17	0	0	0	0	17	20
*** BREAK ***																						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	4	5
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	28	0	0	0	0	28	29
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	27	27
Grand Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	84	0	0	0	0	84	89
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	
Total %	0	0	0	0	0	5.6	0	0	0	5.6	0	0	0	0	0	94.4	0	0	0	0	94.4	

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour Analysis From 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	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	4	5
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	0	5	6
08:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6
Total Volume	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	17	0	0	0	0	17	21
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.708	.000	.000	.000	.000	.708	.875

Intersection Turning Movement Count

City/County: Tampa/Hillsborough
 Weather: Clear
 Comments:

File Name : Fowler&Jefferson
 Site Code : 0702903
 Start Date : 5/3/2017
 Page No : 2

Start Time	JEFFERSON ROAD Southbound					FOWLER AVENUE Westbound					JEFFERSON ROAD Northbound					FOWLER AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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					07:45 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5
+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	0	0	0	0	0	6	0	0	0	6
Total Volume	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	17	0	0	0	17
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.708	.000	.000	.000	.708

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	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	30	0	0	0	30	31
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.682	.000	.000	.000	.682	.705

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					04:30 PM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	30	0	0	0	30
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.682	.000	.000	.000	.682

Intersection Pedestrian & Bicycle Count

Date: 5/3/17

Day: Wednesday

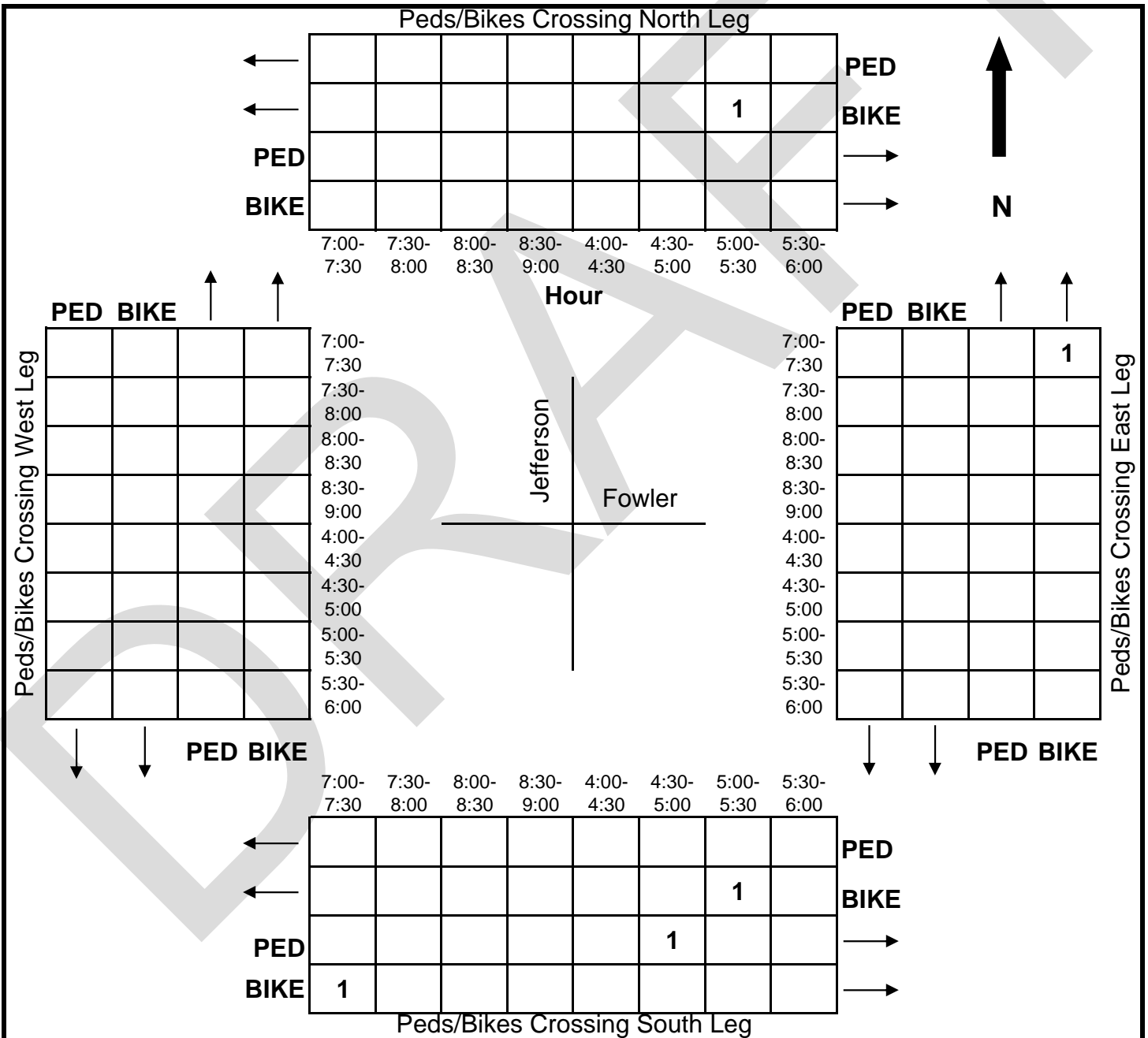
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: Fowler Avenue at Jefferson Road

Comments: _____

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



Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Tampa
 Location: I-75 NB Off Ramp to I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	41	27	33	32	84	217	299	298	332	336	298
30	53	33	36	29	71	127	257	301	330	291	298	278
45	67	27	27	52	76	182	266	303	333	270	323	333
00	39	25	28	50	106	206	275	306	326	314	302	296
Hr Total	209	126	118	164	285	599	1,015	1,209	1,287	1,207	1,259	1,205

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	307	325	335	428	326	339	245	163	170	126	94
30	291	325	325	396	384	413	292	223	162	151	124	92
45	309	306	351	377	432	371	245	188	191	177	89	83
00	299	322	374	370	372	267	229	207	168	168	80	54
Hr Total	1,214	1,260	1,375	1,478	1,616	1,377	1,105	863	684	666	419	323

24 Hour Total: 21,063
 AM Peak Hour begins: 8:15 AM Peak Volume: 1,321 AM Peak Hour Factor: 0.99
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,616 PM Peak Hour Factor: 0.94

N/A

Tuesday, May 23, 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, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	41	27	33	32	84	217	299	298	332	336	298
30	53	33	36	29	71	127	257	301	330	291	298	278
45	67	27	27	52	76	182	266	303	333	270	323	333
00	39	25	28	50	106	206	275	306	326	314	302	296
Hr Total	209	126	118	164	285	599	1,015	1,209	1,287	1,207	1,259	1,205

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	307	325	335	428	326	339	245	163	170	126	94
30	291	325	325	396	384	413	292	223	162	151	124	92
45	309	306	351	377	432	371	245	188	191	177	89	83
00	299	322	374	370	372	267	229	207	168	168	80	54
Hr Total	1,214	1,260	1,375	1,478	1,616	1,377	1,105	863	684	666	419	323

24 Hour Total: 21,063
 AM Peak Hour begins: 8:15 AM Peak Volume: 1,321 AM Peak Hour Factor: 0.99
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,616 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Tampa
 Location: I-75 NB Off Ramp to I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	39	40	39	49	79	208	349	348	279	293	302
30	37	45	39	33	90	135	241	357	289	241	278	319
45	48	27	32	32	91	147	291	327	274	340	314	370
00	64	35	27	51	79	205	293	296	303	304	284	282
Hr Total	204	146	138	155	309	566	1,033	1,329	1,214	1,164	1,169	1,273

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	303	345	307	264	327	297	261	214	176	159	138	75
30	278	348	312	289	289	265	277	202	172	190	103	78
45	310	343	279	299	308	272	274	165	162	154	108	57
00	314	321	266	304	304	246	214	157	197	115	94	76
Hr Total	1,205	1,357	1,164	1,156	1,228	1,080	1,026	738	707	618	443	286

24 Hour Total: 19,708
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 13:00
 AM Peak Volume: 1,329
 PM Peak Volume: 1,357
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.97

N/A

Wednesday, May 24, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	39	40	39	49	79	208	349	348	279	293	302
30	37	45	39	33	90	135	241	357	289	241	278	319
45	48	27	32	32	91	147	291	327	274	340	314	370
00	64	35	27	51	79	205	293	296	303	304	284	282
Hr Total	204	146	138	155	309	566	1,033	1,329	1,214	1,164	1,169	1,273

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	303	345	307	264	327	297	261	214	176	159	138	75
30	278	348	312	289	289	265	277	202	172	190	103	78
45	310	343	279	299	308	272	274	165	162	154	108	57
00	314	321	266	304	304	246	214	157	197	115	94	76
Hr Total	1,205	1,357	1,164	1,156	1,228	1,080	1,026	738	707	618	443	286

24 Hour Total: 19,708
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 13:00
 AM Peak Volume: 1,329
 PM Peak Volume: 1,357
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Tampa
 Location: I-75 NB Off Ramp to I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	34	23	35	52	86	188	321	306	275	267	320
30	45	32	42	54	60	143	244	311	324	341	312	348
45	47	35	35	53	90	170	273	317	341	252	322	346
00	51	44	41	50	74	184	341	326	314	308	313	369
Hr Total	192	145	141	192	276	583	1,046	1,275	1,285	1,176	1,214	1,383

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	307	353	363	388	476	349	291	280	193	187	167	82
30	339	342	319	399	366	327	302	248	214	159	130	85
45	351	371	375	384	374	351	309	227	186	196	119	82
00	327	361	383	467	501	324	279	200	180	180	113	81
Hr Total	1,324	1,427	1,440	1,638	1,717	1,351	1,181	955	773	722	529	330

24 Hour Total: 22,295
 AM Peak Hour begins: 11:00 AM Peak Volume: 1,383 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,726 PM Peak Hour Factor: 0.91

N/A

Thursday, May 25, 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, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	34	23	35	52	86	188	321	306	275	267	320
30	45	32	42	54	60	143	244	311	324	341	312	348
45	47	35	35	53	90	170	273	317	341	252	322	346
00	51	44	41	50	74	184	341	326	314	308	313	369
Hr Total	192	145	141	192	276	583	1,046	1,275	1,285	1,176	1,214	1,383

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	307	353	363	388	476	349	291	280	193	187	167	82
30	339	342	319	399	366	327	302	248	214	159	130	85
45	351	371	375	384	374	351	309	227	186	196	119	82
00	327	361	383	467	501	324	279	200	180	180	113	81
Hr Total	1,324	1,427	1,440	1,638	1,717	1,351	1,181	955	773	722	529	330

24 Hour Total: 22,295
 AM Peak Hour begins: 11:00 AM Peak Volume: 1,383 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,726 PM Peak Hour Factor: 0.91

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramp to I-4 EB		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	38	30	36	44	83	204	323	317	295	299	307
30	45	37	39	39	74	135	247	323	314	291	296	315
45	54	30	31	46	86	166	277	316	316	287	320	350
00	51	35	32	50	86	198	303	309	314	309	300	316
Hr Total	202	139	132	170	290	583	1,031	1,271	1,262	1,182	1,214	1,287

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	308	335	332	329	410	324	297	246	177	172	144	84
30	303	338	319	361	346	335	290	224	183	167	119	85
45	323	340	335	353	371	331	276	193	180	176	105	74
00	313	335	341	380	392	279	241	188	182	154	96	70
Hr Total	1,248	1,348	1,326	1,424	1,520	1,269	1,104	852	721	669	464	313

24 Hour Total:	21,022				
AM Peak Hour begins:	11:15	AM Peak Volume:	1,289	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00	PM Peak Volume:	1,520	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	51	38	30	36	44	83	204	323	317	295	299	307
30	45	37	39	39	74	135	247	323	314	291	296	315
45	54	30	31	46	86	166	277	316	316	287	320	350
00	51	35	32	50	86	198	303	309	314	309	300	316
Hr Total	202	139	132	170	290	583	1,031	1,271	1,262	1,182	1,214	1,287

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	308	335	332	329	410	324	297	246	177	172	144	84
30	303	338	319	361	346	335	290	224	183	167	119	85
45	323	340	335	353	371	331	276	193	180	176	105	74
00	313	335	341	380	392	279	241	188	182	154	96	70
Hr Total	1,248	1,348	1,326	1,424	1,520	1,269	1,104	852	721	669	464	313

24 Hour Total:	21,022				
AM Peak Hour begins:	11:15	AM Peak Volume:	1,289	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00	PM Peak Volume:	1,520	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Tampa
 Location: I-75 NB Off Ramps to I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	72	49	32	49	59	165	390	316	267	290	289	302
30	62	28	31	72	82	213	490	280	264	310	317	262
45	51	42	45	62	109	290	455	303	264	310	295	285
00	35	37	40	72	135	319	392	286	256	304	278	277
Hr Total	220	156	148	255	385	987	1,727	1,185	1,051	1,214	1,179	1,126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	271	285	299	271	278	243	245	293	176	159	126	118
30	332	281	308	281	274	263	261	265	214	181	121	94
45	261	284	316	316	234	259	277	192	171	191	104	92
00	275	306	296	299	283	255	283	202	154	126	104	59
Hr Total	1,139	1,156	1,219	1,167	1,069	1,020	1,066	952	715	657	455	363

24 Hour Total: 20,611
 AM Peak Hour begins: 6:00
 PM Peak Hour begins: 13:45
 AM Peak Volume: 1,727
 PM Peak Volume: 1,229
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.97

N/A

Tuesday, May 23, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	72	49	32	49	59	165	390	316	267	290	289	302
30	62	28	31	72	82	213	490	280	264	310	317	262
45	51	42	45	62	109	290	455	303	264	310	295	285
00	35	37	40	72	135	319	392	286	256	304	278	277
Hr Total	220	156	148	255	385	987	1,727	1,185	1,051	1,214	1,179	1,126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	271	285	299	271	278	243	245	293	176	159	126	118
30	332	281	308	281	274	263	261	265	214	181	121	94
45	261	284	316	316	234	259	277	192	171	191	104	92
00	275	306	296	299	283	255	283	202	154	126	104	59
Hr Total	1,139	1,156	1,219	1,167	1,069	1,020	1,066	952	715	657	455	363

24 Hour Total: 20,611
 AM Peak Hour begins: 6:00
 PM Peak Hour begins: 13:45
 AM Peak Volume: 1,727
 PM Peak Volume: 1,229
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Tampa
 Location: I-75 NB Off Ramps to I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	43	34	55	47	135	388	407	285	277	280	267
30	48	27	28	67	71	204	435	308	321	322	302	315
45	50	32	52	58	109	283	455	271	294	325	265	307
00	69	36	46	67	132	345	447	318	309	326	267	277
Hr Total	203	138	160	247	359	967	1,725	1,304	1,209	1,250	1,114	1,166

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	317	330	254	293	267	266	216	167	179	156	91
30	290	291	340	288	252	264	293	264	197	158	132	97
45	299	288	320	289	294	280	272	217	174	147	133	77
00	318	307	263	309	273	282	241	207	153	141	121	83
Hr Total	1,173	1,203	1,253	1,140	1,112	1,093	1,072	904	691	625	542	348

24 Hour Total: 20,998
 AM Peak Hour begins: 6:15 AM Peak Volume: 1,744 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 13:45 PM Peak Volume: 1,297 PM Peak Hour Factor: 0.95

N/A

Wednesday, May 24, 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, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	43	34	55	47	135	388	407	285	277	280	267
30	48	27	28	67	71	204	435	308	321	322	302	315
45	50	32	52	58	109	283	455	271	294	325	265	307
00	69	36	46	67	132	345	447	318	309	326	267	277
Hr Total	203	138	160	247	359	967	1,725	1,304	1,209	1,250	1,114	1,166

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	317	330	254	293	267	266	216	167	179	156	91
30	290	291	340	288	252	264	293	264	197	158	132	97
45	299	288	320	289	294	280	272	217	174	147	133	77
00	318	307	263	309	273	282	241	207	153	141	121	83
Hr Total	1,173	1,203	1,253	1,140	1,112	1,093	1,072	904	691	625	542	348

24 Hour Total: 20,998
 AM Peak Hour begins: 6:15 AM Peak Volume: 1,744 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 13:45 PM Peak Volume: 1,297 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Tampa
 Location: I-75 NB Off Ramps to I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	45	39	64	57	155	394	399	335	300	280	310
30	62	33	24	59	78	212	428	356	326	321	306	286
45	38	34	38	74	97	252	424	331	263	290	282	336
00	46	31	38	45	124	311	429	352	296	310	276	314
Hr Total	208	143	139	242	356	930	1,675	1,438	1,220	1,221	1,144	1,246

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	282	265	308	287	237	257	233	255	232	217	157	107
30	307	321	337	293	258	222	240	266	199	171	169	93
45	313	298	336	255	293	219	247	248	168	196	155	87
00	274	293	309	268	196	302	274	218	220	180	141	98
Hr Total	1,176	1,177	1,290	1,103	984	1,000	994	987	819	764	622	385

24 Hour Total: 21,263
 AM Peak Hour begins: 6:15 AM Peak Volume: 1,680 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 14:00 PM Peak Volume: 1,290 PM Peak Hour Factor: 0.96

N/A

Thursday, May 25, 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, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	45	39	64	57	155	394	399	335	300	280	310
30	62	33	24	59	78	212	428	356	326	321	306	286
45	38	34	38	74	97	252	424	331	263	290	282	336
00	46	31	38	45	124	311	429	352	296	310	276	314
Hr Total	208	143	139	242	356	930	1,675	1,438	1,220	1,221	1,144	1,246

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	282	265	308	287	237	257	233	255	232	217	157	107
30	307	321	337	293	258	222	240	266	199	171	169	93
45	313	298	336	255	293	219	247	248	168	196	155	87
00	274	293	309	268	196	302	274	218	220	180	141	98
Hr Total	1,176	1,177	1,290	1,103	984	1,000	994	987	819	764	622	385

24 Hour Total: 21,263
 AM Peak Hour begins: 6:15 AM Peak Volume: 1,680 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 14:00 PM Peak Volume: 1,290 PM Peak Hour Factor: 0.96

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB Off Ramps to I-4 WB		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	46	35	56	54	152	391	374	296	289	283	293
30	57	29	28	66	77	210	451	315	304	318	308	288
45	46	36	45	65	105	275	445	302	274	308	281	309
00	50	35	41	61	130	325	423	319	287	313	274	289
Hr Total	210	146	149	248	367	961	1,709	1,309	1,160	1,228	1,146	1,179

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	273	289	312	271	269	256	248	255	192	185	146	105
30	310	298	328	287	261	250	265	265	203	170	141	95
45	291	290	324	287	274	253	265	219	171	178	131	85
00	289	302	289	292	251	280	266	209	176	149	122	80
Hr Total	1,163	1,179	1,254	1,137	1,055	1,038	1,044	948	742	682	540	365

24 Hour Total:	20,957				
AM Peak Hour begins:	6:00	AM Peak Volume:	1,709	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	13:45	PM Peak Volume:	1,267	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	57	46	35	56	54	152	391	374	296	289	283	293
30	57	29	28	66	77	210	451	315	304	318	308	288
45	46	36	45	65	105	275	445	302	274	308	281	309
00	50	35	41	61	130	325	423	319	287	313	274	289
Hr Total	210	146	149	248	367	961	1,709	1,309	1,160	1,228	1,146	1,179

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	273	289	312	271	269	256	248	255	192	185	146	105
30	310	298	328	287	261	250	265	265	203	170	141	95
45	291	290	324	287	274	253	265	219	171	178	131	85
00	289	302	289	292	251	280	266	209	176	149	122	80
Hr Total	1,163	1,179	1,254	1,137	1,055	1,038	1,044	948	742	682	540	365

24 Hour Total:	20,957				
AM Peak Hour begins:	6:00	AM Peak Volume:	1,709	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	13:45	PM Peak Volume:	1,267	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Tampa
 Location: I-75 NB On Ramp from I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	47	34	37	54	47	96	195	230	175	154	241
30	52	41	31	29	45	50	126	228	266	177	155	272
45	63	32	27	43	37	76	145	288	228	184	142	191
00	43	32	56	31	44	70	162	312	224	186	216	150
Hr Total	228	152	148	140	180	243	529	1,023	948	722	667	854

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	165	154	205	241	303	351	291	188	165	126	155	73
30	199	194	217	260	327	312	277	212	165	163	156	76
45	194	192	227	286	266	325	261	170	153	172	116	79
00	172	200	237	255	315	312	264	158	141	151	100	70
Hr Total	730	740	886	1,042	1,211	1,300	1,093	728	624	612	527	298

24 Hour Total: 15,625
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,096 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,303 PM Peak Hour Factor: 0.93

N/A

Tuesday, May 23, 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, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	47	34	37	54	47	96	195	230	175	154	241
30	52	41	31	29	45	50	126	228	266	177	155	272
45	63	32	27	43	37	76	145	288	228	184	142	191
00	43	32	56	31	44	70	162	312	224	186	216	150
Hr Total	228	152	148	140	180	243	529	1,023	948	722	667	854

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	165	154	205	241	303	351	291	188	165	126	155	73
30	199	194	217	260	327	312	277	212	165	163	156	76
45	194	192	227	286	266	325	261	170	153	172	116	79
00	172	200	237	255	315	312	264	158	141	151	100	70
Hr Total	730	740	886	1,042	1,211	1,300	1,093	728	624	612	527	298

24 Hour Total: 15,625
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,096 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,303 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Tampa
 Location: I-75 NB On Ramp from I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	33	40	27	47	45	88	181	216	207	141	142
30	46	58	23	43	32	47	105	199	228	194	144	193
45	61	40	34	37	34	54	135	263	226	196	137	194
00	49	30	28	43	31	72	143	254	248	164	153	179
Hr Total	226	161	125	150	144	218	471	897	918	761	575	708

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	166	247	215	271	248	232	230	131	144	152	88
30	186	202	250	218	248	278	239	190	150	159	123	87
45	170	218	248	223	260	250	207	188	137	140	125	89
00	179	181	216	232	243	238	196	163	165	163	119	74
Hr Total	687	767	961	888	1,022	1,014	874	771	583	606	519	338

24 Hour Total: 14,384
 AM Peak Hour begins: 7:30 AM Peak Volume: 961 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,029 PM Peak Hour Factor: 0.93

N/A

Wednesday, May 24, 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, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	33	40	27	47	45	88	181	216	207	141	142
30	46	58	23	43	32	47	105	199	228	194	144	193
45	61	40	34	37	34	54	135	263	226	196	137	194
00	49	30	28	43	31	72	143	254	248	164	153	179
Hr Total	226	161	125	150	144	218	471	897	918	761	575	708

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	166	247	215	271	248	232	230	131	144	152	88
30	186	202	250	218	248	278	239	190	150	159	123	87
45	170	218	248	223	260	250	207	188	137	140	125	89
00	179	181	216	232	243	238	196	163	165	163	119	74
Hr Total	687	767	961	888	1,022	1,014	874	771	583	606	519	338

24 Hour Total: 14,384
 AM Peak Hour begins: 7:30 AM Peak Volume: 961 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,029 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Tampa
 Location: I-75 NB On Ramp from I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	51	39	48	43	43	91	180	240	198	143	162
30	65	48	19	37	36	50	100	220	251	200	139	156
45	73	42	33	49	42	52	120	254	264	155	157	147
00	49	40	35	35	29	71	173	263	198	161	160	180
Hr Total	263	181	126	169	150	216	484	917	953	714	599	645

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	197	182	225	275	250	327	206	224	184	152	188	86
30	171	234	201	302	281	312	258	200	143	148	230	109
45	181	195	232	310	306	281	243	187	136	174	187	110
00	177	202	249	278	283	272	239	191	138	195	108	80
Hr Total	726	813	907	1,165	1,120	1,192	946	802	601	669	713	385

24 Hour Total: 15,456
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,018
 PM Peak Volume: 1,228
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.94

N/A

Thursday, May 25, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	51	39	48	43	43	91	180	240	198	143	162
30	65	48	19	37	36	50	100	220	251	200	139	156
45	73	42	33	49	42	52	120	254	264	155	157	147
00	49	40	35	35	29	71	173	263	198	161	160	180
Hr Total	263	181	126	169	150	216	484	917	953	714	599	645

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	197	182	225	275	250	327	206	224	184	152	188	86
30	171	234	201	302	281	312	258	200	143	148	230	109
45	181	195	232	310	306	281	243	187	136	174	187	110
00	177	202	249	278	283	272	239	191	138	195	108	80
Hr Total	726	813	907	1,165	1,120	1,192	946	802	601	669	713	385

24 Hour Total: 15,456
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,018
 PM Peak Volume: 1,228
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.94

Volume Count Report 3-Day Average

Start Date:	May 23, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 25, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-75 NB On Ramp from I-4 EB				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	72	44	38	37	48	45	92	185	229	193	146	182
30	54	49	24	36	38	49	110	216	248	190	146	207
45	66	38	31	43	38	61	133	268	239	178	145	177
00	47	34	40	36	35	71	159	276	223	170	176	170
Hr Total	239	165	133	153	158	226	495	946	940	732	614	736

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	167	226	244	275	309	243	214	160	141	165	82
30	185	210	223	260	285	301	258	201	153	157	170	91
45	182	202	236	273	277	285	237	182	142	162	143	93
00	176	194	234	255	280	274	233	171	148	170	109	75
Hr Total	714	773	918	1,032	1,118	1,169	971	767	603	629	586	340

24 Hour Total:	15,155				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,022	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45	PM Peak Volume:	1,175	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	72	44	38	37	48	45	92	185	229	193	146	182
30	54	49	24	36	38	49	110	216	248	190	146	207
45	66	38	31	43	38	61	133	268	239	178	145	177
00	47	34	40	36	35	71	159	276	223	170	176	170
Hr Total	239	165	133	153	158	226	495	946	940	732	614	736

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	167	226	244	275	309	243	214	160	141	165	82
30	185	210	223	260	285	301	258	201	153	157	170	91
45	182	202	236	273	277	285	237	182	142	162	143	93
00	176	194	234	255	280	274	233	171	148	170	109	75
Hr Total	714	773	918	1,032	1,118	1,169	971	767	603	629	586	340

24 Hour Total:	15,155				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,022	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45	PM Peak Volume:	1,175	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Tampa
 Location: I-75 NB On Ramp from I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	34	29	31	36	76	184	295	292	281	308	267
30	36	43	30	28	31	86	248	316	287	261	316	237
45	41	29	43	30	63	112	282	322	271	280	233	245
00	49	26	24	35	55	160	297	316	271	289	262	235
Hr Total	164	132	126	124	185	434	1,011	1,249	1,121	1,111	1,119	984

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	217	229	221	287	278	210	200	161	104	104	68
30	230	239	211	193	293	258	250	158	127	107	84	92
45	245	217	251	264	267	269	224	188	118	93	76	85
00	229	243	234	243	279	215	182	145	122	108	82	75
Hr Total	912	916	925	921	1,126	1,020	866	691	528	412	346	320

24 Hour Total: 16,743
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:00
 AM Peak Volume: 1,249
 PM Peak Volume: 1,126
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.96

N/A

Tuesday, May 23, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	34	29	31	36	76	184	295	292	281	308	267
30	36	43	30	28	31	86	248	316	287	261	316	237
45	41	29	43	30	63	112	282	322	271	280	233	245
00	49	26	24	35	55	160	297	316	271	289	262	235
Hr Total	164	132	126	124	185	434	1,011	1,249	1,121	1,111	1,119	984

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	217	229	221	287	278	210	200	161	104	104	68
30	230	239	211	193	293	258	250	158	127	107	84	92
45	245	217	251	264	267	269	224	188	118	93	76	85
00	229	243	234	243	279	215	182	145	122	108	82	75
Hr Total	912	916	925	921	1,126	1,020	866	691	528	412	346	320

24 Hour Total: 16,743
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:00
 AM Peak Volume: 1,249
 PM Peak Volume: 1,126
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Tampa
 Location: I-75 NB On Ramp from I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	31	27	13	32	79	192	294	308	278	258	218
30	46	39	26	22	41	87	271	284	297	288	256	223
45	44	32	27	30	43	142	325	314	323	263	238	274
00	66	25	29	35	65	142	278	307	265	244	175	211
Hr Total	221	127	109	100	181	450	1,066	1,199	1,193	1,073	927	926

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	231	206	189	306	220	216	160	129	111	94	74
30	247	196	164	212	255	263	176	167	139	111	98	85
45	207	194	109	208	280	253	172	154	99	123	90	45
00	234	170	136	243	219	216	178	110	117	94	79	55
Hr Total	925	791	615	852	1,060	952	742	591	484	439	361	259

24 Hour Total: 15,643
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 15:45
 AM Peak Volume: 1,235
 PM Peak Volume: 1,084
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.89

N/A

Wednesday, May 24, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	31	27	13	32	79	192	294	308	278	258	218
30	46	39	26	22	41	87	271	284	297	288	256	223
45	44	32	27	30	43	142	325	314	323	263	238	274
00	66	25	29	35	65	142	278	307	265	244	175	211
Hr Total	221	127	109	100	181	450	1,066	1,199	1,193	1,073	927	926

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	231	206	189	306	220	216	160	129	111	94	74
30	247	196	164	212	255	263	176	167	139	111	98	85
45	207	194	109	208	280	253	172	154	99	123	90	45
00	234	170	136	243	219	216	178	110	117	94	79	55
Hr Total	925	791	615	852	1,060	952	742	591	484	439	361	259

24 Hour Total: 15,643
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 15:45
 AM Peak Volume: 1,235
 PM Peak Volume: 1,084
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Tampa
 Location: I-75 NB On Ramp from I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	33	38	18	30	64	209	330	309	241	302	220
30	24	30	28	28	37	93	279	308	293	307	271	243
45	44	21	35	21	56	131	292	363	280	315	272	225
00	43	21	34	29	48	147	316	291	235	300	273	263
Hr Total	161	105	135	96	171	435	1,096	1,292	1,117	1,163	1,118	951

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	224	232	233	283	278	239	195	192	124	126	109
30	276	226	245	263	263	273	204	201	185	136	91	111
45	262	235	250	272	256	313	217	192	192	157	112	92
00	243	259	277	256	269	246	245	185	144	110	119	88
Hr Total	1,053	944	1,004	1,024	1,071	1,110	905	773	713	527	448	400

24 Hour Total: 17,812
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,317
 PM Peak Volume: 1,133
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.90

N/A

Thursday, May 25, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	33	38	18	30	64	209	330	309	241	302	220
30	24	30	28	28	37	93	279	308	293	307	271	243
45	44	21	35	21	56	131	292	363	280	315	272	225
00	43	21	34	29	48	147	316	291	235	300	273	263
Hr Total	161	105	135	96	171	435	1,096	1,292	1,117	1,163	1,118	951

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	224	232	233	283	278	239	195	192	124	126	109
30	276	226	245	263	263	273	204	201	185	136	91	111
45	262	235	250	272	256	313	217	192	192	157	112	92
00	243	259	277	256	269	246	245	185	144	110	119	88
Hr Total	1,053	944	1,004	1,024	1,071	1,110	905	773	713	527	448	400

24 Hour Total: 17,812
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,317
 PM Peak Volume: 1,133
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.90

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 NB On Ramp from I-4 WB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	33	31	21	33	73	195	306	303	267	289	235
30	35	37	28	26	36	89	266	303	292	285	281	234
45	43	27	35	27	54	128	300	333	291	286	248	248
00	53	24	29	33	56	150	297	305	257	278	237	236
Hr Total	182	121	123	107	179	440	1,058	1,247	1,144	1,116	1,055	954

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	239	224	222	214	292	259	222	185	161	113	108	84
30	251	220	207	223	270	265	210	175	150	118	91	96
45	238	215	203	248	268	278	204	178	136	124	93	74
00	235	224	216	247	256	226	202	147	128	104	93	73
Hr Total	963	884	848	932	1,086	1,027	838	685	575	459	385	326

24 Hour Total:	16,733			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,247	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	16:00	PM Peak Volume:	1,086	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	51	33	31	21	33	73	195	306	303	267	289	235
30	35	37	28	26	36	89	266	303	292	285	281	234
45	43	27	35	27	54	128	300	333	291	286	248	248
00	53	24	29	33	56	150	297	305	257	278	237	236
Hr Total	182	121	123	107	179	440	1,058	1,247	1,144	1,116	1,055	954

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	239	224	222	214	292	259	222	185	161	113	108	84
30	251	220	207	223	270	265	210	175	150	118	91	96
45	238	215	203	248	268	278	204	178	136	124	93	74
00	235	224	216	247	256	226	202	147	128	104	93	73
Hr Total	963	884	848	932	1,086	1,027	838	685	575	459	385	326

24 Hour Total:	16,733			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,247	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	16:00	PM Peak Volume:	1,086	PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	29	22	23	41	66	193	241	183	237	206	196
30	30	22	30	23	53	88	210	233	184	254	152	217
45	37	16	21	23	66	134	195	217	232	227	121	252
00	34	20	33	28	53	161	196	199	248	194	147	203
Hr Total	155	87	106	97	213	449	794	890	847	912	626	868

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	189	202	248	260	291	261	248	187	140	100	95	47
30	193	173	213	237	266	278	244	181	143	107	77	62
45	174	206	251	245	256	256	234	148	117	101	80	54
00	192	188	236	250	225	231	210	152	126	80	65	38
Hr Total	748	769	948	992	1,038	1,026	936	668	526	388	317	201

24 Hour Total: 14,601
 AM Peak Hour begins: 8:30
 PM Peak Hour begins: 15:45
 AM Peak Volume: 971
 PM Peak Volume: 1,063
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.91

N/A

Tuesday, May 23, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	29	22	23	41	66	193	241	183	237	206	196
30	30	22	30	23	53	88	210	233	184	254	152	217
45	37	16	21	23	66	134	195	217	232	227	121	252
00	34	20	33	28	53	161	196	199	248	194	147	203
Hr Total	155	87	106	97	213	449	794	890	847	912	626	868

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	189	202	248	260	291	261	248	187	140	100	95	47
30	193	173	213	237	266	278	244	181	143	107	77	62
45	174	206	251	245	256	256	234	148	117	101	80	54
00	192	188	236	250	225	231	210	152	126	80	65	38
Hr Total	748	769	948	992	1,038	1,026	936	668	526	388	317	201

24 Hour Total: 14,601
 AM Peak Hour begins: 8:30
 PM Peak Hour begins: 15:45
 AM Peak Volume: 971
 PM Peak Volume: 1,063
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	33	27	28	38	63	192	232	191	210	214	212
30	37	31	25	35	53	82	210	205	220	230	182	225
45	27	20	21	22	50	125	200	217	226	222	192	250
00	26	36	27	33	56	154	213	201	229	211	200	231
Hr Total	148	120	100	118	197	424	815	855	866	873	788	918

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	192	205	233	261	274	261	235	189	124	93	73	57
30	188	185	222	271	268	273	215	187	125	98	63	48
45	180	219	257	230	234	254	230	131	119	93	73	48
00	189	204	243	244	242	242	210	152	109	66	64	43
Hr Total	749	813	955	1,006	1,018	1,030	890	659	477	350	273	196

24 Hour Total: 14,638
 AM Peak Hour begins: 11:00
 PM Peak Hour begins: 14:30
 AM Peak Volume: 918
 PM Peak Volume: 1,032
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.95

N/A

Wednesday, May 24, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	33	27	28	38	63	192	232	191	210	214	212
30	37	31	25	35	53	82	210	205	220	230	182	225
45	27	20	21	22	50	125	200	217	226	222	192	250
00	26	36	27	33	56	154	213	201	229	211	200	231
Hr Total	148	120	100	118	197	424	815	855	866	873	788	918

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	192	205	233	261	274	261	235	189	124	93	73	57
30	188	185	222	271	268	273	215	187	125	98	63	48
45	180	219	257	230	234	254	230	131	119	93	73	48
00	189	204	243	244	242	242	210	152	109	66	64	43
Hr Total	749	813	955	1,006	1,018	1,030	890	659	477	350	273	196

24 Hour Total: 14,638
 AM Peak Hour begins: 11:00
 PM Peak Hour begins: 14:30
 AM Peak Volume: 918
 PM Peak Volume: 1,032
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Tampa
 Location: I-75 SB Off Ramp to I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	29	32	40	46	61	202	230	209	181	217	237
30	43	40	17	50	42	73	213	179	227	217	218	228
45	54	33	19	37	59	120	203	218	216	201	263	235
00	49	26	38	30	58	139	227	219	200	222	246	220
Hr Total	192	128	106	157	205	393	845	846	852	821	944	920

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	224	238	252	280	269	241	184	131	134	137	75
30	197	193	223	250	270	283	237	188	153	145	118	61
45	184	203	231	238	241	255	230	161	133	127	78	55
00	190	199	243	242	230	246	211	169	127	121	65	44
Hr Total	783	819	935	982	1,021	1,053	919	702	544	527	398	235

24 Hour Total: 15,327
 AM Peak Hour begins: 10:30
 PM Peak Hour begins: 17:00

AM Peak Volume: 974
 PM Peak Volume: 1,053
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.93

N/A

Thursday, May 25, 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
 PM Peak Hour begins: 12:00

AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	29	32	40	46	61	202	230	209	181	217	237
30	43	40	17	50	42	73	213	179	227	217	218	228
45	54	33	19	37	59	120	203	218	216	201	263	235
00	49	26	38	30	58	139	227	219	200	222	246	220
Hr Total	192	128	106	157	205	393	845	846	852	821	944	920

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	224	238	252	280	269	241	184	131	134	137	75
30	197	193	223	250	270	283	237	188	153	145	118	61
45	184	203	231	238	241	255	230	161	133	127	78	55
00	190	199	243	242	230	246	211	169	127	121	65	44
Hr Total	783	819	935	982	1,021	1,053	919	702	544	527	398	235

24 Hour Total: 15,327
 AM Peak Hour begins: 10:30
 PM Peak Hour begins: 17:00

AM Peak Volume: 974
 PM Peak Volume: 1,053
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.93

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramp to I-4 EB		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	30	27	30	42	63	196	234	194	209	212	215
30	37	31	24	36	49	81	211	206	210	234	184	223
45	39	23	20	27	58	126	199	217	225	217	192	246
00	36	27	33	30	56	151	212	206	226	209	198	218
Hr Total	165	112	104	124	205	422	818	864	855	869	786	902

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	198	210	240	258	282	264	241	187	132	109	102	60
30	193	184	219	253	268	278	232	185	140	117	86	57
45	179	209	246	238	244	255	231	147	123	107	77	52
00	190	197	241	245	232	240	210	158	121	89	65	42
Hr Total	760	800	946	993	1,026	1,036	915	676	516	422	329	211

24 Hour Total:	14,855				
AM Peak Hour begins:	11:00	AM Peak Volume:	902	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:45	PM Peak Volume:	1,039	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	53	30	27	30	42	63	196	234	194	209	212	215
30	37	31	24	36	49	81	211	206	210	234	184	223
45	39	23	20	27	58	126	199	217	225	217	192	246
00	36	27	33	30	56	151	212	206	226	209	198	218
Hr Total	165	112	104	124	205	422	818	864	855	869	786	902

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	198	210	240	258	282	264	241	187	132	109	102	60
30	193	184	219	253	268	278	232	185	140	117	86	57
45	179	209	246	238	244	255	231	147	123	107	77	52
00	190	197	241	245	232	240	210	158	121	89	65	42
Hr Total	760	800	946	993	1,026	1,036	915	676	516	422	329	211

24 Hour Total:	14,855				
AM Peak Hour begins:	11:00	AM Peak Volume:	902	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:45	PM Peak Volume:	1,039	PM Peak Hour Factor:	0.92

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Tampa
 Location: I-75 SB Off Ramps to I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	35	16	36	48	91	273	348	285	283	250	175
30	42	21	26	39	47	130	329	336	285	320	197	231
45	36	13	10	42	82	193	335	321	291	295	157	251
00	39	26	30	58	69	230	347	287	280	283	148	183
Hr Total	176	95	82	175	246	644	1,284	1,292	1,141	1,181	752	840

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	223	196	215	219	163	202	158	119	78	59	41
30	213	209	208	190	210	193	250	144	99	107	66	51
45	191	209	201	222	240	201	157	130	91	85	70	47
00	184	198	226	226	216	197	172	112	98	75	55	37
Hr Total	765	839	831	853	885	754	781	544	407	345	250	176

24 Hour Total: 15,338
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 15:45
 AM Peak Volume: 1,366
 PM Peak Volume: 895
 AM Peak Hour Factor: 0.98
 PM Peak Hour Factor: 0.93

N/A

Tuesday, May 23, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	35	16	36	48	91	273	348	285	283	250	175
30	42	21	26	39	47	130	329	336	285	320	197	231
45	36	13	10	42	82	193	335	321	291	295	157	251
00	39	26	30	58	69	230	347	287	280	283	148	183
Hr Total	176	95	82	175	246	644	1,284	1,292	1,141	1,181	752	840

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	223	196	215	219	163	202	158	119	78	59	41
30	213	209	208	190	210	193	250	144	99	107	66	51
45	191	209	201	222	240	201	157	130	91	85	70	47
00	184	198	226	226	216	197	172	112	98	75	55	37
Hr Total	765	839	831	853	885	754	781	544	407	345	250	176

24 Hour Total: 15,338
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 15:45
 AM Peak Volume: 1,366
 PM Peak Volume: 895
 AM Peak Hour Factor: 0.98
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Tampa
 Location: I-75 SB Off Ramps to I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	31	27	45	40	88	251	294	302	291	265	270
30	27	27	17	30	65	147	317	292	323	273	210	302
45	32	17	27	28	64	187	291	265	287	292	258	279
00	22	29	37	59	89	226	336	303	306	242	255	224
Hr Total	107	104	108	162	258	648	1,195	1,154	1,218	1,098	988	1,075

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	250	214	209	173	175	201	202	226	86	90	61	50
30	208	213	197	213	179	180	175	158	105	80	63	41
45	211	177	184	167	199	189	178	153	111	79	66	50
00	215	177	190	221	205	218	175	99	84	62	50	33
Hr Total	884	781	780	774	758	788	730	636	386	311	240	174

24 Hour Total: 15,357
 AM Peak Hour begins: 6:15 AM Peak Volume: 1,238 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 12:00 PM Peak Volume: 884 PM Peak Hour Factor: 0.88

N/A

Wednesday, May 24, 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, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	31	27	45	40	88	251	294	302	291	265	270
30	27	27	17	30	65	147	317	292	323	273	210	302
45	32	17	27	28	64	187	291	265	287	292	258	279
00	22	29	37	59	89	226	336	303	306	242	255	224
Hr Total	107	104	108	162	258	648	1,195	1,154	1,218	1,098	988	1,075

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	250	214	209	173	175	201	202	226	86	90	61	50
30	208	213	197	213	179	180	175	158	105	80	63	41
45	211	177	184	167	199	189	178	153	111	79	66	50
00	215	177	190	221	205	218	175	99	84	62	50	33
Hr Total	884	781	780	774	758	788	730	636	386	311	240	174

24 Hour Total: 15,357
 AM Peak Hour begins: 6:15 AM Peak Volume: 1,238 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 12:00 PM Peak Volume: 884 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Tampa
 Location: I-75 SB Off Ramps to I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	21	26	33	53	103	263	288	318	290	238	243
30	40	14	23	38	46	128	324	312	352	272	269	214
45	21	8	23	42	77	196	314	306	315	250	246	238
00	20	26	40	50	80	217	323	337	279	263	257	245
Hr Total	137	69	112	163	256	644	1,224	1,243	1,264	1,075	1,010	940

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	225	210	212	206	165	169	197	207	132	90	93	73
30	243	190	194	218	167	183	225	199	142	103	93	48
45	271	206	191	209	163	181	238	178	104	107	92	69
00	225	192	183	196	151	190	195	166	106	88	86	45
Hr Total	964	798	780	829	646	723	855	750	484	388	364	235

24 Hour Total: 15,953
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 12:00
 AM Peak Volume: 1,322
 PM Peak Volume: 964
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.89

N/A

Thursday, May 25, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	21	26	33	53	103	263	288	318	290	238	243
30	40	14	23	38	46	128	324	312	352	272	269	214
45	21	8	23	42	77	196	314	306	315	250	246	238
00	20	26	40	50	80	217	323	337	279	263	257	245
Hr Total	137	69	112	163	256	644	1,224	1,243	1,264	1,075	1,010	940

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	225	210	212	206	165	169	197	207	132	90	93	73
30	243	190	194	218	167	183	225	199	142	103	93	48
45	271	206	191	209	163	181	238	178	104	107	92	69
00	225	192	183	196	151	190	195	166	106	88	86	45
Hr Total	964	798	780	829	646	723	855	750	484	388	364	235

24 Hour Total: 15,953
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 12:00
 AM Peak Volume: 1,322
 PM Peak Volume: 964
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.89

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB Off Ramps to I-4 WB		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	29	23	38	47	94	262	310	302	288	251	229
30	36	21	22	36	53	135	323	313	320	288	225	249
45	30	13	20	37	74	192	313	297	298	279	220	256
00	27	27	36	56	79	224	335	309	288	263	220	217
Hr Total	140	89	101	167	253	645	1,234	1,230	1,208	1,118	917	952

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	216	206	198	186	178	200	197	112	86	71	55
30	221	204	200	207	185	185	217	167	115	97	74	47
45	224	197	192	199	201	190	191	154	102	90	76	55
00	208	189	200	214	191	202	181	126	96	75	64	38
Hr Total	871	806	797	819	763	755	789	643	426	348	285	195

24 Hour Total:	15,549			
AM Peak Hour begins:	6:15	AM Peak Volume:	1,282	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	12:00	PM Peak Volume:	871	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	47	29	23	38	47	94	262	310	302	288	251	229
30	36	21	22	36	53	135	323	313	320	288	225	249
45	30	13	20	37	74	192	313	297	298	279	220	256
00	27	27	36	56	79	224	335	309	288	263	220	217
Hr Total	140	89	101	167	253	645	1,234	1,230	1,208	1,118	917	952

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	216	206	198	186	178	200	197	112	86	71	55
30	221	204	200	207	185	185	217	167	115	97	74	47
45	224	197	192	199	201	190	191	154	102	90	76	55
00	208	189	200	214	191	202	181	126	96	75	64	38
Hr Total	871	806	797	819	763	755	789	643	426	348	285	195

24 Hour Total:	15,549			
AM Peak Hour begins:	6:15	AM Peak Volume:	1,282	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	12:00	PM Peak Volume:	871	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Tampa
 Location: I-75 SB On Ramp from I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	108	53	42	57	60	80	172	231	218	201	262	276
30	95	56	38	54	61	87	188	270	234	239	222	245
45	78	62	35	54	62	110	234	232	205	219	234	294
00	60	44	36	35	62	150	198	212	202	208	247	229
Hr Total	341	215	151	200	245	427	792	945	859	867	965	1,044

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	244	228	220	273	285	231	249	263	254	202	317	109
30	281	279	312	313	266	261	280	262	234	225	305	134
45	259	283	278	303	269	235	285	255	212	229	205	123
00	307	266	307	303	235	205	270	235	204	258	127	100
Hr Total	1,091	1,056	1,117	1,192	1,055	932	1,084	1,015	904	914	954	466

24 Hour Total: 18,831
 AM Peak Hour begins: 10:45
 PM Peak Hour begins: 15:15
 AM Peak Volume: 1,062
 PM Peak Volume: 1,204
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.96

N/A

Tuesday, May 23, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	108	53	42	57	60	80	172	231	218	201	262	276
30	95	56	38	54	61	87	188	270	234	239	222	245
45	78	62	35	54	62	110	234	232	205	219	234	294
00	60	44	36	35	62	150	198	212	202	208	247	229
Hr Total	341	215	151	200	245	427	792	945	859	867	965	1,044

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	244	228	220	273	285	231	249	263	254	202	317	109
30	281	279	312	313	266	261	280	262	234	225	305	134
45	259	283	278	303	269	235	285	255	212	229	205	123
00	307	266	307	303	235	205	270	235	204	258	127	100
Hr Total	1,091	1,056	1,117	1,192	1,055	932	1,084	1,015	904	914	954	466

24 Hour Total: 18,831
 AM Peak Hour begins: 10:45
 PM Peak Hour begins: 15:15
 AM Peak Volume: 1,062
 PM Peak Volume: 1,204
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Tampa
 Location: I-75 SB On Ramp from I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	53	56	38	66	86	148	239	201	255	210	260
30	96	52	43	50	46	89	205	271	225	214	240	314
45	81	37	40	50	62	114	206	216	253	213	219	246
00	51	47	37	63	64	149	211	227	250	249	264	216
Hr Total	329	189	176	201	238	438	770	953	929	931	933	1,036

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	244	240	277	266	282	232	290	262	240	208	174	113
30	240	266	278	267	284	241	271	281	234	217	204	155
45	238	292	289	249	296	256	287	254	218	202	157	107
00	217	274	227	287	251	282	318	247	210	180	183	111
Hr Total	939	1,072	1,071	1,069	1,113	1,011	1,166	1,044	902	807	718	486

24 Hour Total: 18,521
 AM Peak Hour begins: 10:45 AM Peak Volume: 1,084 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 18:00 PM Peak Volume: 1,166 PM Peak Hour Factor: 0.92

N/A

Wednesday, May 24, 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, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	53	56	38	66	86	148	239	201	255	210	260
30	96	52	43	50	46	89	205	271	225	214	240	314
45	81	37	40	50	62	114	206	216	253	213	219	246
00	51	47	37	63	64	149	211	227	250	249	264	216
Hr Total	329	189	176	201	238	438	770	953	929	931	933	1,036

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	244	240	277	266	282	232	290	262	240	208	174	113
30	240	266	278	267	284	241	271	281	234	217	204	155
45	238	292	289	249	296	256	287	254	218	202	157	107
00	217	274	227	287	251	282	318	247	210	180	183	111
Hr Total	939	1,072	1,071	1,069	1,113	1,011	1,166	1,044	902	807	718	486

24 Hour Total: 18,521
 AM Peak Hour begins: 10:45 AM Peak Volume: 1,084 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 18:00 PM Peak Volume: 1,166 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Tampa
 Location: I-75 SB On Ramp from I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	84	85	43	32	43	80	150	248	230	203	202	237
30	89	66	38	37	60	81	205	265	236	180	236	232
45	86	39	45	62	64	111	184	266	211	202	225	227
00	80	45	31	44	47	132	195	250	211	225	207	245
Hr Total	339	235	157	175	214	404	734	1,029	888	810	870	941

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	281	235	256	262	254	189	204	270	249	234	206	161
30	271	249	295	239	213	207	260	253	259	238	210	139
45	262	273	264	261	204	236	291	251	215	238	188	183
00	267	250	268	241	224	213	245	232	230	221	164	112
Hr Total	1,081	1,007	1,083	1,003	895	845	1,000	1,006	953	931	768	595

24 Hour Total: 17,963
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 14:15
 AM Peak Volume: 1,059
 PM Peak Volume: 1,089
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.92

N/A

Thursday, May 25, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	84	85	43	32	43	80	150	248	230	203	202	237
30	89	66	38	37	60	81	205	265	236	180	236	232
45	86	39	45	62	64	111	184	266	211	202	225	227
00	80	45	31	44	47	132	195	250	211	225	207	245
Hr Total	339	235	157	175	214	404	734	1,029	888	810	870	941

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	281	235	256	262	254	189	204	270	249	234	206	161
30	271	249	295	239	213	207	260	253	259	238	210	139
45	262	273	264	261	204	236	291	251	215	238	188	183
00	267	250	268	241	224	213	245	232	230	221	164	112
Hr Total	1,081	1,007	1,083	1,003	895	845	1,000	1,006	953	931	768	595

24 Hour Total: 17,963
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 14:15
 AM Peak Volume: 1,059
 PM Peak Volume: 1,089
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.92

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB On Ramp from I-4 EB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	98	64	47	42	56	82	157	239	216	220	225	258
30	93	58	40	47	56	86	199	269	232	211	233	264
45	82	46	40	55	63	112	208	238	223	211	226	256
00	64	45	35	47	58	144	201	230	221	227	239	230
Hr Total	336	213	161	192	232	423	765	976	892	869	923	1,007

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	234	251	267	274	217	248	265	248	215	232	128
30	264	265	295	273	254	236	270	265	242	227	240	143
45	253	283	277	271	256	242	288	253	215	223	183	138
00	264	263	267	277	237	233	278	238	215	220	158	108
Hr Total	1,037	1,045	1,090	1,088	1,021	929	1,083	1,022	920	884	813	516

24 Hour Total:	18,438				
AM Peak Hour begins:	10:45	AM Peak Volume:	1,016	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	14:15	PM Peak Volume:	1,106	PM Peak Hour Factor:	0.94

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	98	64	47	42	56	82	157	239	216	220	225	258
30	93	58	40	47	56	86	199	269	232	211	233	264
45	82	46	40	55	63	112	208	238	223	211	226	256
00	64	45	35	47	58	144	201	230	221	227	239	230
Hr Total	336	213	161	192	232	423	765	976	892	869	923	1,007

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	234	251	267	274	217	248	265	248	215	232	128
30	264	265	295	273	254	236	270	265	242	227	240	143
45	253	283	277	271	256	242	288	253	215	223	183	138
00	264	263	267	277	237	233	278	238	215	220	158	108
Hr Total	1,037	1,045	1,090	1,088	1,021	929	1,083	1,022	920	884	813	516

24 Hour Total:	18,438				
AM Peak Hour begins:	10:45	AM Peak Volume:	1,016	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	14:15	PM Peak Volume:	1,106	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Tampa
 Location: I-75 SB On Ramp from I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	77	58	50	74	114	311	425	458	361	354	371
30	54	66	64	59	74	178	356	465	397	351	346	347
45	75	66	55	56	104	209	463	539	421	392	347	391
00	73	67	55	39	144	295	448	506	406	366	363	378
Hr Total	266	276	232	204	396	796	1,578	1,935	1,682	1,470	1,410	1,487

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	349	365	336	339	386	381	283	278	230	144	142	92
30	348	347	320	311	413	320	314	226	165	136	116	94
45	346	352	352	369	380	305	271	234	181	151	108	78
00	343	322	310	341	390	295	270	222	180	142	145	102
Hr Total	1,386	1,386	1,318	1,360	1,569	1,301	1,138	960	756	573	511	366

24 Hour Total: 24,356
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,968 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,569 PM Peak Hour Factor: 0.95

N/A

Tuesday, May 23, 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, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	77	58	50	74	114	311	425	458	361	354	371
30	54	66	64	59	74	178	356	465	397	351	346	347
45	75	66	55	56	104	209	463	539	421	392	347	391
00	73	67	55	39	144	295	448	506	406	366	363	378
Hr Total	266	276	232	204	396	796	1,578	1,935	1,682	1,470	1,410	1,487

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	349	365	336	339	386	381	283	278	230	144	142	92
30	348	347	320	311	413	320	314	226	165	136	116	94
45	346	352	352	369	380	305	271	234	181	151	108	78
00	343	322	310	341	390	295	270	222	180	142	145	102
Hr Total	1,386	1,386	1,318	1,360	1,569	1,301	1,138	960	756	573	511	366

24 Hour Total: 24,356
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,968 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,569 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Tampa
 Location: I-75 SB On Ramp from I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	94	54	61	35	89	167	319	407	431	348	321	333
30	91	51	55	62	83	132	371	517	392	301	330	360
45	70	51	58	66	89	235	490	453	385	318	327	382
00	74	53	48	70	106	283	441	455	355	342	327	382
Hr Total	329	209	222	233	367	817	1,621	1,832	1,563	1,309	1,305	1,457

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	389	323	318	327	363	312	300	221	195	144	136	79
30	367	315	262	362	381	324	258	220	195	161	118	81
45	381	328	294	359	380	251	282	234	178	163	115	85
00	362	319	326	360	384	369	214	229	185	126	106	82
Hr Total	1,499	1,285	1,200	1,408	1,508	1,256	1,054	904	753	594	475	327

24 Hour Total: 23,527
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,856 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,508 PM Peak Hour Factor: 0.98

N/A

Wednesday, May 24, 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, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	94	54	61	35	89	167	319	407	431	348	321	333
30	91	51	55	62	83	132	371	517	392	301	330	360
45	70	51	58	66	89	235	490	453	385	318	327	382
00	74	53	48	70	106	283	441	455	355	342	327	382
Hr Total	329	209	222	233	367	817	1,621	1,832	1,563	1,309	1,305	1,457

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	389	323	318	327	363	312	300	221	195	144	136	79
30	367	315	262	362	381	324	258	220	195	161	118	81
45	381	328	294	359	380	251	282	234	178	163	115	85
00	362	319	326	360	384	369	214	229	185	126	106	82
Hr Total	1,499	1,285	1,200	1,408	1,508	1,256	1,054	904	753	594	475	327

24 Hour Total: 23,527
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,856 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,508 PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Tampa
 Location: I-75 SB On Ramp from I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	77	75	68	56	142	315	445	402	302	407	455
30	104	87	66	62	85	180	354	434	452	403	449	454
45	74	62	50	63	117	243	446	456	425	382	400	432
00	91	39	63	66	120	256	450	426	385	392	425	389
Hr Total	351	265	254	259	378	821	1,565	1,761	1,664	1,479	1,681	1,730

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	364	366	340	372	343	323	243	228	178	171	108
30	386	336	264	363	377	324	310	223	224	204	171	125
45	358	352	364	355	385	312	275	250	241	198	176	141
00	348	276	312	368	390	322	245	235	201	159	137	123
Hr Total	1,460	1,328	1,306	1,426	1,524	1,301	1,153	951	894	739	655	497

24 Hour Total: 25,442
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,785 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,524 PM Peak Hour Factor: 0.98

N/A

Thursday, May 25, 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, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	77	75	68	56	142	315	445	402	302	407	455
30	104	87	66	62	85	180	354	434	452	403	449	454
45	74	62	50	63	117	243	446	456	425	382	400	432
00	91	39	63	66	120	256	450	426	385	392	425	389
Hr Total	351	265	254	259	378	821	1,565	1,761	1,664	1,479	1,681	1,730

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	364	366	340	372	343	323	243	228	178	171	108
30	386	336	264	363	377	324	310	223	224	204	171	125
45	358	352	364	355	385	312	275	250	241	198	176	141
00	348	276	312	368	390	322	245	235	201	159	137	123
Hr Total	1,460	1,328	1,306	1,426	1,524	1,301	1,153	951	894	739	655	497

24 Hour Total: 25,442
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,785 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,524 PM Peak Hour Factor: 0.98

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-75 SB On Ramp from I-4 WB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	69	65	51	73	141	315	426	430	337	361	386
30	83	68	62	61	81	163	360	472	414	352	375	387
45	73	60	54	62	103	229	466	483	410	364	358	402
00	79	53	55	58	123	278	446	462	382	367	372	383
Hr Total	315	250	236	232	380	811	1,588	1,843	1,636	1,419	1,465	1,558

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	369	351	340	335	374	345	302	247	218	155	150	93
30	367	333	282	345	390	323	294	223	195	167	135	100
45	362	344	337	361	382	289	276	239	200	171	133	101
00	351	306	316	356	388	329	243	229	189	142	129	102
Hr Total	1,448	1,333	1,275	1,398	1,534	1,286	1,115	938	801	635	547	397

24 Hour Total:	24,442			
AM Peak Hour begins:	7:15	AM Peak Volume:	1,847	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	16:00	PM Peak Volume:	1,534	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	80	69	65	51	73	141	315	426	430	337	361	386
30	83	68	62	61	81	163	360	472	414	352	375	387
45	73	60	54	62	103	229	466	483	410	364	358	402
00	79	53	55	58	123	278	446	462	382	367	372	383
Hr Total	315	250	236	232	380	811	1,588	1,843	1,636	1,419	1,465	1,558

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	369	351	340	335	374	345	302	247	218	155	150	93
30	367	333	282	345	390	323	294	223	195	167	135	100
45	362	344	337	361	382	289	276	239	200	171	133	101
00	351	306	316	356	388	329	243	229	189	142	129	102
Hr Total	1,448	1,333	1,275	1,398	1,534	1,286	1,115	938	801	635	547	397

24 Hour Total:	24,442			
AM Peak Hour begins:	7:15	AM Peak Volume:	1,847	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	16:00	PM Peak Volume:	1,534	PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: May 16, 2017
 Stop Date: May 16, 2017
 City: Mango
 Location: Dr ML King Jr Blvd east of I-75 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	34	23	28	30	52	100	208	243	240	221	250
30	65	32	30	20	20	57	121	235	236	208	178	251
45	49	27	13	21	40	76	183	232	241	230	210	275
00	53	26	14	15	56	91	182	207	264	220	232	269
Hr Total	228	119	80	84	146	276	586	882	984	898	841	1,045

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	310	278	295	400	500	531	575	299	281	249	125	102
30	283	297	361	395	539	532	475	305	260	198	142	93
45	309	284	334	415	543	571	451	280	245	184	141	97
00	293	286	331	450	554	583	417	258	240	179	117	78
Hr Total	1,195	1,145	1,321	1,660	2,136	2,217	1,918	1,142	1,026	810	525	370

24 Hour Total: 21,634
 AM Peak Hour begins: 11:45 AM Peak Volume: 1,171 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:15 PM Peak Volume: 2,261 PM Peak Hour Factor: 0.97

Westbound Volume for Lane 2

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	30	29	20	27	111	331	689	536	406	272	256
30	41	31	12	27	56	139	411	610	493	346	253	265
45	33	26	22	43	95	195	577	638	479	256	262	249
00	32	20	17	25	65	289	547	668	354	296	238	266
Hr Total	138	107	80	115	243	734	1,866	2,605	1,862	1,304	1,025	1,036

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	284	313	294	245	282	297	298	251	227	198	114	87
30	314	286	316	310	281	309	304	200	185	144	108	53
45	316	270	327	287	325	276	265	222	183	151	81	67
00	302	308	284	288	280	274	232	210	189	117	78	37
Hr Total	1,216	1,177	1,221	1,130	1,168	1,156	1,099	883	784	610	381	244

24 Hour Total: 22,184
 AM Peak Hour begins: 7:00 AM Peak Volume: 2,605 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 12:15 PM Peak Volume: 1,245 PM Peak Hour Factor: 0.98

Total Volume for All Lanes

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	93	64	52	48	57	163	431	897	779	646	493	506
30	106	63	42	47	76	196	532	845	729	554	431	516
45	82	53	35	64	135	271	760	870	720	486	472	524
00	85	46	31	40	121	380	729	875	618	516	470	535
Hr Total	366	226	160	199	389	1,010	2,452	3,487	2,846	2,202	1,866	2,081

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	594	591	589	645	782	828	873	550	508	447	239	189
30	597	583	677	705	820	841	779	505	445	342	250	146
45	625	554	661	702	868	847	716	502	428	335	222	164
00	595	594	615	738	834	857	649	468	429	296	195	115
Hr Total	2,411	2,322	2,542	2,790	3,304	3,373	3,017	2,025	1,810	1,420	906	614

24 Hour Total: 43,818
 AM Peak Hour begins: 7:00 AM Peak Volume: 3,487 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 17:15 PM Peak Volume: 3,418 PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: May 17, 2017
 Stop Date: May 17, 2017
 City: Mango
 Location: Dr ML King Jr Blvd east of I-75 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	48	19	18	28	50	115	187	245	269	248	256
30	72	49	26	27	17	59	148	261	230	228	210	266
45	51	28	23	24	47	59	176	238	215	213	230	259
00	53	24	18	30	48	79	197	224	240	229	225	275
Hr Total	234	149	86	99	140	247	636	910	930	939	913	1,056

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	323	333	276	342	481	536	545	382	249	217	153	103
30	291	296	373	415	500	596	468	321	270	237	150	107
45	273	305	328	437	488	597	579	312	259	207	146	95
00	286	302	330	460	541	600	448	300	243	187	130	78
Hr Total	1,173	1,236	1,307	1,654	2,010	2,329	2,040	1,315	1,021	848	579	383

24 Hour Total: 22,234
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 17:15

AM Peak Volume: 1,162
 PM Peak Volume: 2,338
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.97

Westbound Volume for Lane 2

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	33	34	24	36	100	305	680	550	388	251	244
30	42	35	12	23	66	133	422	601	502	349	249	289
45	27	32	14	45	81	213	598	680	467	316	233	272
00	29	30	13	41	65	258	558	628	333	289	256	275
Hr Total	143	130	73	133	248	704	1,883	2,589	1,852	1,342	989	1,080

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	320	313	294	311	280	352	292	228	227	172	145	79
30	324	284	322	293	314	288	261	222	213	162	111	65
45	328	293	310	288	327	265	265	245	198	143	105	55
00	290	297	286	312	306	295	275	236	208	131	82	53
Hr Total	1,262	1,187	1,212	1,204	1,227	1,200	1,093	931	846	608	443	252

24 Hour Total: 22,631
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:15

AM Peak Volume: 2,589
 PM Peak Volume: 1,299
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	103	81	53	42	64	150	420	867	795	657	499	500
30	114	84	38	50	83	192	570	862	732	577	459	555
45	78	60	37	69	128	272	774	918	682	529	463	531
00	82	54	31	71	113	337	755	852	573	518	481	550
Hr Total	377	279	159	232	388	951	2,519	3,499	2,782	2,281	1,902	2,136

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	643	646	570	653	761	888	837	610	476	389	298	182
30	615	580	695	708	814	884	729	543	483	399	261	172
45	601	598	638	725	815	862	844	557	457	350	251	150
00	576	599	616	772	847	895	723	536	451	318	212	131
Hr Total	2,435	2,423	2,519	2,858	3,237	3,529	3,133	2,246	1,867	1,456	1,022	635

24 Hour Total: 44,865
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00

AM Peak Volume: 3,499
 PM Peak Volume: 3,529
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.99

Volume Count Report

Start Date: May 18, 2017
 Stop Date: May 18, 2017
 City: Mango
 Location: Dr ML King Jr Blvd east of I-75 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	38	24	26	34	44	116	265	232	261	231	234
30	61	40	25	17	37	64	123	245	230	239	238	259
45	66	44	28	14	27	60	185	241	221	223	224	277
00	60	30	22	38	58	76	200	265	253	205	226	287
Hr Total	250	152	99	95	156	244	624	1,016	936	928	919	1,057

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	304	321	408	504	572	566	308	286	262	167	129
30	316	270	336	424	490	581	495	359	271	228	151	102
45	301	271	320	411	496	599	465	262	209	192	146	70
00	305	282	344	500	561	581	395	289	248	219	119	83
Hr Total	1,207	1,127	1,321	1,743	2,051	2,333	1,921	1,218	1,014	901	583	384

24 Hour Total: 22,279
 AM Peak Hour begins: 11:45 AM Peak Volume: 1,189 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 2,333 PM Peak Hour Factor: 0.97

Westbound Volume for Lane 2

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	41	21	30	44	82	338	668	591	346	247	272
30	41	33	27	26	57	126	416	656	522	328	253	268
45	24	30	32	43	90	214	631	650	499	321	276	242
00	26	26	15	28	76	253	626	680	332	298	230	277
Hr Total	138	130	95	127	267	675	2,011	2,654	1,944	1,293	1,006	1,059

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	298	293	280	284	275	322	309	261	238	213	131	96
30	335	294	335	307	302	306	274	240	209	172	114	71
45	348	285	284	259	292	318	284	230	169	184	87	58
00	310	287	287	295	338	301	254	216	179	129	86	67
Hr Total	1,291	1,159	1,186	1,145	1,207	1,247	1,121	947	795	698	418	292

24 Hour Total: 22,905
 AM Peak Hour begins: 7:00 AM Peak Volume: 2,654 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 12:00 PM Peak Volume: 1,291 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	110	79	45	56	78	126	454	933	823	607	478	506
30	102	73	52	43	94	190	539	901	752	567	491	527
45	90	74	60	57	117	274	816	891	720	544	500	519
00	86	56	37	66	134	329	826	945	585	503	456	564
Hr Total	388	282	194	222	423	919	2,635	3,670	2,880	2,221	1,925	2,116

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	583	597	601	692	779	894	875	569	524	475	298	225
30	651	564	671	731	792	887	769	599	480	400	265	173
45	649	556	604	670	788	917	749	492	378	376	233	128
00	615	569	631	795	899	882	649	505	427	348	205	150
Hr Total	2,498	2,286	2,507	2,888	3,258	3,580	3,042	2,165	1,809	1,599	1,001	676

24 Hour Total: 45,184
 AM Peak Hour begins: 7:00 AM Peak Volume: 3,670 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:45 PM Peak Volume: 3,597 PM Peak Hour Factor: 0.98

Volume Count Report 3-Day Average

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd east of I-75 NB		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	40	22	24	31	49	110	220	240	257	233	247
30	66	40	27	21	25	60	131	247	232	225	209	259
45	55	33	21	20	38	65	181	237	226	222	221	270
00	55	27	18	28	54	82	193	232	252	218	228	277
Hr Total	237	140	88	93	147	256	615	936	950	922	891	1,053

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	306	305	297	383	495	546	562	330	272	243	148	111
30	297	288	357	411	510	570	479	328	267	221	148	101
45	294	287	327	421	509	589	498	285	238	194	144	87
00	295	290	335	470	552	588	420	282	244	195	122	80
Hr Total	1,192	1,169	1,316	1,686	2,066	2,293	1,960	1,225	1,020	853	562	379

24 Hour Total:	22,049			
AM Peak Hour begins:	11:45	AM Peak Volume:	1,174	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	17:15	PM Peak Volume:	2,309	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	41	35	28	25	36	98	325	679	559	380	257	257
30	41	33	17	25	60	133	416	622	506	341	252	274
45	28	29	23	44	89	207	602	656	482	298	257	254
00	29	25	15	31	69	267	577	659	340	294	241	273
Hr Total	140	122	83	125	253	704	1,920	2,616	1,886	1,313	1,007	1,058

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	301	306	289	280	279	324	300	247	231	194	130	87
30	324	288	324	303	299	301	280	221	202	159	111	63
45	331	283	307	278	315	286	271	232	183	159	91	60
00	301	297	286	298	308	290	254	221	192	126	82	52
Hr Total	1,256	1,174	1,206	1,160	1,201	1,201	1,104	920	808	639	414	263

24 Hour Total:	22,573			
AM Peak Hour begins:	7:00	AM Peak Volume:	2,616	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	12:15	PM Peak Volume:	1,262	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	102	75	50	49	66	146	435	899	799	637	490	504
30	107	73	44	47	84	193	547	869	738	566	460	533
45	83	62	44	63	127	272	783	893	707	520	478	525
00	84	52	33	59	123	349	770	891	592	512	469	550
Hr Total	377	262	171	218	400	960	2,535	3,552	2,836	2,235	1,898	2,111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	607	611	587	663	774	870	862	576	503	437	278	199
30	621	576	681	715	809	871	759	549	469	380	259	164
45	625	569	634	699	824	875	770	517	421	354	235	147
00	595	587	621	768	860	878	674	503	436	321	204	132
Hr Total	2,448	2,344	2,523	2,845	3,266	3,494	3,064	2,145	1,829	1,492	976	642

24 Hour Total:	44,622			
AM Peak Hour begins:	7:00	AM Peak Volume:	3,552	AM Peak Hour Factor: 0.99
PM Peak Hour begins:	17:00	PM Peak Volume:	3,494	PM Peak Hour Factor: 0.99

Volume Count Report

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 16, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd EB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	4	10	13	19	25	67	67	76	51	49
30	10	7	6	10	6	21	37	60	71	46	39	65
45	6	4	7	7	8	17	45	69	66	62	63	62
00	8	2	13	9	10	22	39	58	57	49	59	65
Hr Total	45	27	30	36	37	79	146	254	261	233	212	241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	69	83	132	233	231	221	129	64	52	38	19
30	76	61	66	97	202	238	149	66	48	64	24	20
45	49	90	92	196	217	217	116	68	55	34	50	10
00	75	84	103	176	215	198	93	59	47	56	21	5
Hr Total	291	304	344	601	867	884	579	322	214	206	133	54

24 Hour Total:	6,400	AM Peak Volume:	294	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	11:30	PM Peak Volume:	901	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

N/A

Tuesday, May 16, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	4	10	13	19	25	67	67	76	51	49
30	10	7	6	10	6	21	37	60	71	46	39	65
45	6	4	7	7	8	17	45	69	66	62	63	62
00	8	2	13	9	10	22	39	58	57	49	59	65
Hr Total	45	27	30	36	37	79	146	254	261	233	212	241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	69	83	132	233	231	221	129	64	52	38	19
30	76	61	66	97	202	238	149	66	48	64	24	20
45	49	90	92	196	217	217	116	68	55	34	50	10
00	75	84	103	176	215	198	93	59	47	56	21	5
Hr Total	291	304	344	601	867	884	579	322	214	206	133	54

24 Hour Total:	6,400	AM Peak Volume:	294	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	11:30	PM Peak Volume:	901	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 17, 2017	Start Time: 00:00	Station: 0
Stop Date: May 17, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd EB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	9	8	9	17	24	22	82	61	60	56	61
30	18	3	3	7	17	18	35	65	70	54	41	64
45	9	3	6	11	10	29	46	52	79	54	51	58
00	6	5	6	10	11	17	45	50	63	39	67	82
Hr Total	43	20	23	37	55	88	148	249	273	207	215	265

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	78	67	150	213	216	123	138	66	59	44	28
30	69	59	87	124	228	226	123	91	56	56	23	16
45	56	84	82	190	235	168	131	83	57	37	30	13
00	68	44	100	187	223	164	127	46	30	36	17	8
Hr Total	249	265	336	651	899	774	504	358	209	188	114	65

24 Hour Total:	6,235	AM Peak Volume:	273	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	8:00	PM Peak Volume:	902	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:15				

N/A

Wednesday, May 17, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	9	8	9	17	24	22	82	61	60	56	61
30	18	3	3	7	17	18	35	65	70	54	41	64
45	9	3	6	11	10	29	46	52	79	54	51	58
00	6	5	6	10	11	17	45	50	63	39	67	82
Hr Total	43	20	23	37	55	88	148	249	273	207	215	265

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	78	67	150	213	216	123	138	66	59	44	28
30	69	59	87	124	228	226	123	91	56	56	23	16
45	56	84	82	190	235	168	131	83	57	37	30	13
00	68	44	100	187	223	164	127	46	30	36	17	8
Hr Total	249	265	336	651	899	774	504	358	209	188	114	65

24 Hour Total:	6,235	AM Peak Volume:	273	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	8:00	PM Peak Volume:	902	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date: May 18, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd EB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	12	7	11	17	19	18	76	76	87	60	49
30	8	4	4	12	12	19	22	92	79	54	61	71
45	8	3	8	4	19	19	41	66	65	49	61	72
00	11	6	13	9	16	21	44	72	51	59	67	75
Hr Total	43	25	32	36	64	78	125	306	271	249	249	267

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	74	87	148	225	216	198	86	48	53	44	25
30	80	83	95	110	207	205	148	80	53	47	20	19
45	92	85	111	208	220	226	126	85	32	52	36	11
00	85	74	98	175	211	180	86	77	54	40	16	13
Hr Total	358	316	391	641	863	827	558	328	187	192	116	68

24 Hour Total:	6,590	AM Peak Volume:	348	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:45	PM Peak Volume:	863	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:00				

N/A

Thursday, May 18, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	12	7	11	17	19	18	76	76	87	60	49
30	8	4	4	12	12	19	22	92	79	54	61	71
45	8	3	8	4	19	19	41	66	65	49	61	72
00	11	6	13	9	16	21	44	72	51	59	67	75
Hr Total	43	25	32	36	64	78	125	306	271	249	249	267

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	74	87	148	225	216	198	86	48	53	44	25
30	80	83	95	110	207	205	148	80	53	47	20	19
45	92	85	111	208	220	226	126	85	32	52	36	11
00	85	74	98	175	211	180	86	77	54	40	16	13
Hr Total	358	316	391	641	863	827	558	328	187	192	116	68

24 Hour Total:	6,590	AM Peak Volume:	348	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:45	PM Peak Volume:	863	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:00				

Volume Count Report 3-Day Average

Start Date:	May 16, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 18, 2017	Stop Time:	24:00	ID:	0
City:	Mango	County:	Hillsborough		
Location	Dr ML King Jr Blvd EB to I-75 NB On Ramp				

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	6	10	16	21	22	75	68	74	56	53
30	12	5	4	10	12	19	31	72	73	51	47	67
45	8	3	7	7	12	22	44	62	70	55	58	64
00	8	4	11	9	12	20	43	60	57	49	64	74
Hr Total	44	24	28	36	52	82	140	270	268	230	225	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	74	79	143	224	221	181	118	59	55	42	24
30	75	68	83	110	212	223	140	79	52	56	22	18
45	66	86	95	198	224	204	124	79	48	41	39	11
00	76	67	100	179	216	181	102	61	44	44	18	9
Hr Total	299	295	357	631	876	828	547	336	203	195	121	62

24 Hour Total:	6,408				
AM Peak Hour begins:	11:45	AM Peak Volume:	297	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30	PM Peak Volume:	884	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	16	12	6	10	16	21	22	75	68	74	56	53
30	12	5	4	10	12	19	31	72	73	51	47	67
45	8	3	7	7	12	22	44	62	70	55	58	64
00	8	4	11	9	12	20	43	60	57	49	64	74
Hr Total	44	24	28	36	52	82	140	270	268	230	225	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	74	79	143	224	221	181	118	59	55	42	24
30	75	68	83	110	212	223	140	79	52	56	22	18
45	66	86	95	198	224	204	124	79	48	41	39	11
00	76	67	100	179	216	181	102	61	44	44	18	9
Hr Total	299	295	357	631	876	828	547	336	203	195	121	62

24 Hour Total:	6,408				
AM Peak Hour begins:	11:45	AM Peak Volume:	297	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30	PM Peak Volume:	884	PM Peak Hour Factor:	0.99

Volume Count Report

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 16, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd EB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	4	9	9	13	35	89	61	73	43	54
30	10	3	9	6	5	19	32	44	55	55	33	58
45	7	6	14	15	21	10	37	62	83	27	55	62
00	2	4	6	2	3	16	39	87	71	36	36	100
Hr Total	24	19	33	32	38	58	143	282	270	191	167	274

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	82	62	113	193	307	203	113	68	53	20	16
30	75	52	94	127	181	309	153	80	57	34	28	17
45	58	64	105	158	244	232	111	59	46	24	39	17
00	70	77	95	139	239	221	97	59	28	41	29	7
Hr Total	298	275	356	537	857	1,069	564	311	199	152	116	57

24 Hour Total:	6,322	AM Peak Volume:	332	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	11:30	PM Peak Volume:	1,099	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:30				

N/A

Tuesday, May 16, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	4	9	9	13	35	89	61	73	43	54
30	10	3	9	6	5	19	32	44	55	55	33	58
45	7	6	14	15	21	10	37	62	83	27	55	62
00	2	4	6	2	3	16	39	87	71	36	36	100
Hr Total	24	19	33	32	38	58	143	282	270	191	167	274

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	82	62	113	193	307	203	113	68	53	20	16
30	75	52	94	127	181	309	153	80	57	34	28	17
45	58	64	105	158	244	232	111	59	46	24	39	17
00	70	77	95	139	239	221	97	59	28	41	29	7
Hr Total	298	275	356	537	857	1,069	564	311	199	152	116	57

24 Hour Total:	6,322	AM Peak Volume:	332	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	11:30	PM Peak Volume:	1,099	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 17, 2017	Start Time: 00:00	Station: 0
Stop Date: May 17, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd EB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	7	4	4	16	27	53	63	53	48	63
30	15	11	8	2	13	8	22	78	53	50	51	73
45	0	8	2	4	16	7	66	82	88	52	58	100
00	4	3	1	9	10	42	71	91	71	51	44	109
Hr Total	26	25	18	19	43	73	186	304	275	206	201	345

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	131	65	89	197	279	204	138	83	47	18	21
30	92	70	70	113	179	286	185	108	65	53	27	11
45	84	102	120	148	233	261	173	85	79	36	17	7
00	93	81	77	128	292	241	136	65	48	44	10	4
Hr Total	344	384	332	478	901	1,067	698	396	275	180	72	43

24 Hour Total:	6,891	AM Peak Volume:	376	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:30	PM Peak Volume:	1,118	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

N/A

Wednesday, May 17, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	7	4	4	16	27	53	63	53	48	63
30	15	11	8	2	13	8	22	78	53	50	51	73
45	0	8	2	4	16	7	66	82	88	52	58	100
00	4	3	1	9	10	42	71	91	71	51	44	109
Hr Total	26	25	18	19	43	73	186	304	275	206	201	345

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	131	65	89	197	279	204	138	83	47	18	21
30	92	70	70	113	179	286	185	108	65	53	27	11
45	84	102	120	148	233	261	173	85	79	36	17	7
00	93	81	77	128	292	241	136	65	48	44	10	4
Hr Total	344	384	332	478	901	1,067	698	396	275	180	72	43

24 Hour Total:	6,891	AM Peak Volume:	376	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:30	PM Peak Volume:	1,118	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 18, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd EB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	4	7	18	14	26	65	104	73	19	53
30	3	2	2	9	7	12	20	72	54	40	49	53
45	7	8	8	1	3	16	90	99	82	32	55	96
00	2	6	11	8	4	28	56	102	55	53	37	116
Hr Total	15	20	25	25	32	70	192	338	295	198	160	318

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	81	85	112	212	303	205	107	70	85	17	24
30	87	64	66	112	171	278	169	78	28	55	25	4
45	76	74	57	113	252	240	141	61	51	29	19	5
00	65	61	37	111	222	223	121	53	10	38	13	5
Hr Total	342	280	245	448	857	1,044	636	299	159	207	74	38

24 Hour Total:	6,317	AM Peak Volume:	413	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	1,055	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:30				

N/A

Thursday, May 18, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	4	7	18	14	26	65	104	73	19	53
30	3	2	2	9	7	12	20	72	54	40	49	53
45	7	8	8	1	3	16	90	99	82	32	55	96
00	2	6	11	8	4	28	56	102	55	53	37	116
Hr Total	15	20	25	25	32	70	192	338	295	198	160	318

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	81	85	112	212	303	205	107	70	85	17	24
30	87	64	66	112	171	278	169	78	28	55	25	4
45	76	74	57	113	252	240	141	61	51	29	19	5
00	65	61	37	111	222	223	121	53	10	38	13	5
Hr Total	342	280	245	448	857	1,044	636	299	159	207	74	38

24 Hour Total:	6,317	AM Peak Volume:	413	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	1,055	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:30				

Volume Count Report 3-Day Average

Start Date:	May 16, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 18, 2017	Stop Time:	24:00	ID:	0
City:	Mango	County:	Hillsborough		
Location	Dr ML King Jr Blvd EB to I-75 SB On Ramp				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	5	7	10	14	29	69	76	66	37	57
30	9	5	6	6	8	13	25	65	54	48	44	61
45	5	7	8	7	13	11	64	81	84	37	56	86
00	3	4	6	6	6	29	55	93	66	47	39	108
Hr Total	22	21	25	25	38	67	174	308	280	198	176	312

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	98	71	105	201	296	204	119	74	62	18	20
30	85	62	77	117	177	291	169	89	50	47	27	11
45	73	80	94	140	243	244	142	68	59	30	25	10
00	76	73	70	126	251	228	118	59	29	41	17	5
Hr Total	328	313	311	488	872	1,060	633	335	211	180	87	46

24 Hour Total:	6,510				
AM Peak Hour begins:	11:30	AM Peak Volume:	374	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:45	PM Peak Volume:	1,083	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	5	4	5	7	10	14	29	69	76	66	37	57
30	9	5	6	6	8	13	25	65	54	48	44	61
45	5	7	8	7	13	11	64	81	84	37	56	86
00	3	4	6	6	6	29	55	93	66	47	39	108
Hr Total	22	21	25	25	38	67	174	308	280	198	176	312

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	98	71	105	201	296	204	119	74	62	18	20
30	85	62	77	117	177	291	169	89	50	47	27	11
45	73	80	94	140	243	244	142	68	59	30	25	10
00	76	73	70	126	251	228	118	59	29	41	17	5
Hr Total	328	313	311	488	872	1,060	633	335	211	180	87	46

24 Hour Total:	6,510				
AM Peak Hour begins:	11:30	AM Peak Volume:	374	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:45	PM Peak Volume:	1,083	PM Peak Hour Factor:	0.91

Volume Count Report

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 16, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd WB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	13	15	10	13	60	149	269	231	173	113	98
30	15	10	4	12	29	71	195	237	196	129	137	97
45	9	9	11	21	42	108	235	240	180	131	113	99
00	18	12	5	10	37	137	214	216	167	103	98	115
Hr Total	58	44	35	53	121	376	793	962	774	536	461	409

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	120	96	74	112	85	108	92	80	76	44	24
30	94	101	110	109	110	115	114	72	58	51	47	22
45	96	87	126	141	122	102	108	75	61	63	37	21
00	93	100	109	113	105	80	78	74	66	32	33	20
Hr Total	391	408	441	437	449	382	408	313	265	222	161	87

24 Hour Total:	8,586	AM Peak Volume:	962	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:00	PM Peak Volume:	476	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	15:30				

N/A

Tuesday, May 16, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	13	15	10	13	60	149	269	231	173	113	98
30	15	10	4	12	29	71	195	237	196	129	137	97
45	9	9	11	21	42	108	235	240	180	131	113	99
00	18	12	5	10	37	137	214	216	167	103	98	115
Hr Total	58	44	35	53	121	376	793	962	774	536	461	409

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	120	96	74	112	85	108	92	80	76	44	24
30	94	101	110	109	110	115	114	72	58	51	47	22
45	96	87	126	141	122	102	108	75	61	63	37	21
00	93	100	109	113	105	80	78	74	66	32	33	20
Hr Total	391	408	441	437	449	382	408	313	265	222	161	87

24 Hour Total:	8,586	AM Peak Volume:	962	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:00	PM Peak Volume:	476	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	15:30				

Volume Count Report

Start Date:	May 17, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 17, 2017	Stop Time:	24:00	ID:	0
City:	Mango	County:	Hillsborough		
Location	Dr ML King Jr Blvd WB to I-75 NB On Ramp				

Northbound Volume for Lane 1

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	13	10	10	21	42	140	245	197	144	122	81
30	13	9	7	13	30	72	209	234	206	148	108	98
45	9	18	6	20	44	94	227	256	158	161	81	101
00	7	11	7	21	31	138	227	201	172	108	104	96
Hr Total	46	51	30	64	126	346	803	936	733	561	415	376

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	105	101	123	87	111	105	77	65	61	55	25
30	101	98	133	115	126	111	96	82	79	55	44	24
45	102	97	129	116	94	90	92	66	62	47	44	21
00	100	81	112	121	111	94	99	97	82	49	33	17
Hr Total	424	381	475	475	418	406	392	322	288	212	176	87

24 Hour Total:	8,543	AM Peak Volume:	962	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	6:45	PM Peak Volume:	497	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:15				

N/A

Wednesday, May 17, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	13	10	10	21	42	140	245	197	144	122	81
30	13	9	7	13	30	72	209	234	206	148	108	98
45	9	18	6	20	44	94	227	256	158	161	81	101
00	7	11	7	21	31	138	227	201	172	108	104	96
Hr Total	46	51	30	64	126	346	803	936	733	561	415	376

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	105	101	123	87	111	105	77	65	61	55	25
30	101	98	133	115	126	111	96	82	79	55	44	24
45	102	97	129	116	94	90	92	66	62	47	44	21
00	100	81	112	121	111	94	99	97	82	49	33	17
Hr Total	424	381	475	475	418	406	392	322	288	212	176	87

24 Hour Total:	8,543	AM Peak Volume:	962	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	6:45	PM Peak Volume:	497	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:15				

Volume Count Report

Start Date: May 18, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd WB to I-75 NB On Ramp		

Northbound Volume for Lane 1

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	9	12	15	45	157	243	233	143	98	94
30	16	6	10	11	35	61	211	274	206	126	106	110
45	7	10	19	16	48	100	218	258	169	134	110	94
00	8	13	5	9	51	130	258	235	135	127	95	98
Hr Total	54	45	43	48	149	336	844	1,010	743	530	409	396

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	97	98	115	99	122	108	96	85	64	51	32
30	102	95	120	108	103	111	107	97	88	61	41	25
45	105	99	116	117	99	106	104	84	55	53	30	26
00	100	92	98	101	108	106	90	74	51	51	30	24
Hr Total	411	383	432	441	409	445	409	351	279	229	152	107

24 Hour Total:	8,655	AM Peak Volume:	1,033	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	6:45	PM Peak Volume:	449	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	14:15				

N/A

Thursday, May 18, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	9	12	15	45	157	243	233	143	98	94
30	16	6	10	11	35	61	211	274	206	126	106	110
45	7	10	19	16	48	100	218	258	169	134	110	94
00	8	13	5	9	51	130	258	235	135	127	95	98
Hr Total	54	45	43	48	149	336	844	1,010	743	530	409	396

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	97	98	115	99	122	108	96	85	64	51	32
30	102	95	120	108	103	111	107	97	88	61	41	25
45	105	99	116	117	99	106	104	84	55	53	30	26
00	100	92	98	101	108	106	90	74	51	51	30	24
Hr Total	411	383	432	441	409	445	409	351	279	229	152	107

24 Hour Total:	8,655	AM Peak Volume:	1,033	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	6:45	PM Peak Volume:	449	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	14:15				

Volume Count Report 3-Day Average

Start Date:	May 16, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 18, 2017	Stop Time:	24:00	ID:	0
City:	Mango	County:	Hillsborough		
Location:	Dr ML King Jr Blvd WB to I-75 NB On Ramp				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	14	11	11	16	49	149	252	220	153	111	91
30	15	8	7	12	31	68	205	248	203	134	117	102
45	8	12	12	19	45	101	227	251	169	142	101	98
00	11	12	6	13	40	135	233	217	158	113	99	103
Hr Total	53	47	36	55	132	353	813	969	750	542	428	394

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	107	98	104	99	106	107	88	77	67	50	27
30	99	98	121	111	113	112	106	84	75	56	44	24
45	101	94	124	125	105	99	101	75	59	54	37	23
00	98	91	106	112	108	93	89	82	66	44	32	20
Hr Total	409	391	449	451	425	411	403	329	277	221	163	94

24 Hour Total:	8,595	AM Peak Volume:	985	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	6:45	PM Peak Volume:	455	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	14:15				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	14	11	11	16	49	149	252	220	153	111	91
30	15	8	7	12	31	68	205	248	203	134	117	102
45	8	12	12	19	45	101	227	251	169	142	101	98
00	11	12	6	13	40	135	233	217	158	113	99	103
Hr Total	53	47	36	55	132	353	813	969	750	542	428	394

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	107	98	104	99	106	107	88	77	67	50	27
30	99	98	121	111	113	112	106	84	75	56	44	24
45	101	94	124	125	105	99	101	75	59	54	37	23
00	98	91	106	112	108	93	89	82	66	44	32	20
Hr Total	409	391	449	451	425	411	403	329	277	221	163	94

24 Hour Total:	8,595	AM Peak Volume:	985	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	6:45	PM Peak Volume:	455	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	14:15				

Volume Count Report

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 23, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd WB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	4	4	5	4	19	69	114	119	53	61	49
30	12	6	3	3	12	31	90	129	87	69	66	55
45	13	7	3	5	10	52	109	130	84	64	47	62
00	14	3	5	12	13	52	146	121	81	79	51	44
Hr Total	55	20	15	25	39	154	414	494	371	265	225	210

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	44	59	69	71	68	67	48	52	35	43	20
30	68	67	50	47	75	70	59	37	57	44	18	14
45	66	57	66	60	61	74	74	48	37	40	23	15
00	52	55	81	67	73	65	55	40	45	19	13	9
Hr Total	250	223	256	243	280	277	255	173	191	138	97	58

24 Hour Total:	4,728	AM Peak Volume:	519	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	6:45	PM Peak Volume:	285	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

N/A

Tuesday, May 23, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	4	4	5	4	19	69	114	119	53	61	49
30	12	6	3	3	12	31	90	129	87	69	66	55
45	13	7	3	5	10	52	109	130	84	64	47	62
00	14	3	5	12	13	52	146	121	81	79	51	44
Hr Total	55	20	15	25	39	154	414	494	371	265	225	210

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	44	59	69	71	68	67	48	52	35	43	20
30	68	67	50	47	75	70	59	37	57	44	18	14
45	66	57	66	60	61	74	74	48	37	40	23	15
00	52	55	81	67	73	65	55	40	45	19	13	9
Hr Total	250	223	256	243	280	277	255	173	191	138	97	58

24 Hour Total:	4,728	AM Peak Volume:	519	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	6:45	PM Peak Volume:	285	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: May 24, 2017	Start Time: 00:00	Station: 0
Stop Date: May 24, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd WB to I-75 SB On Ramp		

Southbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	12	2	6	6	22	67	122	124	63	49	53
30	6	2	4	8	10	32	95	106	88	73	56	54
45	17	5	7	4	12	61	107	126	77	76	66	61
00	13	4	4	6	19	43	136	127	66	58	54	53
Hr Total	48	23	17	24	47	158	405	481	355	270	225	221

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	50	59	82	57	69	41	47	46	45	43	15
30	68	56	79	67	66	61	42	37	41	36	30	13
45	69	41	55	54	77	66	38	52	34	35	28	22
00	55	60	79	72	55	57	53	42	39	30	20	31
Hr Total	259	207	272	275	255	253	174	178	160	146	121	81

24 Hour Total:	4,655	AM Peak Volume:	490	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	6:45	PM Peak Volume:	295	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	14:15				

N/A

Wednesday, May 24, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	12	2	6	6	22	67	122	124	63	49	53
30	6	2	4	8	10	32	95	106	88	73	56	54
45	17	5	7	4	12	61	107	126	77	76	66	61
00	13	4	4	6	19	43	136	127	66	58	54	53
Hr Total	48	23	17	24	47	158	405	481	355	270	225	221

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	50	59	82	57	69	41	47	46	45	43	15
30	68	56	79	67	66	61	42	37	41	36	30	13
45	69	41	55	54	77	66	38	52	34	35	28	22
00	55	60	79	72	55	57	53	42	39	30	20	31
Hr Total	259	207	272	275	255	253	174	178	160	146	121	81

24 Hour Total:	4,655	AM Peak Volume:	490	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	6:45	PM Peak Volume:	295	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	14:15				

Volume Count Report

Start Date:	May 25, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 25, 2017	Stop Time:	24:00	ID:	0
City:	Mango	County:	Hillsborough		
Location	Dr ML King Jr Blvd WB to I-75 SB On Ramp				

Southbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	8	4	6	13	11	70	105	88	52	62	65
30	17	9	7	3	7	30	89	131	92	68	51	67
45	11	3	4	14	20	58	108	126	76	80	68	51
00	13	8	1	4	10	53	139	103	72	73	71	62
Hr Total	62	28	16	27	50	152	406	465	328	273	252	245

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	53	48	48	52	60	59	55	58	34	35	14
30	63	60	63	66	82	67	52	59	66	34	27	15
45	66	53	97	67	49	62	45	59	48	36	23	28
00	68	54	89	70	64	62	74	53	67	36	19	17
Hr Total	249	220	297	251	247	251	230	226	239	140	104	74

24 Hour Total:	4,832	AM Peak Volume:	501	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	6:45	PM Peak Volume:	300	PM Peak Hour Factor:	0.77
PM Peak Hour begins:	14:30				

N/A

Thursday, May 25, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	8	4	6	13	11	70	105	88	52	62	65
30	17	9	7	3	7	30	89	131	92	68	51	67
45	11	3	4	14	20	58	108	126	76	80	68	51
00	13	8	1	4	10	53	139	103	72	73	71	62
Hr Total	62	28	16	27	50	152	406	465	328	273	252	245

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	53	48	48	52	60	59	55	58	34	35	14
30	63	60	63	66	82	67	52	59	66	34	27	15
45	66	53	97	67	49	62	45	59	48	36	23	28
00	68	54	89	70	64	62	74	53	67	36	19	17
Hr Total	249	220	297	251	247	251	230	226	239	140	104	74

24 Hour Total:	4,832	AM Peak Volume:	501	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	6:45	PM Peak Volume:	300	PM Peak Hour Factor:	0.77
PM Peak Hour begins:	14:30				

Volume Count Report

3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd WB to I-75 SB On Ramp		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	3	6	8	17	69	114	110	56	57	56
30	12	6	5	5	10	31	91	122	89	70	58	59
45	14	5	5	8	14	57	108	127	79	73	60	58
00	13	5	3	7	14	49	140	117	73	70	59	53
Hr Total	55	24	16	25	45	155	408	480	351	269	234	225

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	49	55	66	60	66	56	50	52	38	40	16
30	66	61	64	60	74	66	51	44	55	38	25	14
45	67	50	73	60	62	67	52	53	40	37	25	22
00	58	56	83	70	64	61	61	45	50	28	17	19
Hr Total	253	217	275	256	261	260	220	192	197	141	107	71

24 Hour Total:	4,738				
AM Peak Hour begins:	6:45	AM Peak Volume:	503	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	14:15	PM Peak Volume:	286	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	16	8	3	6	8	17	69	114	110	56	57	56
30	12	6	5	5	10	31	91	122	89	70	58	59
45	14	5	5	8	14	57	108	127	79	73	60	58
00	13	5	3	7	14	49	140	117	73	70	59	53
Hr Total	55	24	16	25	45	155	408	480	351	269	234	225

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	49	55	66	60	66	56	50	52	38	40	16
30	66	61	64	60	74	66	51	44	55	38	25	14
45	67	50	73	60	62	67	52	53	40	37	25	22
00	58	56	83	70	64	61	61	45	50	28	17	19
Hr Total	253	217	275	256	261	260	220	192	197	141	107	71

24 Hour Total:	4,738				
AM Peak Hour begins:	6:45	AM Peak Volume:	503	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	14:15	PM Peak Volume:	286	PM Peak Hour Factor:	0.86

Volume Count Report

Start Date: May 16, 2017
 Stop Date: May 16, 2017
 City: Mango
 Location: Dr ML King Jr Blvd west of I-75 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	24	13	41	31	49	98	230	258	208	199	237
30	45	21	23	21	20	59	126	223	234	209	180	245
45	35	17	22	20	35	58	144	272	249	184	204	276
00	40	10	23	23	37	64	174	211	235	198	196	299
Hr Total	189	72	81	105	123	230	542	936	976	799	779	1,057

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	381	305	290	417	693	834	719	380	255	217	119	89
30	290	260	312	425	656	879	528	249	211	183	114	78
45	273	274	354	531	712	772	463	269	220	137	171	55
00	278	292	340	555	740	747	381	247	221	178	91	39
Hr Total	1,222	1,131	1,296	1,928	2,801	3,232	2,091	1,145	907	715	495	261

24 Hour Total: 23,113
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,246
 PM Peak Volume: 3,232
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.92

Westbound Volume for Lane 2

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	20	22	13	14	76	299	716	816	561	263	213
30	34	25	9	24	37	100	480	746	811	434	236	238
45	19	14	18	30	63	152	593	825	723	371	232	218
00	17	19	24	27	76	231	656	902	642	312	211	271
Hr Total	94	78	73	94	190	559	2,028	3,189	2,992	1,678	942	940

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	251	344	253	220	272	277	280	172	173	147	107	60
30	320	298	269	250	219	266	291	163	115	117	89	45
45	357	273	286	238	293	249	207	175	146	89	62	48
00	345	280	264	278	266	280	188	191	136	100	62	26
Hr Total	1,273	1,195	1,072	986	1,050	1,072	966	701	570	453	320	179

24 Hour Total: 22,694
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 12:15
 AM Peak Volume: 3,354
 PM Peak Volume: 1,366
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	93	44	35	54	45	125	397	946	1,074	769	462	450
30	79	46	32	45	57	159	606	969	1,045	643	416	483
45	54	31	40	50	98	210	737	1,097	972	555	436	494
00	57	29	47	50	113	295	830	1,113	877	510	407	570
Hr Total	283	150	154	199	313	789	2,570	4,125	3,968	2,477	1,721	1,997

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	632	649	543	637	965	1,111	999	552	428	364	226	149
30	610	558	581	675	875	1,145	819	412	326	300	203	123
45	630	547	640	769	1,005	1,021	670	444	366	226	233	103
00	623	572	604	833	1,006	1,027	569	438	357	278	153	65
Hr Total	2,495	2,326	2,368	2,914	3,851	4,304	3,057	1,846	1,477	1,168	815	440

24 Hour Total: 45,807
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 4,329
 PM Peak Volume: 4,304
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 17, 2017
 Stop Date: May 17, 2017
 City: Mango
 Location: Dr ML King Jr Blvd west of I-75 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	29	16	19	33	59	92	220	242	222	233	244
30	56	26	24	17	33	58	119	253	216	199	190	271
45	42	23	19	26	30	59	161	241	221	201	242	294
00	28	17	16	25	37	87	174	237	232	203	192	315
Hr Total	171	95	75	87	133	263	546	951	911	825	857	1,124

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	346	362	281	385	657	795	682	455	236	184	137	82
30	288	258	326	425	702	837	662	316	214	201	115	56
45	304	273	341	521	707	778	703	288	241	150	114	63
00	318	268	327	501	796	756	457	205	159	153	92	43
Hr Total	1,256	1,161	1,275	1,832	2,862	3,166	2,504	1,264	850	688	458	244

24 Hour Total: 23,598
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,253
 PM Peak Volume: 3,206
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	31	26	22	25	72	266	755	861	522	289	229
30	34	34	12	18	36	108	428	809	819	418	280	258
45	28	14	7	24	49	155	600	900	657	377	288	274
00	26	24	23	33	68	240	704	1,006	632	342	295	256
Hr Total	139	103	68	97	178	575	1,998	3,470	2,969	1,659	1,152	1,017

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	307	269	243	277	280	250	187	135	122	97	63
30	310	294	260	247	229	277	258	163	156	124	81	57
45	352	270	255	251	279	257	244	180	132	103	72	49
00	331	286	262	282	288	256	248	147	110	101	68	49
Hr Total	1,278	1,157	1,046	1,023	1,073	1,070	1,000	677	533	450	318	218

24 Hour Total: 23,268
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 12:15
 AM Peak Volume: 3,586
 PM Peak Volume: 1,300
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	96	60	42	41	58	131	358	975	1,103	744	522	473
30	90	60	36	35	69	166	547	1,062	1,035	617	470	529
45	70	37	26	50	79	214	761	1,141	878	578	530	568
00	54	41	39	58	105	327	878	1,243	864	545	487	571
Hr Total	310	198	143	184	311	838	2,544	4,421	3,880	2,484	2,009	2,141

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	631	669	550	628	934	1,075	932	642	371	306	234	145
30	598	552	586	672	931	1,114	920	479	370	325	196	113
45	656	543	596	772	986	1,035	947	468	373	253	186	112
00	649	554	589	783	1,084	1,012	705	352	269	254	160	92
Hr Total	2,534	2,318	2,321	2,855	3,935	4,236	3,504	1,941	1,383	1,138	776	462

24 Hour Total: 46,866
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 4,549
 PM Peak Volume: 4,308
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 18, 2017
 Stop Date: May 18, 2017
 City: Mango
 Location: Dr ML King Jr Blvd west of I-75 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	35	23	30	42	44	84	233	261	273	222	226
30	43	21	15	28	30	62	107	247	244	223	233	231
45	36	22	24	15	31	52	175	309	208	190	234	319
00	39	28	30	23	40	85	190	277	226	191	219	350
Hr Total	169	106	92	96	143	243	556	1,066	939	877	908	1,126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	380	316	325	458	678	827	660	327	252	201	133	87
30	305	290	326	419	641	812	500	300	217	177	113	62
45	333	281	366	526	702	763	473	259	198	174	119	63
00	330	247	325	576	765	734	444	277	215	186	76	55
Hr Total	1,348	1,134	1,342	1,979	2,786	3,136	2,077	1,163	882	738	441	267

24 Hour Total: 23,614
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,368
 PM Peak Volume: 3,167
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	27	17	24	32	65	280	738	873	524	291	245
30	34	27	21	21	29	99	436	772	794	457	247	251
45	19	22	21	36	54	161	606	855	744	419	238	230
00	24	16	28	30	77	218	748	951	708	339	215	274
Hr Total	116	92	87	111	192	543	2,070	3,316	3,119	1,739	991	1,000

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	294	292	252	248	257	243	269	173	163	149	90	75
30	319	330	306	243	255	294	268	154	151	133	97	64
45	326	313	242	238	286	267	223	165	127	112	79	39
00	321	273	272	286	292	262	196	171	128	119	58	44
Hr Total	1,260	1,208	1,072	1,015	1,090	1,066	956	663	569	513	324	222

24 Hour Total: 23,334
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 12:30
 AM Peak Volume: 3,473
 PM Peak Volume: 1,269
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	90	62	40	54	74	109	364	971	1,134	797	513	471
30	77	48	36	49	59	161	543	1,019	1,038	680	480	482
45	55	44	45	51	85	213	781	1,164	952	609	472	549
00	63	44	58	53	117	303	938	1,228	934	530	434	624
Hr Total	285	198	179	207	335	786	2,626	4,382	4,058	2,616	1,899	2,126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	674	608	577	706	935	1,070	929	500	415	350	223	162
30	624	620	632	662	896	1,106	768	454	368	310	210	126
45	659	594	608	764	988	1,030	696	424	325	286	198	102
00	651	520	597	862	1,057	996	640	448	343	305	134	99
Hr Total	2,608	2,342	2,414	2,994	3,876	4,202	3,033	1,826	1,451	1,251	765	489

24 Hour Total: 46,948
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 4,564
 PM Peak Volume: 4,263
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.96

Volume Count Report 3-Day Average

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: Dr ML King Jr Blvd 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	55	29	17	30	35	51	91	228	254	234	218	236
30	48	23	21	22	28	60	117	241	231	210	201	249
45	38	21	22	20	32	56	160	274	226	192	227	296
00	36	18	23	24	38	79	179	242	231	197	202	321
Hr Total	176	91	83	96	133	245	548	984	942	834	848	1,102

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	369	328	299	420	676	819	687	387	248	201	130	86
30	294	269	321	423	666	843	563	288	214	187	114	65
45	303	276	354	526	707	771	546	272	220	154	135	60
00	309	269	331	544	767	746	427	243	198	172	86	46
Hr Total	1,275	1,142	1,304	1,913	2,816	3,178	2,224	1,191	880	714	465	257

24 Hour Total:	23,442		
AM Peak Hour begins:	11:45	AM Peak Volume:	1,288
PM Peak Hour begins:	16:45	PM Peak Volume:	3,199
		AM Peak Hour Factor:	0.87
		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	38	26	22	20	24	71	282	736	850	536	281	229
30	34	29	14	21	34	102	448	776	808	436	254	249
45	22	17	15	30	55	156	600	860	708	389	253	241
00	22	20	25	30	74	230	703	953	661	331	240	267
Hr Total	116	91	76	101	187	559	2,032	3,325	3,027	1,692	1,028	986

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	277	314	258	237	269	267	266	177	157	139	98	66
30	316	307	278	247	234	279	272	160	141	125	89	55
45	345	285	261	242	286	258	225	173	135	101	71	45
00	332	280	266	282	282	266	211	170	125	107	63	40
Hr Total	1,270	1,187	1,063	1,008	1,071	1,069	974	680	557	472	321	206

24 Hour Total:	23,099		
AM Peak Hour begins:	7:30	AM Peak Volume:	3,471
PM Peak Hour begins:	12:15	PM Peak Volume:	1,308
		AM Peak Hour Factor:	0.91
		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	93	55	39	50	59	122	373	964	1,104	770	499	465
30	82	51	35	43	62	162	565	1,017	1,039	647	455	498
45	60	37	37	50	87	212	760	1,134	934	581	479	537
00	58	38	48	54	112	308	882	1,195	892	528	443	588
Hr Total	293	182	159	197	320	804	2,580	4,309	3,969	2,526	1,876	2,088

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	646	642	557	657	945	1,085	953	565	405	340	228	152
30	611	577	600	670	901	1,122	836	448	355	312	203	121
45	648	561	615	768	993	1,029	771	445	355	255	206	106
00	641	549	597	826	1,049	1,012	638	413	323	279	149	85
Hr Total	2,546	2,329	2,368	2,921	3,887	4,247	3,198	1,871	1,437	1,186	785	464

24 Hour Total:	46,540		
AM Peak Hour begins:	7:30	AM Peak Volume:	4,472
PM Peak Hour begins:	16:45	PM Peak Volume:	4,285
		AM Peak Hour Factor:	0.94
		PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 16, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 NB Off Ramp to Dr ML King Jr Blvd EB		

Northbound Volume for Lane 1

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	14	8	2	7	13	34	58	61	64	61	64
30	7	6	7	3	7	21	38	56	49	49	39	61
45	11	3	3	7	16	29	56	59	61	53	56	63
00	9	6	4	4	21	35	53	51	63	63	49	51
Hr Total	35	29	22	16	51	98	181	224	234	229	205	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	57	69	92	127	101	122	74	67	57	29	22
30	57	72	92	82	133	141	99	69	60	53	36	18
45	73	74	88	113	121	154	110	56	47	38	19	19
00	68	58	86	98	148	156	105	65	34	37	26	21
Hr Total	249	261	335	385	529	552	436	264	208	185	110	80

24 Hour Total:	5,157	AM Peak Volume:	239	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:00	PM Peak Volume:	573	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

N/A

Tuesday, May 16, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	14	8	2	7	13	34	58	61	64	61	64
30	7	6	7	3	7	21	38	56	49	49	39	61
45	11	3	3	7	16	29	56	59	61	53	56	63
00	9	6	4	4	21	35	53	51	63	63	49	51
Hr Total	35	29	22	16	51	98	181	224	234	229	205	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	57	69	92	127	101	122	74	67	57	29	22
30	57	72	92	82	133	141	99	69	60	53	36	18
45	73	74	88	113	121	154	110	56	47	38	19	19
00	68	58	86	98	148	156	105	65	34	37	26	21
Hr Total	249	261	335	385	529	552	436	264	208	185	110	80

24 Hour Total:	5,157	AM Peak Volume:	239	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:00	PM Peak Volume:	573	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 17, 2017	Start Time: 00:00	Station: 0
Stop Date: May 17, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 NB Off Ramp to Dr ML King Jr Blvd EB		

Northbound Volume for Lane 1

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	5	5	6	11	35	56	59	70	63	68
30	18	15	1	4	3	21	46	67	68	66	48	60
45	9	5	5	6	10	22	57	71	61	65	46	55
00	15	8	5	7	24	27	65	53	66	57	55	60
Hr Total	53	37	16	22	43	81	203	247	254	258	212	243

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	71	65	75	101	129	140	111	66	60	35	25
30	77	71	98	115	142	158	128	87	77	49	34	25
45	57	79	79	115	114	168	123	74	63	56	36	23
00	58	61	95	121	149	150	130	95	63	41	27	20
Hr Total	243	282	337	426	506	605	521	367	269	206	132	93

24 Hour Total:	5,656	AM Peak Volume:	267	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	8:45	PM Peak Volume:	616	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

N/A

Wednesday, May 17, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	5	5	6	11	35	56	59	70	63	68
30	18	15	1	4	3	21	46	67	68	66	48	60
45	9	5	5	6	10	22	57	71	61	65	46	55
00	15	8	5	7	24	27	65	53	66	57	55	60
Hr Total	53	37	16	22	43	81	203	247	254	258	212	243

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	71	65	75	101	129	140	111	66	60	35	25
30	77	71	98	115	142	158	128	87	77	49	34	25
45	57	79	79	115	114	168	123	74	63	56	36	23
00	58	61	95	121	149	150	130	95	63	41	27	20
Hr Total	243	282	337	426	506	605	521	367	269	206	132	93

24 Hour Total:	5,656	AM Peak Volume:	267	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	8:45	PM Peak Volume:	616	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 18, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 NB Off Ramp to Dr ML King Jr Blvd EB		

Northbound Volume for Lane 1

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	4	3	9	12	39	82	47	46	59	59
30	18	11	9	4	9	22	43	51	68	63	48	78
45	18	11	12	3	6	23	53	71	68	54	55	50
00	16	8	5	7	29	19	62	72	63	54	60	48
Hr Total	64	40	30	17	53	76	197	276	246	217	222	235

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	55	67	98	108	131	125	77	66	57	33	32
30	71	48	79	96	104	136	124	93	69	58	29	25
45	68	74	65	89	116	151	125	66	22	29	32	9
00	67	77	87	100	128	131	77	62	58	41	21	13
Hr Total	243	254	298	383	456	549	451	298	215	185	115	79

24 Hour Total:	5,199	AM Peak Volume:	276	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:00	PM Peak Volume:	549	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

N/A

Thursday, May 18, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	4	3	9	12	39	82	47	46	59	59
30	18	11	9	4	9	22	43	51	68	63	48	78
45	18	11	12	3	6	23	53	71	68	54	55	50
00	16	8	5	7	29	19	62	72	63	54	60	48
Hr Total	64	40	30	17	53	76	197	276	246	217	222	235

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	55	67	98	108	131	125	77	66	57	33	32
30	71	48	79	96	104	136	124	93	69	58	29	25
45	68	74	65	89	116	151	125	66	22	29	32	9
00	67	77	87	100	128	131	77	62	58	41	21	13
Hr Total	243	254	298	383	456	549	451	298	215	185	115	79

24 Hour Total:	5,199	AM Peak Volume:	276	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:00	PM Peak Volume:	549	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

Volume Count Report 3-Day Average

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 NB Off Ramp to Dr ML King Jr Blvd EB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	11	6	3	7	12	36	65	56	60	61	64
30	14	11	6	4	6	21	42	58	62	59	45	66
45	13	6	7	5	11	25	55	67	63	57	52	56
00	13	7	5	6	25	27	60	59	64	58	55	53
Hr Total	51	35	23	18	49	85	194	249	245	235	213	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	61	67	88	112	120	129	87	66	58	32	26
30	68	64	90	98	126	145	117	83	69	53	33	23
45	66	76	77	106	117	158	119	65	44	41	29	17
00	64	65	89	106	142	146	104	74	52	40	25	18
Hr Total	245	266	323	398	497	569	469	310	231	192	119	84

24 Hour Total:	5,337	AM Peak Volume:	250	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	6:45	PM Peak Volume:	577	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	11	6	3	7	12	36	65	56	60	61	64
30	14	11	6	4	6	21	42	58	62	59	45	66
45	13	6	7	5	11	25	55	67	63	57	52	56
00	13	7	5	6	25	27	60	59	64	58	55	53
Hr Total	51	35	23	18	49	85	194	249	245	235	213	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	61	67	88	112	120	129	87	66	58	32	26
30	68	64	90	98	126	145	117	83	69	53	33	23
45	66	76	77	106	117	158	119	65	44	41	29	17
00	64	65	89	106	142	146	104	74	52	40	25	18
Hr Total	245	266	323	398	497	569	469	310	231	192	119	84

24 Hour Total:	5,337	AM Peak Volume:	250	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	6:45	PM Peak Volume:	577	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 16, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 NB Off Ramp to Dr ML King Jr Blvd WB		

Northbound Volume for Lane 1

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	4	2	1	13	83	192	210	144	70	48
30	2	1	2	5	6	21	114	158	224	96	58	44
45	6	4	4	8	9	33	149	197	202	101	52	53
00	6	5	4	6	24	50	167	218	197	74	47	70
Hr Total	23	13	14	21	40	117	513	765	833	415	227	215

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	104	57	63	51	44	48	33	36	25	33	11
30	96	87	52	57	47	62	49	38	25	26	24	7
45	117	74	71	67	62	60	47	43	33	23	13	12
00	118	80	71	67	51	54	37	46	27	18	15	6
Hr Total	407	345	251	254	211	220	181	160	121	92	85	36

24 Hour Total:	5,559	AM Peak Volume:	854	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:45	PM Peak Volume:	435	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:15				

N/A

Tuesday, May 16, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	4	2	1	13	83	192	210	144	70	48
30	2	1	2	5	6	21	114	158	224	96	58	44
45	6	4	4	8	9	33	149	197	202	101	52	53
00	6	5	4	6	24	50	167	218	197	74	47	70
Hr Total	23	13	14	21	40	117	513	765	833	415	227	215

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	104	57	63	51	44	48	33	36	25	33	11
30	96	87	52	57	47	62	49	38	25	26	24	7
45	117	74	71	67	62	60	47	43	33	23	13	12
00	118	80	71	67	51	54	37	46	27	18	15	6
Hr Total	407	345	251	254	211	220	181	160	121	92	85	36

24 Hour Total:	5,559	AM Peak Volume:	854	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:45	PM Peak Volume:	435	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:15				

Volume Count Report

Start Date: May 17, 2017	Start Time: 00:00	Station: 0
Stop Date: May 17, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 NB Off Ramp to Dr ML King Jr Blvd WB		

Northbound Volume for Lane 1

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	1	3	7	14	68	182	223	131	95	60
30	11	10	5	3	7	25	93	195	221	114	105	50
45	9	2	1	5	9	30	133	223	195	92	100	64
00	4	2	9	7	17	42	191	268	194	100	100	49
Hr Total	37	23	16	18	40	111	485	868	833	437	400	223

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	86	67	49	67	61	73	52	25	30	29	14
30	106	71	48	55	48	67	73	33	39	32	18	8
45	115	82	49	65	51	61	75	46	25	28	11	15
00	114	76	63	65	67	57	78	42	28	17	11	7
Hr Total	400	315	227	234	233	246	299	173	117	107	69	44

24 Hour Total:	5,955	AM Peak Volume:	935	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:30	PM Peak Volume:	421	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:15				

N/A

Wednesday, May 17, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	1	3	7	14	68	182	223	131	95	60
30	11	10	5	3	7	25	93	195	221	114	105	50
45	9	2	1	5	9	30	133	223	195	92	100	64
00	4	2	9	7	17	42	191	268	194	100	100	49
Hr Total	37	23	16	18	40	111	485	868	833	437	400	223

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	86	67	49	67	61	73	52	25	30	29	14
30	106	71	48	55	48	67	73	33	39	32	18	8
45	115	82	49	65	51	61	75	46	25	28	11	15
00	114	76	63	65	67	57	78	42	28	17	11	7
Hr Total	400	315	227	234	233	246	299	173	117	107	69	44

24 Hour Total:	5,955	AM Peak Volume:	935	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:30	PM Peak Volume:	421	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:15				

Volume Count Report

Start Date: May 18, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 NB Off Ramp to Dr ML King Jr Blvd WB		

Northbound Volume for Lane 1

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	5	6	10	15	64	166	211	125	71	52
30	12	2	2	1	3	17	99	174	225	122	53	43
45	5	3	5	8	12	34	153	200	207	124	60	70
00	10	1	4	6	16	40	160	252	215	90	55	60
Hr Total	39	12	16	21	41	106	476	792	858	461	239	225

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	89	60	54	56	43	58	33	33	36	23	18
30	72	91	68	56	42	53	50	36	28	39	23	17
45	88	100	48	54	41	60	45	36	31	18	18	6
00	87	73	66	57	46	49	40	40	28	30	13	10
Hr Total	315	353	242	221	185	205	193	145	120	123	77	51

24 Hour Total:	5,516	AM Peak Volume:	895	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:45	PM Peak Volume:	367	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:45				

N/A

Thursday, May 18, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	5	6	10	15	64	166	211	125	71	52
30	12	2	2	1	3	17	99	174	225	122	53	43
45	5	3	5	8	12	34	153	200	207	124	60	70
00	10	1	4	6	16	40	160	252	215	90	55	60
Hr Total	39	12	16	21	41	106	476	792	858	461	239	225

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	89	60	54	56	43	58	33	33	36	23	18
30	72	91	68	56	42	53	50	36	28	39	23	17
45	88	100	48	54	41	60	45	36	31	18	18	6
00	87	73	66	57	46	49	40	40	28	30	13	10
Hr Total	315	353	242	221	185	205	193	145	120	123	77	51

24 Hour Total:	5,516	AM Peak Volume:	895	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:45	PM Peak Volume:	367	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:45				

Volume Count Report 3-Day Average

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 NB Off Ramp to Dr ML King Jr Blvd WB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	3	4	6	14	72	180	215	133	79	53
30	8	4	3	3	5	21	102	176	223	111	72	46
45	7	3	3	7	10	32	145	207	201	106	71	62
00	7	3	6	6	19	44	173	246	202	88	67	60
Hr Total	33	16	15	20	40	111	491	808	841	438	289	221

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	93	61	55	58	49	60	39	31	30	28	14
30	91	83	56	56	46	61	57	36	31	32	22	11
45	107	85	56	62	51	60	56	42	30	23	14	11
00	106	76	67	63	55	53	52	43	28	22	13	8
Hr Total	374	338	240	236	210	224	224	159	119	107	77	44

24 Hour Total:	5,677				
AM Peak Hour begins:	7:30	AM Peak Volume:	891	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:15	PM Peak Volume:	397	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	11	6	3	4	6	14	72	180	215	133	79	53
30	8	4	3	3	5	21	102	176	223	111	72	46
45	7	3	3	7	10	32	145	207	201	106	71	62
00	7	3	6	6	19	44	173	246	202	88	67	60
Hr Total	33	16	15	20	40	111	491	808	841	438	289	221

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	93	61	55	58	49	60	39	31	30	28	14
30	91	83	56	56	46	61	57	36	31	32	22	11
45	107	85	56	62	51	60	56	42	30	23	14	11
00	106	76	67	63	55	53	52	43	28	22	13	8
Hr Total	374	338	240	236	210	224	224	159	119	107	77	44

24 Hour Total:	5,677				
AM Peak Hour begins:	7:30	AM Peak Volume:	891	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:15	PM Peak Volume:	397	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 16, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 SB Off Ramp to Dr ML King Jr Blvd EB		

Southbound Volume for Lane 1

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	14	10	10	11	19	24	64	68	75	44	61
30	32	14	14	9	8	14	41	69	84	67	57	72
45	16	14	3	7	10	17	47	59	72	71	63	55
00	19	14	7	4	16	22	54	51	81	49	56	78
Hr Total	90	56	34	30	45	72	166	243	305	262	220	266

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	66	72	98	123	140	148	71	70	66	52	28
30	68	84	94	101	133	128	137	93	74	52	41	36
45	84	62	84	114	150	138	105	75	71	60	43	30
00	74	88	96	119	138	147	97	66	59	54	40	33
Hr Total	301	300	346	432	544	553	487	305	274	232	176	127

24 Hour Total:	5,866	AM Peak Volume:	312	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	8:15	PM Peak Volume:	570	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:30				

N/A

Tuesday, May 16, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	14	10	10	11	19	24	64	68	75	44	61
30	32	14	14	9	8	14	41	69	84	67	57	72
45	16	14	3	7	10	17	47	59	72	71	63	55
00	19	14	7	4	16	22	54	51	81	49	56	78
Hr Total	90	56	34	30	45	72	166	243	305	262	220	266

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	66	72	98	123	140	148	71	70	66	52	28
30	68	84	94	101	133	128	137	93	74	52	41	36
45	84	62	84	114	150	138	105	75	71	60	43	30
00	74	88	96	119	138	147	97	66	59	54	40	33
Hr Total	301	300	346	432	544	553	487	305	274	232	176	127

24 Hour Total:	5,866	AM Peak Volume:	312	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	8:15	PM Peak Volume:	570	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: May 17, 2017	Start Time: 00:00	Station: 0
Stop Date: May 17, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 SB Off Ramp to Dr ML King Jr Blvd EB		

Southbound Volume for Lane 1

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	23	10	9	9	14	24	62	71	75	54	58
30	28	16	10	15	5	14	55	64	78	59	54	50
45	19	10	9	9	21	21	54	52	65	55	62	50
00	20	7	8	11	11	19	57	89	75	61	64	64
Hr Total	90	56	37	44	46	68	190	267	289	250	234	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	67	77	100	144	124	105	89	77	65	50	32
30	62	80	98	116	109	139	98	78	78	69	53	48
45	59	86	89	108	116	115	89	92	65	64	46	37
00	74	84	80	127	122	117	76	77	68	64	51	30
Hr Total	258	317	344	451	491	495	368	336	288	262	200	147

24 Hour Total:	5,750	AM Peak Volume:	303	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:45	PM Peak Volume:	501	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

N/A

Wednesday, May 17, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	23	10	9	9	14	24	62	71	75	54	58
30	28	16	10	15	5	14	55	64	78	59	54	50
45	19	10	9	9	21	21	54	52	65	55	62	50
00	20	7	8	11	11	19	57	89	75	61	64	64
Hr Total	90	56	37	44	46	68	190	267	289	250	234	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	67	77	100	144	124	105	89	77	65	50	32
30	62	80	98	116	109	139	98	78	78	69	53	48
45	59	86	89	108	116	115	89	92	65	64	46	37
00	74	84	80	127	122	117	76	77	68	64	51	30
Hr Total	258	317	344	451	491	495	368	336	288	262	200	147

24 Hour Total:	5,750	AM Peak Volume:	303	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:45	PM Peak Volume:	501	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 18, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 SB Off Ramp to Dr ML King Jr Blvd EB		

Southbound Volume for Lane 1

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	10	9	7	12	16	22	80	60	78	47	59
30	21	13	8	5	13	21	43	85	52	59	61	75
45	22	18	8	4	9	17	60	68	65	54	51	66
00	19	7	6	22	12	23	64	71	61	61	51	80
Hr Total	89	48	31	38	46	77	189	304	238	252	210	280

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	78	76	105	127	166	150	69	71	84	59	43
30	61	75	94	99	144	166	138	98	81	80	54	41
45	64	59	86	120	159	164	97	73	62	53	50	28
00	75	74	86	114	161	157	92	81	70	65	48	36
Hr Total	274	286	342	438	591	653	477	321	284	282	211	148

24 Hour Total:	6,109	AM Peak Volume:	304	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:00	PM Peak Volume:	657	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:45				

N/A

Thursday, May 18, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	10	9	7	12	16	22	80	60	78	47	59
30	21	13	8	5	13	21	43	85	52	59	61	75
45	22	18	8	4	9	17	60	68	65	54	51	66
00	19	7	6	22	12	23	64	71	61	61	51	80
Hr Total	89	48	31	38	46	77	189	304	238	252	210	280

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	78	76	105	127	166	150	69	71	84	59	43
30	61	75	94	99	144	166	138	98	81	80	54	41
45	64	59	86	120	159	164	97	73	62	53	50	28
00	75	74	86	114	161	157	92	81	70	65	48	36
Hr Total	274	286	342	438	591	653	477	321	284	282	211	148

24 Hour Total:	6,109	AM Peak Volume:	304	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:00	PM Peak Volume:	657	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 SB Off Ramp to Dr ML King Jr Blvd EB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	16	10	9	11	16	23	69	66	76	48	59
30	27	14	11	10	9	16	46	73	71	62	57	66
45	19	14	7	7	13	18	54	60	67	60	59	57
00	19	9	7	12	13	21	58	70	72	57	57	74
Hr Total	90	53	34	37	46	72	182	271	277	255	221	256

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	70	75	101	131	143	134	76	73	72	54	34
30	64	80	95	105	129	144	124	90	78	67	49	42
45	69	69	86	114	142	139	97	80	66	59	46	32
00	74	82	87	120	140	140	88	75	66	61	46	33
Hr Total	278	301	344	440	542	567	444	321	282	259	196	141

24 Hour Total:	5,908			
AM Peak Hour begins:	8:15	AM Peak Volume:	287	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	570	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	24	16	10	9	11	16	23	69	66	76	48	59
30	27	14	11	10	9	16	46	73	71	62	57	66
45	19	14	7	7	13	18	54	60	67	60	59	57
00	19	9	7	12	13	21	58	70	72	57	57	74
Hr Total	90	53	34	37	46	72	182	271	277	255	221	256

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	70	75	101	131	143	134	76	73	72	54	34
30	64	80	95	105	129	144	124	90	78	67	49	42
45	69	69	86	114	142	139	97	80	66	59	46	32
00	74	82	87	120	140	140	88	75	66	61	46	33
Hr Total	278	301	344	440	542	567	444	321	282	259	196	141

24 Hour Total:	5,908			
AM Peak Hour begins:	8:15	AM Peak Volume:	287	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	570	PM Peak Hour Factor: 0.99

Volume Count Report

Start Date: May 16, 2017	Start Time: 00:00	Station: 0
Stop Date: May 16, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 SB Off Ramp to Dr ML King Jr Blvd WB		

Southbound Volume for Lane 1

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	6	9	2	7	36	140	263	400	238	86	78
30	15	8	3	10	15	46	235	348	376	204	97	80
45	5	6	10	13	25	76	236	363	335	159	78	64
00	2	7	10	9	39	100	295	387	339	155	75	83
Hr Total	32	27	32	34	86	258	906	1,361	1,450	756	336	305

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	91	84	67	117	86	125	47	40	31	18	11
30	97	76	85	88	110	99	90	40	24	32	22	16
45	68	80	62	75	115	92	54	42	31	29	25	20
00	92	72	94	103	114	108	60	46	40	33	13	5
Hr Total	323	319	325	333	456	385	329	175	135	125	78	52

24 Hour Total:	8,618	AM Peak Volume:	1,526	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	456	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:00				

N/A

Tuesday, May 16, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 16, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	6	9	2	7	36	140	263	400	238	86	78
30	15	8	3	10	15	46	235	348	376	204	97	80
45	5	6	10	13	25	76	236	363	335	159	78	64
00	2	7	10	9	39	100	295	387	339	155	75	83
Hr Total	32	27	32	34	86	258	906	1,361	1,450	756	336	305

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	91	84	67	117	86	125	47	40	31	18	11
30	97	76	85	88	110	99	90	40	24	32	22	16
45	68	80	62	75	115	92	54	42	31	29	25	20
00	92	72	94	103	114	108	60	46	40	33	13	5
Hr Total	323	319	325	333	456	385	329	175	135	125	78	52

24 Hour Total:	8,618	AM Peak Volume:	1,526	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	456	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:00				

Volume Count Report

Start Date: May 17, 2017	Start Time: 00:00	Station: 0
Stop Date: May 17, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 SB Off Ramp to Dr ML King Jr Blvd WB		

Southbound Volume for Lane 1

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	4	15	7	31	140	279	398	214	102	100
30	5	4	7	6	13	54	184	363	361	204	85	81
45	5	4	2	4	28	83	278	411	286	172	78	106
00	9	9	8	19	31	119	292	416	309	133	100	82
Hr Total	34	25	21	44	79	287	894	1,469	1,354	723	365	369

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	79	88	86	94	81	73	41	18	33	23	27
30	65	89	83	102	79	96	90	37	31	30	22	17
45	98	74	90	90	79	82	49	36	21	39	14	18
00	80	75	91	99	109	90	55	27	24	24	14	19
Hr Total	317	317	352	377	361	349	267	141	94	126	73	81

24 Hour Total:	8,519	AM Peak Volume:	1,588	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	385	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:15				

N/A

Wednesday, May 17, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 17, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	4	15	7	31	140	279	398	214	102	100
30	5	4	7	6	13	54	184	363	361	204	85	81
45	5	4	2	4	28	83	278	411	286	172	78	106
00	9	9	8	19	31	119	292	416	309	133	100	82
Hr Total	34	25	21	44	79	287	894	1,469	1,354	723	365	369

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	79	88	86	94	81	73	41	18	33	23	27
30	65	89	83	102	79	96	90	37	31	30	22	17
45	98	74	90	90	79	82	49	36	21	39	14	18
00	80	75	91	99	109	90	55	27	24	24	14	19
Hr Total	317	317	352	377	361	349	267	141	94	126	73	81

24 Hour Total:	8,519	AM Peak Volume:	1,588	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	385	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:15				

Volume Count Report

Start Date: May 18, 2017	Start Time: 00:00	Station: 0
Stop Date: May 18, 2017	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: I-75 SB Off Ramp to Dr ML King Jr Blvd WB		

Southbound Volume for Lane 1

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	12	6	8	10	35	143	291	373	270	104	100
30	6	4	12	9	14	44	202	351	344	192	91	92
45	6	7	2	15	32	74	226	389	326	175	91	81
00	5	2	21	12	37	114	319	419	344	136	79	78
Hr Total	33	25	41	44	93	267	890	1,450	1,387	773	365	351

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	66	99	80	98	95	96	44	32	26	24	26
30	77	64	69	95	135	118	106	31	36	28	37	6
45	84	86	57	91	103	66	76	56	31	28	14	16
00	79	85	76	97	112	103	41	37	39	31	8	11
Hr Total	335	301	301	363	448	382	319	168	138	113	83	59

24 Hour Total:	8,729	AM Peak Volume:	1,532	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	448	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:00				

N/A

Thursday, May 18, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 18, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	12	6	8	10	35	143	291	373	270	104	100
30	6	4	12	9	14	44	202	351	344	192	91	92
45	6	7	2	15	32	74	226	389	326	175	91	81
00	5	2	21	12	37	114	319	419	344	136	79	78
Hr Total	33	25	41	44	93	267	890	1,450	1,387	773	365	351

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	66	99	80	98	95	96	44	32	26	24	26
30	77	64	69	95	135	118	106	31	36	28	37	6
45	84	86	57	91	103	66	76	56	31	28	14	16
00	79	85	76	97	112	103	41	37	39	31	8	11
Hr Total	335	301	301	363	448	382	319	168	138	113	83	59

24 Hour Total:	8,729	AM Peak Volume:	1,532	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	448	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:00				

Volume Count Report 3-Day Average

Start Date:	May 16, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 18, 2017	Stop Time:	24:00	ID:	0
City:	Mango	County:	Hillsborough		
Location:	I-75 SB Off Ramp to Dr ML King Jr Blvd WB				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	9	6	8	8	34	141	278	390	241	97	93
30	9	5	7	8	14	48	207	354	360	200	91	84
45	5	6	5	11	28	78	247	388	316	169	82	84
00	5	6	13	13	36	111	302	407	331	141	85	81
Hr Total	33	26	31	41	86	271	897	1,427	1,397	751	355	342

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	79	90	78	103	87	98	44	30	30	22	21
30	80	76	79	95	108	104	95	36	30	30	27	13
45	83	80	70	85	99	80	60	45	28	32	18	18
00	84	77	87	100	112	100	52	37	34	29	12	12
Hr Total	325	312	326	358	422	372	305	161	122	121	78	64

24 Hour Total:	8,622				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,546	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:00	PM Peak Volume:	422	PM Peak Hour Factor:	0.94

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	14	9	6	8	8	34	141	278	390	241	97	93
30	9	5	7	8	14	48	207	354	360	200	91	84
45	5	6	5	11	28	78	247	388	316	169	82	84
00	5	6	13	13	36	111	302	407	331	141	85	81
Hr Total	33	26	31	41	86	271	897	1,427	1,397	751	355	342

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	79	90	78	103	87	98	44	30	30	22	21
30	80	76	79	95	108	104	95	36	30	30	27	13
45	83	80	70	85	99	80	60	45	28	32	18	18
00	84	77	87	100	112	100	52	37	34	29	12	12
Hr Total	325	312	326	358	422	372	305	161	122	121	78	64

24 Hour Total:	8,622				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,546	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:00	PM Peak Volume:	422	PM Peak Hour Factor:	0.94

Intersection Turning Movement Count

City/County: Mango/Hillsborough
 Weather: Clear
 Comments:

File Name : MLK&I-75SB
 Site Code : 0702903
 Start Date : 5/18/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	70	0	300	370	119	527	0	646	0	162	56	218	1234
07:15 AM	93	0	397	490	107	459	0	566	0	181	56	237	1293
07:30 AM	52	0	369	421	108	581	0	689	0	165	109	274	1384
07:45 AM	68	0	501	569	114	648	0	762	0	157	74	231	1562
Total	283	0	1567	1850	448	2215	0	2663	0	665	295	960	5473
08:00 AM	65	0	405	470	91	582	0	673	0	158	55	213	1356
08:15 AM	43	0	321	364	80	525	0	605	0	161	61	222	1191
08:30 AM	58	0	373	431	79	483	0	562	0	123	52	175	1168
08:45 AM	61	0	348	409	64	435	0	499	0	158	59	217	1125
Total	227	0	1447	1674	314	2025	0	2339	0	600	227	827	4840
*** BREAK ***													
04:00 PM	132	0	71	203	65	200	0	265	0	452	191	643	1111
04:15 PM	154	0	84	238	64	180	0	244	0	420	203	623	1105
04:30 PM	166	0	91	257	74	210	0	284	0	404	223	627	1168
04:45 PM	178	0	80	258	61	239	0	300	0	425	226	651	1209
Total	630	0	326	956	264	829	0	1093	0	1701	843	2544	4593
05:00 PM	170	0	73	243	60	200	0	260	0	413	302	715	1218
05:15 PM	154	0	105	259	53	237	0	290	0	425	291	716	1265
05:30 PM	187	0	65	252	64	237	0	301	0	430	234	664	1217
05:45 PM	164	0	80	244	67	245	0	312	0	431	196	627	1183
Total	675	0	323	998	244	919	0	1163	0	1699	1023	2722	4883
Grand Total	1815	0	3663	5478	1270	5988	0	7258	0	4665	2388	7053	19789
Apprch %	33.1	0	66.9		17.5	82.5	0		0	66.1	33.9		
Total %	9.2	0	18.5	27.7	6.4	30.3	0	36.7	0	23.6	12.1	35.6	
Passenger Vehicles	1774	0	3547	5321	1209	5847	0	7056	0	4514	2330	6844	19221
% Passenger Vehicles	97.7	0	96.8	97.1	95.2	97.6	0	97.2	0	96.8	97.6	97	97.1
Heavy Vehicles	41	0	116	157	57	141	0	198	0	151	58	209	564
% Heavy Vehicles	2.3	0	3.2	2.9	4.5	2.4	0	2.7	0	3.2	2.4	3	2.9
UTurns	0	0	0	0	4	0	0	4	0	0	0	0	4
% UTurns	0	0	0	0	0.3	0	0	0.1	0	0	0	0	0

Intersection Turning Movement Count

City/County: Mango/Hillsborough
 Weather: Clear
 Comments:

File Name : MLK&I-75SB
 Site Code : 0702903
 Start Date : 5/18/2017
 Page No : 2

Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	93	0	397	490	107	459	0	566	0	181	56	237	1293
07:30 AM	52	0	369	421	108	581	0	689	0	165	109	274	1384
07:45 AM	68	0	501	569	114	648	0	762	0	157	74	231	1562
08:00 AM	65	0	405	470	91	582	0	673	0	158	55	213	1356
Total Volume	278	0	1672	1950	420	2270	0	2690	0	661	294	955	5595
% App. Total	14.3	0	85.7		15.6	84.4	0		0	69.2	30.8		
PHF	.747	.000	.834	.857	.921	.876	.000	.883	.000	.913	.674	.871	.895
Passenger Vehicles	270	0	1643	1913	399	2239	0	2638	0	608	269	877	5428
% Passenger Vehicles	97.1	0	98.3	98.1	95.0	98.6	0	98.1	0	92.0	91.5	91.8	97.0
Heavy Vehicles	8	0	29	37	21	31	0	52	0	53	25	78	167
% Heavy Vehicles	2.9	0	1.7	1.9	5.0	1.4	0	1.9	0	8.0	8.5	8.2	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				07:30 AM				07:00 AM			
+0 mins.	93	0	397	490	108	581	0	689	0	162	56	218
+15 mins.	52	0	369	421	114	648	0	762	0	181	56	237
+30 mins.	68	0	501	569	91	582	0	673	0	165	109	274
+45 mins.	65	0	405	470	80	525	0	605	0	157	74	231
Total Volume	278	0	1672	1950	393	2336	0	2729	0	665	295	960
% App. Total	14.3	0	85.7		14.4	85.6	0		0	69.3	30.7	
PHF	.747	.000	.834	.857	.862	.901	.000	.895	.000	.919	.677	.876
Passenger Vehicles	270	0	1643	1913	373	2295	0	2668	0	620	273	893
% Passenger Vehicles	97.1	0	98.3	98.1	94.9	98.2	0	97.8	0	93.2	92.5	93
Heavy Vehicles	8	0	29	37	19	41	0	60	0	45	22	67
% Heavy Vehicles	2.9	0	1.7	1.9	4.8	1.8	0	2.2	0	6.8	7.5	7
UTurns	0	0	0	0	1	0	0	1	0	0	0	0
% UTurns	0	0	0	0	0.3	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 04:45 PM

04:45 PM	178	0	80	258	61	239	0	300	0	425	226	651	1209
05:00 PM	170	0	73	243	60	200	0	260	0	413	302	715	1218
05:15 PM	154	0	105	259	53	237	0	290	0	425	291	716	1265
05:30 PM	187	0	65	252	64	237	0	301	0	430	234	664	1217
Total Volume	689	0	323	1012	238	913	0	1151	0	1693	1053	2746	4909
% App. Total	68.1	0	31.9		20.7	79.3	0		0	61.7	38.3		
PHF	.921	.000	.769	.977	.930	.955	.000	.956	.000	.984	.872	.959	.970
Passenger Vehicles	680	0	301	981	225	880	0	1105	0	1675	1048	2723	4809
% Passenger Vehicles	98.7	0	93.2	96.9	94.5	96.4	0	96.0	0	98.9	99.5	99.2	98.0
Heavy Vehicles	9	0	22	31	12	33	0	45	0	18	5	23	99
% Heavy Vehicles	1.3	0	6.8	3.1	5.0	3.6	0	3.9	0	1.1	0.5	0.8	2.0
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	1
% UTurns	0	0	0	0	0.4	0	0	0.1	0	0	0	0	0.0

Intersection Turning Movement Count

City/County: Mango/Hillsborough
 Weather: Clear
 Comments:

File Name : MLK&I-75SB
 Site Code : 0702903
 Start Date : 5/18/2017
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Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				05:00 PM				04:45 PM				
+0 mins.	166	0	91	257	60	200	0	260	0	425	226	651	
+15 mins.	178	0	80	258	53	237	0	290	0	413	302	715	
+30 mins.	170	0	73	243	64	237	0	301	0	425	291	716	
+45 mins.	154	0	105	259	67	245	0	312	0	430	234	664	
Total Volume	668	0	349	1017	244	919	0	1163	0	1693	1053	2746	
% App. Total	65.7	0	34.3		21	79	0		0	61.7	38.3		
PHF	.938	.000	.831	.982	.910	.938	.000	.932	.000	.984	.872	.959	
Passenger Vehicles	660	0	318	978	231	884	0	1115	0	1675	1048	2723	
% Passenger Vehicles	98.8	0	91.1	96.2	94.7	96.2	0	95.9	0	98.9	99.5	99.2	
Heavy Vehicles	8	0	31	39	10	35	0	45	0	18	5	23	
% Heavy Vehicles	1.2	0	8.9	3.8	4.1	3.8	0	3.9	0	1.1	0.5	0.8	
UTurns	0	0	0	0	3	0	0	3	0	0	0	0	
% UTurns	0	0	0	0	1.2	0	0	0.3	0	0	0	0	

Intersection Turning Movement Count

City/County: Mango/Hillsborough
 Weather: Clear
 Comments:

File Name : MLK&I-75SB
 Site Code : 0702903
 Start Date : 5/18/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	67	0	294	361	116	520	0	636	0	154	51	205	1202
07:15 AM	87	0	386	473	101	456	0	557	0	172	54	226	1256
07:30 AM	51	0	360	411	105	575	0	680	0	151	102	253	1344
07:45 AM	67	0	495	562	110	639	0	749	0	143	66	209	1520
Total	272	0	1535	1807	432	2190	0	2622	0	620	273	893	5322
08:00 AM	65	0	402	467	83	569	0	652	0	142	47	189	1308
08:15 AM	43	0	315	358	75	512	0	587	0	140	57	197	1142
08:30 AM	56	0	359	415	72	473	0	545	0	110	42	152	1112
08:45 AM	56	0	342	398	60	428	0	488	0	151	58	209	1095
Total	220	0	1418	1638	290	1982	0	2272	0	543	204	747	4657
*** BREAK ***													
04:00 PM	127	0	61	188	62	193	0	255	0	440	190	630	1073
04:15 PM	151	0	74	225	62	170	0	232	0	409	201	610	1067
04:30 PM	164	0	79	243	73	194	0	267	0	402	220	622	1132
04:45 PM	177	0	73	250	59	234	0	293	0	418	224	642	1185
Total	619	0	287	906	256	791	0	1047	0	1669	835	2504	4457
05:00 PM	168	0	71	239	57	190	0	247	0	409	301	710	1196
05:15 PM	151	0	95	246	50	227	0	277	0	421	291	712	1235
05:30 PM	184	0	62	246	59	229	0	288	0	427	232	659	1193
05:45 PM	160	0	79	239	65	238	0	303	0	425	194	619	1161
Total	663	0	307	970	231	884	0	1115	0	1682	1018	2700	4785
Grand Total	1774	0	3547	5321	1209	5847	0	7056	0	4514	2330	6844	19221
Apprch %	33.3	0	66.7		17.1	82.9	0		0	66	34		
Total %	9.2	0	18.5	27.7	6.3	30.4	0	36.7	0	23.5	12.1	35.6	

Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	87	0	386	473	101	456	0	557	0	172	54	226	1256
07:30 AM	51	0	360	411	105	575	0	680	0	151	102	253	1344
07:45 AM	67	0	495	562	110	639	0	749	0	143	66	209	1520
08:00 AM	65	0	402	467	83	569	0	652	0	142	47	189	1308
Total Volume	270	0	1643	1913	399	2239	0	2638	0	608	269	877	5428
% App. Total	14.1	0	85.9		15.1	84.9	0		0	69.3	30.7		
PHF	.776	.000	.830	.851	.907	.876	.000	.881	.000	.884	.659	.867	.893

Intersection Turning Movement Count

City/County: Mango/Hillsborough
 Weather: Clear
 Comments:

File Name : MLK&I-75SB
 Site Code : 0702903
 Start Date : 5/18/2017
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Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				07:30 AM				07:00 AM				
+0 mins.	87	0	386	473	105	575	0	680	0	154	51	205	
+15 mins.	51	0	360	411	110	639	0	749	0	172	54	226	
+30 mins.	67	0	495	562	83	569	0	652	0	151	102	253	
+45 mins.	65	0	402	467	75	512	0	587	0	143	66	209	
Total Volume	270	0	1643	1913	373	2295	0	2668	0	620	273	893	
% App. Total	14.1	0	85.9		14	86	0		0	69.4	30.6		
PHF	.776	.000	.830	.851	.848	.898	.000	.891	.000	.901	.669	.882	

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	177	0	73	250	59	234	0	293	0	418	224	642	1185
05:00 PM	168	0	71	239	57	190	0	247	0	409	301	710	1196
05:15 PM	151	0	95	246	50	227	0	277	0	421	291	712	1235
05:30 PM	184	0	62	246	59	229	0	288	0	427	232	659	1193
Total Volume	680	0	301	981	225	880	0	1105	0	1675	1048	2723	4809
% App. Total	69.3	0	30.7		20.4	79.6	0		0	61.5	38.5		
PHF	.924	.000	.792	.981	.953	.940	.000	.943	.000	.981	.870	.956	.973

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				05:00 PM				04:45 PM				
+0 mins.	177	0	73	250	57	190	0	247	0	418	224	642	
+15 mins.	168	0	71	239	50	227	0	277	0	409	301	710	
+30 mins.	151	0	95	246	59	229	0	288	0	421	291	712	
+45 mins.	184	0	62	246	65	238	0	303	0	427	232	659	
Total Volume	680	0	301	981	231	884	0	1115	0	1675	1048	2723	
% App. Total	69.3	0	30.7		20.7	79.3	0		0	61.5	38.5		
PHF	.924	.000	.792	.981	.888	.929	.000	.920	.000	.981	.870	.956	

Intersection Turning Movement Count

City/County: Mango/Hillsborough
 Weather: Clear
 Comments:

File Name : MLK&I-75SB
 Site Code : 0702903
 Start Date : 5/18/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	0	6	9	3	7	0	10	0	8	5	13	32
07:15 AM	6	0	11	17	6	3	0	9	0	9	2	11	37
07:30 AM	1	0	9	10	3	6	0	9	0	14	7	21	40
07:45 AM	1	0	6	7	4	9	0	13	0	14	8	22	42
Total	11	0	32	43	16	25	0	41	0	45	22	67	151
08:00 AM	0	0	3	3	8	13	0	21	0	16	8	24	48
08:15 AM	0	0	6	6	4	13	0	17	0	21	4	25	48
08:30 AM	2	0	14	16	7	10	0	17	0	13	10	23	56
08:45 AM	5	0	6	11	4	7	0	11	0	7	1	8	30
Total	7	0	29	36	23	43	0	66	0	57	23	80	182

*** BREAK ***

04:00 PM	5	0	10	15	3	7	0	10	0	12	1	13	38
04:15 PM	3	0	10	13	2	10	0	12	0	11	2	13	38
04:30 PM	2	0	12	14	1	16	0	17	0	2	3	5	36
04:45 PM	1	0	7	8	2	5	0	7	0	7	2	9	24
Total	11	0	39	50	8	38	0	46	0	32	8	40	136
05:00 PM	2	0	2	4	2	10	0	12	0	4	1	5	21
05:15 PM	3	0	10	13	3	10	0	13	0	4	0	4	30
05:30 PM	3	0	3	6	5	8	0	13	0	3	2	5	24
05:45 PM	4	0	1	5	0	7	0	7	0	6	2	8	20
Total	12	0	16	28	10	35	0	45	0	17	5	22	95
Grand Total	41	0	116	157	57	141	0	198	0	151	58	209	564
Apprch %	26.1	0	73.9		28.8	71.2	0		0	72.2	27.8		
Total %	7.3	0	20.6	27.8	10.1	25	0	35.1	0	26.8	10.3	37.1	

Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	1	0	6	7	4	9	0	13	0	14	8	22	42
08:00 AM	0	0	3	3	8	13	0	21	0	16	8	24	48
08:15 AM	0	0	6	6	4	13	0	17	0	21	4	25	48
08:30 AM	2	0	14	16	7	10	0	17	0	13	10	23	56
Total Volume	3	0	29	32	23	45	0	68	0	64	30	94	194
% App. Total	9.4	0	90.6		33.8	66.2	0		0	68.1	31.9		
PHF	.375	.000	.518	.500	.719	.865	.000	.810	.000	.762	.750	.940	.866

Intersection Turning Movement Count

City/County: Mango/Hillsborough
 Weather: Clear
 Comments:

File Name : MLK&I-75SB
 Site Code : 0702903
 Start Date : 5/18/2017
 Page No : 2

Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				07:45 AM				07:45 AM				
+0 mins.	3	0	6	9	4	9	0	13	0	14	8	22	
+15 mins.	6	0	11	17	8	13	0	21	0	16	8	24	
+30 mins.	1	0	9	10	4	13	0	17	0	21	4	25	
+45 mins.	1	0	6	7	7	10	0	17	0	13	10	23	
Total Volume	11	0	32	43	23	45	0	68	0	64	30	94	
% App. Total	25.6	0	74.4		33.8	66.2	0		0	68.1	31.9		
PHF	.458	.000	.727	.632	.719	.865	.000	.810	.000	.762	.750	.940	
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	10	15	3	7	0	10	0	12	1	13	38
04:15 PM	3	0	10	13	2	10	0	12	0	11	2	13	38
04:30 PM	2	0	12	14	1	16	0	17	0	2	3	5	36
04:45 PM	1	0	7	8	2	5	0	7	0	7	2	9	24
Total Volume	11	0	39	50	8	38	0	46	0	32	8	40	136
% App. Total	22	0	78		17.4	82.6	0		0	80	20		
PHF	.550	.000	.813	.833	.667	.594	.000	.676	.000	.667	.667	.769	.895
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				
+0 mins.	5	0	10	15	1	16	0	17	0	12	1	13	
+15 mins.	3	0	10	13	2	5	0	7	0	11	2	13	
+30 mins.	2	0	12	14	2	10	0	12	0	2	3	5	
+45 mins.	1	0	7	8	3	10	0	13	0	7	2	9	
Total Volume	11	0	39	50	8	41	0	49	0	32	8	40	
% App. Total	22	0	78		16.3	83.7	0		0	80	20		
PHF	.550	.000	.813	.833	.667	.641	.000	.721	.000	.667	.667	.769	

Intersection Turning Movement Count

City/County: Mango/Hillsborough
 Weather: Clear
 Comments:

File Name : MLK&I-75SB
 Site Code : 0702903
 Start Date : 5/18/2017
 Page No : 1

Groups Printed- UTurns

Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
*** BREAK ***														
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***														
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***														
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***														
05:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Grand Total	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Apprch %	0	0	0		100	0	0		0	0	0			
Total %	0	0	0		100	0	0	100	0	0	0			

Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	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	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0			
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250

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	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	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Mango/Hillsborough
 Weather: Clear
 Comments:

File Name : MLK&I-75SB
 Site Code : 0702903
 Start Date : 5/18/2017
 Page No : 2

Start Time	I-75 SB RAMPS Southbound				DR ML KING JR BOULEVARD Westbound				DR ML KING JR BOULEVARD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	3
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.375

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	0	0	0	1	0	0	1	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	2	0	0	2	0	0	0	0
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 5/18/17

Day: Thursday

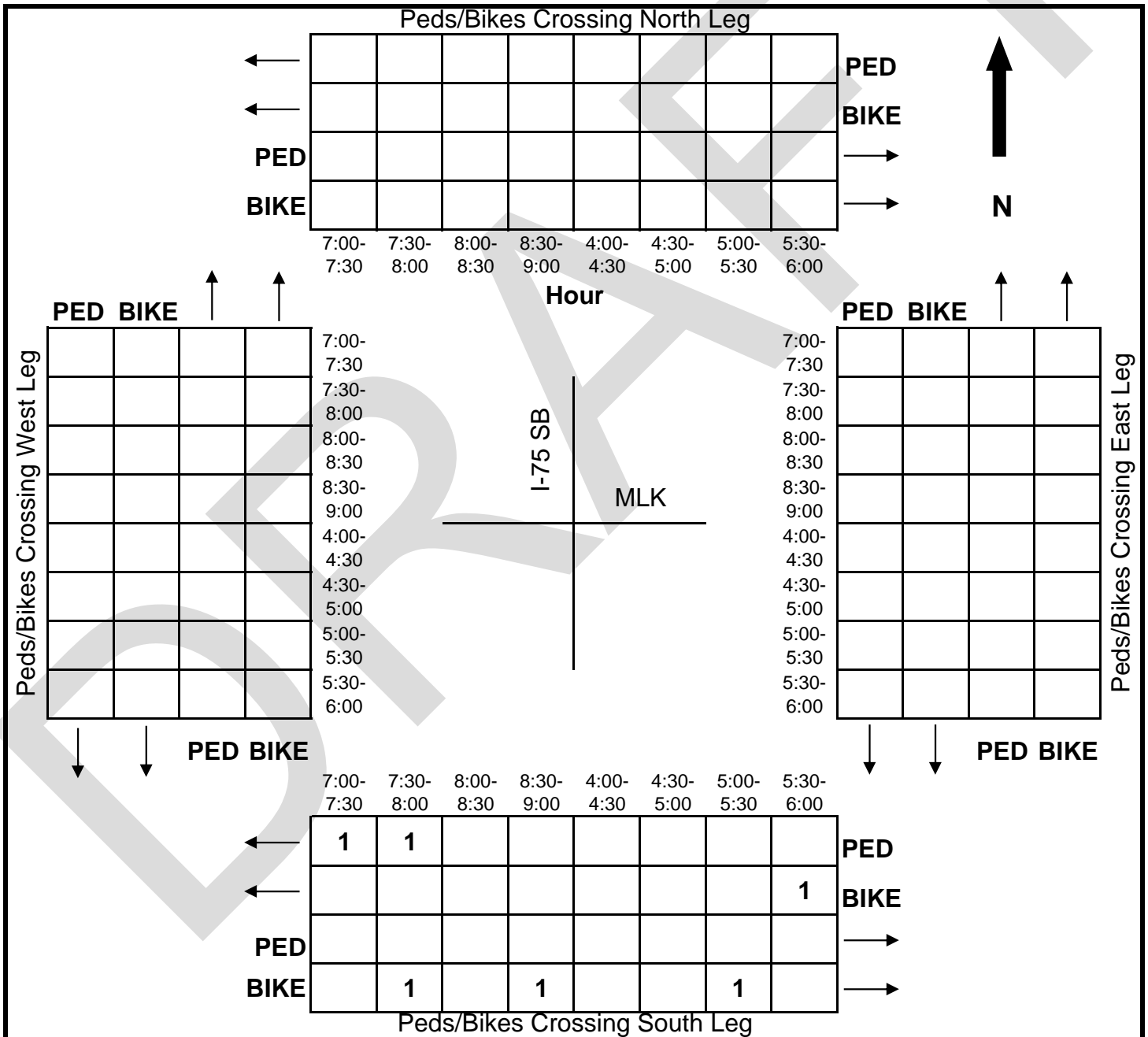
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: Dr ML King Jr Boulevard at I-75 SB Ramps

Comments: _____

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



Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Brandon
 Location: I-75 NB Off Ramp to SR 60 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	7	7	11	21	51	116	186	212	199	165
30	29	3	4	7	9	31	101	139	194	187	168	184
45	7	16	7	2	27	38	119	178	205	213	204	185
00	16	11	9	3	24	44	154	173	245	224	205	201
Hr Total	65	37	27	19	71	134	425	606	830	836	776	735

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	186	180	183	208	199	225	125	100	66	44	31
30	162	183	159	179	199	224	193	150	93	63	55	29
45	220	178	196	198	215	231	209	124	90	56	30	21
00	194	207	188	215	212	239	172	133	67	57	24	27
Hr Total	738	754	723	775	834	893	799	532	350	242	153	108

24 Hour Total: 11,462
 AM Peak Hour begins: 8:45
 PM Peak Hour begins: 17:15
 AM Peak Volume: 857
 PM Peak Volume: 919
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.96

N/A

Tuesday, May 23, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	7	7	11	21	51	116	186	212	199	165
30	29	3	4	7	9	31	101	139	194	187	168	184
45	7	16	7	2	27	38	119	178	205	213	204	185
00	16	11	9	3	24	44	154	173	245	224	205	201
Hr Total	65	37	27	19	71	134	425	606	830	836	776	735

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	186	180	183	208	199	225	125	100	66	44	31
30	162	183	159	179	199	224	193	150	93	63	55	29
45	220	178	196	198	215	231	209	124	90	56	30	21
00	194	207	188	215	212	239	172	133	67	57	24	27
Hr Total	738	754	723	775	834	893	799	532	350	242	153	108

24 Hour Total: 11,462
 AM Peak Hour begins: 8:45
 PM Peak Hour begins: 17:15
 AM Peak Volume: 857
 PM Peak Volume: 919
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Brandon
 Location: I-75 NB Off Ramp to SR 60 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	11	3	13	8	25	64	161	224	200	201	148
30	13	9	8	4	8	39	90	222	203	181	175	181
45	14	12	-2	5	11	30	124	285	212	196	191	204
00	13	6	6	7	24	54	176	266	180	203	179	170
Hr Total	66	38	15	29	51	148	454	934	819	780	746	703

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	175	174	170	192	207	195	137	100	66	38	27
30	190	171	157	180	175	210	202	151	100	62	59	25
45	169	223	169	216	180	192	199	126	80	65	30	21
00	207	175	149	216	194	224	162	99	88	50	34	23
Hr Total	756	744	649	782	741	833	758	513	368	243	161	96

24 Hour Total: 11,427
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 997
 PM Peak Volume: 833
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.93

N/A

Wednesday, May 24, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	11	3	13	8	25	64	161	224	200	201	148
30	13	9	8	4	8	39	90	222	203	181	175	181
45	14	12	-2	5	11	30	124	285	212	196	191	204
00	13	6	6	7	24	54	176	266	180	203	179	170
Hr Total	66	38	15	29	51	148	454	934	819	780	746	703

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	175	174	170	192	207	195	137	100	66	38	27
30	190	171	157	180	175	210	202	151	100	62	59	25
45	169	223	169	216	180	192	199	126	80	65	30	21
00	207	175	149	216	194	224	162	99	88	50	34	23
Hr Total	756	744	649	782	741	833	758	513	368	243	161	96

24 Hour Total: 11,427
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 997
 PM Peak Volume: 833
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Brandon
 Location: I-75 NB Off Ramp to SR 60 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	15	10	14	13	19	50	180	196	190	203	192
30	16	19	4	12	13	39	92	224	250	184	188	183
45	19	11	7	7	16	41	120	344	210	189	201	210
00	9	7	7	8	22	44	133	278	208	227	190	201
Hr Total	65	52	28	41	64	143	395	1,026	864	790	782	786

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	186	187	179	234	231	202	159	117	75	62	41
30	224	200	188	171	219	264	258	159	101	89	73	33
45	222	178	165	220	231	240	212	142	114	65	66	42
00	211	180	186	246	226	246	203	102	103	90	43	37
Hr Total	847	744	726	816	910	981	875	562	435	319	244	153

24 Hour Total: 12,648
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,068
 PM Peak Volume: 981
 AM Peak Hour Factor: 0.78
 PM Peak Hour Factor: 0.93

N/A

Thursday, May 25, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	15	10	14	13	19	50	180	196	190	203	192
30	16	19	4	12	13	39	92	224	250	184	188	183
45	19	11	7	7	16	41	120	344	210	189	201	210
00	9	7	7	8	22	44	133	278	208	227	190	201
Hr Total	65	52	28	41	64	143	395	1,026	864	790	782	786

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	186	187	179	234	231	202	159	117	75	62	41
30	224	200	188	171	219	264	258	159	101	89	73	33
45	222	178	165	220	231	240	212	142	114	65	66	42
00	211	180	186	246	226	246	203	102	103	90	43	37
Hr Total	847	744	726	816	910	981	875	562	435	319	244	153

24 Hour Total: 12,648
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,068
 PM Peak Volume: 981
 AM Peak Hour Factor: 0.78
 PM Peak Hour Factor: 0.93

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: I-75 NB Off Ramp to SR 60 EB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	11	7	11	11	22	55	152	202	201	201	168
30	19	10	5	8	10	36	94	195	216	184	177	183
45	13	13	4	5	18	36	121	269	209	199	199	200
00	13	8	7	6	23	47	154	239	211	218	191	191
Hr Total	65	42	23	30	62	142	425	855	838	802	768	741

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	182	180	177	211	212	207	140	106	69	48	33
30	192	185	168	177	198	233	218	153	98	71	62	29
45	204	193	177	211	209	221	207	131	95	62	42	28
00	204	187	174	226	211	236	179	111	86	66	34	29
Hr Total	780	747	699	791	828	902	811	536	384	268	186	119

24 Hour Total:	11,846			
AM Peak Hour begins:	7:30	AM Peak Volume:	926	AM Peak Hour Factor: 0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	902	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	20	11	7	11	11	22	55	152	202	201	201	168
30	19	10	5	8	10	36	94	195	216	184	177	183
45	13	13	4	5	18	36	121	269	209	199	199	200
00	13	8	7	6	23	47	154	239	211	218	191	191
Hr Total	65	42	23	30	62	142	425	855	838	802	768	741

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	182	180	177	211	212	207	140	106	69	48	33
30	192	185	168	177	198	233	218	153	98	71	62	29
45	204	193	177	211	209	221	207	131	95	62	42	28
00	204	187	174	226	211	236	179	111	86	66	34	29
Hr Total	780	747	699	791	828	902	811	536	384	268	186	119

24 Hour Total:	11,846			
AM Peak Hour begins:	7:30	AM Peak Volume:	926	AM Peak Hour Factor: 0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	902	PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Brandon
 Location: I-75 NB Off Ramp to SR 60 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	2	4	4	6	19	49	80	102	123	64	60
30	10	7	4	3	14	18	75	72	92	81	60	69
45	19	9	5	6	18	32	119	101	101	75	67	59
00	4	10	5	6	21	42	93	100	167	85	71	70
Hr Total	49	28	18	19	59	111	336	353	462	364	262	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	84	68	63	91	56	59	32	20	20	14	7
30	69	56	75	74	61	56	59	37	15	16	16	8
45	75	79	81	74	78	54	45	26	20	16	11	11
00	69	62	85	60	68	58	36	27	17	18	8	9
Hr Total	274	281	309	271	298	224	199	122	72	70	49	35

24 Hour Total: 4,523
 AM Peak Hour begins: 8:15
 PM Peak Hour begins: 14:00
 AM Peak Volume: 483
 PM Peak Volume: 309
 AM Peak Hour Factor: 0.72
 PM Peak Hour Factor: 0.91

N/A

Tuesday, May 23, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	2	4	4	6	19	49	80	102	123	64	60
30	10	7	4	3	14	18	75	72	92	81	60	69
45	19	9	5	6	18	32	119	101	101	75	67	59
00	4	10	5	6	21	42	93	100	167	85	71	70
Hr Total	49	28	18	19	59	111	336	353	462	364	262	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	84	68	63	91	56	59	32	20	20	14	7
30	69	56	75	74	61	56	59	37	15	16	16	8
45	75	79	81	74	78	54	45	26	20	16	11	11
00	69	62	85	60	68	58	36	27	17	18	8	9
Hr Total	274	281	309	271	298	224	199	122	72	70	49	35

24 Hour Total: 4,523
 AM Peak Hour begins: 8:15
 PM Peak Hour begins: 14:00
 AM Peak Volume: 483
 PM Peak Volume: 309
 AM Peak Hour Factor: 0.72
 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Brandon
 Location: I-75 NB Off Ramp to SR 60 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	8	3	5	17	34	114	128	94	81	56
30	3	3	2	3	12	31	82	144	122	80	61	81
45	8	2	9	3	10	37	115	144	107	67	77	49
00	4	7	1	11	15	48	115	199	121	73	88	82
Hr Total	18	15	20	20	42	133	346	601	478	314	307	268

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	71	55	76	67	61	57	23	18	13	15	9
30	66	65	62	98	64	64	57	27	22	20	15	12
45	70	63	55	113	77	62	54	30	31	13	7	7
00	79	67	57	91	48	72	38	25	20	13	7	7
Hr Total	274	266	229	378	256	259	206	105	91	59	44	35

24 Hour Total: 4,764
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 15:00
 AM Peak Volume: 615
 PM Peak Volume: 378
 AM Peak Hour Factor: 0.77
 PM Peak Hour Factor: 0.84

N/A

Wednesday, May 24, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	8	3	5	17	34	114	128	94	81	56
30	3	3	2	3	12	31	82	144	122	80	61	81
45	8	2	9	3	10	37	115	144	107	67	77	49
00	4	7	1	11	15	48	115	199	121	73	88	82
Hr Total	18	15	20	20	42	133	346	601	478	314	307	268

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	71	55	76	67	61	57	23	18	13	15	9
30	66	65	62	98	64	64	57	27	22	20	15	12
45	70	63	55	113	77	62	54	30	31	13	7	7
00	79	67	57	91	48	72	38	25	20	13	7	7
Hr Total	274	266	229	378	256	259	206	105	91	59	44	35

24 Hour Total: 4,764
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 15:00
 AM Peak Volume: 615
 PM Peak Volume: 378
 AM Peak Hour Factor: 0.77
 PM Peak Hour Factor: 0.84

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Brandon
 Location: I-75 NB Off Ramp to SR 60 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	7	4	5	16	65	123	221	70	63	86
30	10	2	4	6	11	22	88	142	159	57	51	59
45	12	11	3	6	14	27	112	209	156	43	79	67
00	7	7	11	8	14	41	112	247	125	79	65	61
Hr Total	39	23	25	24	44	106	377	721	661	249	258	273

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	64	64	60	99	58	58	32	21	21	2	0
30	47	60	50	60	77	94	56	31	29	28	0	0
45	78	62	76	50	74	53	56	32	28	6	0	0
00	57	53	73	102	81	65	41	41	24	0	0	0
Hr Total	238	239	263	272	331	270	211	136	102	55	2	0

24 Hour Total: 4,919
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:45
 AM Peak Volume: 836
 PM Peak Volume: 352
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.86

N/A

Thursday, May 25, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	7	4	5	16	65	123	221	70	63	86
30	10	2	4	6	11	22	88	142	159	57	51	59
45	12	11	3	6	14	27	112	209	156	43	79	67
00	7	7	11	8	14	41	112	247	125	79	65	61
Hr Total	39	23	25	24	44	106	377	721	661	249	258	273

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	64	64	60	99	58	58	32	21	21	2	0
30	47	60	50	60	77	94	56	31	29	28	0	0
45	78	62	76	50	74	53	56	32	28	6	0	0
00	57	53	73	102	81	65	41	41	24	0	0	0
Hr Total	238	239	263	272	331	270	211	136	102	55	2	0

24 Hour Total: 4,919
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:45
 AM Peak Volume: 836
 PM Peak Volume: 352
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.86

Volume Count Report

3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: I-75 NB Off Ramp to SR 60 WB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	6	4	5	17	49	106	150	96	69	67
30	8	4	3	4	12	24	82	119	124	73	57	70
45	13	7	6	5	14	32	115	151	121	62	74	58
00	5	8	6	8	17	44	107	182	138	79	75	71
Hr Total	35	22	21	21	48	117	353	558	534	309	276	266

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	73	62	66	86	58	58	29	20	18	10	5
30	61	60	62	77	67	71	57	32	22	21	10	7
45	74	68	71	79	76	56	52	29	26	12	6	6
00	68	61	72	84	66	65	38	31	20	10	5	5
Hr Total	262	262	267	307	295	251	205	121	88	61	32	23

24 Hour Total:	4,735				
AM Peak Hour begins:	7:30	AM Peak Volume:	608	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	15:15	PM Peak Volume:	326	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	10	3	6	4	5	17	49	106	150	96	69	67
30	8	4	3	4	12	24	82	119	124	73	57	70
45	13	7	6	5	14	32	115	151	121	62	74	58
00	5	8	6	8	17	44	107	182	138	79	75	71
Hr Total	35	22	21	21	48	117	353	558	534	309	276	266

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	73	62	66	86	58	58	29	20	18	10	5
30	61	60	62	77	67	71	57	32	22	21	10	7
45	74	68	71	79	76	56	52	29	26	12	6	6
00	68	61	72	84	66	65	38	31	20	10	5	5
Hr Total	262	262	267	307	295	251	205	121	88	61	32	23

24 Hour Total:	4,735				
AM Peak Hour begins:	7:30	AM Peak Volume:	608	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	15:15	PM Peak Volume:	326	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Brandon
 Location: I-75 NB On Ramp from SR 60 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	25	22	28	29	81	222	367	340	275	257	224
30	61	21	21	28	27	82	256	362	283	219	202	234
45	40	24	27	27	58	161	276	418	307	213	227	233
00	26	22	22	25	47	162	323	342	285	227	190	214
Hr Total	174	92	92	108	161	486	1,077	1,489	1,215	934	876	905

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	294	254	264	296	308	242	259	231	229	160	78
30	256	277	278	281	257	268	236	233	210	196	119	101
45	254	274	288	290	290	244	249	233	230	143	103	62
00	258	272	247	303	272	235	241	207	180	154	73	58
Hr Total	1,005	1,117	1,067	1,138	1,115	1,055	968	932	851	722	455	299

24 Hour Total: 18,333
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,489 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,170 PM Peak Hour Factor: 0.97

N/A

Tuesday, May 23, 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, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	25	22	28	29	81	222	367	340	275	257	224
30	61	21	21	28	27	82	256	362	283	219	202	234
45	40	24	27	27	58	161	276	418	307	213	227	233
00	26	22	22	25	47	162	323	342	285	227	190	214
Hr Total	174	92	92	108	161	486	1,077	1,489	1,215	934	876	905

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	294	254	264	296	308	242	259	231	229	160	78
30	256	277	278	281	257	268	236	233	210	196	119	101
45	254	274	288	290	290	244	249	233	230	143	103	62
00	258	272	247	303	272	235	241	207	180	154	73	58
Hr Total	1,005	1,117	1,067	1,138	1,115	1,055	968	932	851	722	455	299

24 Hour Total: 18,333
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,489 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,170 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Brandon
 Location: I-75 NB On Ramp from SR 60 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	25	31	18	24	68	238	331	290	273	219	198
30	41	25	17	31	38	109	233	350	315	255	204	257
45	41	26	20	37	49	145	268	380	267	229	198	238
00	32	22	25	29	54	147	294	351	290	224	193	219
Hr Total	169	98	93	115	165	469	1,033	1,412	1,162	981	814	912

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	228	283	287	246	274	268	202	230	201	226	145	69
30	259	240	282	232	215	264	196	211	204	223	125	80
45	277	268	283	232	236	205	203	237	210	157	125	49
00	260	295	257	230	242	215	205	191	202	159	82	50
Hr Total	1,024	1,086	1,109	940	967	952	806	869	817	765	477	248

24 Hour Total: 17,483
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 13:45

AM Peak Volume: 1,412
 PM Peak Volume: 1,147
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.97

N/A

Wednesday, May 24, 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
 PM Peak Hour begins: 12:00

AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	25	31	18	24	68	238	331	290	273	219	198
30	41	25	17	31	38	109	233	350	315	255	204	257
45	41	26	20	37	49	145	268	380	267	229	198	238
00	32	22	25	29	54	147	294	351	290	224	193	219
Hr Total	169	98	93	115	165	469	1,033	1,412	1,162	981	814	912

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	228	283	287	246	274	268	202	230	201	226	145	69
30	259	240	282	232	215	264	196	211	204	223	125	80
45	277	268	283	232	236	205	203	237	210	157	125	49
00	260	295	257	230	242	215	205	191	202	159	82	50
Hr Total	1,024	1,086	1,109	940	967	952	806	869	817	765	477	248

24 Hour Total: 17,483
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 13:45

AM Peak Volume: 1,412
 PM Peak Volume: 1,147
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Brandon
 Location: I-75 NB On Ramp from SR 60 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	29	26	30	28	78	193	329	342	268	222	210
30	44	19	26	32	50	101	250	345	336	237	224	239
45	39	28	21	35	44	145	256	428	278	207	216	257
00	38	13	20	23	53	147	295	371	269	199	215	221
Hr Total	169	89	93	120	175	471	994	1,473	1,225	911	877	927

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	279	256	285	283	292	260	243	240	247	158	87
30	271	308	324	296	277	246	255	231	211	227	158	106
45	291	262	324	298	261	232	251	220	217	230	126	81
00	272	299	275	268	267	212	221	221	248	171	104	66
Hr Total	1,056	1,148	1,179	1,147	1,088	982	987	915	916	875	546	340

24 Hour Total: 18,703
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 14:15
 AM Peak Volume: 1,486
 PM Peak Volume: 1,208
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.93

N/A

Thursday, May 25, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	29	26	30	28	78	193	329	342	268	222	210
30	44	19	26	32	50	101	250	345	336	237	224	239
45	39	28	21	35	44	145	256	428	278	207	216	257
00	38	13	20	23	53	147	295	371	269	199	215	221
Hr Total	169	89	93	120	175	471	994	1,473	1,225	911	877	927

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	279	256	285	283	292	260	243	240	247	158	87
30	271	308	324	296	277	246	255	231	211	227	158	106
45	291	262	324	298	261	232	251	220	217	230	126	81
00	272	299	275	268	267	212	221	221	248	171	104	66
Hr Total	1,056	1,148	1,179	1,147	1,088	982	987	915	916	875	546	340

24 Hour Total: 18,703
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 14:15
 AM Peak Volume: 1,486
 PM Peak Volume: 1,208
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.93

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: I-75 NB On Ramp from SR 60 WB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	26	26	25	27	76	218	342	324	272	233	211
30	49	22	21	30	38	97	246	352	311	237	210	243
45	40	26	23	33	50	150	267	409	284	216	214	243
00	32	19	22	26	51	152	304	355	281	217	199	218
Hr Total	171	93	93	114	167	475	1,035	1,458	1,201	942	856	915

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	285	266	265	284	289	235	244	224	234	154	78
30	262	275	295	270	250	259	229	225	208	215	134	96
45	274	268	298	273	262	227	234	230	219	177	118	64
00	263	289	260	267	260	221	222	206	210	161	86	58
Hr Total	1,028	1,117	1,118	1,075	1,057	996	920	905	861	787	493	296

24 Hour Total:	18,173			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,458	AM Peak Hour Factor: 0.89
PM Peak Hour begins:	13:45	PM Peak Volume:	1,147	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	50	26	26	25	27	76	218	342	324	272	233	211
30	49	22	21	30	38	97	246	352	311	237	210	243
45	40	26	23	33	50	150	267	409	284	216	214	243
00	32	19	22	26	51	152	304	355	281	217	199	218
Hr Total	171	93	93	114	167	475	1,035	1,458	1,201	942	856	915

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	285	266	265	284	289	235	244	224	234	154	78
30	262	275	295	270	250	259	229	225	208	215	134	96
45	274	268	298	273	262	227	234	230	219	177	118	64
00	263	289	260	267	260	221	222	206	210	161	86	58
Hr Total	1,028	1,117	1,118	1,075	1,057	996	920	905	861	787	493	296

24 Hour Total:	18,173			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,458	AM Peak Hour Factor: 0.89
PM Peak Hour begins:	13:45	PM Peak Volume:	1,147	PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Brandon
 Location: I-75 SB Off Ramp to SR 60 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	29	22	12	21	28	88	173	199	210	190	267
30	44	30	11	18	31	53	99	257	206	251	187	273
45	39	31	15	17	25	59	163	260	221	225	185	333
00	30	22	15	12	20	58	219	270	281	234	184	267
Hr Total	167	112	63	59	97	198	569	960	907	920	746	1,140

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	251	216	228	244	256	285	218	161	126	190	71
30	220	237	231	216	288	327	334	211	176	126	188	52
45	251	229	271	279	286	266	330	164	132	138	141	57
00	259	226	261	276	287	271	234	177	145	109	133	30
Hr Total	960	943	979	999	1,105	1,120	1,183	770	614	499	652	210

24 Hour Total: 15,972
 AM Peak Hour begins: 11:00 AM Peak Volume: 1,140 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:45 PM Peak Volume: 1,220 PM Peak Hour Factor: 0.91

N/A

Tuesday, May 23, 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, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	29	22	12	21	28	88	173	199	210	190	267
30	44	30	11	18	31	53	99	257	206	251	187	273
45	39	31	15	17	25	59	163	260	221	225	185	333
00	30	22	15	12	20	58	219	270	281	234	184	267
Hr Total	167	112	63	59	97	198	569	960	907	920	746	1,140

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	251	216	228	244	256	285	218	161	126	190	71
30	220	237	231	216	288	327	334	211	176	126	188	52
45	251	229	271	279	286	266	330	164	132	138	141	57
00	259	226	261	276	287	271	234	177	145	109	133	30
Hr Total	960	943	979	999	1,105	1,120	1,183	770	614	499	652	210

24 Hour Total: 15,972
 AM Peak Hour begins: 11:00 AM Peak Volume: 1,140 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:45 PM Peak Volume: 1,220 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Brandon
 Location: I-75 SB Off Ramp to SR 60 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	22	31	13	18	17	83	210	243	177	191	220
30	49	20	21	17	24	39	97	239	232	177	225	251
45	36	18	10	22	27	51	168	259	239	222	202	258
00	38	24	8	11	41	67	200	261	271	243	211	262
Hr Total	176	84	70	63	110	174	548	969	985	819	829	991

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	265	199	208	239	201	192	276	237	173	127	81	57
30	312	225	235	230	231	235	302	198	185	129	102	60
45	260	231	214	223	233	236	300	197	155	128	89	41
00	256	227	182	237	241	263	216	210	143	104	61	46
Hr Total	1,093	882	839	929	906	926	1,094	842	656	488	333	204

24 Hour Total: 15,010
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 17:45
 AM Peak Volume: 1,099
 PM Peak Volume: 1,141
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.94

N/A

Wednesday, May 24, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	22	31	13	18	17	83	210	243	177	191	220
30	49	20	21	17	24	39	97	239	232	177	225	251
45	36	18	10	22	27	51	168	259	239	222	202	258
00	38	24	8	11	41	67	200	261	271	243	211	262
Hr Total	176	84	70	63	110	174	548	969	985	819	829	991

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	265	199	208	239	201	192	276	237	173	127	81	57
30	312	225	235	230	231	235	302	198	185	129	102	60
45	260	231	214	223	233	236	300	197	155	128	89	41
00	256	227	182	237	241	263	216	210	143	104	61	46
Hr Total	1,093	882	839	929	906	926	1,094	842	656	488	333	204

24 Hour Total: 15,010
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 17:45
 AM Peak Volume: 1,099
 PM Peak Volume: 1,141
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Brandon
 Location: I-75 SB Off Ramp to SR 60 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	38	20	13	18	27	94	212	257	206	191	227
30	57	33	16	9	12	34	130	247	255	194	207	230
45	42	21	24	24	13	43	160	318	215	224	199	278
00	28	24	12	24	31	71	217	281	196	240	230	308
Hr Total	162	116	72	70	74	175	601	1,058	923	864	827	1,043

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	273	224	238	249	255	272	266	265	174	135	131	86
30	300	256	259	244	269	219	290	225	213	151	101	68
45	260	231	292	238	267	281	293	217	170	130	107	64
00	275	245	249	268	247	275	286	225	165	129	71	67
Hr Total	1,108	956	1,038	999	1,038	1,047	1,135	932	722	545	410	285

24 Hour Total: 16,200
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 18:00
 AM Peak Volume: 1,159
 PM Peak Volume: 1,135
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.97

N/A

Thursday, May 25, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	38	20	13	18	27	94	212	257	206	191	227
30	57	33	16	9	12	34	130	247	255	194	207	230
45	42	21	24	24	13	43	160	318	215	224	199	278
00	28	24	12	24	31	71	217	281	196	240	230	308
Hr Total	162	116	72	70	74	175	601	1,058	923	864	827	1,043

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	273	224	238	249	255	272	266	265	174	135	131	86
30	300	256	259	244	269	219	290	225	213	151	101	68
45	260	231	292	238	267	281	293	217	170	130	107	64
00	275	245	249	268	247	275	286	225	165	129	71	67
Hr Total	1,108	956	1,038	999	1,038	1,047	1,135	932	722	545	410	285

24 Hour Total: 16,200
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 18:00
 AM Peak Volume: 1,159
 PM Peak Volume: 1,135
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.97

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: I-75 SB Off Ramp to SR 60 EB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	30	24	13	19	24	88	198	233	198	191	238
30	50	28	16	15	22	42	109	248	231	207	206	251
45	39	23	16	21	22	51	164	279	225	224	195	290
00	32	23	12	16	31	65	212	271	249	239	208	279
Hr Total	168	104	68	64	94	182	573	996	938	868	801	1,058

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	225	221	239	233	240	276	240	169	129	134	71
30	277	239	242	230	263	260	309	211	191	135	130	60
45	257	230	259	247	262	261	308	193	152	132	112	54
00	263	233	231	260	258	270	245	204	151	114	88	48
Hr Total	1,054	927	952	976	1,016	1,031	1,137	848	664	511	465	233

24 Hour Total:	15,727				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,102	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:45	PM Peak Volume:	1,162	PM Peak Hour Factor:	0.94

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	47	30	24	13	19	24	88	198	233	198	191	238
30	50	28	16	15	22	42	109	248	231	207	206	251
45	39	23	16	21	22	51	164	279	225	224	195	290
00	32	23	12	16	31	65	212	271	249	239	208	279
Hr Total	168	104	68	64	94	182	573	996	938	868	801	1,058

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	225	221	239	233	240	276	240	169	129	134	71
30	277	239	242	230	263	260	309	211	191	135	130	60
45	257	230	259	247	262	261	308	193	152	132	112	54
00	263	233	231	260	258	270	245	204	151	114	88	48
Hr Total	1,054	927	952	976	1,016	1,031	1,137	848	664	511	465	233

24 Hour Total:	15,727				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,102	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:45	PM Peak Volume:	1,162	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Brandon
 Location: I-75 SB Off Ramp to SR 60 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	18	7	12	18	34	91	127	152	137	105	144
30	26	20	15	15	13	32	111	162	149	119	101	135
45	27	13	17	22	30	53	170	176	135	105	96	130
00	18	16	12	26	32	82	153	165	148	121	84	126
Hr Total	97	67	51	75	93	201	525	630	584	482	386	535

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	121	104	87	98	98	97	96	80	57	47	21
30	130	141	113	137	120	106	121	81	67	37	43	39
45	117	123	125	101	102	112	93	89	78	51	49	32
00	126	106	123	128	115	105	86	85	66	65	30	39
Hr Total	485	491	465	453	435	421	397	351	291	210	169	131

24 Hour Total: 8,025
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 12:45
 AM Peak Volume: 655
 PM Peak Volume: 511
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.91

N/A

Tuesday, May 23, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	18	7	12	18	34	91	127	152	137	105	144
30	26	20	15	15	13	32	111	162	149	119	101	135
45	27	13	17	22	30	53	170	176	135	105	96	130
00	18	16	12	26	32	82	153	165	148	121	84	126
Hr Total	97	67	51	75	93	201	525	630	584	482	386	535

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	121	104	87	98	98	97	96	80	57	47	21
30	130	141	113	137	120	106	121	81	67	37	43	39
45	117	123	125	101	102	112	93	89	78	51	49	32
00	126	106	123	128	115	105	86	85	66	65	30	39
Hr Total	485	491	465	453	435	421	397	351	291	210	169	131

24 Hour Total: 8,025
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 12:45
 AM Peak Volume: 655
 PM Peak Volume: 511
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Brandon
 Location: I-75 SB Off Ramp to SR 60 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	21	17	9	14	38	85	151	166	136	133	117
30	29	25	10	16	9	53	125	159	132	111	98	139
45	30	17	14	20	15	61	144	159	158	125	124	129
00	18	16	21	23	27	82	135	185	147	110	140	152
Hr Total	107	79	62	68	65	234	489	654	603	482	495	537

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	99	100	89	71	79	83	68	85	55	45	24
30	129	99	85	83	73	82	95	70	61	46	40	34
45	120	106	99	91	89	86	83	85	64	30	42	23
00	118	100	81	108	63	113	89	75	57	31	27	31
Hr Total	484	404	365	371	296	360	350	298	267	162	154	112

24 Hour Total: 7,498
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 12:00
 AM Peak Volume: 669
 PM Peak Volume: 484
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.94

N/A

Wednesday, May 24, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	21	17	9	14	38	85	151	166	136	133	117
30	29	25	10	16	9	53	125	159	132	111	98	139
45	30	17	14	20	15	61	144	159	158	125	124	129
00	18	16	21	23	27	82	135	185	147	110	140	152
Hr Total	107	79	62	68	65	234	489	654	603	482	495	537

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	99	100	89	71	79	83	68	85	55	45	24
30	129	99	85	83	73	82	95	70	61	46	40	34
45	120	106	99	91	89	86	83	85	64	30	42	23
00	118	100	81	108	63	113	89	75	57	31	27	31
Hr Total	484	404	365	371	296	360	350	298	267	162	154	112

24 Hour Total: 7,498
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 12:00
 AM Peak Volume: 669
 PM Peak Volume: 484
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Brandon
 Location: I-75 SB Off Ramp to SR 60 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	17	16	8	19	47	88	144	121	115	105	133
30	14	14	9	11	24	45	123	165	134	121	109	127
45	20	17	11	15	26	56	113	147	118	101	124	125
00	21	14	25	15	33	96	146	176	139	126	93	137
Hr Total	69	62	61	49	102	244	470	632	512	463	431	522

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	122	108	103	103	88	101	97	72	74	51	23
30	118	105	107	116	123	80	96	99	65	61	40	37
45	115	116	129	118	92	74	105	78	56	70	55	55
00	111	106	110	92	101	81	96	85	57	59	44	47
Hr Total	462	449	454	429	419	323	398	359	250	264	190	162

24 Hour Total: 7,776
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 12:15
 AM Peak Volume: 632
 PM Peak Volume: 466
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.95

N/A

Thursday, May 25, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	17	16	8	19	47	88	144	121	115	105	133
30	14	14	9	11	24	45	123	165	134	121	109	127
45	20	17	11	15	26	56	113	147	118	101	124	125
00	21	14	25	15	33	96	146	176	139	126	93	137
Hr Total	69	62	61	49	102	244	470	632	512	463	431	522

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	122	108	103	103	88	101	97	72	74	51	23
30	118	105	107	116	123	80	96	99	65	61	40	37
45	115	116	129	118	92	74	105	78	56	70	55	55
00	111	106	110	92	101	81	96	85	57	59	44	47
Hr Total	462	449	454	429	419	323	398	359	250	264	190	162

24 Hour Total: 7,776
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 12:15
 AM Peak Volume: 632
 PM Peak Volume: 466
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.95

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: I-75 SB Off Ramp to SR 60 WB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	19	13	10	17	40	88	141	146	129	114	131
30	23	20	11	14	15	43	120	162	138	117	103	134
45	26	16	14	19	24	57	142	161	137	110	115	128
00	19	15	19	21	31	87	145	175	145	119	106	138
Hr Total	91	69	58	64	87	226	495	639	566	476	437	531

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	114	104	93	91	88	94	87	79	62	48	23
30	126	115	102	112	105	89	104	83	64	48	41	37
45	117	115	118	103	94	91	94	84	66	50	49	37
00	118	104	105	109	93	100	90	82	60	52	34	39
Hr Total	477	448	428	418	383	368	382	336	269	212	171	135

24 Hour Total:	7,766	AM Peak Volume:	644	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	477	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:00				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	19	13	10	17	40	88	141	146	129	114	131
30	23	20	11	14	15	43	120	162	138	117	103	134
45	26	16	14	19	24	57	142	161	137	110	115	128
00	19	15	19	21	31	87	145	175	145	119	106	138
Hr Total	91	69	58	64	87	226	495	639	566	476	437	531

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	114	104	93	91	88	94	87	79	62	48	23
30	126	115	102	112	105	89	104	83	64	48	41	37
45	117	115	118	103	94	91	94	84	66	50	49	37
00	118	104	105	109	93	100	90	82	60	52	34	39
Hr Total	477	448	428	418	383	368	382	336	269	212	171	135

24 Hour Total:	7,766	AM Peak Volume:	644	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	477	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:00				

Volume Count Report

Start Date: May 23, 2017
 Stop Date: May 23, 2017
 City: Brandon
 Location: SR 60 EB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	26	5	10	11	19	55	90	88	81	80	88
30	17	6	14	6	14	22	41	86	118	78	73	91
45	19	6	6	7	10	31	77	99	83	79	84	73
00	7	4	4	9	18	25	61	119	115	78	61	84
Hr Total	68	42	29	32	53	97	234	394	404	316	298	336

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	103	98	128	135	184	105	79	74	67	39	37
30	93	96	80	126	125	150	98	66	67	55	31	34
45	97	77	109	125	168	135	72	72	55	54	28	34
00	95	95	109	138	160	114	111	52	67	44	31	20
Hr Total	365	371	396	517	588	583	386	269	263	220	129	125

24 Hour Total: 6,515
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30
 AM Peak Volume: 424
 PM Peak Volume: 662
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.90

N/A

Tuesday, May 23, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	26	5	10	11	19	55	90	88	81	80	88
30	17	6	14	6	14	22	41	86	118	78	73	91
45	19	6	6	7	10	31	77	99	83	79	84	73
00	7	4	4	9	18	25	61	119	115	78	61	84
Hr Total	68	42	29	32	53	97	234	394	404	316	298	336

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	103	98	128	135	184	105	79	74	67	39	37
30	93	96	80	126	125	150	98	66	67	55	31	34
45	97	77	109	125	168	135	72	72	55	54	28	34
00	95	95	109	138	160	114	111	52	67	44	31	20
Hr Total	365	371	396	517	588	583	386	269	263	220	129	125

24 Hour Total: 6,515
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30
 AM Peak Volume: 424
 PM Peak Volume: 662
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: May 24, 2017
 Stop Date: May 24, 2017
 City: Brandon
 Location: SR 60 EB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	22	10	17	12	17	41	77	91	91	68	80
30	18	8	7	12	14	21	67	88	107	72	66	91
45	16	8	4	16	13	24	69	110	90	91	86	61
00	8	3	5	5	16	30	60	94	75	84	73	77
Hr Total	73	41	26	50	55	92	237	369	363	338	293	309

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	100	103	132	111	139	98	69	87	74	46	32
30	97	108	101	91	115	131	79	68	80	54	37	29
45	85	121	92	110	124	107	88	73	71	57	25	29
00	99	91	128	78	138	104	96	70	54	44	32	18
Hr Total	361	420	424	411	488	481	361	280	292	229	140	108

24 Hour Total: 6,241
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30
 AM Peak Volume: 402
 PM Peak Volume: 532
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.96

N/A

Wednesday, May 24, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	22	10	17	12	17	41	77	91	91	68	80
30	18	8	7	12	14	21	67	88	107	72	66	91
45	16	8	4	16	13	24	69	110	90	91	86	61
00	8	3	5	5	16	30	60	94	75	84	73	77
Hr Total	73	41	26	50	55	92	237	369	363	338	293	309

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	100	103	132	111	139	98	69	87	74	46	32
30	97	108	101	91	115	131	79	68	80	54	37	29
45	85	121	92	110	124	107	88	73	71	57	25	29
00	99	91	128	78	138	104	96	70	54	44	32	18
Hr Total	361	420	424	411	488	481	361	280	292	229	140	108

24 Hour Total: 6,241
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30
 AM Peak Volume: 402
 PM Peak Volume: 532
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: May 25, 2017
 Stop Date: May 25, 2017
 City: Brandon
 Location: SR 60 EB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	15	7	15	11	20	43	65	73	81	60	64
30	19	8	13	15	15	17	73	97	122	78	68	91
45	11	11	8	2	26	31	72	93	100	82	75	78
00	11	2	5	13	21	24	71	89	87	77	77	96
Hr Total	67	36	33	45	73	92	259	344	382	318	280	329

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	108	117	127	142	152	101	76	75	80	47	34
30	100	78	129	121	103	134	96	80	79	68	49	31
45	116	92	138	128	149	96	125	83	67	63	32	28
00	115	97	114	125	117	90	82	72	65	56	31	20
Hr Total	418	375	498	501	511	472	404	311	286	267	159	113

24 Hour Total: 6,573
 AM Peak Hour begins: 11:45 AM Peak Volume: 399 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:30 PM Peak Volume: 552 PM Peak Hour Factor: 0.91

N/A

Thursday, May 25, 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, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	15	7	15	11	20	43	65	73	81	60	64
30	19	8	13	15	15	17	73	97	122	78	68	91
45	11	11	8	2	26	31	72	93	100	82	75	78
00	11	2	5	13	21	24	71	89	87	77	77	96
Hr Total	67	36	33	45	73	92	259	344	382	318	280	329

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	108	117	127	142	152	101	76	75	80	47	34
30	100	78	129	121	103	134	96	80	79	68	49	31
45	116	92	138	128	149	96	125	83	67	63	32	28
00	115	97	114	125	117	90	82	72	65	56	31	20
Hr Total	418	375	498	501	511	472	404	311	286	267	159	113

24 Hour Total: 6,573
 AM Peak Hour begins: 11:45 AM Peak Volume: 399 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:30 PM Peak Volume: 552 PM Peak Hour Factor: 0.91

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: SR 60 EB to I-75 NB On Ramp		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	21	7	14	11	19	46	77	84	84	69	77
30	18	7	11	11	14	20	60	90	116	76	69	91
45	15	8	6	8	16	29	73	101	91	84	82	71
00	9	3	5	9	18	26	64	101	92	80	70	86
Hr Total	69	40	29	42	60	94	243	369	383	324	290	325

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	104	106	129	129	158	101	75	79	74	44	34
30	97	94	103	113	114	138	91	71	75	59	39	31
45	99	97	113	121	147	113	95	76	64	58	28	30
00	103	94	117	114	138	103	96	65	62	48	31	19
Hr Total	381	389	439	476	529	512	384	287	280	239	143	115

24 Hour Total:	6,443	AM Peak Volume:	401	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:30	PM Peak Volume:	582	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	21	7	14	11	19	46	77	84	84	69	77
30	18	7	11	11	14	20	60	90	116	76	69	91
45	15	8	6	8	16	29	73	101	91	84	82	71
00	9	3	5	9	18	26	64	101	92	80	70	86
Hr Total	69	40	29	42	60	94	243	369	383	324	290	325

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	104	106	129	129	158	101	75	79	74	44	34
30	97	94	103	113	114	138	91	71	75	59	39	31
45	99	97	113	121	147	113	95	76	64	58	28	30
00	103	94	117	114	138	103	96	65	62	48	31	19
Hr Total	381	389	439	476	529	512	384	287	280	239	143	115

24 Hour Total:	6,443	AM Peak Volume:	401	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:30	PM Peak Volume:	582	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75NB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SR 60 Westbound				I-75 NB RAMPS Northbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	637	312	949	117	0	154	271	0	343	59	402	1622
07:15 AM	0	656	360	1016	157	0	207	364	0	332	64	396	1776
07:30 AM	0	655	365	1020	175	0	228	403	0	419	84	503	1926
07:45 AM	0	646	333	979	170	0	204	374	0	440	72	512	1865
Total	0	2594	1370	3964	619	0	793	1412	0	1534	279	1813	7189
08:00 AM	0	603	289	892	143	0	231	374	0	416	98	514	1780
08:15 AM	0	528	316	844	125	0	205	330	0	378	78	456	1630
08:30 AM	0	455	238	693	118	0	178	296	0	438	73	511	1500
08:45 AM	0	471	288	759	106	0	186	292	0	523	77	600	1651
Total	0	2057	1131	3188	492	0	800	1292	0	1755	326	2081	6561
*** BREAK ***													
04:00 PM	0	538	253	791	56	0	181	237	0	550	86	636	1664
04:15 PM	0	499	207	706	72	0	181	253	0	604	118	722	1681
04:30 PM	0	510	256	766	76	0	195	271	0	606	96	702	1739
04:45 PM	0	517	229	746	48	0	161	209	0	644	104	748	1703
Total	0	2064	945	3009	252	0	718	970	0	2404	404	2808	6787
05:00 PM	0	556	252	808	53	0	232	285	0	632	128	760	1853
05:15 PM	0	549	263	812	71	0	226	297	0	703	143	846	1955
05:30 PM	0	487	201	688	62	0	203	265	0	650	76	726	1679
05:45 PM	0	397	206	603	60	0	190	250	0	742	82	824	1677
Total	0	1989	922	2911	246	0	851	1097	0	2727	429	3156	7164
Grand Total	0	8704	4368	13072	1609	0	3162	4771	0	8420	1438	9858	27701
Apprch %	0	66.6	33.4		33.7	0	66.3		0	85.4	14.6		
Total %	0	31.4	15.8	47.2	5.8	0	11.4	17.2	0	30.4	5.2	35.6	
Passenger Vehicles	0	8480	4307	12787	1545	0	3097	4642	0	8202	1377	9579	27008
% Passenger Vehicles	0	97.4	98.6	97.8	96	0	97.9	97.3	0	97.4	95.8	97.2	97.5
Heavy Vehicles	0	224	61	285	64	0	65	129	0	218	61	279	693
% Heavy Vehicles	0	2.6	1.4	2.2	4	0	2.1	2.7	0	2.6	4.2	2.8	2.5
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: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75NB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 2

Start Time	SR 60 Westbound				I-75 NB RAMPS Northbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	656	360	1016	157	0	207	364	0	332	64	396	1776
07:30 AM	0	655	365	1020	175	0	228	403	0	419	84	503	1926
07:45 AM	0	646	333	979	170	0	204	374	0	440	72	512	1865
08:00 AM	0	603	289	892	143	0	231	374	0	416	98	514	1780
Total Volume	0	2560	1347	3907	645	0	870	1515	0	1607	318	1925	7347
% App. Total	0	65.5	34.5		42.6	0	57.4		0	83.5	16.5		
PHF	.000	.976	.923	.958	.921	.000	.942	.940	.000	.913	.811	.936	.954
Passenger Vehicles	0	2495	1336	3831	627	0	848	1475	0	1541	290	1831	7137
% Passenger Vehicles	0	97.5	99.2	98.1	97.2	0	97.5	97.4	0	95.9	91.2	95.1	97.1
Heavy Vehicles	0	65	11	76	18	0	22	40	0	66	28	94	210
% Heavy Vehicles	0	2.5	0.8	1.9	2.8	0	2.5	2.6	0	4.1	8.8	4.9	2.9
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				07:15 AM				08:00 AM			
+0 mins.	0	637	312	949	157	0	207	364	0	416	98	514
+15 mins.	0	656	360	1016	175	0	228	403	0	378	78	456
+30 mins.	0	655	365	1020	170	0	204	374	0	438	73	511
+45 mins.	0	646	333	979	143	0	231	374	0	523	77	600
Total Volume	0	2594	1370	3964	645	0	870	1515	0	1755	326	2081
% App. Total	0	65.4	34.6		42.6	0	57.4		0	84.3	15.7	
PHF	.000	.989	.938	.972	.921	.000	.942	.940	.000	.839	.832	.867
Passenger Vehicles	0	2533	1361	3894	627	0	848	1475	0	1670	296	1966
% Passenger Vehicles	0	97.6	99.3	98.2	97.2	0	97.5	97.4	0	95.2	90.8	94.5
Heavy Vehicles	0	61	9	70	18	0	22	40	0	85	30	115
% Heavy Vehicles	0	2.4	0.7	1.8	2.8	0	2.5	2.6	0	4.8	9.2	5.5
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 04:30 PM

04:30 PM	0	510	256	766	76	0	195	271	0	606	96	702	1739
04:45 PM	0	517	229	746	48	0	161	209	0	644	104	748	1703
05:00 PM	0	556	252	808	53	0	232	285	0	632	128	760	1853
05:15 PM	0	549	263	812	71	0	226	297	0	703	143	846	1955
Total Volume	0	2132	1000	3132	248	0	814	1062	0	2585	471	3056	7250
% App. Total	0	68.1	31.9		23.4	0	76.6		0	84.6	15.4		
PHF	.000	.959	.951	.964	.816	.000	.877	.894	.000	.919	.823	.903	.927
Passenger Vehicles	0	2088	980	3068	236	0	808	1044	0	2554	461	3015	7127
% Passenger Vehicles	0	97.9	98.0	98.0	95.2	0	99.3	98.3	0	98.8	97.9	98.7	98.3
Heavy Vehicles	0	44	20	64	12	0	6	18	0	31	10	41	123
% Heavy Vehicles	0	2.1	2.0	2.0	4.8	0	0.7	1.7	0	1.2	2.1	1.3	1.7
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: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75NB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 3

Start Time	SR 60 Westbound				I-75 NB RAMPS Northbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				05:00 PM				05:00 PM				
+0 mins.	0	510	256	766	53	0	232	285	0	632	128	760	
+15 mins.	0	517	229	746	71	0	226	297	0	703	143	846	
+30 mins.	0	556	252	808	62	0	203	265	0	650	76	726	
+45 mins.	0	549	263	812	60	0	190	250	0	742	82	824	
Total Volume	0	2132	1000	3132	246	0	851	1097	0	2727	429	3156	
% App. Total	0	68.1	31.9		22.4	0	77.6		0	86.4	13.6		
PHF	.000	.959	.951	.964	.866	.000	.917	.923	.000	.919	.750	.933	
Passenger Vehicles	0	2088	980	3068	235	0	845	1080	0	2702	422	3124	
% Passenger Vehicles	0	97.9	98	98	95.5	0	99.3	98.5	0	99.1	98.4	99	
Heavy Vehicles	0	44	20	64	11	0	6	17	0	25	7	32	
% Heavy Vehicles	0	2.1	2	2	4.5	0	0.7	1.5	0	0.9	1.6	1	
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: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75NB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SR 60 Westbound				I-75 NB RAMPS Northbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	626	310	936	115	0	149	264	0	325	58	383	1583
07:15 AM	0	642	356	998	153	0	200	353	0	314	59	373	1724
07:30 AM	0	637	363	1000	166	0	224	390	0	400	79	479	1869
07:45 AM	0	628	332	960	168	0	202	370	0	428	66	494	1824
Total	0	2533	1361	3894	602	0	775	1377	0	1467	262	1729	7000
08:00 AM	0	588	285	873	140	0	222	362	0	399	86	485	1720
08:15 AM	0	515	311	826	121	0	199	320	0	361	69	430	1576
08:30 AM	0	440	235	675	111	0	169	280	0	407	70	477	1432
08:45 AM	0	437	280	717	100	0	181	281	0	503	71	574	1572
Total	0	1980	1111	3091	472	0	771	1243	0	1670	296	1966	6300
*** BREAK ***													
04:00 PM	0	521	248	769	53	0	178	231	0	534	86	620	1620
04:15 PM	0	485	206	691	66	0	176	242	0	597	115	712	1645
04:30 PM	0	498	253	751	71	0	193	264	0	596	94	690	1705
04:45 PM	0	504	227	731	46	0	159	205	0	636	102	738	1674
Total	0	2008	934	2942	236	0	706	942	0	2363	397	2760	6644
05:00 PM	0	547	242	789	51	0	231	282	0	622	124	746	1817
05:15 PM	0	539	258	797	68	0	225	293	0	700	141	841	1931
05:30 PM	0	483	199	682	59	0	200	259	0	644	76	720	1661
05:45 PM	0	390	202	592	57	0	189	246	0	736	81	817	1655
Total	0	1959	901	2860	235	0	845	1080	0	2702	422	3124	7064
Grand Total	0	8480	4307	12787	1545	0	3097	4642	0	8202	1377	9579	27008
Apprch %	0	66.3	33.7		33.3	0	66.7		0	85.6	14.4		
Total %	0	31.4	15.9	47.3	5.7	0	11.5	17.2	0	30.4	5.1	35.5	

Start Time	SR 60 Westbound				I-75 NB RAMPS Northbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	642	356	998	153	0	200	353	0	314	59	373	1724
07:30 AM	0	637	363	1000	166	0	224	390	0	400	79	479	1869
07:45 AM	0	628	332	960	168	0	202	370	0	428	66	494	1824
08:00 AM	0	588	285	873	140	0	222	362	0	399	86	485	1720
Total Volume	0	2495	1336	3831	627	0	848	1475	0	1541	290	1831	7137
% App. Total	0	65.1	34.9		42.5	0	57.5		0	84.2	15.8		
PHF	.000	.972	.920	.958	.933	.000	.946	.946	.000	.900	.843	.927	.955

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75NB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 2

Start Time	SR 60 Westbound				I-75 NB RAMPS Northbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				07:15 AM				08:00 AM			
+0 mins.	0	626	310	936	153	0	200	353	0	399	86	485
+15 mins.	0	642	356	998	166	0	224	390	0	361	69	430
+30 mins.	0	637	363	1000	168	0	202	370	0	407	70	477
+45 mins.	0	628	332	960	140	0	222	362	0	503	71	574
Total Volume	0	2533	1361	3894	627	0	848	1475	0	1670	296	1966
% App. Total	0	65	35		42.5	0	57.5		0	84.9	15.1	
PHF	.000	.986	.937	.974	.933	.000	.946	.946	.000	.830	.860	.856

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	498	253	751	71	0	193	264	0	596	94	690	1705
04:45 PM	0	504	227	731	46	0	159	205	0	636	102	738	1674
05:00 PM	0	547	242	789	51	0	231	282	0	622	124	746	1817
05:15 PM	0	539	258	797	68	0	225	293	0	700	141	841	1931
Total Volume	0	2088	980	3068	236	0	808	1044	0	2554	461	3015	7127
% App. Total	0	68.1	31.9		22.6	0	77.4		0	84.7	15.3		
PHF	.000	.954	.950	.962	.831	.000	.874	.891	.000	.912	.817	.896	.923

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				05:00 PM				05:00 PM			
+0 mins.	0	498	253	751	51	0	231	282	0	622	124	746
+15 mins.	0	504	227	731	68	0	225	293	0	700	141	841
+30 mins.	0	547	242	789	59	0	200	259	0	644	76	720
+45 mins.	0	539	258	797	57	0	189	246	0	736	81	817
Total Volume	0	2088	980	3068	235	0	845	1080	0	2702	422	3124
% App. Total	0	68.1	31.9		21.8	0	78.2		0	86.5	13.5	
PHF	.000	.954	.950	.962	.864	.000	.915	.922	.000	.918	.748	.929

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75NB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	SR 60 Westbound				I-75 NB RAMPS Northbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	11	2	13	2	0	5	7	0	18	1	19	39
07:15 AM	0	14	4	18	4	0	7	11	0	18	5	23	52
07:30 AM	0	18	2	20	9	0	4	13	0	19	5	24	57
07:45 AM	0	18	1	19	2	0	2	4	0	12	6	18	41
Total	0	61	9	70	17	0	18	35	0	67	17	84	189
08:00 AM	0	15	4	19	3	0	9	12	0	17	12	29	60
08:15 AM	0	13	5	18	4	0	6	10	0	17	9	26	54
08:30 AM	0	15	3	18	7	0	9	16	0	31	3	34	68
08:45 AM	0	34	8	42	6	0	5	11	0	20	6	26	79
Total	0	77	20	97	20	0	29	49	0	85	30	115	261

*** BREAK ***

04:00 PM	0	17	5	22	3	0	3	6	0	16	0	16	44
04:15 PM	0	14	1	15	6	0	5	11	0	7	3	10	36
04:30 PM	0	12	3	15	5	0	2	7	0	10	2	12	34
04:45 PM	0	13	2	15	2	0	2	4	0	8	2	10	29
Total	0	56	11	67	16	0	12	28	0	41	7	48	143
05:00 PM	0	9	10	19	2	0	1	3	0	10	4	14	36
05:15 PM	0	10	5	15	3	0	1	4	0	3	2	5	24
05:30 PM	0	4	2	6	3	0	3	6	0	6	0	6	18
05:45 PM	0	7	4	11	3	0	1	4	0	6	1	7	22
Total	0	30	21	51	11	0	6	17	0	25	7	32	100
Grand Total	0	224	61	285	64	0	65	129	0	218	61	279	693
Apprch %	0	78.6	21.4		49.6	0	50.4		0	78.1	21.9		
Total %	0	32.3	8.8	41.1	9.2	0	9.4	18.6	0	31.5	8.8	40.3	

Start Time	SR 60 Westbound				I-75 NB RAMPS Northbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	15	4	19	3	0	9	12	0	17	12	29	60
08:15 AM	0	13	5	18	4	0	6	10	0	17	9	26	54
08:30 AM	0	15	3	18	7	0	9	16	0	31	3	34	68
08:45 AM	0	34	8	42	6	0	5	11	0	20	6	26	79
Total Volume	0	77	20	97	20	0	29	49	0	85	30	115	261
% App. Total	0	79.4	20.6		40.8	0	59.2		0	73.9	26.1		
PHF	.000	.566	.625	.577	.714	.000	.806	.766	.000	.685	.625	.846	.826

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75NB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 2

Start Time	SR 60 Westbound				I-75 NB RAMPS Northbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				08:00 AM				08:00 AM				
+0 mins.	0	15	4	19	3	0	9	12	0	17	12	29	
+15 mins.	0	13	5	18	4	0	6	10	0	17	9	26	
+30 mins.	0	15	3	18	7	0	9	16	0	31	3	34	
+45 mins.	0	34	8	42	6	0	5	11	0	20	6	26	
Total Volume	0	77	20	97	20	0	29	49	0	85	30	115	
% App. Total	0	79.4	20.6		40.8	0	59.2		0	73.9	26.1		
PHF	.000	.566	.625	.577	.714	.000	.806	.766	.000	.685	.625	.846	

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	17	5	22	3	0	3	6	0	16	0	16	44
04:15 PM	0	14	1	15	6	0	5	11	0	7	3	10	36
04:30 PM	0	12	3	15	5	0	2	7	0	10	2	12	34
04:45 PM	0	13	2	15	2	0	2	4	0	8	2	10	29
Total Volume	0	56	11	67	16	0	12	28	0	41	7	48	143
% App. Total	0	83.6	16.4		57.1	0	42.9		0	85.4	14.6		
PHF	.000	.824	.550	.761	.667	.000	.600	.636	.000	.641	.583	.750	.813

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	17	5	22	3	0	3	6	0	16	0	16	
+15 mins.	0	14	1	15	6	0	5	11	0	7	3	10	
+30 mins.	0	12	3	15	5	0	2	7	0	10	2	12	
+45 mins.	0	13	2	15	2	0	2	4	0	8	2	10	
Total Volume	0	56	11	67	16	0	12	28	0	41	7	48	
% App. Total	0	83.6	16.4		57.1	0	42.9		0	85.4	14.6		
PHF	.000	.824	.550	.761	.667	.000	.600	.636	.000	.641	.583	.750	

Intersection Pedestrian & Bicycle Count

Date: 5/24/17

Day: Wednesday

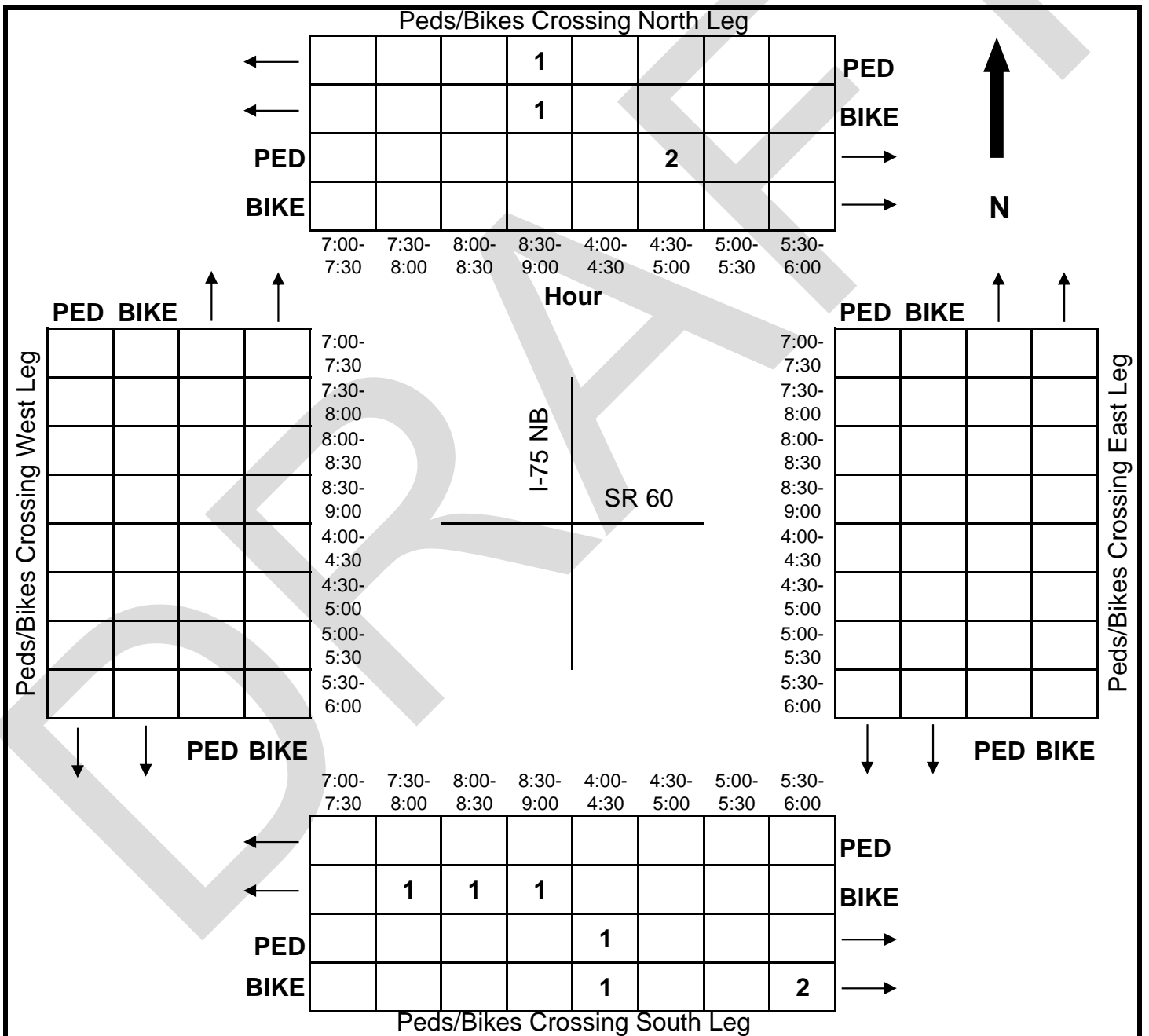
Count Times: 7-9am & 4-6pm

Weather: Rain 4:42-5:50pm

Intersection: SR 60 at I-75 NB Ramps

Comments: _____

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



Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75SB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	161	0	64	88	313	0	509	211	720	0	254	41	295	1328
07:15 AM	186	0	139	56	381	0	578	170	748	0	218	48	266	1395
07:30 AM	186	0	146	25	357	0	647	205	852	0	306	42	348	1557
07:45 AM	235	0	179	26	440	0	599	199	798	0	266	48	314	1552
Total	768	0	528	195	1491	0	2333	785	3118	0	1044	179	1223	5832
08:00 AM	235	0	102	73	410	0	536	188	724	0	297	47	344	1478
08:15 AM	206	0	75	67	348	0	460	173	633	0	246	32	278	1259
08:30 AM	222	0	81	79	382	0	434	150	584	0	282	70	352	1318
08:45 AM	253	0	66	78	397	0	421	131	552	1	307	56	364	1313
Total	916	0	324	297	1537	0	1851	642	2493	1	1132	205	1338	5368
*** BREAK ***														
04:00 PM	168	0	43	29	240	0	340	234	574	0	486	108	594	1408
04:15 PM	203	0	52	24	279	0	300	249	549	0	520	102	622	1450
04:30 PM	223	0	66	37	326	0	280	256	536	0	484	133	617	1479
04:45 PM	214	0	39	31	284	0	331	288	619	0	547	128	675	1578
Total	808	0	200	121	1129	0	1251	1027	2278	0	2037	471	2508	5915
05:00 PM	188	0	57	22	267	0	298	286	584	0	589	123	712	1563
05:15 PM	215	0	59	20	294	0	274	273	547	0	601	110	711	1552
05:30 PM	222	0	69	19	310	0	280	286	566	0	544	107	651	1527
05:45 PM	237	0	66	36	339	0	279	225	504	0	598	97	695	1538
Total	862	0	251	97	1210	0	1131	1070	2201	0	2332	437	2769	6180
Grand Total	3354	0	1303	710	5367	0	6566	3524	10090	1	6545	1292	7838	23295
Apprch %	62.5	0	24.3	13.2		0	65.1	34.9		0	83.5	16.5		
Total %	14.4	0	5.6	3	23	0	28.2	15.1	43.3	0	28.1	5.5	33.6	
Passenger Vehicles	3291	0	1241	688	5220	0	6352	3454	9806	0	6327	1237	7564	22590
% Passenger Vehicles	98.1	0	95.2	96.9	97.3	0	96.7	98	97.2	0	96.7	95.7	96.5	97
Heavy Vehicles	63	0	62	22	147	0	214	70	284	0	218	55	273	704
% Heavy Vehicles	1.9	0	4.8	3.1	2.7	0	3.3	2	2.8	0	3.3	4.3	3.5	3
UTurns	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% UTurns	0	0	0	0	0	0	0	0	0	100	0	0	0	0

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75SB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 2

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	186	0	139	56	381	0	578	170	748	0	218	48	266	1395
07:30 AM	186	0	146	25	357	0	647	205	852	0	306	42	348	1557
07:45 AM	235	0	179	26	440	0	599	199	798	0	266	48	314	1552
08:00 AM	235	0	102	73	410	0	536	188	724	0	297	47	344	1478
Total Volume	842	0	566	180	1588	0	2360	762	3122	0	1087	185	1272	5982
% App. Total	53	0	35.6	11.3		0	75.6	24.4		0	85.5	14.5		
PHF	.896	.000	.791	.616	.902	.000	.912	.929	.916	.000	.888	.964	.914	.961
Passenger Vehicles	827	0	541	174	1542	0	2302	739	3041	0	1010	166	1176	5759
% Passenger Vehicles	98.2	0	95.6	96.7	97.1	0	97.5	97.0	97.4	0	92.9	89.7	92.5	96.3
Heavy Vehicles	15	0	25	6	46	0	58	23	81	0	77	19	96	223
% Heavy Vehicles	1.8	0	4.4	3.3	2.9	0	2.5	3.0	2.6	0	7.1	10.3	7.5	3.7
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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				08:00 AM			
+0 mins.	186	0	139	56	381	0	578	170	748	0	297	47	344
+15 mins.	186	0	146	25	357	0	647	205	852	0	246	32	278
+30 mins.	235	0	179	26	440	0	599	199	798	0	282	70	352
+45 mins.	235	0	102	73	410	0	536	188	724	1	307	56	364
Total Volume	842	0	566	180	1588	0	2360	762	3122	1	1132	205	1338
% App. Total	53	0	35.6	11.3		0	75.6	24.4		0.1	84.6	15.3	
PHF	.896	.000	.791	.616	.902	.000	.912	.929	.916	.250	.922	.732	.919
Passenger Vehicles	827	0	541	174	1542	0	2302	739	3041	0	1045	179	1224
% Passenger Vehicles	98.2	0	95.6	96.7	97.1	0	97.5	97	97.4	0	92.3	87.3	91.5
Heavy Vehicles	15	0	25	6	46	0	58	23	81	0	87	26	113
% Heavy Vehicles	1.8	0	4.4	3.3	2.9	0	2.5	3	2.6	0	7.7	12.7	8.4
UTurns	0	0	0	0	0	0	0	0	0	1	0	0	1
% UTurns	0	0	0	0	0	0	0	0	0	100	0	0	0.1

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	214	0	39	31	284	0	331	288	619	0	547	128	675	1578
05:00 PM	188	0	57	22	267	0	298	286	584	0	589	123	712	1563
05:15 PM	215	0	59	20	294	0	274	273	547	0	601	110	711	1552
05:30 PM	222	0	69	19	310	0	280	286	566	0	544	107	651	1527
Total Volume	839	0	224	92	1155	0	1183	1133	2316	0	2281	468	2749	6220
% App. Total	72.6	0	19.4	8		0	51.1	48.9		0	83	17		
PHF	.945	.000	.812	.742	.931	.000	.894	.984	.935	.000	.949	.914	.965	.985
Passenger Vehicles	832	0	216	90	1138	0	1147	1123	2270	0	2251	466	2717	6125
% Passenger Vehicles	99.2	0	96.4	97.8	98.5	0	97.0	99.1	98.0	0	98.7	99.6	98.8	98.5
Heavy Vehicles	7	0	8	2	17	0	36	10	46	0	30	2	32	95
% Heavy Vehicles	0.8	0	3.6	2.2	1.5	0	3.0	0.9	2.0	0	1.3	0.4	1.2	1.5
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75SB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 3

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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					04:45 PM				05:00 PM				
+0 mins.	188	0	57	22	267	0	331	288	619	0	589	123	712	
+15 mins.	215	0	59	20	294	0	298	286	584	0	601	110	711	
+30 mins.	222	0	69	19	310	0	274	273	547	0	544	107	651	
+45 mins.	237	0	66	36	339	0	280	286	566	0	598	97	695	
Total Volume	862	0	251	97	1210	0	1183	1133	2316	0	2332	437	2769	
% App. Total	71.2	0	20.7	8		0	51.1	48.9		0	84.2	15.8		
PHF	.909	.000	.909	.674	.892	.000	.894	.984	.935	.000	.970	.888	.972	
Passenger Vehicles	856	0	243	96	1195	0	1147	1123	2270	0	2307	436	2743	
% Passenger Vehicles	99.3	0	96.8	99	98.8	0	97	99.1	98	0	98.9	99.8	99.1	
Heavy Vehicles	6	0	8	1	15	0	36	10	46	0	25	1	26	
% Heavy Vehicles	0.7	0	3.2	1	1.2	0	3	0.9	2	0	1.1	0.2	0.9	
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: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75SB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	157	0	59	86	302	0	505	202	707	0	237	34	271	1280
07:15 AM	184	0	133	54	371	0	563	167	730	0	199	42	241	1342
07:30 AM	182	0	142	24	348	0	631	195	826	0	286	39	325	1499
07:45 AM	231	0	169	25	425	0	583	194	777	0	252	44	296	1498
Total	754	0	503	189	1446	0	2282	758	3040	0	974	159	1133	5619
08:00 AM	230	0	97	71	398	0	525	183	708	0	273	41	314	1420
08:15 AM	200	0	72	63	335	0	445	168	613	0	226	26	252	1200
08:30 AM	213	0	75	76	364	0	417	147	564	0	257	61	318	1246
08:45 AM	243	0	59	77	379	0	395	119	514	0	289	51	340	1233
Total	886	0	303	287	1476	0	1782	617	2399	0	1045	179	1224	5099
*** BREAK ***														
04:00 PM	163	0	42	28	233	0	322	232	554	0	473	106	579	1366
04:15 PM	202	0	50	21	273	0	285	244	529	0	513	100	613	1415
04:30 PM	219	0	64	37	320	0	264	255	519	0	476	130	606	1445
04:45 PM	211	0	36	30	277	0	319	285	604	0	539	127	666	1547
Total	795	0	192	116	1103	0	1190	1016	2206	0	2001	463	2464	5773
05:00 PM	186	0	54	21	261	0	291	282	573	0	578	122	700	1534
05:15 PM	215	0	58	20	293	0	264	270	534	0	596	110	706	1533
05:30 PM	220	0	68	19	307	0	273	286	559	0	538	107	645	1511
05:45 PM	235	0	63	36	334	0	270	225	495	0	595	97	692	1521
Total	856	0	243	96	1195	0	1098	1063	2161	0	2307	436	2743	6099
Grand Total	3291	0	1241	688	5220	0	6352	3454	9806	0	6327	1237	7564	22590
Apprch %	63	0	23.8	13.2		0	64.8	35.2		0	83.6	16.4		
Total %	14.6	0	5.5	3	23.1	0	28.1	15.3	43.4	0	28	5.5	33.5	

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	184	0	133	54	371	0	563	167	730	0	199	42	241	1342
07:30 AM	182	0	142	24	348	0	631	195	826	0	286	39	325	1499
07:45 AM	231	0	169	25	425	0	583	194	777	0	252	44	296	1498
08:00 AM	230	0	97	71	398	0	525	183	708	0	273	41	314	1420
Total Volume	827	0	541	174	1542	0	2302	739	3041	0	1010	166	1176	5759
% App. Total	53.6	0	35.1	11.3		0	75.7	24.3		0	85.9	14.1		
PHF	.895	.000	.800	.613	.907	.000	.912	.947	.920	.000	.883	.943	.905	.960

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75SB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 2

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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					07:15 AM				08:00 AM				
+0 mins.	184	0	133	54	371	0	563	167	730	0	273	41	314	
+15 mins.	182	0	142	24	348	0	631	195	826	0	226	26	252	
+30 mins.	231	0	169	25	425	0	583	194	777	0	257	61	318	
+45 mins.	230	0	97	71	398	0	525	183	708	0	289	51	340	
Total Volume	827	0	541	174	1542	0	2302	739	3041	0	1045	179	1224	
% App. Total	53.6	0	35.1	11.3		0	75.7	24.3		0	85.4	14.6		
PHF	.895	.000	.800	.613	.907	.000	.912	.947	.920	.000	.904	.734	.900	

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	211	0	36	30	277	0	319	285	604	0	539	127	666	1547
05:00 PM	186	0	54	21	261	0	291	282	573	0	578	122	700	1534
05:15 PM	215	0	58	20	293	0	264	270	534	0	596	110	706	1533
05:30 PM	220	0	68	19	307	0	273	286	559	0	538	107	645	1511
Total Volume	832	0	216	90	1138	0	1147	1123	2270	0	2251	466	2717	6125
% App. Total	73.1	0	19	7.9		0	50.5	49.5		0	82.8	17.2		
PHF	.945	.000	.794	.750	.927	.000	.899	.982	.940	.000	.944	.917	.962	.990

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				05:00 PM				
+0 mins.	186	0	54	21	261	0	319	285	604	0	578	122	700	
+15 mins.	215	0	58	20	293	0	291	282	573	0	596	110	706	
+30 mins.	220	0	68	19	307	0	264	270	534	0	538	107	645	
+45 mins.	235	0	63	36	334	0	273	286	559	0	595	97	692	
Total Volume	856	0	243	96	1195	0	1147	1123	2270	0	2307	436	2743	
% App. Total	71.6	0	20.3	8		0	50.5	49.5		0	84.1	15.9		
PHF	.911	.000	.893	.667	.894	.000	.899	.982	.940	.000	.968	.893	.971	

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75SB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	0	5	2	11	0	4	9	13	0	17	7	24	48
07:15 AM	2	0	6	2	10	0	15	3	18	0	19	6	25	53
07:30 AM	4	0	4	1	9	0	16	10	26	0	20	3	23	58
07:45 AM	4	0	10	1	15	0	16	5	21	0	14	4	18	54
Total	14	0	25	6	45	0	51	27	78	0	70	20	90	213
08:00 AM	5	0	5	2	12	0	11	5	16	0	24	6	30	58
08:15 AM	6	0	3	4	13	0	15	5	20	0	20	6	26	59
08:30 AM	9	0	6	3	18	0	17	3	20	0	25	9	34	72
08:45 AM	10	0	7	1	18	0	26	12	38	0	18	5	23	79
Total	30	0	21	10	61	0	69	25	94	0	87	26	113	268

*** BREAK ***

04:00 PM	5	0	1	1	7	0	18	2	20	0	13	2	15	42
04:15 PM	1	0	2	3	6	0	15	5	20	0	7	2	9	35
04:30 PM	4	0	2	0	6	0	16	1	17	0	8	3	11	34
04:45 PM	3	0	3	1	7	0	12	3	15	0	8	1	9	31
Total	13	0	8	5	26	0	61	11	72	0	36	8	44	142
05:00 PM	2	0	3	1	6	0	7	4	11	0	11	1	12	29
05:15 PM	0	0	1	0	1	0	10	3	13	0	5	0	5	19
05:30 PM	2	0	1	0	3	0	7	0	7	0	6	0	6	16
05:45 PM	2	0	3	0	5	0	9	0	9	0	3	0	3	17
Total	6	0	8	1	15	0	33	7	40	0	25	1	26	81
Grand Total	63	0	62	22	147	0	214	70	284	0	218	55	273	704
Apprch %	42.9	0	42.2	15		0	75.4	24.6		0	79.9	20.1		
Total %	8.9	0	8.8	3.1	20.9	0	30.4	9.9	40.3	0	31	7.8	38.8	

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	5	0	5	2	12	0	11	5	16	0	24	6	30	58
08:15 AM	6	0	3	4	13	0	15	5	20	0	20	6	26	59
08:30 AM	9	0	6	3	18	0	17	3	20	0	25	9	34	72
08:45 AM	10	0	7	1	18	0	26	12	38	0	18	5	23	79
Total Volume	30	0	21	10	61	0	69	25	94	0	87	26	113	268
% App. Total	49.2	0	34.4	16.4		0	73.4	26.6		0	77	23		
PHF	.750	.000	.750	.625	.847	.000	.663	.521	.618	.000	.870	.722	.831	.848

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75SB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 2

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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					08:00 AM				08:00 AM				
+0 mins.	5	0	5	2	12	0	11	5	16	0	24	6	30	
+15 mins.	6	0	3	4	13	0	15	5	20	0	20	6	26	
+30 mins.	9	0	6	3	18	0	17	3	20	0	25	9	34	
+45 mins.	10	0	7	1	18	0	26	12	38	0	18	5	23	
Total Volume	30	0	21	10	61	0	69	25	94	0	87	26	113	
% App. Total	49.2	0	34.4	16.4		0	73.4	26.6		0	77	23		
PHF	.750	.000	.750	.625	.847	.000	.663	.521	.618	.000	.870	.722	.831	
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	1	1	7	0	18	2	20	0	13	2	15	42
04:15 PM	1	0	2	3	6	0	15	5	20	0	7	2	9	35
04:30 PM	4	0	2	0	6	0	16	1	17	0	8	3	11	34
04:45 PM	3	0	3	1	7	0	12	3	15	0	8	1	9	31
Total Volume	13	0	8	5	26	0	61	11	72	0	36	8	44	142
% App. Total	50	0	30.8	19.2		0	84.7	15.3		0	81.8	18.2		
PHF	.650	.000	.667	.417	.929	.000	.847	.550	.900	.000	.692	.667	.733	.845
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.	5	0	1	1	7	0	18	2	20	0	13	2	15	
+15 mins.	1	0	2	3	6	0	15	5	20	0	7	2	9	
+30 mins.	4	0	2	0	6	0	16	1	17	0	8	3	11	
+45 mins.	3	0	3	1	7	0	12	3	15	0	8	1	9	
Total Volume	13	0	8	5	26	0	61	11	72	0	36	8	44	
% App. Total	50	0	30.8	19.2		0	84.7	15.3		0	81.8	18.2		
PHF	.650	.000	.667	.417	.929	.000	.847	.550	.900	.000	.692	.667	.733	

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75SB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 1

Groups Printed- UTurns

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***														
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***														
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0	0	0	0	0	0	100	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	100	0	0	100	0

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

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				08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

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

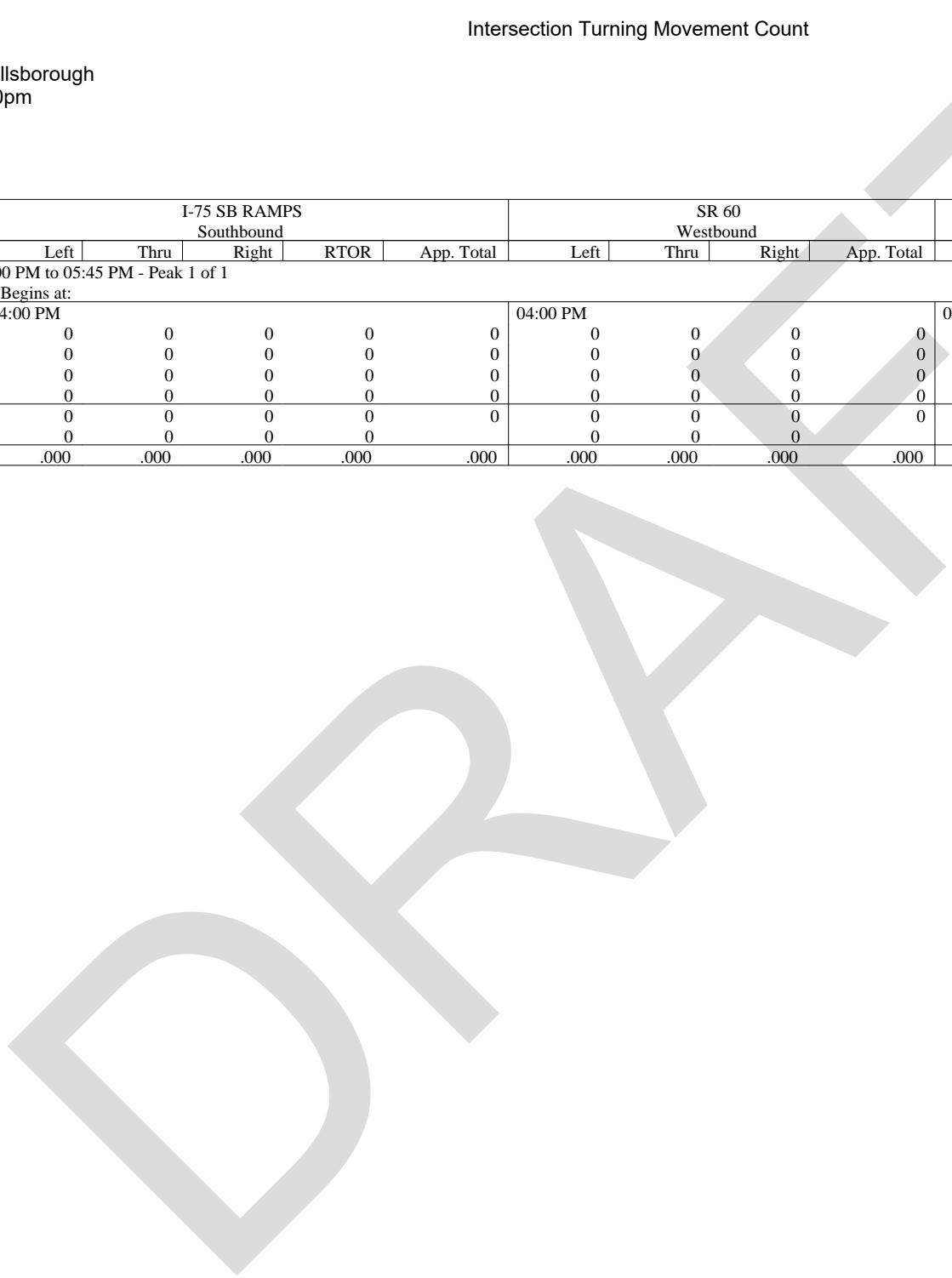
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Brandon/Hillsborough
 Weather: Rain 4:42-5:50pm
 Comments:

File Name : SR60&I-75SB
 Site Code : 0702903
 Start Date : 5/24/2017
 Page No : 2

Start Time	I-75 SB RAMPS Southbound					SR 60 Westbound				SR 60 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



Intersection Pedestrian & Bicycle Count

Date: 5/24/17

Day: Wednesday

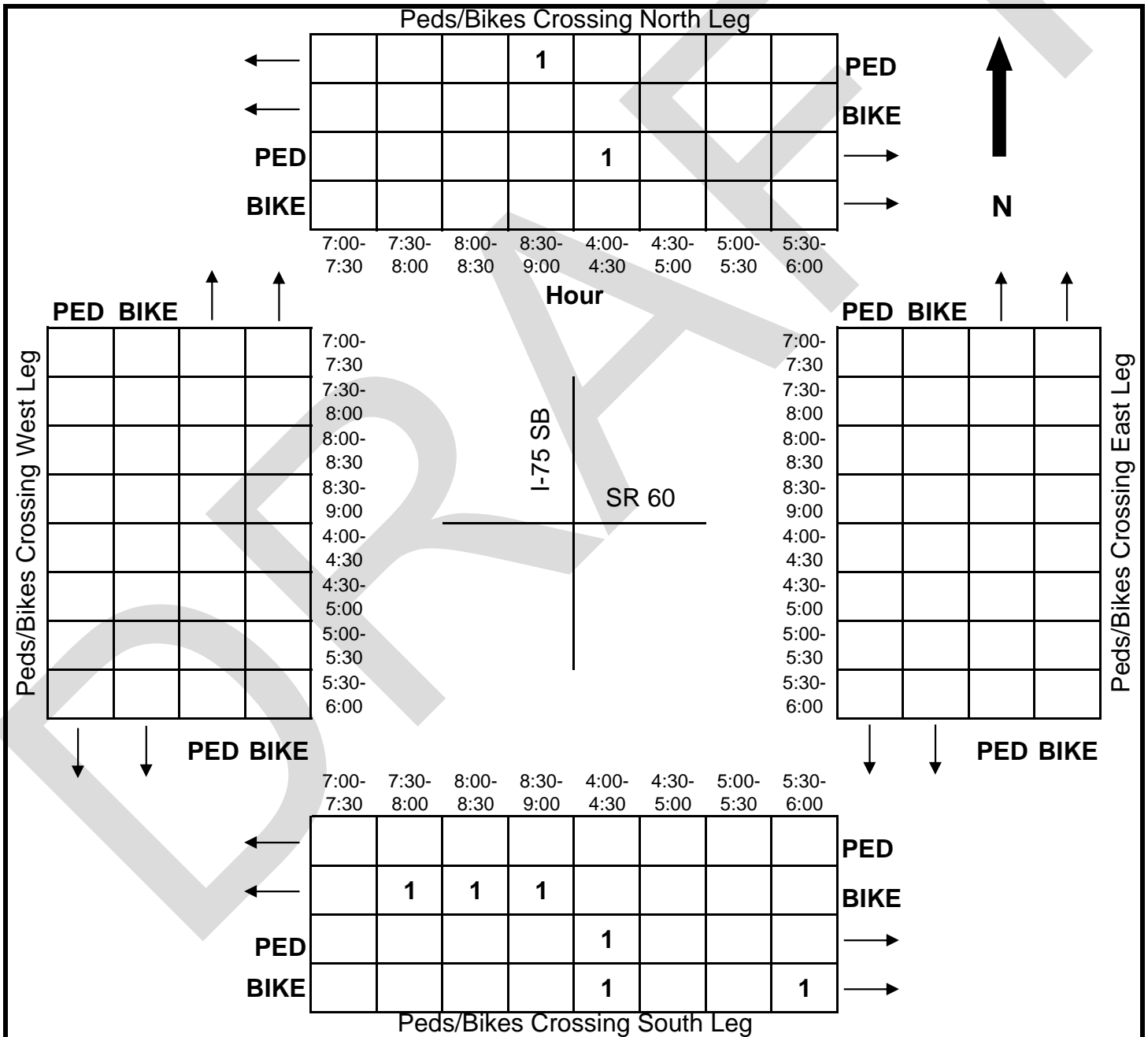
Count Times: 7-9am & 4-6pm

Weather: Rain 4:42-5:50pm

Intersection: SR 60 at I-75 SB Ramps

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	I-75 NB Frontage Off Slip Ramp to Selmon Expy - between Selmon & US 301				

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	3	2	5	12	37	118	202	199	143	101	71
30	3	3	4	14	19	59	187	222	207	115	87	91
45	9	3	1	4	21	96	164	196	161	100	90	67
00	5	1	9	5	27	86	200	188	130	89	84	70
Hr Total	18	10	16	28	79	278	669	808	697	447	362	299

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	40	70	48	57	58	40	34	35	31	24	10
30	63	70	69	58	67	67	48	50	22	21	21	7
45	64	74	63	60	49	50	52	42	19	24	15	4
00	68	54	60	57	47	49	33	36	18	13	12	6
Hr Total	257	238	262	223	220	224	173	162	94	89	72	27

24 Hour Total:	5,752	AM Peak Volume:	820	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	268	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	13:15				

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

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	3	2	5	12	37	118	202	199	143	101	71
30	3	3	4	14	19	59	187	222	207	115	87	91
45	9	3	1	4	21	96	164	196	161	100	90	67
00	5	1	9	5	27	86	200	188	130	89	84	70
Hr Total	18	10	16	28	79	278	669	808	697	447	362	299

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	40	70	48	57	58	40	34	35	31	24	10
30	63	70	69	58	67	67	48	50	22	21	21	7
45	64	74	63	60	49	50	52	42	19	24	15	4
00	68	54	60	57	47	49	33	36	18	13	12	6
Hr Total	257	238	262	223	220	224	173	162	94	89	72	27

24 Hour Total:	5,752	AM Peak Volume:	820	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	268	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	13:15				

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 Frontage Off Slip Ramp to Selmon Expy - between Selmon & US 301

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	3	5	5	15	52	124	212	187	120	119	77
30	6	0	3	8	13	57	165	199	214	101	109	78
45	4	4	2	11	28	70	208	188	176	122	89	71
00	1	3	4	5	30	110	200	190	145	101	88	71
Hr Total	16	10	14	29	86	289	697	789	722	444	405	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	51	64	62	46	62	50	35	27	24	11	9
30	57	65	62	52	42	46	65	46	18	17	23	9
45	74	74	46	74	60	50	65	42	37	14	18	6
00	64	62	55	41	57	55	40	21	25	14	12	4
Hr Total	245	252	227	229	205	213	220	144	107	69	64	28

24 Hour Total: 5,801
 AM Peak Hour begins: 6:30 AM Peak Volume: 819 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 13:15 PM Peak Volume: 265 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	5	3	5	5	15	52	124	212	187	120	119	77
30	6	0	3	8	13	57	165	199	214	101	109	78
45	4	4	2	11	28	70	208	188	176	122	89	71
00	1	3	4	5	30	110	200	190	145	101	88	71
Hr Total	16	10	14	29	86	289	697	789	722	444	405	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	51	64	62	46	62	50	35	27	24	11	9
30	57	65	62	52	42	46	65	46	18	17	23	9
45	74	74	46	74	60	50	65	42	37	14	18	6
00	64	62	55	41	57	55	40	21	25	14	12	4
Hr Total	245	252	227	229	205	213	220	144	107	69	64	28

24 Hour Total: 5,801
 AM Peak Hour begins: 6:30 AM Peak Volume: 819 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 13:15 PM Peak Volume: 265 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: Riverview County: Hillsborough
 Location: I-75 NB Frontage Off Slip Ramp to Selmon Expy - between Selmon & US 301

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	6	1	6	16	38	129	186	207	114	107	86
30	6	7	4	9	21	68	152	216	191	107	108	74
45	5	3	4	6	22	89	192	190	180	109	81	83
00	5	1	0	10	27	94	202	176	140	82	66	85
Hr Total	22	17	9	31	86	289	675	768	718	412	362	328

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	66	73	48	46	42	62	37	23	27	18	5
30	71	57	66	64	58	64	59	57	28	29	19	9
45	67	62	61	60	64	83	48	41	31	21	13	10
00	70	64	51	47	72	72	56	32	31	20	6	6
Hr Total	291	249	251	219	240	261	225	167	113	97	56	30

24 Hour Total: 5,916
 AM Peak Hour begins: 6:30 AM Peak Volume: 796 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 12:00 PM Peak Volume: 291 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	6	6	1	6	16	38	129	186	207	114	107	86
30	6	7	4	9	21	68	152	216	191	107	108	74
45	5	3	4	6	22	89	192	190	180	109	81	83
00	5	1	0	10	27	94	202	176	140	82	66	85
Hr Total	22	17	9	31	86	289	675	768	718	412	362	328

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	66	73	48	46	42	62	37	23	27	18	5
30	71	57	66	64	58	64	59	57	28	29	19	9
45	67	62	61	60	64	83	48	41	31	21	13	10
00	70	64	51	47	72	72	56	32	31	20	6	6
Hr Total	291	249	251	219	240	261	225	167	113	97	56	30

24 Hour Total: 5,916
 AM Peak Hour begins: 6:30 AM Peak Volume: 796 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 12:00 PM Peak Volume: 291 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 Frontage Off Slip Ramp to Selmon Expy - between Selmon & US 301		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	3	5	14	42	124	200	198	126	109	78
30	5	3	4	10	18	61	168	212	204	108	101	81
45	6	3	2	7	24	85	188	191	172	110	87	74
00	4	2	4	7	28	97	201	185	138	91	79	75
Hr Total	19	12	13	29	84	285	680	788	712	434	376	308

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	52	69	53	50	54	51	35	28	27	18	8
30	64	64	66	58	56	59	57	51	23	22	21	8
45	68	70	57	65	58	61	55	42	29	20	15	7
00	67	60	55	48	59	59	43	30	25	16	10	5
Hr Total	264	246	247	224	222	233	206	158	105	85	64	28

24 Hour Total:	5,823				
AM Peak Hour begins:	6:45	AM Peak Volume:	804	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	13:30	PM Peak Volume:	265	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	4	4	3	5	14	42	124	200	198	126	109	78
30	5	3	4	10	18	61	168	212	204	108	101	81
45	6	3	2	7	24	85	188	191	172	110	87	74
00	4	2	4	7	28	97	201	185	138	91	79	75
Hr Total	19	12	13	29	84	285	680	788	712	434	376	308

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	52	69	53	50	54	51	35	28	27	18	8
30	64	64	66	58	56	59	57	51	23	22	21	8
45	68	70	57	65	58	61	55	42	29	20	15	7
00	67	60	55	48	59	59	43	30	25	16	10	5
Hr Total	264	246	247	224	222	233	206	158	105	85	64	28

24 Hour Total:	5,823				
AM Peak Hour begins:	6:45	AM Peak Volume:	804	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	13:30	PM Peak Volume:	265	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 NB Off Slip Ramp to SR 60 - between Selmon & US 301		

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	10	5	7	6	23	65	183	217	154	157	165
30	23	6	13	9	14	37	123	251	223	169	187	167
45	13	11	9	16	22	44	168	241	212	187	175	162
00	15	12	5	9	27	63	185	267	194	195	176	176
Hr Total	67	39	32	41	69	167	541	942	846	705	695	670

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	169	143	136	169	167	158	114	70	40	43	27
30	160	154	161	165	153	149	171	102	66	34	33	25
45	158	164	168	200	166	141	146	114	65	48	22	30
00	167	161	149	214	170	154	112	86	54	35	38	15
Hr Total	647	648	621	715	658	611	587	416	255	157	136	97

24 Hour Total:	10,362	AM Peak Volume:	976	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	748	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	15:15				

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

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	10	5	7	6	23	65	183	217	154	157	165
30	23	6	13	9	14	37	123	251	223	169	187	167
45	13	11	9	16	22	44	168	241	212	187	175	162
00	15	12	5	9	27	63	185	267	194	195	176	176
Hr Total	67	39	32	41	69	167	541	942	846	705	695	670

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	169	143	136	169	167	158	114	70	40	43	27
30	160	154	161	165	153	149	171	102	66	34	33	25
45	158	164	168	200	166	141	146	114	65	48	22	30
00	167	161	149	214	170	154	112	86	54	35	38	15
Hr Total	647	648	621	715	658	611	587	416	255	157	136	97

24 Hour Total:	10,362	AM Peak Volume:	976	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	748	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	15:15				

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 Slip Ramp to SR 60 - between Selmon & US 301

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	16	11	5	9	28	78	195	214	149	121	130
30	15	4	3	8	18	34	105	228	225	146	139	155
45	14	4	3	10	24	52	166	244	206	170	140	157
00	8	10	10	18	30	66	167	249	198	187	110	146
Hr Total	56	34	27	41	81	180	516	916	843	652	510	588

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	138	142	156	161	194	176	96	57	54	39	14
30	156	167	144	162	174	200	189	78	74	46	39	20
45	145	173	156	176	157	173	164	107	75	38	30	16
00	171	138	140	183	184	173	125	103	59	45	22	23
Hr Total	634	616	582	677	676	740	654	384	265	183	130	73

24 Hour Total: 10,058
 AM Peak Hour begins: 7:15 AM Peak Volume: 935 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 751 PM Peak Hour Factor: 0.94

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	19	16	11	5	9	28	78	195	214	149	121	130
30	15	4	3	8	18	34	105	228	225	146	139	155
45	14	4	3	10	24	52	166	244	206	170	140	157
00	8	10	10	18	30	66	167	249	198	187	110	146
Hr Total	56	34	27	41	81	180	516	916	843	652	510	588

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	138	142	156	161	194	176	96	57	54	39	14
30	156	167	144	162	174	200	189	78	74	46	39	20
45	145	173	156	176	157	173	164	107	75	38	30	16
00	171	138	140	183	184	173	125	103	59	45	22	23
Hr Total	634	616	582	677	676	740	654	384	265	183	130	73

24 Hour Total: 10,058
 AM Peak Hour begins: 7:15 AM Peak Volume: 935 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 751 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: I-75 NB Off Slip Ramp to SR 60 - between Selmon & US 301		

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	11	13	9	15	21	64	194	201	141	145	163
30	22	15	9	11	13	41	113	225	204	184	123	144
45	25	12	6	10	21	56	176	233	285	170	130	185
00	8	9	9	14	20	63	164	186	224	159	168	206
Hr Total	83	47	37	44	69	181	517	838	914	654	566	698

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	172	138	153	166	166	157	101	88	58	43	22
30	159	175	170	150	161	182	216	112	59	61	39	26
45	178	151	152	180	185	177	149	122	64	46	33	26
00	163	173	185	190	169	167	121	111	66	45	25	23
Hr Total	652	671	645	673	681	692	643	446	277	210	140	97

24 Hour Total:	10,475	AM Peak Volume:	914	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	8:00	PM Peak Volume:	717	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:30				

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

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	11	13	9	15	21	64	194	201	141	145	163
30	22	15	9	11	13	41	113	225	204	184	123	144
45	25	12	6	10	21	56	176	233	285	170	130	185
00	8	9	9	14	20	63	164	186	224	159	168	206
Hr Total	83	47	37	44	69	181	517	838	914	654	566	698

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	172	138	153	166	166	157	101	88	58	43	22
30	159	175	170	150	161	182	216	112	59	61	39	26
45	178	151	152	180	185	177	149	122	64	46	33	26
00	163	173	185	190	169	167	121	111	66	45	25	23
Hr Total	652	671	645	673	681	692	643	446	277	210	140	97

24 Hour Total:	10,475	AM Peak Volume:	914	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	8:00	PM Peak Volume:	717	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:30				

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 Slip Ramp to SR 60 - between Selmon & US 301		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	10	7	10	24	69	191	211	148	141	153
30	20	8	8	9	15	37	114	235	217	166	150	155
45	17	9	6	12	22	51	170	239	234	176	148	168
00	10	10	8	14	26	64	172	234	205	180	151	176
Hr Total	69	40	32	42	73	176	525	899	868	670	590	652

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	160	141	148	165	176	164	104	72	51	42	21
30	158	165	158	159	163	177	192	97	66	47	37	24
45	160	163	159	185	169	164	153	114	68	44	28	24
00	167	157	158	196	174	165	119	100	60	42	28	20
Hr Total	644	645	616	688	672	681	628	415	266	183	135	89

24 Hour Total:	10,298				
AM Peak Hour begins:	7:15	AM Peak Volume:	919	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:30	PM Peak Volume:	709	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	21	12	10	7	10	24	69	191	211	148	141	153
30	20	8	8	9	15	37	114	235	217	166	150	155
45	17	9	6	12	22	51	170	239	234	176	148	168
00	10	10	8	14	26	64	172	234	205	180	151	176
Hr Total	69	40	32	42	73	176	525	899	868	670	590	652

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	160	141	148	165	176	164	104	72	51	42	21
30	158	165	158	159	163	177	192	97	66	47	37	24
45	160	163	159	185	169	164	153	114	68	44	28	24
00	167	157	158	196	174	165	119	100	60	42	28	20
Hr Total	644	645	616	688	672	681	628	415	266	183	135	89

24 Hour Total:	10,298				
AM Peak Hour begins:	7:15	AM Peak Volume:	919	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:30	PM Peak Volume:	709	PM Peak Hour Factor:	0.91

Volume Count Report

Start Date:	May 23, 2017	Start Time:	00:00	Station:	0
Stop Date:	May 23, 2017	Stop Time:	24:00	ID:	0
City:	Brandon	County:	Hillsborough		
Location	I-75 NB On Slip Ramp from NB Frontage - between SR 60 & Selmon Expy				

Northbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	28	28	31	26	89	254	387	415	271	206	188
30	38	23	19	30	42	132	323	388	384	261	214	177
45	31	18	22	30	54	171	349	407	365	250	214	187
00	13	21	16	31	71	191	365	395	327	236	197	188
Hr Total	126	90	85	122	193	583	1,291	1,577	1,491	1,018	831	740

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	220	197	229	247	307	352	210	199	124	144	82	67
30	216	184	206	238	290	356	264	179	110	121	87	52
45	219	196	235	298	298	285	206	148	128	105	84	40
00	209	202	237	277	289	226	202	143	130	89	50	44
Hr Total	864	779	907	1,060	1,184	1,219	882	669	492	459	303	203

24 Hour Total:	17,168	AM Peak Volume:	1,605	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	1,295	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

N/A

Tuesday, May 23, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	28	28	31	26	89	254	387	415	271	206	188
30	38	23	19	30	42	132	323	388	384	261	214	177
45	31	18	22	30	54	171	349	407	365	250	214	187
00	13	21	16	31	71	191	365	395	327	236	197	188
Hr Total	126	90	85	122	193	583	1,291	1,577	1,491	1,018	831	740

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	220	197	229	247	307	352	210	199	124	144	82	67
30	216	184	206	238	290	356	264	179	110	121	87	52
45	219	196	235	298	298	285	206	148	128	105	84	40
00	209	202	237	277	289	226	202	143	130	89	50	44
Hr Total	864	779	907	1,060	1,184	1,219	882	669	492	459	303	203

24 Hour Total:	17,168	AM Peak Volume:	1,605	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	1,295	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 24, 2017	Start Time: 00:00	Station: 0
Stop Date: May 24, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: I-75 NB On Slip Ramp from NB Frontage - between SR 60 & Selmon Expy		

Northbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	28	20	35	42	94	258	391	336	270	218	193
30	31	24	17	24	50	95	324	368	319	242	198	225
45	38	22	22	34	55	180	399	359	335	240	206	211
00	46	12	26	22	74	209	377	289	305	216	229	204
Hr Total	146	86	85	115	221	578	1,358	1,407	1,295	968	851	833

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	178	213	202	238	222	270	189	195	126	137	81	64
30	199	195	227	186	240	286	255	160	133	99	95	45
45	215	205	235	141	261	227	185	144	103	95	77	59
00	202	179	211	141	241	231	172	116	119	91	72	48
Hr Total	794	792	875	706	964	1,014	801	615	481	422	325	216

24 Hour Total:	15,948	AM Peak Volume:	1,535	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	6:30	PM Peak Volume:	1,058	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

N/A

Wednesday, May 24, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	28	20	35	42	94	258	391	336	270	218	193
30	31	24	17	24	50	95	324	368	319	242	198	225
45	38	22	22	34	55	180	399	359	335	240	206	211
00	46	12	26	22	74	209	377	289	305	216	229	204
Hr Total	146	86	85	115	221	578	1,358	1,407	1,295	968	851	833

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	178	213	202	238	222	270	189	195	126	137	81	64
30	199	195	227	186	240	286	255	160	133	99	95	45
45	215	205	235	141	261	227	185	144	103	95	77	59
00	202	179	211	141	241	231	172	116	119	91	72	48
Hr Total	794	792	875	706	964	1,014	801	615	481	422	325	216

24 Hour Total:	15,948	AM Peak Volume:	1,535	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	6:30	PM Peak Volume:	1,058	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: May 25, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: I-75 NB On Slip Ramp from NB Frontage - between SR 60 & Selmon Expy		

Northbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	16	27	25	41	96	232	363	357	278	249	209
30	39	23	21	32	44	120	319	378	310	236	192	195
45	38	17	25	38	76	172	382	344	324	223	178	204
00	18	33	23	20	48	181	393	352	276	209	199	195
Hr Total	140	89	96	115	209	569	1,326	1,437	1,267	946	818	803

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	227	201	228	269	240	299	227	200	136	133	103	63
30	206	233	248	292	259	287	261	171	155	128	94	50
45	190	212	266	320	296	288	217	145	140	126	90	52
00	228	205	256	265	306	240	208	122	137	122	73	48
Hr Total	851	851	998	1,146	1,101	1,114	913	638	568	509	360	213

24 Hour Total:	17,077	AM Peak Volume:	1,516	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	6:30	PM Peak Volume:	1,188	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

N/A

Thursday, May 25, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	16	27	25	41	96	232	363	357	278	249	209
30	39	23	21	32	44	120	319	378	310	236	192	195
45	38	17	25	38	76	172	382	344	324	223	178	204
00	18	33	23	20	48	181	393	352	276	209	199	195
Hr Total	140	89	96	115	209	569	1,326	1,437	1,267	946	818	803

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	227	201	228	269	240	299	227	200	136	133	103	63
30	206	233	248	292	259	287	261	171	155	128	94	50
45	190	212	266	320	296	288	217	145	140	126	90	52
00	228	205	256	265	306	240	208	122	137	122	73	48
Hr Total	851	851	998	1,146	1,101	1,114	913	638	568	509	360	213

24 Hour Total:	17,077	AM Peak Volume:	1,516	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	6:30	PM Peak Volume:	1,188	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: I-75 NB On Slip Ramp from NB Frontage - between SR 60 & Selmon Expy		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	24	25	30	36	93	248	380	369	273	224	197
30	36	23	19	29	45	116	322	378	338	246	201	199
45	36	19	23	34	62	174	377	370	341	238	199	201
00	26	22	22	24	64	194	378	345	303	220	208	196
Hr Total	137	88	89	117	208	577	1,325	1,474	1,351	977	833	792

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	204	220	251	256	307	209	198	129	138	89	65
30	207	204	227	239	263	310	260	170	133	116	92	49
45	208	204	245	253	285	267	203	146	124	109	84	50
00	213	195	235	228	279	232	194	127	129	101	65	47
Hr Total	836	807	927	971	1,083	1,116	865	641	514	463	329	211

24 Hour Total:	16,731		
AM Peak Hour begins:	6:30	AM Peak Volume:	1,513
PM Peak Hour begins:	16:30	PM Peak Volume:	1,180
		AM Peak Hour Factor:	0.99
		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
PM Peak Hour begins:	12:00	PM Peak Volume:	0
		AM Peak Hour Factor:	#DIV/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	40	24	25	30	36	93	248	380	369	273	224	197
30	36	23	19	29	45	116	322	378	338	246	201	199
45	36	19	23	34	62	174	377	370	341	238	199	201
00	26	22	22	24	64	194	378	345	303	220	208	196
Hr Total	137	88	89	117	208	577	1,325	1,474	1,351	977	833	792

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	204	220	251	256	307	209	198	129	138	89	65
30	207	204	227	239	263	310	260	170	133	116	92	49
45	208	204	245	253	285	267	203	146	124	109	84	50
00	213	195	235	228	279	232	194	127	129	101	65	47
Hr Total	836	807	927	971	1,083	1,116	865	641	514	463	329	211

24 Hour Total:	16,731		
AM Peak Hour begins:	6:30	AM Peak Volume:	1,513
PM Peak Hour begins:	16:30	PM Peak Volume:	1,180
		AM Peak Hour Factor:	0.99
		PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 23, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: I-75 SB Off Slip Ramp to SB Frontage - between SR 60 & Selmon Expy		

Southbound Volume for Lane 1

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	13	3	9	16	18	66	157	133	128	54	67
30	27	11	19	8	27	48	120	181	121	105	77	68
45	15	10	15	14	30	60	132	190	106	98	39	77
00	16	7	8	20	29	80	152	190	109	95	61	77
Hr Total	81	41	45	51	102	206	470	718	469	426	231	289

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	78	74	83	103	94	81	47	43	41	37	28
30	81	79	75	94	119	80	79	52	46	43	42	31
45	59	53	84	96	104	93	81	50	51	50	32	29
00	68	59	86	105	106	93	58	59	33	39	27	17
Hr Total	276	269	319	378	432	360	299	208	173	173	138	105

24 Hour Total:	6,259	AM Peak Volume:	718	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:00	PM Peak Volume:	432	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:00				

N/A

Tuesday, May 23, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, May 23, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	13	3	9	16	18	66	157	133	128	54	67
30	27	11	19	8	27	48	120	181	121	105	77	68
45	15	10	15	14	30	60	132	190	106	98	39	77
00	16	7	8	20	29	80	152	190	109	95	61	77
Hr Total	81	41	45	51	102	206	470	718	469	426	231	289

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	78	74	83	103	94	81	47	43	41	37	28
30	81	79	75	94	119	80	79	52	46	43	42	31
45	59	53	84	96	104	93	81	50	51	50	32	29
00	68	59	86	105	106	93	58	59	33	39	27	17
Hr Total	276	269	319	378	432	360	299	208	173	173	138	105

24 Hour Total:	6,259	AM Peak Volume:	718	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:00	PM Peak Volume:	432	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:00				

Volume Count Report

Start Date: May 24, 2017 Start Time: 00:00 Station: 0
 Stop Date: May 24, 2017 Stop Time: 24:00 ID: 0
 City: Brandon County: Hillsborough
 Location: I-75 SB Off Slip Ramp to SB Frontage - between SR 60 & Selmon Expy

Southbound Volume for Lane 1

Wednesday, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	12	10	8	12	34	70	153	171	83	71	69
30	23	13	13	8	26	40	120	140	123	80	62	56
45	14	7	11	12	27	60	117	167	113	85	92	86
00	15	8	5	27	39	79	157	166	102	61	53	78
Hr Total	71	40	39	55	104	213	464	626	509	309	278	289

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	67	66	71	102	69	81	61	44	49	28	29
30	68	79	80	76	88	81	92	52	52	39	38	33
45	84	57	78	60	91	74	80	60	43	38	38	30
00	79	45	81	96	107	69	57	34	29	26	31	36
Hr Total	304	248	305	303	388	293	310	207	168	152	135	128

24 Hour Total: 5,938
 AM Peak Hour begins: 7:15 AM Peak Volume: 644 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:00 PM Peak Volume: 388 PM Peak Hour Factor: 0.91

N/A

Wednesday, May 24, 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, May 24, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	12	10	8	12	34	70	153	171	83	71	69
30	23	13	13	8	26	40	120	140	123	80	62	56
45	14	7	11	12	27	60	117	167	113	85	92	86
00	15	8	5	27	39	79	157	166	102	61	53	78
Hr Total	71	40	39	55	104	213	464	626	509	309	278	289

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	67	66	71	102	69	81	61	44	49	28	29
30	68	79	80	76	88	81	92	52	52	39	38	33
45	84	57	78	60	91	74	80	60	43	38	38	30
00	79	45	81	96	107	69	57	34	29	26	31	36
Hr Total	304	248	305	303	388	293	310	207	168	152	135	128

24 Hour Total: 5,938
 AM Peak Hour begins: 7:15 AM Peak Volume: 644 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:00 PM Peak Volume: 388 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: May 25, 2017 Start Time: 00:00 Station: 0
 Stop Date: May 25, 2017 Stop Time: 24:00 ID: 0
 City: Brandon County: Hillsborough
 Location: I-75 SB Off Slip Ramp to SB Frontage - between SR 60 & Selmon Expy

Southbound Volume for Lane 1

Thursday, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	17	9	11	17	39	78	159	146	90	69	72
30	20	17	9	6	21	38	121	159	118	105	82	75
45	22	11	13	16	31	59	114	177	101	82	60	77
00	25	7	8	13	25	77	146	145	125	78	59	69
Hr Total	86	52	39	46	94	213	459	640	490	355	270	293

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	69	68	88	76	87	96	76	52	49	36	28
30	76	90	70	113	105	88	71	60	44	40	39	23
45	73	63	98	126	95	81	69	58	42	44	42	34
00	72	73	99	94	103	82	91	53	46	34	32	37
Hr Total	291	295	335	421	379	338	327	247	184	167	149	122

24 Hour Total: 6,292
 AM Peak Hour begins: 6:45 AM Peak Volume: 641 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 14:45 PM Peak Volume: 426 PM Peak Hour Factor: 0.85

N/A

Thursday, May 25, 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, May 25, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	17	9	11	17	39	78	159	146	90	69	72
30	20	17	9	6	21	38	121	159	118	105	82	75
45	22	11	13	16	31	59	114	177	101	82	60	77
00	25	7	8	13	25	77	146	145	125	78	59	69
Hr Total	86	52	39	46	94	213	459	640	490	355	270	293

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	69	68	88	76	87	96	76	52	49	36	28
30	76	90	70	113	105	88	71	60	44	40	39	23
45	73	63	98	126	95	81	69	58	42	44	42	34
00	72	73	99	94	103	82	91	53	46	34	32	37
Hr Total	291	295	335	421	379	338	327	247	184	167	149	122

24 Hour Total: 6,292
 AM Peak Hour begins: 6:45 AM Peak Volume: 641 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 14:45 PM Peak Volume: 426 PM Peak Hour Factor: 0.85

Volume Count Report 3-Day Average

Start Date: May 23, 2017	Start Time: 00:00	Station: 0
Stop Date: May 25, 2017	Stop Time: 24:00	ID: 0
City: Brandon	County: Hillsborough	
Location: I-75 SB Off Slip Ramp to SB Frontage - between SR 60 & Selmon Expy		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	14	7	9	15	30	71	156	150	100	65	69
30	23	14	14	7	25	42	120	160	121	97	74	66
45	17	9	13	14	29	60	121	178	107	88	64	80
00	19	7	7	20	31	79	152	167	112	78	58	75
Hr Total	79	44	41	51	100	211	464	661	489	363	260	290

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	71	69	81	94	83	86	61	46	46	34	28
30	75	83	75	94	104	83	81	55	47	41	40	29
45	72	58	87	94	97	83	77	56	45	44	37	31
00	73	59	89	98	105	81	69	49	36	33	30	30
Hr Total	290	271	320	367	400	330	312	221	175	164	141	118

24 Hour Total:	6,163			
AM Peak Hour begins:	7:00	AM Peak Volume:	661	AM Peak Hour Factor: 0.93
PM Peak Hour begins:	16:00	PM Peak Volume:	400	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	20	14	7	9	15	30	71	156	150	100	65	69
30	23	14	14	7	25	42	120	160	121	97	74	66
45	17	9	13	14	29	60	121	178	107	88	64	80
00	19	7	7	20	31	79	152	167	112	78	58	75
Hr Total	79	44	41	51	100	211	464	661	489	363	260	290

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	71	69	81	94	83	86	61	46	46	34	28
30	75	83	75	94	104	83	81	55	47	41	40	29
45	72	58	87	94	97	83	77	56	45	44	37	31
00	73	59	89	98	105	81	69	49	36	33	30	30
Hr Total	290	271	320	367	400	330	312	221	175	164	141	118

24 Hour Total:	6,163			
AM Peak Hour begins:	7:00	AM Peak Volume:	661	AM Peak Hour Factor: 0.93
PM Peak Hour begins:	16:00	PM Peak Volume:	400	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 On Slip Ramp from SB Frontage - between Selmon & US 301		

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	9	12	5	14	21	89	139	110	128	111	135
30	17	14	10	13	17	35	96	105	111	121	106	131
45	17	16	11	10	15	36	132	125	104	114	95	126
00	13	13	9	18	16	50	114	97	106	128	122	146
Hr Total	82	52	42	46	62	142	431	466	431	491	434	538

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	133	145	173	227	293	215	156	133	153	95	41
30	134	137	152	186	208	268	168	131	126	132	58	42
45	171	161	163	194	222	237	170	136	116	97	56	31
00	129	163	172	199	243	180	166	150	116	107	46	34
Hr Total	584	594	632	752	900	978	719	573	491	489	255	148

24 Hour Total:	10,332	AM Peak Volume:	601	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:45	PM Peak Volume:	1,041	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:45				

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

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	9	12	5	14	21	89	139	110	128	111	135
30	17	14	10	13	17	35	96	105	111	121	106	131
45	17	16	11	10	15	36	132	125	104	114	95	126
00	13	13	9	18	16	50	114	97	106	128	122	146
Hr Total	82	52	42	46	62	142	431	466	431	491	434	538

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	133	145	173	227	293	215	156	133	153	95	41
30	134	137	152	186	208	268	168	131	126	132	58	42
45	171	161	163	194	222	237	170	136	116	97	56	31
00	129	163	172	199	243	180	166	150	116	107	46	34
Hr Total	584	594	632	752	900	978	719	573	491	489	255	148

24 Hour Total:	10,332	AM Peak Volume:	601	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:45	PM Peak Volume:	1,041	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:45				

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 Slip Ramp from SB Frontage - between Selmon & US 301

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	14	11	4	9	13	75	162	107	100	121	126
30	17	8	13	7	15	21	99	102	98	113	97	129
45	8	19	6	11	22	51	138	120	134	112	123	119
00	17	17	11	13	28	69	120	120	124	102	109	132
Hr Total	71	58	41	35	74	154	432	504	463	427	450	506

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	136	151	189	204	266	211	165	138	126	67	45
30	135	134	197	182	215	267	189	145	129	134	50	45
45	141	155	167	188	268	221	167	149	123	92	54	37
00	140	153	190	201	238	219	180	131	108	85	48	33
Hr Total	546	578	705	760	925	973	747	590	498	437	219	160

24 Hour Total: 10,353
 AM Peak Hour begins: 11:45 AM Peak Volume: 538 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,039 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	29	14	11	4	9	13	75	162	107	100	121	126
30	17	8	13	7	15	21	99	102	98	113	97	129
45	8	19	6	11	22	51	138	120	134	112	123	119
00	17	17	11	13	28	69	120	120	124	102	109	132
Hr Total	71	58	41	35	74	154	432	504	463	427	450	506

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	136	151	189	204	266	211	165	138	126	67	45
30	135	134	197	182	215	267	189	145	129	134	50	45
45	141	155	167	188	268	221	167	149	123	92	54	37
00	140	153	190	201	238	219	180	131	108	85	48	33
Hr Total	546	578	705	760	925	973	747	590	498	437	219	160

24 Hour Total: 10,353
 AM Peak Hour begins: 11:45 AM Peak Volume: 538 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,039 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 Slip Ramp from SB Frontage - between Selmon & US 301		

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	16	16	24	15	27	93	137	92	107	102	130
30	26	12	4	7	8	38	99	132	110	119	109	129
45	19	20	14	17	19	41	135	115	106	110	134	146
00	19	6	7	9	29	61	124	116	105	101	125	117
Hr Total	105	54	41	57	71	167	451	500	413	437	470	522

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	183	173	185	234	310	214	207	141	160	79	44
30	149	175	177	222	242	261	184	147	151	145	67	40
45	157	172	165	221	230	246	173	120	155	99	40	39
00	168	162	161	222	248	221	158	142	152	114	48	41
Hr Total	611	692	676	850	954	1,038	729	616	599	518	234	164

24 Hour Total:	10,969	AM Peak Volume:	560	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	1,065	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:45				

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

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	16	16	24	15	27	93	137	92	107	102	130
30	26	12	4	7	8	38	99	132	110	119	109	129
45	19	20	14	17	19	41	135	115	106	110	134	146
00	19	6	7	9	29	61	124	116	105	101	125	117
Hr Total	105	54	41	57	71	167	451	500	413	437	470	522

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	183	173	185	234	310	214	207	141	160	79	44
30	149	175	177	222	242	261	184	147	151	145	67	40
45	157	172	165	221	230	246	173	120	155	99	40	39
00	168	162	161	222	248	221	158	142	152	114	48	41
Hr Total	611	692	676	850	954	1,038	729	616	599	518	234	164

24 Hour Total:	10,969	AM Peak Volume:	560	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	1,065	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:45				

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 Slip Ramp from SB Frontage - between Selmon & US 301		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	13	13	11	13	20	86	146	103	112	111	130
30	20	11	9	9	13	31	98	113	106	118	104	130
45	15	18	10	13	19	43	135	120	115	112	117	130
00	16	12	9	13	24	60	119	111	112	110	119	132
Hr Total	86	55	41	46	69	154	438	490	436	452	451	522

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	151	156	182	222	290	213	176	137	146	80	43
30	139	149	175	197	222	265	180	141	135	137	58	42
45	156	163	165	201	240	235	170	135	131	96	50	36
00	146	159	174	207	243	207	168	141	125	102	47	36
Hr Total	580	621	671	787	926	996	732	593	529	481	236	157

24 Hour Total:	10,551				
AM Peak Hour begins:	11:45	AM Peak Volume:	566	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30	PM Peak Volume:	1,038	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	35	13	13	11	13	20	86	146	103	112	111	130
30	20	11	9	9	13	31	98	113	106	118	104	130
45	15	18	10	13	19	43	135	120	115	112	117	130
00	16	12	9	13	24	60	119	111	112	110	119	132
Hr Total	86	55	41	46	69	154	438	490	436	452	451	522

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	151	156	182	222	290	213	176	137	146	80	43
30	139	149	175	197	222	265	180	141	135	137	58	42
45	156	163	165	201	240	235	170	135	131	96	50	36
00	146	159	174	207	243	207	168	141	125	102	47	36
Hr Total	580	621	671	787	926	996	732	593	529	481	236	157

24 Hour Total:	10,551				
AM Peak Hour begins:	11:45	AM Peak Volume:	566	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30	PM Peak Volume:	1,038	PM Peak Hour Factor:	0.90

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Riverview
 Location: I-75 NB Off Ramp to US 301 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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	8	4	6	5	26	62	101	139	98	85	72
30	9	18	4	4	7	33	75	119	131	100	102	87
45	10	13	8	6	10	46	69	139	140	105	80	104
00	17	11	6	9	27	49	110	154	119	75	84	91
Hr Total	49	50	22	25	49	154	316	513	529	378	351	354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	70	66	72	71	84	61	53	41	18	25	35
30	81	105	70	72	84	85	87	59	56	30	15	20
45	71	95	74	99	82	86	74	40	37	35	11	16
00	113	74	71	66	93	78	72	36	24	22	14	6
Hr Total	353	344	281	309	330	333	294	188	158	105	65	77

24 Hour Total: 5,627
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 12:45
 AM Peak Volume: 564
 PM Peak Volume: 383
 AM Peak Hour Factor: 0.92
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	8	4	6	5	26	62	101	139	98	85	72
30	9	18	4	4	7	33	75	119	131	100	102	87
45	10	13	8	6	10	46	69	139	140	105	80	104
00	17	11	6	9	27	49	110	154	119	75	84	91
Hr Total	49	50	22	25	49	154	316	513	529	378	351	354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	70	66	72	71	84	61	53	41	18	25	35
30	81	105	70	72	84	85	87	59	56	30	15	20
45	71	95	74	99	82	86	74	40	37	35	11	16
00	113	74	71	66	93	78	72	36	24	22	14	6
Hr Total	353	344	281	309	330	333	294	188	158	105	65	77

24 Hour Total: 5,627
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 12:45
 AM Peak Volume: 564
 PM Peak Volume: 383
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Riverview
 Location: I-75 NB Off Ramp to US 301 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	10	2	9	2	19	45	108	139	97	109	76
30	15	10	4	12	7	41	70	144	137	92	82	69
45	14	13	9	6	9	28	82	137	130	100	76	93
00	7	4	8	16	29	45	89	162	121	133	61	66
Hr Total	46	37	23	43	47	133	286	551	527	422	328	304

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	77	75	60	76	90	89	61	52	29	14	18
30	73	64	83	91	82	106	101	59	40	21	23	16
45	62	82	61	82	84	89	108	47	35	34	19	10
00	79	72	60	85	108	99	88	35	33	32	22	14
Hr Total	294	295	279	318	350	384	386	202	160	116	78	58

24 Hour Total: 5,667
 AM Peak Hour begins: 7:15 AM Peak Volume: 582 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:45 PM Peak Volume: 397 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	10	10	2	9	2	19	45	108	139	97	109	76
30	15	10	4	12	7	41	70	144	137	92	82	69
45	14	13	9	6	9	28	82	137	130	100	76	93
00	7	4	8	16	29	45	89	162	121	133	61	66
Hr Total	46	37	23	43	47	133	286	551	527	422	328	304

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	77	75	60	76	90	89	61	52	29	14	18
30	73	64	83	91	82	106	101	59	40	21	23	16
45	62	82	61	82	84	89	108	47	35	34	19	10
00	79	72	60	85	108	99	88	35	33	32	22	14
Hr Total	294	295	279	318	350	384	386	202	160	116	78	58

24 Hour Total: 5,667
 AM Peak Hour begins: 7:15 AM Peak Volume: 582 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:45 PM Peak Volume: 397 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: I-75 NB Off Ramp to US 301 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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	13	4	4	12	20	59	111	131	123	96	74
30	12	8	5	12	11	30	72	131	140	101	53	88
45	7	9	1	10	11	42	80	108	175	104	34	87
00	6	11	7	17	16	42	108	122	110	92	84	121
Hr Total	35	41	17	43	50	134	319	472	556	420	267	370

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	74	77	90	88	94	99	63	39	27	19	18
30	78	79	79	67	88	121	76	65	57	29	17	25
45	88	63	83	104	88	107	82	62	35	35	16	22
00	64	87	90	85	92	89	67	53	32	14	26	14
Hr Total	317	303	329	346	356	411	324	243	163	105	78	79

24 Hour Total: 5,778
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 17:15
 AM Peak Volume: 568
 PM Peak Volume: 416
 AM Peak Hour Factor: 0.81
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	13	4	4	12	20	59	111	131	123	96	74
30	12	8	5	12	11	30	72	131	140	101	53	88
45	7	9	1	10	11	42	80	108	175	104	34	87
00	6	11	7	17	16	42	108	122	110	92	84	121
Hr Total	35	41	17	43	50	134	319	472	556	420	267	370

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	74	77	90	88	94	99	63	39	27	19	18
30	78	79	79	67	88	121	76	65	57	29	17	25
45	88	63	83	104	88	107	82	62	35	35	16	22
00	64	87	90	85	92	89	67	53	32	14	26	14
Hr Total	317	303	329	346	356	411	324	243	163	105	78	79

24 Hour Total: 5,778
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 17:15
 AM Peak Volume: 568
 PM Peak Volume: 416
 AM Peak Hour Factor: 0.81
 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: Riverview	County: Hillsborough	
Location: I-75 NB Off Ramp to US 301 NB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	3	6	6	22	55	107	136	106	97	74
30	12	12	4	9	8	35	72	131	136	98	79	81
45	10	12	6	7	10	39	77	128	148	103	63	95
00	10	9	7	14	24	45	102	146	117	100	76	93
Hr Total	43	43	21	37	49	140	307	512	537	407	315	343

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	74	73	74	78	89	83	59	44	25	19	24
30	77	83	77	77	85	104	88	61	51	27	18	20
45	74	80	73	95	85	94	88	50	36	35	15	16
00	85	78	74	79	98	89	76	41	30	23	21	11
Hr Total	321	314	296	324	345	376	335	211	160	109	74	71

24 Hour Total:	5,691	AM Peak Volume:	567	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:45	PM Peak Volume:	385	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	3	6	6	22	55	107	136	106	97	74
30	12	12	4	9	8	35	72	131	136	98	79	81
45	10	12	6	7	10	39	77	128	148	103	63	95
00	10	9	7	14	24	45	102	146	117	100	76	93
Hr Total	43	43	21	37	49	140	307	512	537	407	315	343

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	74	73	74	78	89	83	59	44	25	19	24
30	77	83	77	77	85	104	88	61	51	27	18	20
45	74	80	73	95	85	94	88	50	36	35	15	16
00	85	78	74	79	98	89	76	41	30	23	21	11
Hr Total	321	314	296	324	345	376	335	211	160	109	74	71

24 Hour Total:	5,691	AM Peak Volume:	567	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:45	PM Peak Volume:	385	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Riverview
 Location: I-75 NB Off Ramp to US 301 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	11	3	6	5	5	21	54	55	52	50	56
30	5	4	5	4	4	24	26	50	72	50	39	57
45	10	4	1	5	6	12	25	48	49	44	46	47
00	10	1	4	6	12	16	51	75	52	62	56	50
Hr Total	34	20	13	21	27	57	123	227	228	208	191	210

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	61	46	42	81	83	71	53	41	31	29	13
30	48	57	70	69	78	66	68	40	37	34	18	18
45	39	49	47	74	65	72	92	55	44	43	28	12
00	54	38	60	61	83	71	59	43	38	23	14	20
Hr Total	196	205	223	246	307	292	290	191	160	131	89	63

24 Hour Total: 3,752
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:15
 AM Peak Volume: 251
 PM Peak Volume: 309
 AM Peak Hour Factor: 0.84
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	9	11	3	6	5	5	21	54	55	52	50	56
30	5	4	5	4	4	24	26	50	72	50	39	57
45	10	4	1	5	6	12	25	48	49	44	46	47
00	10	1	4	6	12	16	51	75	52	62	56	50
Hr Total	34	20	13	21	27	57	123	227	228	208	191	210

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	61	46	42	81	83	71	53	41	31	29	13
30	48	57	70	69	78	66	68	40	37	34	18	18
45	39	49	47	74	65	72	92	55	44	43	28	12
00	54	38	60	61	83	71	59	43	38	23	14	20
Hr Total	196	205	223	246	307	292	290	191	160	131	89	63

24 Hour Total: 3,752
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:15
 AM Peak Volume: 251
 PM Peak Volume: 309
 AM Peak Hour Factor: 0.84
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Riverview
 Location: I-75 NB Off Ramp to US 301 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	5	5	8	6	10	17	46	60	44	39	46
30	10	4	6	3	9	30	26	48	60	36	35	49
45	11	3	7	5	8	15	20	64	54	40	44	49
00	8	2	10	8	20	16	49	60	66	52	30	52
Hr Total	41	14	28	24	43	71	112	218	240	172	148	196

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	47	43	66	80	69	86	62	40	32	30	14
30	51	59	48	53	88	89	89	58	35	30	28	14
45	48	43	47	47	64	76	80	39	28	31	23	14
00	59	52	66	76	68	94	74	41	33	34	12	15
Hr Total	201	201	204	242	300	328	329	200	136	127	93	57

24 Hour Total: 3,725
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:45
 AM Peak Volume: 244
 PM Peak Volume: 349
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.93

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	5	5	8	6	10	17	46	60	44	39	46
30	10	4	6	3	9	30	26	48	60	36	35	49
45	11	3	7	5	8	15	20	64	54	40	44	49
00	8	2	10	8	20	16	49	60	66	52	30	52
Hr Total	41	14	28	24	43	71	112	218	240	172	148	196

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	47	43	66	80	69	86	62	40	32	30	14
30	51	59	48	53	88	89	89	58	35	30	28	14
45	48	43	47	47	64	76	80	39	28	31	23	14
00	59	52	66	76	68	94	74	41	33	34	12	15
Hr Total	201	201	204	242	300	328	329	200	136	127	93	57

24 Hour Total: 3,725
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:45
 AM Peak Volume: 244
 PM Peak Volume: 349
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: I-75 NB Off Ramp to US 301 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	12	5	6	3	8	24	44	24	49	55	31
30	10	10	5	3	4	22	18	53	53	40	40	36
45	14	9	5	4	17	17	30	64	59	57	34	58
00	8	3	8	5	10	17	48	46	56	62	31	59
Hr Total	48	34	23	18	34	64	120	207	192	208	160	184

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	49	53	59	80	79	71	63	50	56	28	22
30	42	60	71	65	77	89	100	49	44	41	34	18
45	47	68	48	87	94	101	73	54	42	29	33	24
00	58	65	81	71	98	97	77	56	36	36	19	21
Hr Total	195	242	253	282	349	366	321	222	172	162	114	85

24 Hour Total: 4,055
 AM Peak Hour begins: 8:15
 PM Peak Hour begins: 17:30
 AM Peak Volume: 217
 PM Peak Volume: 369
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.91

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	16	12	5	6	3	8	24	44	24	49	55	31
30	10	10	5	3	4	22	18	53	53	40	40	36
45	14	9	5	4	17	17	30	64	59	57	34	58
00	8	3	8	5	10	17	48	46	56	62	31	59
Hr Total	48	34	23	18	34	64	120	207	192	208	160	184

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	49	53	59	80	79	71	63	50	56	28	22
30	42	60	71	65	77	89	100	49	44	41	34	18
45	47	68	48	87	94	101	73	54	42	29	33	24
00	58	65	81	71	98	97	77	56	36	36	19	21
Hr Total	195	242	253	282	349	366	321	222	172	162	114	85

24 Hour Total: 4,055
 AM Peak Hour begins: 8:15
 PM Peak Hour begins: 17:30
 AM Peak Volume: 217
 PM Peak Volume: 369
 AM Peak Hour Factor: 0.92
 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: I-75 NB Off Ramp to US 301 SB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	9	4	7	5	8	21	48	46	48	48	44
30	8	6	5	3	6	25	23	50	62	42	38	47
45	12	5	4	5	10	15	25	59	54	47	41	51
00	9	2	7	6	14	16	49	60	58	59	39	54
Hr Total	41	23	21	21	35	64	118	217	220	196	166	197

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	52	47	56	80	77	76	59	44	40	29	16
30	47	59	63	62	81	81	86	49	39	35	27	17
45	45	53	47	69	74	83	82	49	38	34	28	17
00	57	52	69	69	83	87	70	47	36	31	15	19
Hr Total	197	216	227	257	319	329	313	204	156	140	99	68

24 Hour Total:	3,844			
AM Peak Hour begins:	7:30	AM Peak Volume:	227	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	17:30	PM Peak Volume:	332	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	12	9	4	7	5	8	21	48	46	48	48	44
30	8	6	5	3	6	25	23	50	62	42	38	47
45	12	5	4	5	10	15	25	59	54	47	41	51
00	9	2	7	6	14	16	49	60	58	59	39	54
Hr Total	41	23	21	21	35	64	118	217	220	196	166	197

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	52	47	56	80	77	76	59	44	40	29	16
30	47	59	63	62	81	81	86	49	39	35	27	17
45	45	53	47	69	74	83	82	49	38	34	28	17
00	57	52	69	69	83	87	70	47	36	31	15	19
Hr Total	197	216	227	257	319	329	313	204	156	140	99	68

24 Hour Total:	3,844			
AM Peak Hour begins:	7:30	AM Peak Volume:	227	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	17:30	PM Peak Volume:	332	PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Riverview
 Location: I-75 SB Off Ramp to US 301 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	4	3	2	4	23	58	70	62	47	41
30	3	3	3	2	8	13	23	61	86	45	28	27
45	2	4	2	2	4	15	51	89	82	69	38	39
00	6	3	4	1	6	26	57	104	84	47	58	53
Hr Total	17	12	13	8	20	58	154	312	322	223	171	160

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	40	31	27	44	34	48	48	26	12	12	10
30	36	32	44	35	39	41	48	26	30	9	15	9
45	38	27	25	40	39	62	47	18	21	18	10	9
00	35	37	58	40	68	53	51	24	21	11	6	6
Hr Total	155	136	158	142	190	190	194	116	98	50	43	34

24 Hour Total: 2,976
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:30
 AM Peak Volume: 349
 PM Peak Volume: 211
 AM Peak Hour Factor: 0.84
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	6	2	4	3	2	4	23	58	70	62	47	41
30	3	3	3	2	8	13	23	61	86	45	28	27
45	2	4	2	2	4	15	51	89	82	69	38	39
00	6	3	4	1	6	26	57	104	84	47	58	53
Hr Total	17	12	13	8	20	58	154	312	322	223	171	160

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	40	31	27	44	34	48	48	26	12	12	10
30	36	32	44	35	39	41	48	26	30	9	15	9
45	38	27	25	40	39	62	47	18	21	18	10	9
00	35	37	58	40	68	53	51	24	21	11	6	6
Hr Total	155	136	158	142	190	190	194	116	98	50	43	34

24 Hour Total: 2,976
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:30
 AM Peak Volume: 349
 PM Peak Volume: 211
 AM Peak Hour Factor: 0.84
 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Riverview
 Location: I-75 SB Off Ramp to US 301 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	6	4	2	5	18	53	79	47	39	40
30	11	5	5	0	6	6	27	69	83	70	21	40
45	4	0	1	4	5	12	47	73	85	38	34	44
00	2	3	5	1	8	20	56	127	110	54	42	38
Hr Total	28	14	17	9	21	43	148	322	357	209	136	162

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	38	28	27	46	66	60	36	26	28	14	26
30	43	35	26	37	52	67	94	34	19	29	16	18
45	37	36	37	42	46	82	61	38	23	27	21	24
00	37	33	37	46	70	82	42	28	29	8	17	17
Hr Total	136	142	128	152	214	297	257	136	97	92	68	85

24 Hour Total: 3,270
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 17:30
 AM Peak Volume: 374
 PM Peak Volume: 318
 AM Peak Hour Factor: 0.74
 PM Peak Hour Factor: 0.85

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	11	6	6	4	2	5	18	53	79	47	39	40
30	11	5	5	0	6	6	27	69	83	70	21	40
45	4	0	1	4	5	12	47	73	85	38	34	44
00	2	3	5	1	8	20	56	127	110	54	42	38
Hr Total	28	14	17	9	21	43	148	322	357	209	136	162

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	38	28	27	46	66	60	36	26	28	14	26
30	43	35	26	37	52	67	94	34	19	29	16	18
45	37	36	37	42	46	82	61	38	23	27	21	24
00	37	33	37	46	70	82	42	28	29	8	17	17
Hr Total	136	142	128	152	214	297	257	136	97	92	68	85

24 Hour Total: 3,270
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 17:30
 AM Peak Volume: 374
 PM Peak Volume: 318
 AM Peak Hour Factor: 0.74
 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: I-75 SB Off Ramp to US 301 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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	0	5	13	27	91	149	77	37	36
30	16	6	4	0	6	11	43	113	108	67	40	47
45	11	4	9	3	14	20	65	112	105	66	35	50
00	7	0	2	2	8	35	63	144	98	75	48	58
Hr Total	40	17	19	5	33	79	198	460	460	285	160	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	45	39	35	46	66	38	37	26	34	12	15
30	55	35	29	39	47	65	53	42	32	24	22	10
45	31	30	53	38	53	54	42	30	25	19	7	17
00	57	46	28	42	55	59	27	29	19	11	16	12
Hr Total	191	156	149	154	201	244	160	138	102	88	57	54

24 Hour Total: 3,641
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 518
 PM Peak Volume: 244
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.92

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	0	5	13	27	91	149	77	37	36
30	16	6	4	0	6	11	43	113	108	67	40	47
45	11	4	9	3	14	20	65	112	105	66	35	50
00	7	0	2	2	8	35	63	144	98	75	48	58
Hr Total	40	17	19	5	33	79	198	460	460	285	160	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	45	39	35	46	66	38	37	26	34	12	15
30	55	35	29	39	47	65	53	42	32	24	22	10
45	31	30	53	38	53	54	42	30	25	19	7	17
00	57	46	28	42	55	59	27	29	19	11	16	12
Hr Total	191	156	149	154	201	244	160	138	102	88	57	54

24 Hour Total: 3,641
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 518
 PM Peak Volume: 244
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.92

Volume Count Report 3-Day Average

Start Date: June 6, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: I-75 SB Off Ramp to US 301 NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	5	2	3	7	23	67	99	62	41	39
30	10	5	4	1	7	10	31	81	92	61	30	38
45	6	3	4	3	8	16	54	91	91	58	36	44
00	5	2	4	1	7	27	59	125	97	59	49	50
Hr Total	28	14	16	7	25	60	167	365	380	239	156	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	41	33	30	45	55	49	40	26	25	13	17
30	45	34	33	37	46	58	65	34	27	21	18	12
45	35	31	38	40	46	66	50	29	23	21	13	17
00	43	39	41	43	64	65	40	27	23	10	13	12
Hr Total	161	145	145	149	202	244	204	130	99	77	56	58

24 Hour Total: 3,296
 AM Peak Hour begins: 7:30 AM Peak Volume: 408 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 17:30 PM Peak Volume: 244 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	8	5	5	2	3	7	23	67	99	62	41	39
30	10	5	4	1	7	10	31	81	92	61	30	38
45	6	3	4	3	8	16	54	91	91	58	36	44
00	5	2	4	1	7	27	59	125	97	59	49	50
Hr Total	28	14	16	7	25	60	167	365	380	239	156	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	41	33	30	45	55	49	40	26	25	13	17
30	45	34	33	37	46	58	65	34	27	21	18	12
45	35	31	38	40	46	66	50	29	23	21	13	17
00	43	39	41	43	64	65	40	27	23	10	13	12
Hr Total	161	145	145	149	202	244	204	130	99	77	56	58

24 Hour Total: 3,296
 AM Peak Hour begins: 7:30 AM Peak Volume: 408 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 17:30 PM Peak Volume: 244 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Riverview
 Location: I-75 SB Off Ramp to US 301 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	28	13	14	14	23	77	143	110	135	127	109
30	35	21	22	14	24	46	85	158	134	109	112	135
45	32	18	9	20	37	75	160	122	137	122	128	138
00	26	23	12	27	44	67	138	167	139	133	117	104
Hr Total	137	90	56	75	119	211	460	590	520	499	484	486

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	146	153	161	240	301	269	151	146	102	87	68
30	156	130	166	189	275	270	279	163	158	122	93	66
45	128	132	166	172	272	242	232	149	101	122	94	60
00	140	145	163	233	267	244	173	145	107	114	61	52
Hr Total	574	553	648	755	1,054	1,057	953	608	512	460	335	246

24 Hour Total: 11,482
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 16:15
 AM Peak Volume: 599
 PM Peak Volume: 1,115
 AM Peak Hour Factor: 0.94
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	44	28	13	14	14	23	77	143	110	135	127	109
30	35	21	22	14	24	46	85	158	134	109	112	135
45	32	18	9	20	37	75	160	122	137	122	128	138
00	26	23	12	27	44	67	138	167	139	133	117	104
Hr Total	137	90	56	75	119	211	460	590	520	499	484	486

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	146	153	161	240	301	269	151	146	102	87	68
30	156	130	166	189	275	270	279	163	158	122	93	66
45	128	132	166	172	272	242	232	149	101	122	94	60
00	140	145	163	233	267	244	173	145	107	114	61	52
Hr Total	574	553	648	755	1,054	1,057	953	608	512	460	335	246

24 Hour Total: 11,482
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 16:15
 AM Peak Volume: 599
 PM Peak Volume: 1,115
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Riverview
 Location: I-75 SB Off Ramp to US 301 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	22	12	24	24	31	79	140	150	105	98	121
30	53	17	25	10	24	39	121	122	141	82	110	124
45	38	19	9	18	25	60	139	137	132	81	124	134
00	30	18	18	9	32	82	139	141	142	102	92	127
Hr Total	173	76	64	61	105	212	478	540	565	370	424	506

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	140	139	148	263	289	257	175	148	105	106	62
30	150	148	149	164	307	327	217	170	170	131	76	68
45	134	139	122	210	305	286	209	153	146	92	79	64
00	139	130	166	214	322	275	211	142	156	88	69	52
Hr Total	544	557	576	736	1,197	1,177	894	640	620	416	330	246

24 Hour Total: 11,507
 AM Peak Hour begins: 7:30 AM Peak Volume: 569 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,243 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	52	22	12	24	24	31	79	140	150	105	98	121
30	53	17	25	10	24	39	121	122	141	82	110	124
45	38	19	9	18	25	60	139	137	132	81	124	134
00	30	18	18	9	32	82	139	141	142	102	92	127
Hr Total	173	76	64	61	105	212	478	540	565	370	424	506

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	140	139	148	263	289	257	175	148	105	106	62
30	150	148	149	164	307	327	217	170	170	131	76	68
45	134	139	122	210	305	286	209	153	146	92	79	64
00	139	130	166	214	322	275	211	142	156	88	69	52
Hr Total	544	557	576	736	1,197	1,177	894	640	620	416	330	246

24 Hour Total: 11,507
 AM Peak Hour begins: 7:30 AM Peak Volume: 569 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,243 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: I-75 SB Off Ramp to US 301 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	27	12	18	20	46	79	156	149	129	118	95
30	58	24	20	23	28	35	112	122	145	130	95	120
45	40	19	14	17	29	62	128	119	129	97	101	141
00	36	18	20	27	35	60	130	150	120	110	124	132
Hr Total	187	88	66	85	112	203	449	547	543	466	438	488

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	129	141	182	235	312	257	210	150	117	98	50
30	126	162	151	211	317	282	273	174	142	131	98	69
45	145	134	167	228	311	310	204	167	158	127	97	83
00	125	142	179	276	311	272	212	148	129	111	94	52
Hr Total	516	567	638	897	1,174	1,176	946	699	579	486	387	254

24 Hour Total: 11,991
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:15
 AM Peak Volume: 573
 PM Peak Volume: 1,251
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.99

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	53	27	12	18	20	46	79	156	149	129	118	95
30	58	24	20	23	28	35	112	122	145	130	95	120
45	40	19	14	17	29	62	128	119	129	97	101	141
00	36	18	20	27	35	60	130	150	120	110	124	132
Hr Total	187	88	66	85	112	203	449	547	543	466	438	488

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	129	141	182	235	312	257	210	150	117	98	50
30	126	162	151	211	317	282	273	174	142	131	98	69
45	145	134	167	228	311	310	204	167	158	127	97	83
00	125	142	179	276	311	272	212	148	129	111	94	52
Hr Total	516	567	638	897	1,174	1,176	946	699	579	486	387	254

24 Hour Total: 11,991
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:15
 AM Peak Volume: 573
 PM Peak Volume: 1,251
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.99

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 US 301 SB		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	26	12	19	19	33	78	146	136	123	114	108
30	49	21	22	16	25	40	106	134	140	107	106	126
45	37	19	11	18	30	66	142	126	133	100	118	138
00	31	20	17	21	37	70	136	153	134	115	111	121
Hr Total	166	85	62	74	112	209	462	559	543	445	449	493

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	138	144	164	246	301	261	179	148	108	97	60
30	144	147	155	188	300	293	256	169	157	128	89	68
45	136	135	152	203	296	279	215	156	135	114	90	69
00	135	139	169	241	300	264	199	145	131	104	75	52
Hr Total	545	559	621	796	1,142	1,137	931	649	570	454	351	249

24 Hour Total:	11,660				
AM Peak Hour begins:	7:45	AM Peak Volume:	562	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15	PM Peak Volume:	1,196	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	50	26	12	19	19	33	78	146	136	123	114	108
30	49	21	22	16	25	40	106	134	140	107	106	126
45	37	19	11	18	30	66	142	126	133	100	118	138
00	31	20	17	21	37	70	136	153	134	115	111	121
Hr Total	166	85	62	74	112	209	462	559	543	445	449	493

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	138	144	164	246	301	261	179	148	108	97	60
30	144	147	155	188	300	293	256	169	157	128	89	68
45	136	135	152	203	296	279	215	156	135	114	90	69
00	135	139	169	241	300	264	199	145	131	104	75	52
Hr Total	545	559	621	796	1,142	1,137	931	649	570	454	351	249

24 Hour Total:	11,660				
AM Peak Hour begins:	7:45	AM Peak Volume:	562	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15	PM Peak Volume:	1,196	PM Peak Hour Factor:	0.99

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Riverview
 Location: US 301 NB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	23	19	26	40	129	337	530	495	377	308	229
30	47	23	11	39	60	159	444	568	498	347	308	269
45	41	18	18	22	76	247	487	544	478	319	283	259
00	21	13	23	23	90	299	546	504	372	312	246	242
Hr Total	147	77	71	110	266	834	1,814	2,146	1,843	1,355	1,145	999

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	237	251	215	242	234	182	196	132	118	88	58
30	239	219	238	234	251	249	219	226	106	113	78	52
45	232	222	238	266	206	224	178	149	125	117	69	43
00	277	218	225	209	210	191	171	155	119	77	66	38
Hr Total	960	896	952	924	909	898	750	726	482	425	301	191

24 Hour Total: 19,221
 AM Peak Hour begins: 6:45 AM Peak Volume: 2,188 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 12:15 PM Peak Volume: 985 PM Peak Hour Factor: 0.89

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	38	23	19	26	40	129	337	530	495	377	308	229
30	47	23	11	39	60	159	444	568	498	347	308	269
45	41	18	18	22	76	247	487	544	478	319	283	259
00	21	13	23	23	90	299	546	504	372	312	246	242
Hr Total	147	77	71	110	266	834	1,814	2,146	1,843	1,355	1,145	999

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	237	251	215	242	234	182	196	132	118	88	58
30	239	219	238	234	251	249	219	226	106	113	78	52
45	232	222	238	266	206	224	178	149	125	117	69	43
00	277	218	225	209	210	191	171	155	119	77	66	38
Hr Total	960	896	952	924	909	898	750	726	482	425	301	191

24 Hour Total: 19,221
 AM Peak Hour begins: 6:45 AM Peak Volume: 2,188 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 12:15 PM Peak Volume: 985 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Riverview
 Location: US 301 NB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	17	29	31	37	127	350	571	498	311	279	216
30	28	22	13	35	49	141	444	541	494	215	249	233
45	34	21	25	36	80	233	515	544	447	233	251	216
00	28	14	22	34	82	278	539	510	388	282	250	198
Hr Total	124	74	89	136	248	779	1,848	2,166	1,827	1,041	1,029	863

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	221	232	206	215	248	243	198	137	113	87	46
30	221	217	215	203	224	219	233	162	114	115	98	53
45	242	242	210	261	243	200	220	162	138	115	78	51
00	253	215	202	214	255	238	201	152	115	88	55	42
Hr Total	897	895	859	884	937	905	897	674	504	431	318	192

24 Hour Total: 18,617
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:15
 AM Peak Volume: 2,195
 PM Peak Volume: 970
 AM Peak Hour Factor: 0.96
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	34	17	29	31	37	127	350	571	498	311	279	216
30	28	22	13	35	49	141	444	541	494	215	249	233
45	34	21	25	36	80	233	515	544	447	233	251	216
00	28	14	22	34	82	278	539	510	388	282	250	198
Hr Total	124	74	89	136	248	779	1,848	2,166	1,827	1,041	1,029	863

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	221	232	206	215	248	243	198	137	113	87	46
30	221	217	215	203	224	219	233	162	114	115	98	53
45	242	242	210	261	243	200	220	162	138	115	78	51
00	253	215	202	214	255	238	201	152	115	88	55	42
Hr Total	897	895	859	884	937	905	897	674	504	431	318	192

24 Hour Total: 18,617
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:15
 AM Peak Volume: 2,195
 PM Peak Volume: 970
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: US 301 NB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	25	16	27	34	116	369	500	504	376	260	288
30	33	36	27	35	58	171	420	538	493	347	305	306
45	36	27	22	27	71	246	511	542	443	334	270	289
00	37	16	16	42	90	266	494	456	394	272	266	269
Hr Total	158	104	81	131	253	799	1,794	2,036	1,834	1,329	1,101	1,152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	264	242	253	223	223	239	234	196	154	116	111	67
30	254	222	260	260	245	264	222	209	123	138	101	75
45	244	242	238	273	279	268	228	152	151	106	78	56
00	258	257	230	211	265	228	205	152	142	93	58	48
Hr Total	1,020	963	981	967	1,012	999	889	709	570	453	348	246

24 Hour Total: 19,929
 AM Peak Hour begins: 6:45 AM Peak Volume: 2,074 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,047 PM Peak Hour Factor: 0.94

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	52	25	16	27	34	116	369	500	504	376	260	288
30	33	36	27	35	58	171	420	538	493	347	305	306
45	36	27	22	27	71	246	511	542	443	334	270	289
00	37	16	16	42	90	266	494	456	394	272	266	269
Hr Total	158	104	81	131	253	799	1,794	2,036	1,834	1,329	1,101	1,152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	264	242	253	223	223	239	234	196	154	116	111	67
30	254	222	260	260	245	264	222	209	123	138	101	75
45	244	242	238	273	279	268	228	152	151	106	78	56
00	258	257	230	211	265	228	205	152	142	93	58	48
Hr Total	1,020	963	981	967	1,012	999	889	709	570	453	348	246

24 Hour Total: 19,929
 AM Peak Hour begins: 6:45 AM Peak Volume: 2,074 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,047 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: Riverview	County: Hillsborough	
Location: US 301 NB to I-75 NB On Ramp		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	22	21	28	37	124	352	534	499	355	282	244
30	36	27	17	36	56	157	436	549	495	303	287	269
45	37	22	22	28	76	242	504	543	456	295	268	255
00	29	14	20	33	87	281	526	490	385	289	254	236
Hr Total	143	85	80	126	256	804	1,819	2,116	1,835	1,242	1,092	1,005

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	219	233	245	215	227	240	220	197	141	116	95	57
30	238	219	238	232	240	244	225	199	114	122	92	60
45	239	235	229	267	243	231	209	154	138	113	75	50
00	263	230	219	211	243	219	192	153	125	86	60	43
Hr Total	959	918	931	925	953	934	845	703	519	436	322	210

24 Hour Total:	19,256	AM Peak Volume:	2,152	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	6:45	PM Peak Volume:	973	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:15				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	22	21	28	37	124	352	534	499	355	282	244
30	36	27	17	36	56	157	436	549	495	303	287	269
45	37	22	22	28	76	242	504	543	456	295	268	255
00	29	14	20	33	87	281	526	490	385	289	254	236
Hr Total	143	85	80	126	256	804	1,819	2,116	1,835	1,242	1,092	1,005

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	219	233	245	215	227	240	220	197	141	116	95	57
30	238	219	238	232	240	244	225	199	114	122	92	60
45	239	235	229	267	243	231	209	154	138	113	75	50
00	263	230	219	211	243	219	192	153	125	86	60	43
Hr Total	959	918	931	925	953	934	845	703	519	436	322	210

24 Hour Total:	19,256	AM Peak Volume:	2,152	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	6:45	PM Peak Volume:	973	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:15				

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Riverview
 Location: US 301 NB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	2	1	7	9	36	77	62	32	27	56
30	12	4	3	0	7	22	61	85	50	46	29	38
45	7	7	1	2	8	24	69	70	46	45	46	58
00	3	2	4	8	8	27	76	59	45	36	34	45
Hr Total	28	18	10	11	30	82	242	291	203	159	136	197

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	41	42	45	32	58	44	27	32	36	23	16
30	49	39	58	34	42	62	40	26	27	26	13	8
45	37	37	42	60	48	58	45	21	23	17	13	9
00	26	39	37	44	49	54	41	25	32	28	10	5
Hr Total	148	156	179	183	171	232	170	99	114	107	59	38

24 Hour Total: 3,063
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 308
 PM Peak Volume: 232
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.94

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	6	5	2	1	7	9	36	77	62	32	27	56
30	12	4	3	0	7	22	61	85	50	46	29	38
45	7	7	1	2	8	24	69	70	46	45	46	58
00	3	2	4	8	8	27	76	59	45	36	34	45
Hr Total	28	18	10	11	30	82	242	291	203	159	136	197

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	41	42	45	32	58	44	27	32	36	23	16
30	49	39	58	34	42	62	40	26	27	26	13	8
45	37	37	42	60	48	58	45	21	23	17	13	9
00	26	39	37	44	49	54	41	25	32	28	10	5
Hr Total	148	156	179	183	171	232	170	99	114	107	59	38

24 Hour Total: 3,063
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 308
 PM Peak Volume: 232
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Riverview
 Location: US 301 NB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	6	0	5	12	39	81	59	44	22	40
30	6	3	5	8	8	13	61	64	65	44	28	26
45	9	6	7	2	5	18	80	83	68	44	21	53
00	2	3	2	5	5	32	65	58	41	39	31	35
Hr Total	28	15	20	15	23	75	245	286	233	171	102	154

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	37	59	51	62	85	59	33	33	34	30	8
30	60	66	72	54	66	87	53	42	26	41	17	13
45	42	53	54	50	54	73	34	36	33	20	14	8
00	54	60	54	44	67	65	31	28	22	28	9	10
Hr Total	218	216	239	199	249	310	177	139	114	123	70	39

24 Hour Total: 3,460
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 293
 PM Peak Volume: 312
 AM Peak Hour Factor: 0.88
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	11	3	6	0	5	12	39	81	59	44	22	40
30	6	3	5	8	8	13	61	64	65	44	28	26
45	9	6	7	2	5	18	80	83	68	44	21	53
00	2	3	2	5	5	32	65	58	41	39	31	35
Hr Total	28	15	20	15	23	75	245	286	233	171	102	154

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	37	59	51	62	85	59	33	33	34	30	8
30	60	66	72	54	66	87	53	42	26	41	17	13
45	42	53	54	50	54	73	34	36	33	20	14	8
00	54	60	54	44	67	65	31	28	22	28	9	10
Hr Total	218	216	239	199	249	310	177	139	114	123	70	39

24 Hour Total: 3,460
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 293
 PM Peak Volume: 312
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: US 301 NB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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	1	6	6	8	8	45	72	66	30	41	35
30	6	6	3	2	6	22	60	77	60	51	48	40
45	9	2	3	10	5	21	68	82	55	50	52	43
00	7	2	2	5	8	30	66	78	64	45	38	49
Hr Total	33	11	14	23	27	81	239	309	245	176	179	167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	49	57	54	48	60	49	41	38	43	37	17
30	48	41	51	53	57	70	56	43	28	28	25	8
45	40	58	55	60	62	68	62	42	37	30	28	15
00	44	39	43	54	52	73	53	42	32	25	17	11
Hr Total	180	187	206	221	219	271	220	168	135	126	107	51

24 Hour Total: 3,595
 AM Peak Hour begins: 7:00 AM Peak Volume: 309 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 271 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	11	1	6	6	8	8	45	72	66	30	41	35
30	6	6	3	2	6	22	60	77	60	51	48	40
45	9	2	3	10	5	21	68	82	55	50	52	43
00	7	2	2	5	8	30	66	78	64	45	38	49
Hr Total	33	11	14	23	27	81	239	309	245	176	179	167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	49	57	54	48	60	49	41	38	43	37	17
30	48	41	51	53	57	70	56	43	28	28	25	8
45	40	58	55	60	62	68	62	42	37	30	28	15
00	44	39	43	54	52	73	53	42	32	25	17	11
Hr Total	180	187	206	221	219	271	220	168	135	126	107	51

24 Hour Total: 3,595
 AM Peak Hour begins: 7:00 AM Peak Volume: 309 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 271 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: US 301 NB to I-75 SB On Ramp		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	5	2	7	10	40	77	62	35	30	44
30	8	4	4	3	7	19	61	75	58	47	35	35
45	8	5	4	5	6	21	72	78	56	46	40	51
00	4	2	3	6	7	30	69	65	50	40	34	43
Hr Total	30	15	15	16	27	79	242	295	227	169	139	173

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	42	53	50	47	68	51	34	34	38	30	14
30	52	49	60	47	55	73	50	37	27	32	18	10
45	40	49	50	57	55	66	47	33	31	22	18	11
00	41	46	45	47	56	64	42	32	29	27	12	9
Hr Total	182	186	208	201	213	271	189	135	121	119	79	43

24 Hour Total:	3,373			
AM Peak Hour begins:	6:45	AM Peak Volume:	299	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	271	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	9	3	5	2	7	10	40	77	62	35	30	44
30	8	4	4	3	7	19	61	75	58	47	35	35
45	8	5	4	5	6	21	72	78	56	46	40	51
00	4	2	3	6	7	30	69	65	50	40	34	43
Hr Total	30	15	15	16	27	79	242	295	227	169	139	173

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	42	53	50	47	68	51	34	34	38	30	14
30	52	49	60	47	55	73	50	37	27	32	18	10
45	40	49	50	57	55	66	47	33	31	22	18	11
00	41	46	45	47	56	64	42	32	29	27	12	9
Hr Total	182	186	208	201	213	271	189	135	121	119	79	43

24 Hour Total:	3,373			
AM Peak Hour begins:	6:45	AM Peak Volume:	299	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	271	PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Riverview
 Location: US 301 north of I-75

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	21	17	31	33	107	310	544	611	391	344	315
30	43	35	24	25	48	142	377	571	541	337	321	332
45	29	34	29	24	55	212	482	630	550	395	316	342
00	34	29	27	39	91	273	588	686	520	341	376	352
Hr Total	149	119	97	119	227	734	1,757	2,431	2,222	1,464	1,357	1,341

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	357	305	283	263	293	315	295	287	180	135	118	86
30	304	389	314	313	295	322	285	269	193	138	107	62
45	363	380	319	339	308	331	293	226	148	135	80	69
00	380	354	334	322	348	335	244	187	159	104	74	42
Hr Total	1,404	1,428	1,250	1,237	1,244	1,303	1,117	969	680	512	379	259

24 Hour Total: 23,799
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 12:45
 AM Peak Volume: 2,498
 PM Peak Volume: 1,454
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.93

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	90	26	56	54	44	57	190	357	321	317	299	323
30	82	45	31	46	38	65	175	282	344	306	280	365
45	56	41	46	54	45	95	221	392	351	315	328	366
00	48	31	54	44	73	121	258	352	346	279	334	397
Hr Total	276	143	187	198	200	338	844	1,383	1,362	1,217	1,241	1,451

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	363	129	399	594	659	759	735	412	299	286	214	117
30	455	253	383	561	726	828	779	398	321	273	174	116
45	395	405	427	575	725	802	516	331	281	280	144	120
00	350	380	434	605	813	803	416	349	303	185	152	96
Hr Total	1,563	1,167	1,643	2,335	2,923	3,192	2,446	1,490	1,204	1,024	684	449

24 Hour Total: 28,960
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,610
 PM Peak Volume: 3,202
 AM Peak Hour Factor: 0.88
 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	133	47	73	85	77	164	500	901	932	708	643	638
30	125	80	55	71	86	207	552	853	885	643	601	697
45	85	75	75	78	100	307	703	1,022	901	710	644	708
00	82	60	81	83	164	394	846	1,038	866	620	710	749
Hr Total	425	262	284	317	427	1,072	2,601	3,814	3,584	2,681	2,598	2,792

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	720	434	682	857	952	1,074	1,030	699	479	421	332	203
30	759	642	697	874	1,021	1,150	1,064	667	514	411	281	178
45	758	785	746	914	1,033	1,133	809	557	429	415	224	189
00	730	734	768	927	1,161	1,138	660	536	462	289	226	138
Hr Total	2,967	2,595	2,893	3,572	4,167	4,495	3,563	2,459	1,884	1,536	1,063	708

24 Hour Total: 52,759
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 3,877
 PM Peak Volume: 4,518
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Riverview
 Location: US 301 north of I-75

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	34	17	43	31	103	285	543	567	418	386	314
30	53	35	22	34	53	143	372	578	579	432	322	343
45	47	25	19	35	68	196	465	634	564	346	330	340
00	30	33	27	30	107	272	551	724	578	454	314	308
Hr Total	175	127	85	142	259	714	1,673	2,479	2,288	1,650	1,352	1,305

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	292	329	295	264	299	333	346	272	228	168	85	77
30	298	328	292	322	308	358	412	233	163	141	115	78
45	304	311	296	284	309	409	348	232	169	164	104	65
00	354	305	298	331	354	362	326	181	181	104	98	64
Hr Total	1,248	1,273	1,181	1,201	1,270	1,462	1,432	918	741	577	402	284

24 Hour Total: 24,238
 AM Peak Hour begins: 7:30 AM Peak Volume: 2,504 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:30 PM Peak Volume: 1,529 PM Peak Hour Factor: 0.93

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	97	38	49	61	42	47	143	323	292	250	357	349
30	78	54	47	48	42	81	182	267	344	280	310	340
45	71	59	48	42	63	103	213	318	352	316	334	337
00	50	28	48	46	45	97	229	349	314	328	354	361
Hr Total	296	179	192	197	192	328	767	1,257	1,302	1,174	1,355	1,387

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	351	357	371	405	614	768	657	410	326	415	185	142
30	375	344	419	445	666	846	623	405	320	369	187	127
45	310	409	417	494	646	766	501	337	305	300	122	123
00	347	326	434	542	799	866	525	342	322	222	115	98
Hr Total	1,383	1,436	1,641	1,886	2,725	3,246	2,306	1,494	1,273	1,306	609	490

24 Hour Total: 28,421
 AM Peak Hour begins: 11:30 AM Peak Volume: 1,424 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 3,246 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	142	72	66	104	73	150	428	866	859	668	743	663
30	131	89	69	82	95	224	554	845	923	712	632	683
45	118	84	67	77	131	299	678	952	916	662	664	677
00	80	61	75	76	152	369	780	1,073	892	782	668	669
Hr Total	471	306	277	339	451	1,042	2,440	3,736	3,590	2,824	2,707	2,692

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	643	686	666	669	913	1,101	1,003	682	554	583	270	219
30	673	672	711	767	974	1,204	1,035	638	483	510	302	205
45	614	720	713	778	955	1,175	849	569	474	464	226	188
00	701	631	732	873	1,153	1,228	851	523	503	326	213	162
Hr Total	2,631	2,709	2,822	3,087	3,995	4,708	3,738	2,412	2,014	1,883	1,011	774

24 Hour Total: 52,659
 AM Peak Hour begins: 7:30 AM Peak Volume: 3,807 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:00 PM Peak Volume: 4,708 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: US 301 north of I-75

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	49	17	24	36	111	298	554	653	476	343	353
30	35	28	26	35	51	142	403	655	649	402	328	359
45	43	28	27	34	73	211	500	638	625	379	268	354
00	27	23	24	48	90	288	560	635	593	424	364	405
Hr Total	159	128	94	141	250	752	1,761	2,482	2,520	1,681	1,303	1,471

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	337	299	333	347	359	309	276	195	163	105	87
30	363	359	311	287	332	392	344	273	202	169	120	88
45	346	321	336	323	316	368	299	217	186	155	91	83
00	380	316	336	337	343	350	282	206	178	106	94	63
Hr Total	1,437	1,333	1,282	1,280	1,338	1,469	1,234	972	761	593	410	321

24 Hour Total: 25,172
 AM Peak Hour begins: 7:15 AM Peak Volume: 2,581 AM Peak Hour Factor: 0.99
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,469 PM Peak Hour Factor: 0.94

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	128	55	60	47	42	31	177	284	285	286	302	329
30	101	62	43	39	44	66	177	272	291	299	282	367
45	80	55	40	35	63	95	245	312	348	329	310	343
00	58	32	46	50	76	87	255	313	306	276	276	392
Hr Total	367	204	189	171	225	279	854	1,181	1,230	1,190	1,170	1,431

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	404	389	404	444	652	774	677	455	345	313	233	165
30	406	380	428	519	730	838	688	437	343	338	189	156
45	363	433	432	562	684	766	526	406	263	295	154	134
00	406	380	443	604	810	791	568	353	333	225	120	115
Hr Total	1,579	1,582	1,707	2,129	2,876	3,169	2,459	1,651	1,284	1,171	696	570

24 Hour Total: 29,364
 AM Peak Hour begins: 11:45 AM Peak Volume: 1,565 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:45 PM Peak Volume: 3,188 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	182	104	77	71	78	142	475	838	938	762	645	682
30	136	90	69	74	95	208	580	927	940	701	610	726
45	123	83	67	69	136	306	745	950	973	708	578	697
00	85	55	70	98	166	375	815	948	899	700	640	797
Hr Total	526	332	283	312	475	1,031	2,615	3,663	3,750	2,871	2,473	2,902

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	752	726	703	777	999	1,133	986	731	540	476	338	252
30	769	739	739	806	1,062	1,230	1,032	710	545	507	309	244
45	709	754	768	885	1,000	1,134	825	623	449	450	245	217
00	786	696	779	941	1,153	1,141	850	559	511	331	214	178
Hr Total	3,016	2,915	2,989	3,409	4,214	4,638	3,693	2,623	2,045	1,764	1,106	891

24 Hour Total: 54,536
 AM Peak Hour begins: 7:45 AM Peak Volume: 3,799 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:45 PM Peak Volume: 4,650 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: US 301 north of I-75		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	35	17	33	33	107	298	547	610	428	358	327
30	44	33	24	31	51	142	384	601	590	390	324	345
45	40	29	25	31	65	206	482	634	580	373	305	345
00	30	28	26	39	96	278	566	682	564	406	351	355
Hr Total	161	125	92	134	245	733	1,730	2,464	2,343	1,598	1,337	1,372

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	332	324	292	287	313	336	317	278	201	155	103	83
30	322	359	306	307	312	357	347	258	186	149	114	76
45	338	337	317	315	311	369	313	225	168	151	92	72
00	371	325	323	330	348	349	284	191	173	105	89	56
Hr Total	1,363	1,345	1,238	1,239	1,284	1,411	1,261	953	727	561	397	288

24 Hour Total:	24,403			
AM Peak Hour begins:	7:15	AM Peak Volume:	2,527	AM Peak Hour Factor: 0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	1,411	PM Peak Hour Factor: 0.96

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	40	55	54	43	45	170	321	299	284	319	334
30	87	54	40	44	41	71	178	274	326	295	291	357
45	69	52	45	44	57	98	226	341	350	320	324	349
00	52	30	49	47	65	102	247	338	322	294	321	383
Hr Total	313	175	189	189	206	315	822	1,274	1,298	1,194	1,255	1,423

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	373	292	391	481	642	767	690	426	323	338	211	141
30	412	326	410	508	707	837	697	413	328	327	183	133
45	356	416	425	544	685	778	514	358	283	292	140	126
00	368	362	437	584	807	820	503	348	319	211	129	103
Hr Total	1,508	1,395	1,664	2,117	2,841	3,202	2,404	1,545	1,254	1,167	663	503

24 Hour Total:	28,915			
AM Peak Hour begins:	11:45	AM Peak Volume:	1,524	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	3,202	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	152	74	72	87	76	152	468	868	910	713	677	661
30	131	86	64	76	92	213	562	875	916	685	614	702
45	109	81	70	75	122	304	709	975	930	693	629	694
00	82	59	75	86	161	379	814	1,020	886	701	673	738
Hr Total	474	300	281	323	451	1,048	2,552	3,738	3,641	2,792	2,593	2,795

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	705	615	684	768	955	1,103	1,006	704	524	493	313	225
30	734	684	716	816	1,019	1,195	1,044	672	514	476	297	209
45	694	753	742	859	996	1,147	828	583	451	443	232	198
00	739	687	760	914	1,156	1,169	787	539	492	315	218	159
Hr Total	2,871	2,740	2,901	3,356	4,125	4,614	3,665	2,498	1,981	1,728	1,060	791

24 Hour Total:	53,318			
AM Peak Hour begins:	7:30	AM Peak Volume:	3,820	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	4,614	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Riverview
 Location: US 301 SB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	6	1	3	10	34	29	17	16	20
30	3	2	2	1	1	2	13	33	36	36	18	18
45	6	3	1	5	3	5	20	38	22	12	19	20
00	1	1	3	1	1	7	22	35	40	20	14	16
Hr Total	12	7	7	13	6	17	65	140	127	85	67	74

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	27	18	27	34	47	36	28	23	30	19	12
30	24	20	23	23	33	40	21	20	17	20	9	5
45	14	20	17	32	38	45	26	20	25	15	7	6
00	17	23	22	31	32	41	33	17	20	15	5	3
Hr Total	84	90	80	113	137	173	116	85	85	80	40	26

24 Hour Total: 1,729
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 140
 PM Peak Volume: 173
 AM Peak Hour Factor: 0.92
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	2	1	1	6	1	3	10	34	29	17	16	20
30	3	2	2	1	1	2	13	33	36	36	18	18
45	6	3	1	5	3	5	20	38	22	12	19	20
00	1	1	3	1	1	7	22	35	40	20	14	16
Hr Total	12	7	7	13	6	17	65	140	127	85	67	74

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	27	18	27	34	47	36	28	23	30	19	12
30	24	20	23	23	33	40	21	20	17	20	9	5
45	14	20	17	32	38	45	26	20	25	15	7	6
00	17	23	22	31	32	41	33	17	20	15	5	3
Hr Total	84	90	80	113	137	173	116	85	85	80	40	26

24 Hour Total: 1,729
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 140
 PM Peak Volume: 173
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Riverview
 Location: US 301 SB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	1	5	0	9	9	35	24	20	18	23
30	2	1	1	2	0	6	14	24	29	20	13	15
45	3	2	3	1	6	8	21	31	21	18	18	20
00	2	0	2	0	3	8	10	29	17	23	14	24
Hr Total	13	7	7	8	9	31	54	119	91	81	63	82

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	16	14	21	34	39	45	39	20	35	14	10
30	14	18	18	12	27	46	22	15	20	35	10	3
45	22	20	15	25	39	46	18	19	19	28	5	6
00	26	28	23	15	45	38	32	10	20	15	10	5
Hr Total	87	82	70	73	145	169	117	83	79	113	39	24

24 Hour Total: 1,646
 AM Peak Hour begins: 7:00 AM Peak Volume: 119 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 16:45 PM Peak Volume: 176 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	6	4	1	5	0	9	9	35	24	20	18	23
30	2	1	1	2	0	6	14	24	29	20	13	15
45	3	2	3	1	6	8	21	31	21	18	18	20
00	2	0	2	0	3	8	10	29	17	23	14	24
Hr Total	13	7	7	8	9	31	54	119	91	81	63	82

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	16	14	21	34	39	45	39	20	35	14	10
30	14	18	18	12	27	46	22	15	20	35	10	3
45	22	20	15	25	39	46	18	19	19	28	5	6
00	26	28	23	15	45	38	32	10	20	15	10	5
Hr Total	87	82	70	73	145	169	117	83	79	113	39	24

24 Hour Total: 1,646
 AM Peak Hour begins: 7:00 AM Peak Volume: 119 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 16:45 PM Peak Volume: 176 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: US 301 SB to I-75 NB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	1	4	2	3	8	22	23	22	19	20
30	2	3	1	2	4	4	17	27	27	34	24	19
45	4	1	0	1	3	6	24	32	24	19	14	21
00	0	0	2	1	3	9	18	33	32	16	17	19
Hr Total	15	7	4	8	12	22	67	114	106	91	74	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	17	24	25	41	33	34	33	21	17	14	18
30	31	16	21	23	38	42	30	18	16	25	9	6
45	23	35	30	31	34	44	25	18	13	18	5	8
00	19	24	25	26	41	45	33	14	19	9	5	4
Hr Total	98	92	100	105	154	164	122	83	69	69	33	36

24 Hour Total: 1,724
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:15
 AM Peak Volume: 115
 PM Peak Volume: 165
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.92

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	9	3	1	4	2	3	8	22	23	22	19	20
30	2	3	1	2	4	4	17	27	27	34	24	19
45	4	1	0	1	3	6	24	32	24	19	14	21
00	0	0	2	1	3	9	18	33	32	16	17	19
Hr Total	15	7	4	8	12	22	67	114	106	91	74	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	17	24	25	41	33	34	33	21	17	14	18
30	31	16	21	23	38	42	30	18	16	25	9	6
45	23	35	30	31	34	44	25	18	13	18	5	8
00	19	24	25	26	41	45	33	14	19	9	5	4
Hr Total	98	92	100	105	154	164	122	83	69	69	33	36

24 Hour Total: 1,724
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:15
 AM Peak Volume: 115
 PM Peak Volume: 165
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.92

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: US 301 SB to I-75 NB On Ramp		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	5	1	5	9	30	25	20	18	21
30	2	2	1	2	2	4	15	28	31	30	18	17
45	4	2	1	2	4	6	22	34	22	16	17	20
00	1	0	2	1	2	8	17	32	30	20	15	20
Hr Total	13	7	6	10	9	23	62	124	108	86	68	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	20	19	24	36	40	38	33	21	27	16	13
30	23	18	21	19	33	43	24	18	18	27	9	5
45	20	25	21	29	37	45	23	19	19	20	6	7
00	21	25	23	24	39	41	33	14	20	13	7	4
Hr Total	90	88	83	97	145	169	118	84	78	87	37	29

24 Hour Total:	1,700				
AM Peak Hour begins:	7:00	AM Peak Volume:	124	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	169	PM Peak Hour Factor:	0.94

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	3	1	5	1	5	9	30	25	20	18	21
30	2	2	1	2	2	4	15	28	31	30	18	17
45	4	2	1	2	4	6	22	34	22	16	17	20
00	1	0	2	1	2	8	17	32	30	20	15	20
Hr Total	13	7	6	10	9	23	62	124	108	86	68	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	20	19	24	36	40	38	33	21	27	16	13
30	23	18	21	19	33	43	24	18	18	27	9	5
45	20	25	21	29	37	45	23	19	19	20	6	7
00	21	25	23	24	39	41	33	14	20	13	7	4
Hr Total	90	88	83	97	145	169	118	84	78	87	37	29

24 Hour Total:	1,700				
AM Peak Hour begins:	7:00	AM Peak Volume:	124	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	169	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Riverview
 Location: US 301 SB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	8	20	26	20	27	69	141	103	100	80	84
30	21	11	19	31	20	27	81	93	105	66	80	94
45	26	13	19	17	20	50	109	157	117	89	102	117
00	11	12	18	23	37	54	114	130	75	100	104	115
Hr Total	81	44	76	97	97	158	373	521	400	355	366	410

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	129	105	100	150	175	185	123	87	59	53	24
30	126	90	102	138	160	231	184	104	80	80	43	29
45	122	104	121	136	161	217	144	87	77	76	23	29
00	133	111	113	143	167	186	95	99	80	53	39	22
Hr Total	485	434	441	517	638	809	608	413	324	268	158	104

24 Hour Total: 8,177
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:15
 AM Peak Volume: 521
 PM Peak Volume: 819
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.89

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	23	8	20	26	20	27	69	141	103	100	80	84
30	21	11	19	31	20	27	81	93	105	66	80	94
45	26	13	19	17	20	50	109	157	117	89	102	117
00	11	12	18	23	37	54	114	130	75	100	104	115
Hr Total	81	44	76	97	97	158	373	521	400	355	366	410

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	129	105	100	150	175	185	123	87	59	53	24
30	126	90	102	138	160	231	184	104	80	80	43	29
45	122	104	121	136	161	217	144	87	77	76	23	29
00	133	111	113	143	167	186	95	99	80	53	39	22
Hr Total	485	434	441	517	638	809	608	413	324	268	158	104

24 Hour Total: 8,177
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:15
 AM Peak Volume: 521
 PM Peak Volume: 819
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Riverview
 Location: US 301 SB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	12	21	33	30	18	77	141	110	82	76	77
30	19	24	21	27	23	37	86	115	118	65	79	77
45	20	21	28	16	29	55	100	140	113	77	92	97
00	11	4	20	28	19	42	93	131	103	92	86	98
Hr Total	73	61	90	104	101	152	356	527	444	316	333	349

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	126	109	88	172	196	192	130	87	114	43	30
30	83	104	129	134	158	222	156	130	66	107	57	53
45	93	107	121	123	148	198	128	91	90	88	28	35
00	84	84	109	129	208	225	142	74	90	53	30	33
Hr Total	355	421	468	474	686	841	618	425	333	362	158	151

24 Hour Total: 8,198
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 527
 PM Peak Volume: 841
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.93

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	23	12	21	33	30	18	77	141	110	82	76	77
30	19	24	21	27	23	37	86	115	118	65	79	77
45	20	21	28	16	29	55	100	140	113	77	92	97
00	11	4	20	28	19	42	93	131	103	92	86	98
Hr Total	73	61	90	104	101	152	356	527	444	316	333	349

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	126	109	88	172	196	192	130	87	114	43	30
30	83	104	129	134	158	222	156	130	66	107	57	53
45	93	107	121	123	148	198	128	91	90	88	28	35
00	84	84	109	129	208	225	142	74	90	53	30	33
Hr Total	355	421	468	474	686	841	618	425	333	362	158	151

24 Hour Total: 8,198
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 527
 PM Peak Volume: 841
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: US 301 SB to I-75 SB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	20	28	19	22	10	101	128	105	98	81	82
30	28	26	17	21	27	28	84	116	99	81	81	100
45	34	25	9	18	35	37	121	111	104	100	85	92
00	19	12	18	23	44	38	109	121	76	79	76	113
Hr Total	111	83	72	81	128	113	415	476	384	358	323	387

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	126	116	125	157	212	171	119	86	101	76	39
30	109	111	142	145	171	218	181	126	91	108	41	41
45	102	122	122	149	181	217	119	115	81	74	45	43
00	114	95	124	182	207	204	147	104	85	52	23	40
Hr Total	451	454	504	601	716	851	618	464	343	335	185	163

24 Hour Total: 8,616
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 476
 PM Peak Volume: 854
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.98

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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	30	20	28	19	22	10	101	128	105	98	81	82
30	28	26	17	21	27	28	84	116	99	81	81	100
45	34	25	9	18	35	37	121	111	104	100	85	92
00	19	12	18	23	44	38	109	121	76	79	76	113
Hr Total	111	83	72	81	128	113	415	476	384	358	323	387

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	126	116	125	157	212	171	119	86	101	76	39
30	109	111	142	145	171	218	181	126	91	108	41	41
45	102	122	122	149	181	217	119	115	81	74	45	43
00	114	95	124	182	207	204	147	104	85	52	23	40
Hr Total	451	454	504	601	716	851	618	464	343	335	185	163

24 Hour Total: 8,616
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 476
 PM Peak Volume: 854
 AM Peak Hour Factor: 0.93
 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: US 301 SB to I-75 SB On Ramp		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	13	23	26	24	18	82	137	106	93	79	81
30	23	20	19	26	23	31	84	108	107	71	80	90
45	27	20	19	17	28	47	110	136	111	89	93	102
00	14	9	19	25	33	45	105	127	85	90	89	109
Hr Total	88	63	79	94	109	141	381	508	409	343	341	382

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	127	110	104	160	194	183	124	87	91	57	31
30	106	102	124	139	163	224	174	120	79	98	47	41
45	106	111	121	136	163	211	130	98	83	79	32	36
00	110	97	115	151	194	205	128	92	85	53	31	32
Hr Total	430	436	471	531	680	834	615	434	333	322	167	139

24 Hour Total:	8,330			
AM Peak Hour begins:	7:00	AM Peak Volume:	508	AM Peak Hour Factor: 0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	834	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	25	13	23	26	24	18	82	137	106	93	79	81
30	23	20	19	26	23	31	84	108	107	71	80	90
45	27	20	19	17	28	47	110	136	111	89	93	102
00	14	9	19	25	33	45	105	127	85	90	89	109
Hr Total	88	63	79	94	109	141	381	508	409	343	341	382

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	127	110	104	160	194	183	124	87	91	57	31
30	106	102	124	139	163	224	174	120	79	98	47	41
45	106	111	121	136	163	211	130	98	83	79	32	36
00	110	97	115	151	194	205	128	92	85	53	31	32
Hr Total	430	436	471	531	680	834	615	434	333	322	167	139

24 Hour Total:	8,330			
AM Peak Hour begins:	7:00	AM Peak Volume:	508	AM Peak Hour Factor: 0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	834	PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Tampa
 Location: US 301 south of I-75

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	41	30	51	71	219	606	1,010	938	645	544	505
30	89	43	31	55	106	280	819	1,051	877	593	513	509
45	63	36	36	42	130	420	948	1,052	878	583	551	523
00	37	32	45	58	154	530	1,019	973	708	569	504	509
Hr Total	255	152	142	206	461	1,449	3,392	4,086	3,401	2,390	2,112	2,046

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	450	469	482	432	453	493	403	408	286	253	191	121
30	504	516	490	473	468	500	443	448	229	227	164	97
45	513	522	481	541	434	470	357	324	250	225	135	87
00	542	500	470	468	453	448	343	306	270	174	127	71
Hr Total	2,009	2,007	1,923	1,914	1,808	1,911	1,546	1,486	1,035	879	617	376

24 Hour Total: 37,603
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 12:45
 AM Peak Volume: 4,132
 PM Peak Volume: 2,049
 AM Peak Hour Factor: 0.98
 PM Peak Hour Factor: 0.95

Southbound Volume for Lane 2

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	139	63	54	46	47	64	210	390	358	369	364	362
30	108	63	44	38	52	115	203	371	411	364	330	459
45	75	53	41	61	68	145	299	366	407	387	366	428
00	81	47	48	58	107	148	310	436	446	358	402	417
Hr Total	403	226	187	203	274	472	1,022	1,563	1,622	1,478	1,462	1,666

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	461	373	504	641	772	951	882	436	359	337	260	168
30	520	345	464	675	846	863	874	455	415	306	225	162
45	452	468	505	668	889	885	726	435	322	377	225	159
00	373	444	500	742	952	898	554	402	359	239	188	143
Hr Total	1,806	1,630	1,973	2,726	3,459	3,597	3,036	1,728	1,455	1,259	898	632

24 Hour Total: 34,777
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,850
 PM Peak Volume: 3,655
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Tuesday, June 06, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	205	104	84	97	118	283	816	1,400	1,296	1,014	908	867
30	197	106	75	93	158	395	1,022	1,422	1,288	957	843	968
45	138	89	77	103	198	565	1,247	1,418	1,285	970	917	951
00	118	79	93	116	261	678	1,329	1,409	1,154	927	906	926
Hr Total	658	378	329	409	735	1,921	4,414	5,649	5,023	3,868	3,574	3,712

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	911	842	986	1,073	1,225	1,444	1,285	844	645	590	451	289
30	1,024	861	954	1,148	1,314	1,363	1,317	903	644	533	389	259
45	965	990	986	1,209	1,323	1,355	1,083	759	572	602	360	246
00	915	944	970	1,210	1,405	1,346	897	708	629	413	315	214
Hr Total	3,815	3,637	3,896	4,640	5,267	5,508	4,582	3,214	2,490	2,138	1,515	1,008

24 Hour Total: 72,380
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 5,649
 PM Peak Volume: 5,567
 AM Peak Hour Factor: 0.99
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Tampa
 Location: US 301 south of I-75

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	72	39	44	60	72	218	631	1,036	936	625	579	506
30	57	45	35	68	102	263	821	1,000	938	545	510	507
45	77	45	43	61	142	417	938	1,075	858	521	533	509
00	46	34	33	53	155	506	1,014	960	756	583	529	444
Hr Total	252	163	155	242	471	1,404	3,404	4,071	3,488	2,274	2,151	1,966

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	430	482	495	437	445	492	493	408	297	252	183	97
30	478	494	465	428	456	493	503	341	253	258	186	103
45	505	529	450	484	488	472	427	329	280	229	157	92
00	522	456	440	478	499	500	420	309	254	182	117	82
Hr Total	1,935	1,961	1,850	1,827	1,888	1,957	1,843	1,387	1,084	921	643	374

24 Hour Total: 37,711
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 12:45
 AM Peak Volume: 4,125
 PM Peak Volume: 2,027
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.96

Southbound Volume for Lane 2

Wednesday, June 07, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	134	46	43	66	48	65	159	333	411	315	375	390
30	127	60	52	32	59	118	222	295	400	314	400	439
45	100	52	43	49	59	118	255	348	405	334	391	403
00	79	47	59	36	74	145	318	341	401	338	383	403
Hr Total	440	205	197	183	240	446	954	1,317	1,617	1,301	1,549	1,635

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	409	405	415	519	766	900	766	457	407	405	271	177
30	464	433	479	508	829	991	762	456	440	393	226	149
45	345	471	452	626	888	886	638	430	378	302	190	159
00	460	405	530	702	927	943	659	460	400	282	157	129
Hr Total	1,678	1,714	1,876	2,355	3,410	3,720	2,825	1,803	1,625	1,382	844	614

24 Hour Total: 33,930
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,679
 PM Peak Volume: 3,720
 AM Peak Hour Factor: 0.90
 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	206	85	87	126	120	283	790	1,369	1,347	940	954	896
30	184	105	87	100	161	381	1,043	1,295	1,338	859	910	946
45	177	97	86	110	201	535	1,193	1,423	1,263	855	924	912
00	125	81	92	89	229	651	1,332	1,301	1,157	921	912	847
Hr Total	692	368	352	425	711	1,850	4,358	5,388	5,105	3,575	3,700	3,601

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	839	887	910	956	1,211	1,392	1,259	865	704	657	454	274
30	942	927	944	936	1,285	1,484	1,265	797	693	651	412	252
45	850	1,000	902	1,110	1,376	1,358	1,065	759	658	531	347	251
00	982	861	970	1,180	1,426	1,443	1,079	769	654	464	274	211
Hr Total	3,613	3,675	3,726	4,182	5,298	5,677	4,668	3,190	2,709	2,303	1,487	988

24 Hour Total: 71,641
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:30
 AM Peak Volume: 5,419
 PM Peak Volume: 5,678
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Tampa
 Location: US 301 south of I-75

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	98	59	31	56	60	216	631	951	959	679	530	563
30	53	52	48	67	108	304	804	1,027	962	634	555	566
45	68	44	43	54	131	450	953	1,077	881	621	538	546
00	56	30	32	81	169	495	948	957	789	559	551	566
Hr Total	275	185	154	258	468	1,465	3,336	4,012	3,591	2,493	2,174	2,241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	512	532	518	474	484	513	460	415	312	262	225	146
30	530	489	534	482	495	551	479	422	260	288	208	128
45	512	538	476	531	528	535	472	309	305	221	173	111
00	549	459	506	478	510	507	426	308	309	194	124	102
Hr Total	2,103	2,018	2,034	1,965	2,017	2,106	1,837	1,454	1,186	965	730	487

24 Hour Total: 39,554
 AM Peak Hour begins: 7:15 AM Peak Volume: 4,020 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 12:15 PM Peak Volume: 2,123 PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	133	57	52	49	28	74	156	310	339	372	391	342
30	113	76	46	30	51	122	198	348	360	314	349	401
45	97	64	48	42	64	130	273	371	422	343	361	445
00	73	45	49	48	83	168	304	372	371	371	365	460
Hr Total	416	242	195	169	226	494	931	1,401	1,492	1,400	1,466	1,648

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	481	460	431	533	749	928	824	583	430	377	259	177
30	455	470	506	624	895	934	813	505	426	379	281	191
45	466	504	480	696	875	938	672	483	365	364	231	193
00	468	488	566	736	945	875	668	453	384	312	208	145
Hr Total	1,870	1,922	1,983	2,589	3,464	3,675	2,977	2,024	1,605	1,432	979	706

24 Hour Total: 35,306
 AM Peak Hour begins: 11:45 AM Peak Volume: 1,862 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:45 PM Peak Volume: 3,745 PM Peak Hour Factor: 0.99

Total Volume for All Lanes

Thursday, June 08, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	231	116	83	105	88	290	787	1,261	1,298	1,051	921	905
30	166	128	94	97	159	426	1,002	1,375	1,322	948	904	967
45	165	108	91	96	195	580	1,226	1,448	1,303	964	899	991
00	129	75	81	129	252	663	1,252	1,329	1,160	930	916	1,026
Hr Total	691	427	349	427	694	1,959	4,267	5,413	5,083	3,893	3,640	3,889

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	993	992	949	1,007	1,233	1,441	1,284	998	742	639	484	323
30	985	959	1,040	1,106	1,390	1,485	1,292	927	686	667	489	319
45	978	1,042	956	1,227	1,403	1,473	1,144	792	670	585	404	304
00	1,017	947	1,072	1,214	1,455	1,382	1,094	761	693	506	332	247
Hr Total	3,973	3,940	4,017	4,554	5,481	5,781	4,814	3,478	2,791	2,397	1,709	1,193

24 Hour Total: 74,860
 AM Peak Hour begins: 7:15 AM Peak Volume: 5,450 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 5,854 PM Peak Hour Factor: 0.99

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: Tampa	County: Hillsborough	
Location: US 301 south of I-75		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	79	46	35	56	68	218	623	999	944	650	551	525
30	66	47	38	63	105	282	815	1,026	926	591	526	527
45	69	42	41	52	134	429	946	1,068	872	575	541	526
00	46	32	37	64	159	510	994	963	751	570	528	506
Hr Total	261	167	150	235	467	1,439	3,377	4,056	3,493	2,386	2,146	2,084

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	464	494	498	448	461	499	452	410	298	256	200	121
30	504	500	496	461	473	515	475	404	247	258	186	109
45	510	530	469	519	483	492	419	321	278	225	155	97
00	538	472	472	475	487	485	396	308	278	183	123	85
Hr Total	2,016	1,995	1,936	1,902	1,904	1,991	1,742	1,442	1,102	922	663	412

24 Hour Total:	38,289				
AM Peak Hour begins:	6:45	AM Peak Volume:	4,087	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:45	PM Peak Volume:	2,061	PM Peak Hour Factor:	0.96

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	135	55	50	54	41	68	175	344	369	352	377	365
30	116	66	47	33	54	118	208	338	390	331	360	433
45	91	56	44	51	64	131	276	362	411	355	373	425
00	78	46	52	47	88	154	311	383	406	356	383	427
Hr Total	420	224	193	185	247	471	969	1,427	1,577	1,393	1,492	1,650

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	450	413	450	564	762	926	824	492	399	373	263	174
30	480	416	483	602	857	929	816	472	427	359	244	167
45	421	481	479	663	884	903	679	449	355	348	215	170
00	434	446	532	727	941	905	627	438	381	278	184	139
Hr Total	1,785	1,755	1,944	2,557	3,444	3,664	2,946	1,852	1,562	1,358	907	651

24 Hour Total:	34,671				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,782	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	3,700	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	214	102	85	109	109	285	798	1,343	1,314	1,002	928	889
30	182	113	85	97	159	401	1,022	1,364	1,316	921	886	960
45	160	98	85	103	198	560	1,222	1,430	1,284	930	913	951
00	124	78	89	111	247	664	1,304	1,346	1,157	926	911	933
Hr Total	680	391	343	420	713	1,910	4,346	5,483	5,070	3,779	3,638	3,734

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	914	907	948	1,012	1,223	1,426	1,276	902	697	629	463	295
30	984	916	979	1,063	1,330	1,444	1,291	876	674	617	430	277
45	931	1,011	948	1,182	1,367	1,395	1,097	770	633	573	370	267
00	971	917	1,004	1,201	1,429	1,390	1,023	746	659	461	307	224
Hr Total	3,800	3,751	3,880	4,459	5,349	5,655	4,688	3,294	2,663	2,279	1,570	1,063

24 Hour Total:	72,960				
AM Peak Hour begins:	7:00	AM Peak Volume:	5,483	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	5,694	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 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 Volume:	1,465	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:45	PM Peak Volume:	2,448	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	17:30				

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 Volume:	2,275	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,269	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:15				

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 Volume:	3,524	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	3,674	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

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

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 Volume:	2,218	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	6:30	PM Peak Volume:	1,278	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00				

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 Volume:	3,451	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	7:15	PM Peak Volume:	3,803	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00				

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 Volume:	1,336	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:30	PM Peak Volume:	2,438	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

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 Volume:	2,218	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	1,414	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:00				

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 Volume:	3,201	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	6:30	PM Peak Volume:	3,771	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

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 Volume:	1,063	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	883	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	15:30				

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 Volume:	793	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:45	PM Peak Volume:	1,187	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:45				

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 Volume:	1,622	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	1,996	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

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 Volume:	1,025	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	914	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:30				

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 Volume:	696	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	11:45	PM Peak Volume:	1,056	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15				

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

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 Volume:	1,049	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	946	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	15:30				

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 Volume:	782	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	11:30	PM Peak Volume:	1,059	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

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 Volume:	1,593	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:30	PM Peak Volume:	1,943	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:30				

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
 Stop Date: June 6, 2017
 City: Gibsonton
 Location: Gibsonton Dr east of Kenlake Dr

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,189
 PM Peak Volume: 2,398
 AM Peak Hour Factor: 0.98
 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
 PM Peak Hour begins: 15:15
 AM Peak Volume: 2,672
 PM Peak Volume: 1,347
 AM Peak Hour Factor: 0.98
 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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 3,540
 PM Peak Volume: 3,670
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Gibsonton
 Location: Gibsonton Dr east of Kenlake Dr

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:00

AM Peak Volume: 1,033
 PM Peak Volume: 2,545
 AM Peak Hour Factor: 0.92
 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
 PM Peak Hour begins: 17:00

AM Peak Volume: 2,386
 PM Peak Volume: 1,300
 AM Peak Hour Factor: 0.96
 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
 PM Peak Hour begins: 17:00

AM Peak Volume: 3,352
 PM Peak Volume: 3,845
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Gibsonton
 Location: Gibsonton Dr east of Kenlake Dr

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
PM Peak Hour begins:	17:00	PM Peak Volume:	2,573
		AM Peak Hour Factor:	0.95
		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
PM Peak Hour begins:	15:15	PM Peak Volume:	1,329
		AM Peak Hour Factor:	0.95
		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
PM Peak Hour begins:	17:00	PM Peak Volume:	3,877
		AM Peak Hour Factor:	0.98
		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 Volume:	475	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:45	PM Peak Volume:	627	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	15:15				

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 Volume:	504	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	6:30	PM Peak Volume:	542	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	15:15				

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

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 Volume:	466	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	6:45	PM Peak Volume:	639	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:30				

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 Volume:	457	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	557	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:30				

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 Volume:	923	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	6:45	PM Peak Volume:	1,156	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:30				

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 Volume:	552	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:00	PM Peak Volume:	683	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

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 Volume:	551	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:30	PM Peak Volume:	572	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:15				

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 Volume:	1,086	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	1,240	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

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 Volume:	209	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	8:00	PM Peak Volume:	292	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:30				

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

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 Volume:	209	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	8:00	PM Peak Volume:	292	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:30				

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 Volume:	221	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:45	PM Peak Volume:	342	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:00				

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

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 Volume:	221	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:45	PM Peak Volume:	342	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:00				

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 Volume:	222	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	9:15	PM Peak Volume:	351	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:00				

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

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 Volume:	222	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	9:15	PM Peak Volume:	351	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:00				

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 Volume:	206	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	8:00	PM Peak Volume:	321	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

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

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 Volume:	206	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	8:00	PM Peak Volume:	321	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 6, 2017
 Stop Date: June 6, 2017
 City: Gibsonton
 Location: I-75 NB Off Ramp to Gibsonton Dr WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 Stop Date: June 7, 2017
 City: Gibsonton
 Location: I-75 NB Off Ramp to Gibsonton Dr WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 Stop Date: June 8, 2017
 City: Gibsonton
 Location: I-75 NB Off Ramp to Gibsonton Dr WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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 Volume:	760	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	340	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	14:45				

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

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 Volume:	760	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	340	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	14:45				

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 Volume:	747	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	344	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	15:30				

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

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 Volume:	747	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	344	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	15:30				

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 Volume:	715	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:00	PM Peak Volume:	401	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:00				

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

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 Volume:	715	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:00	PM Peak Volume:	401	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:00				

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

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

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

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 Volume:	1,705	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	6:15	PM Peak Volume:	740	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

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

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 Volume:	1,705	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	6:15	PM Peak Volume:	740	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

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

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

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

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 Volume:	572	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	1,535	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:30				

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

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 Volume:	572	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	1,535	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:30				

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 Volume:	608	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	1,520	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:45				

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

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 Volume:	608	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	1,520	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:45				

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 Volume:	855	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:00	PM Peak Volume:	1,683	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

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

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 Volume:	855	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:00	PM Peak Volume:	1,683	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

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

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 Volume:	286	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:30	PM Peak Volume:	571	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:15				

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 Volume:	328	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:15	PM Peak Volume:	602	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:15				

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

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 Volume:	263	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	6:15	PM Peak Volume:	601	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15				

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 Volume:	291	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	6:15	PM Peak Volume:	632	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15				

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

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 Volume:	283	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:15	PM Peak Volume:	546	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:00				

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 Volume:	299	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:15	PM Peak Volume:	564	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:00				

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 Volume:	130	AM Peak Hour Factor:	0.79
AM Peak Hour begins:	6:45	PM Peak Volume:	143	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:00				

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

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 Volume:	130	AM Peak Hour Factor:	0.79
AM Peak Hour begins:	6:45	PM Peak Volume:	143	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:00				

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 Volume:	144	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	6:00	PM Peak Volume:	138	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:15				

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

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 Volume:	144	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	6:00	PM Peak Volume:	138	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:15				

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 Volume:	216	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	165	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	12:00				

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

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 Volume:	216	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	165	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	12:00				

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 Volume:	304	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	198	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

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

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 Volume:	304	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	198	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

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 Volume:	310	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	6:30	PM Peak Volume:	204	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:15				

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

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 Volume:	310	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	6:30	PM Peak Volume:	204	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:15				

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 Volume:	254	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	225	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	14:30				

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

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 Volume:	254	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	225	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	14:30				

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
 Stop Date: June 6, 2017
 City: Gibsonton
 Location: Kenlake Dr south of Gibsonton Dr

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 15:15
 AM Peak Volume: 156
 PM Peak Volume: 153
 AM Peak Hour Factor: 0.81
 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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 157
 PM Peak Volume: 133
 AM Peak Hour Factor: 0.79
 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
 PM Peak Hour begins: 15:00
 AM Peak Volume: 277
 PM Peak Volume: 256
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.77

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Gibsonton
 Location: Kenlake Dr south of Gibsonton Dr

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 15:15
 AM Peak Volume: 162
 PM Peak Volume: 134
 AM Peak Hour Factor: 0.74
 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
 PM Peak Hour begins: 17:15
 AM Peak Volume: 155
 PM Peak Volume: 141
 AM Peak Hour Factor: 0.81
 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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 281
 PM Peak Volume: 262
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Gibsonton
 Location: Kenlake Dr south of Gibsonton Dr

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:15
 AM Peak Volume: 168
 PM Peak Volume: 138
 AM Peak Hour Factor: 0.75
 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
 PM Peak Hour begins: 17:15
 AM Peak Volume: 157
 PM Peak Volume: 149
 AM Peak Hour Factor: 0.80
 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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 268
 PM Peak Volume: 275
 AM Peak Hour Factor: 0.92
 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 Volume:	152	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:15	PM Peak Volume:	140	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	15:15				

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 Volume:	154	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	6:30	PM Peak Volume:	138	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15				

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 Volume:	272	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	251	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:45				

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 Volume:	674	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	314	PM Peak Hour Factor:	0.80
PM Peak Hour begins:	18:00				

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 Volume:	397	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	699	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:15				

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 Volume:	830	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	994	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:15				

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 Volume:	662	AM Peak Hour Factor:	0.99
AM Peak Hour begins:	7:00	PM Peak Volume:	322	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	15:30				

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 Volume:	356	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	11:45	PM Peak Volume:	692	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

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 Volume:	791	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	998	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00				

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 Volume:	643	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:00	PM Peak Volume:	312	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:15				

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 Volume:	352	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	817	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:15				

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 Volume:	787	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:15	PM Peak Volume:	1,129	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15				

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 Volume:	75	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	6:45	PM Peak Volume:	94	PM Peak Hour Factor:	0.78
PM Peak Hour begins:	17:00				

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

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 Volume:	144	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	164	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	17:00				

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 Volume:	88	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	6:30	PM Peak Volume:	83	PM Peak Hour Factor:	0.80
PM Peak Hour begins:	16:15				

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

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 Volume:	160	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	6:30	PM Peak Volume:	154	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00				

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 Volume:	73	AM Peak Hour Factor:	0.79
AM Peak Hour begins:	7:45	PM Peak Volume:	89	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	15:30				

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 Volume:	71	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	6:15	PM Peak Volume:	71	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	18:00				

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 Volume:	140	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:15	PM Peak Volume:	153	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:30				

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 Volume:	58	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	9:30	PM Peak Volume:	63	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:30				

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 Volume:	99	AM Peak Hour Factor:	0.71
AM Peak Hour begins:	11:00	PM Peak Volume:	112	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:00				

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 Volume:	149	AM Peak Hour Factor:	0.75
AM Peak Hour begins:	8:00	PM Peak Volume:	171	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	15:15				

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 Volume:	83	AM Peak Hour Factor:	0.65
AM Peak Hour begins:	8:30	PM Peak Volume:	87	PM Peak Hour Factor:	0.81
PM Peak Hour begins:	17:30				

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 Volume:	128	AM Peak Hour Factor:	0.70
AM Peak Hour begins:	8:00	PM Peak Volume:	125	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	12:30				

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 Volume:	201	AM Peak Hour Factor:	0.64
AM Peak Hour begins:	8:00	PM Peak Volume:	188	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:30				

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 Volume:	107	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	11:00	PM Peak Volume:	86	PM Peak Hour Factor:	0.72
PM Peak Hour begins:	15:00				

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 Volume:	148	AM Peak Hour Factor:	0.79
AM Peak Hour begins:	11:15	PM Peak Volume:	151	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	14:45				

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 Volume:	251	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	11:00	PM Peak Volume:	236	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	14:45				

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

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMP Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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
Approch %	0	0	0	0	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	0	0	0	0	100	0	0	100	

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	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	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

Start Time	GIBSONTON DRIVE Westbound				I-75 NB RAMPS Northbound				GIBSONTON DRIVE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.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	0	1
+15 mins.	0	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	0	1
+45 mins.	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	0	2
% App. Total	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500

Intersection Pedestrian & Bicycle Count

Date: 6/7/17

Day: Wednesday

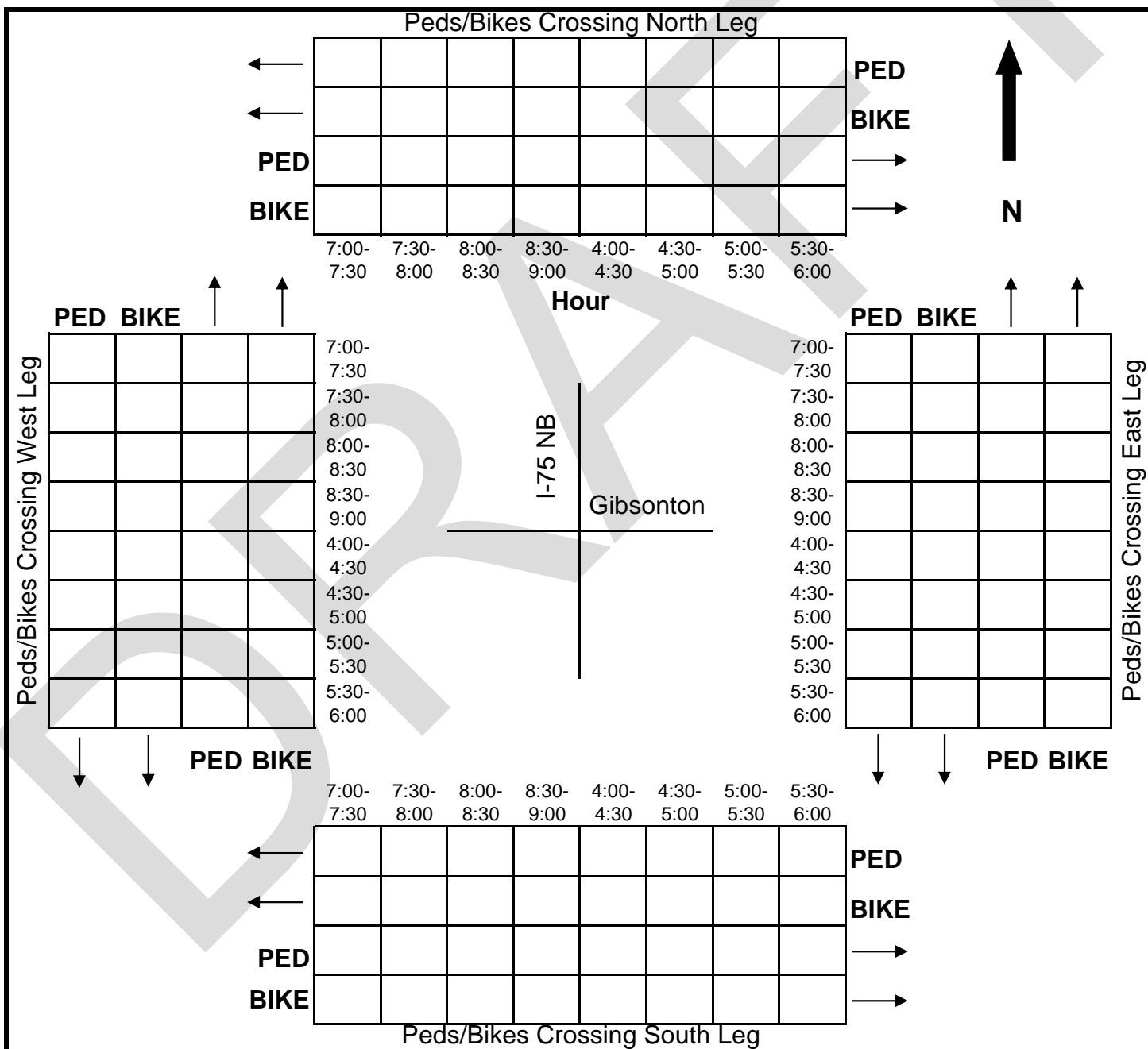
Count Times: 7-9am & 4-6pm

Weather: Rain 7:50-8am

Intersection: Gibsonton Drive at 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

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				04:15 PM				04:30 PM				04:45 PM				
04:00 PM	3	0	1	4	3	4	0	7	0	5	2	7	0	5	2	7	18
04:15 PM	2	0	1	3	0	0	0	0	0	2	4	6	0	2	4	6	9
04:30 PM	5	0	1	6	0	2	0	2	0	4	1	5	0	4	1	5	13
04:45 PM	2	0	3	5	3	0	0	3	0	3	3	6	0	3	3	6	14
Total Volume	12	0	6	18	6	6	0	12	0	14	10	24	0	14	10	24	54
% App. Total	66.7	0	33.3		50	50	0		0	58.3	41.7		0	58.3	41.7		
PHF	.600	.000	.500	.750	.500	.375	.000	.429	.000	.700	.625	.857	.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

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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		96	0	0		4	0	0		4

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	I-75 SB RAMPS Southbound				GIBSONTON DRIVE Westbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0
+15 mins.	0	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	1
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	1	0	0	1	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

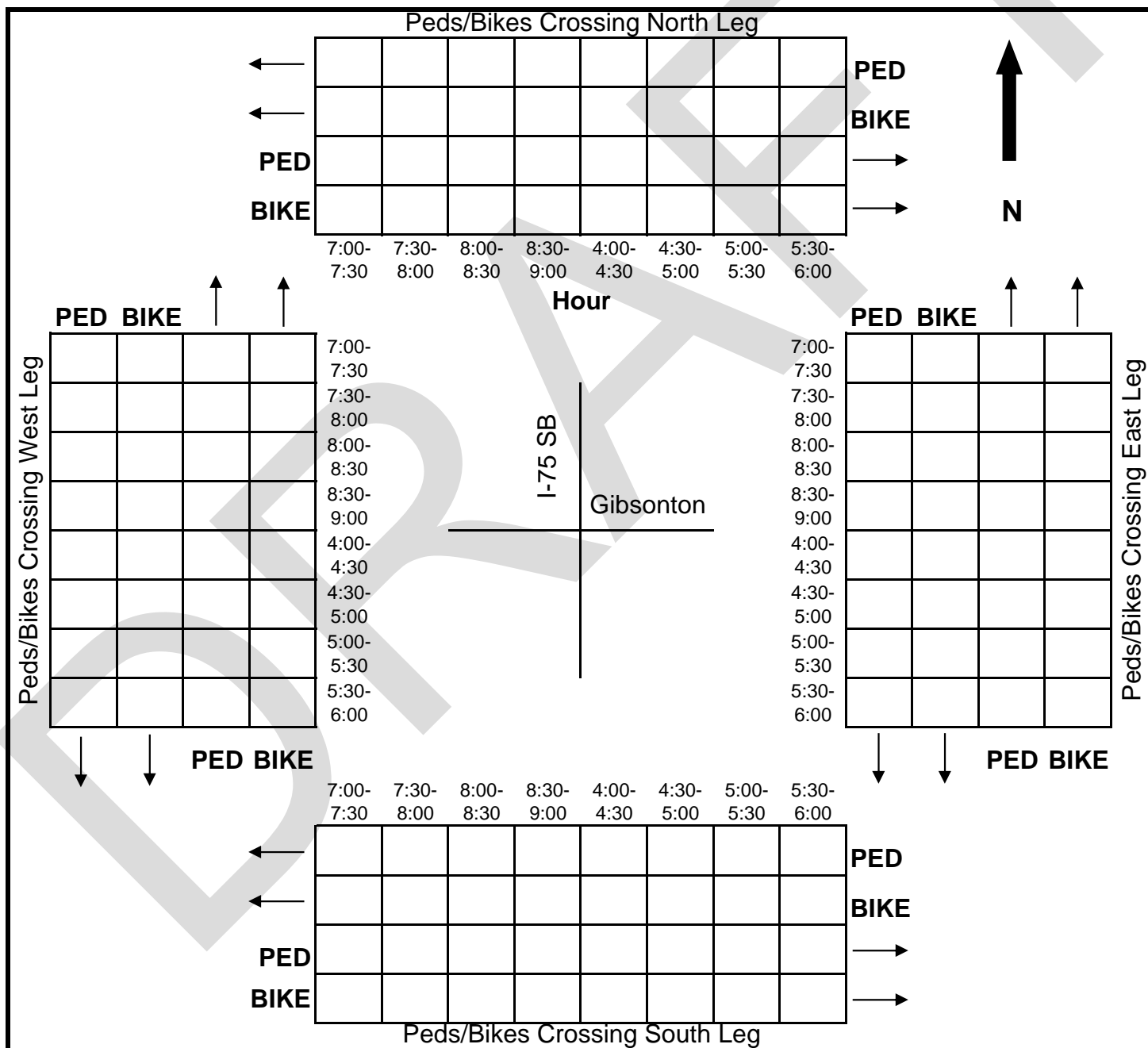
Count Times: 7-9am & 4-6pm

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

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 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

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 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

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 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

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 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

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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		55.3	0	0	55.3	0	0	0	0	44.7	0	0	44.7	

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 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

Start Time	OLD GIBSONTON DRIVE Southbound				GIBSONTON DRIVE Westbound				KENLAKE DRIVE/FERN HILL ROAD Northbound				GIBSONTON DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 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	0	100	0	0	100	0	0	0	0	100	0	0	100	
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	0	100	0	0	100	0	0	0	0	100	0	0	100	
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				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	0	100	0	0	100	0	0	0	0	100	0	0	100	
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

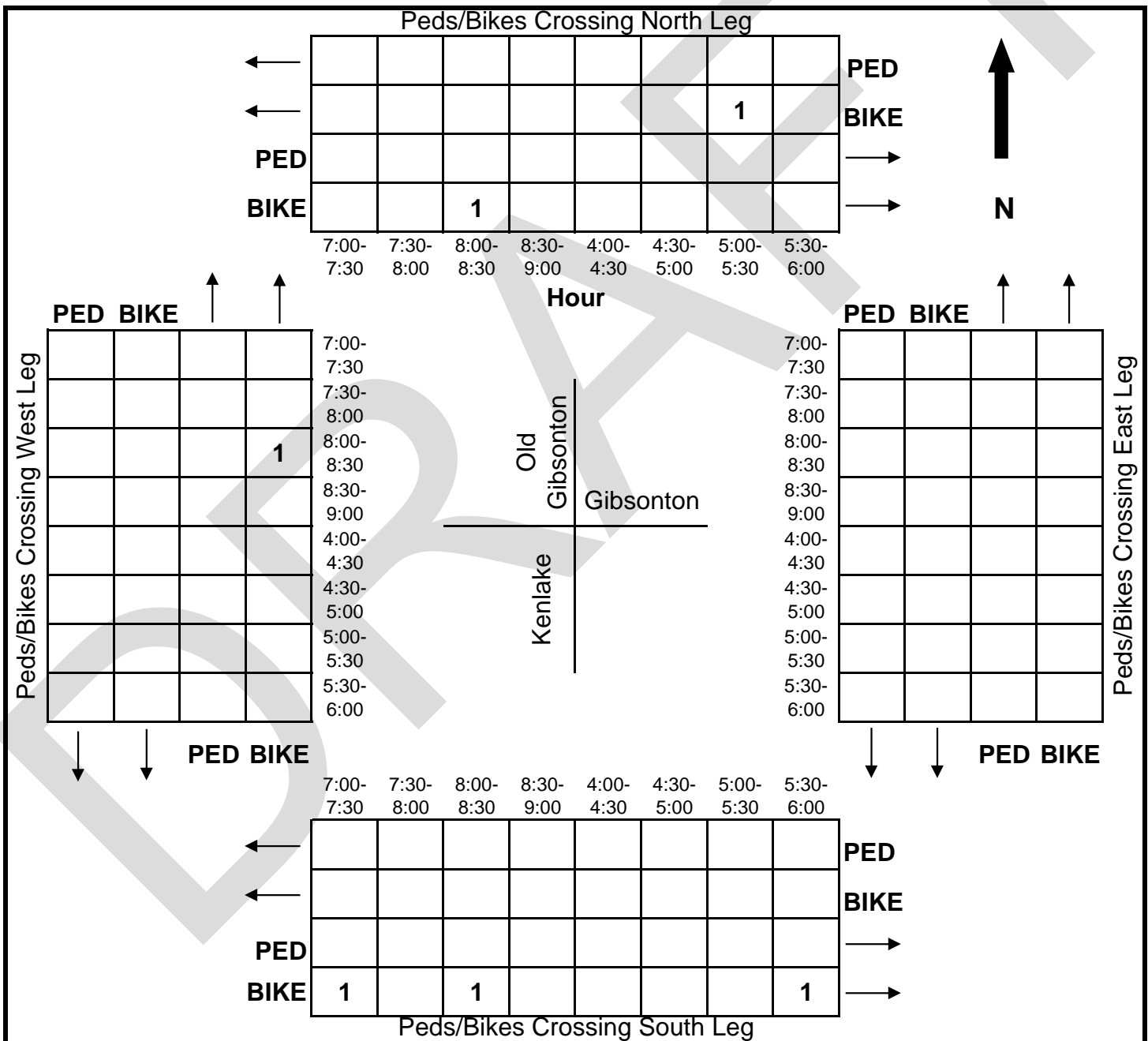
Count Times: 7-9am & 4-6pm

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

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 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

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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	

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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	

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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

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

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

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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					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

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	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	

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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	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

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

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

Start Time	OLD GIBSONTON DRIVE Southbound					GIBSONTON DRIVE Westbound					NEW EAST BAY ROAD Northbound					GIBSONTON DRIVE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100
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	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100	
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	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100
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

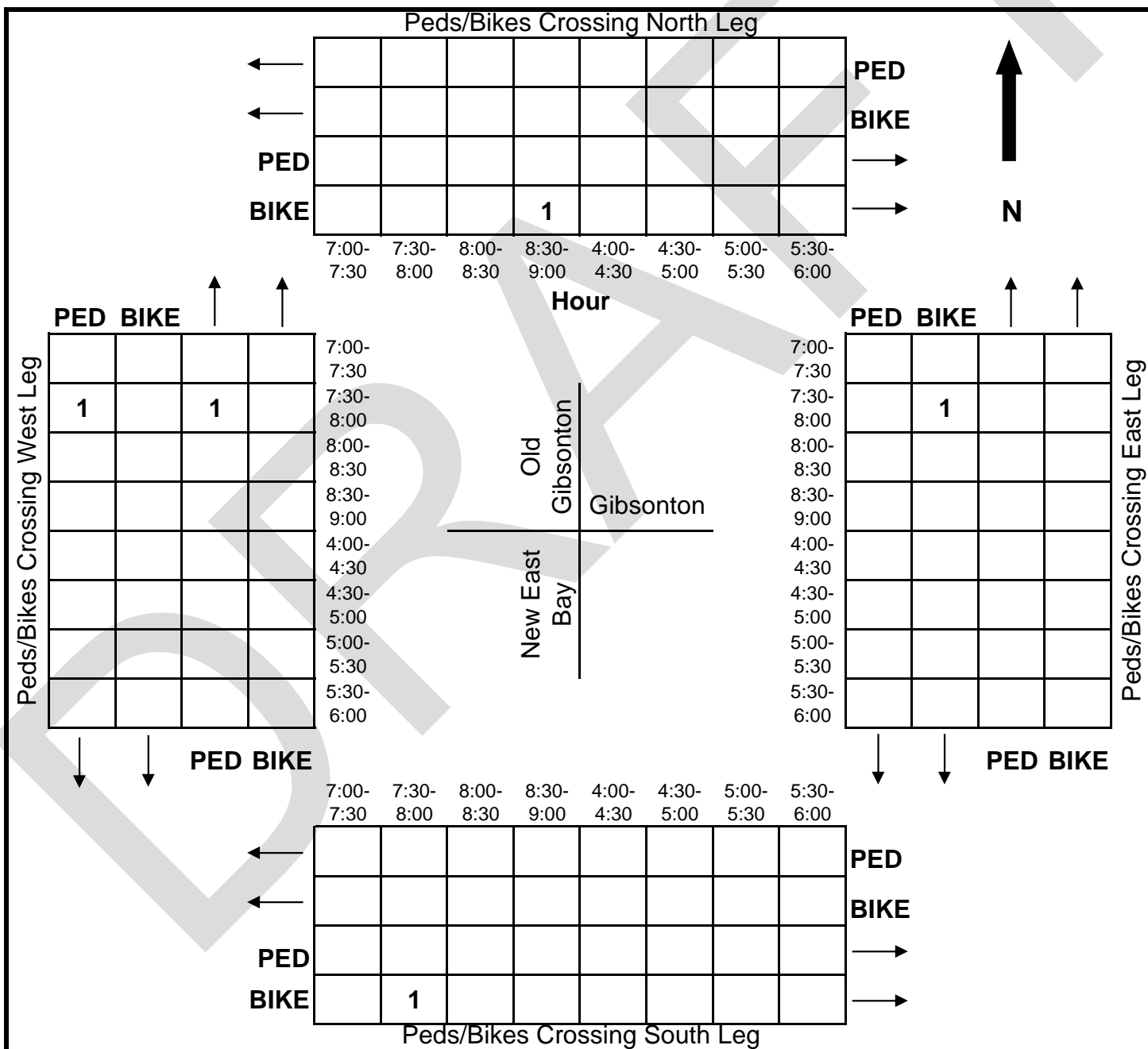
Count Times: 7-9am & 4-6pm

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 Volume:	1,316	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,141	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15				

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 Volume:	1,032	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:45	PM Peak Volume:	1,340	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

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 Volume:	2,167	AM Peak Hour Factor:	0.99
AM Peak Hour begins:	11:30	PM Peak Volume:	2,478	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

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 Volume:	1,198	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	8:30	PM Peak Volume:	1,153	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:00				

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 Volume:	1,213	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	10:30	PM Peak Volume:	1,364	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

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 Volume:	2,282	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	10:30	PM Peak Volume:	2,480	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

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 Volume:	1,158	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:45	PM Peak Volume:	1,948	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

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 Volume:	2,289	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	1,249	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	12:00				

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 Volume:	3,055	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	3,030	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	17:00				

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 Volume:	1,107	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	2,041	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

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 Volume:	2,254	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	1,173	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:30				

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 Volume:	3,119	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	3,152	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: Big Bend Rd east of Simmons Loop

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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 Volume:	1,261	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,133	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

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 Volume:	993	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:45	PM Peak Volume:	1,320	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:30				

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 Volume:	2,155	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	2,448	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

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 Volume:	1,294	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	1,198	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

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 Volume:	992	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:45	PM Peak Volume:	1,419	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

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 Volume:	2,173	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:45	PM Peak Volume:	2,574	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

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 Volume:	1,206	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	8:30	PM Peak Volume:	1,233	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

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 Volume:	1,145	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	10:30	PM Peak Volume:	1,318	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

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 Volume:	2,254	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	10:30	PM Peak Volume:	2,536	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

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 Volume:	1,241	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	2,098	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

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 Volume:	2,652	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	6:45	PM Peak Volume:	1,247	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:15				

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 Volume:	3,503	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:00	PM Peak Volume:	3,250	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:45				

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 Volume:	1,168	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	2,348	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

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 Volume:	2,265	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	6:45	PM Peak Volume:	1,205	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:15				

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 Volume:	3,182	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	7:15	PM Peak Volume:	3,519	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: Big Bend Rd west of Simmons Loop

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
PM Peak Hour begins:	17:00	PM Peak Volume:	2,254
		AM Peak Hour Factor:	0.95
		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
PM Peak Hour begins:	12:15	PM Peak Volume:	1,252
		AM Peak Hour Factor:	0.97
		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
PM Peak Hour begins:	16:45	PM Peak Volume:	3,430
		AM Peak Hour Factor:	0.97
		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 Volume:	88	AM Peak Hour Factor:	0.73
AM Peak Hour begins:	7:15	PM Peak Volume:	75	PM Peak Hour Factor:	0.78
PM Peak Hour begins:	16:00				

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 Volume:	106	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:30	PM Peak Volume:	106	PM Peak Hour Factor:	0.76
PM Peak Hour begins:	15:45				

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 Volume:	191	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:30	PM Peak Volume:	181	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:00				

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 Volume:	100	AM Peak Hour Factor:	0.74
AM Peak Hour begins:	7:00	PM Peak Volume:	87	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:15				

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 Volume:	115	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:45	PM Peak Volume:	102	PM Peak Hour Factor:	0.54
PM Peak Hour begins:	16:00				

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 Volume:	203	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:45	PM Peak Volume:	169	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:15				

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 Volume:	109	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:00	PM Peak Volume:	119	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:30				

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 Volume:	111	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:30	PM Peak Volume:	101	PM Peak Hour Factor:	0.65
PM Peak Hour begins:	15:30				

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 Volume:	214	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	195	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:30				

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 Volume:	179	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	8:45	PM Peak Volume:	376	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

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

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 Volume:	179	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	8:45	PM Peak Volume:	376	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 7, 2017
 Stop Date: June 7, 2017
 City: Riverview
 Location: I-75 NB Off Ramp to Big Bend Rd EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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 Volume:	575	AM Peak Hour Factor:	0.70
AM Peak Hour begins:	10:30	PM Peak Volume:	468	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:15				

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

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 Volume:	575	AM Peak Hour Factor:	0.70
AM Peak Hour begins:	10:30	PM Peak Volume:	468	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:15				

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 Volume:	298	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	10:30	PM Peak Volume:	427	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00				

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

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 Volume:	298	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	10:30	PM Peak Volume:	427	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00				

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: 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 Volume:	81	AM Peak Hour Factor:	0.75
AM Peak Hour begins:	11:30	PM Peak Volume:	92	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:15				

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

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 Volume:	81	AM Peak Hour Factor:	0.75
AM Peak Hour begins:	11:30	PM Peak Volume:	92	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:15				

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 Volume:	60	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	9:30	PM Peak Volume:	138	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:00				

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

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 Volume:	60	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	9:30	PM Peak Volume:	138	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:00				

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: I-75 NB Off Ramp to Big Bend Rd WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 200
 PM Peak Volume: 123
 AM Peak Hour Factor: 0.51
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 200
 PM Peak Volume: 123
 AM Peak Hour Factor: 0.51
 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 Volume:	100	AM Peak Hour Factor:	0.59
AM Peak Hour begins:	10:15	PM Peak Volume:	112	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

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

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 Volume:	100	AM Peak Hour Factor:	0.59
AM Peak Hour begins:	10:15	PM Peak Volume:	112	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

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 Volume:	951	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	522	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	14:45				

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

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 Volume:	951	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	522	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	14:45				

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 Volume:	991	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	490	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	13:15				

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

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 Volume:	991	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	490	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	13:15				

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 Volume:	914	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	7:15	PM Peak Volume:	487	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:30				

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

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 Volume:	914	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	7:15	PM Peak Volume:	487	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:30				

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 Volume:	1,274	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	540	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:15				

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

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 Volume:	1,274	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	540	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:15				

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 Volume:	1,239	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	484	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:30				

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

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 Volume:	1,239	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	484	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:30				

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 Volume:	1,248	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:15	PM Peak Volume:	797	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:15				

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

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 Volume:	1,248	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:15	PM Peak Volume:	797	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:15				

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 Volume:	1,241	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	6:30	PM Peak Volume:	598	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:15				

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

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 Volume:	1,241	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	6:30	PM Peak Volume:	598	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:15				

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 Volume:	515	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:45	PM Peak Volume:	1,173	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:30				

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

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 Volume:	515	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:45	PM Peak Volume:	1,173	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:30				

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 Volume:	491	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:30	PM Peak Volume:	1,307	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

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

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 Volume:	491	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:30	PM Peak Volume:	1,307	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

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 Volume:	473	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	1,294	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

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

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 Volume:	473	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	1,294	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

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
 Stop Date: June 6, 2017
 City: Riverview
 Location: I-75 SB Off Ramp to Big Bend Rd WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 346
 PM Peak Volume: 651
 AM Peak Hour Factor: 0.89
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 346
 PM Peak Volume: 651
 AM Peak Hour Factor: 0.89
 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 Volume:	337	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:30	PM Peak Volume:	684	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

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

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 Volume:	337	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:30	PM Peak Volume:	684	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: I-75 SB Off Ramp to Big Bend Rd WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 338
 PM Peak Volume: 666
 AM Peak Hour Factor: 0.94
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 338
 PM Peak Volume: 666
 AM Peak Hour Factor: 0.94
 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 Volume:	183	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:30	PM Peak Volume:	108	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	17:15				

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

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 Volume:	183	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:30	PM Peak Volume:	108	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	17:15				

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 Volume:	193	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	113	PM Peak Hour Factor:	0.74
PM Peak Hour begins:	16:30				

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

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 Volume:	193	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:30	PM Peak Volume:	113	PM Peak Hour Factor:	0.74
PM Peak Hour begins:	16:30				

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 Volume:	183	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:30	PM Peak Volume:	112	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:15				

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

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 Volume:	183	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:30	PM Peak Volume:	112	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:15				

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 Volume:	400	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:00	PM Peak Volume:	171	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	13:45				

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

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 Volume:	400	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:00	PM Peak Volume:	171	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	13:45				

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 Volume:	385	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	6:45	PM Peak Volume:	179	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

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

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 Volume:	385	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	6:45	PM Peak Volume:	179	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

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 Volume:	380	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	6:45	PM Peak Volume:	229	PM Peak Hour Factor:	0.77
PM Peak Hour begins:	13:15				

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

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 Volume:	380	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	6:45	PM Peak Volume:	229	PM Peak Hour Factor:	0.77
PM Peak Hour begins:	13:15				

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
 Stop Date: June 6, 2017
 City: Riverview
 Location: Simmons Loop south of Big Bend Rd

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 15:15
 AM Peak Volume: 160
 PM Peak Volume: 125
 AM Peak Hour Factor: 0.83
 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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 116
 PM Peak Volume: 228
 AM Peak Hour Factor: 0.76
 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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 258
 PM Peak Volume: 340
 AM Peak Hour Factor: 0.84
 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 Volume:	161	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:00	PM Peak Volume:	115	PM Peak Hour Factor:	0.74
PM Peak Hour begins:	15:15				

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 Volume:	100	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	9:45	PM Peak Volume:	251	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:30				

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 Volume:	251	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	6:45	PM Peak Volume:	332	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: June 8, 2017
 Stop Date: June 8, 2017
 City: Riverview
 Location: Simmons Loop south of Big Bend Rd

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:15
 AM Peak Volume: 157
 PM Peak Volume: 137
 AM Peak Hour Factor: 0.93
 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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 125
 PM Peak Volume: 272
 AM Peak Hour Factor: 0.73
 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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 244
 PM Peak Volume: 382
 AM Peak Hour Factor: 0.91
 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

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. 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

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. 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

Intersection Turning Movement Count

% 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	

DRAFT

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

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. 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	

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. 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

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. 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

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. 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	

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
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
 Page No : 2

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. 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

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. 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	0	100	0	0	0	100	100	0	0	100	
Total %	0	0	0	0	0	71.9	0	0	0	71.9	28.1	0	0	28.1	

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. 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	0	100	0	0	0	100	100	0	0	100	
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

Start Time	EAST BAY HIGH SCHOOL Southbound					BIG BEND ROAD Westbound					BIG BEND ROAD Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. 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	0	100	0	0	0	100	100	0	0	100	
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	0	100	0	0	0	100	100	0	0	100	
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	0	100	0	0	0	100	100	0	0	100	
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

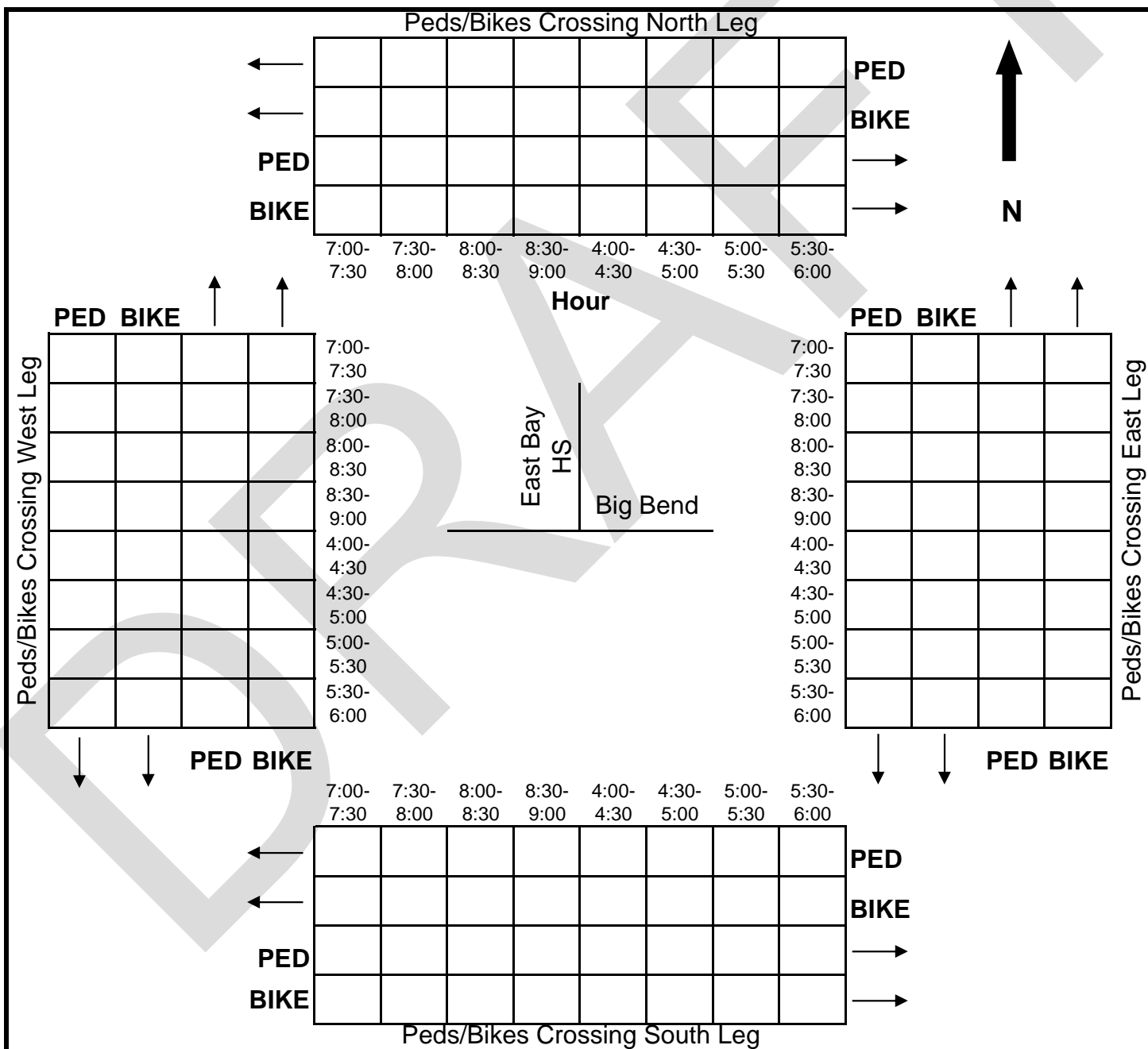
Count Times: 7-9am & 4-6pm

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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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 Entire Intersection Begins at 07:30 AM

	07:00 AM				07:45 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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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 Entire Intersection Begins at 07:45 AM

	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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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 Entire Intersection Begins at 07:30 AM

	07:30 AM				07:00 AM				07:45 AM					
+0 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0	
+15 mins.	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	
+45 mins.	1	0	0	1	1	0	0	0	1	1	0	0	1	
Total Volume	4	0	0	4	3	0	0	0	3	1	0	0	1	
% App. Total	100	0	0		100	0	0	0		100	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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	1	9	2	0	11	28
05:30 PM	0	8	0	8	1	0	0	0	1	1	9	0	0	9	18
05:45 PM	0	11	0	11	1	0	0	0	1	1	11	0	0	11	23
Total	0	46	0	46	2	0	0	1	3	3	34	2	0	36	85
Grand Total	1	111	0	112	2	0	0	1	3	3	77	2	0	79	194
Apprch %	0.9	99.1	0		66.7	0	0	33.3			97.5	2.5	0		
Total %	0.5	57.2	0	57.7	1	0	0	0.5	1.5		39.7	1	0	40.7	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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 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			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

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	0	1	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	0	1	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	0	1	1	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	0	1	1	0	0	1	5
Apprch %	100	0	0		100	0	0	0	0		100	0	0	0	
Total %	60	0	0	60	20	0	0	0	20		20	0	0	20	

Start Time	BIG BEND ROAD Westbound				SIMMONS LOOP Northbound					BIG BEND ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	0	1	0	0	0	0	1
04:30 PM	1	0	0	1	0	0	0	0	0	0	1	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	0	1	1	0	0	1	3
% App. Total	100	0	0		100	0	0	0	0		100	0	0	0	
PHF	.250	.000	.000	.250	.250	.000	.000	.000	.250		.250	.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
+15 mins.	0	0	0	0	1	0	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	1	0	0	0	1	1	0	0	1
% App. Total	100	0	0		100	0	0	0		100	0	0	
PHF	.500	.000	.000	.500	.250	.000	.000	.000	.250	.250	.000	.000	.250

Intersection Pedestrian & Bicycle Count

Date: 6/6/17-PM & 6/8/17-AM

Day: Tues & Thurs

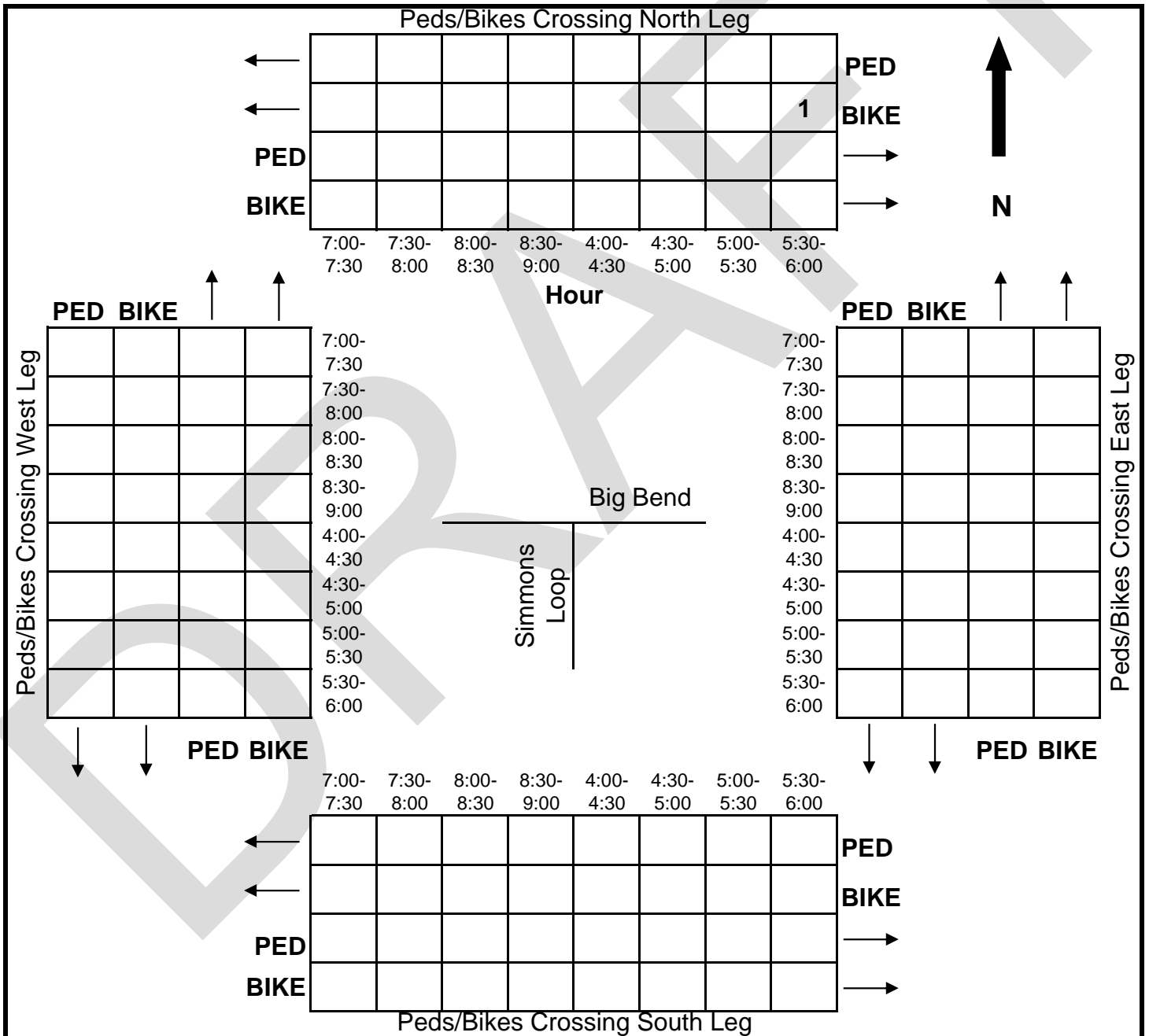
Count Times: 7-9am & 4-6pm

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
 Stop Date: June 13, 2017
 City: Ruskin
 Location: 30th St SE north of SR 674

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 676
 PM Peak Volume: 860
 AM Peak Hour Factor: 0.86
 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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 594
 PM Peak Volume: 807
 AM Peak Hour Factor: 0.77
 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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 1,136
 PM Peak Volume: 1,667
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: June 14, 2017
 Stop Date: June 14, 2017
 City: Ruskin
 Location: 30th St SE north of SR 674

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 831
 PM Peak Volume: 849
 AM Peak Hour Factor: 0.87
 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	109	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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 622
 PM Peak Volume: 843
 AM Peak Hour Factor: 0.74
 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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 1,281
 PM Peak Volume: 1,692
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: June 15, 2017
 Stop Date: June 15, 2017
 City: Ruskin
 Location: 30th St SE north of SR 674

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:15
 AM Peak Volume: 712
 PM Peak Volume: 870
 AM Peak Hour Factor: 0.86
 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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 546
 PM Peak Volume: 791
 AM Peak Hour Factor: 0.85
 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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 1,157
 PM Peak Volume: 1,631
 AM Peak Hour Factor: 0.91
 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
 Stop Date: June 13, 2017
 City: Sun City Center
 Location: 33rd St SE south of SR 674

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 12:15
 AM Peak Volume: 278
 PM Peak Volume: 282
 AM Peak Hour Factor: 0.91
 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
 PM Peak Hour begins: 12:15
 AM Peak Volume: 297
 PM Peak Volume: 325
 AM Peak Hour Factor: 0.84
 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
 PM Peak Hour begins: 12:15
 AM Peak Volume: 575
 PM Peak Volume: 607
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 14, 2017
 Stop Date: June 14, 2017
 City: Sun City Center
 Location: 33rd St SE south of SR 674

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 Stop Date: June 15, 2017
 City: Sun City Center
 Location: 33rd St SE south of SR 674

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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 Volume:	265	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	283	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:45				

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 Volume:	294	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	309	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:00				

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 Volume:	559	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:45	PM Peak Volume:	578	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	12:00				

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 Volume:	505	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:30	PM Peak Volume:	500	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:15				

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 Volume:	586	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	617	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	13:45				

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 Volume:	1,067	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	1,086	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:15				

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 Volume:	483	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	509	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:15				

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 Volume:	578	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	638	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	13:15				

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 Volume:	1,061	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	1,107	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	13:00				

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 Volume:	514	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	543	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	12:30				

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 Volume:	588	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	613	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:15				

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 Volume:	1,102	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	1,148	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	12:15				

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
 Stop Date: June 13, 2017
 City: Sun City Center
 Location: I-75 NB Off Ramp to SR 674 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 220
 PM Peak Volume: 280
 AM Peak Hour Factor: 0.85
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 220
 PM Peak Volume: 280
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 14, 2017
 Stop Date: June 14, 2017
 City: Sun City Center
 Location: I-75 NB Off Ramp to SR 674 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 Stop Date: June 15, 2017
 City: Sun City Center
 Location: I-75 NB Off Ramp to SR 674 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 244
 PM Peak Volume: 344
 AM Peak Hour Factor: 0.80
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 244
 PM Peak Volume: 344
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.90

Volume Count Report 3-Day Average

Start Date: June 13, 2017
 Stop Date: June 15, 2017
 City: Sun City Center
 Location: I-75 NB Off Ramp to SR 674 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 Stop Date: June 13, 2017
 City: Sun City Center
 Location: I-75 NB Off Ramp to SR 674 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 109
 PM Peak Volume: 202
 AM Peak Hour Factor: 0.94
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 109
 PM Peak Volume: 202
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: June 14, 2017
 Stop Date: June 14, 2017
 City: Sun City Center
 Location: I-75 NB Off Ramp to SR 674 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 130
 PM Peak Volume: 197
 AM Peak Hour Factor: 0.86
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 130
 PM Peak Volume: 197
 AM Peak Hour Factor: 0.86
 PM Peak Hour Factor: 0.74

Volume Count Report

Start Date: June 15, 2017
 Stop Date: June 15, 2017
 City: Sun City Center
 Location: I-75 NB Off Ramp to SR 674 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 Stop Date: June 13, 2017
 City: Ruskin
 Location: I-75 SB On Ramp from SR 674 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 13:00
 AM Peak Volume: 279
 PM Peak Volume: 132
 AM Peak Hour Factor: 0.77
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 13:00
 AM Peak Volume: 279
 PM Peak Volume: 132
 AM Peak Hour Factor: 0.77
 PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: June 14, 2017
 Stop Date: June 14, 2017
 City: Ruskin
 Location: I-75 SB On Ramp from SR 674 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 252
 PM Peak Volume: 131
 AM Peak Hour Factor: 0.82
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 252
 PM Peak Volume: 131
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.76

Volume Count Report

Start Date: June 15, 2017
 Stop Date: June 15, 2017
 City: Ruskin
 Location: I-75 SB On Ramp from SR 674 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:00
 AM Peak Volume: 254
 PM Peak Volume: 141
 AM Peak Hour Factor: 0.85
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 16:00
 AM Peak Volume: 254
 PM Peak Volume: 141
 AM Peak Hour Factor: 0.85
 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
 Stop Date: June 13, 2017
 City: Ruskin
 Location: I-75 SB On Ramp from SR 674 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:15
 AM Peak Volume: 297
 PM Peak Volume: 190
 AM Peak Hour Factor: 0.77
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 16:15
 AM Peak Volume: 297
 PM Peak Volume: 190
 AM Peak Hour Factor: 0.77
 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: June 14, 2017
 Stop Date: June 14, 2017
 City: Ruskin
 Location: I-75 SB On Ramp from SR 674 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:15
 AM Peak Volume: 262
 PM Peak Volume: 217
 AM Peak Hour Factor: 0.89
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 16:15
 AM Peak Volume: 262
 PM Peak Volume: 217
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 15, 2017
 Stop Date: June 15, 2017
 City: Ruskin
 Location: I-75 SB On Ramp from SR 674 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:15
 AM Peak Volume: 281
 PM Peak Volume: 193
 AM Peak Hour Factor: 0.89
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/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
 PM Peak Hour begins: 16:15
 AM Peak Volume: 281
 PM Peak Volume: 193
 AM Peak Hour Factor: 0.89
 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
 Stop Date: June 13, 2017
 City: Ruskin
 Location: Racetrac D/W south of SR 674

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 Stop Date: June 14, 2017
 City: Ruskin
 Location: Racetrac D/W south of SR 674

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 Stop Date: June 15, 2017
 City: Ruskin
 Location: Racetrac D/W south of SR 674

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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 Volume:	1,427	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	1,356	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

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 Volume:	1,456	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:45	PM Peak Volume:	1,559	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:30				

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 Volume:	2,707	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	2,915	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

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 Volume:	1,365	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	1,398	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30				

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 Volume:	1,392	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:45	PM Peak Volume:	1,584	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:30				

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 Volume:	2,613	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	2,982	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

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 Volume:	1,309	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	1,496	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00				

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 Volume:	1,490	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	1,533	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:30				

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 Volume:	2,778	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:45	PM Peak Volume:	2,975	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:45				

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
 Stop Date: June 13, 2017
 City: Ruskin
 Location: SR 674 east of 30th St SE

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 1,345
 PM Peak Volume: 1,184
 AM Peak Hour Factor: 0.97
 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
 PM Peak Hour begins: 17:15
 AM Peak Volume: 1,276
 PM Peak Volume: 1,702
 AM Peak Hour Factor: 0.93
 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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 2,543
 PM Peak Volume: 2,838
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 14, 2017
 Stop Date: June 14, 2017
 City: Ruskin
 Location: SR 674 east of 30th St SE

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 1,458
 PM Peak Volume: 1,179
 AM Peak Hour Factor: 0.94
 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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,353
 PM Peak Volume: 1,796
 AM Peak Hour Factor: 0.88
 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
 PM Peak Hour begins: 17:15
 AM Peak Volume: 2,728
 PM Peak Volume: 2,840
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: June 15, 2017
 Stop Date: June 15, 2017
 City: Ruskin
 Location: SR 674 east of 30th St SE

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 1,328
 PM Peak Volume: 1,177
 AM Peak Hour Factor: 0.97
 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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,239
 PM Peak Volume: 1,908
 AM Peak Hour Factor: 0.89
 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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 2,539
 PM Peak Volume: 3,033
 AM Peak Hour Factor: 0.96
 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:	19,948			
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
 Stop Date: June 13, 2017
 City: Sun City Center
 Location: SR 674 east of Cypress Village Dr

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,216
 PM Peak Volume: 1,394
 AM Peak Hour Factor: 0.93
 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
 PM Peak Hour begins: 12:15
 AM Peak Volume: 1,434
 PM Peak Volume: 1,450
 AM Peak Hour Factor: 0.96
 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
 PM Peak Hour begins: 16:30
 AM Peak Volume: 2,595
 PM Peak Volume: 2,762
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 14, 2017
 Stop Date: June 14, 2017
 City: Sun City Center
 Location: SR 674 east of Cypress Village Dr

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,197
 PM Peak Volume: 1,323
 AM Peak Hour Factor: 0.92
 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 1,410
 PM Peak Volume: 1,469
 AM Peak Hour Factor: 0.90
 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
 PM Peak Hour begins: 12:15
 AM Peak Volume: 2,566
 PM Peak Volume: 2,757
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 15, 2017
 Stop Date: June 15, 2017
 City: Sun City Center
 Location: SR 674 east of Cypress Village Dr

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 14:00

AM Peak Volume: 1,896
 PM Peak Volume: 2,009
 AM Peak Hour Factor: 0.93
 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
 PM Peak Hour begins: 12:30

AM Peak Volume: 1,455
 PM Peak Volume: 1,469
 AM Peak Hour Factor: 0.95
 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
 PM Peak Hour begins: 12:30

AM Peak Volume: 3,351
 PM Peak Volume: 3,467
 AM Peak Hour Factor: 0.96
 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
 Stop Date: June 13, 2017
 City: Ruskin
 Location: SR 674 west of 30th St SE

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 12:15
 AM Peak Volume: 1,155
 PM Peak Volume: 896
 AM Peak Hour Factor: 0.92
 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
 PM Peak Hour begins: 15:45
 AM Peak Volume: 903
 PM Peak Volume: 1,088
 AM Peak Hour Factor: 0.94
 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
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,867
 PM Peak Volume: 1,926
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: June 14, 2017
 Stop Date: June 14, 2017
 City: Ruskin
 Location: SR 674 west of 30th St SE

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 Stop Date: June 15, 2017
 City: Ruskin
 Location: SR 674 west of 30th St SE

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 12:30
 AM Peak Volume: 1,193
 PM Peak Volume: 956
 AM Peak Hour Factor: 0.92
 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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 826
 PM Peak Volume: 1,233
 AM Peak Hour Factor: 0.96
 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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,874
 PM Peak Volume: 2,108
 AM Peak Hour Factor: 0.95
 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
 Stop Date: June 13, 2017
 City: Ruskin
 Location: SR 674 west of I-75 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 1,521
 PM Peak Volume: 1,316
 AM Peak Hour Factor: 0.99
 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
 PM Peak Hour begins: 17:15
 AM Peak Volume: 1,315
 PM Peak Volume: 1,719
 AM Peak Hour Factor: 0.92
 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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 2,779
 PM Peak Volume: 2,996
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: June 14, 2017
 Stop Date: June 14, 2017
 City: Ruskin
 Location: SR 674 west of I-75 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 1,612
 PM Peak Volume: 1,303
 AM Peak Hour Factor: 0.95
 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
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,392
 PM Peak Volume: 1,751
 AM Peak Hour Factor: 0.92
 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
 PM Peak Hour begins: 17:15
 AM Peak Volume: 2,942
 PM Peak Volume: 2,933
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 15, 2017
 Stop Date: June 15, 2017
 City: Ruskin
 Location: SR 674 west of I-75 SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

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
 PM Peak Hour begins: 17:30
 AM Peak Volume: 1,531
 PM Peak Volume: 1,333
 AM Peak Hour Factor: 0.94
 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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,293
 PM Peak Volume: 1,939
 AM Peak Hour Factor: 0.86
 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
 PM Peak Hour begins: 17:00
 AM Peak Volume: 2,778
 PM Peak Volume: 3,223
 AM Peak Hour Factor: 0.95
 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

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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										
+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

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 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

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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	

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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	

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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

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

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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	

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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

Start Time	30TH STREET SE Southbound					SR 674 Westbound					RACETRAC DRIVEWAY Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
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	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
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	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
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

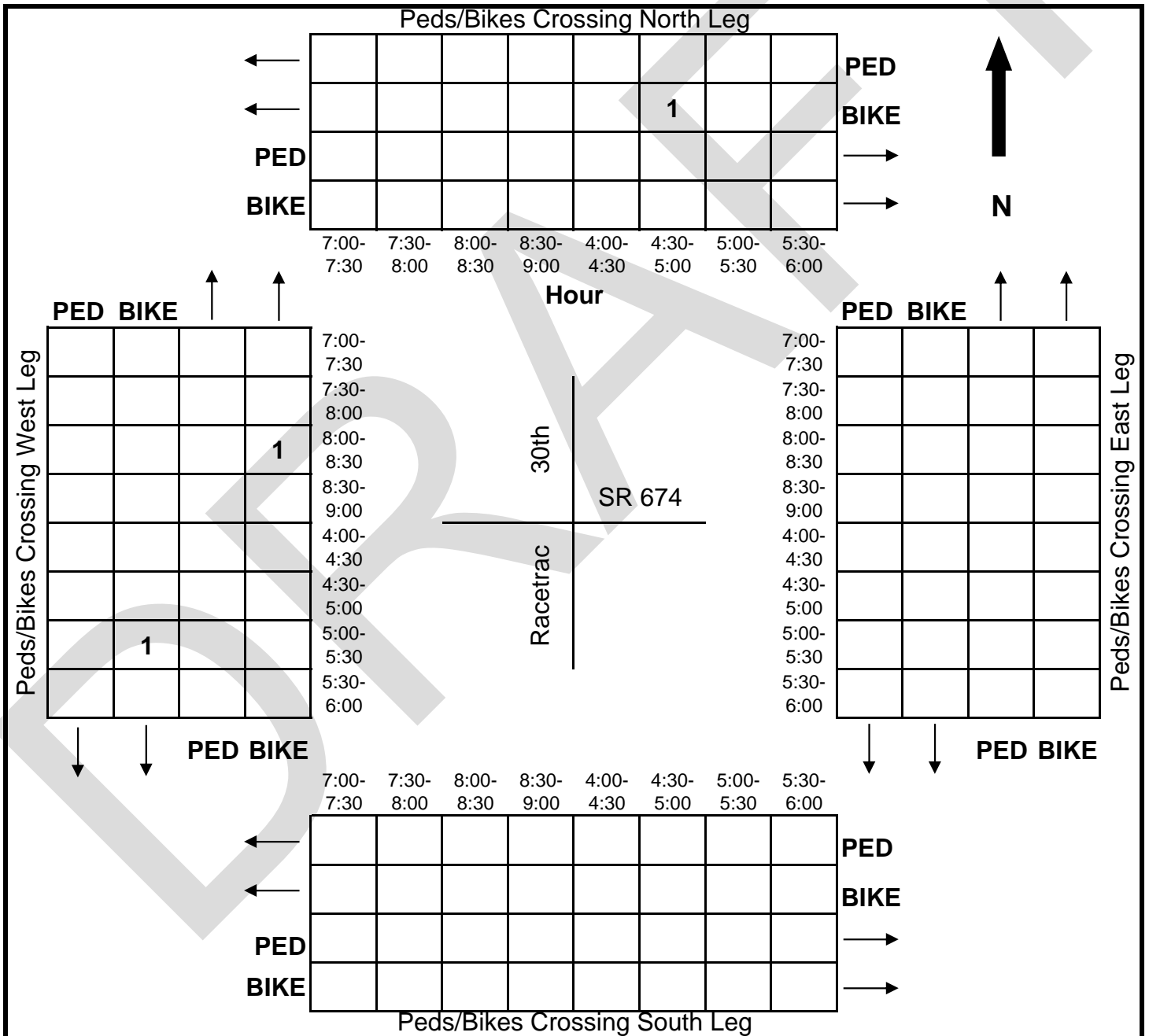
Count Times: 7-9am & 4-6pm

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: 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

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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
 Page No : 2

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 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

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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	

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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
 Page No : 2

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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	

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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
 Page No : 2

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
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	

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 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
 Page No : 2

Start Time	CYPRESS VILLAGE BOULEVARD Southbound					SR 674 Westbound					33RD STREET SE Northbound					SR 674 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 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	2
+15 mins.	0	0	0	0	0	7	0	0	0	7	0	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	3
+45 mins.	2	0	0	0	2	3	0	0	0	3	0	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	5
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	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					04:30 PM					04:45 PM					05:00 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	0	100	0	0	0	0	0	0	0	0	0	100	0	0	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	5
+15 mins.	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	1	0	0	0	1	1
+30 mins.	4	0	0	0	4	9	0	0	0	9	0	0	0	0	0	3	0	0	0	3	3
+45 mins.	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	3
Total Volume	5	0	0	0	5	30	0	0	0	30	0	0	0	0	0	12	0	0	0	12	12
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	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

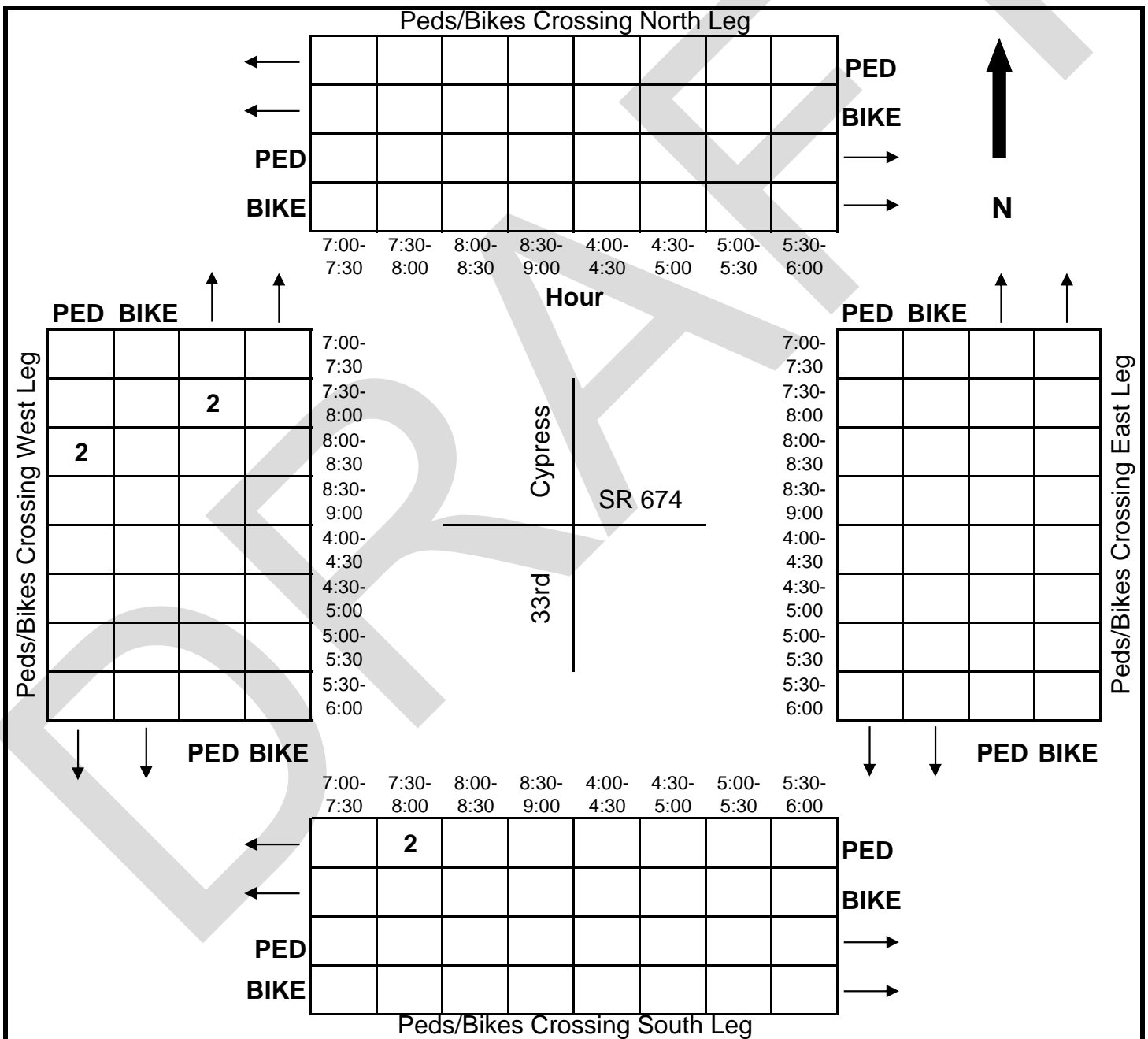
Count Times: 7-9am & 4-6pm

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: 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

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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 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

Start Time	SR 674 Westbound				I-75 NB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

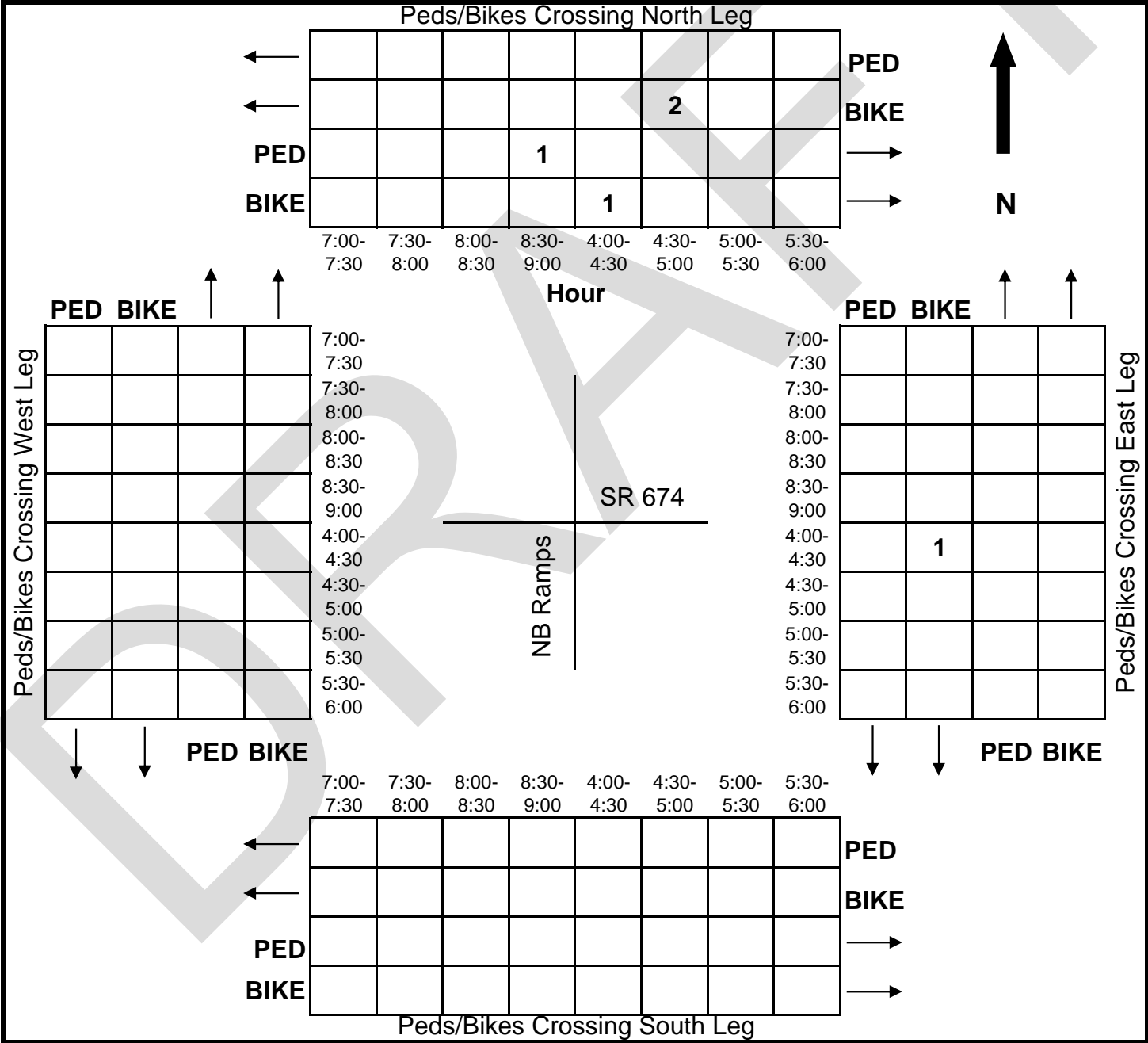
Count Times: 7-9am & 4-6pm

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



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

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 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	100	15.9	84.1	0	100	0	0	100	100	0	90.4	9.6	100
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

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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 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

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 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

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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 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

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 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				04:15 PM				04:30 PM				04:45 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

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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		100	0	0	100	0	0	0		0	0	0		

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 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

Start Time	I-75 SB RAMP Southbound				SR 674 Westbound				I-75 SB RAMP Northbound				SR 674 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 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	0	100	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	0	100	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	0	100	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

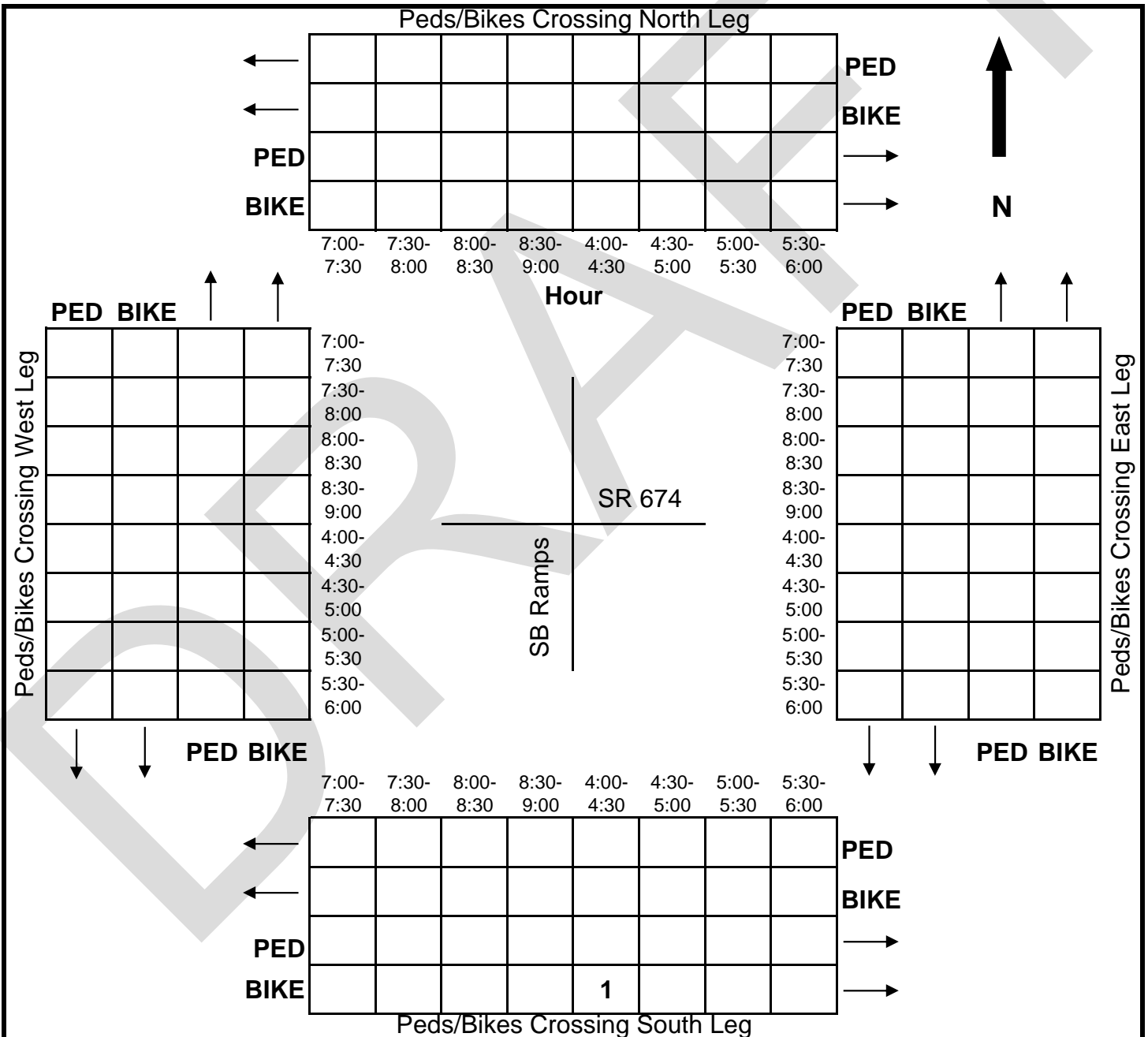
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 674 at I-75 SB Ramps

Comments: _____

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



Volume Count Report

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 20, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Hillsborough Ave EB to I-4/Hillsborough Ave Frontage EB Ramp				

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	91	68	57	95	102	207	223	255	208	222	215
30	77	79	56	57	106	126	188	282	247	207	213	249
45	101	71	58	77	97	118	212	295	245	227	199	224
00	92	64	77	76	74	124	218	243	276	220	227	247
Hr Total	350	305	259	267	372	470	825	1,043	1,023	862	861	935

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	307	252	285	362	330	387	346	304	252	203	174	133
30	266	276	285	321	364	333	312	246	223	202	144	156
45	239	306	296	362	409	331	324	233	195	192	168	149
00	231	260	265	366	315	347	275	236	197	175	124	99
Hr Total	1,043	1,094	1,131	1,411	1,418	1,398	1,257	1,019	867	772	610	537

24 Hour Total:	20,129	AM Peak Volume:	1,075	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	1,475	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:15				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	91	68	57	95	102	207	223	255	208	222	215
30	77	79	56	57	106	126	188	282	247	207	213	249
45	101	71	58	77	97	118	212	295	245	227	199	224
00	92	64	77	76	74	124	218	243	276	220	227	247
Hr Total	350	305	259	267	372	470	825	1,043	1,023	862	861	935

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	307	252	285	362	330	387	346	304	252	203	174	133
30	266	276	285	321	364	333	312	246	223	202	144	156
45	239	306	296	362	409	331	324	233	195	192	168	149
00	231	260	265	366	315	347	275	236	197	175	124	99
Hr Total	1,043	1,094	1,131	1,411	1,418	1,398	1,257	1,019	867	772	610	537

24 Hour Total:	20,129	AM Peak Volume:	1,075	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	1,475	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date:	June 21, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 21, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Hillsborough Ave EB to I-4/Hillsborough Ave Frontage EB Ramp				

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	100	71	68	77	89	196	233	289	212	233	209
30	95	87	59	62	60	93	172	284	205	220	249	263
45	111	105	69	61	79	118	213	274	293	228	224	227
00	99	68	86	83	67	167	232	254	230	237	230	277
Hr Total	410	360	285	274	283	467	813	1,045	1,017	897	936	976

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	242	273	266	278	366	363	346	342	278	231	203	161
30	252	263	277	350	338	315	344	266	225	240	168	174
45	276	269	317	442	404	259	375	243	238	188	155	145
00	272	277	332	419	369	305	302	236	217	206	178	122
Hr Total	1,042	1,082	1,192	1,489	1,477	1,242	1,367	1,087	958	865	704	602

24 Hour Total:	20,870	AM Peak Volume:	1,101	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	1,577	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	15:15				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	100	71	68	77	89	196	233	289	212	233	209
30	95	87	59	62	60	93	172	284	205	220	249	263
45	111	105	69	61	79	118	213	274	293	228	224	227
00	99	68	86	83	67	167	232	254	230	237	230	277
Hr Total	410	360	285	274	283	467	813	1,045	1,017	897	936	976

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	242	273	266	278	366	363	346	342	278	231	203	161
30	252	263	277	350	338	315	344	266	225	240	168	174
45	276	269	317	442	404	259	375	243	238	188	155	145
00	272	277	332	419	369	305	302	236	217	206	178	122
Hr Total	1,042	1,082	1,192	1,489	1,477	1,242	1,367	1,087	958	865	704	602

24 Hour Total:	20,870	AM Peak Volume:	1,101	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	1,577	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	15:15				

Volume Count Report

Start Date:	June 22, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Hillsborough Ave EB to I-4/Hillsborough Ave Frontage EB Ramp				

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	118	83	73	74	90	112	193	215	271	210	215	243
30	125	96	83	81	81	109	212	273	223	221	211	255
45	134	99	62	84	92	142	186	262	249	206	238	235
00	121	98	71	83	81	167	218	249	215	229	203	235
Hr Total	498	376	289	322	344	530	809	999	958	866	867	968

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	252	256	274	344	373	346	337	320	286	226	245	227
30	250	294	278	316	326	328	317	289	221	254	179	189
45	244	304	347	380	403	333	329	229	240	200	203	185
00	277	269	308	388	350	354	297	249	233	208	151	137
Hr Total	1,023	1,123	1,207	1,428	1,452	1,361	1,280	1,087	980	888	778	738

24 Hour Total:	21,171	AM Peak Volume:	1,055	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	1,490	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:45				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	118	83	73	74	90	112	193	215	271	210	215	243
30	125	96	83	81	81	109	212	273	223	221	211	255
45	134	99	62	84	92	142	186	262	249	206	238	235
00	121	98	71	83	81	167	218	249	215	229	203	235
Hr Total	498	376	289	322	344	530	809	999	958	866	867	968

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	252	256	274	344	373	346	337	320	286	226	245	227
30	250	294	278	316	326	328	317	289	221	254	179	189
45	244	304	347	380	403	333	329	229	240	200	203	185
00	277	269	308	388	350	354	297	249	233	208	151	137
Hr Total	1,023	1,123	1,207	1,428	1,452	1,361	1,280	1,087	980	888	778	738

24 Hour Total:	21,171	AM Peak Volume:	1,055	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	1,490	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:45				

Volume Count Report

3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Hillsborough Ave EB to I-4/Hillsborough Ave Frontage EB Ramp				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	91	71	66	87	101	199	224	272	210	223	222
30	99	87	66	67	82	109	191	280	225	216	224	256
45	115	92	63	74	89	126	204	277	262	220	220	229
00	104	77	78	81	74	153	223	249	240	229	220	253
Hr Total	419	347	278	288	333	489	816	1,029	999	875	888	960

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	267	260	275	328	356	365	343	322	272	220	207	174
30	256	278	280	329	343	325	324	267	223	232	164	173
45	253	293	320	395	405	308	343	235	224	193	175	160
00	260	269	302	391	345	335	291	240	216	196	151	119
Hr Total	1,036	1,100	1,177	1,443	1,449	1,334	1,301	1,064	935	842	697	626

24 Hour Total:	20,723	AM Peak Volume:	1,077	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,495	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:45				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	101	91	71	66	87	101	199	224	272	210	223	222
30	99	87	66	67	82	109	191	280	225	216	224	256
45	115	92	63	74	89	126	204	277	262	220	220	229
00	104	77	78	81	74	153	223	249	240	229	220	253
Hr Total	419	347	278	288	333	489	816	1,029	999	875	888	960

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	267	260	275	328	356	365	343	322	272	220	207	174
30	256	278	280	329	343	325	324	267	223	232	164	173
45	253	293	320	395	405	308	343	235	224	193	175	160
00	260	269	302	391	345	335	291	240	216	196	151	119
Hr Total	1,036	1,100	1,177	1,443	1,449	1,334	1,301	1,064	935	842	697	626

24 Hour Total:	20,723	AM Peak Volume:	1,077	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,495	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:45				

Volume Count Report

Start Date: June 27, 2017	Start Time: 00:00	Station: 0
Stop Date: June 27, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave EB to US 301 SB Ramp		

Eastbound Volume for Lane 1

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	14	7	12	14	10	35	54	78	48	56	59
30	16	11	15	14	13	25	29	66	65	51	61	65
45	15	12	11	13	19	15	46	67	68	48	50	67
00	8	11	13	12	17	30	56	74	61	45	72	70
Hr Total	62	48	46	51	63	80	166	261	272	192	239	261

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	55	69	75	81	95	81	55	43	26	31	26
30	62	65	66	84	92	108	76	47	32	31	25	22
45	57	71	76	77	95	104	61	41	37	27	26	23
00	58	68	77	83	92	98	66	48	31	24	26	22
Hr Total	237	259	288	319	360	405	284	191	143	108	108	93

24 Hour Total:	4,536	AM Peak Volume:	285	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	405	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00				

N/A

Tuesday, June 27, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	14	7	12	14	10	35	54	78	48	56	59
30	16	11	15	14	13	25	29	66	65	51	61	65
45	15	12	11	13	19	15	46	67	68	48	50	67
00	8	11	13	12	17	30	56	74	61	45	72	70
Hr Total	62	48	46	51	63	80	166	261	272	192	239	261

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	55	69	75	81	95	81	55	43	26	31	26
30	62	65	66	84	92	108	76	47	32	31	25	22
45	57	71	76	77	95	104	61	41	37	27	26	23
00	58	68	77	83	92	98	66	48	31	24	26	22
Hr Total	237	259	288	319	360	405	284	191	143	108	108	93

24 Hour Total:	4,536	AM Peak Volume:	285	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	405	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 28, 2017	Start Time: 00:00	Station: 0
Stop Date: June 28, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave EB to US 301 SB Ramp		

Eastbound Volume for Lane 1

Wednesday, June 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	12	11	12	5	25	57	77	58	87	82
30	10	18	9	8	11	24	28	81	63	65	75	91
45	15	12	13	12	20	22	58	69	81	61	80	82
00	14	13	10	11	16	44	52	80	80	71	74	78
Hr Total	62	59	44	42	59	95	163	287	301	255	316	333

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	69	70	74	81	86	92	51	54	38	22	22
30	73	64	66	70	79	99	68	47	36	26	21	19
45	68	57	71	80	101	110	69	49	37	37	33	29
00	79	72	71	76	105	75	65	47	45	27	23	16
Hr Total	275	262	278	300	366	370	294	194	172	128	99	86

24 Hour Total:	4,840	AM Peak Volume:	333	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:00	PM Peak Volume:	400	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

N/A

Wednesday, June 28, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	12	11	12	5	25	57	77	58	87	82
30	10	18	9	8	11	24	28	81	63	65	75	91
45	15	12	13	12	20	22	58	69	81	61	80	82
00	14	13	10	11	16	44	52	80	80	71	74	78
Hr Total	62	59	44	42	59	95	163	287	301	255	316	333

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	69	70	74	81	86	92	51	54	38	22	22
30	73	64	66	70	79	99	68	47	36	26	21	19
45	68	57	71	80	101	110	69	49	37	37	33	29
00	79	72	71	76	105	75	65	47	45	27	23	16
Hr Total	275	262	278	300	366	370	294	194	172	128	99	86

24 Hour Total:	4,840	AM Peak Volume:	333	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:00	PM Peak Volume:	400	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 29, 2017	Start Time: 00:00	Station: 0
Stop Date: June 29, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave EB to US 301 SB Ramp		

Eastbound Volume for Lane 1

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	15	9	10	12	34	62	78	58	67	64
30	10	8	6	8	7	19	39	75	69	55	42	60
45	17	13	6	16	19	24	56	70	67	48	73	60
00	15	19	2	11	15	28	61	75	58	45	58	69
Hr Total	55	49	29	44	51	83	190	282	272	206	240	253

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	54	65	73	90	87	121	119	66	35	39	30
30	72	47	74	80	77	96	146	81	51	39	38	33
45	76	75	57	83	106	107	198	69	40	31	36	26
00	57	71	77	95	85	135	184	70	29	22	38	13
Hr Total	274	247	273	331	358	425	649	339	186	127	151	102

24 Hour Total:	5,216	AM Peak Volume:	298	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	649	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	18:00				

N/A

Thursday, June 29, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	15	9	10	12	34	62	78	58	67	64
30	10	8	6	8	7	19	39	75	69	55	42	60
45	17	13	6	16	19	24	56	70	67	48	73	60
00	15	19	2	11	15	28	61	75	58	45	58	69
Hr Total	55	49	29	44	51	83	190	282	272	206	240	253

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	54	65	73	90	87	121	119	66	35	39	30
30	72	47	74	80	77	96	146	81	51	39	38	33
45	76	75	57	83	106	107	198	69	40	31	36	26
00	57	71	77	95	85	135	184	70	29	22	38	13
Hr Total	274	247	273	331	358	425	649	339	186	127	151	102

24 Hour Total:	5,216	AM Peak Volume:	298	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	649	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	18:00				

Volume Count Report 3-Day Average

Start Date:	June 27, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 29, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	Hillsborough Ave EB to US 301 SB Ramp				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	13	11	11	12	9	31	58	78	55	70	68
30	12	12	10	10	10	23	32	74	66	57	59	72
45	16	12	10	14	19	20	53	69	72	52	68	70
00	12	14	8	11	16	34	56	76	66	54	68	72
Hr Total	60	52	40	46	58	86	173	277	282	218	265	282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	59	68	74	84	89	98	75	54	33	31	26
30	69	59	69	78	83	101	97	58	40	32	28	25
45	67	68	68	80	101	107	109	53	38	32	32	26
00	65	70	75	85	94	103	105	55	35	24	29	17
Hr Total	262	256	280	317	361	400	409	241	167	121	119	94

24 Hour Total:	4,864	AM Peak Volume:	297	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	409	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	18:00				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	13	11	11	12	9	31	58	78	55	70	68
30	12	12	10	10	10	23	32	74	66	57	59	72
45	16	12	10	14	19	20	53	69	72	52	68	70
00	12	14	8	11	16	34	56	76	66	54	68	72
Hr Total	60	52	40	46	58	86	173	277	282	218	265	282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	59	68	74	84	89	98	75	54	33	31	26
30	69	59	69	78	83	101	97	58	40	32	28	25
45	67	68	68	80	101	107	109	53	38	32	32	26
00	65	70	75	85	94	103	105	55	35	24	29	17
Hr Total	262	256	280	317	361	400	409	241	167	121	119	94

24 Hour Total:	4,864	AM Peak Volume:	297	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	409	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	18:00				

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave/Frontage EB to I-4 EB Ramp		

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	102	93	71	75	117	128	220	276	295	278	274	301
30	80	88	73	79	124	147	268	302	307	242	252	284
45	99	70	75	90	123	151	239	358	278	287	238	256
00	97	81	88	96	99	164	232	277	282	245	261	284
Hr Total	378	332	307	340	463	590	959	1,213	1,162	1,052	1,025	1,125

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	297	299	306	370	367	370	329	304	254	218	171	122
30	298	279	317	344	391	277	317	252	249	196	163	163
45	282	323	351	439	411	301	301	236	205	180	162	141
00	280	305	343	415	339	312	281	259	213	175	126	103
Hr Total	1,157	1,206	1,317	1,568	1,508	1,260	1,228	1,051	921	769	622	529

24 Hour Total:	22,082	AM Peak Volume:	1,237	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	1,612	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:30				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	102	93	71	75	117	128	220	276	295	278	274	301
30	80	88	73	79	124	147	268	302	307	242	252	284
45	99	70	75	90	123	151	239	358	278	287	238	256
00	97	81	88	96	99	164	232	277	282	245	261	284
Hr Total	378	332	307	340	463	590	959	1,213	1,162	1,052	1,025	1,125

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	297	299	306	370	367	370	329	304	254	218	171	122
30	298	279	317	344	391	277	317	252	249	196	163	163
45	282	323	351	439	411	301	301	236	205	180	162	141
00	280	305	343	415	339	312	281	259	213	175	126	103
Hr Total	1,157	1,206	1,317	1,568	1,508	1,260	1,228	1,051	921	769	622	529

24 Hour Total:	22,082	AM Peak Volume:	1,237	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	1,612	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:30				

Volume Count Report

Start Date:	June 21, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 21, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Hillsborough Ave/Frontage EB to I-4 EB Ramp				

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	112	101	70	89	108	124	235	289	343	290	312	277
30	117	91	64	88	95	155	233	327	276	237	290	270
45	104	95	79	78	96	143	239	319	287	281	285	271
00	102	84	107	98	81	214	234	278	302	257	265	289
Hr Total	435	371	320	353	380	636	941	1,213	1,208	1,065	1,152	1,107

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	259	320	314	324	310	344	348	373	282	231	190	168
30	288	285	310	383	346	333	366	293	224	233	193	166
45	301	304	366	399	308	261	343	255	234	202	159	149
00	274	303	351	390	356	276	316	223	218	203	167	123
Hr Total	1,122	1,212	1,341	1,496	1,320	1,214	1,373	1,144	958	869	709	606

24 Hour Total:	22,545	AM Peak Volume:	1,267	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	1,496	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:00				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	112	101	70	89	108	124	235	289	343	290	312	277
30	117	91	64	88	95	155	233	327	276	237	290	270
45	104	95	79	78	96	143	239	319	287	281	285	271
00	102	84	107	98	81	214	234	278	302	257	265	289
Hr Total	435	371	320	353	380	636	941	1,213	1,208	1,065	1,152	1,107

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	259	320	314	324	310	344	348	373	282	231	190	168
30	288	285	310	383	346	333	366	293	224	233	193	166
45	301	304	366	399	308	261	343	255	234	202	159	149
00	274	303	351	390	356	276	316	223	218	203	167	123
Hr Total	1,122	1,212	1,341	1,496	1,320	1,214	1,373	1,144	958	869	709	606

24 Hour Total:	22,545	AM Peak Volume:	1,267	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	1,496	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:00				

Volume Count Report

Start Date: June 22, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave/Frontage EB to I-4 EB Ramp		

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	119	87	87	92	111	150	230	271	304	260	274	303
30	146	100	90	97	111	156	261	286	292	233	248	287
45	132	111	83	93	102	171	256	310	297	264	325	290
00	122	97	85	112	96	192	245	289	268	267	269	311
Hr Total	519	395	345	394	420	669	992	1,156	1,161	1,024	1,116	1,191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	328	308	289	371	439	247	318	348	100	222	278	338
30	307	305	325	343	378	291	335	282	137	245	276	368
45	279	351	395	463	368	273	297	137	87	251	245	290
00	309	318	347	398	328	289	306	70	139	275	240	154
Hr Total	1,223	1,282	1,356	1,575	1,513	1,100	1,256	837	463	993	1,039	1,150

24 Hour Total:	23,169	AM Peak Volume:	1,236	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	1,678	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	15:30				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	119	87	87	92	111	150	230	271	304	260	274	303
30	146	100	90	97	111	156	261	286	292	233	248	287
45	132	111	83	93	102	171	256	310	297	264	325	290
00	122	97	85	112	96	192	245	289	268	267	269	311
Hr Total	519	395	345	394	420	669	992	1,156	1,161	1,024	1,116	1,191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	328	308	289	371	439	247	318	348	100	222	278	338
30	307	305	325	343	378	291	335	282	137	245	276	368
45	279	351	395	463	368	273	297	137	87	251	245	290
00	309	318	347	398	328	289	306	70	139	275	240	154
Hr Total	1,223	1,282	1,356	1,575	1,513	1,100	1,256	837	463	993	1,039	1,150

24 Hour Total:	23,169	AM Peak Volume:	1,236	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	1,678	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	15:30				

Volume Count Report 3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	Hillsborough Ave/Frontage EB to I-4 EB Ramp				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	94	76	85	112	134	228	279	314	276	287	294
30	114	93	76	88	110	153	254	305	292	237	263	280
45	112	92	79	87	107	155	245	329	287	277	283	272
00	107	87	93	102	92	190	237	281	284	256	265	295
Hr Total	444	366	324	362	421	632	964	1,194	1,177	1,047	1,098	1,141

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	295	309	303	355	372	320	332	342	212	224	213	209
30	298	290	317	357	372	300	339	276	203	225	211	232
45	287	326	371	434	362	278	314	209	175	211	189	193
00	288	309	347	401	341	292	301	184	190	218	178	127
Hr Total	1,167	1,233	1,338	1,546	1,447	1,191	1,286	1,011	781	877	790	762

24 Hour Total:	22,599				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,229	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:30	PM Peak Volume:	1,578	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	111	94	76	85	112	134	228	279	314	276	287	294
30	114	93	76	88	110	153	254	305	292	237	263	280
45	112	92	79	87	107	155	245	329	287	277	283	272
00	107	87	93	102	92	190	237	281	284	256	265	295
Hr Total	444	366	324	362	421	632	964	1,194	1,177	1,047	1,098	1,141

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	295	309	303	355	372	320	332	342	212	224	213	209
30	298	290	317	357	372	300	339	276	203	225	211	232
45	287	326	371	434	362	278	314	209	175	211	189	193
00	288	309	347	401	341	292	301	184	190	218	178	127
Hr Total	1,167	1,233	1,338	1,546	1,447	1,191	1,286	1,011	781	877	790	762

24 Hour Total:	22,599				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,229	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:30	PM Peak Volume:	1,578	PM Peak Hour Factor:	0.91

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave/Frontage EB to US 92 EB Ramp		

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	11	5	6	11	19	63	123	131	125	69	81
30	22	5	13	19	15	24	78	141	154	102	99	80
45	23	14	7	6	13	31	97	157	137	107	80	86
00	16	5	15	15	12	39	156	185	153	87	89	81
Hr Total	85	35	40	46	51	113	394	606	575	421	337	328

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	94	99	141	169	224	165	101	86	67	43	36
30	94	123	88	115	170	197	191	88	60	53	47	40
45	80	109	106	145	209	206	141	84	70	50	43	47
00	104	100	104	153	231	173	118	72	47	50	45	30
Hr Total	386	426	397	554	779	800	615	345	263	220	178	153

24 Hour Total:	8,147	AM Peak Volume:	627	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:30	PM Peak Volume:	861	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	11	5	6	11	19	63	123	131	125	69	81
30	22	5	13	19	15	24	78	141	154	102	99	80
45	23	14	7	6	13	31	97	157	137	107	80	86
00	16	5	15	15	12	39	156	185	153	87	89	81
Hr Total	85	35	40	46	51	113	394	606	575	421	337	328

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	94	99	141	169	224	165	101	86	67	43	36
30	94	123	88	115	170	197	191	88	60	53	47	40
45	80	109	106	145	209	206	141	84	70	50	43	47
00	104	100	104	153	231	173	118	72	47	50	45	30
Hr Total	386	426	397	554	779	800	615	345	263	220	178	153

24 Hour Total:	8,147	AM Peak Volume:	627	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:30	PM Peak Volume:	861	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 21, 2017	Start Time: 00:00	Station: 0
Stop Date: June 21, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave/Frontage EB to US 92 EB Ramp		

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	21	11	9	11	19	60	119	140	104	66	88
30	26	10	16	17	7	19	72	136	173	110	76	82
45	19	10	8	14	14	45	120	181	159	93	72	78
00	18	9	9	10	16	38	133	181	161	111	80	114
Hr Total	80	50	44	50	48	121	385	617	633	418	294	362

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	113	96	96	242	220	140	113	89	56	56	32
30	81	104	96	124	200	221	136	108	67	62	53	31
45	106	137	119	208	238	144	158	87	80	73	42	21
00	99	97	124	271	244	146	138	94	53	66	47	40
Hr Total	394	451	435	699	924	731	572	402	289	257	198	124

24 Hour Total:	8,578	AM Peak Volume:	675	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:30	PM Peak Volume:	951	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:45				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	21	11	9	11	19	60	119	140	104	66	88
30	26	10	16	17	7	19	72	136	173	110	76	82
45	19	10	8	14	14	45	120	181	159	93	72	78
00	18	9	9	10	16	38	133	181	161	111	80	114
Hr Total	80	50	44	50	48	121	385	617	633	418	294	362

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	113	96	96	242	220	140	113	89	56	56	32
30	81	104	96	124	200	221	136	108	67	62	53	31
45	106	137	119	208	238	144	158	87	80	73	42	21
00	99	97	124	271	244	146	138	94	53	66	47	40
Hr Total	394	451	435	699	924	731	572	402	289	257	198	124

24 Hour Total:	8,578	AM Peak Volume:	675	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:30	PM Peak Volume:	951	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:45				

Volume Count Report

Start Date: June 22, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Hillsborough Ave/Frontage EB to US 92 EB Ramp		

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	18	12	10	10	15	61	114	161	103	77	74
30	27	28	13	12	15	24	93	117	171	90	96	105
45	18	14	7	16	13	32	103	162	147	92	103	84
00	17	18	8	8	17	57	140	177	132	89	78	101
Hr Total	93	78	40	46	55	128	397	570	611	374	354	364

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	102	106	130	173	248	145	118	82	62	67	50
30	99	94	106	129	176	216	145	87	61	60	51	57
45	97	103	113	151	210	235	143	96	72	65	45	38
00	98	111	137	159	253	223	134	79	83	59	49	35
Hr Total	409	410	462	569	812	922	567	380	298	246	212	180

24 Hour Total:	8,577	AM Peak Volume:	671	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	952	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	18	12	10	10	15	61	114	161	103	77	74
30	27	28	13	12	15	24	93	117	171	90	96	105
45	18	14	7	16	13	32	103	162	147	92	103	84
00	17	18	8	8	17	57	140	177	132	89	78	101
Hr Total	93	78	40	46	55	128	397	570	611	374	354	364

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	102	106	130	173	248	145	118	82	62	67	50
30	99	94	106	129	176	216	145	87	61	60	51	57
45	97	103	113	151	210	235	143	96	72	65	45	38
00	98	111	137	159	253	223	134	79	83	59	49	35
Hr Total	409	410	462	569	812	922	567	380	298	246	212	180

24 Hour Total:	8,577	AM Peak Volume:	671	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	952	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	Hillsborough Ave/Frontage EB to US 92 EB Ramp				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	17	9	8	11	18	61	119	144	111	71	81
30	25	14	14	16	12	22	81	131	166	101	90	89
45	20	13	7	12	13	36	107	167	148	97	85	83
00	17	11	11	11	15	45	143	181	149	96	82	99
Hr Total	86	54	41	47	51	121	392	598	606	404	328	351

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	103	100	122	195	231	150	111	86	62	55	39
30	91	107	97	123	182	211	157	94	63	58	50	43
45	94	116	113	168	219	195	147	89	74	63	43	35
00	100	103	122	194	243	181	130	82	61	58	47	35
Hr Total	396	429	431	607	838	818	585	376	283	241	196	152

24 Hour Total:	8,434	AM Peak Volume:	658	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	904	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	17	9	8	11	18	61	119	144	111	71	81
30	25	14	14	16	12	22	81	131	166	101	90	89
45	20	13	7	12	13	36	107	167	148	97	85	83
00	17	11	11	11	15	45	143	181	149	96	82	99
Hr Total	86	54	41	47	51	121	392	598	606	404	328	351

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	103	100	122	195	231	150	111	86	62	55	39
30	91	107	97	123	182	211	157	94	63	58	50	43
45	94	116	113	168	219	195	147	89	74	63	43	35
00	100	103	122	194	243	181	130	82	61	58	47	35
Hr Total	396	429	431	607	838	818	585	376	283	241	196	152

24 Hour Total:	8,434	AM Peak Volume:	658	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	904	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4 EB to I-4/Hillsborough Ave Frontage EB Ramp		

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	15	8	11	10	20	63	124	134	124	77	117
30	12	6	11	19	16	22	94	134	144	98	85	86
45	21	10	4	4	14	38	95	164	132	109	82	79
00	24	6	12	18	21	71	142	198	147	71	100	79
Hr Total	83	37	35	52	61	151	394	620	557	402	344	361

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	97	79	118	153	161	171	102	70	61	36	43
30	92	98	102	160	141	180	172	93	71	45	45	37
45	102	111	86	143	167	178	143	89	52	36	40	29
00	80	98	104	147	201	181	102	54	52	45	33	21
Hr Total	362	404	371	568	662	700	588	338	245	187	154	130

24 Hour Total:	7,806	AM Peak Volume:	640	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:30	PM Peak Volume:	720	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	15	8	11	10	20	63	124	134	124	77	117
30	12	6	11	19	16	22	94	134	144	98	85	86
45	21	10	4	4	14	38	95	164	132	109	82	79
00	24	6	12	18	21	71	142	198	147	71	100	79
Hr Total	83	37	35	52	61	151	394	620	557	402	344	361

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	97	79	118	153	161	171	102	70	61	36	43
30	92	98	102	160	141	180	172	93	71	45	45	37
45	102	111	86	143	167	178	143	89	52	36	40	29
00	80	98	104	147	201	181	102	54	52	45	33	21
Hr Total	362	404	371	568	662	700	588	338	245	187	154	130

24 Hour Total:	7,806	AM Peak Volume:	640	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:30	PM Peak Volume:	720	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 21, 2017	Start Time: 00:00	Station: 0
Stop Date: June 21, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4 EB to I-4/Hillsborough Ave Frontage EB Ramp		

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	15	13	8	11	13	82	105	145	110	53	90
30	25	16	9	18	11	30	97	139	177	94	94	96
45	15	12	7	10	22	53	127	177	133	85	93	72
00	15	4	10	11	23	67	123	178	128	96	82	73
Hr Total	73	47	39	47	67	163	429	599	583	385	322	331

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	105	96	103	168	128	152	101	72	43	33	34
30	80	91	101	126	165	111	167	82	63	49	54	50
45	120	98	104	133	184	152	150	56	72	61	43	14
00	111	111	101	151	165	165	135	78	44	48	49	29
Hr Total	393	405	402	513	682	556	604	317	251	201	179	127

24 Hour Total:	7,715	AM Peak Volume:	677	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	682	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:00				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	15	13	8	11	13	82	105	145	110	53	90
30	25	16	9	18	11	30	97	139	177	94	94	96
45	15	12	7	10	22	53	127	177	133	85	93	72
00	15	4	10	11	23	67	123	178	128	96	82	73
Hr Total	73	47	39	47	67	163	429	599	583	385	322	331

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	105	96	103	168	128	152	101	72	43	33	34
30	80	91	101	126	165	111	167	82	63	49	54	50
45	120	98	104	133	184	152	150	56	72	61	43	14
00	111	111	101	151	165	165	135	78	44	48	49	29
Hr Total	393	405	402	513	682	556	604	317	251	201	179	127

24 Hour Total:	7,715	AM Peak Volume:	677	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	682	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:00				

Volume Count Report

Start Date: June 22, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4 EB to I-4/Hillsborough Ave Frontage EB Ramp		

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	17	12	11	7	16	75	106	149	99	87	83
30	18	14	13	10	14	28	98	134	164	80	88	89
45	14	19	14	14	10	33	100	162	124	90	84	91
00	19	15	15	14	25	72	151	176	114	92	91	77
Hr Total	80	65	54	49	56	149	424	578	551	361	350	340

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	80	117	105	189	169	173	112	67	57	53	36
30	101	87	113	143	175	188	182	84	67	52	41	38
45	87	78	114	132	180	220	162	71	51	68	42	36
00	106	108	110	136	186	155	112	84	54	61	43	35
Hr Total	384	353	454	516	730	732	629	351	239	238	179	145

24 Hour Total:	8,007	AM Peak Volume:	651	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	763	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	17	12	11	7	16	75	106	149	99	87	83
30	18	14	13	10	14	28	98	134	164	80	88	89
45	14	19	14	14	10	33	100	162	124	90	84	91
00	19	15	15	14	25	72	151	176	114	92	91	77
Hr Total	80	65	54	49	56	149	424	578	551	361	350	340

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	80	117	105	189	169	173	112	67	57	53	36
30	101	87	113	143	175	188	182	84	67	52	41	38
45	87	78	114	132	180	220	162	71	51	68	42	36
00	106	108	110	136	186	155	112	84	54	61	43	35
Hr Total	384	353	454	516	730	732	629	351	239	238	179	145

24 Hour Total:	8,007	AM Peak Volume:	651	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	763	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45				

Volume Count Report

3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4 EB to I-4/Hillsborough Ave Frontage EB Ramp				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	16	11	10	9	16	73	112	143	111	72	97
30	18	12	11	16	14	27	96	136	162	91	89	90
45	17	14	8	9	15	41	107	168	130	95	86	81
00	19	8	12	14	23	70	139	184	130	86	91	76
Hr Total	79	50	43	49	61	154	416	599	564	383	339	344

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	94	97	109	170	153	165	105	70	54	41	38
30	91	92	105	143	160	160	174	86	67	49	47	42
45	103	96	101	136	177	183	152	72	58	55	42	26
00	99	106	105	145	184	167	116	72	50	51	42	28
Hr Total	380	387	409	532	691	663	607	335	245	209	171	134

24 Hour Total:	7,843	AM Peak Volume:	656	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:30	PM Peak Volume:	691	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:00				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	16	11	10	9	16	73	112	143	111	72	97
30	18	12	11	16	14	27	96	136	162	91	89	90
45	17	14	8	9	15	41	107	168	130	95	86	81
00	19	8	12	14	23	70	139	184	130	86	91	76
Hr Total	79	50	43	49	61	154	416	599	564	383	339	344

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	94	97	109	170	153	165	105	70	54	41	38
30	91	92	105	143	160	160	174	86	67	49	47	42
45	103	96	101	136	177	183	152	72	58	55	42	26
00	99	106	105	145	184	167	116	72	50	51	42	28
Hr Total	380	387	409	532	691	663	607	335	245	209	171	134

24 Hour Total:	7,843	AM Peak Volume:	656	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:30	PM Peak Volume:	691	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:00				

Volume Count Report

Start Date: June 27, 2017
 Stop Date: June 27, 2017
 City: Tampa
 Location: I-4 EB to US 301 SB Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	6	1	7	10	29	45	57	52	52	69
30	2	5	5	1	6	17	37	49	51	51	60	64
45	1	5	9	5	11	19	52	62	48	53	67	64
00	7	4	2	2	12	33	46	64	44	65	63	61
Hr Total	16	19	22	9	36	79	164	220	200	221	242	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	52	54	40	44	55	90	95	46	21	11	18
30	54	46	46	45	46	57	96	92	36	20	18	17
45	47	49	42	43	50	67	120	79	28	27	20	8
00	62	46	32	44	50	68	110	56	24	15	16	11
Hr Total	215	193	174	172	190	247	416	322	134	83	65	54

24 Hour Total: 3,751
 AM Peak Hour begins: 10:30
 PM Peak Hour begins: 18:15
 AM Peak Volume: 263
 PM Peak Volume: 421
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.88

N/A

Tuesday, June 27, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	6	1	7	10	29	45	57	52	52	69
30	2	5	5	1	6	17	37	49	51	51	60	64
45	1	5	9	5	11	19	52	62	48	53	67	64
00	7	4	2	2	12	33	46	64	44	65	63	61
Hr Total	16	19	22	9	36	79	164	220	200	221	242	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	52	54	40	44	55	90	95	46	21	11	18
30	54	46	46	45	46	57	96	92	36	20	18	17
45	47	49	42	43	50	67	120	79	28	27	20	8
00	62	46	32	44	50	68	110	56	24	15	16	11
Hr Total	215	193	174	172	190	247	416	322	134	83	65	54

24 Hour Total: 3,751
 AM Peak Hour begins: 10:30
 PM Peak Hour begins: 18:15
 AM Peak Volume: 263
 PM Peak Volume: 421
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: June 28, 2017
 Stop Date: June 28, 2017
 City: Tampa
 Location: I-4 EB to US 301 SB Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, June 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	7	1	4	3	21	42	58	50	63	59
30	1	4	2	3	1	10	25	47	61	52	57	53
45	5	1	2	0	7	17	44	51	38	52	62	48
00	5	4	2	3	6	18	51	56	49	64	56	52
Hr Total	18	13	13	7	18	48	141	196	206	218	238	212

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	41	49	54	41	52	88	84	41	14	16	9
30	55	42	55	52	50	55	92	93	53	19	16	25
45	55	48	51	43	52	67	155	67	26	14	12	15
00	48	49	48	46	44	73	109	44	16	20	11	7
Hr Total	219	180	203	195	187	247	444	288	136	67	55	56

24 Hour Total: 3,605
 AM Peak Hour begins: 9:45 AM Peak Volume: 246 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 18:00 PM Peak Volume: 444 PM Peak Hour Factor: 0.72

N/A

Wednesday, June 28, 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 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	7	1	4	3	21	42	58	50	63	59
30	1	4	2	3	1	10	25	47	61	52	57	53
45	5	1	2	0	7	17	44	51	38	52	62	48
00	5	4	2	3	6	18	51	56	49	64	56	52
Hr Total	18	13	13	7	18	48	141	196	206	218	238	212

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	41	49	54	41	52	88	84	41	14	16	9
30	55	42	55	52	50	55	92	93	53	19	16	25
45	55	48	51	43	52	67	155	67	26	14	12	15
00	48	49	48	46	44	73	109	44	16	20	11	7
Hr Total	219	180	203	195	187	247	444	288	136	67	55	56

24 Hour Total: 3,605
 AM Peak Hour begins: 9:45 AM Peak Volume: 246 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 18:00 PM Peak Volume: 444 PM Peak Hour Factor: 0.72

Volume Count Report

Start Date: June 29, 2017
 Stop Date: June 29, 2017
 City: Tampa
 Location: I-4 EB to US 301 SB Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	6	8	5	6	28	43	46	34	44	55
30	13	3	4	5	4	19	38	62	57	46	40	54
45	8	7	4	6	9	22	52	49	39	35	48	46
00	7	6	1	6	9	27	54	45	43	44	51	52
Hr Total	34	22	15	25	27	74	172	199	185	159	183	207

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	47	55	51	44	57	110	152	38	36	28	20
30	50	42	52	49	31	58	111	101	21	24	23	18
45	57	59	43	41	54	73	206	72	21	34	24	20
00	49	53	39	42	41	78	195	55	22	24	22	14
Hr Total	212	201	189	183	170	266	622	380	102	118	97	72

24 Hour Total: 3,914
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 18:15
 AM Peak Volume: 215
 PM Peak Volume: 664
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.81

N/A

Thursday, June 29, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	6	8	5	6	28	43	46	34	44	55
30	13	3	4	5	4	19	38	62	57	46	40	54
45	8	7	4	6	9	22	52	49	39	35	48	46
00	7	6	1	6	9	27	54	45	43	44	51	52
Hr Total	34	22	15	25	27	74	172	199	185	159	183	207

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	47	55	51	44	57	110	152	38	36	28	20
30	50	42	52	49	31	58	111	101	21	24	23	18
45	57	59	43	41	54	73	206	72	21	34	24	20
00	49	53	39	42	41	78	195	55	22	24	22	14
Hr Total	212	201	189	183	170	266	622	380	102	118	97	72

24 Hour Total: 3,914
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 18:15
 AM Peak Volume: 215
 PM Peak Volume: 664
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.81

Volume Count Report 3-Day Average

Start Date: June 27, 2017	Start Time: 00:00	Station: 0
Stop Date: June 29, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4 EB to US 301 SB Ramp		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	6	3	5	6	26	43	54	45	53	61
30	5	4	4	3	4	15	33	53	56	50	52	57
45	5	4	5	4	9	19	49	54	42	47	59	53
00	6	5	2	4	9	26	50	55	45	58	57	55
Hr Total	23	18	17	14	27	67	159	205	197	199	221	226

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	47	53	48	43	55	96	110	42	24	18	16
30	53	43	51	49	42	57	100	95	37	21	19	20
45	53	52	45	42	52	69	160	73	25	25	19	14
00	53	49	40	44	45	73	138	52	21	20	16	11
Hr Total	215	191	189	183	182	253	494	330	124	89	72	61

24 Hour Total:	3,757			
AM Peak Hour begins:	10:30	AM Peak Volume:	234	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	18:15	PM Peak Volume:	508	PM Peak Hour Factor: 0.79

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	5	6	3	5	6	26	43	54	45	53	61
30	5	4	4	3	4	15	33	53	56	50	52	57
45	5	4	5	4	9	19	49	54	42	47	59	53
00	6	5	2	4	9	26	50	55	45	58	57	55
Hr Total	23	18	17	14	27	67	159	205	197	199	221	226

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	47	53	48	43	55	96	110	42	24	18	16
30	53	43	51	49	42	57	100	95	37	21	19	20
45	53	52	45	42	52	69	160	73	25	25	19	14
00	53	49	40	44	45	73	138	52	21	20	16	11
Hr Total	215	191	189	183	182	253	494	330	124	89	72	61

24 Hour Total:	3,757			
AM Peak Hour begins:	10:30	AM Peak Volume:	234	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	18:15	PM Peak Volume:	508	PM Peak Hour Factor: 0.79

Volume Count Report

Start Date: June 27, 2017	Start Time: 00:00	Station: 0
Stop Date: June 27, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4 WB to Hillsborough Ave/Frontage WB Ramp		

Westbound Volume for Lane 1

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	66	47	75	60	141	307	521	489	342	339	326
30	81	47	64	63	101	179	401	542	473	369	393	312
45	73	51	61	75	104	262	483	585	434	343	389	366
00	65	57	63	78	130	309	517	521	364	408	359	311
Hr Total	286	221	235	291	395	891	1,708	2,169	1,760	1,462	1,480	1,315

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	290	321	340	339	372	372	470	308	252	173	158	123
30	325	323	364	380	344	393	421	288	215	206	172	118
45	339	366	341	389	350	409	405	303	211	200	156	124
00	344	328	350	369	370	409	378	276	206	178	142	96
Hr Total	1,298	1,338	1,395	1,477	1,436	1,583	1,674	1,175	884	757	628	461

24 Hour Total:	26,319	AM Peak Volume:	2,169	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	1,709	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:30				

N/A

Tuesday, June 27, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	66	47	75	60	141	307	521	489	342	339	326
30	81	47	64	63	101	179	401	542	473	369	393	312
45	73	51	61	75	104	262	483	585	434	343	389	366
00	65	57	63	78	130	309	517	521	364	408	359	311
Hr Total	286	221	235	291	395	891	1,708	2,169	1,760	1,462	1,480	1,315

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	290	321	340	339	372	372	470	308	252	173	158	123
30	325	323	364	380	344	393	421	288	215	206	172	118
45	339	366	341	389	350	409	405	303	211	200	156	124
00	344	328	350	369	370	409	378	276	206	178	142	96
Hr Total	1,298	1,338	1,395	1,477	1,436	1,583	1,674	1,175	884	757	628	461

24 Hour Total:	26,319	AM Peak Volume:	2,169	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	1,709	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: June 28, 2017	Start Time: 00:00	Station: 0
Stop Date: June 28, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4 WB to Hillsborough Ave/Frontage WB Ramp		

Westbound Volume for Lane 1

Wednesday, June 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	99	75	44	66	75	141	315	468	417	379	390	398
30	70	50	72	77	85	169	398	510	439	379	400	402
45	76	75	53	85	108	244	487	517	405	375	389	417
00	74	72	79	87	131	295	473	489	394	424	406	365
Hr Total	319	272	248	315	399	849	1,673	1,984	1,655	1,557	1,585	1,582

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	352	342	359	308	322	311	348	279	233	163	166	132
30	374	350	374	376	301	305	309	283	214	168	149	122
45	404	356	367	353	335	320	299	254	196	171	130	121
00	369	380	367	342	323	311	313	249	208	152	113	82
Hr Total	1,499	1,428	1,467	1,379	1,281	1,247	1,269	1,065	851	654	558	457

24 Hour Total:	25,593	AM Peak Volume:	1,984	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	1,499	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:00				

N/A

Wednesday, June 28, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	99	75	44	66	75	141	315	468	417	379	390	398
30	70	50	72	77	85	169	398	510	439	379	400	402
45	76	75	53	85	108	244	487	517	405	375	389	417
00	74	72	79	87	131	295	473	489	394	424	406	365
Hr Total	319	272	248	315	399	849	1,673	1,984	1,655	1,557	1,585	1,582

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	352	342	359	308	322	311	348	279	233	163	166	132
30	374	350	374	376	301	305	309	283	214	168	149	122
45	404	356	367	353	335	320	299	254	196	171	130	121
00	369	380	367	342	323	311	313	249	208	152	113	82
Hr Total	1,499	1,428	1,467	1,379	1,281	1,247	1,269	1,065	851	654	558	457

24 Hour Total:	25,593	AM Peak Volume:	1,984	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	1,499	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:00				

Volume Count Report

Start Date: June 29, 2017	Start Time: 00:00	Station: 0
Stop Date: June 29, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4 WB to Hillsborough Ave/Frontage WB Ramp		

Westbound Volume for Lane 1

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	75	79	30	61	60	132	305	506	483	389	345	385
30	81	44	55	83	85	162	408	543	424	387	347	386
45	64	60	53	90	120	249	491	575	446	359	352	360
00	76	63	71	88	149	339	522	521	390	371	368	351
Hr Total	296	246	209	322	414	882	1,726	2,145	1,743	1,506	1,412	1,482

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	371	319	347	350	348	396	465	315	205	205	190	158
30	351	373	373	364	461	358	450	310	227	187	177	152
45	381	338	380	360	398	400	419	282	207	197	155	130
00	327	375	422	377	370	432	329	236	162	147	164	91
Hr Total	1,430	1,405	1,522	1,451	1,577	1,586	1,663	1,143	801	736	686	531

24 Hour Total:	26,914	AM Peak Volume:	2,146	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	6:45	PM Peak Volume:	1,766	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:45				

N/A

Thursday, June 29, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	75	79	30	61	60	132	305	506	483	389	345	385
30	81	44	55	83	85	162	408	543	424	387	347	386
45	64	60	53	90	120	249	491	575	446	359	352	360
00	76	63	71	88	149	339	522	521	390	371	368	351
Hr Total	296	246	209	322	414	882	1,726	2,145	1,743	1,506	1,412	1,482

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	371	319	347	350	348	396	465	315	205	205	190	158
30	351	373	373	364	461	358	450	310	227	187	177	152
45	381	338	380	360	398	400	419	282	207	197	155	130
00	327	375	422	377	370	432	329	236	162	147	164	91
Hr Total	1,430	1,405	1,522	1,451	1,577	1,586	1,663	1,143	801	736	686	531

24 Hour Total:	26,914	AM Peak Volume:	2,146	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	6:45	PM Peak Volume:	1,766	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:45				

Volume Count Report 3-Day Average

Start Date: June 27, 2017	Start Time: 00:00	Station: 0
Stop Date: June 29, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4 WB to Hillsborough Ave/Frontage WB Ramp		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	80	73	40	67	65	138	309	498	463	370	358	370
30	77	47	64	74	90	170	402	532	445	378	380	367
45	71	62	56	83	111	252	487	559	428	359	377	381
00	72	64	71	84	137	314	504	510	383	401	378	342
Hr Total	300	246	231	309	403	874	1,702	2,099	1,719	1,508	1,492	1,460

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	338	327	349	332	347	360	428	301	230	180	171	138
30	350	349	370	373	369	352	393	294	219	187	166	131
45	375	353	363	367	361	376	374	280	205	189	147	125
00	347	361	380	363	354	384	340	254	192	159	140	90
Hr Total	1,409	1,390	1,461	1,436	1,431	1,472	1,535	1,128	845	716	624	483

24 Hour Total:	26,275			
AM Peak Hour begins:	7:00	AM Peak Volume:	2,099	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	17:30	PM Peak Volume:	1,581	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	80	73	40	67	65	138	309	498	463	370	358	370
30	77	47	64	74	90	170	402	532	445	378	380	367
45	71	62	56	83	111	252	487	559	428	359	377	381
00	72	64	71	84	137	314	504	510	383	401	378	342
Hr Total	300	246	231	309	403	874	1,702	2,099	1,719	1,508	1,492	1,460

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	338	327	349	332	347	360	428	301	230	180	171	138
30	350	349	370	373	369	352	393	294	219	187	166	131
45	375	353	363	367	361	376	374	280	205	189	147	125
00	347	361	380	363	354	384	340	254	192	159	140	90
Hr Total	1,409	1,390	1,461	1,436	1,431	1,472	1,535	1,128	845	716	624	483

24 Hour Total:	26,275			
AM Peak Hour begins:	7:00	AM Peak Volume:	2,099	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	17:30	PM Peak Volume:	1,581	PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4/Hillsborough Ave Frontage EB to US 301 NB Ramp		

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	16	10	10	11	11	39	78	90	69	60	85
30	8	6	9	10	10	21	69	78	95	80	58	74
45	17	6	3	7	13	33	59	113	92	80	70	65
00	21	5	7	14	17	66	94	106	90	58	88	75
Hr Total	55	33	29	41	51	131	261	375	367	287	276	299

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	75	73	81	104	117	113	77	47	31	20	33
30	82	73	86	118	114	150	117	69	40	34	29	32
45	73	96	76	106	115	142	100	61	35	28	34	21
00	71	85	79	99	146	135	65	33	30	27	17	13
Hr Total	313	329	314	404	479	544	395	240	152	120	100	99

24 Hour Total:	5,694	AM Peak Volume:	404	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:30	PM Peak Volume:	555	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	16	10	10	11	11	39	78	90	69	60	85
30	8	6	9	10	10	21	69	78	95	80	58	74
45	17	6	3	7	13	33	59	113	92	80	70	65
00	21	5	7	14	17	66	94	106	90	58	88	75
Hr Total	55	33	29	41	51	131	261	375	367	287	276	299

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	75	73	81	104	117	113	77	47	31	20	33
30	82	73	86	118	114	150	117	69	40	34	29	32
45	73	96	76	106	115	142	100	61	35	28	34	21
00	71	85	79	99	146	135	65	33	30	27	17	13
Hr Total	313	329	314	404	479	544	395	240	152	120	100	99

24 Hour Total:	5,694	AM Peak Volume:	404	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:30	PM Peak Volume:	555	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date:	June 21, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 21, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage EB to US 301 NB Ramp				

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	13	11	8	7	8	55	70	91	63	43	57
30	11	13	9	11	13	25	72	86	93	60	79	88
45	12	16	9	6	18	31	87	107	70	57	81	64
00	13	4	7	10	20	55	84	103	63	73	69	59
Hr Total	54	46	36	35	58	119	298	366	317	253	272	268

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	92	78	85	127	119	116	59	43	31	23	28
30	70	59	74	86	119	101	129	39	46	29	35	43
45	94	71	70	112	132	108	101	38	46	29	24	15
00	120	85	78	112	142	139	87	51	35	19	28	21
Hr Total	353	307	300	395	520	467	433	187	170	108	110	107

24 Hour Total:	5,579	AM Peak Volume:	394	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	520	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	13	11	8	7	8	55	70	91	63	43	57
30	11	13	9	11	13	25	72	86	93	60	79	88
45	12	16	9	6	18	31	87	107	70	57	81	64
00	13	4	7	10	20	55	84	103	63	73	69	59
Hr Total	54	46	36	35	58	119	298	366	317	253	272	268

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	92	78	85	127	119	116	59	43	31	23	28
30	70	59	74	86	119	101	129	39	46	29	35	43
45	94	71	70	112	132	108	101	38	46	29	24	15
00	120	85	78	112	142	139	87	51	35	19	28	21
Hr Total	353	307	300	395	520	467	433	187	170	108	110	107

24 Hour Total:	5,579	AM Peak Volume:	394	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	520	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00				

Volume Count Report

Start Date: June 22, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4/Hillsborough Ave Frontage EB to US 301 NB Ramp		

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	13	8	14	7	11	46	64	86	75	77	72
30	13	7	15	9	12	26	64	98	75	63	61	65
45	16	11	11	14	12	32	65	100	60	67	72	78
00	15	10	15	9	16	46	101	99	63	73	77	68
Hr Total	65	41	49	46	47	115	276	361	284	278	287	283

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	56	104	78	134	132	129	78	48	44	43	24
30	79	82	88	114	131	155	124	67	49	42	26	21
45	82	65	92	93	132	170	111	52	58	41	32	31
00	86	72	82	115	156	111	81	69	43	31	34	31
Hr Total	325	275	366	400	553	568	445	266	198	158	135	107

24 Hour Total:	5,928	AM Peak Volume:	383	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	613	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	13	8	14	7	11	46	64	86	75	77	72
30	13	7	15	9	12	26	64	98	75	63	61	65
45	16	11	11	14	12	32	65	100	60	67	72	78
00	15	10	15	9	16	46	101	99	63	73	77	68
Hr Total	65	41	49	46	47	115	276	361	284	278	287	283

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	56	104	78	134	132	129	78	48	44	43	24
30	79	82	88	114	131	155	124	67	49	42	26	21
45	82	65	92	93	132	170	111	52	58	41	32	31
00	86	72	82	115	156	111	81	69	43	31	34	31
Hr Total	325	275	366	400	553	568	445	266	198	158	135	107

24 Hour Total:	5,928	AM Peak Volume:	383	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	613	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage EB to US 301 NB Ramp				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	14	10	11	8	10	47	71	89	69	60	71
30	11	9	11	10	12	24	68	87	88	68	66	76
45	15	11	8	9	14	32	70	107	74	68	74	69
00	16	6	10	11	18	56	93	103	72	68	78	67
Hr Total	58	40	38	41	52	122	278	367	323	273	278	283

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	74	85	81	122	123	119	71	46	35	29	28
30	77	71	83	106	121	135	123	58	45	35	30	32
45	83	77	79	104	126	140	104	50	46	33	30	22
00	92	81	80	109	148	128	78	51	36	26	26	22
Hr Total	330	304	327	400	517	526	424	231	173	129	115	104

24 Hour Total:	5,734	AM Peak Volume:	386	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:30	PM Peak Volume:	546	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	14	10	11	8	10	47	71	89	69	60	71
30	11	9	11	10	12	24	68	87	88	68	66	76
45	15	11	8	9	14	32	70	107	74	68	74	69
00	16	6	10	11	18	56	93	103	72	68	78	67
Hr Total	58	40	38	41	52	122	278	367	323	273	278	283

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	74	85	81	122	123	119	71	46	35	29	28
30	77	71	83	106	121	135	123	58	45	35	30	32
45	83	77	79	104	126	140	104	50	46	33	30	22
00	92	81	80	109	148	128	78	51	36	26	26	22
Hr Total	330	304	327	400	517	526	424	231	173	129	115	104

24 Hour Total:	5,734	AM Peak Volume:	386	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:30	PM Peak Volume:	546	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4/Hillsborough Ave Frontage WB to Hillsborough Ave WB Ramp		

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	74	48	29	54	57	93	265	444	417	330	317	281
30	64	46	55	53	70	131	346	443	459	376	327	321
45	79	33	55	63	80	193	403	548	433	344	321	324
00	60	46	53	71	82	290	454	556	389	371	324	350
Hr Total	277	173	192	241	289	707	1,468	1,991	1,698	1,421	1,289	1,276

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	334	325	309	334	372	405	351	275	202	169	126	105
30	286	308	339	320	372	409	308	273	175	180	164	103
45	312	307	374	373	397	375	303	217	147	168	141	112
00	310	345	299	377	401	327	290	207	169	154	104	100
Hr Total	1,242	1,285	1,321	1,404	1,542	1,516	1,252	972	693	671	535	420

24 Hour Total:	23,875	AM Peak Volume:	1,991	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:00	PM Peak Volume:	1,612	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:30				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	74	48	29	54	57	93	265	444	417	330	317	281
30	64	46	55	53	70	131	346	443	459	376	327	321
45	79	33	55	63	80	193	403	548	433	344	321	324
00	60	46	53	71	82	290	454	556	389	371	324	350
Hr Total	277	173	192	241	289	707	1,468	1,991	1,698	1,421	1,289	1,276

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	334	325	309	334	372	405	351	275	202	169	126	105
30	286	308	339	320	372	409	308	273	175	180	164	103
45	312	307	374	373	397	375	303	217	147	168	141	112
00	310	345	299	377	401	327	290	207	169	154	104	100
Hr Total	1,242	1,285	1,321	1,404	1,542	1,516	1,252	972	693	671	535	420

24 Hour Total:	23,875	AM Peak Volume:	1,991	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:00	PM Peak Volume:	1,612	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 21, 2017	Start Time: 00:00	Station: 0
Stop Date: June 21, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4/Hillsborough Ave Frontage WB to Hillsborough Ave WB Ramp		

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	75	46	55	58	41	105	239	422	430	350	297	327
30	67	42	39	49	75	140	354	446	421	383	366	332
45	64	56	51	72	71	210	458	498	429	361	329	346
00	63	56	57	61	105	271	429	454	400	395	332	340
Hr Total	269	200	202	240	292	726	1,480	1,820	1,680	1,489	1,324	1,345

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	295	316	333	397	398	361	292	262	189	178	114
30	308	357	350	359	366	411	353	297	218	194	160	110
45	325	346	356	360	370	415	315	251	174	198	180	91
00	328	371	329	370	367	377	299	242	180	192	128	91
Hr Total	1,309	1,369	1,351	1,422	1,500	1,601	1,328	1,082	834	773	646	406

24 Hour Total:	24,688	AM Peak Volume:	1,828	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	1,601	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	75	46	55	58	41	105	239	422	430	350	297	327
30	67	42	39	49	75	140	354	446	421	383	366	332
45	64	56	51	72	71	210	458	498	429	361	329	346
00	63	56	57	61	105	271	429	454	400	395	332	340
Hr Total	269	200	202	240	292	726	1,480	1,820	1,680	1,489	1,324	1,345

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	295	316	333	397	398	361	292	262	189	178	114
30	308	357	350	359	366	411	353	297	218	194	160	110
45	325	346	356	360	370	415	315	251	174	198	180	91
00	328	371	329	370	367	377	299	242	180	192	128	91
Hr Total	1,309	1,369	1,351	1,422	1,500	1,601	1,328	1,082	834	773	646	406

24 Hour Total:	24,688	AM Peak Volume:	1,828	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	1,601	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date:	June 22, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage WB to Hillsborough Ave WB Ramp				

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	75	57	45	69	52	122	247	451	389	358	323	306
30	78	55	56	62	102	143	346	444	438	330	360	333
45	68	51	60	63	90	210	425	508	411	332	362	338
00	66	53	61	70	101	262	408	464	357	353	319	337
Hr Total	287	216	222	264	345	737	1,426	1,867	1,595	1,373	1,364	1,314

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	298	332	347	349	399	440	409	299	246	147	138	110
30	321	315	366	362	368	446	383	291	206	132	132	116
45	328	319	352	417	409	456	378	296	165	161	137	96
00	346	334	342	397	394	421	324	250	163	152	134	100
Hr Total	1,293	1,300	1,407	1,525	1,570	1,763	1,494	1,136	780	592	541	422

24 Hour Total:	24,833	AM Peak Volume:	1,867	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:00	PM Peak Volume:	1,763	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	75	57	45	69	52	122	247	451	389	358	323	306
30	78	55	56	62	102	143	346	444	438	330	360	333
45	68	51	60	63	90	210	425	508	411	332	362	338
00	66	53	61	70	101	262	408	464	357	353	319	337
Hr Total	287	216	222	264	345	737	1,426	1,867	1,595	1,373	1,364	1,314

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	298	332	347	349	399	440	409	299	246	147	138	110
30	321	315	366	362	368	446	383	291	206	132	132	116
45	328	319	352	417	409	456	378	296	165	161	137	96
00	346	334	342	397	394	421	324	250	163	152	134	100
Hr Total	1,293	1,300	1,407	1,525	1,570	1,763	1,494	1,136	780	592	541	422

24 Hour Total:	24,833	AM Peak Volume:	1,867	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:00	PM Peak Volume:	1,763	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

Volume Count Report 3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage WB to Hillsborough Ave WB Ramp				

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	75	50	43	60	50	107	250	439	412	346	312	305
30	70	48	50	55	82	138	349	444	439	363	351	329
45	70	47	55	66	80	204	429	518	424	346	337	336
00	63	52	57	67	96	274	430	491	382	373	325	342
Hr Total	278	196	205	248	309	723	1,458	1,893	1,658	1,428	1,326	1,312

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	317	324	339	389	414	374	289	237	168	147	110
30	305	327	352	347	369	422	348	287	200	169	152	110
45	322	324	361	383	392	415	332	255	162	176	153	100
00	328	350	323	381	387	375	304	233	171	166	122	97
Hr Total	1,281	1,318	1,360	1,450	1,537	1,627	1,358	1,063	769	679	574	416

24 Hour Total:	24,465				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,893	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	1,639	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	75	50	43	60	50	107	250	439	412	346	312	305
30	70	48	50	55	82	138	349	444	439	363	351	329
45	70	47	55	66	80	204	429	518	424	346	337	336
00	63	52	57	67	96	274	430	491	382	373	325	342
Hr Total	278	196	205	248	309	723	1,458	1,893	1,658	1,428	1,326	1,312

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	317	324	339	389	414	374	289	237	168	147	110
30	305	327	352	347	369	422	348	287	200	169	152	110
45	322	324	361	383	392	415	332	255	162	176	153	100
00	328	350	323	381	387	375	304	233	171	166	122	97
Hr Total	1,281	1,318	1,360	1,450	1,537	1,627	1,358	1,063	769	679	574	416

24 Hour Total:	24,465				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,893	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	1,639	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4/Hillsborough Ave Frontage WB to I-4 WB Ramp		

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	12	4	7	12	15	63	125	125	62	69	50
30	7	10	5	18	10	28	72	164	103	74	70	62
45	6	3	14	15	13	38	101	184	79	65	76	50
00	8	4	1	7	16	48	99	160	75	57	68	44
Hr Total	32	29	24	47	51	129	335	633	382	258	283	206

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	56	64	104	97	133	98	57	47	25	24	13
30	61	49	79	87	107	142	77	52	36	33	20	17
45	63	67	87	88	135	123	70	54	26	26	22	11
00	75	52	93	99	124	100	52	38	30	15	18	17
Hr Total	250	224	323	378	463	498	297	201	139	99	84	58

24 Hour Total:	5,423	AM Peak Volume:	633	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:00	PM Peak Volume:	534	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	12	4	7	12	15	63	125	125	62	69	50
30	7	10	5	18	10	28	72	164	103	74	70	62
45	6	3	14	15	13	38	101	184	79	65	76	50
00	8	4	1	7	16	48	99	160	75	57	68	44
Hr Total	32	29	24	47	51	129	335	633	382	258	283	206

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	56	64	104	97	133	98	57	47	25	24	13
30	61	49	79	87	107	142	77	52	36	33	20	17
45	63	67	87	88	135	123	70	54	26	26	22	11
00	75	52	93	99	124	100	52	38	30	15	18	17
Hr Total	250	224	323	378	463	498	297	201	139	99	84	58

24 Hour Total:	5,423	AM Peak Volume:	633	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:00	PM Peak Volume:	534	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date:	June 21, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 21, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage WB to I-4 WB Ramp				

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	9	13	8	8	17	67	130	142	73	51	69
30	9	8	2	17	15	30	75	164	98	71	61	65
45	9	13	8	13	8	50	61	145	104	57	56	76
00	12	8	6	2	25	49	106	112	80	53	60	52
Hr Total	40	38	29	40	56	146	309	551	424	254	228	262

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	74	76	88	118	113	108	44	35	36	19	22
30	43	44	68	86	93	135	95	56	32	29	24	28
45	79	60	72	89	89	135	65	43	34	26	19	13
00	53	65	68	93	109	108	65	45	23	28	14	15
Hr Total	254	243	284	356	409	491	333	188	124	119	76	78

24 Hour Total:	5,332	AM Peak Volume:	563	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:15	PM Peak Volume:	492	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	9	13	8	8	17	67	130	142	73	51	69
30	9	8	2	17	15	30	75	164	98	71	61	65
45	9	13	8	13	8	50	61	145	104	57	56	76
00	12	8	6	2	25	49	106	112	80	53	60	52
Hr Total	40	38	29	40	56	146	309	551	424	254	228	262

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	74	76	88	118	113	108	44	35	36	19	22
30	43	44	68	86	93	135	95	56	32	29	24	28
45	79	60	72	89	89	135	65	43	34	26	19	13
00	53	65	68	93	109	108	65	45	23	28	14	15
Hr Total	254	243	284	356	409	491	333	188	124	119	76	78

24 Hour Total:	5,332	AM Peak Volume:	563	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:15	PM Peak Volume:	492	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 22, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4/Hillsborough Ave Frontage WB to I-4 WB Ramp		

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	17	9	11	11	19	67	106	131	70	61	63
30	8	7	10	7	12	25	85	142	103	70	78	67
45	16	7	12	24	15	49	96	153	85	60	58	74
00	9	7	6	6	19	51	109	139	63	60	62	77
Hr Total	45	38	37	48	57	144	357	540	382	260	259	281

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	55	68	88	121	133	84	60	41	38	59	112
30	76	62	76	104	116	118	82	67	33	35	79	108
45	63	72	72	88	92	110	77	40	33	52	66	79
00	54	97	78	95	122	100	78	48	33	59	72	23
Hr Total	255	286	294	375	451	461	321	215	140	184	276	322

24 Hour Total:	6,028	AM Peak Volume:	565	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	483	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	17	9	11	11	19	67	106	131	70	61	63
30	8	7	10	7	12	25	85	142	103	70	78	67
45	16	7	12	24	15	49	96	153	85	60	58	74
00	9	7	6	6	19	51	109	139	63	60	62	77
Hr Total	45	38	37	48	57	144	357	540	382	260	259	281

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	55	68	88	121	133	84	60	41	38	59	112
30	76	62	76	104	116	118	82	67	33	35	79	108
45	63	72	72	88	92	110	77	40	33	52	66	79
00	54	97	78	95	122	100	78	48	33	59	72	23
Hr Total	255	286	294	375	451	461	321	215	140	184	276	322

24 Hour Total:	6,028	AM Peak Volume:	565	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	483	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage WB to I-4 WB Ramp				

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	13	9	9	10	17	66	120	133	68	60	61
30	8	8	6	14	12	28	77	157	101	72	70	65
45	10	8	11	17	12	46	86	161	89	61	63	67
00	10	6	4	5	20	49	105	137	73	57	63	58
Hr Total	39	35	30	45	55	140	334	575	396	257	257	250

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	62	69	93	112	126	97	54	41	33	34	49
30	60	52	74	92	105	132	85	58	34	32	41	51
45	68	66	77	88	105	123	71	46	31	35	36	34
00	61	71	80	96	118	103	65	44	29	34	35	18
Hr Total	253	251	300	370	441	483	317	201	134	134	145	153

24 Hour Total:	5,594	AM Peak Volume:	587	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	499	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	13	9	9	10	17	66	120	133	68	60	61
30	8	8	6	14	12	28	77	157	101	72	70	65
45	10	8	11	17	12	46	86	161	89	61	63	67
00	10	6	4	5	20	49	105	137	73	57	63	58
Hr Total	39	35	30	45	55	140	334	575	396	257	257	250

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	62	69	93	112	126	97	54	41	33	34	49
30	60	52	74	92	105	132	85	58	34	32	41	51
45	68	66	77	88	105	123	71	46	31	35	36	34
00	61	71	80	96	118	103	65	44	29	34	35	18
Hr Total	253	251	300	370	441	483	317	201	134	134	145	153

24 Hour Total:	5,594	AM Peak Volume:	587	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	499	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 20, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage WB to US 301 NB Ramp				

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	3	5	6	18	49	84	90	40	28	52
30	6	5	1	4	2	26	48	68	56	64	52	30
45	1	7	9	5	8	26	45	79	40	44	38	36
00	1	2	1	9	19	58	90	81	44	46	56	30
Hr Total	15	20	14	23	35	128	232	312	230	194	174	148

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	49	32	38	53	57	60	28	21	20	7	6
30	50	50	34	38	43	71	47	25	16	14	10	4
45	42	40	31	41	43	54	41	26	22	12	6	7
00	55	38	55	42	58	74	31	43	13	15	5	9
Hr Total	176	177	152	159	197	256	179	122	72	61	28	26

24 Hour Total:	3,130	AM Peak Volume:	321	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	6:45	PM Peak Volume:	259	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:15				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	3	5	6	18	49	84	90	40	28	52
30	6	5	1	4	2	26	48	68	56	64	52	30
45	1	7	9	5	8	26	45	79	40	44	38	36
00	1	2	1	9	19	58	90	81	44	46	56	30
Hr Total	15	20	14	23	35	128	232	312	230	194	174	148

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	49	32	38	53	57	60	28	21	20	7	6
30	50	50	34	38	43	71	47	25	16	14	10	4
45	42	40	31	41	43	54	41	26	22	12	6	7
00	55	38	55	42	58	74	31	43	13	15	5	9
Hr Total	176	177	152	159	197	256	179	122	72	61	28	26

24 Hour Total:	3,130	AM Peak Volume:	321	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	6:45	PM Peak Volume:	259	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: June 21, 2017	Start Time: 00:00	Station: 0
Stop Date: June 21, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4/Hillsborough Ave Frontage WB to US 301 NB Ramp		

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	1	7	8	19	45	64	58	48	46	59
30	7	2	2	6	8	24	39	57	50	47	44	42
45	4	7	3	12	6	32	58	79	58	52	50	31
00	1	3	6	7	25	49	96	76	42	48	50	47
Hr Total	19	13	12	32	47	124	238	276	208	195	190	179

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	43	52	53	59	85	83	35	20	29	22	6
30	30	54	26	53	77	81	76	35	17	20	11	8
45	45	52	56	66	69	90	50	34	26	15	12	10
00	38	43	53	63	87	91	44	25	32	23	16	17
Hr Total	157	192	187	235	292	347	253	129	95	87	61	41

24 Hour Total:	3,609	AM Peak Volume:	296	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	6:45	PM Peak Volume:	347	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	1	7	8	19	45	64	58	48	46	59
30	7	2	2	6	8	24	39	57	50	47	44	42
45	4	7	3	12	6	32	58	79	58	52	50	31
00	1	3	6	7	25	49	96	76	42	48	50	47
Hr Total	19	13	12	32	47	124	238	276	208	195	190	179

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	43	52	53	59	85	83	35	20	29	22	6
30	30	54	26	53	77	81	76	35	17	20	11	8
45	45	52	56	66	69	90	50	34	26	15	12	10
00	38	43	53	63	87	91	44	25	32	23	16	17
Hr Total	157	192	187	235	292	347	253	129	95	87	61	41

24 Hour Total:	3,609	AM Peak Volume:	296	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	6:45	PM Peak Volume:	347	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date:	June 22, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage WB to US 301 NB Ramp				

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	1	8	15	22	67	96	123	102	98	53
30	14	4	8	1	10	23	55	91	94	94	82	74
45	4	5	7	9	24	48	69	104	88	84	81	79
00	5	6	7	8	33	46	127	116	80	141	91	63
Hr Total	31	24	23	26	82	139	318	407	385	421	352	269

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	76	59	73	95	77	87	79	62	24	47	21
30	52	75	46	94	122	110	113	83	56	55	22	18
45	81	67	89	81	110	77	67	41	24	30	21	20
00	71	59	61	95	124	96	61	55	24	29	26	11
Hr Total	268	277	255	343	451	360	328	258	166	138	116	70

24 Hour Total:	5,507	AM Peak Volume:	437	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:30	PM Peak Volume:	451	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:00				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	1	8	15	22	67	96	123	102	98	53
30	14	4	8	1	10	23	55	91	94	94	82	74
45	4	5	7	9	24	48	69	104	88	84	81	79
00	5	6	7	8	33	46	127	116	80	141	91	63
Hr Total	31	24	23	26	82	139	318	407	385	421	352	269

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	76	59	73	95	77	87	79	62	24	47	21
30	52	75	46	94	122	110	113	83	56	55	22	18
45	81	67	89	81	110	77	67	41	24	30	21	20
00	71	59	61	95	124	96	61	55	24	29	26	11
Hr Total	268	277	255	343	451	360	328	258	166	138	116	70

24 Hour Total:	5,507	AM Peak Volume:	437	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:30	PM Peak Volume:	451	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:00				

Volume Count Report 3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage WB to US 301 NB Ramp				

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	2	7	10	20	54	81	90	63	57	55
30	9	4	4	4	7	24	47	72	67	68	59	49
45	3	6	6	9	13	35	57	87	62	60	56	49
00	2	4	5	8	26	51	104	91	55	78	66	47
Hr Total	22	19	16	27	55	130	263	332	274	270	239	199

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	56	48	55	69	73	77	47	34	24	25	11
30	44	60	35	62	81	87	79	48	30	30	14	10
45	56	53	59	63	74	74	53	34	24	19	13	12
00	55	47	56	67	90	87	45	41	23	22	16	12
Hr Total	200	215	198	246	313	321	253	170	111	95	68	46

24 Hour Total:	4,082				
AM Peak Hour begins:	6:45	AM Peak Volume:	345	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:15	PM Peak Volume:	325	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	5	2	7	10	20	54	81	90	63	57	55
30	9	4	4	4	7	24	47	72	67	68	59	49
45	3	6	6	9	13	35	57	87	62	60	56	49
00	2	4	5	8	26	51	104	91	55	78	66	47
Hr Total	22	19	16	27	55	130	263	332	274	270	239	199

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	56	48	55	69	73	77	47	34	24	25	11
30	44	60	35	62	81	87	79	48	30	30	14	10
45	56	53	59	63	74	74	53	34	24	19	13	12
00	55	47	56	67	90	87	45	41	23	22	16	12
Hr Total	200	215	198	246	313	321	253	170	111	95	68	46

24 Hour Total:	4,082				
AM Peak Hour begins:	6:45	AM Peak Volume:	345	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:15	PM Peak Volume:	325	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4/Hillsborough Ave Frontage WB to US 301 SB Ramp		

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	7	11	10	15	67	76	67	53	45	52
30	7	5	7	8	9	37	75	96	66	53	67	63
45	4	2	7	7	19	33	57	103	58	52	52	66
00	14	10	9	4	25	73	88	86	52	43	55	55
Hr Total	32	20	30	30	63	158	287	361	243	201	219	236

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	52	53	50	46	45	35	28	28	13	12	19
30	43	67	63	59	47	67	30	17	20	12	15	10
45	49	44	49	62	43	78	32	14	15	18	7	4
00	74	65	62	47	41	71	35	18	8	8	5	12
Hr Total	218	228	227	218	177	261	132	77	71	51	39	45

24 Hour Total:	3,624	AM Peak Volume:	363	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	6:45	PM Peak Volume:	261	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	7	11	10	15	67	76	67	53	45	52
30	7	5	7	8	9	37	75	96	66	53	67	63
45	4	2	7	7	19	33	57	103	58	52	52	66
00	14	10	9	4	25	73	88	86	52	43	55	55
Hr Total	32	20	30	30	63	158	287	361	243	201	219	236

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	52	53	50	46	45	35	28	28	13	12	19
30	43	67	63	59	47	67	30	17	20	12	15	10
45	49	44	49	62	43	78	32	14	15	18	7	4
00	74	65	62	47	41	71	35	18	8	8	5	12
Hr Total	218	228	227	218	177	261	132	77	71	51	39	45

24 Hour Total:	3,624	AM Peak Volume:	363	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	6:45	PM Peak Volume:	261	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 21, 2017	Start Time: 00:00	Station: 0
Stop Date: June 21, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: I-4/Hillsborough Ave Frontage WB to US 301 SB Ramp		

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	11	11	5	5	25	47	72	70	51	47	63
30	5	12	11	15	8	37	64	68	68	50	60	42
45	1	8	6	19	21	51	80	81	77	54	54	58
00	6	13	10	12	21	73	88	80	55	45	53	46
Hr Total	18	44	38	51	55	186	279	301	270	200	214	209

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	39	53	48	43	44	77	34	14	16	10	8
30	57	60	53	42	41	58	27	35	17	14	6	6
45	58	67	54	50	51	50	29	25	17	13	5	11
00	68	47	52	60	35	59	42	22	24	16	13	7
Hr Total	231	213	212	200	170	211	175	116	72	59	34	32

24 Hour Total:	3,590	AM Peak Volume:	309	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	6:45	PM Peak Volume:	244	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	17:15				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	11	11	5	5	25	47	72	70	51	47	63
30	5	12	11	15	8	37	64	68	68	50	60	42
45	1	8	6	19	21	51	80	81	77	54	54	58
00	6	13	10	12	21	73	88	80	55	45	53	46
Hr Total	18	44	38	51	55	186	279	301	270	200	214	209

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	39	53	48	43	44	77	34	14	16	10	8
30	57	60	53	42	41	58	27	35	17	14	6	6
45	58	67	54	50	51	50	29	25	17	13	5	11
00	68	47	52	60	35	59	42	22	24	16	13	7
Hr Total	231	213	212	200	170	211	175	116	72	59	34	32

24 Hour Total:	3,590	AM Peak Volume:	309	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	6:45	PM Peak Volume:	244	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date:	June 22, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage WB to US 301 SB Ramp				

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	10	8	7	13	61	70	66	72	67	70
30	13	6	13	13	13	37	63	57	74	71	79	49
45	12	4	17	10	18	50	75	73	61	58	86	60
00	8	7	9	6	18	56	85	87	63	80	67	43
Hr Total	41	24	49	37	56	156	284	287	264	281	299	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	66	55	58	56	89	136	78	46	18	25	22
30	61	57	54	95	60	111	124	62	38	16	21	22
45	70	76	49	65	79	104	124	48	26	28	28	10
00	43	64	56	65	73	104	98	52	24	34	25	13
Hr Total	241	263	214	283	268	408	482	240	134	96	99	67

24 Hour Total:	4,795	AM Peak Volume:	312	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	9:45	PM Peak Volume:	488	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:45				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	10	8	7	13	61	70	66	72	67	70
30	13	6	13	13	13	37	63	57	74	71	79	49
45	12	4	17	10	18	50	75	73	61	58	86	60
00	8	7	9	6	18	56	85	87	63	80	67	43
Hr Total	41	24	49	37	56	156	284	287	264	281	299	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	66	55	58	56	89	136	78	46	18	25	22
30	61	57	54	95	60	111	124	62	38	16	21	22
45	70	76	49	65	79	104	124	48	26	28	28	10
00	43	64	56	65	73	104	98	52	24	34	25	13
Hr Total	241	263	214	283	268	408	482	240	134	96	99	67

24 Hour Total:	4,795	AM Peak Volume:	312	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	9:45	PM Peak Volume:	488	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:45				

Volume Count Report 3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	I-4/Hillsborough Ave Frontage WB to US 301 SB Ramp				

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	9	8	7	18	58	73	68	59	53	62
30	8	8	10	12	10	37	67	74	69	58	69	51
45	6	5	10	12	19	45	71	86	65	55	64	61
00	9	10	9	7	21	67	87	84	57	56	58	48
Hr Total	30	29	39	39	58	167	283	316	259	227	244	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	52	54	52	48	59	83	47	29	16	16	16
30	54	61	57	65	49	79	60	38	25	14	14	13
45	59	62	51	59	58	77	62	29	19	20	13	8
00	62	59	57	57	50	78	58	31	19	19	14	11
Hr Total	230	235	218	234	205	293	263	144	92	69	57	48

24 Hour Total:	4,003				
AM Peak Hour begins:	6:45	AM Peak Volume:	319	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15	PM Peak Volume:	317	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	7	7	9	8	7	18	58	73	68	59	53	62
30	8	8	10	12	10	37	67	74	69	58	69	51
45	6	5	10	12	19	45	71	86	65	55	64	61
00	9	10	9	7	21	67	87	84	57	56	58	48
Hr Total	30	29	39	39	58	167	283	316	259	227	244	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	52	54	52	48	59	83	47	29	16	16	16
30	54	61	57	65	49	79	60	38	25	14	14	13
45	59	62	51	59	58	77	62	29	19	20	13	8
00	62	59	57	57	50	78	58	31	19	19	14	11
Hr Total	230	235	218	234	205	293	263	144	92	69	57	48

24 Hour Total:	4,003				
AM Peak Hour begins:	6:45	AM Peak Volume:	319	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15	PM Peak Volume:	317	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 92 WB to Hillsborough Ave/Frontage WB Ramp		

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	5	14	12	21	89	128	141	102	85	77
30	7	11	11	20	11	42	90	133	117	98	95	86
45	10	4	11	13	16	54	131	177	128	96	95	80
00	10	6	7	11	18	76	130	144	95	95	95	81
Hr Total	38	27	34	58	57	193	440	582	481	391	370	324

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	88	99	115	160	194	160	103	76	57	22	18
30	79	88	108	129	138	226	124	77	56	41	32	20
45	97	89	117	124	208	217	107	76	52	40	27	15
00	94	102	114	125	209	176	100	62	48	29	25	22
Hr Total	365	367	438	493	715	813	491	318	232	167	106	75

24 Hour Total:	7,575	AM Peak Volume:	595	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:15	PM Peak Volume:	846	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	5	14	12	21	89	128	141	102	85	77
30	7	11	11	20	11	42	90	133	117	98	95	86
45	10	4	11	13	16	54	131	177	128	96	95	80
00	10	6	7	11	18	76	130	144	95	95	95	81
Hr Total	38	27	34	58	57	193	440	582	481	391	370	324

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	88	99	115	160	194	160	103	76	57	22	18
30	79	88	108	129	138	226	124	77	56	41	32	20
45	97	89	117	124	208	217	107	76	52	40	27	15
00	94	102	114	125	209	176	100	62	48	29	25	22
Hr Total	365	367	438	493	715	813	491	318	232	167	106	75

24 Hour Total:	7,575	AM Peak Volume:	595	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:15	PM Peak Volume:	846	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 21, 2017	Start Time: 00:00	Station: 0
Stop Date: June 21, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 92 WB to Hillsborough Ave/Frontage WB Ramp		

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	9	10	12	9	36	94	124	161	110	83	79
30	15	12	2	18	19	37	105	144	114	110	86	91
45	5	13	13	13	16	61	96	138	123	85	88	103
00	11	9	6	8	28	75	125	133	124	94	67	87
Hr Total	45	43	31	51	72	209	420	539	522	399	324	360

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	95	116	109	166	213	162	71	61	45	37	17
30	75	83	85	131	175	240	126	76	48	45	28	24
45	118	89	113	127	166	221	104	72	44	45	32	20
00	121	94	92	138	202	172	99	59	37	52	21	17
Hr Total	421	361	406	505	709	846	491	278	190	187	118	78

24 Hour Total:	7,605	AM Peak Volume:	576	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:15	PM Peak Volume:	876	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	9	10	12	9	36	94	124	161	110	83	79
30	15	12	2	18	19	37	105	144	114	110	86	91
45	5	13	13	13	16	61	96	138	123	85	88	103
00	11	9	6	8	28	75	125	133	124	94	67	87
Hr Total	45	43	31	51	72	209	420	539	522	399	324	360

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	95	116	109	166	213	162	71	61	45	37	17
30	75	83	85	131	175	240	126	76	48	45	28	24
45	118	89	113	127	166	221	104	72	44	45	32	20
00	121	94	92	138	202	172	99	59	37	52	21	17
Hr Total	421	361	406	505	709	846	491	278	190	187	118	78

24 Hour Total:	7,605	AM Peak Volume:	576	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:15	PM Peak Volume:	876	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 22, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 92 WB to Hillsborough Ave/Frontage WB Ramp		

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	13	11	11	9	29	83	113	124	117	99	86
30	7	18	14	13	18	37	99	148	115	108	113	97
45	17	7	17	25	25	57	121	163	116	99	100	91
00	8	5	12	9	27	84	134	141	106	98	82	109
Hr Total	54	43	54	58	79	207	437	565	461	422	394	383

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	90	98	123	161	234	141	89	69	44	35	22
30	99	92	106	150	180	229	149	80	54	42	41	26
45	92	98	112	140	199	213	129	68	40	42	30	22
00	90	109	94	158	199	172	87	49	54	40	24	17
Hr Total	367	389	410	571	739	848	506	286	217	168	130	87

24 Hour Total:	7,875	AM Peak Volume:	576	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:15	PM Peak Volume:	875	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	13	11	11	9	29	83	113	124	117	99	86
30	7	18	14	13	18	37	99	148	115	108	113	97
45	17	7	17	25	25	57	121	163	116	99	100	91
00	8	5	12	9	27	84	134	141	106	98	82	109
Hr Total	54	43	54	58	79	207	437	565	461	422	394	383

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	90	98	123	161	234	141	89	69	44	35	22
30	99	92	106	150	180	229	149	80	54	42	41	26
45	92	98	112	140	199	213	129	68	40	42	30	22
00	90	109	94	158	199	172	87	49	54	40	24	17
Hr Total	367	389	410	571	739	848	506	286	217	168	130	87

24 Hour Total:	7,875	AM Peak Volume:	576	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:15	PM Peak Volume:	875	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	US 92 WB to Hillsborough Ave/Frontage WB Ramp				

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	9	12	10	29	89	122	142	110	89	81
30	10	14	9	17	16	39	98	142	115	105	98	91
45	11	8	14	17	19	57	116	159	122	93	94	91
00	10	7	8	9	24	78	130	139	108	96	81	92
Hr Total	46	38	40	56	69	203	432	562	488	404	363	356

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	91	104	116	162	214	154	88	69	49	31	19
30	84	88	100	137	164	232	133	78	53	43	34	23
45	102	92	114	130	191	217	113	72	45	42	30	19
00	102	102	100	140	203	173	95	57	46	40	23	19
Hr Total	384	372	418	523	721	836	496	294	213	174	118	80

24 Hour Total:	7,685	AM Peak Volume:	582	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	866	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	9	12	10	29	89	122	142	110	89	81
30	10	14	9	17	16	39	98	142	115	105	98	91
45	11	8	14	17	19	57	116	159	122	93	94	91
00	10	7	8	9	24	78	130	139	108	96	81	92
Hr Total	46	38	40	56	69	203	432	562	488	404	363	356

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	91	104	116	162	214	154	88	69	49	31	19
30	84	88	100	137	164	232	133	78	53	43	34	23
45	102	92	114	130	191	217	113	72	45	42	30	19
00	102	102	100	140	203	173	95	57	46	40	23	19
Hr Total	384	372	418	523	721	836	496	294	213	174	118	80

24 Hour Total:	7,685	AM Peak Volume:	582	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	866	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 between I-4 EB Ramps on Southside		

Northbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	20	18	17	14	28	108	196	228	165	141	160
30	28	22	12	9	19	54	130	209	216	187	153	179
45	22	10	22	18	25	66	178	227	226	140	154	168
00	16	18	13	10	24	75	214	212	174	175	177	150
Hr Total	102	70	65	54	82	223	630	844	844	667	625	657

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	183	178	199	248	325	441	270	183	99	95	68	52
30	215	209	191	222	345	434	205	145	112	100	68	45
45	219	189	201	271	398	350	206	135	103	81	55	49
00	209	181	193	280	373	309	161	109	94	73	57	30
Hr Total	826	757	784	1,021	1,441	1,534	842	572	408	349	248	176

24 Hour Total:	13,821	AM Peak Volume:	883	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:30	PM Peak Volume:	1,646	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

Southbound Volume for Lane 2

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	17	14	18	16	36	146	277	255	186	149	177
30	16	10	19	26	34	75	225	360	252	160	159	185
45	19	13	19	24	54	110	266	349	243	155	153	184
00	24	13	14	19	65	155	312	334	219	158	148	163
Hr Total	80	53	66	87	169	376	949	1,320	969	659	609	709

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	150	156	147	227	241	179	106	71	46	45	53
30	166	195	168	197	183	245	155	85	67	64	37	27
45	183	151	162	180	216	223	126	80	57	55	46	21
00	170	182	160	171	218	211	125	83	58	50	32	18
Hr Total	681	678	646	695	844	920	585	354	253	215	160	119

24 Hour Total:	12,196	AM Peak Volume:	1,320	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:00	PM Peak Volume:	927	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	37	32	35	30	64	254	473	483	351	290	337
30	44	32	31	35	53	129	355	569	468	347	312	364
45	41	23	41	42	79	176	444	576	469	295	307	352
00	40	31	27	29	89	230	526	546	393	333	325	313
Hr Total	182	123	131	141	251	599	1,579	2,164	1,813	1,326	1,234	1,366

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	345	328	355	395	552	682	449	289	170	141	113	105
30	381	404	359	419	528	679	360	230	179	164	105	72
45	402	340	363	451	614	573	332	215	160	136	101	70
00	379	363	353	451	591	520	286	192	152	123	89	48
Hr Total	1,507	1,435	1,430	1,716	2,285	2,454	1,427	926	661	564	408	295

24 Hour Total:	26,017	AM Peak Volume:	2,174	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	2,566	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 21, 2017	Start Time: 00:00	Station: 0
Stop Date: June 21, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 between I-4 EB Ramps on Southside		

Northbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	23	34	20	25	21	94	184	222	166	151	178
30	31	12	15	13	22	50	116	223	208	175	158	162
45	28	17	21	14	22	56	169	235	206	124	163	142
00	25	15	18	16	32	99	221	232	186	165	145	201
Hr Total	115	67	88	63	101	226	600	874	822	630	617	683

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	219	207	195	235	372	445	339	135	116	112	93	44
30	182	196	215	202	296	421	289	141	107	79	65	53
45	173	196	232	260	344	378	221	124	93	75	68	41
00	189	204	200	262	336	338	192	121	99	72	53	32
Hr Total	763	803	842	959	1,348	1,582	1,041	521	415	338	279	170

24 Hour Total:	13,947	AM Peak Volume:	912	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	1,582	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00				

Southbound Volume for Lane 2

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	19	17	14	20	50	149	260	285	166	141	167
30	25	23	18	30	19	82	187	321	246	143	154	154
45	16	19	13	44	54	122	309	348	264	169	179	176
00	19	22	22	28	63	155	310	309	194	146	153	168
Hr Total	85	83	70	116	156	409	955	1,238	989	624	627	665

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	172	155	173	172	230	253	217	107	67	50	49	22
30	169	162	157	172	208	247	201	105	74	56	27	40
45	175	163	147	199	216	242	156	94	55	59	38	28
00	158	159	163	179	220	241	140	82	81	50	36	27
Hr Total	674	639	640	722	874	983	714	388	277	215	150	117

24 Hour Total:	12,410	AM Peak Volume:	1,263	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	983	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	42	51	34	45	71	243	444	507	332	292	345
30	56	35	33	43	41	132	303	544	454	318	312	316
45	44	36	34	58	76	178	478	583	470	293	342	318
00	44	37	40	44	95	254	531	541	380	311	298	369
Hr Total	200	150	158	179	257	635	1,555	2,112	1,811	1,254	1,244	1,348

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	391	362	368	407	602	698	556	242	183	162	142	66
30	351	358	372	374	504	668	490	246	181	135	92	93
45	348	359	379	459	560	620	377	218	148	134	106	69
00	347	363	363	441	556	579	332	203	180	122	89	59
Hr Total	1,437	1,442	1,482	1,681	2,222	2,565	1,755	909	692	553	429	287

24 Hour Total:	26,357	AM Peak Volume:	2,175	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	2,565	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 22, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 between I-4 EB Ramps on Southside		

Northbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	18	21	22	19	39	63	186	229	209	143	161
30	36	29	13	22	19	60	142	227	194	192	165	217
45	18	13	21	12	23	71	153	213	219	172	167	189
00	18	33	16	16	19	86	221	237	194	150	153	198
Hr Total	109	93	71	72	80	256	579	863	836	723	628	765

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	198	201	223	241	352	490	340	231	134	103	119	192
30	185	217	197	216	293	454	323	218	154	107	128	223
45	185	192	225	326	367	459	247	130	109	136	148	126
00	220	233	192	284	396	368	272	132	100	115	119	59
Hr Total	788	843	837	1,067	1,408	1,771	1,182	711	497	461	514	600

24 Hour Total:	15,754	AM Peak Volume:	906	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:15	PM Peak Volume:	1,799	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:45				

Southbound Volume for Lane 2

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	21	20	23	23	43	167	274	258	211	186	186
30	24	25	24	17	20	97	185	319	276	190	180	177
45	26	23	23	28	54	118	290	358	250	165	197	167
00	26	24	15	24	56	146	328	347	234	218	164	162
Hr Total	98	93	82	92	153	404	970	1,298	1,018	784	727	692

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	207	183	175	173	247	317	348	220	109	85	60	43
30	171	158	153	223	228	336	308	170	109	68	53	45
45	182	185	180	217	256	366	252	107	92	74	53	33
00	152	168	170	214	294	342	236	95	66	76	48	34
Hr Total	712	694	678	827	1,025	1,361	1,144	592	376	303	214	155

24 Hour Total:	14,492	AM Peak Volume:	1,298	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	1,392	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	39	41	45	42	82	230	460	487	420	329	347
30	60	54	37	39	39	157	327	546	470	382	345	394
45	44	36	44	40	77	189	443	571	469	337	364	356
00	44	57	31	40	75	232	549	584	428	368	317	360
Hr Total	207	186	153	164	233	660	1,549	2,161	1,854	1,507	1,355	1,457

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	405	384	398	414	599	807	688	451	243	188	179	235
30	356	375	350	439	521	790	631	388	263	175	181	268
45	367	377	405	543	623	825	499	237	201	210	201	159
00	372	401	362	498	690	710	508	227	166	191	167	93
Hr Total	1,500	1,537	1,515	1,894	2,433	3,132	2,326	1,303	873	764	728	755

24 Hour Total:	30,246	AM Peak Volume:	2,188	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	3,132	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report 3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	US 301 between I-4 EB Ramps on Southside				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	20	24	20	19	29	88	189	226	180	145	166
30	32	21	13	15	20	55	129	220	206	185	159	186
45	23	13	21	15	23	64	167	225	217	145	161	166
00	20	22	16	14	25	87	219	227	185	163	158	183
Hr Total	109	77	75	63	88	235	603	860	834	673	623	702

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	200	195	206	241	350	459	316	183	116	103	93	96
30	194	207	201	213	311	436	272	168	124	95	87	107
45	192	192	219	286	370	396	225	130	102	97	90	72
00	206	206	195	275	368	338	208	121	98	87	76	40
Hr Total	792	801	821	1,016	1,399	1,629	1,022	601	440	383	347	315

24 Hour Total:	14,507				
AM Peak Hour begins:	7:15	AM Peak Volume:	898	AM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:45	PM Peak Volume:	1,659	PM Peak Hour Factor:	0.90

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	19	17	18	20	43	154	270	266	188	159	177
30	22	19	20	24	24	85	199	333	258	164	164	172
45	20	18	18	32	54	117	288	352	252	163	176	176
00	23	20	17	24	61	152	317	330	216	174	155	164
Hr Total	88	76	73	98	159	396	958	1,285	992	689	654	689

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	180	163	168	164	235	270	248	144	82	60	51	39
30	169	172	159	197	206	276	221	120	83	63	39	37
45	180	166	163	199	229	277	178	94	68	63	46	27
00	160	170	164	188	244	265	167	87	68	59	39	26
Hr Total	689	670	655	748	914	1,088	814	445	302	244	175	130

24 Hour Total:	13,033				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,285	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	1,088	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	57	39	41	38	39	72	242	459	492	368	304	343
30	53	40	34	39	44	139	328	553	464	349	323	358
45	43	32	40	47	77	181	455	577	469	308	338	342
00	43	42	33	38	86	239	535	557	400	337	313	347
Hr Total	196	153	147	161	247	631	1,561	2,146	1,826	1,362	1,278	1,390

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	380	358	374	405	584	729	564	327	199	164	145	135
30	363	379	360	411	518	712	494	288	208	158	126	144
45	372	359	382	484	599	673	403	223	170	160	136	99
00	366	376	359	463	612	603	375	207	166	145	115	67
Hr Total	1,481	1,471	1,476	1,764	2,313	2,717	1,836	1,046	742	627	522	446

24 Hour Total:	27,540				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,179	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	2,726	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: June 27, 2017	Start Time: 00:00	Station: 0
Stop Date: June 27, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 between I-4 WB Ramps on Northside		

Northbound Volume for Lane 1

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	21	23	18	30	25	109	213	220	196	170	211
30	21	25	20	20	33	35	167	299	243	202	167	149
45	23	18	15	15	20	89	218	227	261	154	144	199
00	29	21	12	21	33	116	256	282	233	156	151	197
Hr Total	112	85	70	74	116	265	750	1,021	957	708	632	756

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	194	201	251	342	402	398	152	131	101	82	56
30	208	207	224	289	370	398	353	163	122	106	74	52
45	212	216	246	311	400	426	312	144	120	80	78	40
00	219	171	233	315	403	407	166	133	112	83	66	44
Hr Total	865	788	904	1,166	1,515	1,633	1,229	592	485	370	300	192

24 Hour Total:	15,585	AM Peak Volume:	1,028	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:15	PM Peak Volume:	1,633	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

Southbound Volume for Lane 2

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	19	13	12	16	38	111	253	269	184	154	179
30	18	10	24	17	36	67	214	342	265	157	150	176
45	15	14	19	24	42	102	277	320	260	171	157	148
00	23	12	11	16	53	105	282	300	223	156	148	163
Hr Total	78	55	67	69	147	312	884	1,215	1,017	668	609	666

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	163	153	151	252	281	184	131	77	55	51	51
30	174	182	163	194	200	227	186	96	77	68	40	33
45	186	141	183	175	260	198	132	99	73	52	56	33
00	160	156	159	204	249	194	120	98	73	64	38	18
Hr Total	678	642	658	724	961	900	622	424	300	239	185	135

24 Hour Total:	12,255	AM Peak Volume:	1,231	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	1,017	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	40	36	30	46	63	220	466	489	380	324	390
30	39	35	44	37	69	102	381	641	508	359	317	325
45	38	32	34	39	62	191	495	547	521	325	301	347
00	52	33	23	37	86	221	538	582	456	312	299	360
Hr Total	190	140	137	143	263	577	1,634	2,236	1,974	1,376	1,241	1,422

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	384	357	354	402	594	683	582	283	208	156	133	107
30	382	389	387	483	570	625	539	259	199	174	114	85
45	398	357	429	486	660	624	444	243	193	132	134	73
00	379	327	392	519	652	601	286	231	185	147	104	62
Hr Total	1,543	1,430	1,562	1,890	2,476	2,533	1,851	1,016	785	609	485	327

24 Hour Total:	27,840	AM Peak Volume:	2,259	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:15	PM Peak Volume:	2,620	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 28, 2017	Start Time: 00:00	Station: 0
Stop Date: June 28, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 between I-4 WB Ramps on Northside		

Northbound Volume for Lane 1

Wednesday, June 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	27	36	36	31	42	114	240	223	180	167	204
30	44	18	26	21	25	58	124	191	250	150	196	206
45	37	23	20	31	31	89	184	234	218	196	162	200
00	45	27	27	23	17	103	252	290	221	204	171	184
Hr Total	177	95	109	111	104	292	674	955	912	730	696	794

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	236	226	236	257	348	455	334	161	135	104	88	58
30	214	216	255	299	344	468	329	166	115	113	70	66
45	218	227	230	338	413	408	221	132	100	78	90	41
00	211	230	234	312	440	403	165	128	116	87	56	42
Hr Total	879	899	955	1,206	1,545	1,734	1,049	587	466	382	304	207

24 Hour Total:	15,862	AM Peak Volume:	997	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:30	PM Peak Volume:	1,776	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

Southbound Volume for Lane 2

Wednesday, June 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	19	14	13	23	42	126	257	287	172	154	164
30	32	12	10	20	20	72	178	321	235	142	151	156
45	21	14	13	31	41	108	277	348	231	165	191	179
00	19	16	20	24	49	115	284	299	198	145	145	166
Hr Total	97	61	57	88	133	337	865	1,225	951	624	641	665

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	166	172	172	284	284	169	140	90	79	44	33
30	162	160	157	184	220	259	196	117	86	69	49	39
45	162	154	154	191	239	216	133	81	75	57	44	36
00	140	159	149	203	243	206	133	108	81	59	30	23
Hr Total	646	639	632	750	986	965	631	446	332	264	167	131

24 Hour Total:	12,333	AM Peak Volume:	1,255	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	1,025	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Wednesday, June 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	46	50	49	54	84	240	497	510	352	321	368
30	76	30	36	41	45	130	302	512	485	292	347	362
45	58	37	33	62	72	197	461	582	449	361	353	379
00	64	43	47	47	66	218	536	589	419	349	316	350
Hr Total	274	156	166	199	237	629	1,539	2,180	1,863	1,354	1,337	1,459

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	418	392	408	429	632	739	503	301	225	183	132	91
30	376	376	412	483	564	727	525	283	201	182	119	105
45	380	381	384	529	652	624	354	213	175	135	134	77
00	351	389	383	515	683	609	298	236	197	146	86	65
Hr Total	1,525	1,538	1,587	1,956	2,531	2,699	1,680	1,033	798	646	471	338

24 Hour Total:	28,195	AM Peak Volume:	2,193	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	2,801	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 29, 2017	Start Time: 00:00	Station: 0
Stop Date: June 29, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 between I-4 WB Ramps on Northside		

Northbound Volume for Lane 1

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	25	15	21	20	41	118	226	271	179	167	165
30	31	20	18	25	24	42	169	256	246	174	150	187
45	32	20	22	14	31	79	187	265	210	179	158	181
00	21	17	8	31	33	124	242	263	192	152	184	187
Hr Total	134	82	63	91	108	286	716	1,010	919	684	659	720

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	216	215	235	270	349	481	410	228	133	127	97	67
30	206	215	250	294	409	511	388	196	118	112	89	88
45	217	238	206	303	454	486	319	160	99	92	91	95
00	222	234	231	338	488	419	316	150	88	89	67	53
Hr Total	861	902	922	1,205	1,700	1,897	1,433	734	438	420	344	303

24 Hour Total:	16,631	AM Peak Volume:	1,055	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:15	PM Peak Volume:	1,966	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

Southbound Volume for Lane 2

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	12	8	15	24	39	120	249	239	198	174	165
30	30	13	17	10	13	60	182	293	234	182	163	183
45	20	13	7	19	44	100	278	316	253	181	150	204
00	16	12	8	20	43	113	270	322	234	170	190	171
Hr Total	85	50	40	64	124	312	850	1,180	960	731	677	723

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	182	173	177	280	354	276	206	95	77	61	36
30	162	175	152	194	241	342	286	158	84	73	65	46
45	172	157	154	213	291	310	238	120	82	69	49	31
00	172	160	156	217	286	317	224	86	86	65	35	37
Hr Total	714	674	635	801	1,098	1,323	1,024	570	347	284	210	150

24 Hour Total:	13,626	AM Peak Volume:	1,180	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:00	PM Peak Volume:	1,323	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	37	23	36	44	80	238	475	510	377	341	330
30	61	33	35	35	37	102	351	549	480	356	313	370
45	52	33	29	33	75	179	465	581	463	360	308	385
00	37	29	16	51	76	237	512	585	426	322	374	358
Hr Total	219	132	103	155	232	598	1,566	2,190	1,879	1,415	1,336	1,443

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	424	397	408	447	629	835	686	434	228	204	158	103
30	368	390	402	488	650	853	674	354	202	185	154	134
45	389	395	360	516	745	796	557	280	181	161	140	126
00	394	394	387	555	774	736	540	236	174	154	102	90
Hr Total	1,575	1,576	1,557	2,006	2,798	3,220	2,457	1,304	785	704	554	453

24 Hour Total:	30,257	AM Peak Volume:	2,225	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	3,258	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report 3-Day Average

Start Date:	June 27, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 29, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	US 301 between I-4 WB Ramps on Northside				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	24	25	25	27	36	114	226	238	185	168	193
30	32	21	21	22	27	45	153	249	246	175	171	181
45	31	20	19	20	27	86	196	242	230	176	155	193
00	32	22	16	25	28	114	250	278	215	171	169	189
Hr Total	141	87	81	92	109	281	713	995	929	707	662	757

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	212	224	259	346	446	381	180	133	111	89	60
30	209	213	243	294	374	459	357	175	118	110	78	69
45	216	227	227	317	422	440	284	145	106	83	86	59
00	217	212	233	322	444	410	216	137	105	86	63	46
Hr Total	868	863	927	1,192	1,587	1,755	1,237	638	463	391	316	234

24 Hour Total:	16,026				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,007	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45	PM Peak Volume:	1,789	PM Peak Hour Factor:	0.97

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	17	12	13	21	40	119	253	265	185	161	169
30	27	12	17	16	23	66	191	319	245	160	155	172
45	19	14	13	25	42	103	277	328	248	172	166	177
00	19	13	13	20	48	111	279	307	218	157	161	167
Hr Total	87	55	55	74	135	320	866	1,207	976	674	642	685

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	183	170	166	167	272	306	210	159	87	70	52	40
30	166	172	157	191	220	276	223	124	82	70	51	39
45	173	151	164	193	263	241	168	100	77	59	50	33
00	157	158	155	208	259	239	159	97	80	63	34	26
Hr Total	679	652	642	758	1,015	1,063	759	480	326	262	187	139

24 Hour Total:	12,738				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,219	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30	PM Peak Volume:	1,105	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	69	41	36	38	48	76	233	479	503	370	329	363
30	59	33	38	38	50	111	345	567	491	336	326	352
45	49	34	32	45	70	189	474	570	478	349	321	370
00	51	35	29	45	76	225	529	585	434	328	330	356
Hr Total	228	143	135	166	244	601	1,580	2,202	1,905	1,382	1,305	1,441

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	409	382	390	426	618	752	590	339	220	181	141	100
30	375	385	400	485	595	735	579	299	201	180	129	108
45	389	378	391	510	686	681	452	245	183	143	136	92
00	375	370	387	530	703	649	375	234	185	149	97	72
Hr Total	1,548	1,515	1,569	1,951	2,602	2,817	1,996	1,118	789	653	503	373

24 Hour Total:	28,764				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,226	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	2,876	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 NB to I-4/Hillsborough Ave EB Ramp		

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	7	9	18	27	30	39	54	58	64	47	66
30	12	11	18	30	20	24	47	60	61	74	64	66
45	16	5	16	23	25	34	58	83	73	70	53	51
00	7	10	17	26	23	37	53	59	56	61	68	44
Hr Total	52	33	60	97	95	125	197	256	248	269	232	227

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	60	53	79	69	78	57	33	26	20	8	12
30	50	79	49	63	98	57	53	34	33	14	11	13
45	67	64	86	115	85	57	38	32	19	17	27	13
00	64	83	72	99	88	55	45	24	30	11	11	9
Hr Total	246	286	260	356	340	247	193	123	108	62	57	47

24 Hour Total:	4,216	AM Peak Volume:	269	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	9:00	PM Peak Volume:	381	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:30				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	7	9	18	27	30	39	54	58	64	47	66
30	12	11	18	30	20	24	47	60	61	74	64	66
45	16	5	16	23	25	34	58	83	73	70	53	51
00	7	10	17	26	23	37	53	59	56	61	68	44
Hr Total	52	33	60	97	95	125	197	256	248	269	232	227

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	60	53	79	69	78	57	33	26	20	8	12
30	50	79	49	63	98	57	53	34	33	14	11	13
45	67	64	86	115	85	57	38	32	19	17	27	13
00	64	83	72	99	88	55	45	24	30	11	11	9
Hr Total	246	286	260	356	340	247	193	123	108	62	57	47

24 Hour Total:	4,216	AM Peak Volume:	269	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	9:00	PM Peak Volume:	381	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:30				

Volume Count Report

Start Date: June 21, 2017	Start Time: 00:00	Station: 0
Stop Date: June 21, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 NB to I-4/Hillsborough Ave EB Ramp		

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	13	7	19	31	33	56	42	80	68	76	48
30	17	9	11	30	29	47	43	63	80	49	62	53
45	6	3	14	27	23	32	50	70	74	68	69	52
00	12	17	26	22	14	45	60	48	92	62	52	73
Hr Total	54	42	58	98	97	157	209	223	326	247	259	226

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	83	67	68	80	70	53	54	29	18	19	13
30	59	66	59	74	77	44	66	40	31	24	24	11
45	67	80	75	87	76	51	46	29	14	22	19	12
00	69	55	69	94	75	51	35	41	26	15	10	19
Hr Total	248	284	270	323	308	216	200	164	100	79	72	55

24 Hour Total:	4,315	AM Peak Volume:	326	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	8:00	PM Peak Volume:	338	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:30				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	13	7	19	31	33	56	42	80	68	76	48
30	17	9	11	30	29	47	43	63	80	49	62	53
45	6	3	14	27	23	32	50	70	74	68	69	52
00	12	17	26	22	14	45	60	48	92	62	52	73
Hr Total	54	42	58	98	97	157	209	223	326	247	259	226

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	83	67	68	80	70	53	54	29	18	19	13
30	59	66	59	74	77	44	66	40	31	24	24	11
45	67	80	75	87	76	51	46	29	14	22	19	12
00	69	55	69	94	75	51	35	41	26	15	10	19
Hr Total	248	284	270	323	308	216	200	164	100	79	72	55

24 Hour Total:	4,315	AM Peak Volume:	326	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	8:00	PM Peak Volume:	338	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:30				

Volume Count Report

Start Date: June 22, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 NB to I-4/Hillsborough Ave EB Ramp		

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	15	17	22	21	31	48	42	77	59	72	60
30	12	14	12	27	28	40	38	61	78	64	72	62
45	8	6	16	25	19	22	63	67	65	60	86	79
00	4	8	17	24	20	31	65	63	77	69	75	76
Hr Total	37	43	62	98	88	124	214	233	297	252	305	277

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	78	52	70	97	79	56	52	26	25	55	149
30	70	53	72	75	77	55	52	39	31	19	89	194
45	66	82	74	97	69	64	40	27	30	78	69	136
00	53	62	73	87	78	48	43	34	23	77	105	34
Hr Total	298	275	271	329	321	246	191	152	110	199	318	513

24 Hour Total:	5,253	AM Peak Volume:	334	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	11:30	PM Peak Volume:	584	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	22:45				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	15	17	22	21	31	48	42	77	59	72	60
30	12	14	12	27	28	40	38	61	78	64	72	62
45	8	6	16	25	19	22	63	67	65	60	86	79
00	4	8	17	24	20	31	65	63	77	69	75	76
Hr Total	37	43	62	98	88	124	214	233	297	252	305	277

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	78	52	70	97	79	56	52	26	25	55	149
30	70	53	72	75	77	55	52	39	31	19	89	194
45	66	82	74	97	69	64	40	27	30	78	69	136
00	53	62	73	87	78	48	43	34	23	77	105	34
Hr Total	298	275	271	329	321	246	191	152	110	199	318	513

24 Hour Total:	5,253	AM Peak Volume:	334	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	11:30	PM Peak Volume:	584	PM Peak Hour Factor:	0.75
PM Peak Hour begins:	22:45				

Volume Count Report 3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	US 301 NB to I-4/Hillsborough Ave EB Ramp				

Eastbound 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	20	26	31	48	46	72	64	65	58
30	14	11	14	29	26	37	43	61	73	62	66	60
45	10	5	15	25	22	29	57	73	71	66	69	61
00	8	12	20	24	19	38	59	57	75	64	65	64
Hr Total	48	39	60	98	93	135	207	237	290	256	265	243

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	74	57	72	82	76	55	46	27	21	27	58
30	60	66	60	71	84	52	57	38	32	19	41	73
45	67	75	78	100	77	57	41	29	21	39	38	54
00	62	67	71	93	80	51	41	33	26	34	42	21
Hr Total	264	282	267	336	323	236	195	146	106	113	149	205

24 Hour Total:	4,595	AM Peak Volume:	290	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	8:00	PM Peak Volume:	359	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:30				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	12	11	20	26	31	48	46	72	64	65	58
30	14	11	14	29	26	37	43	61	73	62	66	60
45	10	5	15	25	22	29	57	73	71	66	69	61
00	8	12	20	24	19	38	59	57	75	64	65	64
Hr Total	48	39	60	98	93	135	207	237	290	256	265	243

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	74	57	72	82	76	55	46	27	21	27	58
30	60	66	60	71	84	52	57	38	32	19	41	73
45	67	75	78	100	77	57	41	29	21	39	38	54
00	62	67	71	93	80	51	41	33	26	34	42	21
Hr Total	264	282	267	336	323	236	195	146	106	113	149	205

24 Hour Total:	4,595	AM Peak Volume:	290	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	8:00	PM Peak Volume:	359	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:30				

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 NB to I-4/Hillsborough Ave WB Ramp		

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	12	6	4	7	6	23	55	45	48	48	56
30	5	6	4	1	8	12	46	36	69	64	58	57
45	10	1	12	4	8	14	33	58	60	48	51	50
00	4	6	2	4	9	27	40	50	63	50	52	49
Hr Total	32	25	24	13	32	59	142	199	237	210	209	212

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	75	63	86	62	107	72	49	30	29	25	16
30	63	53	65	62	84	99	50	46	33	33	26	14
45	66	56	58	92	94	76	61	41	23	21	20	20
00	77	47	61	91	104	72	38	39	27	13	19	16
Hr Total	256	231	247	331	344	354	221	175	113	96	90	66

24 Hour Total:	3,918	AM Peak Volume:	240	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	8:15	PM Peak Volume:	404	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	12	6	4	7	6	23	55	45	48	48	56
30	5	6	4	1	8	12	46	36	69	64	58	57
45	10	1	12	4	8	14	33	58	60	48	51	50
00	4	6	2	4	9	27	40	50	63	50	52	49
Hr Total	32	25	24	13	32	59	142	199	237	210	209	212

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	75	63	86	62	107	72	49	30	29	25	16
30	63	53	65	62	84	99	50	46	33	33	26	14
45	66	56	58	92	94	76	61	41	23	21	20	20
00	77	47	61	91	104	72	38	39	27	13	19	16
Hr Total	256	231	247	331	344	354	221	175	113	96	90	66

24 Hour Total:	3,918	AM Peak Volume:	240	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	8:15	PM Peak Volume:	404	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 21, 2017	Start Time: 00:00	Station: 0
Stop Date: June 21, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 NB to I-4/Hillsborough Ave WB Ramp		

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	8	12	8	5	7	24	41	57	44	54	55
30	10	4	2	5	14	15	26	45	57	55	58	56
45	8	12	6	2	4	17	47	51	60	53	50	60
00	12	7	6	4	9	26	43	49	53	58	58	59
Hr Total	36	31	26	19	32	65	140	186	227	210	220	230

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	75	59	64	91	112	63	43	40	34	27	27
30	53	65	63	63	78	100	86	34	32	25	25	24
45	56	57	64	80	75	96	63	25	30	25	18	17
00	66	76	58	74	73	61	56	32	22	19	15	16
Hr Total	251	273	244	281	317	369	268	134	124	103	85	84

24 Hour Total:	3,955	AM Peak Volume:	251	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	11:15	PM Peak Volume:	381	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	8	12	8	5	7	24	41	57	44	54	55
30	10	4	2	5	14	15	26	45	57	55	58	56
45	8	12	6	2	4	17	47	51	60	53	50	60
00	12	7	6	4	9	26	43	49	53	58	58	59
Hr Total	36	31	26	19	32	65	140	186	227	210	220	230

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	75	59	64	91	112	63	43	40	34	27	27
30	53	65	63	63	78	100	86	34	32	25	25	24
45	56	57	64	80	75	96	63	25	30	25	18	17
00	66	76	58	74	73	61	56	32	22	19	15	16
Hr Total	251	273	244	281	317	369	268	134	124	103	85	84

24 Hour Total:	3,955	AM Peak Volume:	251	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	11:15	PM Peak Volume:	381	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: June 22, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 NB to I-4/Hillsborough Ave WB Ramp		

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	8	7	8	6	18	53	45	71	42	62
30	17	9	6	4	9	10	35	41	64	45	53	78
45	6	5	9	3	9	25	42	56	56	43	46	57
00	10	8	9	6	5	20	42	47	58	53	45	70
Hr Total	45	29	32	20	31	61	137	197	223	212	186	267

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	69	66	76	100	122	63	61	38	42	62	132
30	65	49	60	68	82	96	71	78	30	43	75	144
45	65	52	61	100	76	115	68	34	49	55	85	87
00	60	83	68	81	88	95	73	43	40	66	90	27
Hr Total	266	253	255	325	346	428	275	216	157	206	312	390

24 Hour Total:	4,869	AM Peak Volume:	281	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:15	PM Peak Volume:	453	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	22:45				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	8	7	8	6	18	53	45	71	42	62
30	17	9	6	4	9	10	35	41	64	45	53	78
45	6	5	9	3	9	25	42	56	56	43	46	57
00	10	8	9	6	5	20	42	47	58	53	45	70
Hr Total	45	29	32	20	31	61	137	197	223	212	186	267

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	69	66	76	100	122	63	61	38	42	62	132
30	65	49	60	68	82	96	71	78	30	43	75	144
45	65	52	61	100	76	115	68	34	49	55	85	87
00	60	83	68	81	88	95	73	43	40	66	90	27
Hr Total	266	253	255	325	346	428	275	216	157	206	312	390

24 Hour Total:	4,869	AM Peak Volume:	281	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:15	PM Peak Volume:	453	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	22:45				

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 NB to I-4/Hillsborough Ave WB Ramp		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	9	9	6	7	6	22	50	49	54	48	58
30	11	6	4	3	10	12	36	41	63	55	56	64
45	8	6	9	3	7	19	41	55	59	48	49	56
00	9	7	6	5	8	24	42	49	58	54	52	59
Hr Total	38	28	27	17	32	62	140	194	229	211	205	236

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	73	63	75	84	114	66	51	36	35	38	58
30	60	56	63	64	81	98	69	53	32	34	42	61
45	62	55	61	91	82	96	64	33	34	34	41	41
00	68	69	62	82	88	76	56	38	30	33	41	20
Hr Total	258	252	249	312	336	384	255	175	131	135	162	180

24 Hour Total:	4,247			
AM Peak Hour begins:	11:45	AM Peak Volume:	249	AM Peak Hour Factor: 0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	396	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	10	9	9	6	7	6	22	50	49	54	48	58
30	11	6	4	3	10	12	36	41	63	55	56	64
45	8	6	9	3	7	19	41	55	59	48	49	56
00	9	7	6	5	8	24	42	49	58	54	52	59
Hr Total	38	28	27	17	32	62	140	194	229	211	205	236

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	73	63	75	84	114	66	51	36	35	38	58
30	60	56	63	64	81	98	69	53	32	34	42	61
45	62	55	61	91	82	96	64	33	34	34	41	41
00	68	69	62	82	88	76	56	38	30	33	41	20
Hr Total	258	252	249	312	336	384	255	175	131	135	162	180

24 Hour Total:	4,247			
AM Peak Hour begins:	11:45	AM Peak Volume:	249	AM Peak Hour Factor: 0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	396	PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Tampa
 Location: US 301 north of I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	33	28	32	23	53	157	333	351	194	178	242
30	39	30	23	16	23	85	196	304	305	283	219	242
45	33	21	17	28	33	105	238	347	293	228	196	216
00	32	14	24	30	55	170	337	367	258	216	250	203
Hr Total	136	98	92	106	134	413	928	1,351	1,207	921	843	903

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	254	255	242	297	377	487	381	248	130	128	70	78
30	260	272	236	293	410	535	328	200	154	112	92	67
45	263	258	255	334	433	478	283	176	127	99	71	60
00	249	249	248	333	488	455	203	143	106	99	60	35
Hr Total	1,026	1,034	981	1,257	1,708	1,955	1,195	767	517	438	293	240

24 Hour Total: 18,543
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,370 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,988 PM Peak Hour Factor: 0.93

Southbound Volume for Lane 2

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	29	17	21	23	62	226	422	422	305	242	278
30	24	18	34	32	52	106	338	525	418	249	248	258
45	26	21	20	41	76	164	443	505	407	282	244	246
00	32	15	22	25	79	189	487	480	351	278	254	261
Hr Total	119	83	93	119	230	521	1,494	1,932	1,598	1,114	988	1,043

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	251	273	255	220	388	450	290	187	114	82	77	64
30	269	247	253	289	299	332	246	155	121	91	68	49
45	267	229	262	294	380	323	221	136	104	66	72	47
00	262	251	233	253	332	261	151	131	105	86	52	30
Hr Total	1,049	1,000	1,003	1,056	1,399	1,366	908	609	444	325	269	190

24 Hour Total: 18,952
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,939 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,494 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	62	45	53	46	115	383	755	773	499	420	520
30	63	48	57	48	75	191	534	829	723	532	467	500
45	59	42	37	69	109	269	681	852	700	510	440	462
00	64	29	46	55	134	359	824	847	609	494	504	464
Hr Total	255	181	185	225	364	934	2,422	3,283	2,805	2,035	1,831	1,946

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	505	528	497	517	765	937	671	435	244	210	147	142
30	529	519	489	582	709	867	574	355	275	203	160	116
45	530	487	517	628	813	801	504	312	231	165	143	107
00	511	500	481	586	820	716	354	274	211	185	112	65
Hr Total	2,075	2,034	1,984	2,313	3,107	3,321	2,103	1,376	961	763	562	430

24 Hour Total: 37,495
 AM Peak Hour begins: 7:15 AM Peak Volume: 3,301 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:30 PM Peak Volume: 3,437 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Tampa
 Location: US 301 north of I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	29	33	28	32	43	178	304	319	233	185	232
30	41	23	26	23	32	80	198	303	296	242	224	228
45	38	28	24	29	40	98	258	339	252	168	240	185
00	25	17	28	28	63	161	318	380	246	213	203	231
Hr Total	153	97	111	108	167	382	952	1,326	1,113	856	852	876

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	260	269	277	406	495	474	199	127	135	99	58
30	206	261	256	266	417	465	398	183	140	101	81	78
45	253	240	267	322	472	481	318	160	112	92	95	46
00	278	244	255	363	455	498	238	158	144	86	73	47
Hr Total	1,013	1,005	1,047	1,228	1,750	1,939	1,428	700	523	414	348	229

24 Hour Total: 18,617
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,341 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,939 PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	22	21	26	36	58	222	426	468	275	242	257
30	42	20	14	35	45	104	302	524	370	234	235	258
45	23	21	19	46	55	155	425	529	357	259	287	290
00	25	19	26	36	81	204	453	503	330	238	241	273
Hr Total	126	82	80	143	217	521	1,402	1,982	1,525	1,006	1,005	1,078

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	316	248	240	262	368	456	307	199	105	76	82	42
30	263	247	243	251	302	359	281	155	105	100	60	68
45	259	236	225	329	358	351	288	153	88	88	56	41
00	203	244	239	263	344	349	191	134	103	84	48	39
Hr Total	1,041	975	947	1,105	1,372	1,515	1,067	641	401	348	246	190

24 Hour Total: 19,015
 AM Peak Hour begins: 7:15 AM Peak Volume: 2,024 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,517 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	85	51	54	54	68	101	400	730	787	508	427	489
30	83	43	40	58	77	184	500	827	666	476	459	486
45	61	49	43	75	95	253	683	868	609	427	527	475
00	50	36	54	64	144	365	771	883	576	451	444	504
Hr Total	279	179	191	251	384	903	2,354	3,308	2,638	1,862	1,857	1,954

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	592	508	509	539	774	951	781	398	232	211	181	100
30	469	508	499	517	719	824	679	338	245	201	141	146
45	512	476	492	651	830	832	606	313	200	180	151	87
00	481	488	494	626	799	847	429	292	247	170	121	86
Hr Total	2,054	1,980	1,994	2,333	3,122	3,454	2,495	1,341	924	762	594	419

24 Hour Total: 37,632
 AM Peak Hour begins: 7:15 AM Peak Volume: 3,365 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 3,454 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Tampa
 Location: US 301 north of I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	31	25	32	26	59	144	277	324	247	240	196
30	43	31	29	31	25	85	196	322	277	255	217	243
45	36	18	20	27	39	114	205	345	253	227	224	249
00	23	38	29	32	56	152	378	384	270	218	234	233
Hr Total	151	118	103	122	146	410	923	1,328	1,124	947	915	921

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	246	295	251	446	528	436	297	152	110	107	86
30	241	279	243	298	415	528	439	236	186	123	93	109
45	249	241	306	359	441	587	323	171	138	133	96	91
00	267	250	256	361	503	489	305	172	123	105	74	68
Hr Total	969	1,016	1,100	1,269	1,805	2,132	1,503	876	599	471	370	354

24 Hour Total: 19,672
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,375 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 2,146 PM Peak Hour Factor: 0.91

Southbound Volume for Lane 2

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	37	28	29	33	79	218	440	424	323	284	259
30	42	29	20	20	35	114	302	507	419	246	262	295
45	36	45	21	36	70	144	415	563	417	279	253	267
00	35	33	19	34	75	188	483	552	341	258	242	282
Hr Total	160	144	88	119	213	525	1,418	2,062	1,601	1,106	1,041	1,103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	305	273	241	276	413	475	385	245	149	129	98	63
30	244	230	227	273	338	406	366	209	138	114	87	73
45	274	239	282	321	402	452	306	132	139	90	60	54
00	243	254	247	281	399	377	245	126	112	90	61	49
Hr Total	1,066	996	997	1,151	1,552	1,710	1,302	712	538	423	306	239

24 Hour Total: 20,572
 AM Peak Hour begins: 7:00 AM Peak Volume: 2,062 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,732 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	96	68	53	61	59	138	362	717	748	570	524	455
30	85	60	49	51	60	199	498	829	696	501	479	538
45	72	63	41	63	109	258	620	908	670	506	477	516
00	58	71	48	66	131	340	861	936	611	476	476	515
Hr Total	311	262	191	241	359	935	2,341	3,390	2,725	2,053	1,956	2,024

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	517	519	536	527	859	1,003	821	542	301	239	205	149
30	485	509	470	571	753	934	805	445	324	237	180	182
45	523	480	588	680	843	1,039	629	303	277	223	156	145
00	510	504	503	642	902	866	550	298	235	195	135	117
Hr Total	2,035	2,012	2,097	2,420	3,357	3,842	2,805	1,588	1,137	894	676	593

24 Hour Total: 40,244
 AM Peak Hour begins: 7:15 AM Peak Volume: 3,421 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 3,878 PM Peak Hour Factor: 0.93

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 north of I-4 WB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	31	29	31	27	52	160	305	331	225	201	223
30	41	28	26	23	27	83	197	310	293	260	220	238
45	36	22	20	28	37	106	234	344	266	208	220	217
00	27	23	27	30	58	161	344	377	258	216	229	222
Hr Total	147	104	102	112	149	402	934	1,335	1,148	908	870	900

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	247	254	269	275	410	503	430	248	136	124	92	74
30	236	271	245	286	414	509	388	206	160	112	89	85
45	255	246	276	338	449	515	308	169	126	108	87	66
00	265	248	253	352	482	481	249	158	124	97	69	50
Hr Total	1,003	1,018	1,043	1,251	1,754	2,009	1,375	781	546	441	337	274

24 Hour Total:	18,944				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,362	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45	PM Peak Volume:	2,010	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	40	29	22	25	31	66	222	429	438	301	256	265
30	36	22	23	29	44	108	314	519	402	243	248	270
45	28	29	20	41	67	154	428	532	394	273	261	268
00	31	22	22	32	78	194	474	512	341	258	246	272
Hr Total	135	103	87	127	220	522	1,438	1,992	1,575	1,075	1,011	1,075

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	291	265	245	253	390	460	327	210	123	96	86	56
30	259	241	241	271	313	366	298	173	121	102	72	63
45	267	235	256	315	380	375	272	140	110	81	63	47
00	236	250	240	266	358	329	196	130	107	87	54	39
Hr Total	1,052	990	982	1,104	1,441	1,530	1,092	654	461	365	274	206

24 Hour Total:	19,513				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,001	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	1,564	PM Peak Hour Factor:	0.85

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	60	51	56	58	118	382	734	769	526	457	488
30	77	50	49	52	71	191	511	828	695	503	468	508
45	64	51	40	69	104	260	661	876	660	481	481	484
00	57	45	49	62	136	355	819	889	599	474	475	494
Hr Total	282	207	189	239	369	924	2,372	3,327	2,723	1,983	1,881	1,975

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	538	518	514	528	799	964	758	458	259	220	178	130
30	494	512	486	557	727	875	686	379	281	214	160	148
45	522	481	532	653	829	891	580	309	236	189	150	113
00	501	497	493	618	840	810	444	288	231	183	123	89
Hr Total	2,055	2,009	2,025	2,355	3,195	3,539	2,468	1,435	1,007	806	611	481

24 Hour Total:	38,457				
AM Peak Hour begins:	7:15	AM Peak Volume:	3,362	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	3,570	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: June 27, 2017	Start Time: 00:00	Station: 0
Stop Date: June 27, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 SB to Hillsborough Ave WB Ramp		

Westbound Volume for Lane 1

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	4	1	0	4	8	22	32	25	23	40
30	5	1	2	2	3	4	20	40	27	20	28	21
45	1	1	4	4	2	3	22	40	41	31	21	36
00	2	3	1	2	3	7	32	50	26	22	29	25
Hr Total	9	8	11	9	8	18	82	152	126	98	101	122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	26	31	16	39	43	26	10	14	10	12	5
30	28	15	12	21	23	31	22	10	5	12	6	5
45	29	26	26	19	35	23	21	13	5	6	6	4
00	27	27	33	35	31	23	12	11	9	9	5	8
Hr Total	107	94	102	91	128	120	81	44	33	37	29	22

24 Hour Total:	1,632	AM Peak Volume:	162	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:15	PM Peak Volume:	140	PM Peak Hour Factor:	0.81
PM Peak Hour begins:	16:30				

N/A

Tuesday, June 27, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 27, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	4	1	0	4	8	22	32	25	23	40
30	5	1	2	2	3	4	20	40	27	20	28	21
45	1	1	4	4	2	3	22	40	41	31	21	36
00	2	3	1	2	3	7	32	50	26	22	29	25
Hr Total	9	8	11	9	8	18	82	152	126	98	101	122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	26	31	16	39	43	26	10	14	10	12	5
30	28	15	12	21	23	31	22	10	5	12	6	5
45	29	26	26	19	35	23	21	13	5	6	6	4
00	27	27	33	35	31	23	12	11	9	9	5	8
Hr Total	107	94	102	91	128	120	81	44	33	37	29	22

24 Hour Total:	1,632	AM Peak Volume:	162	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:15	PM Peak Volume:	140	PM Peak Hour Factor:	0.81
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 28, 2017	Start Time: 00:00	Station: 0
Stop Date: June 28, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 SB to Hillsborough Ave WB Ramp		

Westbound Volume for Lane 1

Wednesday, June 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	4	11	3	4	15	21	50	27	17	50
30	2	1	6	5	2	5	22	33	44	20	18	22
45	2	2	2	1	1	12	32	38	26	22	19	43
00	2	13	1	2	12	10	37	48	32	23	36	19
Hr Total	8	18	13	19	18	31	106	140	152	92	90	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	24	27	26	27	27	25	23	9	5	9	5
30	30	22	18	22	21	32	12	11	5	5	7	6
45	39	28	28	24	30	26	19	11	7	7	7	2
00	23	22	22	25	26	36	17	10	8	5	5	1
Hr Total	112	96	95	97	104	121	73	55	29	22	28	14

24 Hour Total:	1,667	AM Peak Volume:	180	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:30	PM Peak Volume:	121	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00				

N/A

Wednesday, June 28, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 28, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	4	11	3	4	15	21	50	27	17	50
30	2	1	6	5	2	5	22	33	44	20	18	22
45	2	2	2	1	1	12	32	38	26	22	19	43
00	2	13	1	2	12	10	37	48	32	23	36	19
Hr Total	8	18	13	19	18	31	106	140	152	92	90	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	24	27	26	27	27	25	23	9	5	9	5
30	30	22	18	22	21	32	12	11	5	5	7	6
45	39	28	28	24	30	26	19	11	7	7	7	2
00	23	22	22	25	26	36	17	10	8	5	5	1
Hr Total	112	96	95	97	104	121	73	55	29	22	28	14

24 Hour Total:	1,667	AM Peak Volume:	180	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:30	PM Peak Volume:	121	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 29, 2017	Start Time: 00:00	Station: 0
Stop Date: June 29, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 SB to Hillsborough Ave WB Ramp		

Westbound Volume for Lane 1

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	4	6	3	2	10	38	32	17	12	29
30	3	2	1	0	3	5	23	33	32	24	31	31
45	5	3	1	2	3	7	29	43	31	23	25	22
00	2	4	2	1	2	9	29	53	30	21	21	36
Hr Total	12	13	8	9	11	23	91	167	125	85	89	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	22	28	29	32	29	38	11	13	8	10	9
30	26	27	26	15	16	34	45	14	11	12	8	3
45	29	21	19	33	26	32	39	13	11	6	7	6
00	27	27	24	24	26	32	15	9	12	4	6	7
Hr Total	121	97	97	101	100	127	137	47	47	30	31	25

24 Hour Total:	1,711	AM Peak Volume:	167	AM Peak Hour Factor:	0.79
AM Peak Hour begins:	7:00	PM Peak Volume:	154	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:45				

N/A

Thursday, June 29, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 29, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	4	6	3	2	10	38	32	17	12	29
30	3	2	1	0	3	5	23	33	32	24	31	31
45	5	3	1	2	3	7	29	43	31	23	25	22
00	2	4	2	1	2	9	29	53	30	21	21	36
Hr Total	12	13	8	9	11	23	91	167	125	85	89	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	22	28	29	32	29	38	11	13	8	10	9
30	26	27	26	15	16	34	45	14	11	12	8	3
45	29	21	19	33	26	32	39	13	11	6	7	6
00	27	27	24	24	26	32	15	9	12	4	6	7
Hr Total	121	97	97	101	100	127	137	47	47	30	31	25

24 Hour Total:	1,711	AM Peak Volume:	167	AM Peak Hour Factor:	0.79
AM Peak Hour begins:	7:00	PM Peak Volume:	154	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:45				

Volume Count Report 3-Day Average

Start Date:	June 27, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 29, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	US 301 SB to Hillsborough Ave WB Ramp				

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	4	6	2	3	11	27	38	23	17	40
30	3	1	3	2	3	5	22	35	34	21	26	25
45	3	2	2	2	2	7	28	40	33	25	22	34
00	2	7	1	2	6	9	33	50	29	22	29	27
Hr Total	10	13	11	12	12	24	93	153	134	92	93	125

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	24	29	24	33	33	30	15	12	8	10	6
30	28	21	19	19	20	32	26	12	7	10	7	5
45	32	25	24	25	30	27	26	12	8	6	7	4
00	26	25	26	28	28	30	15	10	10	6	5	5
Hr Total	113	96	98	96	111	123	97	49	36	30	29	20

24 Hour Total:	1,670	AM Peak Volume:	164	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:15	PM Peak Volume:	123	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	4	6	2	3	11	27	38	23	17	40
30	3	1	3	2	3	5	22	35	34	21	26	25
45	3	2	2	2	2	7	28	40	33	25	22	34
00	2	7	1	2	6	9	33	50	29	22	29	27
Hr Total	10	13	11	12	12	24	93	153	134	92	93	125

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	24	29	24	33	33	30	15	12	8	10	6
30	28	21	19	19	20	32	26	12	7	10	7	5
45	32	25	24	25	30	27	26	12	8	6	7	4
00	26	25	26	28	28	30	15	10	10	6	5	5
Hr Total	113	96	98	96	111	123	97	49	36	30	29	20

24 Hour Total:	1,670	AM Peak Volume:	164	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:15	PM Peak Volume:	123	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Tampa
 Location: US 301 SB to I-4 WB Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	1	3	6	24	87	148	124	94	65	68
30	6	7	3	14	16	37	101	149	112	70	75	59
45	6	5	4	13	26	50	137	148	127	92	73	66
00	6	2	9	7	24	64	168	144	107	91	68	70
Hr Total	28	21	17	37	72	175	493	589	470	347	281	263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	76	70	51	79	121	81	41	25	18	23	16
30	70	50	63	66	90	94	57	33	34	20	16	6
45	62	66	60	87	79	95	63	31	24	13	11	10
00	67	57	53	60	76	66	34	31	20	16	8	10
Hr Total	274	249	246	264	324	376	235	136	103	67	58	42

24 Hour Total: 5,167
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 613
 PM Peak Volume: 386
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.80

N/A

Tuesday, June 20, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	1	3	6	24	87	148	124	94	65	68
30	6	7	3	14	16	37	101	149	112	70	75	59
45	6	5	4	13	26	50	137	148	127	92	73	66
00	6	2	9	7	24	64	168	144	107	91	68	70
Hr Total	28	21	17	37	72	175	493	589	470	347	281	263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	76	70	51	79	121	81	41	25	18	23	16
30	70	50	63	66	90	94	57	33	34	20	16	6
45	62	66	60	87	79	95	63	31	24	13	11	10
00	67	57	53	60	76	66	34	31	20	16	8	10
Hr Total	274	249	246	264	324	376	235	136	103	67	58	42

24 Hour Total: 5,167
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 613
 PM Peak Volume: 386
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.80

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Tampa
 Location: US 301 SB to I-4 WB Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	4	11	8	14	83	141	141	75	70	63
30	9	6	4	13	23	26	120	155	108	71	62	63
45	2	5	5	12	12	57	114	149	96	82	77	72
00	4	0	7	13	26	71	148	152	114	69	72	75
Hr Total	23	13	20	49	69	168	465	597	459	297	281	273

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	49	58	67	82	133	83	46	20	15	21	10
30	72	64	65	51	77	100	73	37	22	31	15	12
45	71	54	47	79	92	91	77	37	25	17	5	7
00	54	64	66	51	81	89	46	33	16	21	8	12
Hr Total	273	231	236	248	332	413	279	153	83	84	49	41

24 Hour Total: 5,136
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 597
 PM Peak Volume: 413
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.78

N/A

Wednesday, June 21, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	4	11	8	14	83	141	141	75	70	63
30	9	6	4	13	23	26	120	155	108	71	62	63
45	2	5	5	12	12	57	114	149	96	82	77	72
00	4	0	7	13	26	71	148	152	114	69	72	75
Hr Total	23	13	20	49	69	168	465	597	459	297	281	273

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	49	58	67	82	133	83	46	20	15	21	10
30	72	64	65	51	77	100	73	37	22	31	15	12
45	71	54	47	79	92	91	77	37	25	17	5	7
00	54	64	66	51	81	89	46	33	16	21	8	12
Hr Total	273	231	236	248	332	413	279	153	83	84	49	41

24 Hour Total: 5,136
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 597
 PM Peak Volume: 413
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.78

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Tampa
 Location: US 301 SB to I-4 WB Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	13	6	7	10	20	77	155	140	106	61	47
30	8	4	4	6	10	26	108	150	130	66	77	77
45	7	13	2	14	24	41	134	181	127	99	48	70
00	5	4	6	7	30	68	142	173	92	70	59	62
Hr Total	31	34	18	34	74	155	461	659	489	341	245	256

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	79	52	75	90	102	84	42	32	29	20	16
30	47	58	58	66	77	128	94	56	25	24	16	24
45	73	57	60	77	94	113	53	30	29	16	15	11
00	60	65	47	61	108	86	55	35	24	17	15	15
Hr Total	253	259	217	279	369	429	286	163	110	86	66	66

24 Hour Total: 5,380
 AM Peak Hour begins: 7:00 AM Peak Volume: 659 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 451 PM Peak Hour Factor: 0.88

N/A

Thursday, June 22, 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 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	13	6	7	10	20	77	155	140	106	61	47
30	8	4	4	6	10	26	108	150	130	66	77	77
45	7	13	2	14	24	41	134	181	127	99	48	70
00	5	4	6	7	30	68	142	173	92	70	59	62
Hr Total	31	34	18	34	74	155	461	659	489	341	245	256

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	79	52	75	90	102	84	42	32	29	20	16
30	47	58	58	66	77	128	94	56	25	24	16	24
45	73	57	60	77	94	113	53	30	29	16	15	11
00	60	65	47	61	108	86	55	35	24	17	15	15
Hr Total	253	259	217	279	369	429	286	163	110	86	66	66

24 Hour Total: 5,380
 AM Peak Hour begins: 7:00 AM Peak Volume: 659 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 451 PM Peak Hour Factor: 0.88

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 SB to I-4 WB Ramp		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	4	7	8	19	82	148	135	92	65	59
30	8	6	4	11	16	30	110	151	117	69	71	66
45	5	8	4	13	21	49	128	159	117	91	66	69
00	5	2	7	9	27	68	153	156	104	77	66	69
Hr Total	27	23	18	40	72	166	473	615	473	328	269	264

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	68	60	64	84	119	83	43	26	21	21	14
30	63	57	62	61	81	107	75	42	27	25	16	14
45	69	59	56	81	88	100	64	33	26	15	10	9
00	60	62	55	57	88	80	45	33	20	18	10	12
Hr Total	267	246	233	264	342	406	267	151	99	79	58	50

24 Hour Total:	5,228			
AM Peak Hour begins:	7:00	AM Peak Volume:	615	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	414	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	10	7	4	7	8	19	82	148	135	92	65	59
30	8	6	4	11	16	30	110	151	117	69	71	66
45	5	8	4	13	21	49	128	159	117	91	66	69
00	5	2	7	9	27	68	153	156	104	77	66	69
Hr Total	27	23	18	40	72	166	473	615	473	328	269	264

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	68	60	64	84	119	83	43	26	21	21	14
30	63	57	62	61	81	107	75	42	27	25	16	14
45	69	59	56	81	88	100	64	33	26	15	10	9
00	60	62	55	57	88	80	45	33	20	18	10	12
Hr Total	267	246	233	264	342	406	267	151	99	79	58	50

24 Hour Total:	5,228			
AM Peak Hour begins:	7:00	AM Peak Volume:	615	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	414	PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 20, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 SB to I-4/Hillsborough Ave EB Ramp		

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	5	2	10	13	36	52	85	52	47	57
30	3	5	9	2	8	29	59	78	75	52	49	54
45	8	4	11	7	9	31	59	80	66	64	59	28
00	8	8	5	1	14	18	65	52	62	43	53	55
Hr Total	26	23	30	12	41	91	219	262	288	211	208	194

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	64	52	53	73	95	41	50	32	22	15	15
30	55	40	62	57	66	40	51	30	31	16	19	21
45	40	46	60	59	88	52	55	37	32	14	17	11
00	65	35	59	70	63	56	26	30	23	26	12	10
Hr Total	204	185	233	239	290	243	173	147	118	78	63	57

24 Hour Total:	3,635	AM Peak Volume:	295	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:15	PM Peak Volume:	312	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:15				

N/A

Tuesday, June 20, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	5	2	10	13	36	52	85	52	47	57
30	3	5	9	2	8	29	59	78	75	52	49	54
45	8	4	11	7	9	31	59	80	66	64	59	28
00	8	8	5	1	14	18	65	52	62	43	53	55
Hr Total	26	23	30	12	41	91	219	262	288	211	208	194

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	64	52	53	73	95	41	50	32	22	15	15
30	55	40	62	57	66	40	51	30	31	16	19	21
45	40	46	60	59	88	52	55	37	32	14	17	11
00	65	35	59	70	63	56	26	30	23	26	12	10
Hr Total	204	185	233	239	290	243	173	147	118	78	63	57

24 Hour Total:	3,635	AM Peak Volume:	295	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:15	PM Peak Volume:	312	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date: June 21, 2017	Start Time: 00:00	Station: 0
Stop Date: June 21, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 SB to I-4/Hillsborough Ave EB Ramp		

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	10	7	4	8	16	37	70	83	58	57	53
30	12	0	4	6	9	28	45	74	55	48	54	49
45	7	2	8	3	8	27	54	75	49	41	62	58
00	5	7	6	10	6	34	61	74	52	48	49	37
Hr Total	32	19	25	23	31	105	197	293	239	195	222	197

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	45	50	53	61	65	56	49	23	28	12	12
30	53	53	50	51	61	41	36	36	19	22	16	15
45	42	52	54	75	60	44	48	41	22	18	12	13
00	43	44	45	65	68	51	38	25	19	22	12	11
Hr Total	189	194	199	244	250	201	178	151	83	90	52	51

24 Hour Total:	3,460	AM Peak Volume:	306	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	262	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	15:30				

N/A

Wednesday, June 21, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	10	7	4	8	16	37	70	83	58	57	53
30	12	0	4	6	9	28	45	74	55	48	54	49
45	7	2	8	3	8	27	54	75	49	41	62	58
00	5	7	6	10	6	34	61	74	52	48	49	37
Hr Total	32	19	25	23	31	105	197	293	239	195	222	197

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	45	50	53	61	65	56	49	23	28	12	12
30	53	53	50	51	61	41	36	36	19	22	16	15
45	42	52	54	75	60	44	48	41	22	18	12	13
00	43	44	45	65	68	51	38	25	19	22	12	11
Hr Total	189	194	199	244	250	201	178	151	83	90	52	51

24 Hour Total:	3,460	AM Peak Volume:	306	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:15	PM Peak Volume:	262	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	15:30				

Volume Count Report

Start Date: June 22, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 SB to I-4/Hillsborough Ave EB Ramp		

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	9	3	7	7	21	32	56	73	53	74	54
30	18	6	5	6	13	22	56	64	58	37	55	60
45	14	13	7	2	5	29	64	75	68	46	64	61
00	5	8	6	7	8	29	63	62	57	43	58	73
Hr Total	54	36	21	22	33	101	215	257	256	179	251	248

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	56	46	58	87	71	40	50	42	19	30	19
30	53	45	54	59	88	42	38	36	31	22	31	21
45	56	42	79	66	82	48	43	28	34	21	14	14
00	48	54	53	50	58	44	39	34	31	14	17	11
Hr Total	221	197	232	233	315	205	160	148	138	76	92	65

24 Hour Total:	3,755	AM Peak Volume:	274	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	315	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:00				

N/A

Thursday, June 22, 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 Volume:	0	AM Peak Hour Factor:	#DIV/0!
AM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	#DIV/0!
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	9	3	7	7	21	32	56	73	53	74	54
30	18	6	5	6	13	22	56	64	58	37	55	60
45	14	13	7	2	5	29	64	75	68	46	64	61
00	5	8	6	7	8	29	63	62	57	43	58	73
Hr Total	54	36	21	22	33	101	215	257	256	179	251	248

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	56	46	58	87	71	40	50	42	19	30	19
30	53	45	54	59	88	42	38	36	31	22	31	21
45	56	42	79	66	82	48	43	28	34	21	14	14
00	48	54	53	50	58	44	39	34	31	14	17	11
Hr Total	221	197	232	233	315	205	160	148	138	76	92	65

24 Hour Total:	3,755	AM Peak Volume:	274	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	315	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:00				

Volume Count Report

3-Day Average

Start Date:	June 20, 2017	Start Time:	00:00	Station:	0
Stop Date:	June 22, 2017	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location:	US 301 SB to I-4/Hillsborough Ave EB Ramp				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	5	4	8	17	35	59	80	54	59	55
30	11	4	6	5	10	26	53	72	63	46	53	54
45	10	6	9	4	7	29	59	77	61	50	62	49
00	6	8	6	6	9	27	63	63	57	45	53	55
Hr Total	37	26	25	19	35	99	210	271	261	195	227	213

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	55	49	55	74	77	46	50	32	23	19	15
30	54	46	55	56	72	41	42	34	27	20	22	19
45	46	47	64	67	77	48	49	35	29	18	14	13
00	52	44	52	62	63	50	34	30	24	21	14	11
Hr Total	205	192	221	239	285	216	170	149	113	81	69	58

24 Hour Total:	3,617	AM Peak Volume:	292	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	288	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:15				

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

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	5	4	8	17	35	59	80	54	59	55
30	11	4	6	5	10	26	53	72	63	46	53	54
45	10	6	9	4	7	29	59	77	61	50	62	49
00	6	8	6	6	9	27	63	63	57	45	53	55
Hr Total	37	26	25	19	35	99	210	271	261	195	227	213

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	55	49	55	74	77	46	50	32	23	19	15
30	54	46	55	56	72	41	42	34	27	20	22	19
45	46	47	64	67	77	48	49	35	29	18	14	13
00	52	44	52	62	63	50	34	30	24	21	14	11
Hr Total	205	192	221	239	285	216	170	149	113	81	69	58

24 Hour Total:	3,617	AM Peak Volume:	292	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	288	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Tampa
 Location: US 301 south of I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	23	25	36	39	58	143	248	283	226	195	218
30	38	30	29	43	39	78	173	273	262	260	197	245
45	35	15	39	38	53	99	240	300	290	196	213	227
00	23	28	24	32	48	110	259	263	224	235	239	200
Hr Total	143	96	117	149	179	345	815	1,084	1,059	917	844	890

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	242	220	242	309	399	505	315	199	127	114	76	65
30	260	277	224	293	423	480	261	170	138	113	70	57
45	269	259	282	370	480	404	221	164	110	93	77	61
00	258	251	248	363	448	344	202	126	116	80	62	30
Hr Total	1,029	1,007	996	1,335	1,750	1,733	999	659	491	400	285	213

24 Hour Total: 17,535
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,119
 PM Peak Volume: 1,913
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.95

Southbound Volume for Lane 2

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	25	33	30	36	58	202	408	383	243	221	268
30	31	26	26	40	47	105	298	491	365	241	249	271
45	38	22	27	34	73	155	357	477	372	249	231	268
00	44	31	23	42	96	205	429	481	318	247	247	250
Hr Total	150	104	109	146	252	523	1,286	1,857	1,438	980	948	1,057

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	239	274	250	346	387	306	181	138	90	90	85
30	248	301	257	324	310	390	278	162	167	119	69	55
45	316	262	269	299	334	376	226	158	115	90	84	50
00	271	280	273	281	368	375	192	129	110	81	64	38
Hr Total	1,091	1,082	1,073	1,154	1,358	1,528	1,002	630	530	380	307	228

24 Hour Total: 19,213
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,857
 PM Peak Volume: 1,528
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.98

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	84	48	58	66	75	116	345	656	666	469	416	486
30	69	56	55	83	86	183	471	764	627	501	446	516
45	73	37	66	72	126	254	597	777	662	445	444	495
00	67	59	47	74	144	315	688	744	542	482	486	450
Hr Total	293	200	226	295	431	868	2,101	2,941	2,497	1,897	1,792	1,947

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	498	459	516	559	745	892	621	380	265	204	166	150
30	508	578	481	617	733	870	539	332	305	232	139	112
45	585	521	551	669	814	780	447	322	225	183	161	111
00	529	531	521	644	816	719	394	255	226	161	126	68
Hr Total	2,120	2,089	2,069	2,489	3,108	3,261	2,001	1,289	1,021	780	592	441

24 Hour Total: 36,748
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 2,951
 PM Peak Volume: 3,392
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Tampa
 Location: US 301 south of I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	35	36	41	55	57	152	232	274	229	224	228
30	38	19	26	44	52	91	154	296	288	226	211	204
45	34	22	34	38	43	85	217	289	280	179	222	201
00	34	31	42	38	43	135	272	289	260	216	194	267
Hr Total	157	107	138	161	193	368	795	1,106	1,102	850	851	900

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	265	242	290	438	496	393	185	137	121	99	53
30	241	255	266	279	359	465	357	169	119	98	79	63
45	241	268	302	343	428	450	250	156	108	96	81	48
00	230	256	245	331	410	388	220	152	112	82	60	47
Hr Total	982	1,044	1,055	1,243	1,635	1,799	1,220	662	476	397	319	211

24 Hour Total: 17,771
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,148 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,821 PM Peak Hour Factor: 0.92

Southbound Volume for Lane 2

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	34	26	29	43	79	224	382	415	273	237	237
30	42	32	27	43	36	107	261	461	378	252	254	248
45	32	39	34	63	74	177	429	487	371	263	270	296
00	45	38	35	47	79	236	464	453	321	236	245	259
Hr Total	170	143	122	182	232	599	1,378	1,783	1,485	1,024	1,006	1,040

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	282	250	283	258	363	421	346	206	142	106	108	52
30	267	286	296	300	330	385	306	169	140	97	64	69
45	292	285	272	324	345	375	266	162	113	109	69	66
00	267	272	292	308	326	391	222	147	128	82	65	61
Hr Total	1,108	1,093	1,143	1,190	1,364	1,572	1,140	684	523	394	306	248

24 Hour Total: 19,929
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,816 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,572 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	102	69	62	70	98	136	376	614	689	502	461	465
30	80	51	53	87	88	198	415	757	666	478	465	452
45	66	61	68	101	117	262	646	776	651	442	492	497
00	79	69	77	85	122	371	736	742	581	452	439	526
Hr Total	327	250	260	343	425	967	2,173	2,889	2,587	1,874	1,857	1,940

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	552	515	525	548	801	917	739	391	279	227	207	105
30	508	541	562	579	689	850	663	338	259	195	143	132
45	533	553	574	667	773	825	516	318	221	205	150	114
00	497	528	537	639	736	779	442	299	240	164	125	108
Hr Total	2,090	2,137	2,198	2,433	2,999	3,371	2,360	1,346	999	791	625	459

24 Hour Total: 37,700
 AM Peak Hour begins: 7:15 AM Peak Volume: 2,964 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 3,371 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Tampa
 Location: US 301 south of I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	28	39	41	41	72	107	223	310	266	210	221
30	39	40	26	49	46	98	181	285	269	257	242	280
45	21	21	36	38	39	90	210	278	283	242	248	282
00	22	34	31	39	37	116	280	295	267	227	223	286
Hr Total	131	123	132	167	163	376	778	1,081	1,129	992	923	1,069

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	308	269	255	301	452	578	380	270	176	162	265	544
30	249	268	261	294	366	532	361	271	213	179	304	615
45	238	257	295	401	456	544	269	191	156	322	316	309
00	273	279	255	372	480	424	304	199	151	259	331	109
Hr Total	1,068	1,073	1,066	1,368	1,754	2,078	1,314	931	696	922	1,216	1,577

24 Hour Total: 22,127
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,168 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 2,134 PM Peak Hour Factor: 0.92

Southbound Volume for Lane 2

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	32	34	34	42	60	257	397	401	326	285	307
30	55	42	37	34	34	131	242	415	393	317	307	260
45	49	39	44	38	72	174	404	515	373	299	327	251
00	45	46	27	34	83	195	460	499	364	351	281	252
Hr Total	202	159	142	140	231	560	1,363	1,826	1,531	1,293	1,200	1,070

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	288	288	306	397	525	554	417	252	198	143	113
30	256	272	276	327	367	537	527	345	205	160	127	144
45	318	318	291	337	436	590	518	295	188	168	115	95
00	270	277	286	353	430	545	519	233	148	161	107	59
Hr Total	1,159	1,155	1,141	1,323	1,630	2,197	2,118	1,290	793	687	492	411

24 Hour Total: 24,113
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,830 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:15 PM Peak Volume: 2,226 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	102	60	73	75	83	132	364	620	711	592	495	528
30	94	82	63	83	80	229	423	700	662	574	549	540
45	70	60	80	76	111	264	614	793	656	541	575	533
00	67	80	58	73	120	311	740	794	631	578	504	538
Hr Total	333	282	274	307	394	936	2,141	2,907	2,660	2,285	2,123	2,139

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	623	557	543	607	849	1,103	934	687	428	360	408	657
30	505	540	537	621	733	1,069	888	616	418	339	431	759
45	556	575	586	738	892	1,134	787	486	344	490	431	404
00	543	556	541	725	910	969	823	432	299	420	438	168
Hr Total	2,227	2,228	2,207	2,691	3,384	4,275	3,432	2,221	1,489	1,609	1,708	1,988

24 Hour Total: 46,240
 AM Peak Hour begins: 7:15 AM Peak Volume: 2,998 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 4,275 PM Peak Hour Factor: 0.94

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 301 south of I-4 EB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	29	33	39	45	62	134	234	289	240	210	222
30	38	30	27	45	46	89	169	285	273	248	217	243
45	30	19	36	38	45	91	222	289	284	206	228	237
00	26	31	32	36	43	120	270	282	250	226	219	251
Hr Total	144	109	129	159	178	363	796	1,090	1,097	920	873	953

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	273	251	246	300	430	526	363	218	147	132	147	221
30	250	267	250	289	383	492	326	203	157	130	151	245
45	249	261	293	371	455	466	247	170	125	170	158	139
00	254	262	249	355	446	385	242	159	126	140	151	62
Hr Total	1,026	1,041	1,039	1,315	1,713	1,870	1,178	751	554	573	607	667

24 Hour Total:	19,144				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,145	AM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:45	PM Peak Volume:	1,931	PM Peak Hour Factor:	0.92

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	30	31	31	40	66	228	396	400	281	248	271
30	43	33	30	39	39	114	267	456	379	270	270	260
45	40	33	35	45	73	169	397	493	372	270	276	272
00	45	38	28	41	86	212	451	478	334	278	258	254
Hr Total	174	135	124	156	238	561	1,342	1,822	1,485	1,099	1,051	1,056

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	284	259	282	271	369	444	402	268	177	131	114	83
30	257	286	276	317	336	437	370	225	171	125	87	89
45	309	288	277	320	372	447	337	205	139	122	89	70
00	269	276	284	314	375	437	311	170	129	108	79	53
Hr Total	1,119	1,110	1,119	1,222	1,451	1,766	1,420	868	615	487	368	296

24 Hour Total:	21,085				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,826	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	1,766	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	96	59	64	70	85	128	362	630	689	521	457	493
30	81	63	57	84	85	203	436	740	652	518	487	503
45	70	53	71	83	118	260	619	782	656	476	504	508
00	71	69	61	77	129	332	721	760	585	504	476	505
Hr Total	318	244	253	315	417	924	2,138	2,912	2,581	2,019	1,924	2,009

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	558	510	528	571	798	971	765	486	324	264	260	304
30	507	553	527	606	718	930	697	429	327	255	238	334
45	558	550	570	691	826	913	583	375	263	293	247	210
00	523	538	533	669	821	822	553	329	255	248	230	115
Hr Total	2,146	2,151	2,158	2,538	3,164	3,636	2,598	1,619	1,170	1,060	975	963

24 Hour Total:	40,229				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,971	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	3,636	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Seffner
 Location: I-4 EB Off Ramp to Mango Rd NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	9	10	5	10	16	43	58	71	64	56	65
30	5	12	9	15	12	17	22	72	74	70	65	76
45	17	15	7	8	19	29	50	69	80	53	58	47
00	6	14	8	8	21	28	55	64	71	81	72	64
Hr Total	49	50	34	36	62	90	170	263	296	268	251	252

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	68	80	74	60	72	65	37	35	44	23	23
30	76	80	91	87	69	72	60	53	41	39	23	23
45	63	78	70	78	73	58	64	38	43	42	43	15
00	75	74	77	67	83	62	59	44	35	23	26	18
Hr Total	282	300	318	306	285	264	248	172	154	148	115	79

24 Hour Total: 4,492
 AM Peak Hour begins: 8:00
 PM Peak Hour begins: 13:30
 AM Peak Volume: 296
 PM Peak Volume: 323
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.89

N/A

Tuesday, June 20, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	9	10	5	10	16	43	58	71	64	56	65
30	5	12	9	15	12	17	22	72	74	70	65	76
45	17	15	7	8	19	29	50	69	80	53	58	47
00	6	14	8	8	21	28	55	64	71	81	72	64
Hr Total	49	50	34	36	62	90	170	263	296	268	251	252

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	68	80	74	60	72	65	37	35	44	23	23
30	76	80	91	87	69	72	60	53	41	39	23	23
45	63	78	70	78	73	58	64	38	43	42	43	15
00	75	74	77	67	83	62	59	44	35	23	26	18
Hr Total	282	300	318	306	285	264	248	172	154	148	115	79

24 Hour Total: 4,492
 AM Peak Hour begins: 8:00
 PM Peak Hour begins: 13:30
 AM Peak Volume: 296
 PM Peak Volume: 323
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Seffner
 Location: I-4 EB Off Ramp to Mango Rd NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	17	10	3	13	18	33	62	89	50	55	57
30	17	12	17	18	8	20	28	63	54	57	70	61
45	7	21	8	14	23	25	44	74	52	54	54	74
00	14	10	12	18	19	24	54	69	54	68	69	66
Hr Total	57	60	47	53	63	87	159	268	249	229	248	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	57	81	81	63	76	57	54	53	38	27	22
30	66	76	73	60	85	74	83	38	47	43	26	20
45	70	64	72	46	68	99	52	43	30	28	23	24
00	56	78	79	78	79	72	56	47	41	35	18	13
Hr Total	265	275	305	265	295	321	248	182	171	144	94	79

24 Hour Total: 4,422
 AM Peak Hour begins: 7:15 AM Peak Volume: 295 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 16:45 PM Peak Volume: 328 PM Peak Hour Factor: 0.83

N/A

Wednesday, June 21, 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 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	17	10	3	13	18	33	62	89	50	55	57
30	17	12	17	18	8	20	28	63	54	57	70	61
45	7	21	8	14	23	25	44	74	52	54	54	74
00	14	10	12	18	19	24	54	69	54	68	69	66
Hr Total	57	60	47	53	63	87	159	268	249	229	248	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	57	81	81	63	76	57	54	53	38	27	22
30	66	76	73	60	85	74	83	38	47	43	26	20
45	70	64	72	46	68	99	52	43	30	28	23	24
00	56	78	79	78	79	72	56	47	41	35	18	13
Hr Total	265	275	305	265	295	321	248	182	171	144	94	79

24 Hour Total: 4,422
 AM Peak Hour begins: 7:15 AM Peak Volume: 295 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 16:45 PM Peak Volume: 328 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Seffner
 Location: I-4 EB Off Ramp to Mango Rd NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	5	6	16	27	24	52	76	75	80	79
30	12	15	7	4	12	24	37	64	65	68	69	67
45	19	7	12	4	10	19	41	64	69	67	70	71
00	16	9	13	12	18	36	60	64	55	57	76	80
Hr Total	58	41	37	26	56	106	162	244	265	267	295	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	65	55	73	74	78	62	76	38	36	43	19
30	60	71	65	77	66	70	57	51	49	41	38	32
45	70	79	68	57	92	74	64	36	37	38	28	25
00	69	65	67	70	57	64	52	60	38	36	31	21
Hr Total	262	280	255	277	289	286	235	223	162	151	140	97

24 Hour Total: 4,511
 AM Peak Hour begins: 11:00 AM Peak Volume: 297 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:45 PM Peak Volume: 302 PM Peak Hour Factor: 0.82

N/A

Thursday, June 22, 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 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	5	6	16	27	24	52	76	75	80	79
30	12	15	7	4	12	24	37	64	65	68	69	67
45	19	7	12	4	10	19	41	64	69	67	70	71
00	16	9	13	12	18	36	60	64	55	57	76	80
Hr Total	58	41	37	26	56	106	162	244	265	267	295	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	65	55	73	74	78	62	76	38	36	43	19
30	60	71	65	77	66	70	57	51	49	41	38	32
45	70	79	68	57	92	74	64	36	37	38	28	25
00	69	65	67	70	57	64	52	60	38	36	31	21
Hr Total	262	280	255	277	289	286	235	223	162	151	140	97

24 Hour Total: 4,511
 AM Peak Hour begins: 11:00 AM Peak Volume: 297 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:45 PM Peak Volume: 302 PM Peak Hour Factor: 0.82

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: I-4 EB Off Ramp to Mango Rd NB		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	12	8	5	13	20	33	57	79	63	64	67
30	11	13	11	12	11	20	29	66	64	65	68	68
45	14	14	9	9	17	24	45	69	67	58	61	64
00	12	11	11	13	19	29	56	66	60	69	72	70
Hr Total	55	50	39	38	60	94	164	258	270	255	265	269

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	63	72	76	66	75	61	56	42	39	31	21
30	67	76	76	75	73	72	67	47	46	41	29	25
45	68	74	70	60	78	77	60	39	37	36	31	21
00	67	72	74	72	73	66	56	50	38	31	25	17
Hr Total	270	285	293	283	290	290	244	192	162	148	116	85

24 Hour Total:	4,475			
AM Peak Hour begins:	7:15	AM Peak Volume:	280	AM Peak Hour Factor: 0.89
PM Peak Hour begins:	16:15	PM Peak Volume:	299	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	17	12	8	5	13	20	33	57	79	63	64	67
30	11	13	11	12	11	20	29	66	64	65	68	68
45	14	14	9	9	17	24	45	69	67	58	61	64
00	12	11	11	13	19	29	56	66	60	69	72	70
Hr Total	55	50	39	38	60	94	164	258	270	255	265	269

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	63	72	76	66	75	61	56	42	39	31	21
30	67	76	76	75	73	72	67	47	46	41	29	25
45	68	74	70	60	78	77	60	39	37	36	31	21
00	67	72	74	72	73	66	56	50	38	31	25	17
Hr Total	270	285	293	283	290	290	244	192	162	148	116	85

24 Hour Total:	4,475			
AM Peak Hour begins:	7:15	AM Peak Volume:	280	AM Peak Hour Factor: 0.89
PM Peak Hour begins:	16:15	PM Peak Volume:	299	PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Seffner
 Location: I-4 EB Off Ramp to Mango Rd SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	15	7	11	13	16	27	37	87	78	50	74
30	22	14	2	3	11	16	30	57	81	71	53	62
45	24	16	10	5	22	11	36	45	78	53	61	54
00	12	7	10	11	25	28	64	83	84	61	74	60
Hr Total	77	52	29	30	71	71	157	222	330	263	238	250

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	80	79	88	112	123	108	75	63	48	40	37
30	54	76	79	94	114	116	111	97	63	57	45	27
45	89	59	72	122	108	137	98	83	82	54	42	25
00	75	86	91	101	113	121	99	63	79	51	35	25
Hr Total	291	301	321	405	447	497	416	318	287	210	162	114

24 Hour Total: 5,559
 AM Peak Hour begins: 8:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 330
 PM Peak Volume: 497
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.91

N/A

Tuesday, June 20, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	15	7	11	13	16	27	37	87	78	50	74
30	22	14	2	3	11	16	30	57	81	71	53	62
45	24	16	10	5	22	11	36	45	78	53	61	54
00	12	7	10	11	25	28	64	83	84	61	74	60
Hr Total	77	52	29	30	71	71	157	222	330	263	238	250

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	80	79	88	112	123	108	75	63	48	40	37
30	54	76	79	94	114	116	111	97	63	57	45	27
45	89	59	72	122	108	137	98	83	82	54	42	25
00	75	86	91	101	113	121	99	63	79	51	35	25
Hr Total	291	301	321	405	447	497	416	318	287	210	162	114

24 Hour Total: 5,559
 AM Peak Hour begins: 8:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 330
 PM Peak Volume: 497
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Seffner
 Location: I-4 EB Off Ramp to Mango Rd SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	7	10	9	14	13	30	47	85	74	48	82
30	20	15	7	11	14	11	25	57	83	59	69	67
45	18	9	13	3	14	15	36	60	76	44	60	59
00	10	9	8	16	25	42	59	69	69	65	78	60
Hr Total	71	40	38	39	67	81	150	233	313	242	255	268

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	87	79	76	94	126	95	92	71	50	48	40
30	74	86	72	96	92	102	119	91	66	45	50	40
45	60	72	89	95	142	150	82	69	63	51	42	34
00	75	60	77	77	109	105	119	66	69	55	32	34
Hr Total	265	305	317	344	437	483	415	318	269	201	172	148

24 Hour Total: 5,471
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 313
 PM Peak Volume: 487
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.81

N/A

Wednesday, June 21, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	7	10	9	14	13	30	47	85	74	48	82
30	20	15	7	11	14	11	25	57	83	59	69	67
45	18	9	13	3	14	15	36	60	76	44	60	59
00	10	9	8	16	25	42	59	69	69	65	78	60
Hr Total	71	40	38	39	67	81	150	233	313	242	255	268

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	87	79	76	94	126	95	92	71	50	48	40
30	74	86	72	96	92	102	119	91	66	45	50	40
45	60	72	89	95	142	150	82	69	63	51	42	34
00	75	60	77	77	109	105	119	66	69	55	32	34
Hr Total	265	305	317	344	437	483	415	318	269	201	172	148

24 Hour Total: 5,471
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 313
 PM Peak Volume: 487
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.81

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Seffner
 Location: I-4 EB Off Ramp to Mango Rd SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	14	12	8	6	14	20	41	70	63	50	60
30	12	17	10	12	16	15	24	54	79	54	58	72
45	16	27	12	12	18	23	38	55	66	43	57	49
00	9	11	7	11	18	19	61	66	67	57	64	67
Hr Total	57	69	41	43	58	71	143	216	282	217	229	248

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	83	65	91	126	126	84	83	61	49	52	42
30	78	77	64	88	107	98	71	88	55	48	52	26
45	79	61	66	108	90	99	65	62	47	63	49	25
00	87	55	94	110	98	100	86	53	55	63	33	20
Hr Total	304	276	289	397	421	423	306	286	218	223	186	113

24 Hour Total: 5,116
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 15:30
 AM Peak Volume: 284
 PM Peak Volume: 451
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.89

N/A

Thursday, June 22, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	14	12	8	6	14	20	41	70	63	50	60
30	12	17	10	12	16	15	24	54	79	54	58	72
45	16	27	12	12	18	23	38	55	66	43	57	49
00	9	11	7	11	18	19	61	66	67	57	64	67
Hr Total	57	69	41	43	58	71	143	216	282	217	229	248

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	83	65	91	126	126	84	83	61	49	52	42
30	78	77	64	88	107	98	71	88	55	48	52	26
45	79	61	66	108	90	99	65	62	47	63	49	25
00	87	55	94	110	98	100	86	53	55	63	33	20
Hr Total	304	276	289	397	421	423	306	286	218	223	186	113

24 Hour Total: 5,116
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 15:30
 AM Peak Volume: 284
 PM Peak Volume: 451
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.89

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: I-4 EB Off Ramp to Mango Rd SB		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	10	9	11	14	26	42	81	72	49	72
30	18	15	6	9	14	14	26	56	81	61	60	67
45	19	17	12	7	18	16	37	53	73	47	59	54
00	10	9	8	13	23	30	61	73	73	61	72	62
Hr Total	68	54	36	37	65	74	150	224	308	241	241	255

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	83	74	85	111	125	96	83	65	49	47	40
30	69	80	72	93	104	105	100	92	61	50	49	31
45	76	64	76	108	113	129	82	71	64	56	44	28
00	79	67	87	96	107	109	101	61	68	56	33	26
Hr Total	287	294	309	382	435	468	379	307	258	211	173	125

24 Hour Total:	5,382	AM Peak Volume:	308	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	8:00	PM Peak Volume:	468	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	10	9	11	14	26	42	81	72	49	72
30	18	15	6	9	14	14	26	56	81	61	60	67
45	19	17	12	7	18	16	37	53	73	47	59	54
00	10	9	8	13	23	30	61	73	73	61	72	62
Hr Total	68	54	36	37	65	74	150	224	308	241	241	255

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	83	74	85	111	125	96	83	65	49	47	40
30	69	80	72	93	104	105	100	92	61	50	49	31
45	76	64	76	108	113	129	82	71	64	56	44	28
00	79	67	87	96	107	109	101	61	68	56	33	26
Hr Total	287	294	309	382	435	468	379	307	258	211	173	125

24 Hour Total:	5,382	AM Peak Volume:	308	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	8:00	PM Peak Volume:	468	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Seffner
 Location: I-4 WB Off Ramp to Mango Rd NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	17	6	6	10	18	30	55	42	48	44	38
30	14	10	5	8	6	20	24	39	42	39	42	36
45	15	6	8	9	19	29	41	46	48	57	51	34
00	6	2	8	10	19	26	42	65	44	53	31	37
Hr Total	37	35	27	33	54	93	137	205	176	197	168	145

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	46	48	44	44	45	49	28	19	24	7	11
30	43	44	47	44	40	48	31	38	15	14	12	8
45	33	31	41	53	51	47	21	27	8	22	14	15
00	51	42	51	36	42	51	24	21	14	18	14	8
Hr Total	172	163	187	177	177	191	125	114	56	78	47	42

24 Hour Total: 2,836
 AM Peak Hour begins: 7:00 AM Peak Volume: 205 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:15 PM Peak Volume: 195 PM Peak Hour Factor: 0.96

N/A

Tuesday, June 20, 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 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	17	6	6	10	18	30	55	42	48	44	38
30	14	10	5	8	6	20	24	39	42	39	42	36
45	15	6	8	9	19	29	41	46	48	57	51	34
00	6	2	8	10	19	26	42	65	44	53	31	37
Hr Total	37	35	27	33	54	93	137	205	176	197	168	145

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	46	48	44	44	45	49	28	19	24	7	11
30	43	44	47	44	40	48	31	38	15	14	12	8
45	33	31	41	53	51	47	21	27	8	22	14	15
00	51	42	51	36	42	51	24	21	14	18	14	8
Hr Total	172	163	187	177	177	191	125	114	56	78	47	42

24 Hour Total: 2,836
 AM Peak Hour begins: 7:00 AM Peak Volume: 205 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:15 PM Peak Volume: 195 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Seffner
 Location: I-4 WB Off Ramp to Mango Rd NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	4	7	5	36	39	40	44	41	33	47
30	9	9	4	5	10	21	44	28	51	44	47	58
45	7	9	6	7	11	32	39	59	30	48	36	35
00	17	8	9	9	14	41	40	60	49	53	47	34
Hr Total	43	31	23	28	40	130	162	187	174	186	163	174

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	35	30	42	40	27	34	31	25	17	14	5
30	63	42	35	37	47	37	36	24	30	25	9	7
45	35	40	43	39	44	51	19	20	13	11	8	10
00	49	42	35	37	44	49	30	39	13	19	7	12
Hr Total	202	159	143	155	175	164	119	114	81	72	38	34

24 Hour Total: 2,797
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 12:00
 AM Peak Volume: 214
 PM Peak Volume: 202
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.80

N/A

Wednesday, June 21, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	4	7	5	36	39	40	44	41	33	47
30	9	9	4	5	10	21	44	28	51	44	47	58
45	7	9	6	7	11	32	39	59	30	48	36	35
00	17	8	9	9	14	41	40	60	49	53	47	34
Hr Total	43	31	23	28	40	130	162	187	174	186	163	174

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	35	30	42	40	27	34	31	25	17	14	5
30	63	42	35	37	47	37	36	24	30	25	9	7
45	35	40	43	39	44	51	19	20	13	11	8	10
00	49	42	35	37	44	49	30	39	13	19	7	12
Hr Total	202	159	143	155	175	164	119	114	81	72	38	34

24 Hour Total: 2,797
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 12:00
 AM Peak Volume: 214
 PM Peak Volume: 202
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.80

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Seffner
 Location: I-4 WB Off Ramp to Mango Rd NB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	2	5	5	23	37	41	34	37	37	51
30	4	3	9	4	8	10	30	43	43	46	43	43
45	8	8	8	9	13	17	47	45	37	48	46	39
00	3	10	2	4	31	29	52	54	20	35	46	50
Hr Total	23	27	21	22	57	79	166	183	134	166	172	183

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	37	33	39	54	47	49	37	15	16	12	8
30	54	51	53	38	31	37	38	45	20	23	12	9
45	45	31	46	37	38	33	36	21	19	18	8	5
00	41	41	32	44	38	44	26	29	21	24	12	18
Hr Total	183	160	164	158	161	161	149	132	75	81	44	40

24 Hour Total: 2,741
 AM Peak Hour begins: 11:45 AM Peak Volume: 192 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 12:00 PM Peak Volume: 183 PM Peak Hour Factor: 0.85

N/A

Thursday, June 22, 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 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	2	5	5	23	37	41	34	37	37	51
30	4	3	9	4	8	10	30	43	43	46	43	43
45	8	8	8	9	13	17	47	45	37	48	46	39
00	3	10	2	4	31	29	52	54	20	35	46	50
Hr Total	23	27	21	22	57	79	166	183	134	166	172	183

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	37	33	39	54	47	49	37	15	16	12	8
30	54	51	53	38	31	37	38	45	20	23	12	9
45	45	31	46	37	38	33	36	21	19	18	8	5
00	41	41	32	44	38	44	26	29	21	24	12	18
Hr Total	183	160	164	158	161	161	149	132	75	81	44	40

24 Hour Total: 2,741
 AM Peak Hour begins: 11:45 AM Peak Volume: 192 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 12:00 PM Peak Volume: 183 PM Peak Hour Factor: 0.85

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: I-4 WB Off Ramp to Mango Rd NB		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	9	4	6	7	26	35	45	40	42	38	45
30	9	7	6	6	8	17	33	37	45	43	44	46
45	10	8	7	8	14	26	42	50	38	51	44	36
00	9	7	6	8	21	32	45	60	38	47	41	40
Hr Total	34	31	24	28	50	101	155	192	161	183	168	167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	39	37	42	46	40	44	32	20	19	11	8
30	53	46	45	40	39	41	35	36	22	21	11	8
45	38	34	43	43	44	44	25	23	13	17	10	10
00	47	42	39	39	41	48	27	30	16	20	11	13
Hr Total	186	161	165	163	171	172	131	120	71	77	43	39

24 Hour Total:	2,791				
AM Peak Hour begins:	7:30	AM Peak Volume:	195	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	12:00	PM Peak Volume:	186	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	7	9	4	6	7	26	35	45	40	42	38	45
30	9	7	6	6	8	17	33	37	45	43	44	46
45	10	8	7	8	14	26	42	50	38	51	44	36
00	9	7	6	8	21	32	45	60	38	47	41	40
Hr Total	34	31	24	28	50	101	155	192	161	183	168	167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	39	37	42	46	40	44	32	20	19	11	8
30	53	46	45	40	39	41	35	36	22	21	11	8
45	38	34	43	43	44	44	25	23	13	17	10	10
00	47	42	39	39	41	48	27	30	16	20	11	13
Hr Total	186	161	165	163	171	172	131	120	71	77	43	39

24 Hour Total:	2,791				
AM Peak Hour begins:	7:30	AM Peak Volume:	195	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	12:00	PM Peak Volume:	186	PM Peak Hour Factor:	0.87

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Seffner
 Location: I-4 WB Off Ramp to Mango Rd SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	1	3	2	1	12	24	26	46	12	24	41
30	0	1	1	1	5	3	47	44	32	33	18	32
45	1	9	4	0	1	6	25	45	38	25	17	21
00	2	6	5	4	11	16	44	42	26	19	48	30
Hr Total	19	17	13	7	18	37	140	157	142	89	107	124

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	13	14	23	61	45	37	14	37	12	12	7
30	19	30	24	42	83	41	55	6	19	15	22	12
45	45	44	20	20	53	42	48	24	20	9	7	4
00	19	16	15	60	71	36	29	14	19	7	8	18
Hr Total	99	103	73	145	268	164	169	58	95	43	49	41

24 Hour Total: 2,177
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:00
 AM Peak Volume: 177
 PM Peak Volume: 268
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.81

N/A

Tuesday, June 20, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	1	3	2	1	12	24	26	46	12	24	41
30	0	1	1	1	5	3	47	44	32	33	18	32
45	1	9	4	0	1	6	25	45	38	25	17	21
00	2	6	5	4	11	16	44	42	26	19	48	30
Hr Total	19	17	13	7	18	37	140	157	142	89	107	124

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	13	14	23	61	45	37	14	37	12	12	7
30	19	30	24	42	83	41	55	6	19	15	22	12
45	45	44	20	20	53	42	48	24	20	9	7	4
00	19	16	15	60	71	36	29	14	19	7	8	18
Hr Total	99	103	73	145	268	164	169	58	95	43	49	41

24 Hour Total: 2,177
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:00
 AM Peak Volume: 177
 PM Peak Volume: 268
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.81

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Seffner
 Location: I-4 WB Off Ramp to Mango Rd SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	2	6	10	14	33	41	43	40	29
30	8	1	5	1	2	7	19	56	18	44	20	41
45	5	1	2	2	13	15	40	42	59	39	27	53
00	1	1	1	2	12	12	34	32	24	18	32	49
Hr Total	17	6	9	7	33	44	107	163	142	144	119	172

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	25	31	25	29	37	39	26	19	18	16	5
30	16	30	36	26	30	48	32	15	15	19	13	7
45	45	32	25	20	45	46	40	31	15	11	6	7
00	23	22	33	34	33	39	33	21	18	14	6	4
Hr Total	105	109	125	105	137	170	144	93	67	62	41	23

24 Hour Total: 2,144
 AM Peak Hour begins: 11:00 AM Peak Volume: 172 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 17:15 PM Peak Volume: 172 PM Peak Hour Factor: 0.90

N/A

Wednesday, June 21, 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 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	2	6	10	14	33	41	43	40	29
30	8	1	5	1	2	7	19	56	18	44	20	41
45	5	1	2	2	13	15	40	42	59	39	27	53
00	1	1	1	2	12	12	34	32	24	18	32	49
Hr Total	17	6	9	7	33	44	107	163	142	144	119	172

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	25	31	25	29	37	39	26	19	18	16	5
30	16	30	36	26	30	48	32	15	15	19	13	7
45	45	32	25	20	45	46	40	31	15	11	6	7
00	23	22	33	34	33	39	33	21	18	14	6	4
Hr Total	105	109	125	105	137	170	144	93	67	62	41	23

24 Hour Total: 2,144
 AM Peak Hour begins: 11:00 AM Peak Volume: 172 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 17:15 PM Peak Volume: 172 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Seffner
 Location: I-4 WB Off Ramp to Mango Rd SB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	4	1	0	3	19	38	33	16	19	28
30	4	2	4	1	4	9	35	42	25	13	12	24
45	3	1	2	1	4	17	41	44	24	22	13	12
00	5	1	5	2	15	26	43	30	21	13	24	25
Hr Total	15	9	15	5	23	55	138	154	103	64	68	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	25	27	31	33	42	26	20	27	17	14	4
30	23	20	29	28	38	55	30	19	15	22	13	10
45	11	34	26	32	37	56	13	16	27	11	13	6
00	24	24	18	40	49	43	33	11	16	1	9	1
Hr Total	82	103	100	131	157	196	102	66	85	51	49	21

24 Hour Total: 1,881
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 167
 PM Peak Volume: 202
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.90

N/A

Thursday, June 22, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	4	1	0	3	19	38	33	16	19	28
30	4	2	4	1	4	9	35	42	25	13	12	24
45	3	1	2	1	4	17	41	44	24	22	13	12
00	5	1	5	2	15	26	43	30	21	13	24	25
Hr Total	15	9	15	5	23	55	138	154	103	64	68	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	25	27	31	33	42	26	20	27	17	14	4
30	23	20	29	28	38	55	30	19	15	22	13	10
45	11	34	26	32	37	56	13	16	27	11	13	6
00	24	24	18	40	49	43	33	11	16	1	9	1
Hr Total	82	103	100	131	157	196	102	66	85	51	49	21

24 Hour Total: 1,881
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 167
 PM Peak Volume: 202
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.90

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: I-4 WB Off Ramp to Mango Rd SB		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	3	2	2	8	19	32	40	24	28	33
30	4	1	3	1	4	6	34	47	25	30	17	32
45	3	4	3	1	6	13	35	44	40	29	19	29
00	3	3	4	3	13	18	40	35	24	17	35	35
Hr Total	17	11	12	6	25	45	128	158	129	99	98	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	21	24	26	41	41	34	20	28	16	14	5
30	19	27	30	32	50	48	39	13	16	19	16	10
45	34	37	24	24	45	48	34	24	21	10	9	6
00	22	21	22	45	51	39	32	15	18	7	8	8
Hr Total	95	105	99	127	187	177	138	72	82	52	46	28

24 Hour Total:	2,067			
AM Peak Hour begins:	7:15	AM Peak Volume:	166	AM Peak Hour Factor: 0.88
PM Peak Hour begins:	16:45	PM Peak Volume:	188	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	7	3	3	2	2	8	19	32	40	24	28	33
30	4	1	3	1	4	6	34	47	25	30	17	32
45	3	4	3	1	6	13	35	44	40	29	19	29
00	3	3	4	3	13	18	40	35	24	17	35	35
Hr Total	17	11	12	6	25	45	128	158	129	99	98	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	21	24	26	41	41	34	20	28	16	14	5
30	19	27	30	32	50	48	39	13	16	19	16	10
45	34	37	24	24	45	48	34	24	21	10	9	6
00	22	21	22	45	51	39	32	15	18	7	8	8
Hr Total	95	105	99	127	187	177	138	72	82	52	46	28

24 Hour Total:	2,067			
AM Peak Hour begins:	7:15	AM Peak Volume:	166	AM Peak Hour Factor: 0.88
PM Peak Hour begins:	16:45	PM Peak Volume:	188	PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Seffner
 Location: Mango Rd NB to I-4 EB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	5	1	3	3	19	24	26	23	25	21	17
30	2	2	3	5	5	14	26	42	25	30	25	20
45	3	3	1	4	9	14	19	41	26	21	24	22
00	11	0	2	4	6	25	25	28	15	19	17	35
Hr Total	17	10	7	16	23	72	94	137	89	95	87	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	38	24	23	49	67	35	27	14	13	9	7
30	30	23	38	32	51	74	33	21	24	9	7	13
45	26	25	21	48	77	44	27	22	20	9	3	7
00	17	29	23	30	58	53	29	19	15	15	13	5
Hr Total	97	115	106	133	235	238	124	89	73	46	32	32

24 Hour Total: 2,061
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 137
 PM Peak Volume: 276
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.90

N/A

Tuesday, June 20, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	5	1	3	3	19	24	26	23	25	21	17
30	2	2	3	5	5	14	26	42	25	30	25	20
45	3	3	1	4	9	14	19	41	26	21	24	22
00	11	0	2	4	6	25	25	28	15	19	17	35
Hr Total	17	10	7	16	23	72	94	137	89	95	87	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	38	24	23	49	67	35	27	14	13	9	7
30	30	23	38	32	51	74	33	21	24	9	7	13
45	26	25	21	48	77	44	27	22	20	9	3	7
00	17	29	23	30	58	53	29	19	15	15	13	5
Hr Total	97	115	106	133	235	238	124	89	73	46	32	32

24 Hour Total: 2,061
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 137
 PM Peak Volume: 276
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Seffner
 Location: Mango Rd NB to I-4 EB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	4	1	3	12	25	25	23	22	23	11
30	4	2	2	6	5	13	27	44	26	22	21	18
45	2	1	0	4	6	14	32	41	35	24	26	20
00	6	3	2	1	10	29	30	31	20	20	18	21
Hr Total	18	11	8	12	24	68	114	141	104	88	88	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	22	23	36	54	90	48	27	26	15	17	10
30	20	20	26	31	54	66	37	19	22	8	7	4
45	18	26	25	37	57	52	37	9	8	12	11	5
00	20	17	27	51	54	46	37	19	17	11	12	6
Hr Total	90	85	101	155	219	254	159	74	73	46	47	25

24 Hour Total: 2,074
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 141
 PM Peak Volume: 267
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.74

N/A

Wednesday, June 21, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	4	1	3	12	25	25	23	22	23	11
30	4	2	2	6	5	13	27	44	26	22	21	18
45	2	1	0	4	6	14	32	41	35	24	26	20
00	6	3	2	1	10	29	30	31	20	20	18	21
Hr Total	18	11	8	12	24	68	114	141	104	88	88	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	22	23	36	54	90	48	27	26	15	17	10
30	20	20	26	31	54	66	37	19	22	8	7	4
45	18	26	25	37	57	52	37	9	8	12	11	5
00	20	17	27	51	54	46	37	19	17	11	12	6
Hr Total	90	85	101	155	219	254	159	74	73	46	47	25

24 Hour Total: 2,074
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 141
 PM Peak Volume: 267
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.74

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Seffner
 Location: Mango Rd NB to I-4 EB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	0	5	3	10	29	28	21	18	20	20
30	5	3	5	6	3	17	19	50	18	17	21	21
45	2	4	0	3	5	16	30	38	31	21	21	17
00	4	3	2	0	9	33	18	30	20	24	24	32
Hr Total	16	16	7	14	20	76	96	146	90	80	86	90

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	31	22	38	49	83	31	29	24	11	10	10
30	25	28	25	47	54	85	39	16	20	5	8	9
45	25	23	25	41	68	78	30	18	21	8	10	12
00	22	18	22	34	57	44	24	22	18	16	11	6
Hr Total	97	100	94	160	228	290	124	85	83	40	39	37

24 Hour Total: 2,114
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 146
 PM Peak Volume: 303
 AM Peak Hour Factor: 0.73
 PM Peak Hour Factor: 0.89

N/A

Thursday, June 22, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	0	5	3	10	29	28	21	18	20	20
30	5	3	5	6	3	17	19	50	18	17	21	21
45	2	4	0	3	5	16	30	38	31	21	21	17
00	4	3	2	0	9	33	18	30	20	24	24	32
Hr Total	16	16	7	14	20	76	96	146	90	80	86	90

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	31	22	38	49	83	31	29	24	11	10	10
30	25	28	25	47	54	85	39	16	20	5	8	9
45	25	23	25	41	68	78	30	18	21	8	10	12
00	22	18	22	34	57	44	24	22	18	16	11	6
Hr Total	97	100	94	160	228	290	124	85	83	40	39	37

24 Hour Total: 2,114
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 146
 PM Peak Volume: 303
 AM Peak Hour Factor: 0.73
 PM Peak Hour Factor: 0.89

Volume Count Report

3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Mango Rd NB to I-4 EB On Ramp		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	2	3	3	14	26	26	22	22	21	16
30	4	2	3	6	4	15	24	45	23	23	22	20
45	2	3	0	4	7	15	27	40	31	22	24	20
00	7	2	2	2	8	29	24	30	18	21	20	29
Hr Total	17	12	7	14	22	72	101	141	94	88	87	85

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	30	23	32	51	80	38	28	21	13	12	9
30	25	24	30	37	53	75	36	19	22	7	7	9
45	23	25	24	42	67	58	31	16	16	10	8	8
00	20	21	24	38	56	48	30	20	17	14	12	6
Hr Total	95	100	100	149	227	261	136	83	76	44	39	31

24 Hour Total:	2,083	AM Peak Volume:	141	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	7:00	PM Peak Volume:	279	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:30				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	2	3	3	14	26	26	22	22	21	16
30	4	2	3	6	4	15	24	45	23	23	22	20
45	2	3	0	4	7	15	27	40	31	22	24	20
00	7	2	2	2	8	29	24	30	18	21	20	29
Hr Total	17	12	7	14	22	72	101	141	94	88	87	85

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	30	23	32	51	80	38	28	21	13	12	9
30	25	24	30	37	53	75	36	19	22	7	7	9
45	23	25	24	42	67	58	31	16	16	10	8	8
00	20	21	24	38	56	48	30	20	17	14	12	6
Hr Total	95	100	100	149	227	261	136	83	76	44	39	31

24 Hour Total:	2,083	AM Peak Volume:	141	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	7:00	PM Peak Volume:	279	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Seffner
 Location: Mango Rd NB to I-4 WB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	2	5	11	35	79	145	119	103	93	75
30	13	5	17	6	23	47	126	125	117	98	70	68
45	15	4	12	16	20	78	130	166	121	80	90	76
00	10	18	11	7	30	67	162	122	92	80	74	64
Hr Total	50	34	42	34	84	227	497	558	449	361	327	283

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	70	74	89	72	71	86	56	51	47	28	20
30	71	82	63	62	73	68	68	56	49	43	27	14
45	88	83	70	60	78	71	73	64	37	42	15	16
00	87	75	64	77	70	73	46	39	44	38	23	7
Hr Total	303	310	271	288	293	283	273	215	181	170	93	57

24 Hour Total: 5,683
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 12:30
 AM Peak Volume: 598
 PM Peak Volume: 327
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.93

N/A

Tuesday, June 20, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	2	5	11	35	79	145	119	103	93	75
30	13	5	17	6	23	47	126	125	117	98	70	68
45	15	4	12	16	20	78	130	166	121	80	90	76
00	10	18	11	7	30	67	162	122	92	80	74	64
Hr Total	50	34	42	34	84	227	497	558	449	361	327	283

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	70	74	89	72	71	86	56	51	47	28	20
30	71	82	63	62	73	68	68	56	49	43	27	14
45	88	83	70	60	78	71	73	64	37	42	15	16
00	87	75	64	77	70	73	46	39	44	38	23	7
Hr Total	303	310	271	288	293	283	273	215	181	170	93	57

24 Hour Total: 5,683
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 12:30
 AM Peak Volume: 598
 PM Peak Volume: 327
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Seffner
 Location: Mango Rd NB to I-4 WB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	7	7	8	16	37	108	125	119	86	81	65
30	16	12	11	19	21	43	126	134	139	92	67	68
45	13	7	7	5	25	64	148	155	122	120	65	81
00	12	25	11	15	31	78	126	145	99	91	79	62
Hr Total	59	51	36	47	93	222	508	559	479	389	292	276

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	90	77	75	88	62	52	66	53	46	37	15
30	79	75	86	59	71	53	71	51	51	35	28	14
45	76	65	70	72	67	59	62	67	48	55	24	18
00	70	80	57	60	77	68	51	50	43	31	31	17
Hr Total	309	310	290	266	303	242	236	234	195	167	120	64

24 Hour Total: 5,747
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 12:15
 AM Peak Volume: 559
 PM Peak Volume: 315
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.88

N/A

Wednesday, June 21, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	7	7	8	16	37	108	125	119	86	81	65
30	16	12	11	19	21	43	126	134	139	92	67	68
45	13	7	7	5	25	64	148	155	122	120	65	81
00	12	25	11	15	31	78	126	145	99	91	79	62
Hr Total	59	51	36	47	93	222	508	559	479	389	292	276

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	90	77	75	88	62	52	66	53	46	37	15
30	79	75	86	59	71	53	71	51	51	35	28	14
45	76	65	70	72	67	59	62	67	48	55	24	18
00	70	80	57	60	77	68	51	50	43	31	31	17
Hr Total	309	310	290	266	303	242	236	234	195	167	120	64

24 Hour Total: 5,747
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 12:15
 AM Peak Volume: 559
 PM Peak Volume: 315
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Seffner
 Location: Mango Rd NB to I-4 WB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	2	8	8	13	33	99	163	136	101	98	68
30	17	14	8	8	13	46	127	129	116	94	76	92
45	3	10	12	13	22	67	124	159	102	101	80	83
00	11	7	10	11	35	70	158	127	100	109	83	81
Hr Total	51	33	38	40	83	216	508	578	454	405	337	324

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	82	66	86	84	70	84	72	77	43	33	29
30	93	98	84	69	85	90	54	70	39	41	31	40
45	84	63	62	63	77	79	60	59	43	39	27	23
00	69	89	61	79	75	56	53	49	32	36	29	13
Hr Total	328	332	273	297	321	295	251	250	191	159	120	105

24 Hour Total: 5,989
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 12:30
 AM Peak Volume: 609
 PM Peak Volume: 333
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.85

N/A

Thursday, June 22, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	2	8	8	13	33	99	163	136	101	98	68
30	17	14	8	8	13	46	127	129	116	94	76	92
45	3	10	12	13	22	67	124	159	102	101	80	83
00	11	7	10	11	35	70	158	127	100	109	83	81
Hr Total	51	33	38	40	83	216	508	578	454	405	337	324

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	82	66	86	84	70	84	72	77	43	33	29
30	93	98	84	69	85	90	54	70	39	41	31	40
45	84	63	62	63	77	79	60	59	43	39	27	23
00	69	89	61	79	75	56	53	49	32	36	29	13
Hr Total	328	332	273	297	321	295	251	250	191	159	120	105

24 Hour Total: 5,989
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 12:30
 AM Peak Volume: 609
 PM Peak Volume: 333
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.85

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Mango Rd NB to I-4 WB On Ramp		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	5	6	7	13	35	95	144	125	97	91	69
30	15	10	12	11	19	45	126	129	124	95	71	76
45	10	7	10	11	22	70	134	160	115	100	78	80
00	11	17	11	11	32	72	149	131	97	93	79	69
Hr Total	53	39	39	40	87	222	504	565	461	385	319	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	81	72	83	81	68	74	65	60	45	33	21
30	81	85	78	63	76	70	64	59	46	40	29	23
45	83	70	67	65	74	70	65	63	43	45	22	19
00	75	81	61	72	74	66	50	46	40	35	28	12
Hr Total	313	317	278	284	306	273	253	233	189	165	111	75

24 Hour Total:	5,806			
AM Peak Hour begins:	6:45	AM Peak Volume:	582	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	12:30	PM Peak Volume:	324	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	17	5	6	7	13	35	95	144	125	97	91	69
30	15	10	12	11	19	45	126	129	124	95	71	76
45	10	7	10	11	22	70	134	160	115	100	78	80
00	11	17	11	11	32	72	149	131	97	93	79	69
Hr Total	53	39	39	40	87	222	504	565	461	385	319	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	81	72	83	81	68	74	65	60	45	33	21
30	81	85	78	63	76	70	64	59	46	40	29	23
45	83	70	67	65	74	70	65	63	43	45	22	19
00	75	81	61	72	74	66	50	46	40	35	28	12
Hr Total	313	317	278	284	306	273	253	233	189	165	111	75

24 Hour Total:	5,806			
AM Peak Hour begins:	6:45	AM Peak Volume:	582	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	12:30	PM Peak Volume:	324	PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Seffner
 Location: Mango Rd north of I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	32	20	15	21	48	90	155	181	179	156	167
30	16	24	14	28	24	43	84	181	172	153	158	168
45	36	28	25	21	43	70	126	180	180	152	172	134
00	26	16	13	27	59	79	144	200	177	176	168	152
Hr Total	115	100	72	91	147	240	444	716	710	660	654	621

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	175	181	193	159	183	205	202	111	104	104	50	40
30	193	187	196	214	204	220	179	148	103	98	54	46
45	194	177	177	212	223	175	149	115	89	95	79	46
00	173	179	182	192	219	212	144	114	97	72	62	47
Hr Total	735	724	748	777	829	812	674	488	393	369	245	179

24 Hour Total: 11,543
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 742
 PM Peak Volume: 867
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	31	22	9	35	44	122	183	192	161	183	182
30	22	11	37	17	25	49	156	197	200	184	174	193
45	27	19	11	29	59	100	145	210	182	213	215	195
00	36	33	31	20	45	76	187	207	183	162	177	175
Hr Total	115	94	101	75	164	269	610	797	757	720	749	745

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	198	173	177	165	180	284	199	128	109	89	63	44
30	191	166	156	168	193	243	167	101	82	98	60	41
45	198	179	187	201	192	228	140	115	87	70	51	36
00	208	199	164	179	216	190	152	99	77	70	52	29
Hr Total	795	717	684	713	781	945	658	443	355	327	226	150

24 Hour Total: 11,990
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 809
 PM Peak Volume: 971
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	63	42	24	56	92	212	338	373	340	339	349
30	38	35	51	45	49	92	240	378	372	337	332	361
45	63	47	36	50	102	170	271	390	362	365	387	329
00	62	49	44	47	104	155	331	407	360	338	345	327
Hr Total	230	194	173	166	311	509	1,054	1,513	1,467	1,380	1,403	1,366

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	373	354	370	324	363	489	401	239	213	193	113	84
30	384	353	352	382	397	463	346	249	185	196	114	87
45	392	356	364	413	415	403	289	230	176	165	130	82
00	381	378	346	371	435	402	296	213	174	142	114	76
Hr Total	1,530	1,441	1,432	1,490	1,610	1,757	1,332	931	748	696	471	329

24 Hour Total: 23,533
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,548
 PM Peak Volume: 1,802
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Seffner
 Location: Mango Rd north of I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	25	24	9	16	63	102	147	191	138	151	185
30	36	23	20	34	22	66	111	157	168	155	158	180
45	29	37	24	28	50	59	122	205	135	151	159	173
00	45	20	26	28	54	89	139	212	163	178	175	179
Hr Total	153	105	94	99	142	277	474	721	657	622	643	717

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	196	178	210	181	197	197	171	156	124	96	72	42
30	218	179	179	164	217	194	189	107	121	101	59	39
45	186	173	174	157	211	264	160	124	88	77	46	58
00	172	184	186	195	219	212	138	136	118	94	45	43
Hr Total	772	714	749	697	844	867	658	523	451	368	222	182

24 Hour Total: 11,751
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 779
 PM Peak Volume: 874
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.83

Southbound Volume for Lane 2

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	29	17	23	32	48	120	203	218	157	183	139
30	35	19	15	27	32	64	173	204	208	158	206	193
45	31	24	25	26	45	91	169	212	190	202	209	187
00	31	47	22	37	54	93	157	216	148	167	208	194
Hr Total	147	119	79	113	163	296	619	835	764	684	806	713

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	193	164	203	172	191	281	180	143	105	90	51	34
30	182	157	172	170	168	230	174	114	119	87	69	37
45	190	215	164	181	219	213	192	124	109	96	49	36
00	210	172	173	178	181	191	152	107	66	78	56	32
Hr Total	775	708	712	701	759	915	698	488	399	351	225	139

24 Hour Total: 12,208
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 854
 PM Peak Volume: 915
 AM Peak Hour Factor: 0.98
 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	93	54	41	32	48	111	222	350	409	295	334	324
30	71	42	35	61	54	130	284	361	376	313	364	373
45	60	61	49	54	95	150	291	417	325	353	368	360
00	76	67	48	65	108	182	296	428	311	345	383	373
Hr Total	300	224	173	212	305	573	1,093	1,556	1,421	1,306	1,449	1,430

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	389	342	413	353	388	478	351	299	229	186	123	76
30	400	336	351	334	385	424	363	221	240	188	128	76
45	376	388	338	338	430	477	352	248	197	173	95	94
00	382	356	359	373	400	403	290	243	184	172	101	75
Hr Total	1,547	1,422	1,461	1,398	1,603	1,782	1,356	1,011	850	719	447	321

24 Hour Total: 23,959
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,630
 PM Peak Volume: 1,782
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Seffner
 Location: Mango Rd north of I-4 WB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	29	16	15	27	53	91	119	173	172	167	189
30	29	20	25	13	23	56	106	188	170	181	175	185
45	36	28	21	21	40	46	121	198	171	160	162	168
00	26	29	25	22	84	80	162	195	117	162	197	181
Hr Total	126	106	87	71	174	235	480	700	631	675	701	723

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	201	166	161	189	200	210	192	168	112	80	94	47
30	172	184	174	190	203	198	175	143	125	104	73	48
45	177	175	196	169	193	200	167	136	104	109	55	42
00	190	176	173	187	243	198	156	123	101	79	55	54
Hr Total	740	701	704	735	839	806	690	570	442	372	277	191

24 Hour Total: 11,776
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 754
 PM Peak Volume: 851
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.88

Southbound Volume for Lane 2

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	23	21	25	24	50	123	216	197	144	175	204
30	31	21	22	32	24	69	167	192	177	168	177	204
45	27	23	22	21	59	77	140	239	200	219	216	195
00	26	23	28	21	30	83	142	200	166	182	196	183
Hr Total	117	90	93	99	137	279	572	847	740	713	764	786

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	227	209	172	186	197	284	214	130	125	85	75	56
30	190	171	191	177	164	247	169	151	110	73	54	43
45	219	189	180	186	214	201	160	98	91	81	60	37
00	182	180	164	192	197	195	128	120	97	81	62	30
Hr Total	818	749	707	741	772	927	671	499	423	320	251	166

24 Hour Total: 12,281
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 847
 PM Peak Volume: 942
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	68	52	37	40	51	103	214	335	370	316	342	393
30	60	41	47	45	47	125	273	380	347	349	352	389
45	63	51	43	42	99	123	261	437	371	379	378	363
00	52	52	53	43	114	163	304	395	283	344	393	364
Hr Total	243	196	180	170	311	514	1,052	1,547	1,371	1,388	1,465	1,509

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	428	375	333	375	397	494	406	298	237	165	169	103
30	362	355	365	367	367	445	344	294	235	177	127	91
45	396	364	376	355	407	401	327	234	195	190	115	79
00	372	356	337	379	440	393	284	243	198	160	117	84
Hr Total	1,558	1,450	1,411	1,476	1,611	1,733	1,361	1,069	865	692	528	357

24 Hour Total: 24,057
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,582
 PM Peak Volume: 1,786
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.90

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Mango Rd north of I-4 WB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	29	20	13	21	55	94	140	182	163	158	180
30	27	22	20	25	23	55	100	175	170	163	164	178
45	34	31	23	23	44	58	123	194	162	154	164	158
00	32	22	21	26	66	83	148	202	152	172	180	171
Hr Total	131	104	84	87	154	251	466	712	666	652	666	687

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	191	175	188	176	193	204	188	145	113	93	72	43
30	194	183	183	189	208	204	181	133	116	101	62	44
45	186	175	182	179	209	213	159	125	94	94	60	49
00	178	180	180	191	227	207	146	124	105	82	54	48
Hr Total	749	713	734	736	837	828	674	527	429	370	248	184

24 Hour Total:	11,690				
AM Peak Hour begins:	7:15	AM Peak Volume:	754	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:15	PM Peak Volume:	848	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	38	28	20	19	30	47	122	201	202	154	180	175
30	29	17	25	25	27	61	165	198	195	170	186	197
45	28	22	19	25	54	89	151	220	191	211	213	192
00	31	34	27	26	43	84	162	208	166	170	194	184
Hr Total	126	101	91	96	155	281	600	826	754	706	773	748

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	206	182	184	174	189	283	198	134	113	88	63	45
30	188	165	173	172	175	240	170	122	104	86	61	40
45	202	194	177	189	208	214	164	112	96	82	53	36
00	200	184	167	183	198	192	144	109	80	76	57	30
Hr Total	796	725	701	718	771	929	676	477	392	333	234	152

24 Hour Total:	12,160				
AM Peak Hour begins:	7:15	AM Peak Volume:	828	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	935	PM Peak Hour Factor:	0.83

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	56	40	32	52	102	216	341	384	317	338	355
30	56	39	44	50	50	116	266	373	365	333	349	374
45	62	53	43	49	99	148	274	415	353	366	378	351
00	63	56	48	52	109	167	310	410	318	342	374	355
Hr Total	258	205	175	183	309	532	1,066	1,539	1,420	1,358	1,439	1,435

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	397	357	372	351	383	487	386	279	226	181	135	88
30	382	348	356	361	383	444	351	255	220	187	123	85
45	388	369	359	369	417	427	323	237	189	176	113	85
00	378	363	347	374	425	399	290	233	185	158	111	78
Hr Total	1,545	1,438	1,435	1,455	1,608	1,757	1,350	1,004	821	702	482	336

24 Hour Total:	23,850				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,582	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	1,783	PM Peak Hour Factor:	0.92

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Seffner
 Location: Mango Rd SB to I-4 EB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	11	1	5	8	27	44	35	29	28	20
30	3	0	8	0	10	13	21	22	27	39	28	31
45	8	2	1	5	16	20	30	33	41	35	53	39
00	12	6	11	7	13	21	30	34	26	29	44	41
Hr Total	30	12	31	13	44	62	108	133	129	132	153	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	35	39	33	27	49	38	22	23	20	9	4
30	33	25	39	35	33	53	28	16	19	18	13	11
45	39	32	48	40	45	41	26	21	18	18	14	9
00	31	40	32	40	30	29	31	22	16	10	19	5
Hr Total	136	132	158	148	135	172	123	81	76	66	55	29

24 Hour Total: 2,289
 AM Peak Hour begins: 10:00 AM Peak Volume: 153 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 16:30 PM Peak Volume: 177 PM Peak Hour Factor: 0.83

N/A

Tuesday, June 20, 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 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	11	1	5	8	27	44	35	29	28	20
30	3	0	8	0	10	13	21	22	27	39	28	31
45	8	2	1	5	16	20	30	33	41	35	53	39
00	12	6	11	7	13	21	30	34	26	29	44	41
Hr Total	30	12	31	13	44	62	108	133	129	132	153	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	35	39	33	27	49	38	22	23	20	9	4
30	33	25	39	35	33	53	28	16	19	18	13	11
45	39	32	48	40	45	41	26	21	18	18	14	9
00	31	40	32	40	30	29	31	22	16	10	19	5
Hr Total	136	132	158	148	135	172	123	81	76	66	55	29

24 Hour Total: 2,289
 AM Peak Hour begins: 10:00 AM Peak Volume: 153 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 16:30 PM Peak Volume: 177 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Seffner
 Location: Mango Rd SB to I-4 EB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	2	3	3	11	12	44	39	23	22	24
30	7	1	3	3	8	19	30	32	36	22	36	37
45	14	4	13	7	6	20	24	38	26	30	59	23
00	3	12	16	14	10	27	36	36	20	34	45	41
Hr Total	32	23	34	27	27	77	102	150	121	109	162	125

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	33	46	22	36	50	18	29	19	18	12	8
30	29	20	39	35	25	29	27	16	16	12	15	8
45	36	43	37	41	43	31	32	15	22	23	8	12
00	34	30	23	37	22	38	14	18	19	14	9	9
Hr Total	137	126	145	135	126	148	91	78	76	67	44	37

24 Hour Total: 2,199
 AM Peak Hour begins: 10:30 AM Peak Volume: 165 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 13:30 PM Peak Volume: 158 PM Peak Hour Factor: 0.86

N/A

Wednesday, June 21, 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 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	2	3	3	11	12	44	39	23	22	24
30	7	1	3	3	8	19	30	32	36	22	36	37
45	14	4	13	7	6	20	24	38	26	30	59	23
00	3	12	16	14	10	27	36	36	20	34	45	41
Hr Total	32	23	34	27	27	77	102	150	121	109	162	125

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	33	46	22	36	50	18	29	19	18	12	8
30	29	20	39	35	25	29	27	16	16	12	15	8
45	36	43	37	41	43	31	32	15	22	23	8	12
00	34	30	23	37	22	38	14	18	19	14	9	9
Hr Total	137	126	145	135	126	148	91	78	76	67	44	37

24 Hour Total: 2,199
 AM Peak Hour begins: 10:30 AM Peak Volume: 165 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 13:30 PM Peak Volume: 158 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Seffner
 Location: Mango Rd SB to I-4 EB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	8	7	8	3	6	14	47	30	34	24	41
30	9	5	12	4	5	18	25	22	28	23	28	39
45	4	5	3	6	13	15	22	34	31	34	37	21
00	8	8	4	6	5	28	30	40	31	42	33	33
Hr Total	28	26	26	24	26	67	91	143	120	133	122	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	51	28	39	35	57	38	20	11	22	18	18
30	26	28	29	40	26	42	40	15	22	19	9	12
45	36	28	37	41	51	37	26	17	24	14	14	10
00	27	42	38	38	29	35	18	14	13	27	7	9
Hr Total	134	149	132	158	141	171	122	66	70	82	48	49

24 Hour Total: 2,262
 AM Peak Hour begins: 10:30 AM Peak Volume: 150 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 179 PM Peak Hour Factor: 0.79

N/A

Thursday, June 22, 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 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	8	7	8	3	6	14	47	30	34	24	41
30	9	5	12	4	5	18	25	22	28	23	28	39
45	4	5	3	6	13	15	22	34	31	34	37	21
00	8	8	4	6	5	28	30	40	31	42	33	33
Hr Total	28	26	26	24	26	67	91	143	120	133	122	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	51	28	39	35	57	38	20	11	22	18	18
30	26	28	29	40	26	42	40	15	22	19	9	12
45	36	28	37	41	51	37	26	17	24	14	14	10
00	27	42	38	38	29	35	18	14	13	27	7	9
Hr Total	134	149	132	158	141	171	122	66	70	82	48	49

24 Hour Total: 2,262
 AM Peak Hour begins: 10:30 AM Peak Volume: 150 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 179 PM Peak Hour Factor: 0.79

Volume Count Report

3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Mango Rd SB to I-4 EB On Ramp		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	7	4	4	8	18	45	35	29	25	28
30	6	2	8	2	8	17	25	25	30	28	31	36
45	9	4	6	6	12	18	25	35	33	33	50	28
00	8	9	10	9	9	25	32	37	26	35	41	38
Hr Total	30	20	30	21	32	69	100	142	123	125	146	130

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	40	38	31	33	52	31	24	18	20	13	10
30	29	24	36	37	28	41	32	16	19	16	12	10
45	37	34	41	41	46	36	28	18	21	18	12	10
00	31	37	31	38	27	34	21	18	16	17	12	8
Hr Total	136	136	145	147	134	164	112	75	74	72	49	38

24 Hour Total:	2,250	AM Peak Volume:	154	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	10:30	PM Peak Volume:	167	PM Peak Hour Factor:	0.80
PM Peak Hour begins:	16:30				

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

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	7	4	4	8	18	45	35	29	25	28
30	6	2	8	2	8	17	25	25	30	28	31	36
45	9	4	6	6	12	18	25	35	33	33	50	28
00	8	9	10	9	9	25	32	37	26	35	41	38
Hr Total	30	20	30	21	32	69	100	142	123	125	146	130

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	40	38	31	33	52	31	24	18	20	13	10
30	29	24	36	37	28	41	32	16	19	16	12	10
45	37	34	41	41	46	36	28	18	21	18	12	10
00	31	37	31	38	27	34	21	18	16	17	12	8
Hr Total	136	136	145	147	134	164	112	75	74	72	49	38

24 Hour Total:	2,250	AM Peak Volume:	154	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	10:30	PM Peak Volume:	167	PM Peak Hour Factor:	0.80
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Seffner
 Location: Mango Rd SB to I-4 WB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	9	5	21	20	66	84	92	66	86	81
30	4	8	10	10	9	21	86	98	97	79	71	76
45	9	8	9	10	27	46	80	106	83	93	89	81
00	11	13	12	8	20	27	101	93	75	69	63	59
Hr Total	36	39	40	33	77	114	333	381	347	307	309	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	57	63	67	72	111	59	45	30	31	19	17
30	78	70	43	66	83	77	60	34	35	37	18	18
45	68	64	73	76	72	40	51	28	33	33	14	13
00	87	87	64	69	78	59	45	32	23	22	16	15
Hr Total	299	278	243	278	305	319	204	162	116	123	67	63

24 Hour Total: 4,770
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:15
 AM Peak Volume: 389
 PM Peak Volume: 344
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.77

N/A

Tuesday, June 20, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	9	5	21	20	66	84	92	66	86	81
30	4	8	10	10	9	21	86	98	97	79	71	76
45	9	8	9	10	27	46	80	106	83	93	89	81
00	11	13	12	8	20	27	101	93	75	69	63	59
Hr Total	36	39	40	33	77	114	333	381	347	307	309	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	57	63	67	72	111	59	45	30	31	19	17
30	78	70	43	66	83	77	60	34	35	37	18	18
45	68	64	73	76	72	40	51	28	33	33	14	13
00	87	87	64	69	78	59	45	32	23	22	16	15
Hr Total	299	278	243	278	305	319	204	162	116	123	67	63

24 Hour Total: 4,770
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:15
 AM Peak Volume: 389
 PM Peak Volume: 344
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.77

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Seffner
 Location: Mango Rd SB to I-4 WB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	16	9	14	19	21	75	94	106	71	90	61
30	19	7	6	12	17	21	97	100	91	80	78	77
45	10	10	10	10	23	45	93	102	91	92	85	75
00	11	19	6	12	23	43	71	95	72	76	98	74
Hr Total	55	52	31	48	82	130	336	391	360	319	351	287

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	66	83	66	74	88	57	45	38	29	17	12
30	73	68	69	61	64	79	65	46	40	34	24	8
45	64	89	62	64	86	66	51	50	34	38	19	10
00	81	59	77	74	62	48	55	32	20	29	23	9
Hr Total	280	282	291	265	286	281	228	173	132	130	83	39

24 Hour Total: 4,912
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 403
 PM Peak Volume: 315
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.89

N/A

Wednesday, June 21, 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
 PM Peak Hour begins: 12:00
 AM Peak Volume: 0
 PM Peak Volume: 0
 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	16	9	14	19	21	75	94	106	71	90	61
30	19	7	6	12	17	21	97	100	91	80	78	77
45	10	10	10	10	23	45	93	102	91	92	85	75
00	11	19	6	12	23	43	71	95	72	76	98	74
Hr Total	55	52	31	48	82	130	336	391	360	319	351	287

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	66	83	66	74	88	57	45	38	29	17	12
30	73	68	69	61	64	79	65	46	40	34	24	8
45	64	89	62	64	86	66	51	50	34	38	19	10
00	81	59	77	74	62	48	55	32	20	29	23	9
Hr Total	280	282	291	265	286	281	228	173	132	130	83	39

24 Hour Total: 4,912
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 403
 PM Peak Volume: 315
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Seffner
 Location: Mango Rd SB to I-4 WB On Ramp

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	7	10	14	27	66	118	88	55	80	84
30	7	8	4	11	14	37	90	98	87	73	84	83
45	12	7	12	12	28	39	78	121	94	90	95	97
00	12	9	16	10	13	44	60	102	71	83	95	73
Hr Total	45	31	39	43	69	147	294	439	340	301	354	337

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	86	81	68	92	104	64	46	49	29	32	13
30	69	73	80	70	62	72	41	64	39	25	25	14
45	92	75	60	84	78	62	54	37	27	28	23	11
00	69	62	55	70	72	53	41	46	39	28	22	8
Hr Total	308	296	276	292	304	291	200	193	154	110	102	46

24 Hour Total: 5,011
 AM Peak Hour begins: 7:00 AM Peak Volume: 439 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 326 PM Peak Hour Factor: 0.78

N/A

Thursday, June 22, 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 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	7	10	14	27	66	118	88	55	80	84
30	7	8	4	11	14	37	90	98	87	73	84	83
45	12	7	12	12	28	39	78	121	94	90	95	97
00	12	9	16	10	13	44	60	102	71	83	95	73
Hr Total	45	31	39	43	69	147	294	439	340	301	354	337

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	86	81	68	92	104	64	46	49	29	32	13
30	69	73	80	70	62	72	41	64	39	25	25	14
45	92	75	60	84	78	62	54	37	27	28	23	11
00	69	62	55	70	72	53	41	46	39	28	22	8
Hr Total	308	296	276	292	304	291	200	193	154	110	102	46

24 Hour Total: 5,011
 AM Peak Hour begins: 7:00 AM Peak Volume: 439 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 326 PM Peak Hour Factor: 0.78

Volume Count Report

3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Mango Rd SB to I-4 WB On Ramp		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	11	8	10	18	23	69	99	95	64	85	75
30	10	8	7	11	13	26	91	99	92	77	78	79
45	10	8	10	11	26	43	84	110	89	92	90	84
00	11	14	11	10	19	38	77	97	73	76	85	69
Hr Total	45	41	37	41	76	130	321	404	349	309	338	307

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	70	76	67	79	101	60	45	39	30	23	14
30	73	70	64	66	70	76	55	48	38	32	22	13
45	75	76	65	75	79	67	48	46	30	33	19	11
00	79	69	65	71	71	53	47	37	27	26	20	11
Hr Total	296	285	270	278	298	297	211	176	134	121	84	49

24 Hour Total:	4,898			
AM Peak Hour begins:	7:00	AM Peak Volume:	404	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	326	PM Peak Hour Factor: 0.81

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	14	11	8	10	18	23	69	99	95	64	85	75
30	10	8	7	11	13	26	91	99	92	77	78	79
45	10	8	10	11	26	43	84	110	89	92	90	84
00	11	14	11	10	19	38	77	97	73	76	85	69
Hr Total	45	41	37	41	76	130	321	404	349	309	338	307

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	70	76	67	79	101	60	45	39	30	23	14
30	73	70	64	66	70	76	55	48	38	32	22	13
45	75	76	65	75	79	67	48	46	30	33	19	11
00	79	69	65	71	71	53	47	37	27	26	20	11
Hr Total	296	285	270	278	298	297	211	176	134	121	84	49

24 Hour Total:	4,898			
AM Peak Hour begins:	7:00	AM Peak Volume:	404	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	326	PM Peak Hour Factor: 0.81

Volume Count Report

Start Date: June 20, 2017
 Stop Date: June 20, 2017
 City: Seffner
 Location: Mango Rd south of I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	14	7	10	16	66	128	210	199	180	150	136
30	21	9	16	21	27	68	190	235	186	169	135	128
45	20	8	14	17	33	102	179	252	183	145	168	136
00	26	18	8	12	43	108	221	223	150	126	140	131
Hr Total	82	49	45	60	119	344	718	920	718	620	593	531

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	165	136	138	177	199	189	118	117	97	59	31
30	179	147	174	164	216	220	177	125	94	83	48	40
45	192	172	137	188	238	192	157	127	93	91	36	30
00	135	142	137	186	210	204	142	102	88	63	40	26
Hr Total	643	626	584	676	841	815	665	472	392	334	183	127

24 Hour Total: 11,157
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 920
 PM Peak Volume: 867
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.91

Southbound Volume for Lane 2

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	26	16	22	24	40	85	134	203	172	134	175
30	50	28	13	9	20	35	96	171	194	160	166	161
45	42	30	18	15	47	51	116	177	174	167	154	143
00	28	16	17	20	46	73	162	233	196	171	185	172
Hr Total	159	100	64	66	137	199	459	715	767	670	639	651

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	191	195	186	191	225	310	260	170	142	111	95	68
30	159	182	188	194	243	305	236	195	110	115	85	55
45	206	162	166	246	246	314	205	168	146	106	82	49
00	194	189	187	229	277	277	214	140	148	94	58	42
Hr Total	750	728	727	860	991	1,206	915	673	546	426	320	214

24 Hour Total: 12,982
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 807
 PM Peak Volume: 1,206
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Tuesday, June 20, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	40	23	32	40	106	213	344	402	352	284	311
30	71	37	29	30	47	103	286	406	380	329	301	289
45	62	38	32	32	80	153	295	429	357	312	322	279
00	54	34	25	32	89	181	383	456	346	297	325	303
Hr Total	241	149	109	126	256	543	1,177	1,635	1,485	1,290	1,232	1,182

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	328	360	322	329	402	509	449	288	259	208	154	99
30	338	329	362	358	459	525	413	320	204	198	133	95
45	398	334	303	434	484	506	362	295	239	197	118	79
00	329	331	324	415	487	481	356	242	236	157	98	68
Hr Total	1,393	1,354	1,311	1,536	1,832	2,021	1,580	1,145	938	760	503	341

24 Hour Total: 24,139
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,693
 PM Peak Volume: 2,027
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: June 21, 2017
 Stop Date: June 21, 2017
 City: Seffner
 Location: Mango Rd south of I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	14	14	9	11	58	147	187	209	149	143	131
30	25	9	12	23	25	75	184	232	206	161	112	141
45	24	14	12	15	39	78	216	260	180	154	149	137
00	24	18	15	17	47	137	189	244	160	153	136	154
Hr Total	107	55	53	64	122	348	736	923	755	617	540	563

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	171	164	153	216	225	156	155	116	96	94	36
30	170	132	155	152	178	188	187	106	117	73	48	35
45	159	149	143	177	218	198	163	122	85	94	50	35
00	167	156	140	197	216	210	143	90	111	68	50	36
Hr Total	654	608	602	679	828	821	649	473	429	331	242	142

24 Hour Total: 11,341
 AM Peak Hour begins: 7:15 AM Peak Volume: 945 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 847 PM Peak Hour Factor: 0.94

Southbound Volume for Lane 2

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	16	19	15	28	40	81	153	218	189	137	177
30	45	33	15	24	25	45	94	167	179	139	174	175
45	33	21	25	13	31	59	126	205	218	141	137	152
00	29	18	12	29	51	102	165	209	170	185	189	183
Hr Total	152	88	71	81	135	246	466	734	785	654	637	687

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	183	190	195	225	312	249	195	150	115	101	64
30	165	200	162	194	218	289	246	153	131	122	99	72
45	182	184	203	214	289	345	238	166	138	96	79	58
00	213	181	170	174	270	259	235	150	137	106	61	57
Hr Total	745	748	725	777	1,002	1,205	968	664	556	439	340	251

24 Hour Total: 13,156
 AM Peak Hour begins: 7:45 AM Peak Volume: 824 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,216 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Wednesday, June 21, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	79	30	33	24	39	98	228	340	427	338	280	308
30	70	42	27	47	50	120	278	399	385	300	286	316
45	57	35	37	28	70	137	342	465	398	295	286	289
00	53	36	27	46	98	239	354	453	330	338	325	337
Hr Total	259	143	124	145	257	594	1,202	1,657	1,540	1,271	1,177	1,250

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	343	354	354	348	441	537	405	350	266	211	195	100
30	335	332	317	346	396	477	433	259	248	195	147	107
45	341	333	346	391	507	543	401	288	223	190	129	93
00	380	337	310	371	486	469	378	240	248	174	111	93
Hr Total	1,399	1,356	1,327	1,456	1,830	2,026	1,617	1,137	985	770	582	393

24 Hour Total: 24,497
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,744 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 2,043 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: June 22, 2017
 Stop Date: June 22, 2017
 City: Seffner
 Location: Mango Rd south of I-4 EB

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	17	10	16	20	50	150	210	183	164	143	126
30	21	20	21	18	21	71	195	240	183	152	138	140
45	19	22	9	19	29	95	176	267	193	179	139	131
00	15	19	15	10	59	121	213	235	159	161	149	167
Hr Total	93	78	55	63	129	337	734	952	718	656	569	564

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	173	154	153	183	204	250	178	152	140	88	83	58
30	165	157	135	183	216	242	159	130	108	68	65	48
45	163	139	158	174	206	224	135	131	103	91	55	39
00	151	160	140	184	242	187	146	107	91	65	40	32
Hr Total	652	610	586	724	868	903	618	520	442	312	243	177

24 Hour Total: 11,603
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 952
 PM Peak Volume: 958
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.96

Southbound Volume for Lane 2

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	37	21	15	18	34	88	128	178	146	138	163
30	31	29	20	22	24	36	111	173	168	138	125	165
45	36	41	18	19	39	59	130	174	182	161	167	148
00	21	23	16	12	43	64	147	178	149	159	155	178
Hr Total	120	130	75	68	124	193	476	653	677	604	585	654

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	203	181	167	205	235	324	264	203	152	136	106	70
30	212	186	156	203	224	306	240	191	124	113	91	60
45	191	187	190	235	262	293	201	131	119	113	90	63
00	210	191	207	256	240	308	211	145	136	102	86	45
Hr Total	816	745	720	899	961	1,231	916	670	531	464	373	238

24 Hour Total: 12,923
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 784
 PM Peak Volume: 1,231
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Thursday, June 22, 2017

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	54	31	31	38	84	238	338	361	310	281	289
30	52	49	41	40	45	107	306	413	351	290	263	305
45	55	63	27	38	68	154	306	441	375	340	306	279
00	36	42	31	22	102	185	360	413	308	320	304	345
Hr Total	213	208	130	131	253	530	1,210	1,605	1,395	1,260	1,154	1,218

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	376	335	320	388	439	574	442	355	292	224	189	128
30	377	343	291	386	440	548	399	321	232	181	156	108
45	354	326	348	409	468	517	336	262	222	204	145	102
00	361	351	347	440	482	495	357	252	227	167	126	77
Hr Total	1,468	1,355	1,306	1,623	1,829	2,134	1,534	1,190	973	776	616	415

24 Hour Total: 24,526
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,628
 PM Peak Volume: 2,134
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.93

Volume Count Report 3-Day Average

Start Date: June 20, 2017	Start Time: 00:00	Station: 0
Stop Date: June 22, 2017	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Mango Rd south of I-4 EB		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	15	10	12	16	58	142	202	197	164	145	131
30	22	13	16	21	24	71	190	236	192	161	128	136
45	21	15	12	17	34	92	190	260	185	159	152	135
00	22	18	13	13	50	122	208	234	156	147	142	151
Hr Total	94	61	51	62	123	343	729	932	730	631	567	553

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	163	151	158	199	225	174	142	124	94	79	42
30	171	145	155	166	203	217	174	120	106	75	54	41
45	171	153	146	180	221	205	152	127	94	92	47	35
00	151	153	139	189	223	200	144	100	97	65	43	31
Hr Total	650	615	591	693	846	846	644	488	421	326	223	149

24 Hour Total:	11,367			
AM Peak Hour begins:	7:00	AM Peak Volume:	932	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	16:30	PM Peak Volume:	885	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	39	26	19	17	23	38	85	138	200	169	136	172
30	42	30	16	18	23	39	100	170	180	146	155	167
45	37	31	20	16	39	56	124	185	191	156	153	148
00	26	19	15	20	47	80	158	207	172	172	176	178
Hr Total	144	106	70	72	132	213	467	701	743	643	620	664

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	193	186	181	197	228	315	258	189	148	121	101	67
30	179	189	169	197	228	300	241	180	122	117	92	62
45	193	178	186	232	266	317	215	155	134	105	84	57
00	206	187	188	220	262	281	220	145	140	101	68	48
Hr Total	770	740	724	845	985	1,214	933	669	544	443	344	234

24 Hour Total:	13,020			
AM Peak Hour begins:	7:45	AM Peak Volume:	778	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	1,214	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	68	41	29	29	39	96	226	341	397	333	282	303
30	64	43	32	39	47	110	290	406	372	306	283	303
45	58	45	32	33	73	148	314	445	377	316	305	282
00	48	37	28	33	96	202	366	441	328	318	318	328
Hr Total	238	167	121	134	255	556	1,196	1,632	1,473	1,274	1,188	1,217

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	349	350	332	355	427	540	432	331	272	214	179	109
30	350	335	323	363	432	517	415	300	228	191	145	103
45	364	331	332	411	486	522	366	282	228	197	131	91
00	357	340	327	409	485	482	364	245	237	166	112	79
Hr Total	1,420	1,355	1,315	1,538	1,830	2,060	1,577	1,157	965	769	567	383

24 Hour Total:	24,387			
AM Peak Hour begins:	7:15	AM Peak Volume:	1,688	AM Peak Hour Factor: 0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	2,064	PM Peak Hour Factor: 0.96

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4EB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	32	79	0	111	0	179	29	208	43	0	21	21	85	404
07:15 AM	15	103	0	118	0	185	53	238	63	0	11	40	114	470
07:30 AM	29	111	0	140	0	213	36	249	63	0	16	40	119	508
07:45 AM	36	102	0	138	0	199	39	238	64	0	23	45	132	508
Total	112	395	0	507	0	776	157	933	233	0	71	146	450	1890
08:00 AM	28	99	0	127	0	164	22	186	71	0	23	45	139	452
08:15 AM	27	71	0	98	0	145	19	164	71	0	34	49	154	416
08:30 AM	27	93	0	120	0	165	35	200	56	0	30	39	125	445
08:45 AM	20	77	0	97	0	123	23	146	60	0	17	48	125	368
Total	102	340	0	442	0	597	99	696	258	0	104	181	543	1681
*** BREAK ***														
04:00 PM	33	89	0	122	0	149	50	199	76	0	69	70	215	536
04:15 PM	25	99	0	124	0	157	53	210	80	0	37	65	182	516
04:30 PM	53	131	0	184	0	152	67	219	79	0	55	70	204	607
04:45 PM	29	118	0	147	0	167	59	226	56	0	36	67	159	532
Total	140	437	0	577	0	625	229	854	291	0	197	272	760	2191
05:00 PM	48	174	0	222	0	142	85	227	65	0	52	81	198	647
05:15 PM	41	181	0	222	0	157	82	239	64	1	41	63	169	630
05:30 PM	34	143	0	177	0	154	72	226	68	0	36	89	193	596
05:45 PM	31	160	0	191	1	142	52	195	56	0	59	75	190	576
Total	154	658	0	812	1	595	291	887	253	1	188	308	750	2449
Grand Total	508	1830	0	2338	1	2593	776	3370	1035	1	560	907	2503	8211
Apprch %	21.7	78.3	0		0	76.9	23		41.4	0	22.4	36.2		
Total %	6.2	22.3	0	28.5	0	31.6	9.5	41	12.6	0	6.8	11	30.5	
Passenger Vehicles	434	1768	0	2202	0	2497	749	3246	888	1	542	876	2307	7755
% Passenger Vehicles	85.4	96.6	0	94.2	0	96.3	96.5	96.3	85.8	100	96.8	96.6	92.2	94.4
Heavy Vehicles	66	62	0	128	0	96	27	123	147	0	18	31	196	447
% Heavy Vehicles	13	3.4	0	5.5	0	3.7	3.5	3.6	14.2	0	3.2	3.4	7.8	5.4
UTurns	8	0	0	8	1	0	0	1	0	0	0	0	0	9
% UTurns	1.6	0	0	0.3	100	0	0	0	0	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4EB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 2

Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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	15	103	0	118	0	185	53	238	63	0	11	40	114	470
07:30 AM	29	111	0	140	0	213	36	249	63	0	16	40	119	508
07:45 AM	36	102	0	138	0	199	39	238	64	0	23	45	132	508
08:00 AM	28	99	0	127	0	164	22	186	71	0	23	45	139	452
Total Volume	108	415	0	523	0	761	150	911	261	0	73	170	504	1938
% App. Total	20.7	79.3	0		0	83.5	16.5		51.8	0	14.5	33.7		
PHF	.750	.935	.000	.934	.000	.893	.708	.915	.919	.000	.793	.944	.906	.954
Passenger Vehicles	92	399	0	491	0	739	137	876	221	0	69	160	450	1817
% Passenger Vehicles	85.2	96.1	0	93.9	0	97.1	91.3	96.2	84.7	0	94.5	94.1	89.3	93.8
Heavy Vehicles	16	16	0	32	0	22	13	35	40	0	4	10	54	121
% Heavy Vehicles	14.8	3.9	0	6.1	0	2.9	8.7	3.8	15.3	0	5.5	5.9	10.7	6.2
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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				07:45 AM				
+0 mins.	15	103	0	118	0	179	29	208	64	0	23	45	132
+15 mins.	29	111	0	140	0	185	53	238	71	0	23	45	139
+30 mins.	36	102	0	138	0	213	36	249	71	0	34	49	154
+45 mins.	28	99	0	127	0	199	39	238	56	0	30	39	125
Total Volume	108	415	0	523	0	776	157	933	262	0	110	178	550
% App. Total	20.7	79.3	0		0	83.2	16.8		47.6	0	20	32.4	
PHF	.750	.935	.000	.934	.000	.911	.741	.937	.923	.000	.809	.908	.893
Passenger Vehicles	92	399	0	491	0	748	146	894	213	0	103	169	485
% Passenger Vehicles	85.2	96.1	0	93.9	0	96.4	93	95.8	81.3	0	93.6	94.9	88.2
Heavy Vehicles	16	16	0	32	0	28	11	39	49	0	7	9	65
% Heavy Vehicles	14.8	3.9	0	6.1	0	3.6	7	4.2	18.7	0	6.4	5.1	11.8
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

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	48	174	0	222	0	142	85	227	65	0	52	81	198	647
05:15 PM	41	181	0	222	0	157	82	239	64	1	41	63	169	630
05:30 PM	34	143	0	177	0	154	72	226	68	0	36	89	193	596
05:45 PM	31	160	0	191	1	142	52	195	56	0	59	75	190	576
Total Volume	154	658	0	812	1	595	291	887	253	1	188	308	750	2449
% App. Total	19	81	0		0.1	67.1	32.8		33.7	0.1	25.1	41.1		
PHF	.802	.909	.000	.914	.250	.947	.856	.928	.930	.250	.797	.865	.947	.946
Passenger Vehicles	141	645	0	786	0	579	283	862	214	1	186	302	703	2351
% Passenger Vehicles	91.6	98.0	0	96.8	0	97.3	97.3	97.2	84.6	100	98.9	98.1	93.7	96.0
Heavy Vehicles	11	13	0	24	0	16	8	24	39	0	2	6	47	95
% Heavy Vehicles	7.1	2.0	0	3.0	0	2.7	2.7	2.7	15.4	0	1.1	1.9	6.3	3.9
UTurns	2	0	0	2	1	0	0	1	0	0	0	0	0	3
% UTurns	1.3	0	0	0.2	100	0	0	0.1	0	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4EB
 Site Code : 0702903
 Start Date : 6/22/2017
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Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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				04:45 PM				04:00 PM					
+0 mins.	48	174	0	222	0	167	59	226	76	0	69	70	215	
+15 mins.	41	181	0	222	0	142	85	227	80	0	37	65	182	
+30 mins.	34	143	0	177	0	157	82	239	79	0	55	70	204	
+45 mins.	31	160	0	191	0	154	72	226	56	0	36	67	159	
Total Volume	154	658	0	812	0	620	298	918	291	0	197	272	760	
% App. Total	19	81	0		0	67.5	32.5		38.3	0	25.9	35.8		
PHF	.802	.909	.000	.914	.000	.928	.876	.960	.909	.000	.714	.971	.884	
Passenger Vehicles	141	645	0	786	0	598	290	888	258	0	190	264	712	
% Passenger Vehicles	91.6	98	0	96.8	0	96.5	97.3	96.7	88.7	0	96.4	97.1	93.7	
Heavy Vehicles	11	13	0	24	0	22	8	30	33	0	7	8	48	
% Heavy Vehicles	7.1	2	0	3	0	3.5	2.7	3.3	11.3	0	3.6	2.9	6.3	
UTurns	2	0	0	2	0	0	0	0	0	0	0	0	0	
% UTurns	1.3	0	0	0.2	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4EB
 Site Code : 0702903
 Start Date : 6/22/2017
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Groups Printed- Passenger Vehicles

Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	23	77	0	100	0	170	29	199	39	0	21	21	81	380
07:15 AM	12	100	0	112	0	178	52	230	55	0	10	36	101	443
07:30 AM	26	107	0	133	0	207	33	240	58	0	15	39	112	485
07:45 AM	31	98	0	129	0	193	32	225	53	0	22	42	117	471
Total	92	382	0	474	0	748	146	894	205	0	68	138	411	1779
08:00 AM	23	94	0	117	0	161	20	181	55	0	22	43	120	418
08:15 AM	21	71	0	92	0	137	19	156	58	0	32	46	136	384
08:30 AM	19	86	0	105	0	156	34	190	47	0	27	38	112	407
08:45 AM	13	70	0	83	0	117	21	138	51	0	17	45	113	334
Total	76	321	0	397	0	571	94	665	211	0	98	172	481	1543

*** BREAK ***

04:00 PM	29	85	0	114	0	144	49	193	69	0	66	67	202	509
04:15 PM	21	93	0	114	0	149	51	200	73	0	36	63	172	486
04:30 PM	48	128	0	176	0	148	67	215	69	0	54	69	192	583
04:45 PM	27	114	0	141	0	158	59	217	47	0	34	65	146	504
Total	125	420	0	545	0	599	226	825	258	0	190	264	712	2082
05:00 PM	45	172	0	217	0	134	81	215	57	0	52	79	188	620
05:15 PM	39	175	0	214	0	156	80	236	56	1	39	63	159	609
05:30 PM	30	141	0	171	0	150	70	220	56	0	36	86	178	569
05:45 PM	27	157	0	184	0	139	52	191	45	0	59	74	178	553
Total	141	645	0	786	0	579	283	862	214	1	186	302	703	2351
Grand Total	434	1768	0	2202	0	2497	749	3246	888	1	542	876	2307	7755
Apprch %	19.7	80.3	0		0	76.9	23.1		38.5	0	23.5	38		
Total %	5.6	22.8	0	28.4	0	32.2	9.7	41.9	11.5	0	7	11.3	29.7	

Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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	12	100	0	112	0	178	52	230	55	0	10	36	101	443
07:30 AM	26	107	0	133	0	207	33	240	58	0	15	39	112	485
07:45 AM	31	98	0	129	0	193	32	225	53	0	22	42	117	471
08:00 AM	23	94	0	117	0	161	20	181	55	0	22	43	120	418
Total Volume	92	399	0	491	0	739	137	876	221	0	69	160	450	1817
% App. Total	18.7	81.3	0		0	84.4	15.6		49.1	0	15.3	35.6		
PHF	.742	.932	.000	.923	.000	.893	.659	.913	.953	.000	.784	.930	.938	.937

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4EB
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Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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				07:30 AM					
+0 mins.	12	100	0	112	0	170	29	199	58	0	15	39	112	
+15 mins.	26	107	0	133	0	178	52	230	53	0	22	42	117	
+30 mins.	31	98	0	129	0	207	33	240	55	0	22	43	120	
+45 mins.	23	94	0	117	0	193	32	225	58	0	32	46	136	
Total Volume	92	399	0	491	0	748	146	894	224	0	91	170	485	
% App. Total	18.7	81.3	0		0	83.7	16.3		46.2	0	18.8	35.1		
PHF	.742	.932	.000	.923	.000	.903	.702	.931	.966	.000	.711	.924	.892	
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	45	172	0	217	0	134	81	215	57	0	52	79	188	620
05:15 PM	39	175	0	214	0	156	80	236	56	1	39	63	159	609
05:30 PM	30	141	0	171	0	150	70	220	56	0	36	86	178	569
05:45 PM	27	157	0	184	0	139	52	191	45	0	59	74	178	553
Total Volume	141	645	0	786	0	579	283	862	214	1	186	302	703	2351
% App. Total	17.9	82.1	0		0	67.2	32.8		30.4	0.1	26.5	43		
PHF	.783	.921	.000	.906	.000	.928	.873	.913	.939	.250	.788	.878	.935	.948
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					
+0 mins.	45	172	0	217	0	158	59	217	69	0	66	67	202	
+15 mins.	39	175	0	214	0	134	81	215	73	0	36	63	172	
+30 mins.	30	141	0	171	0	156	80	236	69	0	54	69	192	
+45 mins.	27	157	0	184	0	150	70	220	47	0	34	65	146	
Total Volume	141	645	0	786	0	598	290	888	258	0	190	264	712	
% App. Total	17.9	82.1	0		0	67.3	32.7		36.2	0	26.7	37.1		
PHF	.783	.921	.000	.906	.000	.946	.895	.941	.884	.000	.720	.957	.881	

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4EB
 Site Code : 0702903
 Start Date : 6/22/2017
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Groups Printed- Heavy Vehicles

Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR		App. Total
07:00 AM	9	2	0	11	0	9	0	9	4	0	0	0	4	24
07:15 AM	3	3	0	6	0	7	1	8	8	0	1	4	13	27
07:30 AM	3	4	0	7	0	6	3	9	5	0	1	1	7	23
07:45 AM	5	4	0	9	0	6	7	13	11	0	1	3	15	37
Total	20	13	0	33	0	28	11	39	28	0	3	8	39	111
08:00 AM	5	5	0	10	0	3	2	5	16	0	1	2	19	34
08:15 AM	5	0	0	5	0	8	0	8	13	0	2	3	18	31
08:30 AM	6	7	0	13	0	9	1	10	9	0	3	1	13	36
08:45 AM	7	7	0	14	0	6	2	8	9	0	0	3	12	34
Total	23	19	0	42	0	26	5	31	47	0	6	9	62	135

*** BREAK ***

04:00 PM	4	4	0	8	0	5	1	6	7	0	3	3	13	27
04:15 PM	4	6	0	10	0	8	2	10	7	0	1	2	10	30
04:30 PM	3	3	0	6	0	4	0	4	10	0	1	1	12	22
04:45 PM	1	4	0	5	0	9	0	9	9	0	2	2	13	27
Total	12	17	0	29	0	26	3	29	33	0	7	8	48	106
05:00 PM	3	2	0	5	0	8	4	12	8	0	0	2	10	27
05:15 PM	2	6	0	8	0	1	2	3	8	0	2	0	10	21
05:30 PM	3	2	0	5	0	4	2	6	12	0	0	3	15	26
05:45 PM	3	3	0	6	0	3	0	3	11	0	0	1	12	21
Total	11	13	0	24	0	16	8	24	39	0	2	6	47	95
Grand Total	66	62	0	128	0	96	27	123	147	0	18	31	196	447
Apprch %	51.6	48.4	0		0	78	22		75	0	9.2	15.8		
Total %	14.8	13.9	0	28.6	0	21.5	6	27.5	32.9	0	4	6.9	43.8	

Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR		App. Total
07:45 AM	5	4	0	9	0	6	7	13	11	0	1	3	15	37
08:00 AM	5	5	0	10	0	3	2	5	16	0	1	2	19	34
08:15 AM	5	0	0	5	0	8	0	8	13	0	2	3	18	31
08:30 AM	6	7	0	13	0	9	1	10	9	0	3	1	13	36
Total Volume	21	16	0	37	0	26	10	36	49	0	7	9	65	138
% App. Total	56.8	43.2	0		0	72.2	27.8		75.4	0	10.8	13.8		
PHF	.875	.571	.000	.712	.000	.722	.357	.692	.766	.000	.583	.750	.855	.932

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4EB
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Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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				07:00 AM				07:45 AM					
+0 mins.	5	5	0	10	0	9	0	9	11	0	1	3	15	
+15 mins.	5	0	0	5	0	7	1	8	16	0	1	2	19	
+30 mins.	6	7	0	13	0	6	3	9	13	0	2	3	18	
+45 mins.	7	7	0	14	0	6	7	13	9	0	3	1	13	
Total Volume	23	19	0	42	0	28	11	39	49	0	7	9	65	
% App. Total	54.8	45.2	0		0	71.8	28.2		75.4	0	10.8	13.8		
PHF	.821	.679	.000	.750	.000	.778	.393	.750	.766	.000	.583	.750	.855	
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	4	4	0	8	0	5	1	6	7	0	3	3	13	27
04:15 PM	4	6	0	10	0	8	2	10	7	0	1	2	10	30
04:30 PM	3	3	0	6	0	4	0	4	10	0	1	1	12	22
04:45 PM	1	4	0	5	0	9	0	9	9	0	2	2	13	27
Total Volume	12	17	0	29	0	26	3	29	33	0	7	8	48	106
% App. Total	41.4	58.6	0		0	89.7	10.3		68.8	0	14.6	16.7		
PHF	.750	.708	.000	.725	.000	.722	.375	.725	.825	.000	.583	.667	.923	.883
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.	4	4	0	8	0	8	2	10	7	0	3	3	13	
+15 mins.	4	6	0	10	0	4	0	4	7	0	1	2	10	
+30 mins.	3	3	0	6	0	9	0	9	10	0	1	1	12	
+45 mins.	1	4	0	5	0	8	4	12	9	0	2	2	13	
Total Volume	12	17	0	29	0	29	6	35	33	0	7	8	48	
% App. Total	41.4	58.6	0		0	82.9	17.1		68.8	0	14.6	16.7		
PHF	.750	.708	.000	.725	.000	.806	.375	.729	.825	.000	.583	.667	.923	

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4EB
 Site Code : 0702903
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Groups Printed- UTurns

Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***														
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
*** BREAK ***														
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	3
*** BREAK ***														
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	3
*** BREAK ***														
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	2
Total	2	0	0	2	1	0	0	1	0	0	0	0	0	3
Grand Total	8	0	0	8	1	0	0	1	0	0	0	0	0	9
Apprch %	100	0	0		100	0	0		0	0	0	0		
Total %	88.9	0	0	88.9	11.1	0	0	11.1	0	0	0	0	0	

Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	3
% App. Total	100	0	0		0	0	0		0	0	0	0		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4EB
 Site Code : 0702903
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Start Time	MANGO ROAD Southbound				MANGO ROAD Northbound				I-4 EB RAMPS Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. 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				07:00 AM				07:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0		0	0	0	0		
PHF	.375	.000	.000	.375	.000	.000	.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 04:00 PM														
04:00 PM	0	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	0
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	0	0	0	0	0	0	0	0	3
% App. Total	100	0	0		0	0	0		0	0	0	0		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375
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	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	0
Total Volume	3	0	0	3	1	0	0	1	0	0	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0	0		
PHF	.375	.000	.000	.375	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 6/22/17

Day: Thursday

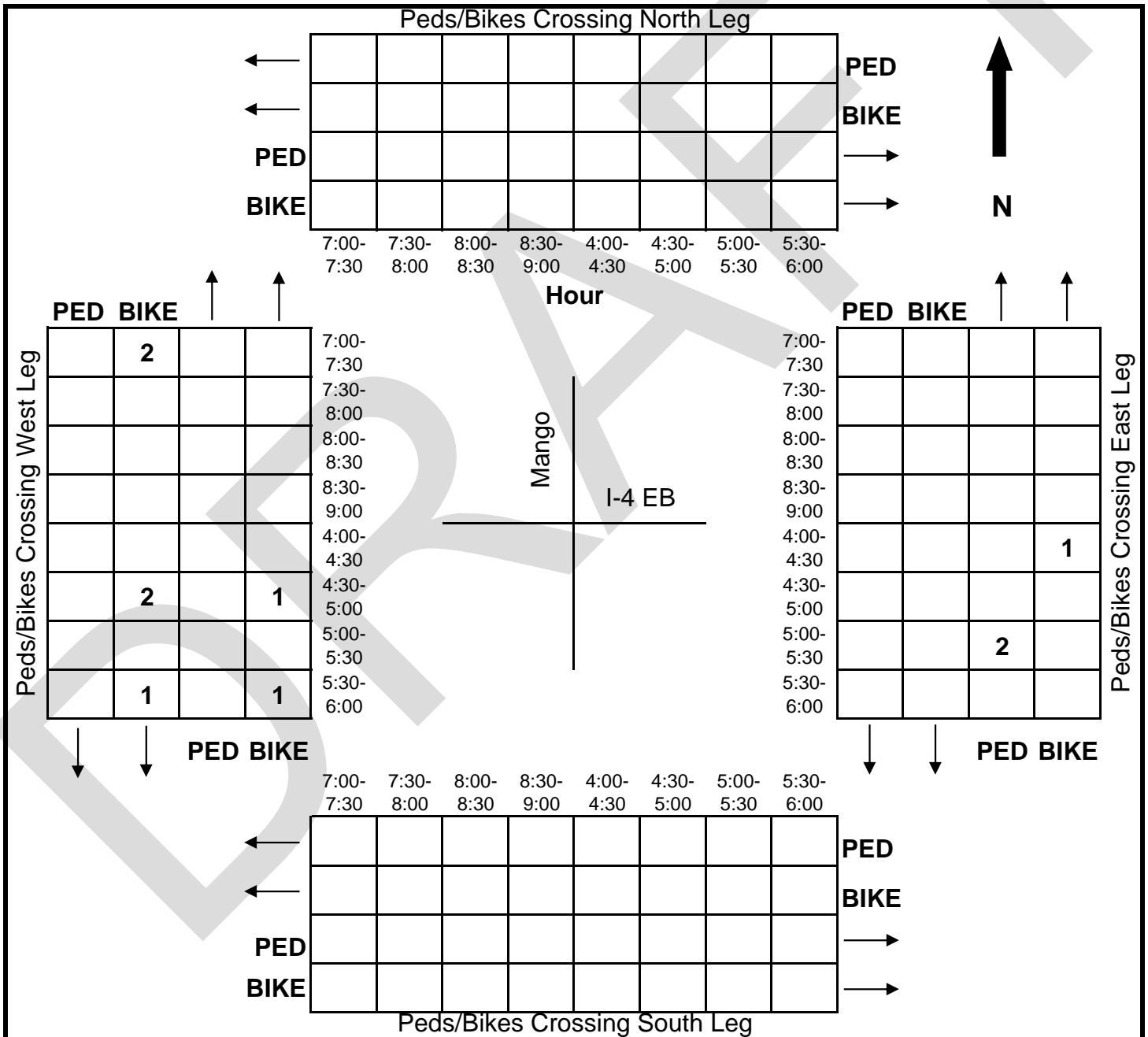
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: Mango Road at I-4 EB Ramps

Comments: _____

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



Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4WB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	73	105	178	39	0	37	76	147	64	0	211	465
07:15 AM	0	72	93	165	44	1	36	81	135	122	0	257	503
07:30 AM	0	108	117	225	40	0	39	79	138	138	0	276	580
07:45 AM	0	90	92	182	38	0	47	85	131	140	0	271	538
Total	0	343	407	750	161	1	159	321	551	464	0	1015	2086
08:00 AM	0	88	91	179	37	0	30	67	110	124	0	234	480
08:15 AM	0	74	84	158	29	0	40	69	110	116	0	226	453
08:30 AM	0	89	85	174	28	0	30	58	96	124	0	220	452
08:45 AM	0	73	61	134	22	0	18	40	94	87	0	181	355
Total	0	324	321	645	116	0	118	234	410	451	0	861	1740
*** BREAK ***													
04:00 PM	0	85	90	175	37	0	40	77	78	143	0	221	473
04:15 PM	0	92	63	155	41	0	29	70	73	166	0	239	464
04:30 PM	0	140	72	212	36	0	33	69	77	162	0	239	520
04:45 PM	0	108	78	186	39	0	31	70	57	176	0	233	489
Total	0	425	303	728	153	0	133	286	285	647	0	932	1946
05:00 PM	0	173	108	281	53	0	41	94	56	169	0	225	600
05:15 PM	0	170	76	246	54	0	30	84	76	152	0	228	558
05:30 PM	0	127	67	194	62	0	28	90	74	155	0	229	513
05:45 PM	0	141	55	196	54	0	31	85	50	150	0	200	481
Total	0	611	306	917	223	0	130	353	256	626	0	882	2152
Grand Total	0	1703	1337	3040	653	1	540	1194	1502	2188	0	3690	7924
Apprch %	0	56	44		54.7	0.1	45.2		40.7	59.3	0		
Total %	0	21.5	16.9	38.4	8.2	0	6.8	15.1	19	27.6	0	46.6	
Passenger Vehicles	0	1597	1168	2765	633	1	435	1069	1436	2010	0	3446	7280
% Passenger Vehicles	0	93.8	87.4	91	96.9	100	80.6	89.5	95.6	91.9	0	93.4	91.9
Heavy Vehicles	0	106	169	275	20	0	105	125	63	178	0	241	641
% Heavy Vehicles	0	6.2	12.6	9	3.1	0	19.4	10.5	4.2	8.1	0	6.5	8.1
UTurns	0	0	0	0	0	0	0	0	3	0	0	3	3
% UTurns	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4WB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 2

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	72	93	165	44	1	36	81	135	122	0	257	503
07:30 AM	0	108	117	225	40	0	39	79	138	138	0	276	580
07:45 AM	0	90	92	182	38	0	47	85	131	140	0	271	538
08:00 AM	0	88	91	179	37	0	30	67	110	124	0	234	480
Total Volume	0	358	393	751	159	1	152	312	514	524	0	1038	2101
% App. Total	0	47.7	52.3		51	0.3	48.7		49.5	50.5	0		
PHF	.000	.829	.840	.834	.903	.250	.809	.918	.931	.936	.000	.940	.906
Passenger Vehicles	0	333	344	677	153	1	130	284	499	476	0	975	1936
% Passenger Vehicles	0	93.0	87.5	90.1	96.2	100	85.5	91.0	97.1	90.8	0	93.9	92.1
Heavy Vehicles	0	25	49	74	6	0	22	28	14	48	0	62	164
% Heavy Vehicles	0	7.0	12.5	9.9	3.8	0	14.5	9.0	2.7	9.2	0	6.0	7.8
UTurns	0	0	0	0	0	0	0	0	1	0	0	1	1
% UTurns	0	0	0	0	0	0	0	0	0.2	0	0	0.1	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				07:00 AM				07:15 AM			
+0 mins.	0	72	93	165	39	0	37	76	135	122	0	257
+15 mins.	0	108	117	225	44	1	36	81	138	138	0	276
+30 mins.	0	90	92	182	40	0	39	79	131	140	0	271
+45 mins.	0	88	91	179	38	0	47	85	110	124	0	234
Total Volume	0	358	393	751	161	1	159	321	514	524	0	1038
% App. Total	0	47.7	52.3		50.2	0.3	49.5		49.5	50.5	0	
PHF	.000	.829	.840	.834	.915	.250	.846	.944	.931	.936	.000	.940
Passenger Vehicles	0	333	344	677	158	1	134	293	499	476	0	975
% Passenger Vehicles	0	93	87.5	90.1	98.1	100	84.3	91.3	97.1	90.8	0	93.9
Heavy Vehicles	0	25	49	74	3	0	25	28	14	48	0	62
% Heavy Vehicles	0	7	12.5	9.9	1.9	0	15.7	8.7	2.7	9.2	0	6
UTurns	0	0	0	0	0	0	0	0	1	0	0	1
% UTurns	0	0	0	0	0	0	0	0	0.2	0	0	0.1

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	140	72	212	36	0	33	69	77	162	0	239	520
04:45 PM	0	108	78	186	39	0	31	70	57	176	0	233	489
05:00 PM	0	173	108	281	53	0	41	94	56	169	0	225	600
05:15 PM	0	170	76	246	54	0	30	84	76	152	0	228	558
Total Volume	0	591	334	925	182	0	135	317	266	659	0	925	2167
% App. Total	0	63.9	36.1		57.4	0	42.6		28.8	71.2	0		
PHF	.000	.854	.773	.823	.843	.000	.823	.843	.864	.936	.000	.968	.903
Passenger Vehicles	0	573	302	875	176	0	109	285	252	616	0	868	2028
% Passenger Vehicles	0	97.0	90.4	94.6	96.7	0	80.7	89.9	94.7	93.5	0	93.8	93.6
Heavy Vehicles	0	18	32	50	6	0	26	32	14	43	0	57	139
% Heavy Vehicles	0	3.0	9.6	5.4	3.3	0	19.3	10.1	5.3	6.5	0	6.2	6.4
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: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4WB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 3

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				05:00 PM				04:15 PM				
+0 mins.	0	140	72	212	53	0	41	94	73	166	0	239	
+15 mins.	0	108	78	186	54	0	30	84	77	162	0	239	
+30 mins.	0	173	108	281	62	0	28	90	57	176	0	233	
+45 mins.	0	170	76	246	54	0	31	85	56	169	0	225	
Total Volume	0	591	334	925	223	0	130	353	263	673	0	936	
% App. Total	0	63.9	36.1		63.2	0	36.8		28.1	71.9	0		
PHF	.000	.854	.773	.823	.899	.000	.793	.939	.854	.956	.000	.979	
Passenger Vehicles	0	573	302	875	218	0	101	319	244	629	0	873	
% Passenger Vehicles	0	97	90.4	94.6	97.8	0	77.7	90.4	92.8	93.5	0	93.3	
Heavy Vehicles	0	18	32	50	5	0	29	34	19	44	0	63	
% Heavy Vehicles	0	3	9.6	5.4	2.2	0	22.3	9.6	7.2	6.5	0	6.7	
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: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4WB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	63	88	151	39	0	30	69	138	59	0	197	417
07:15 AM	0	67	80	147	43	1	31	75	129	113	0	242	464
07:30 AM	0	103	104	207	38	0	36	74	134	130	0	264	545
07:45 AM	0	81	82	163	38	0	37	75	129	125	0	254	492
Total	0	314	354	668	158	1	134	293	530	427	0	957	1918
08:00 AM	0	82	78	160	34	0	26	60	107	108	0	215	435
08:15 AM	0	69	69	138	29	0	33	62	107	97	0	204	404
08:30 AM	0	76	70	146	28	0	22	50	90	111	0	201	397
08:45 AM	0	60	48	108	21	0	13	34	90	79	0	169	311
Total	0	287	265	552	112	0	94	206	394	395	0	789	1547
*** BREAK ***													
04:00 PM	0	79	78	157	35	0	28	63	74	134	0	208	428
04:15 PM	0	84	56	140	39	0	25	64	66	158	0	224	428
04:30 PM	0	136	63	199	34	0	27	61	75	150	0	225	485
04:45 PM	0	105	70	175	37	0	26	63	51	164	0	215	453
Total	0	404	267	671	145	0	106	251	266	606	0	872	1794
05:00 PM	0	167	103	270	53	0	33	86	52	157	0	209	565
05:15 PM	0	165	66	231	52	0	23	75	74	145	0	219	525
05:30 PM	0	123	62	185	61	0	23	84	73	140	0	213	482
05:45 PM	0	137	51	188	52	0	22	74	47	140	0	187	449
Total	0	592	282	874	218	0	101	319	246	582	0	828	2021
Grand Total	0	1597	1168	2765	633	1	435	1069	1436	2010	0	3446	7280
Apprch %	0	57.8	42.2		59.2	0.1	40.7		41.7	58.3	0		
Total %	0	21.9	16	38	8.7	0	6	14.7	19.7	27.6	0	47.3	

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	67	80	147	43	1	31	75	129	113	0	242	464
07:30 AM	0	103	104	207	38	0	36	74	134	130	0	264	545
07:45 AM	0	81	82	163	38	0	37	75	129	125	0	254	492
08:00 AM	0	82	78	160	34	0	26	60	107	108	0	215	435
Total Volume	0	333	344	677	153	1	130	284	499	476	0	975	1936
% App. Total	0	49.2	50.8		53.9	0.4	45.8		51.2	48.8	0		
PHF	.000	.808	.827	.818	.890	.250	.878	.947	.931	.915	.000	.923	.888

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4WB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 2

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				07:15 AM				
+0 mins.	0	67	80	147	39	0	30	69	129	113	0	242	
+15 mins.	0	103	104	207	43	1	31	75	134	130	0	264	
+30 mins.	0	81	82	163	38	0	36	74	129	125	0	254	
+45 mins.	0	82	78	160	38	0	37	75	107	108	0	215	
Total Volume	0	333	344	677	158	1	134	293	499	476	0	975	
% App. Total	0	49.2	50.8		53.9	0.3	45.7		51.2	48.8	0		
PHF	.000	.808	.827	.818	.919	.250	.905	.977	.931	.915	.000	.923	

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	136	63	199	34	0	27	61	75	150	0	225	485
04:45 PM	0	105	70	175	37	0	26	63	51	164	0	215	453
05:00 PM	0	167	103	270	53	0	33	86	52	157	0	209	565
05:15 PM	0	165	66	231	52	0	23	75	74	145	0	219	525
Total Volume	0	573	302	875	176	0	109	285	252	616	0	868	2028
% App. Total	0	65.5	34.5		61.8	0	38.2		29	71	0		
PHF	.000	.858	.733	.810	.830	.000	.826	.828	.840	.939	.000	.964	.897

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				05:00 PM				04:15 PM				
+0 mins.	0	136	63	199	53	0	33	86	66	158	0	224	
+15 mins.	0	105	70	175	52	0	23	75	75	150	0	225	
+30 mins.	0	167	103	270	61	0	23	84	51	164	0	215	
+45 mins.	0	165	66	231	52	0	22	74	52	157	0	209	
Total Volume	0	573	302	875	218	0	101	319	244	629	0	873	
% App. Total	0	65.5	34.5		68.3	0	31.7		27.9	72.1	0		
PHF	.000	.858	.733	.810	.893	.000	.765	.927	.813	.959	.000	.970	

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4WB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	10	17	27	0	0	7	7	9	5	0	14	48
07:15 AM	0	5	13	18	1	0	5	6	6	9	0	15	39
07:30 AM	0	5	13	18	2	0	3	5	3	8	0	11	34
07:45 AM	0	9	10	19	0	0	10	10	2	15	0	17	46
Total	0	29	53	82	3	0	25	28	20	37	0	57	167
08:00 AM	0	6	13	19	3	0	4	7	3	16	0	19	45
08:15 AM	0	5	15	20	0	0	7	7	2	19	0	21	48
08:30 AM	0	13	15	28	0	0	8	8	5	13	0	18	54
08:45 AM	0	13	13	26	1	0	5	6	4	8	0	12	44
Total	0	37	56	93	4	0	24	28	14	56	0	70	191

*** BREAK ***

04:00 PM	0	6	12	18	2	0	12	14	4	9	0	13	45
04:15 PM	0	8	7	15	2	0	4	6	7	8	0	15	36
04:30 PM	0	4	9	13	2	0	6	8	2	12	0	14	35
04:45 PM	0	3	8	11	2	0	5	7	6	12	0	18	36
Total	0	21	36	57	8	0	27	35	19	41	0	60	152
05:00 PM	0	6	5	11	0	0	8	8	4	12	0	16	35
05:15 PM	0	5	10	15	2	0	7	9	2	7	0	9	33
05:30 PM	0	4	5	9	1	0	5	6	1	15	0	16	31
05:45 PM	0	4	4	8	2	0	9	11	3	10	0	13	32
Total	0	19	24	43	5	0	29	34	10	44	0	54	131
Grand Total	0	106	169	275	20	0	105	125	63	178	0	241	641
Apprch %	0	38.5	61.5		16	0	84		26.1	73.9	0		
Total %	0	16.5	26.4	42.9	3.1	0	16.4	19.5	9.8	27.8	0	37.6	

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	9	10	19	0	0	10	10	2	15	0	17	46
08:00 AM	0	6	13	19	3	0	4	7	3	16	0	19	45
08:15 AM	0	5	15	20	0	0	7	7	2	19	0	21	48
08:30 AM	0	13	15	28	0	0	8	8	5	13	0	18	54
Total Volume	0	33	53	86	3	0	29	32	12	63	0	75	193
% App. Total	0	38.4	61.6		9.4	0	90.6		16	84	0		
PHF	.000	.635	.883	.768	.250	.000	.725	.800	.600	.829	.000	.893	.894

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4WB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 2

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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				07:45 AM				07:45 AM				
+0 mins.	0	6	13	19	0	0	10	10	2	15	0	17	
+15 mins.	0	5	15	20	3	0	4	7	3	16	0	19	
+30 mins.	0	13	15	28	0	0	7	7	2	19	0	21	
+45 mins.	0	13	13	26	0	0	8	8	5	13	0	18	
Total Volume	0	37	56	93	3	0	29	32	12	63	0	75	
% App. Total	0	39.8	60.2		9.4	0	90.6		16	84	0		
PHF	.000	.712	.933	.830	.250	.000	.725	.800	.600	.829	.000	.893	
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	6	12	18	2	0	12	14	4	9	0	13	45
04:15 PM	0	8	7	15	2	0	4	6	7	8	0	15	36
04:30 PM	0	4	9	13	2	0	6	8	2	12	0	14	35
04:45 PM	0	3	8	11	2	0	5	7	6	12	0	18	36
Total Volume	0	21	36	57	8	0	27	35	19	41	0	60	152
% App. Total	0	36.8	63.2		22.9	0	77.1		31.7	68.3	0		
PHF	.000	.656	.750	.792	1.000	.000	.563	.625	.679	.854	.000	.833	.844
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				04:15 PM				
+0 mins.	0	6	12	18	2	0	12	14	7	8	0	15	
+15 mins.	0	8	7	15	2	0	4	6	2	12	0	14	
+30 mins.	0	4	9	13	2	0	6	8	6	12	0	18	
+45 mins.	0	3	8	11	2	0	5	7	4	12	0	16	
Total Volume	0	21	36	57	8	0	27	35	19	44	0	63	
% App. Total	0	36.8	63.2		22.9	0	77.1		30.2	69.8	0		
PHF	.000	.656	.750	.792	1.000	.000	.563	.625	.679	.917	.000	.875	

Intersection Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4WB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 1

Groups Printed- UTurns

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***													
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	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	3	0	0	3	3
Apprch %	0	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
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 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM			
+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	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1
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 Turning Movement Count

City/County: Seffner/Hillsborough
 Weather: Clear
 Comments:

File Name : Mango&I4WB
 Site Code : 0702903
 Start Date : 6/22/2017
 Page No : 2

Start Time	MANGO ROAD Southbound				I-4 WB RAMPS Westbound				MANGO ROAD Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	0
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	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	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	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Appendix B

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	1010 SR618, SR600 - SR60	1011 SR618, SR60 - I75	US41	1012	1013 US301, MANATEE-CR672
1	01/01/2016 - 01/02/2016	0.95	0.97		0.98	0.98
2	01/03/2016 - 01/09/2016	0.95	0.97		0.98	0.98
3	01/10/2016 - 01/16/2016	0.95	0.97		0.98	0.98
4	01/17/2016 - 01/23/2016	0.95	0.97		0.98	0.98
5	01/24/2016 - 01/30/2016	0.95	0.97		0.98	0.98
6	01/31/2016 - 02/06/2016	0.95	0.97		0.98	0.98
7	02/07/2016 - 02/13/2016	0.95	0.97		0.98	0.98
8	02/14/2016 - 02/20/2016	0.95	0.97		0.98	0.98
9	02/21/2016 - 02/27/2016	0.95	0.97		0.98	0.98
10	02/28/2016 - 03/05/2016	0.95	0.97		0.98	0.98
11	03/06/2016 - 03/12/2016	0.95	0.97		0.98	0.98
12	03/13/2016 - 03/19/2016	0.95	0.97		0.98	0.98
13	03/20/2016 - 03/26/2016	0.95	0.97		0.98	0.98
14	03/27/2016 - 04/02/2016	0.95	0.97		0.98	0.98
15	04/03/2016 - 04/09/2016	0.95	0.97		0.98	0.98
16	04/10/2016 - 04/16/2016	0.95	0.97		0.98	0.98
17	04/17/2016 - 04/23/2016	0.95	0.97		0.98	0.98
18	04/24/2016 - 04/30/2016	0.95	0.97		0.98	0.98
19	05/01/2016 - 05/07/2016	0.95	0.97		0.98	0.98
20	05/08/2016 - 05/14/2016	0.95	0.97		0.98	0.98
21	05/15/2016 - 05/21/2016	0.95	0.97		0.98	0.98
22	05/22/2016 - 05/28/2016	0.95	0.97		0.98	0.98
23	05/29/2016 - 06/04/2016	0.95	0.97		0.98	0.98
24	06/05/2016 - 06/11/2016	0.95	0.97		0.98	0.98
25	06/12/2016 - 06/18/2016	0.95	0.97		0.98	0.98
26	06/19/2016 - 06/25/2016	0.95	0.97		0.98	0.98
27	06/26/2016 - 07/02/2016	0.95	0.97		0.98	0.98
28	07/03/2016 - 07/09/2016	0.95	0.97		0.98	0.98
29	07/10/2016 - 07/16/2016	0.95	0.97		0.98	0.98
30	07/17/2016 - 07/23/2016	0.95	0.97		0.98	0.98
31	07/24/2016 - 07/30/2016	0.95	0.97		0.98	0.98
32	07/31/2016 - 08/06/2016	0.95	0.97		0.98	0.98
33	08/07/2016 - 08/13/2016	0.95	0.97		0.98	0.98
34	08/14/2016 - 08/20/2016	0.95	0.97		0.98	0.98
35	08/21/2016 - 08/27/2016	0.95	0.97		0.98	0.98
36	08/28/2016 - 09/03/2016	0.95	0.97		0.98	0.98
37	09/04/2016 - 09/10/2016	0.95	0.97		0.98	0.98
38	09/11/2016 - 09/17/2016	0.95	0.97		0.98	0.98
39	09/18/2016 - 09/24/2016	0.95	0.97		0.98	0.98
40	09/25/2016 - 10/01/2016	0.95	0.97		0.98	0.98
41	10/02/2016 - 10/08/2016	0.95	0.97		0.98	0.98
42	10/09/2016 - 10/15/2016	0.95	0.97		0.98	0.98
43	10/16/2016 - 10/22/2016	0.95	0.97		0.98	0.98
44	10/23/2016 - 10/29/2016	0.95	0.97		0.98	0.98
45	10/30/2016 - 11/05/2016	0.95	0.97		0.98	0.98
46	11/06/2016 - 11/12/2016	0.95	0.97		0.98	0.98
47	11/13/2016 - 11/19/2016	0.95	0.97		0.98	0.98
48	11/20/2016 - 11/26/2016	0.95	0.97		0.98	0.98
49	11/27/2016 - 12/03/2016	0.95	0.97		0.98	0.98
50	12/04/2016 - 12/10/2016	0.95	0.97		0.98	0.98
51	12/11/2016 - 12/17/2016	0.95	0.97		0.98	0.98
52	12/18/2016 - 12/24/2016	0.95	0.97		0.98	0.98
53	12/25/2016 - 12/31/2016	0.95	0.97		0.98	0.98

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	1018 SR685, SR580 - SR579	1019 SR685, SR579 - SR45	1020 SR685 (SB), SR574-SR60	1021 US92, US41 - I-75
1	01/01/2016 - 01/02/2016	0.99	0.99	0.99	0.97
2	01/03/2016 - 01/09/2016	0.99	0.99	0.99	0.97
3	01/10/2016 - 01/16/2016	0.99	0.99	0.99	0.97
4	01/17/2016 - 01/23/2016	0.99	0.99	0.99	0.97
5	01/24/2016 - 01/30/2016	0.99	0.99	0.99	0.97
6	01/31/2016 - 02/06/2016	0.99	0.99	0.99	0.97
7	02/07/2016 - 02/13/2016	0.99	0.99	0.99	0.97
8	02/14/2016 - 02/20/2016	0.99	0.99	0.99	0.97
9	02/21/2016 - 02/27/2016	0.99	0.99	0.99	0.97
10	02/28/2016 - 03/05/2016	0.99	0.99	0.99	0.97
11	03/06/2016 - 03/12/2016	0.99	0.99	0.99	0.97
12	03/13/2016 - 03/19/2016	0.99	0.99	0.99	0.97
13	03/20/2016 - 03/26/2016	0.99	0.99	0.99	0.97
14	03/27/2016 - 04/02/2016	0.99	0.99	0.99	0.97
15	04/03/2016 - 04/09/2016	0.99	0.99	0.99	0.97
16	04/10/2016 - 04/16/2016	0.99	0.99	0.99	0.97
17	04/17/2016 - 04/23/2016	0.99	0.99	0.99	0.97
18	04/24/2016 - 04/30/2016	0.99	0.99	0.99	0.97
19	05/01/2016 - 05/07/2016	0.99	0.99	0.99	0.97
20	05/08/2016 - 05/14/2016	0.99	0.99	0.99	0.97
21	05/15/2016 - 05/21/2016	0.99	0.99	0.99	0.97
22	05/22/2016 - 05/28/2016	0.99	0.99	0.99	0.97
23	05/29/2016 - 06/04/2016	0.99	0.99	0.99	0.97
24	06/05/2016 - 06/11/2016	0.99	0.99	0.99	0.97
25	06/12/2016 - 06/18/2016	0.99	0.99	0.99	0.97
26	06/19/2016 - 06/25/2016	0.99	0.99	0.99	0.97
27	06/26/2016 - 07/02/2016	0.99	0.99	0.99	0.97
28	07/03/2016 - 07/09/2016	0.99	0.99	0.99	0.97
29	07/10/2016 - 07/16/2016	0.99	0.99	0.99	0.97
30	07/17/2016 - 07/23/2016	0.99	0.99	0.99	0.97
31	07/24/2016 - 07/30/2016	0.99	0.99	0.99	0.97
32	07/31/2016 - 08/06/2016	0.99	0.99	0.99	0.97
33	08/07/2016 - 08/13/2016	0.99	0.99	0.99	0.97
34	08/14/2016 - 08/20/2016	0.99	0.99	0.99	0.97
35	08/21/2016 - 08/27/2016	0.99	0.99	0.99	0.97
36	08/28/2016 - 09/03/2016	0.99	0.99	0.99	0.97
37	09/04/2016 - 09/10/2016	0.99	0.99	0.99	0.97
38	09/11/2016 - 09/17/2016	0.99	0.99	0.99	0.97
39	09/18/2016 - 09/24/2016	0.99	0.99	0.99	0.97
40	09/25/2016 - 10/01/2016	0.99	0.99	0.99	0.97
41	10/02/2016 - 10/08/2016	0.99	0.99	0.99	0.97
42	10/09/2016 - 10/15/2016	0.99	0.99	0.99	0.97
43	10/16/2016 - 10/22/2016	0.99	0.99	0.99	0.97
44	10/23/2016 - 10/29/2016	0.99	0.99	0.99	0.97
45	10/30/2016 - 11/05/2016	0.99	0.99	0.99	0.97
46	11/06/2016 - 11/12/2016	0.99	0.99	0.99	0.97
47	11/13/2016 - 11/19/2016	0.99	0.99	0.99	0.97
48	11/20/2016 - 11/26/2016	0.99	0.99	0.99	0.97
49	11/27/2016 - 12/03/2016	0.99	0.99	0.99	0.97
50	12/04/2016 - 12/10/2016	0.99	0.99	0.99	0.97
51	12/11/2016 - 12/17/2016	0.99	0.99	0.99	0.97
52	12/18/2016 - 12/24/2016	0.99	0.99	0.99	0.97
53	12/25/2016 - 12/31/2016	0.99	0.99	0.99	0.97

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1022 US92,US301-WHITEHURS	1023 SR600, SR566-SR533	1024 US92 WB (BAKER ST.)	1025 US41, SR60 - SR574
1	01/01/2016 - 01/02/2016	0.95	0.98	0.98	0.99
2	01/03/2016 - 01/09/2016	0.96	0.98	0.98	0.99
3	01/10/2016 - 01/16/2016	0.96	0.98	0.98	0.99
4	01/17/2016 - 01/23/2016	0.96	0.98	0.98	0.99
5	01/24/2016 - 01/30/2016	0.96	0.98	0.98	0.99
6	01/31/2016 - 02/06/2016	0.95	0.98	0.98	0.99
7	02/07/2016 - 02/13/2016	0.95	0.98	0.98	0.99
8	02/14/2016 - 02/20/2016	0.95	0.98	0.98	0.99
9	02/21/2016 - 02/27/2016	0.95	0.98	0.98	0.99
10	02/28/2016 - 03/05/2016	0.95	0.98	0.98	0.99
11	03/06/2016 - 03/12/2016	0.95	0.98	0.98	0.99
12	03/13/2016 - 03/19/2016	0.95	0.98	0.98	0.99
13	03/20/2016 - 03/26/2016	0.95	0.98	0.98	0.99
14	03/27/2016 - 04/02/2016	0.95	0.98	0.98	0.99
15	04/03/2016 - 04/09/2016	0.95	0.98	0.98	0.99
16	04/10/2016 - 04/16/2016	0.95	0.98	0.98	0.99
17	04/17/2016 - 04/23/2016	0.95	0.98	0.98	0.99
18	04/24/2016 - 04/30/2016	0.95	0.98	0.98	0.99
19	05/01/2016 - 05/07/2016	0.95	0.98	0.98	0.99
20	05/08/2016 - 05/14/2016	0.95	0.98	0.98	0.99
21	05/15/2016 - 05/21/2016	0.95	0.98	0.98	0.99
22	05/22/2016 - 05/28/2016	0.95	0.98	0.98	0.99
23	05/29/2016 - 06/04/2016	0.95	0.98	0.98	0.99
24	06/05/2016 - 06/11/2016	0.95	0.98	0.98	0.99
25	06/12/2016 - 06/18/2016	0.95	0.98	0.98	0.99
26	06/19/2016 - 06/25/2016	0.95	0.98	0.98	0.99
27	06/26/2016 - 07/02/2016	0.95	0.98	0.98	0.99
28	07/03/2016 - 07/09/2016	0.94	0.98	0.98	0.99
29	07/10/2016 - 07/16/2016	0.94	0.98	0.98	0.99
30	07/17/2016 - 07/23/2016	0.94	0.98	0.98	0.99
31	07/24/2016 - 07/30/2016	0.94	0.98	0.98	0.99
32	07/31/2016 - 08/06/2016	0.94	0.98	0.98	0.99
33	08/07/2016 - 08/13/2016	0.94	0.98	0.98	0.99
34	08/14/2016 - 08/20/2016	0.94	0.98	0.98	0.99
35	08/21/2016 - 08/27/2016	0.95	0.98	0.98	0.99
36	08/28/2016 - 09/03/2016	0.95	0.98	0.98	0.99
37	09/04/2016 - 09/10/2016	0.96	0.98	0.98	0.99
38	09/11/2016 - 09/17/2016	0.96	0.98	0.98	0.99
39	09/18/2016 - 09/24/2016	0.96	0.98	0.98	0.99
40	09/25/2016 - 10/01/2016	0.96	0.98	0.98	0.99
41	10/02/2016 - 10/08/2016	0.96	0.98	0.98	0.99
42	10/09/2016 - 10/15/2016	0.96	0.98	0.98	0.99
43	10/16/2016 - 10/22/2016	0.96	0.98	0.98	0.99
44	10/23/2016 - 10/29/2016	0.96	0.98	0.98	0.99
45	10/30/2016 - 11/05/2016	0.95	0.98	0.98	0.99
46	11/06/2016 - 11/12/2016	0.95	0.98	0.98	0.99
47	11/13/2016 - 11/19/2016	0.95	0.98	0.98	0.99
48	11/20/2016 - 11/26/2016	0.95	0.98	0.98	0.99
49	11/27/2016 - 12/03/2016	0.95	0.98	0.98	0.99
50	12/04/2016 - 12/10/2016	0.95	0.98	0.98	0.99
51	12/11/2016 - 12/17/2016	0.95	0.98	0.98	0.99
52	12/18/2016 - 12/24/2016	0.96	0.98	0.98	0.99
53	12/25/2016 - 12/31/2016	0.96	0.98	0.98	0.99

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	US41, SR574 - 1026 SR580	US41, SR580 - 1027 APOLBCH BL	US41, APOLBCH BL - 1028	US41, APOL BCH BL - 1029
1	01/01/2016 - 01/02/2016	0.99	1.00	0.99	0.92
2	01/03/2016 - 01/09/2016	0.99	1.00	0.99	0.93
3	01/10/2016 - 01/16/2016	0.99	1.00	0.99	0.93
4	01/17/2016 - 01/23/2016	0.99	1.00	0.99	0.93
5	01/24/2016 - 01/30/2016	0.99	1.00	0.99	0.93
6	01/31/2016 - 02/06/2016	0.99	1.00	0.99	0.92
7	02/07/2016 - 02/13/2016	0.99	1.00	0.99	0.92
8	02/14/2016 - 02/20/2016	0.99	1.00	0.99	0.92
9	02/21/2016 - 02/27/2016	0.99	1.00	0.99	0.92
10	02/28/2016 - 03/05/2016	0.99	1.00	0.99	0.92
11	03/06/2016 - 03/12/2016	0.99	1.00	0.99	0.92
12	03/13/2016 - 03/19/2016	0.99	1.00	0.99	0.92
13	03/20/2016 - 03/26/2016	0.99	1.00	0.99	0.92
14	03/27/2016 - 04/02/2016	0.99	1.00	0.99	0.92
15	04/03/2016 - 04/09/2016	0.99	1.00	0.99	0.92
16	04/10/2016 - 04/16/2016	0.99	1.00	0.99	0.92
17	04/17/2016 - 04/23/2016	0.99	1.00	0.99	0.92
18	04/24/2016 - 04/30/2016	0.99	1.00	0.99	0.92
19	05/01/2016 - 05/07/2016	0.99	1.00	0.99	0.92
20	05/08/2016 - 05/14/2016	0.99	1.00	0.99	0.92
21	05/15/2016 - 05/21/2016	0.99	1.00	0.99	0.92
22	05/22/2016 - 05/28/2016	0.99	1.00	0.99	0.92
23	05/29/2016 - 06/04/2016	0.99	1.00	0.99	0.92
24	06/05/2016 - 06/11/2016	0.99	1.00	0.99	0.92
25	06/12/2016 - 06/18/2016	0.99	1.00	0.99	0.92
26	06/19/2016 - 06/25/2016	0.99	1.00	0.99	0.92
27	06/26/2016 - 07/02/2016	0.99	1.00	0.99	0.92
28	07/03/2016 - 07/09/2016	0.99	1.00	0.99	0.92
29	07/10/2016 - 07/16/2016	0.99	1.00	0.99	0.92
30	07/17/2016 - 07/23/2016	0.99	1.00	0.99	0.92
31	07/24/2016 - 07/30/2016	0.99	1.00	0.99	0.92
32	07/31/2016 - 08/06/2016	0.99	1.00	0.99	0.92
33	08/07/2016 - 08/13/2016	0.99	1.00	0.99	0.92
34	08/14/2016 - 08/20/2016	0.99	1.00	0.99	0.92
35	08/21/2016 - 08/27/2016	0.99	1.00	0.99	0.92
36	08/28/2016 - 09/03/2016	0.99	1.00	0.99	0.92
37	09/04/2016 - 09/10/2016	0.99	1.00	0.99	0.91
38	09/11/2016 - 09/17/2016	0.99	1.00	0.99	0.91
39	09/18/2016 - 09/24/2016	0.99	1.00	0.99	0.92
40	09/25/2016 - 10/01/2016	0.99	1.00	0.99	0.93
41	10/02/2016 - 10/08/2016	0.99	1.00	0.99	0.93
42	10/09/2016 - 10/15/2016	0.99	1.00	0.99	0.94
43	10/16/2016 - 10/22/2016	0.99	1.00	0.99	0.94
44	10/23/2016 - 10/29/2016	0.99	1.00	0.99	0.93
45	10/30/2016 - 11/05/2016	0.99	1.00	0.99	0.93
46	11/06/2016 - 11/12/2016	0.99	1.00	0.99	0.92
47	11/13/2016 - 11/19/2016	0.99	1.00	0.99	0.92
48	11/20/2016 - 11/26/2016	0.99	1.00	0.99	0.92
49	11/27/2016 - 12/03/2016	0.99	1.00	0.99	0.92
50	12/04/2016 - 12/10/2016	0.99	1.00	0.99	0.92
51	12/11/2016 - 12/17/2016	0.99	1.00	0.99	0.92
52	12/18/2016 - 12/24/2016	0.99	1.00	0.99	0.93
53	12/25/2016 - 12/31/2016	0.99	1.00	0.99	0.93

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	US41, SR676 - 1030 SR60	SR39, SR60 - 1031 SR600	SR60, SR685 - 1032 ASHLEY	SR60, ASHLEY - 1033 SR618
1	01/01/2016 - 01/02/2016	0.94	0.98	0.98	0.99
2	01/03/2016 - 01/09/2016	0.94	0.98	0.98	0.99
3	01/10/2016 - 01/16/2016	0.94	0.98	0.98	0.99
4	01/17/2016 - 01/23/2016	0.94	0.98	0.98	0.99
5	01/24/2016 - 01/30/2016	0.94	0.98	0.98	0.99
6	01/31/2016 - 02/06/2016	0.94	0.98	0.98	0.99
7	02/07/2016 - 02/13/2016	0.94	0.98	0.98	0.99
8	02/14/2016 - 02/20/2016	0.94	0.98	0.98	0.99
9	02/21/2016 - 02/27/2016	0.94	0.98	0.98	0.99
10	02/28/2016 - 03/05/2016	0.94	0.98	0.98	0.99
11	03/06/2016 - 03/12/2016	0.94	0.98	0.98	0.99
12	03/13/2016 - 03/19/2016	0.94	0.98	0.98	0.99
13	03/20/2016 - 03/26/2016	0.94	0.98	0.98	0.99
14	03/27/2016 - 04/02/2016	0.94	0.98	0.98	0.99
15	04/03/2016 - 04/09/2016	0.94	0.98	0.98	0.99
16	04/10/2016 - 04/16/2016	0.94	0.98	0.98	0.99
17	04/17/2016 - 04/23/2016	0.94	0.98	0.98	0.99
18	04/24/2016 - 04/30/2016	0.94	0.98	0.98	0.99
19	05/01/2016 - 05/07/2016	0.94	0.98	0.98	0.99
20	05/08/2016 - 05/14/2016	0.94	0.98	0.98	0.99
21	05/15/2016 - 05/21/2016	0.94	0.98	0.98	0.99
22	05/22/2016 - 05/28/2016	0.94	0.98	0.98	0.99
23	05/29/2016 - 06/04/2016	0.94	0.98	0.98	0.99
24	06/05/2016 - 06/11/2016	0.94	0.98	0.98	0.99
25	06/12/2016 - 06/18/2016	0.94	0.98	0.98	0.99
26	06/19/2016 - 06/25/2016	0.94	0.98	0.98	0.99
27	06/26/2016 - 07/02/2016	0.94	0.98	0.98	0.99
28	07/03/2016 - 07/09/2016	0.94	0.98	0.98	0.99
29	07/10/2016 - 07/16/2016	0.94	0.98	0.98	0.99
30	07/17/2016 - 07/23/2016	0.94	0.98	0.98	0.99
31	07/24/2016 - 07/30/2016	0.94	0.98	0.98	0.99
32	07/31/2016 - 08/06/2016	0.94	0.98	0.98	0.99
33	08/07/2016 - 08/13/2016	0.94	0.98	0.98	0.99
34	08/14/2016 - 08/20/2016	0.94	0.98	0.98	0.99
35	08/21/2016 - 08/27/2016	0.94	0.98	0.98	0.99
36	08/28/2016 - 09/03/2016	0.94	0.98	0.98	0.99
37	09/04/2016 - 09/10/2016	0.94	0.98	0.98	0.99
38	09/11/2016 - 09/17/2016	0.94	0.98	0.98	0.99
39	09/18/2016 - 09/24/2016	0.94	0.98	0.98	0.99
40	09/25/2016 - 10/01/2016	0.94	0.98	0.98	0.99
41	10/02/2016 - 10/08/2016	0.94	0.98	0.98	0.99
42	10/09/2016 - 10/15/2016	0.94	0.98	0.98	0.99
43	10/16/2016 - 10/22/2016	0.94	0.98	0.98	0.99
44	10/23/2016 - 10/29/2016	0.94	0.98	0.98	0.99
45	10/30/2016 - 11/05/2016	0.94	0.98	0.98	0.99
46	11/06/2016 - 11/12/2016	0.94	0.98	0.98	0.99
47	11/13/2016 - 11/19/2016	0.94	0.98	0.98	0.99
48	11/20/2016 - 11/26/2016	0.94	0.98	0.98	0.99
49	11/27/2016 - 12/03/2016	0.94	0.98	0.98	0.99
50	12/04/2016 - 12/10/2016	0.94	0.98	0.98	0.99
51	12/11/2016 - 12/17/2016	0.94	0.98	0.98	0.99
52	12/18/2016 - 12/24/2016	0.94	0.98	0.98	0.99
53	12/25/2016 - 12/31/2016	0.94	0.98	0.98	0.99

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	SR60, SR618 - SR585	1034	SR60 (WB), SR45 - ASH	1035	SR574, CR574-TURKEY CR	1036	SR574, TURKEY CR-US92	1037
1	01/01/2016 - 01/02/2016		0.97		0.99		0.97		0.97
2	01/03/2016 - 01/09/2016		0.97		0.99		0.97		0.97
3	01/10/2016 - 01/16/2016		0.97		0.99		0.97		0.97
4	01/17/2016 - 01/23/2016		0.97		0.99		0.97		0.97
5	01/24/2016 - 01/30/2016		0.97		0.99		0.97		0.97
6	01/31/2016 - 02/06/2016		0.97		0.99		0.97		0.97
7	02/07/2016 - 02/13/2016		0.97		0.99		0.97		0.97
8	02/14/2016 - 02/20/2016		0.97		0.99		0.97		0.97
9	02/21/2016 - 02/27/2016		0.97		0.99		0.97		0.97
10	02/28/2016 - 03/05/2016		0.97		0.99		0.97		0.97
11	03/06/2016 - 03/12/2016		0.97		0.99		0.97		0.97
12	03/13/2016 - 03/19/2016		0.97		0.99		0.97		0.97
13	03/20/2016 - 03/26/2016		0.97		0.99		0.97		0.97
14	03/27/2016 - 04/02/2016		0.97		0.99		0.97		0.97
15	04/03/2016 - 04/09/2016		0.97		0.99		0.97		0.97
16	04/10/2016 - 04/16/2016		0.97		0.99		0.97		0.97
17	04/17/2016 - 04/23/2016		0.97		0.99		0.97		0.97
18	04/24/2016 - 04/30/2016		0.97		0.99		0.97		0.97
19	05/01/2016 - 05/07/2016		0.97		0.99		0.97		0.97
20	05/08/2016 - 05/14/2016		0.97		0.99		0.97		0.97
21	05/15/2016 - 05/21/2016		0.97		0.99		0.97		0.97
22	05/22/2016 - 05/28/2016		0.97		0.99		0.97		0.97
23	05/29/2016 - 06/04/2016		0.97		0.99		0.97		0.97
24	06/05/2016 - 06/11/2016		0.97		0.99		0.97		0.97
25	06/12/2016 - 06/18/2016		0.97		0.99		0.97		0.97
26	06/19/2016 - 06/25/2016		0.97		0.99		0.97		0.97
27	06/26/2016 - 07/02/2016		0.97		0.99		0.97		0.97
28	07/03/2016 - 07/09/2016		0.97		0.99		0.97		0.97
29	07/10/2016 - 07/16/2016		0.97		0.99		0.97		0.97
30	07/17/2016 - 07/23/2016		0.97		0.99		0.97		0.97
31	07/24/2016 - 07/30/2016		0.97		0.99		0.97		0.97
32	07/31/2016 - 08/06/2016		0.97		0.99		0.97		0.97
33	08/07/2016 - 08/13/2016		0.97		0.99		0.97		0.97
34	08/14/2016 - 08/20/2016		0.97		0.99		0.97		0.97
35	08/21/2016 - 08/27/2016		0.97		0.99		0.97		0.97
36	08/28/2016 - 09/03/2016		0.97		0.99		0.97		0.97
37	09/04/2016 - 09/10/2016		0.97		0.99		0.97		0.97
38	09/11/2016 - 09/17/2016		0.97		0.99		0.97		0.97
39	09/18/2016 - 09/24/2016		0.97		0.99		0.97		0.97
40	09/25/2016 - 10/01/2016		0.97		0.99		0.97		0.97
41	10/02/2016 - 10/08/2016		0.97		0.99		0.97		0.97
42	10/09/2016 - 10/15/2016		0.97		0.99		0.97		0.97
43	10/16/2016 - 10/22/2016		0.97		0.99		0.97		0.97
44	10/23/2016 - 10/29/2016		0.97		0.99		0.97		0.97
45	10/30/2016 - 11/05/2016		0.97		0.99		0.97		0.97
46	11/06/2016 - 11/12/2016		0.97		0.99		0.97		0.97
47	11/13/2016 - 11/19/2016		0.97		0.99		0.97		0.97
48	11/20/2016 - 11/26/2016		0.97		0.99		0.97		0.97
49	11/27/2016 - 12/03/2016		0.97		0.99		0.97		0.97
50	12/04/2016 - 12/10/2016		0.97		0.99		0.97		0.97
51	12/11/2016 - 12/17/2016		0.97		0.99		0.97		0.97
52	12/18/2016 - 12/24/2016		0.97		0.99		0.97		0.97
53	12/25/2016 - 12/31/2016		0.97		0.99		0.97		0.97

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	SR60, SR585 - US301	1038 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	1042 SR600, PINELLAS-SR60	1043 SR600, SR60 - SR580	1044 SR60, PINELLAS-SR60	1045 SR589, SR60 - SPRUCE
1	01/01/2016 - 01/02/2016	0.98	0.99	0.98	0.98
2	01/03/2016 - 01/09/2016	0.98	0.99	0.98	0.98
3	01/10/2016 - 01/16/2016	0.98	0.99	0.98	0.98
4	01/17/2016 - 01/23/2016	0.98	0.99	0.98	0.98
5	01/24/2016 - 01/30/2016	0.98	0.99	0.98	0.98
6	01/31/2016 - 02/06/2016	0.98	0.99	0.98	0.98
7	02/07/2016 - 02/13/2016	0.98	0.99	0.98	0.98
8	02/14/2016 - 02/20/2016	0.98	0.99	0.98	0.98
9	02/21/2016 - 02/27/2016	0.98	0.99	0.98	0.98
10	02/28/2016 - 03/05/2016	0.98	0.99	0.98	0.98
11	03/06/2016 - 03/12/2016	0.97	0.99	0.98	0.98
12	03/13/2016 - 03/19/2016	0.97	0.99	0.98	0.98
13	03/20/2016 - 03/26/2016	0.97	0.99	0.98	0.98
14	03/27/2016 - 04/02/2016	0.97	0.99	0.98	0.98
15	04/03/2016 - 04/09/2016	0.97	0.99	0.98	0.98
16	04/10/2016 - 04/16/2016	0.97	0.99	0.98	0.98
17	04/17/2016 - 04/23/2016	0.97	0.99	0.98	0.98
18	04/24/2016 - 04/30/2016	0.97	0.99	0.98	0.98
19	05/01/2016 - 05/07/2016	0.97	0.99	0.98	0.98
20	05/08/2016 - 05/14/2016	0.97	0.99	0.98	0.98
21	05/15/2016 - 05/21/2016	0.97	0.99	0.98	0.98
22	05/22/2016 - 05/28/2016	0.97	0.99	0.98	0.98
23	05/29/2016 - 06/04/2016	0.97	0.99	0.98	0.98
24	06/05/2016 - 06/11/2016	0.97	0.99	0.98	0.98
25	06/12/2016 - 06/18/2016	0.97	0.99	0.98	0.98
26	06/19/2016 - 06/25/2016	0.97	0.99	0.98	0.98
27	06/26/2016 - 07/02/2016	0.97	0.99	0.98	0.98
28	07/03/2016 - 07/09/2016	0.97	0.99	0.98	0.98
29	07/10/2016 - 07/16/2016	0.97	0.99	0.98	0.98
30	07/17/2016 - 07/23/2016	0.97	0.99	0.98	0.98
31	07/24/2016 - 07/30/2016	0.97	0.99	0.98	0.98
32	07/31/2016 - 08/06/2016	0.97	0.99	0.98	0.98
33	08/07/2016 - 08/13/2016	0.97	0.99	0.98	0.98
34	08/14/2016 - 08/20/2016	0.97	0.99	0.98	0.98
35	08/21/2016 - 08/27/2016	0.97	0.99	0.98	0.98
36	08/28/2016 - 09/03/2016	0.97	0.99	0.98	0.98
37	09/04/2016 - 09/10/2016	0.97	0.99	0.98	0.98
38	09/11/2016 - 09/17/2016	0.97	0.99	0.98	0.98
39	09/18/2016 - 09/24/2016	0.97	0.99	0.98	0.98
40	09/25/2016 - 10/01/2016	0.98	0.99	0.98	0.98
41	10/02/2016 - 10/08/2016	0.98	0.99	0.98	0.98
42	10/09/2016 - 10/15/2016	0.98	0.99	0.98	0.98
43	10/16/2016 - 10/22/2016	0.98	0.99	0.98	0.98
44	10/23/2016 - 10/29/2016	0.98	0.99	0.98	0.98
45	10/30/2016 - 11/05/2016	0.97	0.99	0.98	0.98
46	11/06/2016 - 11/12/2016	0.97	0.99	0.98	0.98
47	11/13/2016 - 11/19/2016	0.97	0.99	0.98	0.98
48	11/20/2016 - 11/26/2016	0.97	0.99	0.98	0.98
49	11/27/2016 - 12/03/2016	0.98	0.99	0.98	0.98
50	12/04/2016 - 12/10/2016	0.98	0.99	0.98	0.98
51	12/11/2016 - 12/17/2016	0.98	0.99	0.98	0.98
52	12/18/2016 - 12/24/2016	0.98	0.99	0.98	0.98
53	12/25/2016 - 12/31/2016	0.98	0.99	0.98	0.98

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1046 SR589, SR60 - SR600	1047 SR580, PINELLAS-T'N'C	1048 SR580, T'N'C - SR600	1049 SR600, D MABRY - US41
1	01/01/2016 - 01/02/2016	1.00	0.99	0.98	0.98
2	01/03/2016 - 01/09/2016	1.00	0.99	0.98	0.98
3	01/10/2016 - 01/16/2016	1.00	0.99	0.98	0.98
4	01/17/2016 - 01/23/2016	1.00	0.99	0.98	0.98
5	01/24/2016 - 01/30/2016	1.00	0.99	0.98	0.98
6	01/31/2016 - 02/06/2016	1.00	0.99	0.98	0.98
7	02/07/2016 - 02/13/2016	1.00	0.99	0.98	0.98
8	02/14/2016 - 02/20/2016	1.00	0.99	0.98	0.98
9	02/21/2016 - 02/27/2016	1.00	0.99	0.98	0.98
10	02/28/2016 - 03/05/2016	1.00	0.99	0.98	0.98
11	03/06/2016 - 03/12/2016	1.00	0.99	0.98	0.98
12	03/13/2016 - 03/19/2016	1.00	0.99	0.98	0.98
13	03/20/2016 - 03/26/2016	1.00	0.99	0.98	0.98
14	03/27/2016 - 04/02/2016	1.00	0.99	0.98	0.98
15	04/03/2016 - 04/09/2016	1.00	0.99	0.98	0.98
16	04/10/2016 - 04/16/2016	1.00	0.99	0.98	0.98
17	04/17/2016 - 04/23/2016	1.00	0.99	0.98	0.98
18	04/24/2016 - 04/30/2016	1.00	0.99	0.98	0.98
19	05/01/2016 - 05/07/2016	1.00	0.99	0.98	0.98
20	05/08/2016 - 05/14/2016	1.00	0.99	0.98	0.98
21	05/15/2016 - 05/21/2016	1.00	0.99	0.98	0.98
22	05/22/2016 - 05/28/2016	1.00	0.99	0.98	0.98
23	05/29/2016 - 06/04/2016	1.00	0.99	0.98	0.98
24	06/05/2016 - 06/11/2016	1.00	0.99	0.98	0.98
25	06/12/2016 - 06/18/2016	1.00	0.99	0.98	0.98
26	06/19/2016 - 06/25/2016	1.00	0.99	0.98	0.98
27	06/26/2016 - 07/02/2016	1.00	0.99	0.98	0.98
28	07/03/2016 - 07/09/2016	1.00	0.99	0.98	0.98
29	07/10/2016 - 07/16/2016	1.00	0.99	0.98	0.98
30	07/17/2016 - 07/23/2016	1.00	0.99	0.98	0.98
31	07/24/2016 - 07/30/2016	1.00	0.99	0.98	0.98
32	07/31/2016 - 08/06/2016	1.00	0.99	0.98	0.98
33	08/07/2016 - 08/13/2016	1.00	0.99	0.98	0.98
34	08/14/2016 - 08/20/2016	1.00	0.99	0.98	0.98
35	08/21/2016 - 08/27/2016	1.00	0.99	0.98	0.98
36	08/28/2016 - 09/03/2016	1.00	0.99	0.98	0.98
37	09/04/2016 - 09/10/2016	1.00	0.99	0.98	0.98
38	09/11/2016 - 09/17/2016	1.00	0.99	0.98	0.98
39	09/18/2016 - 09/24/2016	1.00	0.99	0.98	0.98
40	09/25/2016 - 10/01/2016	1.00	0.99	0.98	0.98
41	10/02/2016 - 10/08/2016	1.00	0.99	0.98	0.98
42	10/09/2016 - 10/15/2016	1.00	0.99	0.98	0.98
43	10/16/2016 - 10/22/2016	1.00	0.99	0.98	0.98
44	10/23/2016 - 10/29/2016	1.00	0.99	0.98	0.98
45	10/30/2016 - 11/05/2016	1.00	0.99	0.98	0.98
46	11/06/2016 - 11/12/2016	1.00	0.99	0.98	0.98
47	11/13/2016 - 11/19/2016	1.00	0.99	0.98	0.98
48	11/20/2016 - 11/26/2016	1.00	0.99	0.98	0.98
49	11/27/2016 - 12/03/2016	1.00	0.99	0.98	0.98
50	12/04/2016 - 12/10/2016	1.00	0.99	0.98	0.98
51	12/11/2016 - 12/17/2016	1.00	0.99	0.98	0.98
52	12/18/2016 - 12/24/2016	1.00	0.99	0.98	0.98
53	12/25/2016 - 12/31/2016	1.00	0.99	0.98	0.98

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	SR580, HILLS	1050 AV-BUSCH	SR573, MCDILLAFB-US92	1052	CR39, SR600-	1053 SAM ALLE	SR39, SAM	1054 ALLEN-PASCO
1	01/01/2016 - 01/02/2016		0.99		0.99		0.91		0.91
2	01/03/2016 - 01/09/2016		0.99		0.99		0.91		0.91
3	01/10/2016 - 01/16/2016		0.99		0.99		0.91		0.91
4	01/17/2016 - 01/23/2016		0.99		0.99		0.91		0.91
5	01/24/2016 - 01/30/2016		0.99		0.99		0.91		0.91
6	01/31/2016 - 02/06/2016		0.99		0.99		0.91		0.91
7	02/07/2016 - 02/13/2016		0.99		0.99		0.91		0.91
8	02/14/2016 - 02/20/2016		0.99		0.99		0.91		0.91
9	02/21/2016 - 02/27/2016		0.99		0.99		0.91		0.91
10	02/28/2016 - 03/05/2016		0.99		0.99		0.91		0.91
11	03/06/2016 - 03/12/2016		0.99		0.99		0.91		0.91
12	03/13/2016 - 03/19/2016		0.99		0.99		0.91		0.91
13	03/20/2016 - 03/26/2016		0.99		0.99		0.91		0.91
14	03/27/2016 - 04/02/2016		0.99		0.99		0.91		0.91
15	04/03/2016 - 04/09/2016		0.99		0.99		0.91		0.91
16	04/10/2016 - 04/16/2016		0.99		0.99		0.91		0.91
17	04/17/2016 - 04/23/2016		0.99		0.99		0.91		0.91
18	04/24/2016 - 04/30/2016		0.99		0.99		0.91		0.91
19	05/01/2016 - 05/07/2016		0.99		0.99		0.91		0.91
20	05/08/2016 - 05/14/2016		0.99		0.99		0.91		0.91
21	05/15/2016 - 05/21/2016		0.99		0.99		0.91		0.91
22	05/22/2016 - 05/28/2016		0.99		0.99		0.91		0.91
23	05/29/2016 - 06/04/2016		0.99		0.99		0.91		0.91
24	06/05/2016 - 06/11/2016		0.99		0.99		0.91		0.91
25	06/12/2016 - 06/18/2016		0.99		0.99		0.91		0.91
26	06/19/2016 - 06/25/2016		0.99		0.99		0.91		0.91
27	06/26/2016 - 07/02/2016		0.99		0.99		0.91		0.91
28	07/03/2016 - 07/09/2016		0.99		0.99		0.91		0.91
29	07/10/2016 - 07/16/2016		0.99		0.99		0.91		0.91
30	07/17/2016 - 07/23/2016		0.99		0.99		0.91		0.91
31	07/24/2016 - 07/30/2016		0.99		0.99		0.91		0.91
32	07/31/2016 - 08/06/2016		0.99		0.99		0.91		0.91
33	08/07/2016 - 08/13/2016		0.99		0.99		0.91		0.91
34	08/14/2016 - 08/20/2016		0.99		0.99		0.91		0.91
35	08/21/2016 - 08/27/2016		0.99		0.99		0.91		0.91
36	08/28/2016 - 09/03/2016		0.99		0.99		0.91		0.91
37	09/04/2016 - 09/10/2016		0.99		0.99		0.91		0.91
38	09/11/2016 - 09/17/2016		0.99		0.99		0.91		0.91
39	09/18/2016 - 09/24/2016		0.99		0.99		0.91		0.91
40	09/25/2016 - 10/01/2016		0.99		0.99		0.91		0.91
41	10/02/2016 - 10/08/2016		0.99		0.99		0.91		0.91
42	10/09/2016 - 10/15/2016		0.99		0.99		0.91		0.91
43	10/16/2016 - 10/22/2016		0.99		0.99		0.91		0.91
44	10/23/2016 - 10/29/2016		0.99		0.99		0.91		0.91
45	10/30/2016 - 11/05/2016		0.99		0.99		0.91		0.91
46	11/06/2016 - 11/12/2016		0.99		0.99		0.91		0.91
47	11/13/2016 - 11/19/2016		0.99		0.99		0.91		0.91
48	11/20/2016 - 11/26/2016		0.99		0.99		0.91		0.91
49	11/27/2016 - 12/03/2016		0.99		0.99		0.91		0.91
50	12/04/2016 - 12/10/2016		0.99		0.99		0.91		0.91
51	12/11/2016 - 12/17/2016		0.99		0.99		0.91		0.91
52	12/18/2016 - 12/24/2016		0.99		0.99		0.91		0.91
53	12/25/2016 - 12/31/2016		0.99		0.99		0.91		0.91

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	SR589, SR60	1055 - SR580	SR45, US41	1056 - I-4	US41B(SB), SR585-SR45	1057	US301, SR600-HARNEY	1058
1	01/01/2016 - 01/02/2016		0.98		0.95		0.99		0.94
2	01/03/2016 - 01/09/2016		0.98		0.95		0.99		0.94
3	01/10/2016 - 01/16/2016		0.98		0.95		0.99		0.94
4	01/17/2016 - 01/23/2016		0.98		0.95		0.99		0.94
5	01/24/2016 - 01/30/2016		0.98		0.95		0.99		0.94
6	01/31/2016 - 02/06/2016		0.98		0.95		0.99		0.94
7	02/07/2016 - 02/13/2016		0.98		0.95		0.99		0.94
8	02/14/2016 - 02/20/2016		0.98		0.95		0.99		0.94
9	02/21/2016 - 02/27/2016		0.98		0.95		0.99		0.94
10	02/28/2016 - 03/05/2016		0.98		0.95		0.99		0.94
11	03/06/2016 - 03/12/2016		0.98		0.95		0.99		0.94
12	03/13/2016 - 03/19/2016		0.98		0.95		0.99		0.94
13	03/20/2016 - 03/26/2016		0.98		0.95		0.99		0.94
14	03/27/2016 - 04/02/2016		0.98		0.95		0.99		0.94
15	04/03/2016 - 04/09/2016		0.98		0.95		0.99		0.94
16	04/10/2016 - 04/16/2016		0.98		0.95		0.99		0.94
17	04/17/2016 - 04/23/2016		0.98		0.95		0.99		0.94
18	04/24/2016 - 04/30/2016		0.98		0.95		0.99		0.94
19	05/01/2016 - 05/07/2016		0.98		0.95		0.99		0.94
20	05/08/2016 - 05/14/2016		0.98		0.95		0.99		0.94
21	05/15/2016 - 05/21/2016		0.98		0.95		0.99		0.94
22	05/22/2016 - 05/28/2016		0.98		0.95		0.99		0.94
23	05/29/2016 - 06/04/2016		0.98		0.95		0.99		0.94
24	06/05/2016 - 06/11/2016		0.98		0.95		0.99		0.94
25	06/12/2016 - 06/18/2016		0.98		0.95		0.99		0.94
26	06/19/2016 - 06/25/2016		0.98		0.95		0.99		0.94
27	06/26/2016 - 07/02/2016		0.98		0.95		0.99		0.94
28	07/03/2016 - 07/09/2016		0.98		0.95		0.99		0.94
29	07/10/2016 - 07/16/2016		0.98		0.95		0.99		0.94
30	07/17/2016 - 07/23/2016		0.98		0.95		0.99		0.94
31	07/24/2016 - 07/30/2016		0.98		0.95		0.99		0.94
32	07/31/2016 - 08/06/2016		0.98		0.95		0.99		0.94
33	08/07/2016 - 08/13/2016		0.98		0.95		0.99		0.94
34	08/14/2016 - 08/20/2016		0.98		0.95		0.99		0.94
35	08/21/2016 - 08/27/2016		0.98		0.95		0.99		0.94
36	08/28/2016 - 09/03/2016		0.98		0.95		0.99		0.94
37	09/04/2016 - 09/10/2016		0.98		0.95		0.99		0.94
38	09/11/2016 - 09/17/2016		0.98		0.95		0.99		0.94
39	09/18/2016 - 09/24/2016		0.98		0.95		0.99		0.94
40	09/25/2016 - 10/01/2016		0.98		0.95		0.99		0.94
41	10/02/2016 - 10/08/2016		0.98		0.95		0.99		0.94
42	10/09/2016 - 10/15/2016		0.98		0.95		0.99		0.94
43	10/16/2016 - 10/22/2016		0.98		0.95		0.99		0.94
44	10/23/2016 - 10/29/2016		0.98		0.95		0.99		0.94
45	10/30/2016 - 11/05/2016		0.98		0.95		0.99		0.94
46	11/06/2016 - 11/12/2016		0.98		0.95		0.99		0.94
47	11/13/2016 - 11/19/2016		0.98		0.95		0.99		0.94
48	11/20/2016 - 11/26/2016		0.98		0.95		0.99		0.94
49	11/27/2016 - 12/03/2016		0.98		0.95		0.99		0.94
50	12/04/2016 - 12/10/2016		0.98		0.95		0.99		0.94
51	12/11/2016 - 12/17/2016		0.98		0.95		0.99		0.94
52	12/18/2016 - 12/24/2016		0.98		0.95		0.99		0.94
53	12/25/2016 - 12/31/2016		0.98		0.95		0.99		0.94

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1059 CR60, SPRUCE - KENNE	1060 SR60, MEM HWY-SR685	1061 SR60, I275 - MEM HWY	1062 SR582, US41B-RIVERHIL
1	01/01/2016 - 01/02/2016	0.99	0.98	0.99	0.99
2	01/03/2016 - 01/09/2016	0.99	0.98	0.99	0.99
3	01/10/2016 - 01/16/2016	0.99	0.98	0.99	0.99
4	01/17/2016 - 01/23/2016	0.99	0.98	0.99	0.99
5	01/24/2016 - 01/30/2016	0.99	0.98	0.99	0.99
6	01/31/2016 - 02/06/2016	0.99	0.98	0.99	0.99
7	02/07/2016 - 02/13/2016	0.99	0.98	0.99	0.99
8	02/14/2016 - 02/20/2016	0.99	0.98	0.99	0.99
9	02/21/2016 - 02/27/2016	0.99	0.98	0.99	0.99
10	02/28/2016 - 03/05/2016	0.99	0.98	0.99	0.99
11	03/06/2016 - 03/12/2016	0.99	0.98	0.99	0.99
12	03/13/2016 - 03/19/2016	0.99	0.98	0.99	0.99
13	03/20/2016 - 03/26/2016	0.99	0.98	0.99	0.99
14	03/27/2016 - 04/02/2016	0.99	0.98	0.99	0.99
15	04/03/2016 - 04/09/2016	0.99	0.98	0.99	0.99
16	04/10/2016 - 04/16/2016	0.99	0.98	0.99	0.99
17	04/17/2016 - 04/23/2016	0.99	0.98	0.99	0.99
18	04/24/2016 - 04/30/2016	0.99	0.98	0.99	0.99
19	05/01/2016 - 05/07/2016	0.99	0.98	0.99	0.99
20	05/08/2016 - 05/14/2016	0.99	0.98	0.99	0.99
21	05/15/2016 - 05/21/2016	0.99	0.98	0.99	0.99
22	05/22/2016 - 05/28/2016	0.99	0.98	0.99	0.99
23	05/29/2016 - 06/04/2016	0.99	0.98	0.99	0.99
24	06/05/2016 - 06/11/2016	0.99	0.98	0.99	0.99
25	06/12/2016 - 06/18/2016	0.99	0.98	0.99	0.99
26	06/19/2016 - 06/25/2016	0.99	0.98	0.99	0.99
27	06/26/2016 - 07/02/2016	0.99	0.98	0.99	0.99
28	07/03/2016 - 07/09/2016	0.99	0.98	0.99	0.99
29	07/10/2016 - 07/16/2016	0.99	0.98	0.99	0.99
30	07/17/2016 - 07/23/2016	0.99	0.98	0.99	0.99
31	07/24/2016 - 07/30/2016	0.99	0.98	0.99	0.99
32	07/31/2016 - 08/06/2016	0.99	0.98	0.99	0.99
33	08/07/2016 - 08/13/2016	0.99	0.98	0.99	0.99
34	08/14/2016 - 08/20/2016	0.99	0.98	0.99	0.99
35	08/21/2016 - 08/27/2016	0.99	0.98	0.99	0.99
36	08/28/2016 - 09/03/2016	0.99	0.98	0.99	0.99
37	09/04/2016 - 09/10/2016	0.99	0.98	0.99	0.99
38	09/11/2016 - 09/17/2016	0.99	0.98	0.99	0.99
39	09/18/2016 - 09/24/2016	0.99	0.98	0.99	0.99
40	09/25/2016 - 10/01/2016	0.99	0.98	0.99	0.99
41	10/02/2016 - 10/08/2016	0.99	0.98	0.99	0.99
42	10/09/2016 - 10/15/2016	0.99	0.98	0.99	0.99
43	10/16/2016 - 10/22/2016	0.99	0.98	0.99	0.99
44	10/23/2016 - 10/29/2016	0.99	0.98	0.99	0.99
45	10/30/2016 - 11/05/2016	0.99	0.98	0.99	0.99
46	11/06/2016 - 11/12/2016	0.99	0.98	0.99	0.99
47	11/13/2016 - 11/19/2016	0.99	0.98	0.99	0.99
48	11/20/2016 - 11/26/2016	0.99	0.98	0.99	0.99
49	11/27/2016 - 12/03/2016	0.99	0.98	0.99	0.99
50	12/04/2016 - 12/10/2016	0.99	0.98	0.99	0.99
51	12/11/2016 - 12/17/2016	0.99	0.98	0.99	0.99
52	12/18/2016 - 12/24/2016	0.99	0.98	0.99	0.99
53	12/25/2016 - 12/31/2016	0.99	0.98	0.99	0.99

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1063 SR582, RIVHILLS-US301	1064 SR597, SR580-PASCO	1065 SR583, SR599 - SR582	1066 SR574, SR600 - SR585
1	01/01/2016 - 01/02/2016	0.97	0.99	0.98	1.00
2	01/03/2016 - 01/09/2016	0.97	0.99	0.98	1.00
3	01/10/2016 - 01/16/2016	0.97	0.99	0.98	1.00
4	01/17/2016 - 01/23/2016	0.97	0.99	0.98	1.00
5	01/24/2016 - 01/30/2016	0.97	0.99	0.98	1.00
6	01/31/2016 - 02/06/2016	0.97	0.99	0.98	1.00
7	02/07/2016 - 02/13/2016	0.97	0.99	0.98	1.00
8	02/14/2016 - 02/20/2016	0.97	0.99	0.98	1.00
9	02/21/2016 - 02/27/2016	0.97	0.99	0.98	1.00
10	02/28/2016 - 03/05/2016	0.97	0.99	0.98	1.00
11	03/06/2016 - 03/12/2016	0.97	0.99	0.98	1.00
12	03/13/2016 - 03/19/2016	0.97	0.99	0.98	1.00
13	03/20/2016 - 03/26/2016	0.97	0.99	0.98	1.00
14	03/27/2016 - 04/02/2016	0.97	0.99	0.98	1.00
15	04/03/2016 - 04/09/2016	0.97	0.99	0.98	1.00
16	04/10/2016 - 04/16/2016	0.97	0.99	0.98	1.00
17	04/17/2016 - 04/23/2016	0.97	0.99	0.98	1.00
18	04/24/2016 - 04/30/2016	0.97	0.99	0.98	1.00
19	05/01/2016 - 05/07/2016	0.97	0.99	0.98	1.00
20	05/08/2016 - 05/14/2016	0.97	0.99	0.98	1.00
21	05/15/2016 - 05/21/2016	0.97	0.99	0.98	1.00
22	05/22/2016 - 05/28/2016	0.97	0.99	0.98	1.00
23	05/29/2016 - 06/04/2016	0.97	0.99	0.98	1.00
24	06/05/2016 - 06/11/2016	0.97	0.99	0.98	1.00
25	06/12/2016 - 06/18/2016	0.97	0.99	0.98	1.00
26	06/19/2016 - 06/25/2016	0.97	0.99	0.98	1.00
27	06/26/2016 - 07/02/2016	0.97	0.99	0.98	1.00
28	07/03/2016 - 07/09/2016	0.97	0.99	0.98	1.00
29	07/10/2016 - 07/16/2016	0.97	0.99	0.98	1.00
30	07/17/2016 - 07/23/2016	0.97	0.99	0.98	1.00
31	07/24/2016 - 07/30/2016	0.97	0.99	0.98	1.00
32	07/31/2016 - 08/06/2016	0.97	0.99	0.98	1.00
33	08/07/2016 - 08/13/2016	0.97	0.99	0.98	1.00
34	08/14/2016 - 08/20/2016	0.97	0.99	0.98	1.00
35	08/21/2016 - 08/27/2016	0.97	0.99	0.98	1.00
36	08/28/2016 - 09/03/2016	0.97	0.99	0.98	1.00
37	09/04/2016 - 09/10/2016	0.97	0.99	0.98	1.00
38	09/11/2016 - 09/17/2016	0.97	0.99	0.98	1.00
39	09/18/2016 - 09/24/2016	0.97	0.99	0.98	1.00
40	09/25/2016 - 10/01/2016	0.97	0.99	0.98	1.00
41	10/02/2016 - 10/08/2016	0.97	0.99	0.98	1.00
42	10/09/2016 - 10/15/2016	0.97	0.99	0.98	1.00
43	10/16/2016 - 10/22/2016	0.97	0.99	0.98	1.00
44	10/23/2016 - 10/29/2016	0.97	0.99	0.98	1.00
45	10/30/2016 - 11/05/2016	0.97	0.99	0.98	1.00
46	11/06/2016 - 11/12/2016	0.97	0.99	0.98	1.00
47	11/13/2016 - 11/19/2016	0.97	0.99	0.98	1.00
48	11/20/2016 - 11/26/2016	0.97	0.99	0.98	1.00
49	11/27/2016 - 12/03/2016	0.97	0.99	0.98	1.00
50	12/04/2016 - 12/10/2016	0.97	0.99	0.98	1.00
51	12/11/2016 - 12/17/2016	0.97	0.99	0.98	1.00
52	12/18/2016 - 12/24/2016	0.97	0.99	0.98	1.00
53	12/25/2016 - 12/31/2016	0.97	0.99	0.98	1.00

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1067 SR574, SR585 - CR574	1068 SR579, SR685 - SR45	1069 SR578, SR685 - SR45	1070 US41, SR 60-SR583
1	01/01/2016 - 01/02/2016	0.98	0.99	0.99	0.96
2	01/03/2016 - 01/09/2016	0.98	0.99	0.99	0.96
3	01/10/2016 - 01/16/2016	0.98	0.99	0.99	0.96
4	01/17/2016 - 01/23/2016	0.98	0.99	0.99	0.96
5	01/24/2016 - 01/30/2016	0.98	0.99	0.99	0.96
6	01/31/2016 - 02/06/2016	0.98	0.99	0.99	0.96
7	02/07/2016 - 02/13/2016	0.98	0.99	0.99	0.96
8	02/14/2016 - 02/20/2016	0.98	0.99	0.99	0.96
9	02/21/2016 - 02/27/2016	0.98	0.99	0.99	0.96
10	02/28/2016 - 03/05/2016	0.98	0.99	0.99	0.96
11	03/06/2016 - 03/12/2016	0.98	0.99	0.99	0.96
12	03/13/2016 - 03/19/2016	0.98	0.99	0.99	0.96
13	03/20/2016 - 03/26/2016	0.98	0.99	0.99	0.96
14	03/27/2016 - 04/02/2016	0.98	0.99	0.99	0.96
15	04/03/2016 - 04/09/2016	0.98	0.99	0.99	0.96
16	04/10/2016 - 04/16/2016	0.98	0.99	0.99	0.96
17	04/17/2016 - 04/23/2016	0.98	0.99	0.99	0.96
18	04/24/2016 - 04/30/2016	0.98	0.99	0.99	0.96
19	05/01/2016 - 05/07/2016	0.98	0.99	0.99	0.96
20	05/08/2016 - 05/14/2016	0.98	0.99	0.99	0.96
21	05/15/2016 - 05/21/2016	0.98	0.99	0.99	0.96
22	05/22/2016 - 05/28/2016	0.98	0.99	0.99	0.96
23	05/29/2016 - 06/04/2016	0.98	0.99	0.99	0.96
24	06/05/2016 - 06/11/2016	0.98	0.99	0.99	0.96
25	06/12/2016 - 06/18/2016	0.98	0.99	0.99	0.96
26	06/19/2016 - 06/25/2016	0.98	0.99	0.99	0.96
27	06/26/2016 - 07/02/2016	0.98	0.99	0.99	0.96
28	07/03/2016 - 07/09/2016	0.98	0.99	0.99	0.96
29	07/10/2016 - 07/16/2016	0.98	0.99	0.99	0.96
30	07/17/2016 - 07/23/2016	0.98	0.99	0.99	0.96
31	07/24/2016 - 07/30/2016	0.98	0.99	0.99	0.96
32	07/31/2016 - 08/06/2016	0.98	0.99	0.99	0.96
33	08/07/2016 - 08/13/2016	0.98	0.99	0.99	0.96
34	08/14/2016 - 08/20/2016	0.98	0.99	0.99	0.96
35	08/21/2016 - 08/27/2016	0.98	0.99	0.99	0.96
36	08/28/2016 - 09/03/2016	0.98	0.99	0.99	0.96
37	09/04/2016 - 09/10/2016	0.98	0.99	0.99	0.96
38	09/11/2016 - 09/17/2016	0.98	0.99	0.99	0.96
39	09/18/2016 - 09/24/2016	0.98	0.99	0.99	0.96
40	09/25/2016 - 10/01/2016	0.98	0.99	0.99	0.96
41	10/02/2016 - 10/08/2016	0.98	0.99	0.99	0.96
42	10/09/2016 - 10/15/2016	0.98	0.99	0.99	0.96
43	10/16/2016 - 10/22/2016	0.98	0.99	0.99	0.96
44	10/23/2016 - 10/29/2016	0.98	0.99	0.99	0.96
45	10/30/2016 - 11/05/2016	0.98	0.99	0.99	0.96
46	11/06/2016 - 11/12/2016	0.98	0.99	0.99	0.96
47	11/13/2016 - 11/19/2016	0.98	0.99	0.99	0.96
48	11/20/2016 - 11/26/2016	0.98	0.99	0.99	0.96
49	11/27/2016 - 12/03/2016	0.98	0.99	0.99	0.96
50	12/04/2016 - 12/10/2016	0.98	0.99	0.99	0.96
51	12/11/2016 - 12/17/2016	0.98	0.99	0.99	0.96
52	12/18/2016 - 12/24/2016	0.98	0.99	0.99	0.96
53	12/25/2016 - 12/31/2016	0.98	0.99	0.99	0.96

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	US41, SR583-SR600	1071 SR685, SR600-SR60	1072 SR674, US301-POLK	1073 SR597, SR580-PASCO	1074
1	01/01/2016 - 01/02/2016	0.94	0.99	0.91	0.99	0.99
2	01/03/2016 - 01/09/2016	0.94	0.99	0.92	0.99	0.99
3	01/10/2016 - 01/16/2016	0.94	0.99	0.92	0.99	0.99
4	01/17/2016 - 01/23/2016	0.94	0.99	0.92	0.99	0.99
5	01/24/2016 - 01/30/2016	0.94	0.99	0.92	0.99	0.99
6	01/31/2016 - 02/06/2016	0.94	0.99	0.91	0.99	0.99
7	02/07/2016 - 02/13/2016	0.94	0.99	0.91	0.99	0.99
8	02/14/2016 - 02/20/2016	0.94	0.99	0.91	0.99	0.99
9	02/21/2016 - 02/27/2016	0.94	0.99	0.91	0.99	0.99
10	02/28/2016 - 03/05/2016	0.94	0.99	0.91	0.99	0.99
11	03/06/2016 - 03/12/2016	0.94	0.99	0.90	0.99	0.99
12	03/13/2016 - 03/19/2016	0.94	0.99	0.90	0.99	0.99
13	03/20/2016 - 03/26/2016	0.94	0.99	0.90	0.99	0.99
14	03/27/2016 - 04/02/2016	0.94	0.99	0.91	0.99	0.99
15	04/03/2016 - 04/09/2016	0.94	0.99	0.91	0.99	0.99
16	04/10/2016 - 04/16/2016	0.94	0.99	0.91	0.99	0.99
17	04/17/2016 - 04/23/2016	0.94	0.99	0.91	0.99	0.99
18	04/24/2016 - 04/30/2016	0.94	0.99	0.91	0.99	0.99
19	05/01/2016 - 05/07/2016	0.94	0.99	0.91	0.99	0.99
20	05/08/2016 - 05/14/2016	0.94	0.99	0.91	0.99	0.99
21	05/15/2016 - 05/21/2016	0.94	0.99	0.91	0.99	0.99
22	05/22/2016 - 05/28/2016	0.94	0.99	0.91	0.99	0.99
23	05/29/2016 - 06/04/2016	0.94	0.99	0.91	0.99	0.99
24	06/05/2016 - 06/11/2016	0.94	0.99	0.91	0.99	0.99
25	06/12/2016 - 06/18/2016	0.94	0.99	0.91	0.99	0.99
26	06/19/2016 - 06/25/2016	0.94	0.99	0.91	0.99	0.99
27	06/26/2016 - 07/02/2016	0.94	0.99	0.91	0.99	0.99
28	07/03/2016 - 07/09/2016	0.94	0.99	0.90	0.99	0.99
29	07/10/2016 - 07/16/2016	0.94	0.99	0.90	0.99	0.99
30	07/17/2016 - 07/23/2016	0.94	0.99	0.90	0.99	0.99
31	07/24/2016 - 07/30/2016	0.94	0.99	0.90	0.99	0.99
32	07/31/2016 - 08/06/2016	0.94	0.99	0.90	0.99	0.99
33	08/07/2016 - 08/13/2016	0.94	0.99	0.90	0.99	0.99
34	08/14/2016 - 08/20/2016	0.94	0.99	0.90	0.99	0.99
35	08/21/2016 - 08/27/2016	0.94	0.99	0.90	0.99	0.99
36	08/28/2016 - 09/03/2016	0.94	0.99	0.90	0.99	0.99
37	09/04/2016 - 09/10/2016	0.94	0.99	0.90	0.99	0.99
38	09/11/2016 - 09/17/2016	0.94	0.99	0.90	0.99	0.99
39	09/18/2016 - 09/24/2016	0.94	0.99	0.90	0.99	0.99
40	09/25/2016 - 10/01/2016	0.94	0.99	0.91	0.99	0.99
41	10/02/2016 - 10/08/2016	0.94	0.99	0.91	0.99	0.99
42	10/09/2016 - 10/15/2016	0.94	0.99	0.91	0.99	0.99
43	10/16/2016 - 10/22/2016	0.94	0.99	0.91	0.99	0.99
44	10/23/2016 - 10/29/2016	0.94	0.99	0.91	0.99	0.99
45	10/30/2016 - 11/05/2016	0.94	0.99	0.90	0.99	0.99
46	11/06/2016 - 11/12/2016	0.94	0.99	0.90	0.99	0.99
47	11/13/2016 - 11/19/2016	0.94	0.99	0.90	0.99	0.99
48	11/20/2016 - 11/26/2016	0.94	0.99	0.90	0.99	0.99
49	11/27/2016 - 12/03/2016	0.94	0.99	0.91	0.99	0.99
50	12/04/2016 - 12/10/2016	0.94	0.99	0.91	0.99	0.99
51	12/11/2016 - 12/17/2016	0.94	0.99	0.91	0.99	0.99
52	12/18/2016 - 12/24/2016	0.94	0.99	0.92	0.99	0.99
53	12/25/2016 - 12/31/2016	0.94	0.99	0.92	0.99	0.99

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1075 SR580, SR600-SR583	1076 US301, HARNEY-PASCO	1077 SR585, I-4 - SR 600	1078 I-275, I-4 - SR 580
1	01/01/2016 - 01/02/2016	0.99	0.93	1.00	0.98
2	01/03/2016 - 01/09/2016	0.99	0.93	1.00	0.98
3	01/10/2016 - 01/16/2016	0.99	0.93	1.00	0.98
4	01/17/2016 - 01/23/2016	0.99	0.93	1.00	0.98
5	01/24/2016 - 01/30/2016	0.99	0.93	1.00	0.98
6	01/31/2016 - 02/06/2016	0.99	0.93	1.00	0.98
7	02/07/2016 - 02/13/2016	0.99	0.93	1.00	0.98
8	02/14/2016 - 02/20/2016	0.99	0.93	1.00	0.98
9	02/21/2016 - 02/27/2016	0.99	0.93	1.00	0.98
10	02/28/2016 - 03/05/2016	0.99	0.93	1.00	0.98
11	03/06/2016 - 03/12/2016	0.99	0.93	1.00	0.98
12	03/13/2016 - 03/19/2016	0.99	0.93	1.00	0.98
13	03/20/2016 - 03/26/2016	0.99	0.93	1.00	0.98
14	03/27/2016 - 04/02/2016	0.99	0.93	1.00	0.98
15	04/03/2016 - 04/09/2016	0.99	0.93	1.00	0.98
16	04/10/2016 - 04/16/2016	0.99	0.93	1.00	0.98
17	04/17/2016 - 04/23/2016	0.99	0.93	1.00	0.98
18	04/24/2016 - 04/30/2016	0.99	0.93	1.00	0.98
19	05/01/2016 - 05/07/2016	0.99	0.93	1.00	0.98
20	05/08/2016 - 05/14/2016	0.99	0.93	1.00	0.98
21	05/15/2016 - 05/21/2016	0.99	0.93	1.00	0.98
22	05/22/2016 - 05/28/2016	0.99	0.93	1.00	0.98
23	05/29/2016 - 06/04/2016	0.99	0.93	1.00	0.98
24	06/05/2016 - 06/11/2016	0.99	0.93	1.00	0.98
25	06/12/2016 - 06/18/2016	0.99	0.93	1.00	0.98
26	06/19/2016 - 06/25/2016	0.99	0.93	1.00	0.98
27	06/26/2016 - 07/02/2016	0.99	0.93	1.00	0.98
28	07/03/2016 - 07/09/2016	0.99	0.93	1.00	0.98
29	07/10/2016 - 07/16/2016	0.99	0.93	1.00	0.98
30	07/17/2016 - 07/23/2016	0.99	0.93	1.00	0.98
31	07/24/2016 - 07/30/2016	0.99	0.93	1.00	0.98
32	07/31/2016 - 08/06/2016	0.99	0.93	1.00	0.98
33	08/07/2016 - 08/13/2016	0.99	0.93	1.00	0.98
34	08/14/2016 - 08/20/2016	0.99	0.93	1.00	0.98
35	08/21/2016 - 08/27/2016	0.99	0.93	1.00	0.98
36	08/28/2016 - 09/03/2016	0.99	0.93	1.00	0.98
37	09/04/2016 - 09/10/2016	0.99	0.93	1.00	0.98
38	09/11/2016 - 09/17/2016	0.99	0.93	1.00	0.98
39	09/18/2016 - 09/24/2016	0.99	0.93	1.00	0.98
40	09/25/2016 - 10/01/2016	0.99	0.93	1.00	0.98
41	10/02/2016 - 10/08/2016	0.99	0.93	1.00	0.98
42	10/09/2016 - 10/15/2016	0.99	0.93	1.00	0.98
43	10/16/2016 - 10/22/2016	0.99	0.93	1.00	0.98
44	10/23/2016 - 10/29/2016	0.99	0.93	1.00	0.98
45	10/30/2016 - 11/05/2016	0.99	0.93	1.00	0.98
46	11/06/2016 - 11/12/2016	0.99	0.93	1.00	0.98
47	11/13/2016 - 11/19/2016	0.99	0.93	1.00	0.98
48	11/20/2016 - 11/26/2016	0.99	0.93	1.00	0.98
49	11/27/2016 - 12/03/2016	0.99	0.93	1.00	0.98
50	12/04/2016 - 12/10/2016	0.99	0.93	1.00	0.98
51	12/11/2016 - 12/17/2016	0.99	0.93	1.00	0.98
52	12/18/2016 - 12/24/2016	0.99	0.93	1.00	0.98
53	12/25/2016 - 12/31/2016	0.99	0.93	1.00	0.98

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 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	HILLS. HPMS	1083 EASTERN 1	HILLS HPMS	1084 2	HILLS HPMS	1085 3	HILLS HPMS	1086 4
1	01/01/2016 - 01/02/2016		0.98		0.99		0.98		0.99
2	01/03/2016 - 01/09/2016		0.98		0.99		0.98		0.99
3	01/10/2016 - 01/16/2016		0.98		0.99		0.98		0.99
4	01/17/2016 - 01/23/2016		0.98		0.99		0.98		0.99
5	01/24/2016 - 01/30/2016		0.98		0.99		0.98		0.99
6	01/31/2016 - 02/06/2016		0.98		0.99		0.98		0.99
7	02/07/2016 - 02/13/2016		0.98		0.99		0.98		0.99
8	02/14/2016 - 02/20/2016		0.98		0.99		0.98		0.99
9	02/21/2016 - 02/27/2016		0.98		0.99		0.98		0.99
10	02/28/2016 - 03/05/2016		0.98		0.99		0.98		0.99
11	03/06/2016 - 03/12/2016		0.98		0.99		0.98		0.99
12	03/13/2016 - 03/19/2016		0.98		0.99		0.98		0.99
13	03/20/2016 - 03/26/2016		0.98		0.99		0.98		0.99
14	03/27/2016 - 04/02/2016		0.98		0.99		0.98		0.99
15	04/03/2016 - 04/09/2016		0.98		0.99		0.98		0.99
16	04/10/2016 - 04/16/2016		0.98		0.99		0.98		0.99
17	04/17/2016 - 04/23/2016		0.98		0.99		0.98		0.99
18	04/24/2016 - 04/30/2016		0.98		0.99		0.98		0.99
19	05/01/2016 - 05/07/2016		0.98		0.99		0.98		0.99
20	05/08/2016 - 05/14/2016		0.98		0.99		0.98		0.99
21	05/15/2016 - 05/21/2016		0.98		0.99		0.98		0.99
22	05/22/2016 - 05/28/2016		0.98		0.99		0.98		0.99
23	05/29/2016 - 06/04/2016		0.98		0.99		0.98		0.99
24	06/05/2016 - 06/11/2016		0.98		0.99		0.98		0.99
25	06/12/2016 - 06/18/2016		0.98		0.99		0.98		0.99
26	06/19/2016 - 06/25/2016		0.98		0.99		0.98		0.99
27	06/26/2016 - 07/02/2016		0.98		0.99		0.98		0.99
28	07/03/2016 - 07/09/2016		0.98		0.99		0.98		0.99
29	07/10/2016 - 07/16/2016		0.98		0.99		0.98		0.99
30	07/17/2016 - 07/23/2016		0.98		0.99		0.98		0.99
31	07/24/2016 - 07/30/2016		0.98		0.99		0.98		0.99
32	07/31/2016 - 08/06/2016		0.98		0.99		0.98		0.99
33	08/07/2016 - 08/13/2016		0.98		0.99		0.98		0.99
34	08/14/2016 - 08/20/2016		0.98		0.99		0.98		0.99
35	08/21/2016 - 08/27/2016		0.98		0.99		0.98		0.99
36	08/28/2016 - 09/03/2016		0.98		0.99		0.98		0.99
37	09/04/2016 - 09/10/2016		0.98		0.99		0.98		0.99
38	09/11/2016 - 09/17/2016		0.98		0.99		0.98		0.99
39	09/18/2016 - 09/24/2016		0.98		0.99		0.98		0.99
40	09/25/2016 - 10/01/2016		0.98		0.99		0.98		0.99
41	10/02/2016 - 10/08/2016		0.98		0.99		0.98		0.99
42	10/09/2016 - 10/15/2016		0.98		0.99		0.98		0.99
43	10/16/2016 - 10/22/2016		0.98		0.99		0.98		0.99
44	10/23/2016 - 10/29/2016		0.98		0.99		0.98		0.99
45	10/30/2016 - 11/05/2016		0.98		0.99		0.98		0.99
46	11/06/2016 - 11/12/2016		0.98		0.99		0.98		0.99
47	11/13/2016 - 11/19/2016		0.98		0.99		0.98		0.99
48	11/20/2016 - 11/26/2016		0.98		0.99		0.98		0.99
49	11/27/2016 - 12/03/2016		0.98		0.99		0.98		0.99
50	12/04/2016 - 12/10/2016		0.98		0.99		0.98		0.99
51	12/11/2016 - 12/17/2016		0.98		0.99		0.98		0.99
52	12/18/2016 - 12/24/2016		0.98		0.99		0.98		0.99
53	12/25/2016 - 12/31/2016		0.98		0.99		0.98		0.99

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	HILLS HPMS 5	HILLS HPMS 6	CROSSTOWN EXPRESSWAY ELEV
1	01/01/2016 - 01/02/2016	0.99	0.99	1.00
2	01/03/2016 - 01/09/2016	0.99	0.99	1.00
3	01/10/2016 - 01/16/2016	0.99	0.99	1.00
4	01/17/2016 - 01/23/2016	0.99	0.99	1.00
5	01/24/2016 - 01/30/2016	0.99	0.99	1.00
6	01/31/2016 - 02/06/2016	0.99	0.99	1.00
7	02/07/2016 - 02/13/2016	0.99	0.99	1.00
8	02/14/2016 - 02/20/2016	0.99	0.99	1.00
9	02/21/2016 - 02/27/2016	0.99	0.99	1.00
10	02/28/2016 - 03/05/2016	0.99	0.99	1.00
11	03/06/2016 - 03/12/2016	0.99	0.99	1.00
12	03/13/2016 - 03/19/2016	0.99	0.99	1.00
13	03/20/2016 - 03/26/2016	0.99	0.99	1.00
14	03/27/2016 - 04/02/2016	0.99	0.99	1.00
15	04/03/2016 - 04/09/2016	0.99	0.99	1.00
16	04/10/2016 - 04/16/2016	0.99	0.99	1.00
17	04/17/2016 - 04/23/2016	0.99	0.99	1.00
18	04/24/2016 - 04/30/2016	0.99	0.99	1.00
19	05/01/2016 - 05/07/2016	0.99	0.99	1.00
20	05/08/2016 - 05/14/2016	0.99	0.99	1.00
21	05/15/2016 - 05/21/2016	0.99	0.99	1.00
22	05/22/2016 - 05/28/2016	0.99	0.99	1.00
23	05/29/2016 - 06/04/2016	0.99	0.99	1.00
24	06/05/2016 - 06/11/2016	0.99	0.99	1.00
25	06/12/2016 - 06/18/2016	0.99	0.99	1.00
26	06/19/2016 - 06/25/2016	0.99	0.99	1.00
27	06/26/2016 - 07/02/2016	0.99	0.99	1.00
28	07/03/2016 - 07/09/2016	0.99	0.99	1.00
29	07/10/2016 - 07/16/2016	0.99	0.99	1.00
30	07/17/2016 - 07/23/2016	0.99	0.99	1.00
31	07/24/2016 - 07/30/2016	0.99	0.99	1.00
32	07/31/2016 - 08/06/2016	0.99	0.99	1.00
33	08/07/2016 - 08/13/2016	0.99	0.99	1.00
34	08/14/2016 - 08/20/2016	0.99	0.99	1.00
35	08/21/2016 - 08/27/2016	0.99	0.99	1.00
36	08/28/2016 - 09/03/2016	0.99	0.99	1.00
37	09/04/2016 - 09/10/2016	0.99	0.99	1.00
38	09/11/2016 - 09/17/2016	0.99	0.99	1.00
39	09/18/2016 - 09/24/2016	0.99	0.99	1.00
40	09/25/2016 - 10/01/2016	0.99	0.99	1.00
41	10/02/2016 - 10/08/2016	0.99	0.99	1.00
42	10/09/2016 - 10/15/2016	0.99	0.99	1.00
43	10/16/2016 - 10/22/2016	0.99	0.99	1.00
44	10/23/2016 - 10/29/2016	0.99	0.99	1.00
45	10/30/2016 - 11/05/2016	0.99	0.99	1.00
46	11/06/2016 - 11/12/2016	0.99	0.99	1.00
47	11/13/2016 - 11/19/2016	0.99	0.99	1.00
48	11/20/2016 - 11/26/2016	0.99	0.99	1.00
49	11/27/2016 - 12/03/2016	0.99	0.99	1.00
50	12/04/2016 - 12/10/2016	0.99	0.99	1.00
51	12/11/2016 - 12/17/2016	0.99	0.99	1.00
52	12/18/2016 - 12/24/2016	0.99	0.99	1.00
53	12/25/2016 - 12/31/2016	0.99	0.99	1.00

Appendix B

Existing Conditions CORSIM Model Development Calibration Memorandum

MEMORANDUM

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

FROM: Hongyan Gao, PhD, P.E., Senior Transportation Engineer
Gary Kleker, P.E., Senior Transportation Engineer
WSP USA

DATE: September 20, 2018

SUBJECT: **Existing Conditions CORSIM Model Development and Calibration**
Financial Project Number: 419235-3-22-01
I-75 from South of US 301 to North of Bruce B. Downs Boulevard in Hillsborough County

In accordance with the Scope of Services for Task Work Order Numbers 14 and 16 of the I-75 Project Development and Environment (PD&E) Study, this memorandum is used to document the methodology followed in developing, calibrating, and validating the CORSIM models which replicate 2017 existing AM and PM peak conditions of the study area.

1 Study Area

The study area includes I-75 from south of US 301 to north of Bruce B. Downs Boulevard for approximately 17 miles and I-4 from west of US 301 to east of Mango Road (SR 579) for approximately 5 miles. The following interchanges and intersections are included in the study area.

Interchanges along I-75:

1. US 301
2. Selmon Expressway
3. SR 60 (Adamo Drive)
4. Dr. Martin Luther King Jr (MLK) Boulevard (SR 574)
5. I-4
6. Fowler Avenue (SR 582)
7. Fletcher Avenue
8. Bruce B. Downs Boulevard

Interchanges along I-4:

1. US 301
2. I-75
3. Mango Road

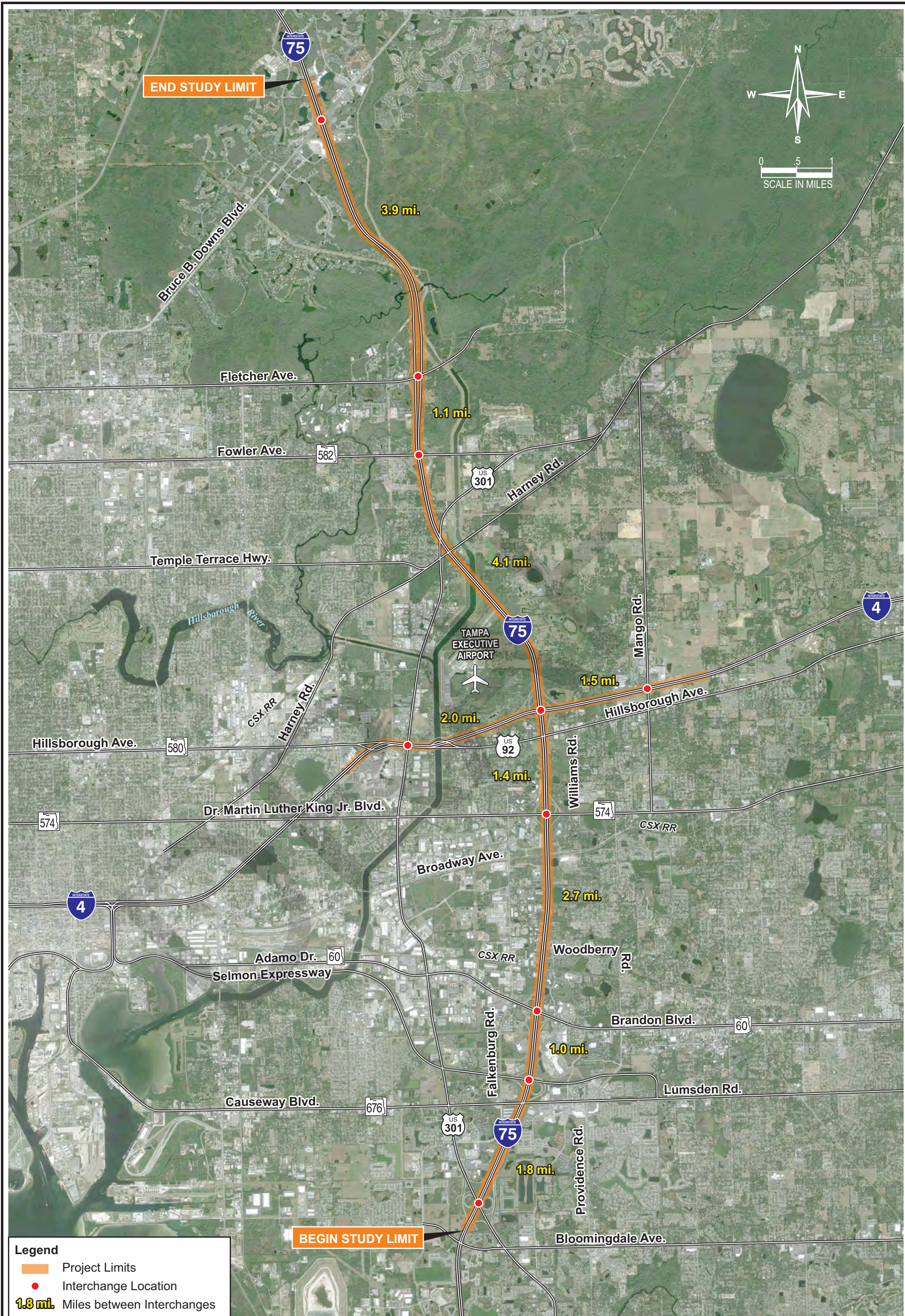
Ramp Terminal Intersections:

1. US 301 and I-75 southbound(SB) Ramps (Unsignalized)
2. US 301 and I-75 northbound(NB) Ramps (Unsignalized)
3. SR 60 and I-75 southbound(SB) Ramps (Signalized)
4. SR 60 and I-75 northbound(NB) Ramps (Signalized)
5. Dr. MLK Boulevard and I-75 southbound(SB) Ramps (Signalized)
6. Dr. MLK Boulevard and I-75 northbound(NB) Ramps (Signalized)
7. Fowler Avenue and I-75 southbound(SB) Ramps (Unsignalized)
8. Fowler Avenue and I-75 northbound(NB) Ramps (Unsignalized)
9. Fletcher Avenue and I-75 southbound(SB) Ramps (Unsignalized)
10. Fletcher Avenue and I-75 northbound(NB) Ramps (Signalized)
11. Bruce B. Downs Boulevard and I-75 southbound(SB) Ramps (Signalized)
12. Bruce B. Downs Boulevard and I-75 northbound(NB) Ramps (Signalized)
13. US 301 and I-4 westbound(WB) Ramps (Signalized)
14. US 301 and I-4 eastbound(EB) Ramps (Unsignalized)
15. Mango Road and I-4 westbound(WB) Ramps (Signalized)
16. Mango Road and I-4 eastbound(EB) Ramps (Signalized)

Intersections Adjacent to Ramp Terminals:

1. Fowler Avenue and Morris Bridge Road (Signalized)
2. Fowler Avenue and Jefferson Road (Signalized)
3. Fletcher Avenue and Hidden River Parkway/Morris Bridge Road (Signalized)
4. Bruce B. Downs Boulevard and Tampa Palms Boulevard /Commerce Palms Drive (Signalized)
5. Bruce B. Downs Boulevard and Dona Michelle Drive (Signalized)

Figure 1-1 illustrates the study area and the project location. The simulation models include the freeway mainlines, collector/distributor (C/D) roads, ramp merge/diverge areas, ramp terminal intersections along the I-75 and I-4 corridors, and the adjacent intersections listed above.



2 Data Collection

This section summarizes the data that were collected to develop and calibrate the base CORSIM models for 2017 existing conditions in the AM and PM peak periods. These traffic data included traffic counts, lane configuration, speed, queue lengths, and signal timing information. In addition, existing traffic characteristics such as queuing condition on the freeways and arterials and driver behaviors were also observed during the field review.

2.1 Traffic Counts and Peak Hour Volumes

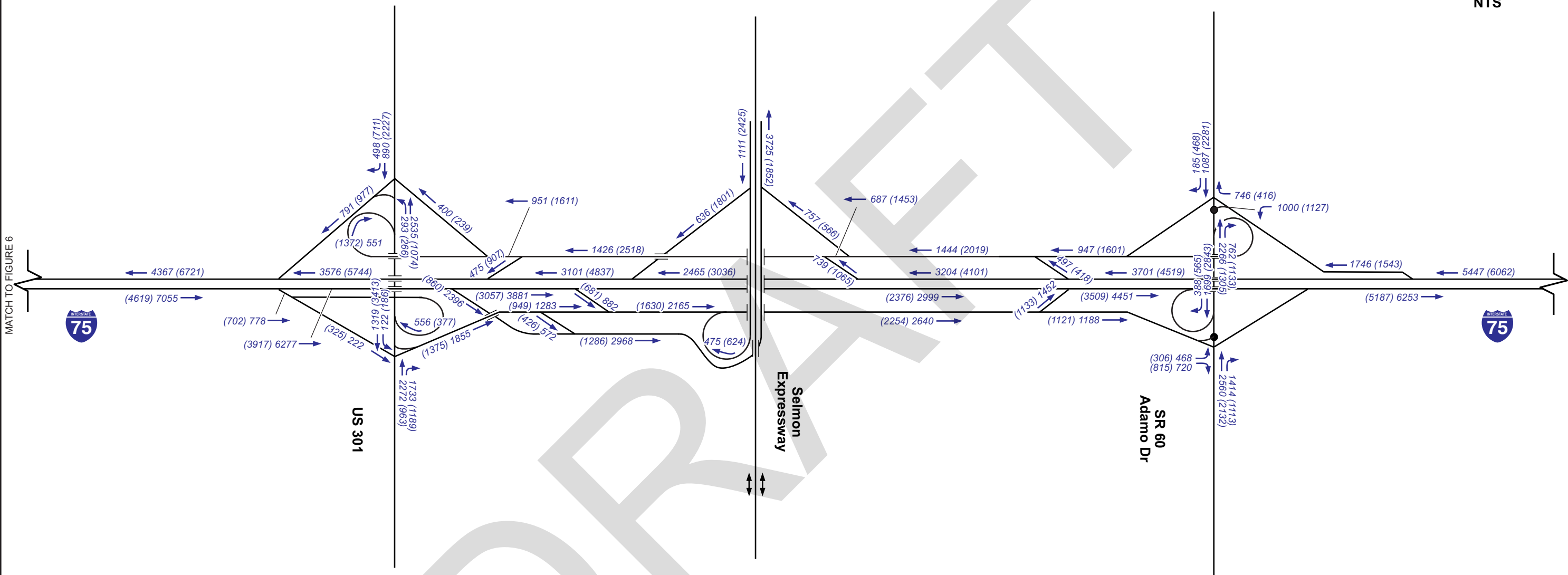
The traffic counts on freeway ramps, ramp terminal intersections, and adjacent intersections were obtained from the Adams Traffic count program conducted in May and June 2017. The methodology used to develop the traffic volumes for the 2017 AM and PM peak hour volumes was described in the *Existing Traffic Development Memorandum* (September, 2018) provided in **Appendix A-1**. **Figures 2-1** through **2-4** present the existing peak hour volumes which were used to develop the CORSIM models for the study area.

2.2 Traffic Composition

Table 2-1 summarizes the peak hour truck percentages in the study area. The numbers presented in this table were calculated by dividing the 24-hour truck factors provided by the 2016 Historical Annual Average Daily Traffic (AADT) Reports from Florida Department of Transportation (FDOT) Florida Traffic Online (2016) by 2. The 24-hour truck factors for corresponding locations are included in **Appendix A-2**.

Table 2-1 Estimated 2017 Peak Hour Truck Percentages

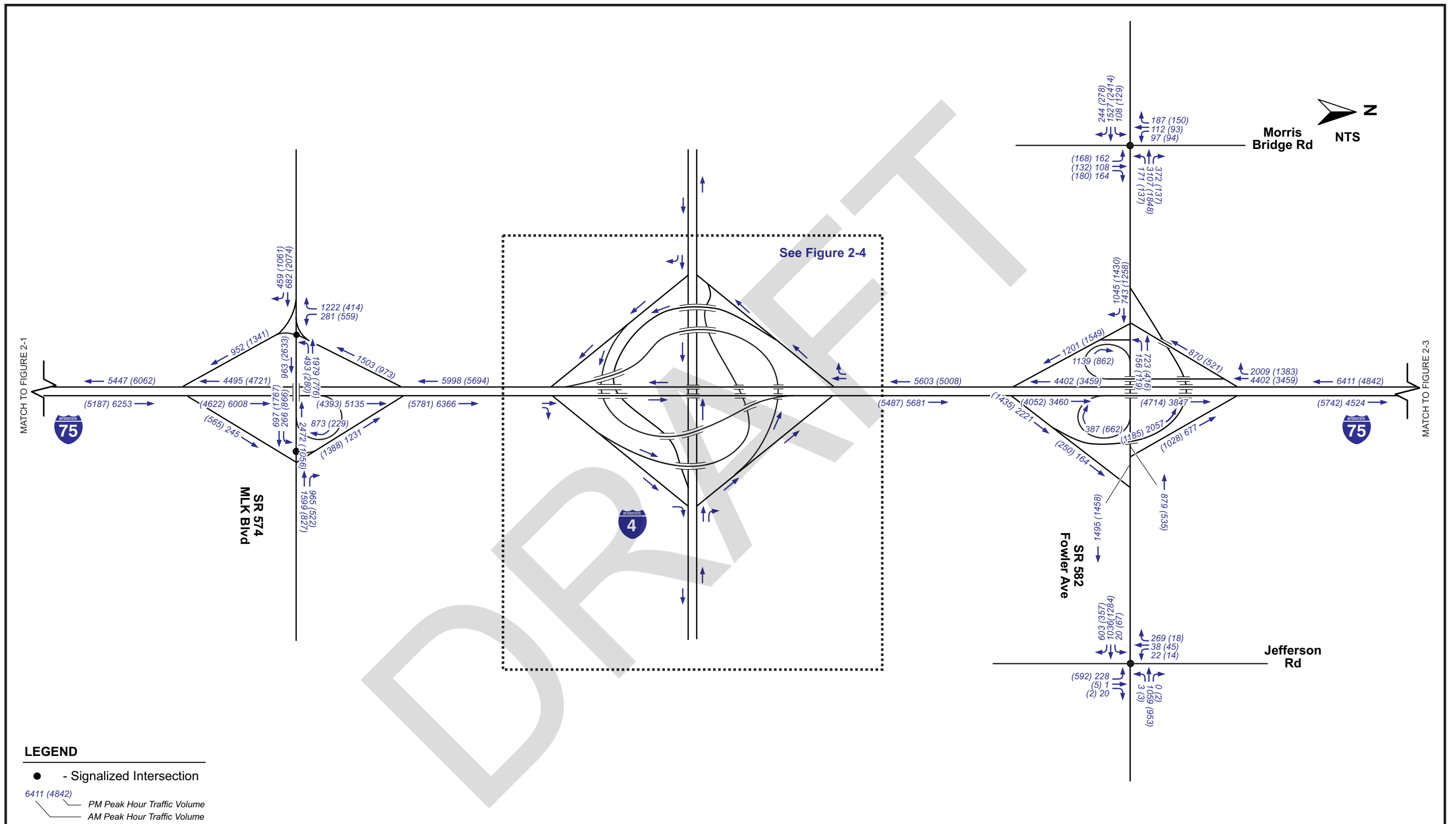
Roadways	Truck Percentages
I-75 South of US 301	4%
US 301 East and West of I-75	3%
Selmon Expressway	3%
SR 60 East of I-75	2%
SR 60 West of I-75	4%
Dr. MLK Boulevard	3%
Fowler Avenue East of Jefferson Road	4%
Fowler Avenue West of Morris Bridge Road	2%
Fletcher Avenue	3%
Bruce B. Downs Boulevard	2%
I-75 North of Bruce B. Downs Boulevard	6%
I-4 West of US 301	5%
US 301 North and South of I-4	5%
Mango Road	3%
I-4 East of Mango Road	6%



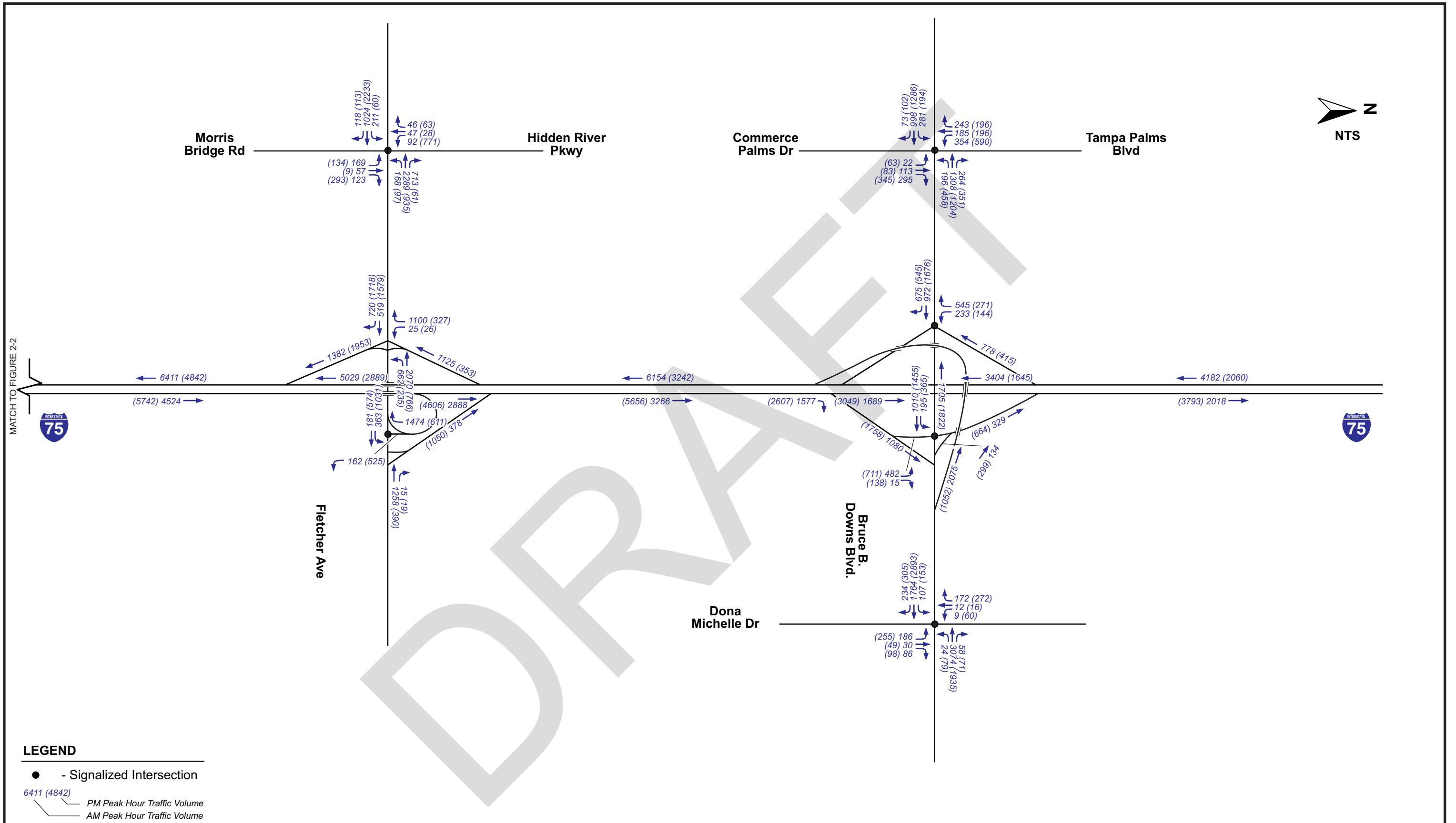
LEGEND

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

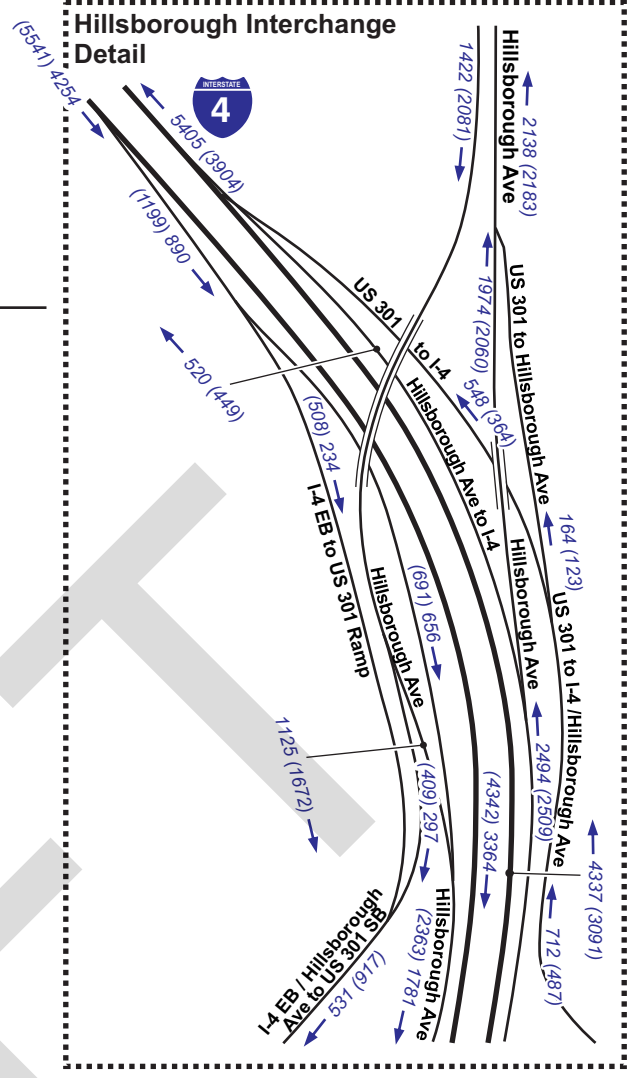
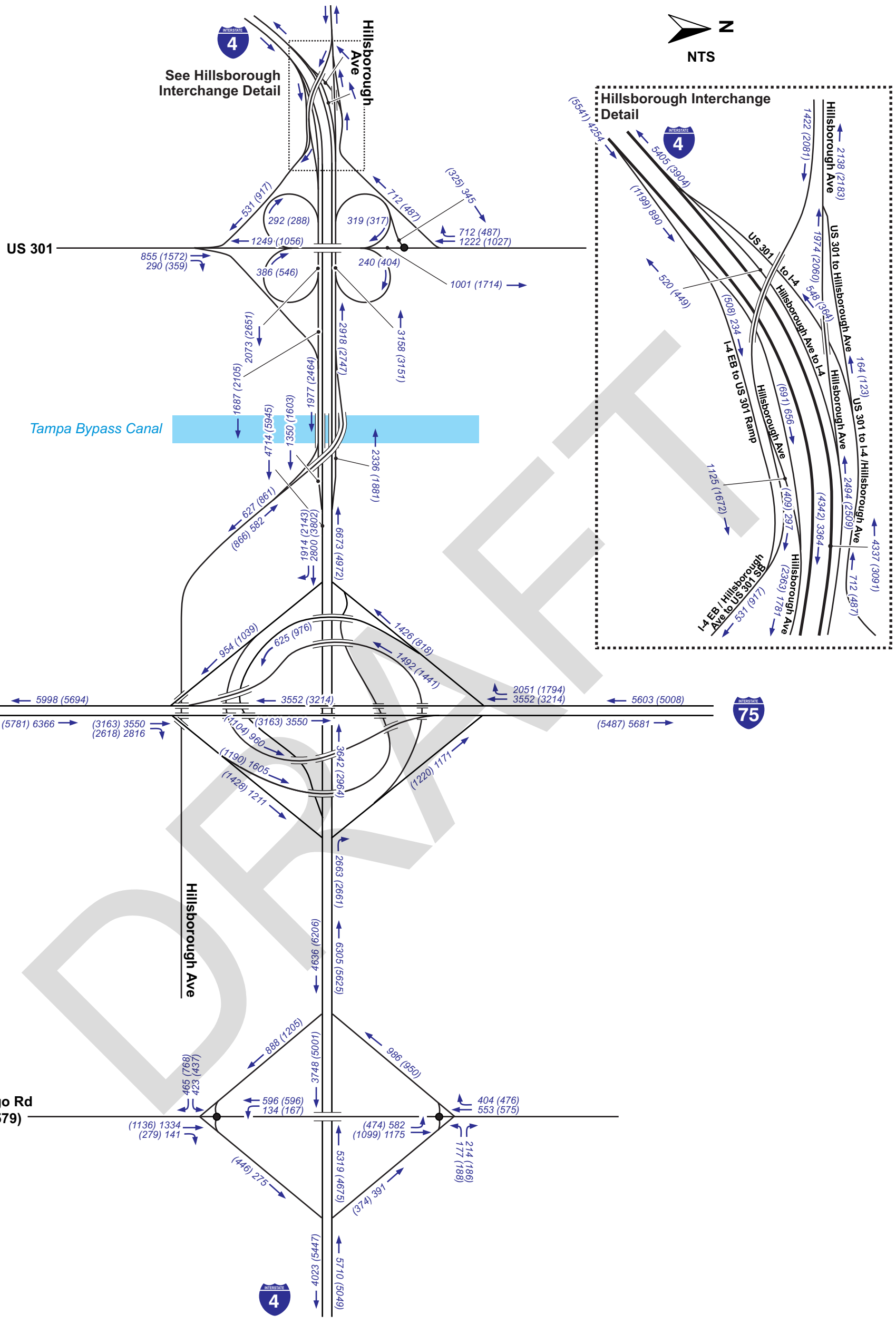
EXISTING (2017) AM/PM PEAK HOUR VOLUMES



EXISTING (2017) AM/PM PEAK HOUR VOLUMES



EXISTING (2017) AM/PM PEAK HOUR VOLUMES



LEGEND

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

2.3 Roadway Geometry

The geometric characteristics of the freeway corridors, arterials, and the intersections were collected from the field review and Google Earth Street View. **Figures 2-5** through **2-8** are used to illustrate the lane geometry in the study area.

2.4 Maximum Queue Length

Maximum queue lengths on the freeway off-ramps at signalized intersections during the AM and PM peak hours were collected during the time when traffic counts were conducted. Additional observations were made in June, 2018 at I-75 southbound off-ramp to MLK Blvd westbound in AM peak period, I-75 southbound off-ramp to SR 60 westbound, I-75 southbound off-ramp to MLK Boulevard westbound, I-75 southbound off-ramp to Fletcher Avenue westbound in PM peak period for the queueing conditions. Maximum queue length is defined as the maximum number of vehicles per movement who wait during the red phase at a signalized intersection. The field survey data are included in **Appendix A-3**. The maximum queue lengths collected in the field are summarized and compared to the simulation outputs in **Section 4.2.3**.

2.5 Field-Measured Speeds and Speed Limit

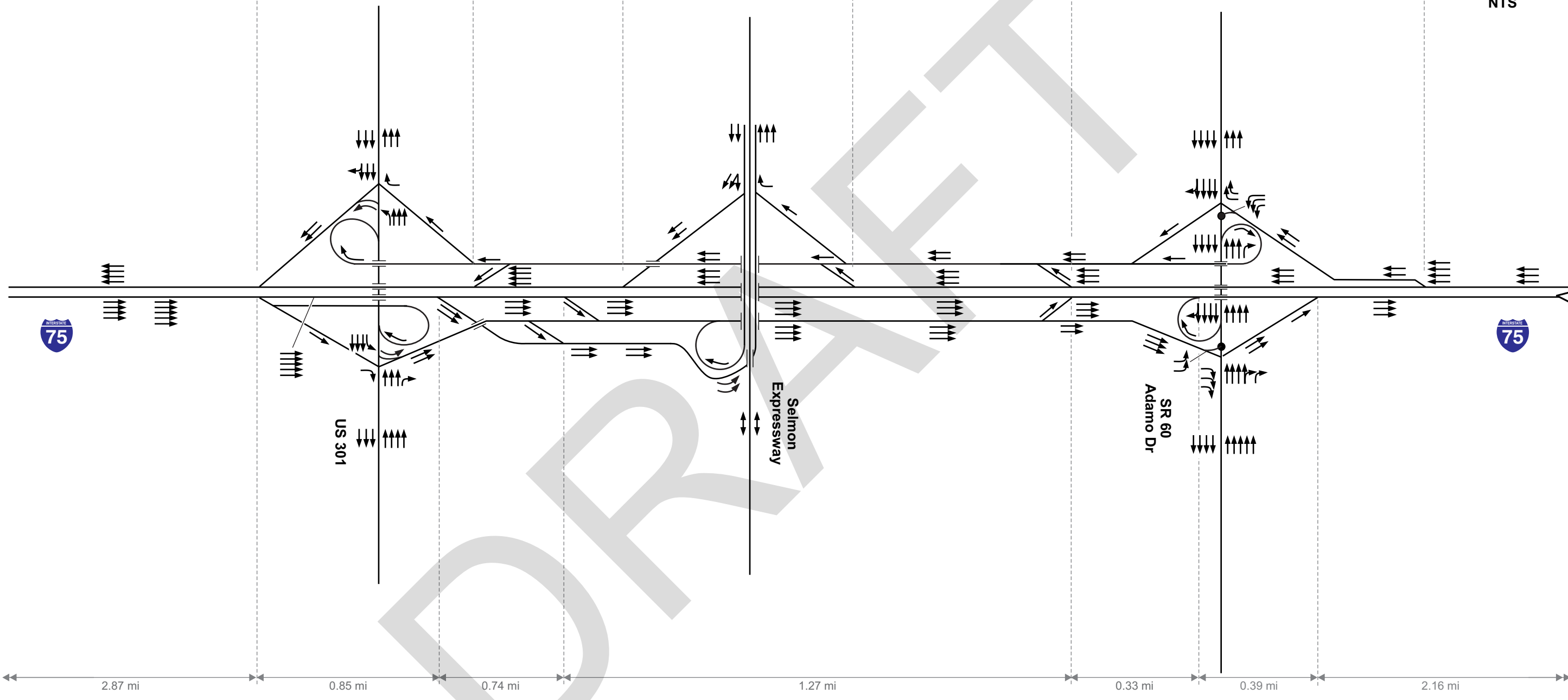
Six travel time runs were conducted along I-75 and I-4 to collect the travel time and speed along the corridors in both peak periods. The travel time runs were performed on August 29 and 31, 2017 for I-4 and on October 19 and 26 and November 7 through 9, 2017 for I-75. Due to the congested condition and frequent incidents along both corridors, substantial deviations in speed and travel time were observed in many segments from the field measurement. The detailed field-measured speeds and travel times are provided in **Appendix A-4**.

Posted speed limits were also collected for all roadway sections within study area using Google Earth Street View. **Table 2-2** summarizes the speed limits along I-75 and I-4 freeways and the cross roads.

Table 2-2 Posted Speed Limit

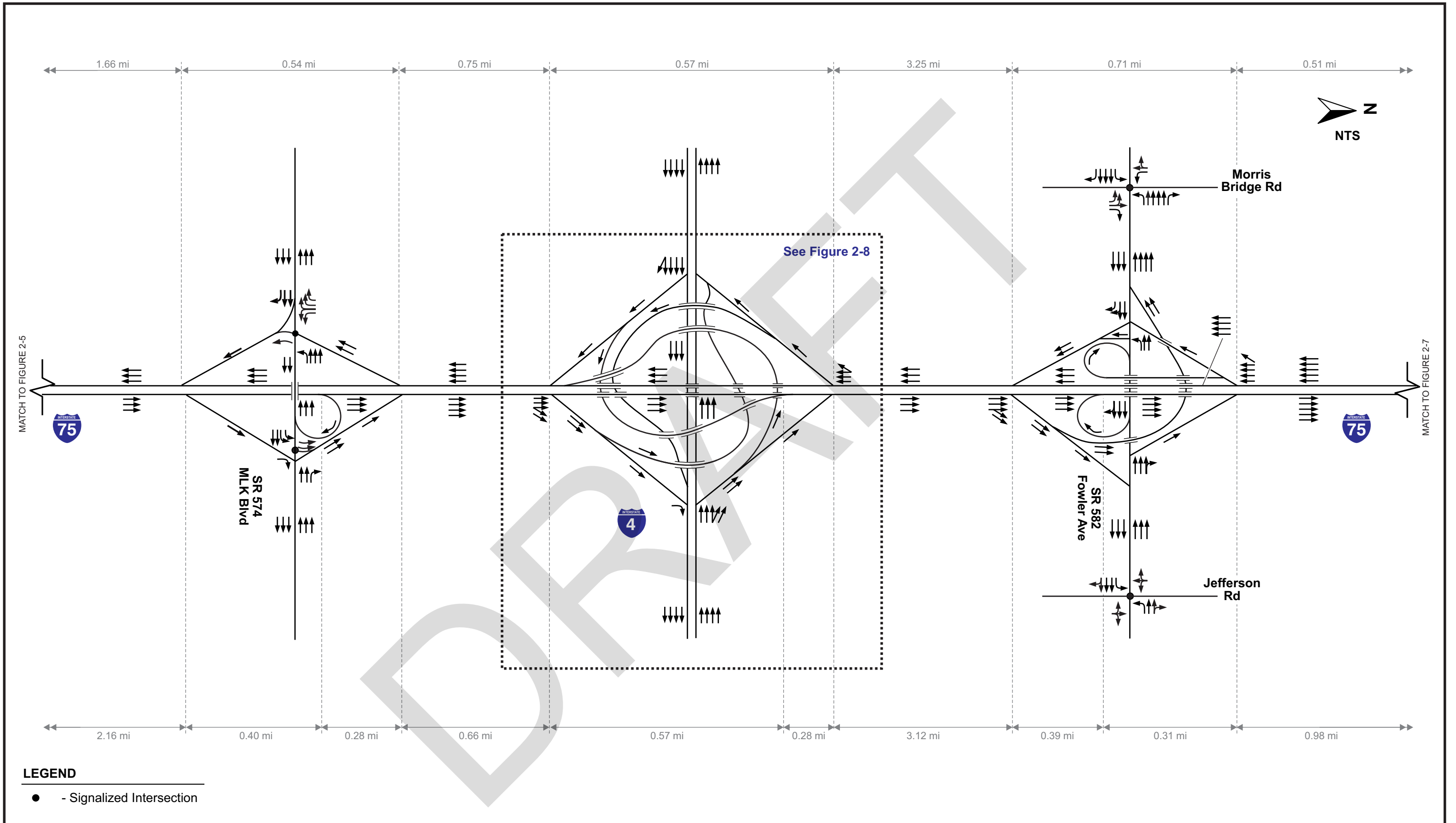
Roadways	Posted Speed Limit (mph)
I-75 Mainline	70
US 301	50
Selmon Expressway Mainline	65
SR 60	50
Dr. MLK Boulevard	50
Fowler Avenue	55
Fletcher Avenue	50
Bruce B. Downs Boulevard	45
Mango Road Northbound	45
Mango Road Southbound	40
I-4 Eastbound Mainline	65 - 70
I-4 Westbound Mainline	70 - 65

3.04 mi 0.88 mi 1.07 mi 0.43 mi 0.34 mi 1.26 mi 1.66 mi

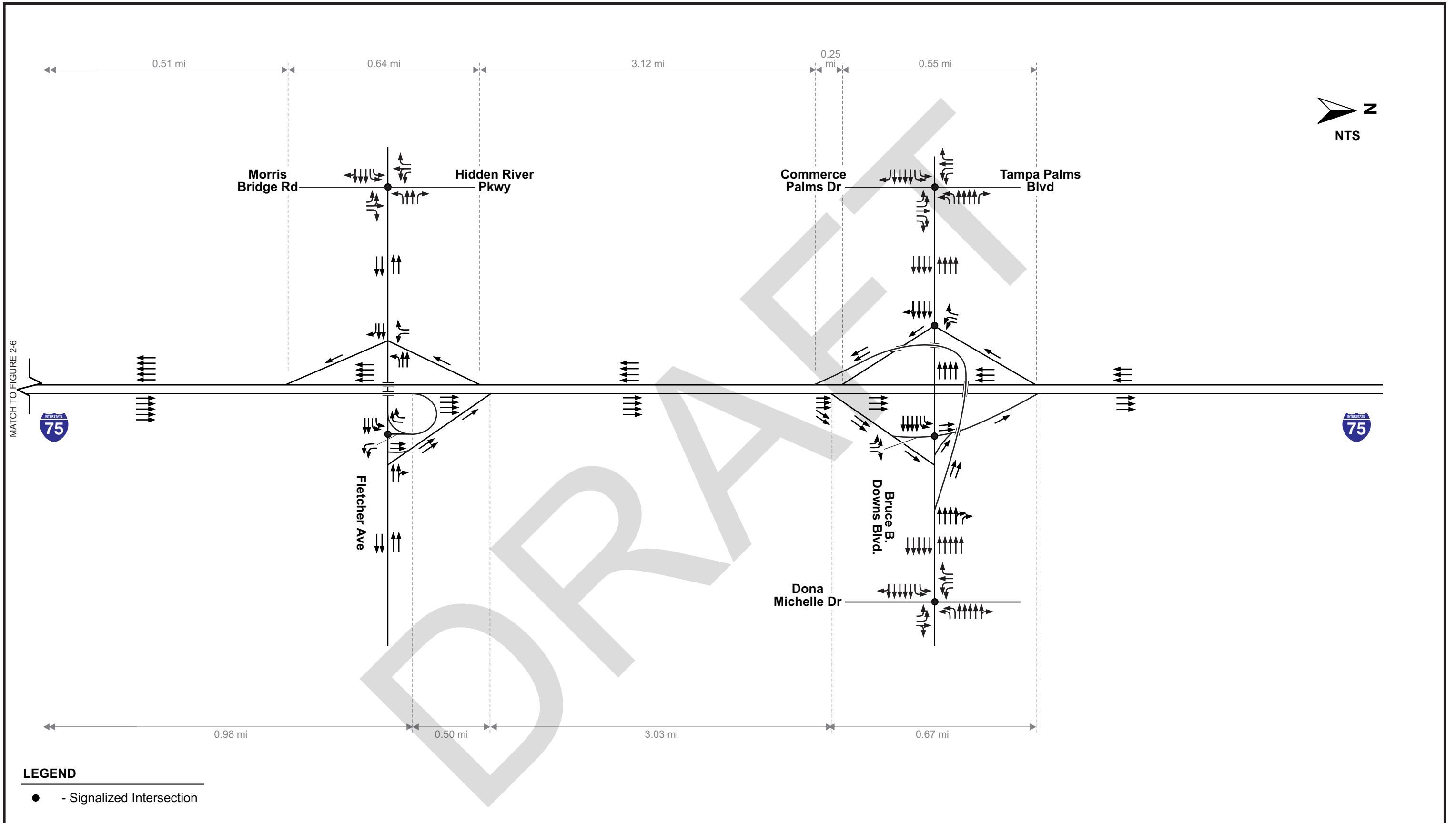


MATCH TO FIGURE 2-6

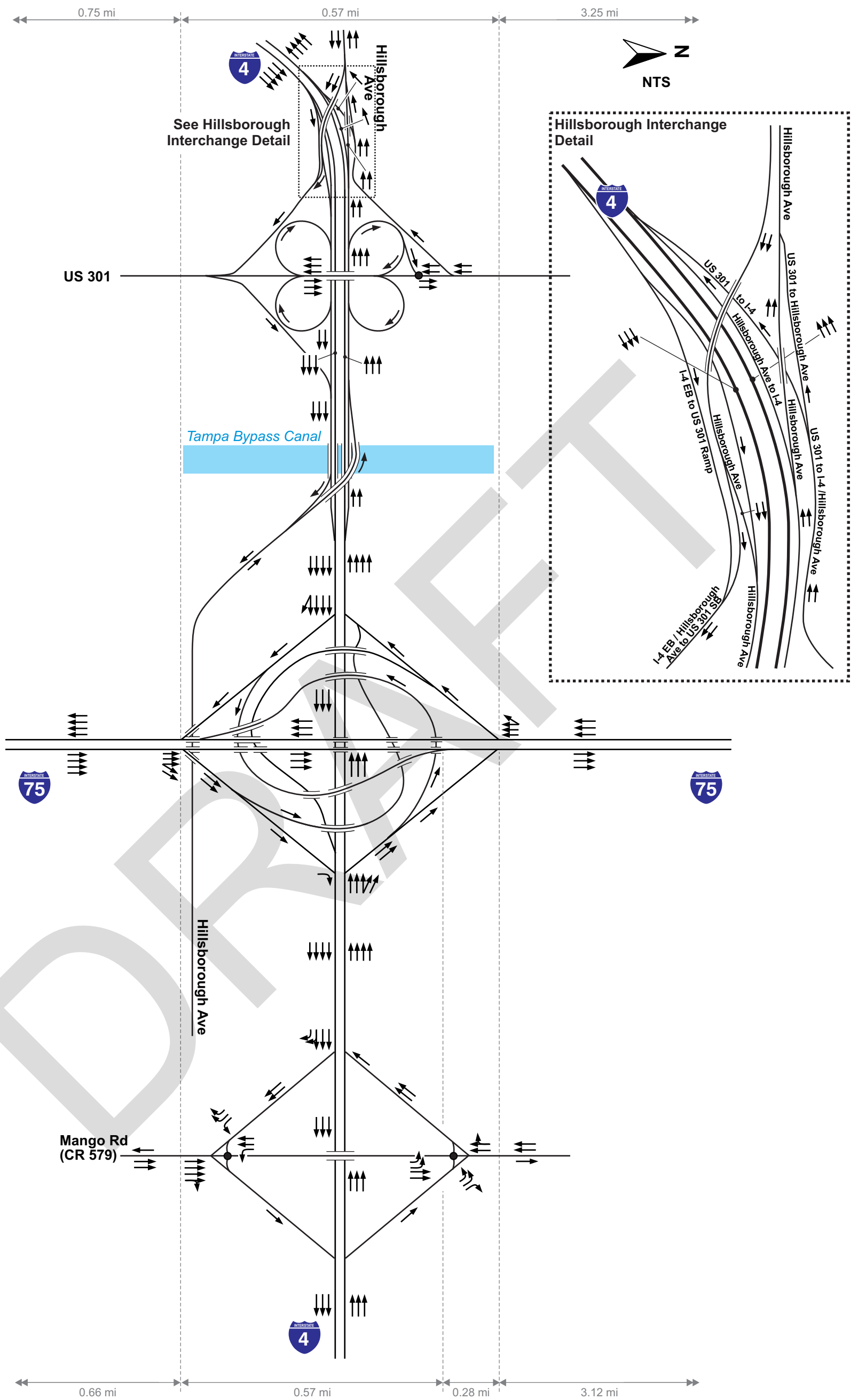
LEGEND
 ● - Signalized Intersection



EXISTING ROADWAY/INTERSECTION GEOMETRY



EXISTING ROADWAY/INTERSECTION GEOMETRY



LEGEND

- - Signalized Intersection

2.6 Traffic Control Data

The signal timing and phasing data for all the signalized intersections in the study area were obtained from the City of Tampa and Hillsborough County. For the signalized intersections, Google Earth and field visits were used to determine and verify signal phasing information, protected/permitted left-turn operations, phase overlaps, etc. The signal cycle lengths are summarized in **Table 2-3** and the timing sheets are provided in **Appendix A-5**.

Table 2-3 Intersection Traffic Control Information

Intersections	Control Type	Cycle Length (sec)	
		AM	PM
Bruce B. Downs and Tampa Palms Boulevard /Commerce Palms Drive	Signalized	254	254
Bruce B. Downs Boulevard and Dona Michelle Drive	Signalized	254	254
Bruce B. Downs Boulevard and I-75 SB Ramps	Signalized	254	254
Bruce B. Downs Blvd and I-75 NB Ramps	Signalized	254	254
Fletcher Avenue and Hidden River Pkwy/ Morris Bridge Road	Signalized	200	180
Fletcher Avenue and I-75 SB Ramps	Unsignalized	/	
Fletcher Avenue and I-75 NB Ramps	Signalized	N/A	N/A
Fowler Avenue and Morris Bridge Road	Signalized	220	220
Fowler Avenue and I-75 SB Ramps	Unsignalized	/	
Fowler Avenue and I-75 NB Ramps	Unsignalized	/	
Fowler Avenue and Jefferson Road	Signalized	N/A	N/A
Dr. MLK Boulevard and I-75 SB Ramps	Signalized	160	150
Dr. MLK Boulevard and I-75 NB Ramps	Signalized	80	150
SR 60 and I-75 SB Ramps	Signalized	190	190
SR 60 and I-75 NB Ramps	Signalized	190	190
US 301 and I-75 SB Ramps	Unsignalized	/	
US 301 and I-75 NB Ramps	Unsignalized	/	
US 301 and I-4 WB Off-Ramp	Signalized	130	120
US 301 and I-4 EB Off-Ramp	Unsignalized	/	
Mango Road and I-4 WB Ramps	Signalized	120	130
Mango Road and I-4 EB Ramps	Signalized	120	130

Note: Cycle length is not available for signalized intersections with fully actuated signal control.

3 Simulation Model Development

Traffic Software Integrated System (TSIS) CORSIM 6.3 was used for the model development. Per the scope of services, the CORSIM networks developed and calibrated in 2012 for the I-75/I-4 Systems Interchange Modifications Report (SIMR) were utilized to establish the base year (2017 existing) micro-simulation model. The SIMR CORSIM models cover the study area on I-75 from south of SR 60 to north of Fowler Avenue and on I-4 from west of US 301 to east of Mango Road. These models have a single simulation interval for a duration of 3,600 seconds.

The existing arterial and freeway geometries, posted speeds, and signal timings were used to update the SIMR model and to create the additional network for the extended study area. Information collected in the field regarding turning movement counts, queue data, and travel speed was used to calibrate the models for both AM and PM peak periods. The following sections describe the various elements used to update and develop the 2017 CORSIM models.

3.1 Network Development

Due to the expansion of the study area, the 2012 SIMR CORSIM network was re-scaled to fit the new aerial background. Checks were made across the study area to ensure the background was appropriately scaled and that the segment distances in the network were accurate. The nodes and links were laid out along the study area following the Federal Highway Administration (FHWA) recommended coding convention to create the additional network. The observed physical characteristics from the field review and Google Earth such as the existing freeway and arterial lane geometries, the existing intersection lane configuration, speed limits, existing signal timings, and other physical parameters were used to update and extend the network.

3.2 Simulation Duration

The original SIMR CORSIM simulation models had a duration of 3,600 seconds and a single simulation interval, which did not consider the variation of traffic and possible unmet demand for oversaturated conditions at the end of the simulation for the peak hour. To improve that, a three-hour simulation model with 15-minute intervals was developed for each peak period. The new models will capture the queue formation, spillback, and dissipation on the freeways and the arterials during multiple peak hours and thus further replicate the real-world traffic pattern in the study area.

The traffic simulation duration was set with an initialization time of 900 seconds (15 minutes) followed by three hours of peak period. The initialization or loading time is the time it takes the model to discharge vehicles from the entry points to the network and to reach equilibrium between the number of vehicles entering and exiting the network. The peak hour in terms of demand volume was the second hour of the simulation. One-hour pre-peak and one-hour post-peak hours were also simulated in the models. An overview of the simulation duration is as follows:

- Seed Time: 0 – 900 simulation seconds to load volume into the network

- 1st Hour – Pre-Peak Hour: 3,600 simulation seconds of off-peak demand flow by four 900 seconds time intervals
- 2nd Hour – Peak Hour: 3,600 simulation seconds of peak demand flow by four 900 seconds time intervals
- 3rd Hour – Post-Peak Hour: 3,600 simulation seconds of off-peak demand flow by four 900 seconds time intervals

3.3 15-minute Traffic Ratios

15-minute traffic counts included in the Synopsis Reports were used to develop the ratios for twelve intervals in each peak period. I-75 was given the highest priority when developing the time-interval traffic ratios for the entire network. All the 2016 synopsis reports obtained from FDOT 2016 Florida Traffic Online for all the portable traffic monitoring sites (11 stations) along I-75 between Bruce B. Downs Boulevard and Sun City Center Boulevard were utilized. **Table 3-1** summarizes the locations where the synopsis reports were used to develop the ratios. The synopsis reports were included in **Appendix B**. Ratios are presented in **Table 3-2**. The traffic volumes to enter the study area from freeways, arterials, and side streets for every 15-minute simulation were estimated by scaling down globally from the AM and PM peak hour volumes.

Table 3-1 Count Locations for Traffic Ratio Development

Site ID	Location Description
100153	SR 93A/I-75, North of Fletcher Ave
100152	SR 93A/I-75, South of Fletcher Ave
100151	SR 93A/I-75, South of SR 582/Fowler Ave
100150	SR 93A/I-75, North of SR 574/M.L. King Jr Blvd
100149	SR 93A/I-75, North of SR 60
100148	SR 93A/I-75, South of SR 60
100147	SR 93A/I-75, North of SR 43/US 301
100146	SR 93A/I-75, North of Gibsonton Dr
100144	SR 93A/I-75, North of SR 672/Big Bend Rd
100143	SR 93A/I-75, South of CR 672/Big Bend Rd
105601	SR 93A/I-75, North of Manatee County Line

Table 3-2 15-Minute Interval Traffic Ratios

Peak Hour\Intervals	1st	2nd	3rd	4th	Hourly
AM Peak Period					
6--7	16%	21%	23%	24%	84%
7--8	25%	25%	25%	25%	100%
8--9	25%	24%	23%	22%	94%
PM Peak Period					
4--5	25%	25%	25%	25%	100%
5--6	25%	26%	25%	24%	100%
6--7	23%	23%	21%	18%	85%

4 Model Calibration and Outputs

Calibration of traffic simulation models attempt to replicate local driving behavior and traffic patterns observed in the field. The calibrated models are used as the basis for developing models for analysis of future conditions. The measures of effectiveness (MOE) used for the calibration included traffic volumes, average speed, and queue lengths. The calibrated model results were summarized and compared to observed data in this section.

4.1 Calibration Process

This study used the calibration criteria from *Federal Highway Administration’s (FHWA) Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software* report and the *FDOT Traffic Analysis Handbook, Table 7-7* as guides.

All modifications to the calibration parameters in the base models (SIMR models) were retained in the 2017 Existing models. To replicate the freeway traffic congestion observed in the field, the car following sensitivity multipliers on the freeway links were modified. The car following sensitivity multipliers were increased from 100% to the values summarized in **Table 4-1** at the corresponding locations.

Table 4-1 Calibration Parameter Values

Location Description	Nodes		Car Following Sensitivity Multipliers Value Range (%)
	From	To	
AM Peak Model			
I-75 SB from North of Fletcher Ave to I-4	1821	1860	150 ~ 300
I-75 NB between On/Off-Ramps at Selmon Expressway C/D	1913	1918	300
I-4 WB East of Mango Rd	254	255	150
PM Peak Model			
I-75 SB from South of Fowler to North of I-4	1838	1860	160 ~ 180
I-75 SB between On-ramp from I-4 WB and SB On-Ramp from MLK Blvd	1862	1870	150 ~ 220
I-75 NB North of Bruce B. Downs Blvd	1992	1996	220
I-4 EB between Off-Ramp to I-75 and On-Ramp from Mango Rd	23	246	200 ~ 220

The AM and PM peak period CORSIM models were run and the results were reviewed to ensure that simulation loaded correctly and operated appropriately. Checks were made to ensure that the lane alignments were appropriate. The models were run several times to ensure all the CORSIM errors and warnings that would affect model performance were addressed.

4.2 Calibration Results

The CORSIM model calibration effort of this study primarily focused on replicating the volume data, speed data and traffic conditions that were observed along the freeway corridors. Ten simulation runs were performed to minimize the impact of the stochastic nature of the model.

4.2.1 Review of the Model Simulated Traffic Volumes

The simulated traffic volumes on the freeway links and surface links at intersections were collected from the calibrated base year CORSIM model and compared to the estimated 2017 existing peak hour traffic volumes. The comparison between the simulated volumes and estimated demand in each peak hour for both freeways and intersections are provided in **Appendix C-1. Tables 4-2** summarize the comparison statistics comparing to the calibration acceptance targets.

Table 4-2 Volume Calibration Summary for Freeways Individual Links

Calibration Criteria	% of Cases Met Calibration Criteria						
	Acceptance Targets	Freeway AM Peak Hours			Freeway PM Peak Hours		
		1st	2nd	3rd	1st	2nd	3rd
Within 100 veh/h, for Flow <700 veh/h	85%	100%	100%	100%	100%	100%	100%
Within 15%, for 700veh/h < Flow <2700 veh/h	85%	100%	100%	100%	100%	100%	96%
Within 400 veh/h, for Flow >2700 veh/h	85%	100%	94%	100%	100%	95%	100%
GEH statistic <= 5	85%	100%	95%	100%	97%	93%	96%

Based on the calibration statistics shown above, both AM and PM peak period base models closely replicate the existing traffic demand.

4.2.2 Review of Travel Speeds

The average simulation speeds for the freeway links on I-75 and I-4 were collected from ten simulation runs of the CORSIM base year models to compare with the field-measured data. As mentioned in **Section 2.5**, there are substantial deviations between different field travel runs, which is believed to be caused by the traffic incidents that occurred during the field review. Average speed in this case would not be able to represent the actual speed of the freeway. Thus, the average simulation speed was compared to every field travel speed run in each freeway segment. A total of 54 freeway segments on I-75 and I-4 were analyzed. Figures in **Appendix C-2** plot the field-measured travel speeds and the average simulation speed in each freeway segment. The simulation speeds fall within the range of field-measured speeds in most of the segments. The simulation results included in **Appendix C-2** confirm the average ten runs of simulation results could match the field-measured data closely. **Table 4-3** summarizes the speed calibration statistics. The difference between the field-measured speeds and the average simulation speed is less than 10 mph in at least 98% of the segments in both AM and PM peak periods, which is acceptable per the *FDOT Traffic Analysis Handbook* calibration criteria.

Table 4-3 Speed Calibration Summary for Freeways Segments

Calibration Criteria	Calibration Statistics		
Model Versus Field-Measured Speed	Acceptance Target	AM Peak	PM Peak
+/- 10 mph	85%	100%	98%

4.2.3 Corridor Visualization Calibration

The traffic simulation animations were visualized in TRAFVU to ensure the real-world speed and queuing conditions on the corridors in the study area were replicated in the simulation models. Additional field observations were performed to further assist the visualization calibration. The I-75 and I-4 corridors were driven on Tuesday through Thursday (September 11-13, 2018) to observe general traffic conditions in the corridors. The following conditions were observations from both the simulation animation and the field.

During the AM peak period:

- For the I-75 southbound, the traffic started to slow in the general vicinity of the Fletcher Avenue interchange where congestion started to occur, typically in the 20 to 30 mph range. South of Fowler Avenue the speed increased to approximately 40 mph. This was due to the heavy volume of traffic exiting I-75 to I-4. The I-75 southbound off-ramp queued back into the through and exit optional lane (outermost lane). This queuing also had an impact to the adjacent through lane (middle lane) as it was observed that drivers would use this lane to cut in at the last moment to the outermost lane to exit to I-4 thus avoiding joining the long queue in the optional lane. It was also observed in the field that drivers would cross the striping between the exit lane and the through lane to make this maneuver. Southbound south of I-4 traffic was running approximately 65 mph to south of US 301. The simulation model was calibrated to closely replicate the traffic condition in these areas.
- For the I-75 northbound direction, congestion was observed north of the Selmon Expressway where speeds were approximately 20 to 25 mph in the field. The simulation animation shows queues at the freeway merge areas from SR 60 C/D on ramp and SR 60 westbound to I-75 northbound on ramp and traffic travels at a slow speed in this area for approximately 27 mph. Once it is past the SR 60 westbound to northbound on ramp, speeds pick up to 55 to 60 mph. North of I-4 there is very little congestion with average speeds approaching the speed limit of 70 mph. The simulation model replicates the traffic condition observed in the field.
- Along I-4 in the eastbound direction between US 301 and Mango Road there is almost no congestion with speeds in the mid-sixties range. The same traffic condition can be observed from the simulation animation.
- Along I-4 in the westbound direction, it is observed in both field and simulation animation, there was no congestion until the western end of the project limits where speeds drop between 30 and 40 mph.

During the PM peak period:

- It is observed in both field and simulation animation, there was no congestion for I-75 southbound until Fowler Avenue where speeds drop to 30 mph between Fowler Avenue and I-4. There was also some congestion south of I-4 to MLK, where speeds were 25 to 35 mph.
- In the northbound direction throughout the I-75 corridor there was very little congestion and speeds are in the 50 to 65 mph range, with the exception in the area of the Bruce B. Downs on-ramp. The simulation animation shows the same traffic condition.

- Along I-4 in the eastbound direction, congestion occurs in the vicinity of US 301 C/D and C/D merging area and again from I-75 to Mango Road. During the three-day period these areas were variable in speeds that were observed. On Tuesday, September, 11, the speeds were higher, in the low 50 mph range on Wednesday it was in the mid 30 mph range. On Thursday, it was in the 40 to 45 mph range. This congestion and lower speeds appear to be the result of weaving activities between drivers from US 301 C/D road and drivers exiting I-4 to I-75 and between drivers from both northbound and southbound I-75 merging over to the I-4 eastbound through lane and drivers from I-4 outside through lane wanting to exit to Mango Road, as opposed to segment being over capacity. The average speed between US 301 C/D on ramp and I-4 was calibrated to 34 mph to represent the worst field-observed congestion. East of Mango Road the traffic flow increases speed. The eastbound flow of traffic in the vicinity of US 301 varied in speeds from 40 mph to 60 mph. The simulation model was calibrated to closely replicate the traffic conditions in these areas.
- The westbound I-4 traffic flow was consistently in the mid 60 mph range, during all three days. The same traffic condition was observed from the simulation animation.

Based on the comparison between observations from the field and the simulation animation, it can be concluded that both AM and PM models visually replicate the field-observed traffic conditions. The quantified simulation results included in **Appendix C-2** also confirm the average ten runs of simulated speed results could match the field-measured data closely.

4.2.4 Review of Queue Lengths

The I-75 off-ramp queue lengths estimated from the CORSIM simulation models for the peak hours were compared to the field observed queue lengths. The model simulated queue lengths reasonably match the field observed off-ramp queue lengths as illustrated in **Table 4-4** and **Table 4-5**.

4.3 Calibration Review Summary

The overall calibration effort produced simulation results for the existing AM and PM peak periods which closely replicated traffic volumes, travel speeds, off-ramp queue lengths, and observed congestion for both AM and PM peak periods. The simulated congestions were observed within the boundary limits of the study area and no vehicles were blocked from entering the network at the end of the simulation. Based on the review of the model results, the adjustments made to the simulation parameters yielded a calibrated model suitable for use in the analyses of existing and future conditions along I-75 and I-4 within the PD&E Study boundary.

Table 4-4 I-75 Freeway Off Ramps Queue Lengths for 2017 AM

Location	Movement	Node		Maximum Queue Length (veh)			Field Observation
		From	To	Model Outputs by Hour			
				1st	2nd	3rd	
I-75 SB Off Ramp to SR 60 Eastbound	LT	7006	218	0	0	0	21
		218	1095	0	0	0	
		1095	942	18	19	19	
	Subtotal		19	19	19		
I-75 SB Off Ramp to SR 60 Westbound	RT	7006	218	0	1	0	16
		218	1095	0	1	0	
		1095	942	13	16	15	
	Subtotal		14	17	16		
I-75 NB Off Ramp to SR 60 Westbound	LT	7206	1096	0	0	0	17
		1096	962	13	14	13	
	Subtotal		13	14	13		
I-75 NB Off Ramp to SR 60 Eastbound	RT	7206	1096	0	0	0	21
		1096	962	13	14	14	
	Subtotal		13	14	14		
I-75 SB Off Ramp to Dr. MLK Boulevard Eastbound	LT	7002	54	0	0	0	10
		54	933	11	12	12	
	Subtotal		11	12	12		
I-75 SB Off Ramp to Dr. MLK Boulevard Westbound	RT	7009	935	0	0	0	26
		7004	113	16	17	17	
	Subtotal		16	17	17		
I-75 SB Off Ramp to Fletcher Avenue Eastbound	LT	7014	232	0	0	0	3
		232	230	4	12	12	
		230	913	2	2	2	
	Subtotal		6	14	14		
I-75 SB Off Ramp to Fletcher Avenue Westbound	RT	7014	232	0	0	0	25+
		232	230	4	12	12	
		230	241	4	9	8	
		241	912	9	13	13	
	Subtotal		17	33	33		
I-75 NB Off Ramp to Fletcher Avenue Eastbound	LT	7015	33	1	0	2	6
		33	1	1	1	3	
		1	36	1	1	3	
		36	237	2	3	4	
		237	917	4	4	4	
	Subtotal		8	10	16		
I-75 SB Off Ramp to Bruce B. Downs Boulevard Eastbound	LT	7026	32	0	1	1	10
		32	903	10	11	9	
	Subtotal		10	12	10		
I-75 NB Off Ramp to Bruce B. Downs Boulevard Westbound	LT	7031	280	0	3	2	21
		280	904	23	29	28	
	Subtotal		23	31	30		

EXISTING CORSIM MODEL DEVELOPMENT AND CALIBRATION

Table 4-5 I-75 Freeway Off Ramps Queue Lengths for 2017 PM

Location	Movement	Node		Maximum Queue Length (veh)			Field Observation
		From	To	Model Outputs by Hour			
				1st	2nd	3rd	
I-75 SB Off Ramp to SR 60 Eastbound	LT	7006	218	0	0	0	22
		218	1095	0	0	0	
		1095	942	22	21	20	
	Subtotal		23	21	21		
I-75 SB Off Ramp to SR 60 Westbound	RT	7006	218	0	0	0	4
		218	1095	0	0	0	
		1095	942	5	5	5	
	Subtotal		6	5	5		
I-75 NB Off Ramp to SR 60 Westbound	LT	7206	1096	0	0	0	8
		1096	962	10	10	9	
	Subtotal		10	10	9		
I-75 NB Off Ramp to SR 60 Eastbound	RT	7206	1096	0	0	0	18
		1096	962	16	16	14	
	Subtotal		16	16	14		
I-75 SB Off Ramp to Dr. MLK Boulevard Eastbound	LT	7002	54	0	0	0	28
		54	933	15	15	14	
	Subtotal		15	15	14		
I-75 SB Off Ramp to Dr. MLK Boulevard Westbound	RT	7009	935	0	0	0	7
		7004	113	8	7	7	
	Subtotal		8	7	7		
I-75 SB Off Ramp to Fletcher Avenue Eastbound	LT	7014	232	0	0	0	2
		232	230	1	0	0	
		230	913	3	3	2	
	Subtotal		3	3	2		
I-75 SB Off Ramp to Fletcher Avenue Westbound	RT	7014	232	0	0	0	0
		232	230	1	0	0	
		230	241	0	1	0	
		241	912	2	1	2	
	Subtotal		3	2	2		
I-75 NB Off Ramp to Fletcher Avenue Eastbound	LT	7015	33	0	0	0	13
		33	1	0	0	0	
		1	36	1	1	0	
		36	237	2	3	2	
		237	917	8	8	8	
	Subtotal		11	12	11		
I-75 SB Off Ramp to Bruce B. Downs Boulevard Eastbound	LT	7026	32	0	0	1	7
		32	903	14	13	12	
	Subtotal		14	13	13		
I-75 NB Off Ramp to Bruce B. Downs Boulevard Westbound	LT	7031	280	9	13	4	28
		280	904	31	32	29	
	Subtotal		40	45	33		

APPENDIX A-1

**Existing Traffic Development Memorandum
(Submitted Separately)**

APPENDIX A-2

Truck Factors and Historical AADTs

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 0010 - SR 41/US 301, SOUTH OF THE INTERCHANGE OF I-4 AND US 92

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	36000	C	N 17500		S 18500	9.00	57.00	10.80
2015	36000	C	N 18500		S 17500	9.00	56.80	8.10
2014	35000	C	N 17500		S 17500	9.00	58.60	8.20
2013	32000	C	N 15500		S 16500	9.00	58.20	9.70
2012	30500	F	N 14500		S 16000	9.00	59.00	10.10
2011	30500	C	N 14500		S 16000	9.00	57.20	10.10
2010	30000	C	N 14500		S 15500	9.51	56.00	9.90
2009	38000	C	N 17500		S 20500	9.54	55.72	6.80
2008	37000	E	N 17500		S 19500	9.13	55.29	8.40
2007	37500	C	N 18000		S 19500	9.52	56.79	8.40
2006	35500	C	N 17000		S 18500	9.41	55.29	11.60
2005	34000	C	N 16500		S 17500	9.70	55.90	9.30
2004	31500	F	N 15000		S 16500	8.60	54.00	9.30
2003	30500	C	N 14500		S 16000	9.80	58.50	9.30
2002	31000	C	N 15000		S 16000	9.80	55.20	10.90
2001	28500	C	N 13000		S 15500	9.20	53.50	9.90

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: 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: 0048 - SR 60/E ADAMO DR, E OF FAULKENBURG RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	63500	C	E 29500		W 34000	9.00	57.00	7.80
2015	63000	F	E 30000		W 33000	9.00	56.80	7.50
2014	63000	C	E 30000		W 33000	9.00	58.60	7.20
2013	63000	C	E 30000		W 33000	9.00	58.20	7.80
2012	60500	C	E 30500		W 30000	9.00	59.00	6.90
2011	62500	C	E 29500		W 33000	9.00	57.20	3.60
2010	63500	C	E 31500		W 32000	9.51	56.00	3.60
2009	58000	C	E 27000		W 31000	9.54	55.72	3.60
2008	66000	C	E 33000		W 33000	9.13	55.29	6.50
2007	63000	C	E 32000		W 31000	9.52	56.79	9.80
2006	65500	C	E 31000		W 34500	9.41	55.29	7.10
2005	66500	C	E 32000		W 34500	9.70	55.90	7.10
2004	73500	C	E 37000		W 36500	8.60	54.00	7.10
2003	60000	F	E 33000		W 27000	9.80	58.50	7.30
2002	58000	C	E 32000		W 26000	9.80	55.20	7.30
2001	57000	C	E 28000		W 29000	9.20	53.50	8.50

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: 0059 - SR 41/US 301, N OF SR 400/SR600 INTERCHANGE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	37500	C	N 18500		S 19000	9.00	57.00	9.20
2015	33500	C	N 17000		S 16500	9.00	56.80	9.40
2014	32500	C	N 17000		S 15500	9.00	58.60	9.90
2013	31500	C	N 16500		S 15000	9.00	58.20	8.70
2012	30000	C	N 16000		S 14000	9.00	59.00	9.00
2011	29000	C	N 15000		S 14000	9.00	57.20	9.10
2010	29000	C	N 15000		S 14000	9.51	56.00	9.00
2009	28000	C	N 14500		S 13500	9.54	55.72	7.50
2008	29500	C	N 15500		S 14000	9.13	55.29	9.80
2007	28500	C	N 14500		S 14000	9.52	56.79	11.00
2006	26500	C	N 14000		S 12500	9.41	55.29	14.30
2005	31500	C	N 16000		S 15500	9.70	55.90	10.80
2004	24000	F	N 12000		S 12000	8.60	54.00	10.80
2003	23000	C	N 11500		S 11500	9.80	58.50	10.80
2002	28500	C	N 14500		S 14000	9.80	55.20	13.60
2001	21500	C	N 10500		S 11000	9.20	53.50	10.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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 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: 0072 - SR 582/FOWLER AVE, WEST OF SR 41/US 301

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2016	18700	C	E	9500	W	9200	9.00	57.00	8.30
2015	17200	C	E	8700	W	8500	9.00	56.80	10.60
2014	16400	C	E	8000	W	8400	9.00	58.60	8.90
2013	15500	C	E	7200	W	8300	9.00	58.20	10.00
2012	15700	C	E	7400	W	8300	9.00	59.00	10.40
2011	14300	C	E	6900	W	7400	9.00	57.20	8.60
2010	14700	C	E	7200	W	7500	9.51	56.00	10.20
2009	15000	C	E	7000	W	8000	9.54	55.72	9.30
2008	18100	C	E	9000	W	9100	9.13	55.29	10.80
2007	20000	C	E	9500	W	10500	9.52	56.79	10.40
2006	17400	C	E	7700	W	9700	9.41	55.29	12.20
2005	16000	C	E	7300	W	8700	9.70	55.90	13.10
2004	15100	C	E	7500	W	7600	8.60	54.00	13.10
2003	15000	C	E	7700	W	7300	9.80	58.50	11.70
2002	16000	C	E	7900	W	8100	9.80	55.20	10.40
2001	15100	C	E	7300	W	7800	9.20	53.50	9.50

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: 0089 - SR 400/I-4, BETWEEN MANGO RD AND MCINTOSH RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	137500	C	E 67500		W 70000	9.00	52.70	13.10
2015	137000	C	E 67500		W 69500	9.00	53.30	13.90
2014	126500	C	E 62500		W 64000	9.00	54.00	13.30
2013	123000	C	E 61000		W 62000	9.00	53.80	13.30
2012	122500	C	E 62500		W 60000	9.00	59.70	12.60
2011	125000	C	E 62000		W 63000	9.00	53.00	8.00
2010	117000	C	E 58500		W 58500	8.51	53.72	9.00
2009	127000	C	E 62500		W 64500	8.52	52.95	8.20
2008	128500	C	E 66000		W 62500	8.54	52.48	8.90
2007	142000	C	E 70500		W 71500	8.44	57.92	8.50
2006	113000	C	E 56500		W 56500	8.18	54.35	10.00
2005	117500	C	E 61500		W 56000	8.50	59.00	10.20
2002	102500	C	E 48500		W 54000	8.30	54.20	14.40
2001	92500	C	E 47000		W 45500	8.40	52.50	12.60

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: 0104 - SR 400/I-4, BETWEEN ORIENT ROAD AND US 301

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	125000	C	E 61500		W 63500	8.50	52.70	9.10
2015	119500	C	E 59000		W 60500	8.50	53.30	10.40
2014	116000	C	E 57500		W 58500	8.50	54.00	10.40
2013	113000	C	E 57000		W 56000	8.50	53.80	9.90
2012	112500	C	E 54000		W 58500	8.50	59.70	7.30
2011	117000	C	E 57000		W 60000	8.50	53.00	7.00
2010	130000	C	E 64500		W 65500	8.51	53.72	6.30
2009	113000	C	E 56500		W 56500	8.52	52.95	7.30
2008	115000	C	E 55500		W 59500	8.54	52.48	7.70
2007	112000	C	E 56500		W 55500	8.44	57.92	7.10
2006	88000	C	E 46000		W 42000	8.18	54.35	5.70
2005	94500	C	E 47500		W 47000	8.50	59.00	5.70
2004	101500	C	E 51500		W 50000	8.10	53.80	5.70
2003	86500	S	E 44000		W 42500	8.10	54.60	11.10
2002	82500	F	E 42000		W 40500	8.30	54.20	9.70
2001	79000	C	E 40000		W 39000	8.40	52.50	11.10

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: 0118 - SR 582/FOWLER AVE, AT HILLSBOROUGH RIVER

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	58500	C	E 28500		W 30000	7.50	57.00	4.20
2015	51500	F	E 24000		W 27500	7.50	56.80	6.50
2014	51500	C	E 24000		W 27500	7.50	58.60	8.90
2013	54500	C	E 27000		W 27500	7.50	58.20	6.30
2012	55500	C	E 27500		W 28000	7.50	59.00	6.60
2011	55500	C	E 28000		W 27500	7.50	57.20	5.60
2010	51000	C	E 25500		W 25500	9.51	56.00	10.20
2009	54500	C	E 26000		W 28500	9.54	55.72	6.10
2008	60500	C	E 30000		W 30500	9.13	55.29	6.70
2007	58500	C	E 29000		W 29500	9.52	56.79	6.90
2006	54500	C	E 27000		W 27500	9.41	55.29	3.90
2005	45500	C	E 19500		W 26000	9.70	55.90	3.90
2004	45000	C	E 21000		W 24000	8.60	54.00	3.90
2003	56000	C	E 28500		W 27500	9.80	58.50	8.60
2002	51500	C	E 25000		W 26500	9.80	55.20	5.10
2001	51000	C	E 25000		W 26000	9.20	53.50	3.80

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: 0146 - SR 93A/I-75, NORTH OF GIBSONTON DRIVE

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	147500	C	N 75000	S 72500	9.00	57.00	8.40
2015	143000	C	N 73000	S 70000	9.00	56.20	9.20
2014	131000	C	N 68000	S 63000	9.00	56.20	8.50
2013	113500	C	N 58000	S 55500	9.00	58.40	10.30
2012	103000	C	N 51500	S 51500	9.00	58.30	8.40
2011	110500	C	N 55500	S 55000	9.00	56.80	8.40
2010	105500	C	N 53500	S 52000	8.92	54.78	11.10
2009	111500	C	N 57000	S 54500	8.51	54.06	11.30
2008	111000	C	N 56500	S 54500	8.99	55.49	12.00
2007	114000	C	N 58000	S 56000	8.56	52.31	12.00
2006	110500	C	N 56000	S 54500	8.75	52.50	13.60
2005	111000	C	N 55000	S 56000	8.50	56.40	9.90
2004	93000	S	N 45500	S 47500	8.90	70.10	11.30
2003	87000	F	N 42500	S 44500	8.60	55.80	11.30
2002	83000	C	N 40500	S 42500	9.60	54.30	11.30
2001	75000	C	N 40000	S 35000	9.70	53.10	14.50

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: 0154 - SR 93A/I 75 N OF BRUCE DOWNS BLVD., HILLSBOROUGH

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	73000	F	N 35500		S 37500	9.00	57.00	12.10
2015	76000	C	N 37000		S 39000	9.00	56.20	12.10
2014	64500	S	N 33000		S 31500	9.00	56.20	8.40
2013	66000	F	N 34000		S 32000	9.00	58.40	15.20
2012	66000	C	N 34000		S 32000	9.00	58.30	15.20
2011	60000	C	N 30000		S 30000	9.00	56.80	15.20
2010	63000	C	N 31000		S 32000	8.92	54.78	15.20
2009	60500	C	N 30000		S 30500	8.51	54.06	15.60
2008	63000	C	N 31500		S 31500	8.99	55.49	15.60
2007	69000	C	N 34500		S 34500	8.56	52.31	15.70
2006	69000	C	N 35000		S 34000	8.75	52.50	15.70
2005	63000	C	N 30500		S 32500	8.50	56.40	14.30
2004	67000	C	N 34000		S 33000	8.90	70.10	14.30
2003	48500	F	N 25000		S 23500	8.60	55.80	12.60
2002	46500	C	N 24000		S 22500	9.60	54.30	12.60
2001	42000	C	N 22500		S 19500	9.70	53.10	20.30

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

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COUNTY: 10 - HILLSBOROUGH

SITE: 5321 - SR 618/X-TOWN EXPWY, W OF FAULKENBURG RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	56000 E	E	W	9.00	57.00	6.60
2015	41000 C	E 18000	W 23000	9.00	56.80	6.30
2014	30000 F	E 11000	W 19000	9.00	58.60	6.50
2013	30000 C	E 11000	W 19000	9.00	58.20	6.50
2012	28500 C	E 10500	W 18000	9.00	59.00	7.60
2011	33000 C	E 11500	W 21500	9.00	57.20	4.80
2010	28000 C	E 10500	W 17500	9.51	56.00	6.70
2009	27000 C	E 10000	W 17000	9.54	55.72	6.90
2008	29000 C	E 11000	W 18000	9.13	55.29	7.40
2007	25500 C	E 11000	W 14500	9.52	56.79	9.40
2006	29000 E	E 14500	W 14500	9.41	55.29	4.40
2005	28000 S	E	W	9.70	55.90	5.90
2004	27000 F	E 13500	W 13500	8.60	54.00	5.90
2003	26000 S	E 13000	W 13000	9.80	58.50	7.90
2002	25000 F	E 12500	W 12500	9.80	55.20	6.10
2001	24000 C	E 12000	W 12000	9.20	53.50	7.90

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

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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

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COUNTY: 10 - HILLSBOROUGH

SITE: 5606 - SR 60/E ADAMO DR, WEST OF GRAND REGENCY BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	94000 E			9.00	57.00	4.70
2015	92500 S	E 46500	W 46000	9.00	56.80	5.30
2014	91500 F	E 46000	W 45500	9.00	58.60	5.50
2013	91500 C	E 46000	W 45500	9.00	58.20	5.40
2012	85500 C	E 43000	W 42500	9.00	59.00	4.60
2011	79500 C	E 39000	W 40500	9.00	57.20	3.70
2010	82500 C	E 40500	W 42000	9.51	56.00	3.50
2009	88000 C	E 44000	W 44000	9.54	55.72	3.50
2008	77500 C	E 40000	W 37500	9.13	55.29	5.10
2007	74000 C	E 38500	W 35500	9.52	56.79	6.50
2006	70000 C	E 37500	W 32500	9.41	55.29	3.60
2005	82000 C	E 43000	W 39000	9.70	55.90	3.60
2004	96000 C	E 44500	W 51500	8.60	54.00	3.60
2003	87000 S	E 41000	W 46000	9.80	58.50	6.60
2002	84000 F	E 39500	W 44500	9.80	55.20	6.80
2001	82000 C	E 38500	W 43500	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

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COUNTY: 10 - HILLSBOROUGH

SITE: 5729 - BRUCE B DOWNS BLVD, SOUTH OF I-75 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	48000 E			9.00	57.00	3.10
2015	46000 S	N 22500	S 23500	9.00	56.80	5.50
2014	46000 F	N 22500	S 23500	9.00	58.60	2.50
2013	46000 C	N 22500	S 23500	9.00	58.20	3.90
2012	54000 T	N 27000	S 27000	9.00	59.00	2.80
2011	53000 S	N 26500	S 26500	9.00	57.20	1.70
2010	53000 F	N 26500	S 26500	9.51	56.00	1.70
2009	54000 C	N 27000	S 27000	9.54	55.72	1.70
2008	41000 C	N 19500	S 21500	9.13	55.29	4.80

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

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COUNTY: 10 - HILLSBOROUGH

SITE: 5730 - BRUCE B DOWNS, NORTH OF I-75 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	65000 E			9.00	57.00	3.10
2015	63000 S	N 32000	S 31000	9.00	56.80	5.50
2014	63000 F	N 32000	S 31000	9.00	58.60	2.50
2013	63000 C	N 32000	S 31000	9.00	58.20	3.90
2012	67500 T	N 34000	S 33500	9.00	59.00	2.80
2011	66500 S	N 33500	S 33000	9.00	57.20	1.70
2010	66500 F	N 33500	S 33000	9.51	56.00	1.70
2009	67500 C	N 34000	S 33500	9.54	55.72	1.70
2008	48500 C	N 25000	S 23500	9.13	55.29	3.20

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

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COUNTY: 10 - HILLSBOROUGH

SITE: 6006 - SR 574/E MLK BLVD, E OF WILLIAMS RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	39500	C	E 19500		W 20000	9.00	57.00	5.10
2015	29500	S	E 15000		W 14500	9.00	56.80	4.80
2014	29500	F	E 15000		W 14500	9.00	58.60	5.70
2013	29500	C	E 15000		W 14500	9.00	58.20	5.20
2012	33500	C	E 16500		W 17000	9.00	59.00	5.20
2011	33000	C	E 16500		W 16500	9.00	57.20	4.90
2010	33500	C	E 16500		W 17000	9.51	56.00	3.50
2009	35500	C	E 17500		W 18000	9.54	55.72	3.50
2008	37500	C	E 18500		W 19000	9.13	55.29	3.50
2007	38500	C	E 19000		W 19500	9.52	56.79	3.70
2006	38000	C	E 19000		W 19000	9.41	55.29	4.30
2005	37500	C	E 18500		W 19000	9.70	55.90	7.30
2004	32000	C	E 16000		W 16000	8.60	54.00	7.30
2003	32500	C	E 16000		W 16500	9.80	58.50	4.50

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

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COUNTY: 10 - HILLSBOROUGH

SITE: 9007 - MORRIS BRIDGE RD/CR 579, E OF I-75

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2016	14200	T	E	6800	W	7400	9.00	57.00	6.80
2015	14000	S	E	6700	W	7300	9.00	56.80	6.90
2014	14000	F	E	6700	W	7300	9.00	58.60	9.10
2013	14000	C	E	6700	W	7300	9.50	58.20	7.20
2012	13800	F	E	6700	W	7100	9.50	59.00	6.60
2011	13800	C	E	6700	W	7100	9.50	57.20	5.60

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

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 TRANSPORTATION STATISTICS OFFICE
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COUNTY: 10 - HILLSBOROUGH

SITE: 9176 - MANGO RD/CR 579, N OF SR 574/MLK BLVD

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2016	9900 V		0		0	9.00	57.00	6.80
2015	9700 R		0		0	9.00	56.80	6.90
2014	9600 T					9.00	58.60	9.10
2013	9600 S		0		0	9.00	58.20	7.20
2012	9600 F		0		0	9.00	59.00	6.60
2011	9600 C	N	0	S	0	9.00	57.20	5.60

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: 9242 - FLETCHER AVE, W OF I-75

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	35500 R	E 19000	W 16500	9.00	57.00	6.80
2015	34500 T	E 18500	W 16000	9.00	56.80	6.90
2014	34500 S	E 18500	W 16000	9.00	58.60	9.10
2013	34500 F	E 18500	W 16000	9.00	58.20	7.20
2012	34500 C	E 18500	W 16000	9.00	59.00	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

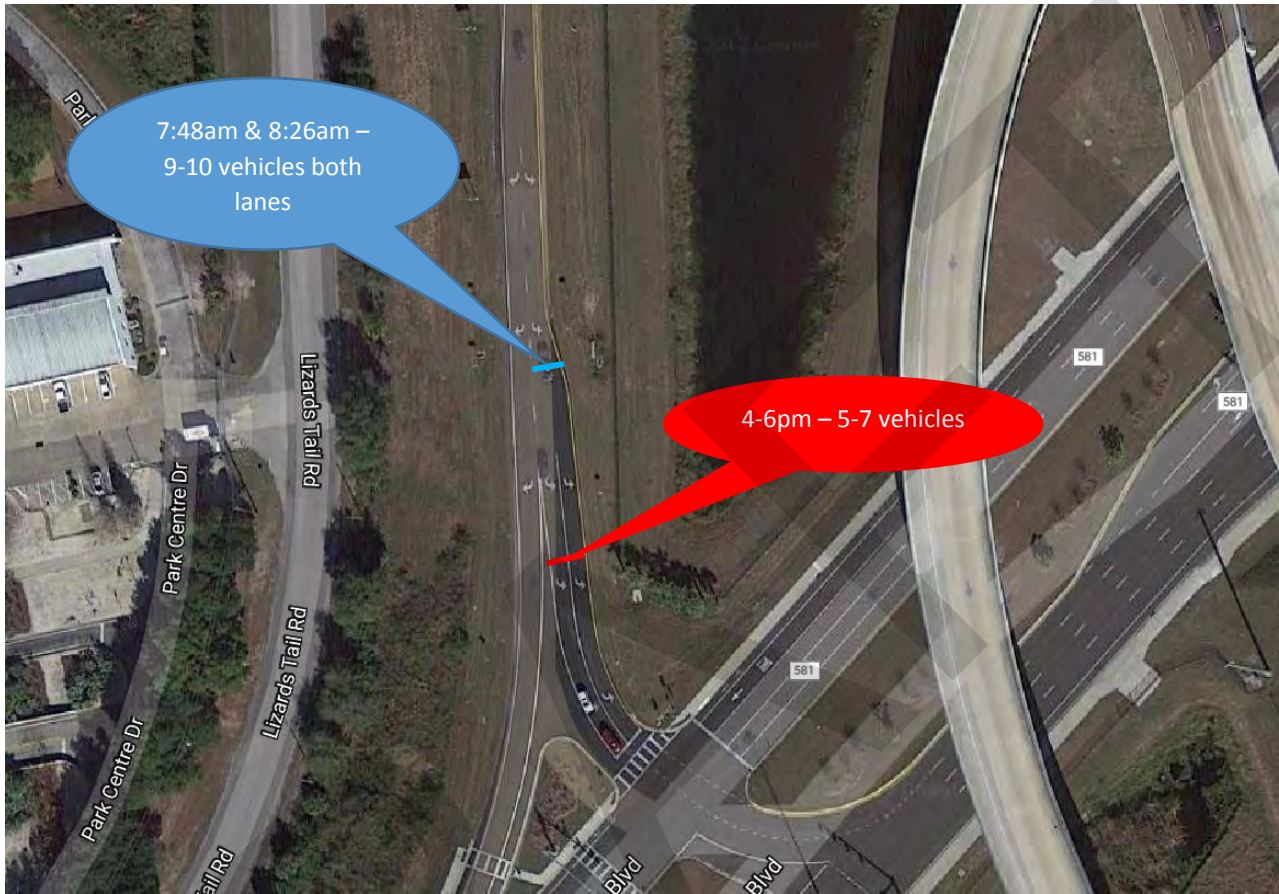
APPENDIX A-3

Field-Measured Queue Lengths

I-75 at Bruce B Downs Blvd Maximum Queues

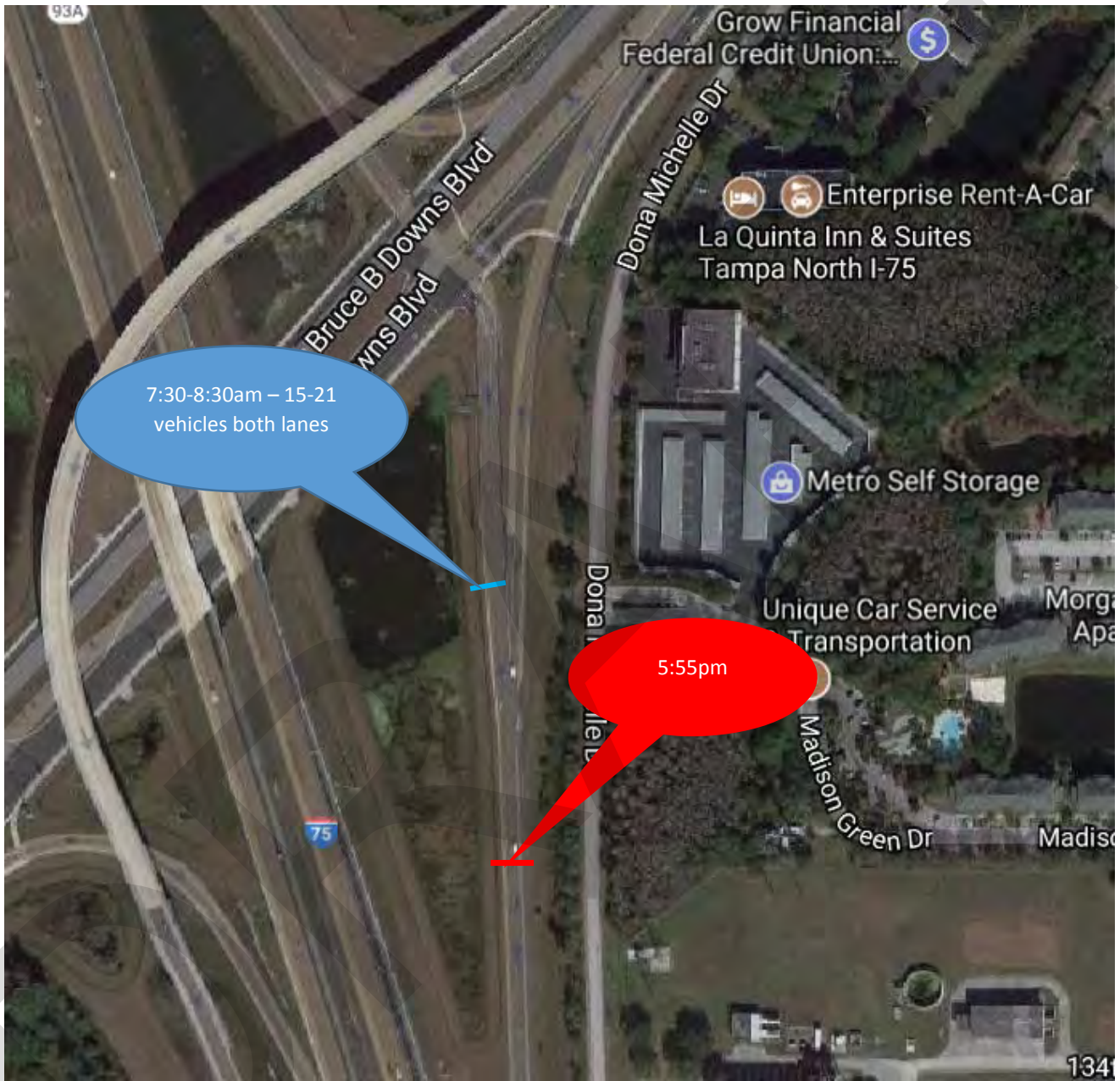
05/11/2017 SB Off Ramp

— AM Peak — PM Peak



05/11/2017 NB Off Ramp

— AM Peak — PM Peak



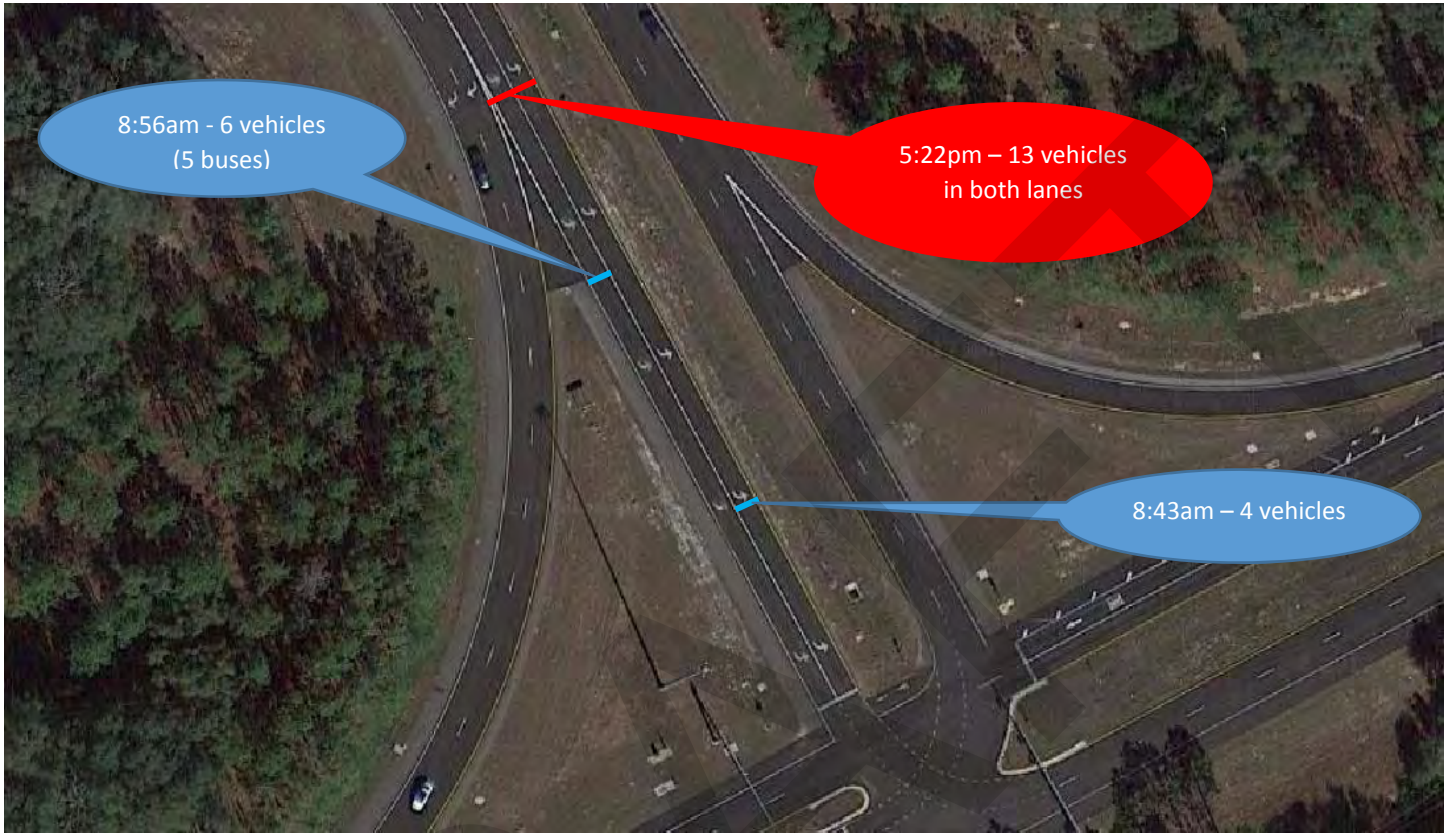
I-75 at Fletcher Ave Maximum Queues

05/09/2017 SB Off Ramp

— AM Peak — PM Peak



— AM Peak — PM Peak



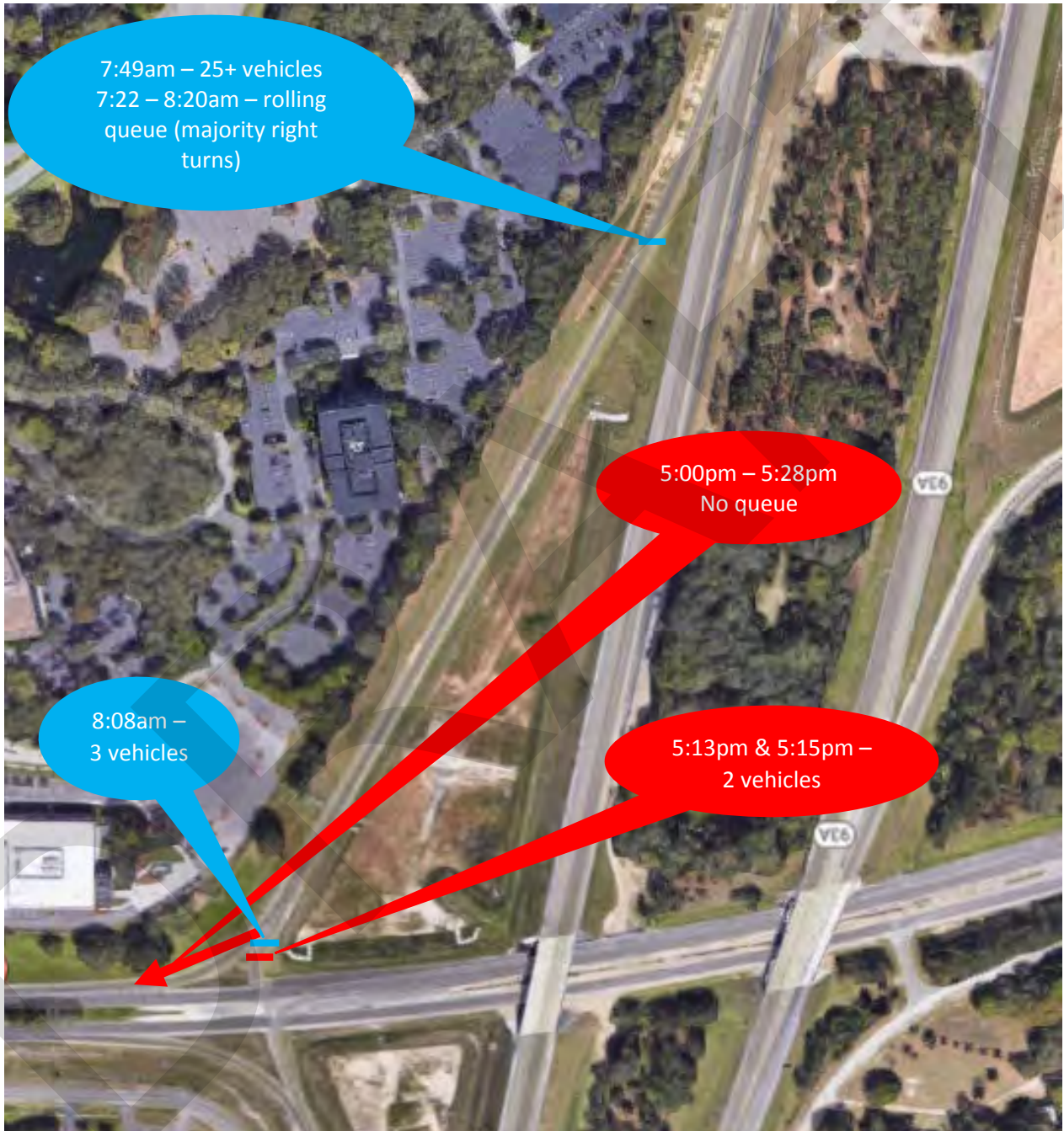
I-75 at Fletcher Ave Maximum Queues

06/13/2018 SB Off Ramp

— AM Peak

— PM Peak

← PM Peak



Arrow indicates vehicles making right turn.

No queue was observed between 5:00pm – 5:28pm. Right turn merges directly onto traffic; vehicles were not stacked at any time during the survey.



I-75 at Dr. ML King Jr Blvd Maximum Queues

05/18/2017 SB Off Ramp

— AM Peak — PM Peak



I-75 at Dr. ML King Jr Blvd Maximum Queues

06/13/2018 SB Off Ramp Blue = PM Red=AM



I-75 at SR 60 Maximum Queues

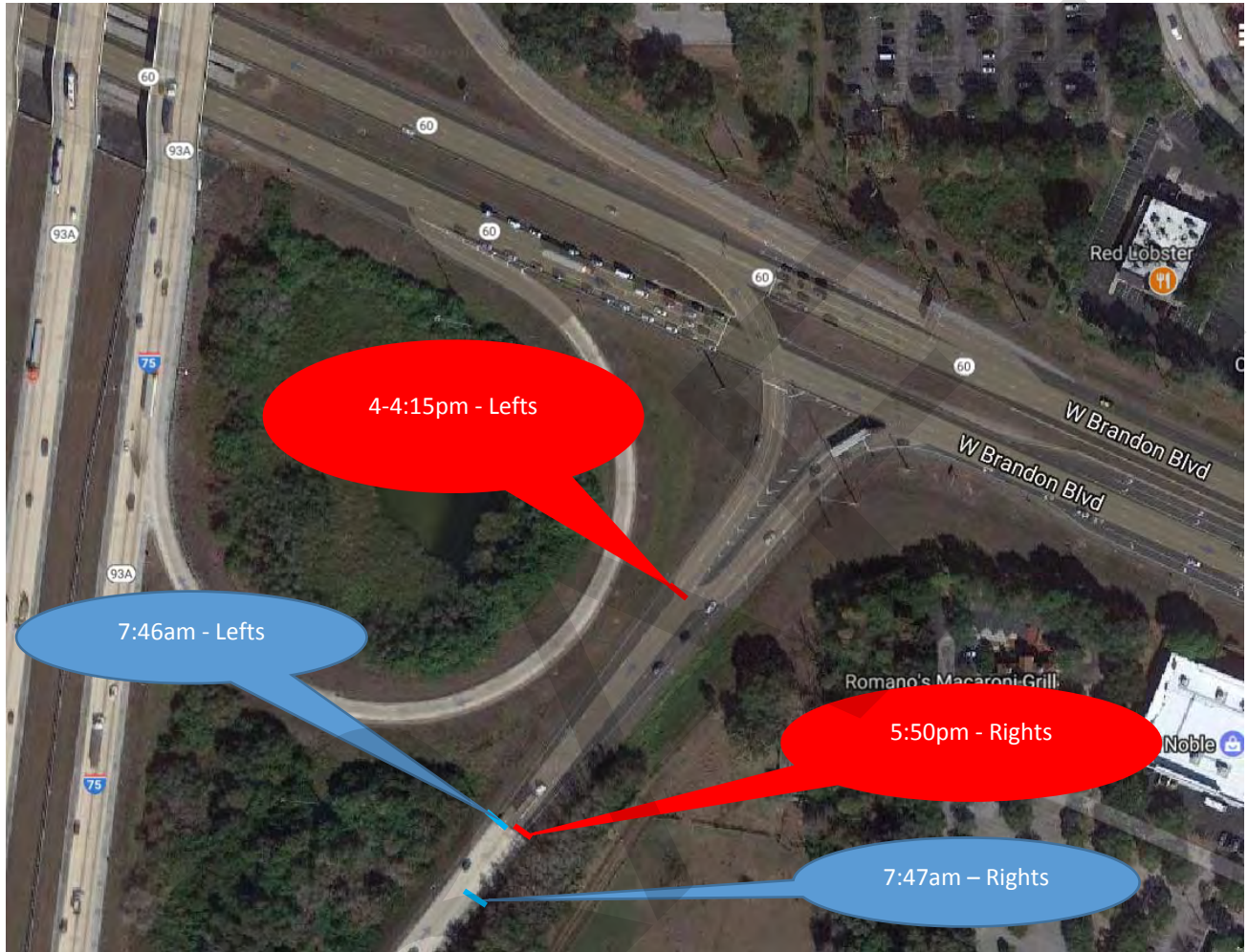
05/24/2017 SB Off Ramp

AM Peak PM Peak



05/24/2017 AM & 05/23/2017 PM NB Off Ramp

— AM Peak — PM Peak



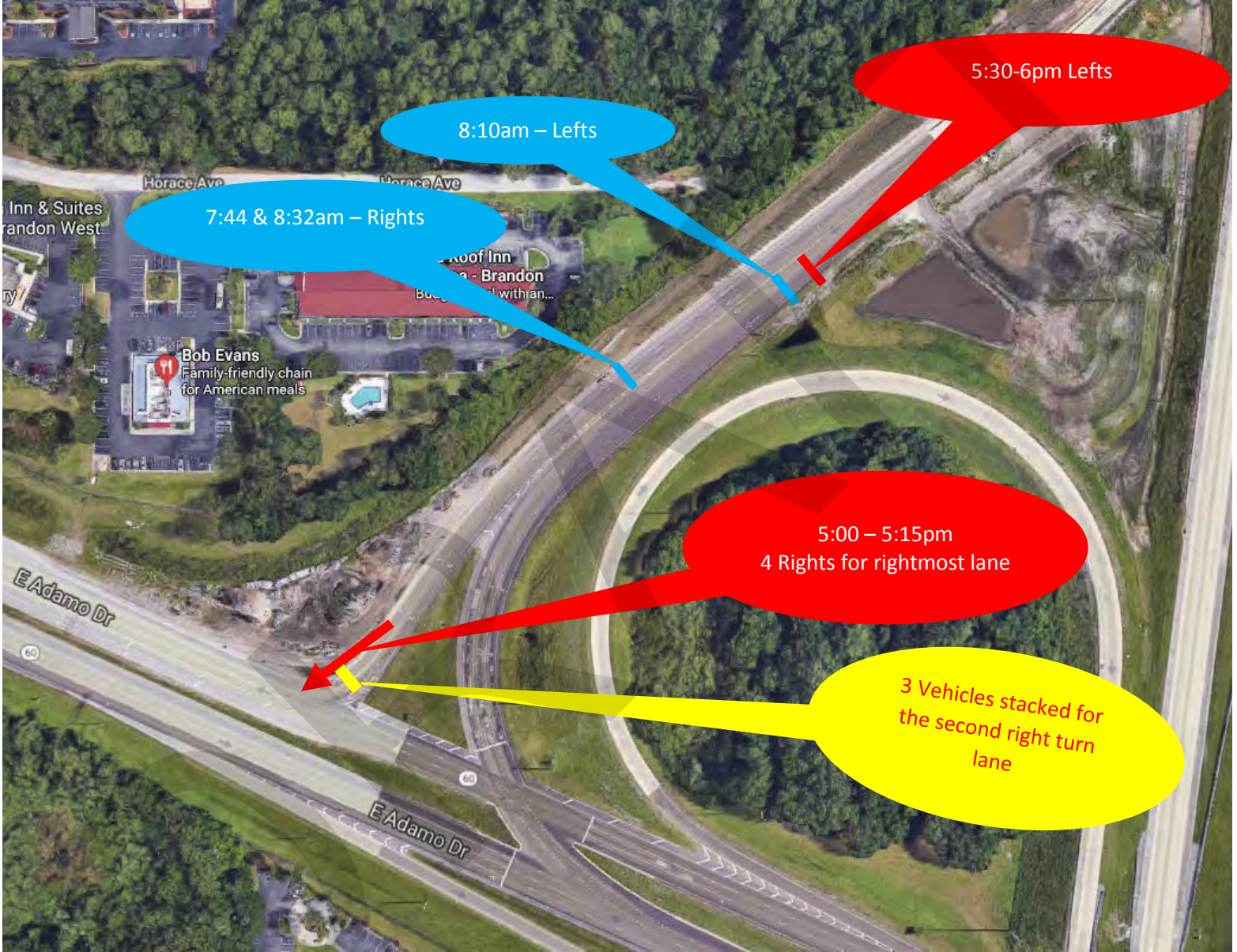
I-75 at SR 60 Maximum Queues

06/14/2018 SB Off Ramp

AM Peak

PM Peak

PM Peak (right turn)



APPENDIX A-4

Field-Measured Speed and Travel Time

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				
Exit #	Interchange	Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6		Avg Time (s)	Avg Speed (mph)	Comments
		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)			
	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		

Travel Time Runs

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				
Exit #	Interchange	Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6		Avg Time (s)	Avg Speed (mph)	Comments
		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)			
	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 south of MLK
260A	MLK EB Off Ramp	21.1	2.0	104	69	110	65	126	57	141	51	134	54	124	58	123	59	
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				
Exit #	Interchange	Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6		Avg Time (s)	Avg Speed (mph)	Comments
		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)			
	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	Gibson Drive Off Ramp	24.0	2.9	152	69	151	69	153	68	162	64	147	71	153	68	153	68	
	Gibson 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		

Travel Time Runs

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					
Exit #	Interchange	Distance		Run #1		Run #2		Run #3		Run #4		Run #5		Run #6		Avg Time (s)	Avg Speed (mph)	Comments	
		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)				
	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 Ranger	
	I-4 WB On Ramp	14.1	0.8	66	44	43	67	146	20	112	26	43	67	198	15	101	40		
	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	Gibson 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	
	Gibson 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			

Travel Time Runs

EASTBOUND: I-4 from US 301 to CR 579																		
		Date:		8/29/2017		8/29/2017		8/29/2017		8/29/2017		8/31/2017		8/31/2017				
AM RUNS		Start Time		7:10am		7:37am		8:01am		8:24am		7:32am		8:00am				
		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
6	Orient Road Off Ramp	0.0																
7	US 301 Off Ramp	0.6	0.6	32	68	31	70	31	70	31	70	32	68	31	70	31	69	
	US 301 On Ramp	2.3	1.7	98	62	98	62	96	64	96	64	102	60	96	64	98	63	
9	I-75 Off Ramp	2.8	0.5	27	67	27	67	26	69	27	67	33	55	34	53	29	63	
	I-75 NB On Ramp	3.7	0.9	50	65	48	68	49	66	48	68	51	64	50	65	49	66	
10	CR 579 Off Ramp	4.5	0.8	42	69	46	63	44	65	44	65	44	65	49	59	45	64	
	CR 579 On Ramp	5.1	0.6	32	68	37	58	38	57	34	64	36	60	37	58	36	61	
14	McIntosh Road Off Ramp	8.2	3.1	167	67	162	69	158	71	160	70	160	70	160	70	161	69	Runs #2-4 - Single Car Crash near Weigh Station
Totals			8.2	448	66	449	66	442	67	440	67	458	64	457	65	449	66	
		Travel Time (min)		07:28		07:29		07:22		07:20		07:38		07:37		07:29		

EASTBOUND: I-4 from US 301 to CR 579																		
		Date:		8/29/2017		8/29/2017		8/29/2017		8/29/2017		8/31/2017		8/31/2017				
PM RUNS		Start Time		4:27pm		4:51pm		5:12pm		5:34pm		4:33pm		4:58pm				
		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
6	Orient Road Off Ramp	0.0																
7	US 301 Off Ramp	0.6	0.6	31	70	34	64	32	68	31	70	31	70	31	70	32	68	
	US 301 On Ramp	2.3	1.7	103	59	94	65	110	56	150	41	93	66	95	64	108	59	
9	I-75 Off Ramp	2.8	0.5	35	51	31	58	31	58	27	67	28	64	29	62	30	60	
	I-75 NB On Ramp	3.7	0.9	196	17	96	34	52	62	65	50	79	41	68	48	93	42	
10	CR 579 Off Ramp	4.5	0.8	74	39	78	37	57	51	43	67	80	36	79	36	69	44	
	CR 579 On Ramp	5.1	0.6	55	39	45	48	52	42	40	54	61	35	52	42	51	43	
14	McIntosh Road Off Ramp	8.2	3.1	192	58	179	62	193	58	173	65	231	48	183	61	192	59	
Totals			8.2	686	43	557	53	527	56	529	56	603	49	537	55	573	52	
		Travel Time (min)		11:26		09:17		08:47		08:49		10:03		08:57		09:33		

Travel Time Runs

WESTBOUND: I-4 from CR 579 to US 301																		
		Date:		8/29/2017		8/29/2017		8/29/2017		8/29/2017		8/31/2017		8/31/2017				
AM RUNS		Start Time		7:22am		7:45am		8:10am		8:33am		7:42am		8:09am				
		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
	McIntosh Road On Ramp	0.0																
10	CR 579 Off Ramp	3.0	3.0	257	42	338	32	274	39	247	44	200	54	189	57	251	45	Runs #1-3 East of CR 579 in Median Single Car Crash
	CR 579 On Ramp	3.6	0.6	37	58	36	60	35	62	32	68	36	60	35	62	35	62	
9	I-75 Off Ramp	4.3	0.7	43	59	38	66	44	57	49	51	37	68	37	68	41	62	
	I-75 On Ramp	5.3	1.0	55	65	54	67	58	62	55	65	57	63	54	67	56	65	
7	US 301 Off Ramp	5.9	0.6	33	65	32	68	32	68	33	65	31	70	31	70	32	68	
	US 301 On Ramp	7.5	1.6	151	38	90	64	91	63	91	63	151	38	169	34	124	50	
	Orient Road On Ramp	8.1	0.6	111	19	53	41	47	46	35	62	80	27	62	35	65	38	
5	MLK Off Ramp	8.4	0.3	62	17	31	35	26	42	19	57	43	25	24	45	34	37	
	Totals	8.4	8.4	749	40	672	45	607	50	561	54	635	48	601	50	638	48	
	Travel Time (min)			12:29		11:12		10:07		09:21		10:35		10:01		10:37		

WESTBOUND: I-4 from CR 579 to US 301																		
		Date:		8/29/2017		8/29/2017		8/29/2017		8/29/2017		8/31/2017		8/31/2017				
PM RUNS		Start Time		4:40pm		5:03pm		5:24pm		5:46pm		4:45pm		4:58pm				
		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
	McIntosh Road On Ramp	0.0																
10	CR 579 Off Ramp	3.0	3.0	162	67	159	68	163	66	169	64	162	67	199	54	169	64	
	CR 579 On Ramp	3.6	0.6	34	64	33	65	31	70	34	64	35	62	36	60	34	64	
9	I-75 Off Ramp	4.3	0.7	36	70	36	70	36	70	38	66	39	65	81	31	44	62	Run #6 - Ramp backing up to I-4
	I-75 On Ramp	5.3	1.0	53	68	53	68	54	67	53	68	56	64	64	56	56	65	Run #4 - Mist/Rain Starts
7	US 301 Off Ramp	5.9	0.6	32	68	32	68	32	68	35	62	32	68	31	70	32	67	Run #4 - Mist/Rain
	US 301 On Ramp	7.5	1.6	86	67	88	65	90	64	96	60	88	65	88	65	89	65	Run #4 - Mist/Rain Stops
	Orient Road On Ramp	8.1	0.6	33	65	35	62	35	62	34	64	37	58	33	65	35	63	
5	MLK Off Ramp	8.4	0.3	17	64	17	64	19	57	21	51	17	64	18	60	18	60	
	Totals	8.4	8.4	453	67	453	67	460	66	480	63	466	65	550	55	477	64	
	Travel Time (min)			07:33		07:33		07:40		08:00		07:46		09:10		07:57		

APPENDIX A-5

Signal Timing Plans

Station : 1009 - M.L.King Blvd (SR574) & I-75 SB Ramps (F088) (Standard File)

Phase [1.1.1]

	1	2 (WT)	3 (SL)	4	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk						7										
Ped Clearance						7										
Min Green		15	7		5	15										
Passage		4	3		3	4										
Max1		60	70		20	60										
Max2																
Yellow	9	5.1	4	9	5.1	5.1	9	9	9	9	9	9	9	9	9	9
Red		2.7	2.9		2.7	2.7										
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 (SL)	4	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																
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 : 1009 - M.L.King Blvd (SR574) & I-75 SB Ramps (F088) (Standard File)

Unit Parameters [1.2.1]

Free Ring Sequence	Omit Yellow Enable	Yellow 3 Second Disable	Disable Init Ped	Start Red Time	Local Flash Start	Enable Run	Max Seek Dwell Time	Max Seek Track Time	Max Cycle Time	Cycle Fault Action	TS2 Det Faults	SDLC Retry Time	Diamond Mode	Phase Mode	Feature Profile	Tone Disable	Console Timeout	Red Revert	Backup Time	Auto Ped Clear	StartUp Flash
1	OFF	OFF	OFF	OFF	OFF	ON				ALARM	ON		4PH	QSEQ		OFF	30	3		ON	

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1009		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	Modifier 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			OFFOFF
Overlap 2			OFFOFF
Overlap 3			OFFOFF
Overlap 4			OFFOFF
Overlap 5			OFFOFF
Overlap 6			OFFOFF
Overlap 7			OFFOFF
Overlap 8			OFFOFF

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	3	3	3	3	3	2	2	2	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																
Switch Phase																
Delay Time																

Station : 1009 - M.L.King Blvd (SR574) & I-75 SB Ramps (F088) (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	3		5	6									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													
3											1	1			
4															
5															
6		1													
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	
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 : 1009 - M.L.King Blvd (SR574) & I-75 SB Ramps (F088) (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	
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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	
48	
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51	
52	
53	
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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			7	7	7	
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			6	2	3	
Dwell P2				5		
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												

Station : 1009 - M.L.King Blvd (SR574) & I-75 SB Ramps (F088) (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	NTCIP Yield Sign	Coord Active	Closed Loop
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	160	110	150	90		110										
Offset Time	48	17	7	25		11										
Split Number	1	2	3	4		6										
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

Station : 1009 - M.L.King Blvd (SR574) & I-75 SB Ramps (F088) (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		90	70		45	45										
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		82	28		22	60										
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		115	35		24	91										
Mode	NON	MAX	NON	NON	MIN	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		65	25		16	49										
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		80	30		20	60										
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																
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																

Station : 1009 - M.L.King Blvd (SR574) & I-75 SB Ramps (F088) (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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Station : 1009 - M.L.King Blvd (SR574) & I-75 SB Ramps (F088) (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															

Station : 1009 - M.L.King Blvd (SR574) & I-75 SB Ramps (F088) (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											

Hillsborough County

Timing Sheet

8/19/2014 8:18:21 AM

Station : 1029 - SR 60 & I-75 SB (West Side) (E067) (Standard File)

Phase [1.1.1]

	1	2 (WT)	3	4	5	6 (ET)	7	8 (SR)	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green		15				15		10								
Passage		5				5	1	3								
Max1		80				80	1	45								
Max2																
Yellow	9	5.1	9	9	9	5.1	5.1	4.1	9	9	9	9	9	9	9	9
Red		2.3				2.3	3.6	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				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2 (WT)	3	4	5	6 (ET)	7	8 (SR)	9	10	11	12	13	14	15	16
Enable		ON				ON	ON	ON								
Auto Entry																
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										
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		Assigned Ph
		From	To	From	To	From	To			
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		Assigned Ph
		From	To	From	To	From	To			
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
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
2										
3										
4										
5										
6										
7										
8										

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Station : 1029 - SR 60 & I-75 SB (West Side) (E067) (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	TSZ 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	Omni Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF	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
1029		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			Modifier Phases			Type	Green	Yellow	Red
Overlap 1	7	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										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 (WBT3)	4 (EBT1)	5 (EBT2)	6 (EBT3)	7 (EBT4)	8 (SBR1)	9 (SBR2)	10 (SBL1)	11 (SBL2)	12 (SBL3)	13	14	15	16
Call Phase	2	2	2	6	6	6	6	7	7	7	7	7				
Switch Phase								8	8	8	8	8				
Delay Time								5	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																
Switch Phase																
Delay Time																

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (WBT1)	2 (WBT2)	3 (WBT3)	4 (EBT1)	5 (EBT2)	6 (EBT3)	7 (EBT4)	8 (SBR1)	9 (SBR2)	10 (SBL1)	11 (SBL2)	12 (SBL3)	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					6		8	1															
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 Cye	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

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				
3															
4															
5															
6															
7															
8								1							
9															
10															
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag							
	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						
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	
41	
42	
43	
44	
45	
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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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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					1	
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1					7	
Track R2						
Track R3						
Track R4						
Dwell P1			6	2	8	
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			2	2	2	
Exit R2			6	6	6	
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			ON	ON	ON	ON
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1					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					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 See Off	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Coord Active	Closed Loop
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	190	180	190	140	120	190	140									
Offset Time	121	29	142	3	48	141	125									
Split Number	1	2	3	4	5	6	7									
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		123				123	11	56								
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		106				106	11	63								
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		103				103	11	76								
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		96				96	11	33								
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		74				74	11	35								
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		98				98	11	81								
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		84				84	11	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																

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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	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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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 : 1030 - SR 60 & I-75 NB (East Side) (F086) (Standard File)

Phase [1.1.1]

	1	2 (WT)	3	4 (NT)	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green		15		10		15										
Passage		4	1	4		4										
Max1		90	1	40		90										
Max2																
Yellow	9	5.4	5.4	4	9	5.4	9	9	9	9	9	9	9	9	9	9
Red		2	2.8	4		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	2 (WT)	3	4 (NT)	5	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																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		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		Assigned Ph	
		From	To	From	To	From	To
1							
2							
3							
4							
5							
6							
7							
8							

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From		To		Assigned Ph	
		From	To	From	To	From	To
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	SD/C 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	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
1030		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				Modifier Phases				Type	Green	Yellow	Red
Overlap 1									NORMAL		3.5	1.5
Overlap 2									NORMAL		3.5	1.5
Overlap 3	3	4							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 (WBT3)	4 (WBT4)	5 (NBR1)	6 (NBR2)	7 (NBR3)	8 (NBL1)	9 (NBL2)	10 (EBT1)	11 (EBT2)	12 (EBT3)	13 (EBT4)	14	15	16
Call Phase	2	2	2	2	3	3	3	3	3	6	6	6	6			
Switch Phase					4	4	4	4	4							
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 (WBT1)	2 (WBT2)	3 (WBT3)	4 (WBT4)	5 (NBR1)	6 (NBR2)	7 (NBR3)	8 (NBL1)	9 (NBL2)	10 (EBT1)	11 (EBT2)	12 (EBT3)	13 (EBT4)	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	6	3																				
Type	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	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 Cye	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

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				
3															
4										1					
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac		Detector								MMU		Diag	
	1	2	1	2	3	4	5	6	7	8	1	2		
BIU#	1	2	1	2	3	4	5	6	7	8	1	2		
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						
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	
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						1
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						3
Track R2						
Track R3						
Track R4						
Dwell P1			6	2		4
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			2	2		2
Exit R2			6	6		6
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			ON	ON	ON	ON
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1	4	4		
Pattern						
Output Mode						
Track Over 1						3
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						3
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 See Off	Coord Easy Float	Yield Value	NTCIP Yield Sign	Coord	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	190	180	190	140	120	190	140									
Offset Time	103	36	181	78	7	25	59									
Split Number	1	2	3	4	5	6	7		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		125	11	54		125										
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		122	11	47		122										
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		124	11	55		124										
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		97	11	32		97										
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		79	11	30		79										
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		112	11	67		112										
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		89	11	40		89										
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	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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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															

Hillsborough County

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Station : 1030 - SR 60 & I-75 NB (East Side) (F086) (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											

Hillsborough County

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Station : 1092 - I-4 EB Ramp & Mango Rd (CR579) (F208) (Standard File)

Phase [1.1.1]

	1 (SL)	2 (NT)	3	4	5	6 (ST)	7 (EL)	8	9	10	11	12	13	14	15	16
Walk		7				7										
Ped Clearance		9				22										
Min Green	5	15				15	7									
Passage	4	4				4	8									
Max1	20	40				60	30									
Max2																
Yellow	4.8	4.8	6	6	6	4.8	4	6	9	9	9	9	9	9	9	9
Red	3.4	3.4				3.4	3.4									
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							8									
Cars Before Reduce																
Time To Reduce							8									
Reduce By																
Min Gap							6									
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (SL)	2 (NT)	3	4	5	6 (ST)	7 (EL)	8	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		Assigned Ph	
		From	To	From	To	From	To
1							
2							
3							
4							
5							
6							
7							
8							

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From		To		Assigned Ph	
		From	To	From	To	From	To
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
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
2										
3										
4										
5										
6										
7										
8										

Hillsborough County

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Station : 1092 - I-4 EB Ramp & Mango Rd (CR579) (F208) (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	Omni Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF	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
1092		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	Modifier 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	2	2	2	7	7	7	6	6	1					
Switch Phase											6					
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																

Hillsborough County

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Station : 1092 - I-4 EB Ramp & Mango Rd (CR579) (F208) (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 #	1	2				6	7						2		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		1									1				
2		1		1							1				
3															
4															
5															
6		1		1											
7															
8															
9															
10															
11															
12															
13		1													
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac		Detector								MMU		Diag				
	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 : 1092 - I-4 EB Ramp & Mango Rd (CR579) (F208) (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	
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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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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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Station : 1092 - I-4 EB Ramp & Mango Rd (CR579) (F208) (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	NTCIP Yield Sign	Coord	Closed Loop Active
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+		ON

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	120		130													
Offset Time	68		49													
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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Station : 1092 - I-4 EB Ramp & Mango Rd (CR579) (F208) (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	23	49				72	48									
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																
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	38	35				73	57									
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																
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																
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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Station : 1092 - I-4 EB Ramp & Mango Rd (CR579) (F208) (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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Hillsborough County

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Station : 1092 - I-4 EB Ramp & Mango Rd (CR579) (F208) (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															

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Station : 1092 - I-4 EB Ramp & Mango Rd (CR579) (F208) (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 : 1093 - I-4 WB Ramp & Mango Rd (CR 579) (F207) (Standard File)

Phase [1.1.1]

	1	2 (NT)	3 (WL)	4	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7				7										
Ped Clearance		10				12										
Min Green		15	6		5	15										
Passage		4	6		6	4										
Max1		65	15		20	35										
Max2																
Yellow	9	4.8	4	9	4.8	4.8	9	9	9	9	9	9	9	9	9	9
Red		2.2	3.4		2.5	2.2										
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			5		5											
Cars Before Reduce																
Time To Reduce			5		5											
Reduce By																
Min Gap			3		3											
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2 (NT)	3 (WL)	4	5 (NL)	6 (ST)	7	8	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		Assigned Ph	
		From	To	From	To	From	To
1							
2							
3							
4							
5							
6							
7							
8							

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From		To		Assigned Ph	
		From	To	From	To	From	To
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 : 1093 - I-4 WB Ramp & Mango Rd (CR 579) (F207) (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	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
1093		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	Modifier 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	2	5	5		6	6		3	3			5	5		
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																
Switch Phase																
Delay Time																

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Station : 1093 - I-4 WB Ramp & Mango Rd (CR 579) (F207) (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	3		5	6							2		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	1			
3															
4															
5				1											
6		1		1											
7															
8															
9															
10															
11															
12															
13		1													
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac		Detector								MMU	Diag			
	1	2	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								

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Station : 1093 - I-4 WB Ramp & Mango Rd (CR 579) (F207) (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	
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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	
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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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Station : 1093 - I-4 WB Ramp & Mango Rd (CR 579) (F207) (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 Off	Coord Easy Float	Yield Value	NTCIP Yield Sign	Coord	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	120		130													
Offset Time	28		61													
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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Station : 1093 - I-4 WB Ramp & Mango Rd (CR 579) (F207) (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		92	28		43	49										
Mode	NON	MAX	NON	NON	MAX	MIN	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																
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		104	26		28	76										
Mode	NON	MAX	NON	NON	MAX	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																
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																
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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Station : 1093 - I-4 WB Ramp & Mango Rd (CR 579) (F207) (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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Hillsborough County

Timing Sheet

2/19/2014 8:42:50 AM

Station : 1093 - I-4 WB Ramp & Mango Rd (CR 579) (F207) (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

2/19/2014 8:42:50 AM

Station : 1093 - I-4 WB Ramp & Mango Rd (CR 579) (F207) (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 : 1122 - Fowler Ave (SR582) & Morris Bridge (F010) (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		17		58		16										
Min Green	5	15		6	5	15		6								
Passage	3	4		3	3	4		4								
Max1	15	70		25	15	70		25								
Max2																
Yellow	5.6	5.6	9	3.7	5.6	5.6	9	3.4	9	9	9	9	9	9	9	9
Red	2.3	2.3		5.1	2.3	2.3		6								
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								20								
Cars Before Reduce																
Time To Reduce								20								
Reduce By																
Min Gap								3								
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit																
Rest In Walk		ON				ON										

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				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										

Station : 1122 - Fowler Ave (SR582) & Morris Bridge (F010) (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	Unit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF	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
1122		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	Modifier Phases	Type	Green	Yellow	Red
Overlap 1	8		NORMAL		3.5	1.5
Overlap 2	4		NORMAL		3.5	1.5
Overlap 3	5		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	1	2	5	6	8												OFF	OFF
Overlap 3	4	6	8														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 (SBT1)	2 (SBL1)	3	4 (WBT1)	5 (WBT2)	6 (WBT3)	7 (WBT4)	8 (WBL1)	9 (NBR1)	10 (NBT1)	11	12 (NBL1)	13 (EBT1)	14 (EBT2)	15 (EBT3)	16 (EBL1)
Call Phase	8	8		2	2	2	2	5	4	4		4	6	6	6	1
Switch Phase																
Delay Time	7								7							

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 : 1122 - Fowler Ave (SR582) & Morris Bridge (F010) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBT1)	2 (SBL1)	3	4 (WBT1)	5 (WBT2)	6 (WBT3)	7 (WBT4)	8 (WBL1)	9 (NBR1)	10 (NBT1)	11	12 (NBL1)	13 (EBT1)	14 (EBT2)	15 (EBT3)	16 (EBL1)	
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	8	4	5	6	4	8	1	2	3	2	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		1				1					1	1			
2		1		1		1					1	1			
3								1	1						
4			1				1			1					
5				1		1									
6		1		1											
7			1				1								
8								1							
9									1						
10			1												
11				1											
12					1										
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								

Station : 1122 - Fowler Ave (SR582) & Morris Bridge (F010) (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	
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51	
52	
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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			99	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	8	4
Dwell P2			6	5		
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			6	6	5	8
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 : 1122 - Fowler Ave (SR582) & Morris Bridge (F010) (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			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	NTCIP Yield +	Coord Active	Closed Loop
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	220	200	220	160	130	170	130									
Offset Time	137	91	204	150	53	33	46									
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 : 1122 - Fowler Ave (SR582) & Morris Bridge (F010) (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	27	115		38	32	110		40								
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	30	102		34	38	94		34								
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	32	120		31	30	122		37								
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	84		28	25	84		23								
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	23	51		26	25	49		30								
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	24	89		29	31	82		28								
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	21	67		22	31	57		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																

Station : 1122 - Fowler Ave (SR582) & Morris Bridge (F010) (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																
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	NON	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Station : 1122 - Fowler Ave (SR582) & Morris Bridge (F010) (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															

Station : 1122 - Fowler Ave (SR582) & Morris Bridge (F010) (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 : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (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										
Ped Clearance				39		38		39								
Min Green	5	15		6	5	15		6								
Passage	2	4		3	3	4		3								
Max1	25	100		25	15	100		25								
Max2																
Yellow	5.1	5.1	9	4.8	5.1	5.1	9	3.4	9	9	9	9	9	9	9	9
Red	2.4	2.4		2.6	2.4	2.4		4.8								
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																
Rest In Walk		ON				ON										

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								Assigned Ph
	From	To	From	To	From	To	From	To	
1									
2									
3									
4									
5									
6									
7									
8									

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases								Assigned Ph
	From	To	From	To	From	To	From	To	
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
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
2										
3										
4										
5										
6										
7										
8										

Station : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (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	Onit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF	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
1156		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	Modifier 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 (SBL2)	4 (WBT1)	5 (WBT2)	6 (WBL1)	7 (NBR1)	8 (NBT1)	9 (NBL2)	10 (EBR1)	11 (EBT1)	12 (EBT2)	13 (EBL1)	14 (EBL2)	15	16
Call Phase	8	8	8	2	2	5	4	4	4	6	6	6	1	1		
Switch Phase																
Delay Time	5						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																
Switch Phase																
Delay Time																

Station : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBR1)	2 (SBT1)	3 (SBL2)	4 (WBT1)	5 (WBT2)	6 (WBL1)	7 (NBR1)	8 (NBT1)	9 (NBL2)	10 (EBR1)	11 (EBT1)	12 (EBT2)	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	3	4	5	6	7	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			
3															
4			1												
5															
6		1													
7															
8	1														
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		8	4	3	7	
Ring 2	5	6						
Ring 3								
Ring 4								

Station : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (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	ON
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	ON
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			39	39	39	39
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			1	2	8	4
Dwell P2			6	5		
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	8
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 : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			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	NTCIP Yield +	Coord Active	Closed Loop
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	170	150	180					200								
Offset Time	109	31	153					59								
Split Number	1	2	3					8								
Seq Number	1	3	2	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

Station : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (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	22	113		19	27	108		16								
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	30	70		23	19	81		27								
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	16	100		19	16	100		45								
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																
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	23	142		19	31	134		16								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

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	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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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 : 1156 - Fletcher Ave & Hidden River Pkwy (F256) (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 : 1353 - I-4 & US 301 (E118) (Standard File)

Phase [1.1.1]

	1	2 (ST)	3 (EL)	4	5	6 (NT)	7	8	9	10	11	12	13	14	15	16
Walk		7														
Ped Clearance		10														
Min Green		15	7			15										
Passage		5	4			5										
Max1		65	20			65										
Max2																
Yellow	9	5.2	3.4	9	9	5.2	9	9	9	9	9	9	9	9	9	9
Red		2	4.4			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	2 (ST)	3 (EL)	4	5	6 (NT)	7	8	9	10	11	12	13	14	15	16
Enable		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										
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 : 1353 - I-4 & US 301 (E118) (Standard File)

Unit Parameters [1.2.1]

Free Ring Sequence	Onit Yellow Enable	Yellow 3 Second Disable	Disable Init Ped	Start Red Time	Local Flash Start	Enable Run	Max Seek Dwell Time	Max Seek Track Time	Max Cycle Time	Cycle Fault Action	T52 Det Faults	SDLC Retry Time	Diamond Mode	Phase Mode	Feature Profile	Tone Disable	Console Timeout	Red Revert	Backup Time	Auto Ped Clear	StartUp Flash
	OFF	OFF	OFF	OFF	OFF	ON				ALARM	ON		4PH	QSEQ		OFF	30	3		ON	

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1353		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	Modifier 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 (SBT1)	2 (SBT2)	3 (NBT1)	4 (NBT2)	5 (EBL1)	6	7	8	9	10	11	12	13	14	15	16
Call Phase	2	2	6	6	3											
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																
Switch Phase																
Delay Time																

Station : 1353 - I-4 & US 301 (E118) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBT1)	2 (SBT2)	3 (NBT1)	4 (NBT2)	5 (EBL1)	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]

PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
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				1											
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	
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 : 1353 - I-4 & US 301 (E118) (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	
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51	
52	
53	
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57	
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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												

Station : 1353 - I-4 & US 301 (E118) (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	NTCIP Yield +	Coord Active	Closed Loop
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	90	120			100										
Offset Time	2	3	6			66										
Split Number	1	2	3			6										
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 : 1353 - I-4 & US 301 (E118) (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		87	43			87										
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		58	32			58										
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	30			90										
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																
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		65	35			65										
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																
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																

Station : 1353 - I-4 & US 301 (E118) (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																
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	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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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 : 1485 - M.L.King Blvd (SR574) & I-75 NB Ramps (E138) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	5	15														
Passage	3	4														
Max1	25	50														
Max2																
Yellow	5.1	5.1	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Red	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														
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	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										
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 : 1485 - M.L.King Blvd (SR574) & I-75 NB Ramps (E138) (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	TSZ 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		8SEQ	4PH		OFF	ALARM				ON	OFF	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
1485		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	Modifier 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 (EBL1)	2 (EBL2)	3 (WBT1)	4 (WBT2)	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	1	2	2												
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																
Switch Phase																
Delay Time																

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (EBL1)	2 (EBL2)	3 (WBT1)	4 (WBT2)	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																						
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH
Flash	RED	YEL	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cye	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	

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															
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									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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Station : 1485 - M.L.King Blvd (SR574) & I-75 NB Ramps (E138) (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	
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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	
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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	ON	ON				
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			1	2		
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			2	2		
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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Station : 1485 - M.L.King Blvd (SR574) & I-75 NB Ramps (E138) (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 See Foff	Coord Easy Float	Yield Value	NTCIP Yield Sign	Coord	Closed Loop Active
FRC	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	+		ON

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	80	110	150	90		110										
Offset Time	77	85	109	58		87										
Split Number	1	2	3	4		6										
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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Station : 1485 - M.L.King Blvd (SR574) & I-75 NB Ramps (E138) (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	18	62														
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	35	75														
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	70	80														
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	27	63														
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																
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	35	75														
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																
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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Station : 1485 - M.L.King Blvd (SR574) & I-75 NB Ramps (E138) (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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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Station : 1485 - M.L.King Blvd (SR574) & I-75 NB Ramps (E138) (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															

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Station : 1485 - M.L.King Blvd (SR574) & I-75 NB Ramps (E138) (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												
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51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

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Station : 1504 - Fowler Ave & Jefferson Rd (F333) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4 (NT)	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		11		37		17										
Min Green	5	15		7		15		7								
Passage	3	4		3		4		3								
Max1	15	50		40		50		40								
Max2																
Yellow	5.5	5.5	9	4	9	5.5	9	4	9	9	9	9	9	9	9	9
Red	2	2		3.7		2		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 (EL)	2 (WT)	3	4 (NT)	5	6 (ET)	7	8 (ST)	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		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						Assigned Ph
	From	To	From	To	From	To	
1							
2							
3							
4							
5							
6							
7							
8							

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases						Assigned Ph
	From	To	From	To	From	To	
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
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
2										
3										
4										
5										
6										
7										
8										

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

DRAFT

Hillsborough County

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Station : 1504 - Fowler Ave & Jefferson Rd (F333) (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
1504		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	OFF	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifier Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2	1	2	R-T/OTH		5.5	2
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5
Overlap 6		6	R-T/OTH		5.5	2
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 FL OFF YEL4
Overlap 3			OFF OFF
Overlap 4			OFF OFF
Overlap 5			OFF OFF
Overlap 6			OFF FL OFF YEL4
Overlap 7			OFF OFF
Overlap 8			OFF OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SBT1)	2 (WBT1)	3 (WBT2)	4 (WBL1)	5 (NBT1)	6 (EBT1)	7 (EBT2)	8 (EBT3)	9 (EBL1)	10	11	12	13	14	15	16
Call Phase	8	2	2	6	4	6	6	6	1							
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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Station : 1504 - Fowler Ave & Jefferson Rd (F333) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SBT1)	2 (WBT1)	3 (WBT2)	4 (WBL1)	5 (NBT1)	6 (EBT1)	7 (EBT2)	8 (EBT3)	9 (EBL1)	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	2		4	6	6		8					2	4	6										
Type	OLP	VEH	VEH	VEH	OLP	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	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	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			1						1						
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				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Station : 1504 - Fowler Ave & Jefferson Rd (F333) (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	
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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						
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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Station : 1504 - Fowler Ave & Jefferson Rd (F333) (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	NTCIP Yield Sign	Coord Active	Closed Loop
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																
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																
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																
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																

Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	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	NON	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	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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Station : 1504 - Fowler Ave & Jefferson Rd (F333) (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															

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Station : 1504 - Fowler Ave & Jefferson Rd (F333) (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 : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3 (SL)	4	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green	7	20	7			20										
Passage	3	3	3			3										
Max1	25	50	25			50										
Max2																
Yellow	5.1	5.1	4.1	9	9	5.1	9	9	9	9	9	9	9	9	9	9
Red	2	2	3			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																
Rest In Walk		ON				ON										

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3 (SL)	4	5	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																
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								Assigned Ph
	From	To	From	To	From	To	From	To	
1									
2									
3									
4									
5									
6									
7									
8									

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases								Assigned Ph
	From	To	From	To	From	To	From	To	
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			12	3	25		5.1	2	1	
2			20	3	50		5.1	2	2	
3			12	3	25		4.1	3	3	
4							9			
5							9			
6			20	3	50		5.1	2	6	
7							9			
8							9			

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 : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (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	Onit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		QSEQ	4PH		ON	ALARM				ON	OFF	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
1507		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	Modifier 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 (EBT1)	2 (EBT2)	3 (WBT1)	4 (WBT2)	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	6	6	2	2												
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	1	1	3	3												
Switch Phase																
Delay Time																

Station : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (EBT1)	2 (EBT2)	3 (WBT1)	4 (WBT2)	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]

PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
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				
2											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	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 : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (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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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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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			1	2	3	
Dwell P2			6			
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	6	
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 : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (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	NTCIP Yield +	Coord Active	Closed Loop
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 : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (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	25	30	25			45										
Mode	MIN	NON	MAX	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	60	20	25			20										
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 : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (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	25	30	25			30										
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	NON	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	NON	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	NON	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	NON	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	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

DRAFT

Station : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (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															

Station : 1507 - Fletcher-Morris Bridge & I-75 (East) (F335) (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											

City of Tampa Signal Timing Sheet

Section ID: 1618 Computer: S CCU: Drop: 18 Shop ID: 2002

Timing Date: 6/15/2015 Phase Date: 6/14/2012 Controller: ASC3

Intersection: BRUCE B DOWNS / I-75 (N)

Phase Numbers	1	2	4	6
Direction	NBLT	SB	WB	NB
Minimum Green	5	10	10	10
Walk	---	7	7	7
Flash Don't Walk	---	19	35	19
Vehicle Extension	2.0	3.0	3.0	3.0
Max. Green I	<u>30²⁰</u>	<u>80⁶⁰</u>	<u>40⁵⁰</u>	<u>80⁶⁰</u>
Max. Green II	30	180	40	180
Yellow Clearance	4.8	4.8	4.0	4.8
All Red Clearance	2.1	2.0	3.7	2.0
Phase Recall	---	MAX	---	MAX
Detector Memory	ON	---	ON	---
Ped. Recall	---	ON	---	ON
Flash Operation	RED	RED	RED	RED

Special Modes and Times of Operation:

Surveillance Times: 2200-615

Flash Source: Flash Times:

C = Computer Flash T = Time Clock/Controller

Special Functions: 0

0

0

FDOT SOP: 13 MOD

Backup Protection (Y/N): N

FDOT FDW (Y/N): Y

Please Implement Within : 1 Week [] 1 Month

Comments:

MAX II: MONDAY THRU FRIDAY (06:15 - 09:30 & 15:00 - 19:15).

MAX I ALL OTHER TIMES.

NOTE: ALL RED FLASH

Submitted By: [Signature]
Date: 6-16-15

Reviewed By: [Signature]
Date: 6-16-15

Approved By: [Signature]
Date: 6/16/15

Signal Timing Implemented: As sent [] With the following revisions

Date: [Signature] By: [Signature]
Date: 6-18-15

Signal Timing Not Implemented: [] Reasons: _____

Date: _____ By: _____

CITY OF TAMPA COMPUTER PATTERN SHEET

1618

1618 - BRUCE B. DOWNS & I-75 (N)

ECONOLITE

Timing Date: 06/15/2015			MIN	10	10	5
MSX: S CCU: Drop: 18			YEL	4.8	4	4.8
Structures: 1			RED	2	3.7	2.1
Lead / Lag: 1			WLK	7	7	
			FDW	19	35	
			Min - 63	33	18	12
Pat			CYC	FOS	OS	NS WB NBLT
1	AM	0615-0830	254	170	195	178 51 25
2						
3	AM/PM OFF	0830-1500	200	183	18	114 51 35
4	& AT	1900-2200				
5	PM	1500-1900	254	11	86	128 51 75
6	LATE	2200-2400	180	43	78	94 51 35
7	& AT	0000-0615				
8						
9						
10						
11						
12						
13						
14						
15						
16						

T.B.C. DAY PLAN 1 & 2: MON-FRI PATT 6/1/3/5/3/6.
 DAY PLAN 3 & 4: SAT-SUN PATT 6 0000-0615 & 2200-2400, PATT 3 ALL OTHER.

City of Tampa - Phasing Diagram

BRUCE B. DOWNS / I-75 (N)

Prepared by

PRC Reviewed by

Ø Diagram	6/14/2012
Form Vers.	2/15/2012
Pg: 1	of 2

FDOT SOP# 15 MOD

Sect. I.D.# 1618

Signal Head Display:

Location:
Phasing Date:
6/14/2012

Controller:
Econolite ASC3S

Vehicle Movements

Phase

Overlaps
Signal Head Numbers
Econolite ASC3S

Flashing Operation Interval

Display Sequence

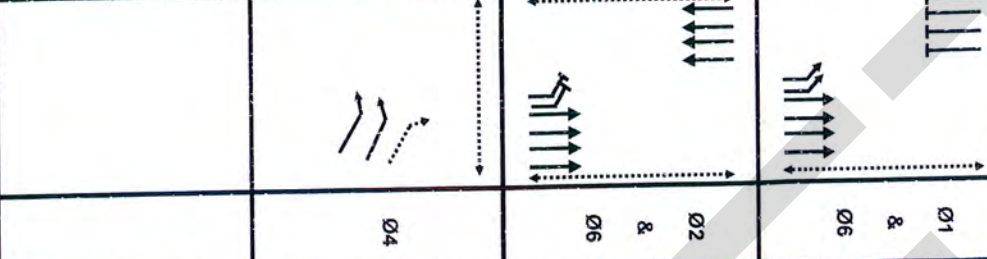
1	2	4	4R	6	7
←R	R	R	R	R	←R

P2	P4	P6	P8
			N/A



Comments:

CNA ON Ø2 & Ø6. PED HEADS AND BUTTONS ON P2, P4 & P6.



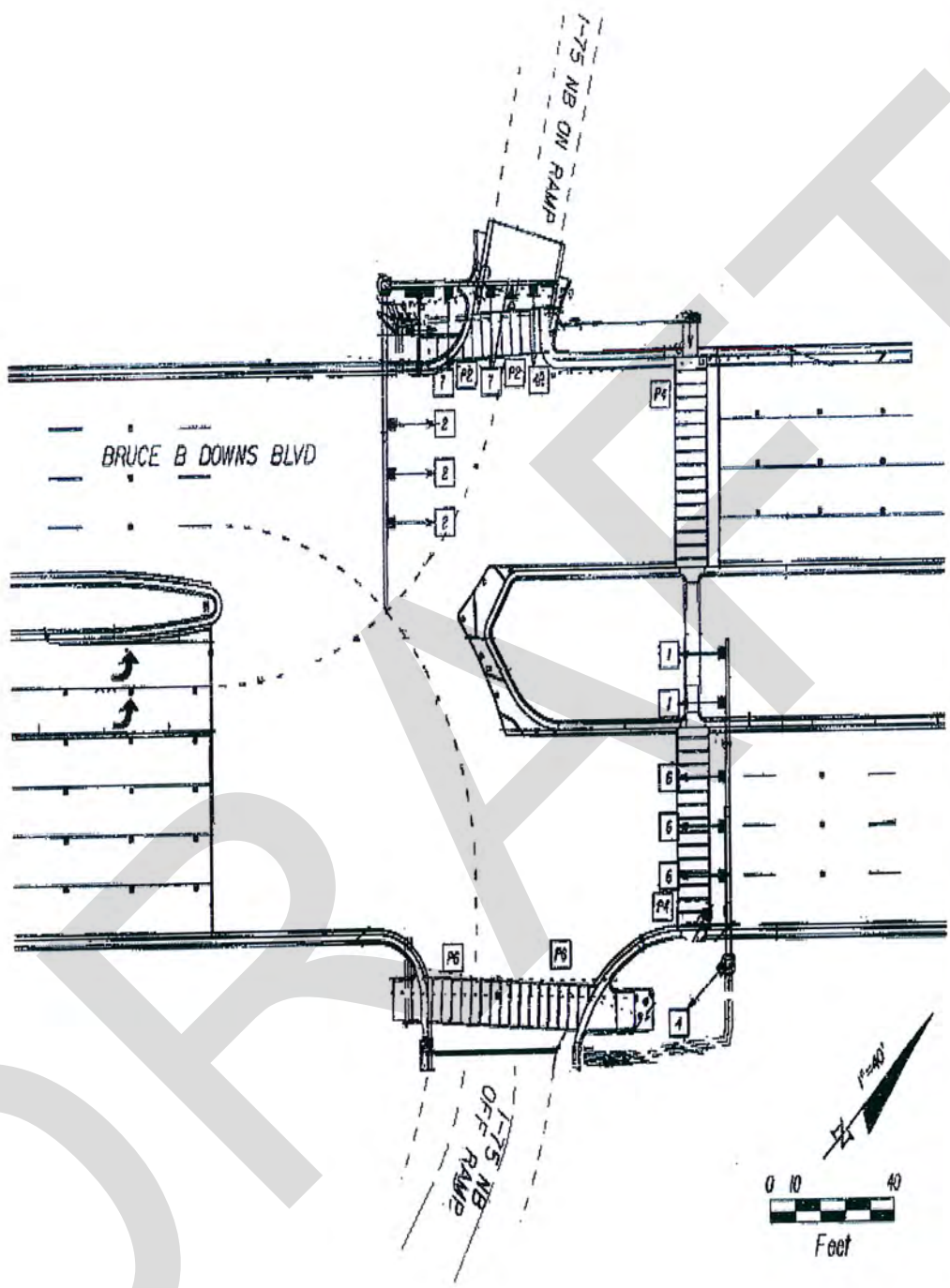
Signal Head #	1	2	4	4R	6	7	DW	DW	DW	W
Clear Ped	←G	R	R	R	R	←R	DW	DW	DW	W
Clear to Ø2 & Ø6	←Y	R	R	R	G	←R	DW	DW	DW	
RW	←R	R				←R				
Clear Ped	←R	G	R	R	G	←R	DW	DW	FDW	W
Clear to Ø1 & Ø6	←R	Y	R	R	G	←R	DW	DW	DW	
Clear to All Other	←R	R	R	R	Y	←R	DW	DW	DW	
RW	←R	R				←R				
Clear Ped	←R	R	G	G	R	←G	DW	W	DW	
Clear to All Other	←R	R	Y	Y	R	←Y	DW	FDW	DW	
RW	←R	R				←R				
Clear Ped	←R	R	G	G	R	←G	DW	DW	DW	
Clear to All Other	←R	R	Y	Y	R	←Y	DW	DW	DW	
Signal Head #	1	2	4	4R	6	7				
Econolite Overlaps	LS1	LS2	LS4	LS4	LS6	LS4				
Load Switch #										
Peak Overlaps										
							P2	P4	P6	
							LS13	LS14	LS15	

FDOT SOP# 15 MOD
 Phasing Date: 6/14/2012
 Sect. I.D.# 1618
 Location:

INTERSECTION DRAWING

BRUCE B. DOWNS / I-75 (N)

Ø Diagram 6/14/2012
 Form Vers. 2/15/2012
 Pg: 2 of 2



City of Tampa Signal Timing Sheet

Section ID: 1616 Computer: S CCU: Drop: 16 Shop ID: 2001
 Timing Date: 6/10/2015 Phase Date: 10/22/2012 Controller: ASC3
 Intersection: BRUCE B DOWNS / I-75 (S)

Phase Numbers	2	6	8
Direction	SB	NB	EB
Minimum Green	10	10	10
Walk	7	9	7
Flash Don't Walk	14	1	29
Vehicle Extension	3.0	3.0	4.0
Max. Green I	<u>130⁶⁰</u>	<u>130⁶⁰</u>	<u>30⁵⁰</u>
Max. Green II	210	210	35
Yellow Clearance	4.8	4.8	4.0
All Red Clearance	2.0	2.0	2.0
Phase Recall	MAX	MAX	---
Detector Memory	---	---	ON
Ped. Recall	ON	ON	---
Flash Operation	YEL	YEL	RED

Special Modes and Times of Operation:

Surveillance Times: 2200-615

Flash Source: Flash Times:

C = Computer Flash T = Time Clock/Controller

Special Functions:

FDOT SOP: 1 MOD

Backup Protection (Y/N): N

FDOT FDW (Y/N): N

Please Implement Within : 1 Week [] 1 Month

Comments:

MAX II: MONDAY THRU FRIDAY (06:15 - 09:30 & 16:00 - 19:15)

MAX I ALL OTHER TIMES

Submitted By: GT
Date: 6-10-15

Reviewed By: JS
Date: 6-10-15

Approved By: BJ
Date: 6-11-15

Signal Timing Implemented: As sent [] With the following revisions

6/30/15 MAJ
Date: 6-18-15 By: GT

Signal Timing Not Implemented: [] Reasons: _____

Date: _____ By: _____

CITY OF TAMPA COMPUTER PATTERN SHEET

1616

1616 - BRUCE B. DOWNS & I-75 (S)

ECONOLITE

Timing Date: 06/10/2015			MIN	15	10	
MSX: S CCU: Drop: 16			YEL	4.8	4	
Structures: 1			RED	2	2	
Lead / Lag:			WLK	7	7	
			FDW	14	29	
			Min - 45	28	17	
Pat			CYC	OS	NS	EB
1	AM	0615-0830	254	200	206	48
2						
3	AM/PM OFF	0830-1500	200	10	150	50
4	& AT	1900-2200				
5	PM	1500-1900	254	80	206	48
6	LATE	2200-2400	180	148	126	54
7	& AT	0000-0615				
8						
9						
10						
11						
12						
13						
14						
15						
16						

T.B.C. DAY PLAN 1 & 2: MON-FRI PATT 6/1/3/5/3/6.
 DAY PLAN 3 & 4: SAT-SUN PATT 6 0000-0615 & 2200-2400, PATT 3 ALL OTHER.



City of Tampa - Phasing Diagram



Ø Diagram	6/14/2012
Form Vers.	2/15/2012

Pg:	1	of	2
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BRUCE B. DOWNS / I-75 (S)

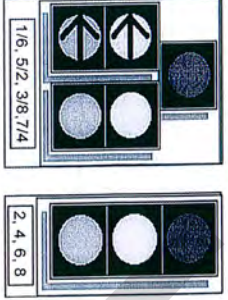
Prepared by PRC

Reviewed by

FDOT SOP# 2 MOD

Sect. I.D.# 1616

Signal Head Display:



Location:

Phasing Date: 7/21/2008

Controller:

Signal Head Numbers
Econolite ASC3S

Vehicle

Movements

Flashing Operation

Phase

Overlaps
Econolite ASC3S

2	4	6	8	1/6	5/2	3/8	7/4
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Display Sequence							
←G	←G	←G	←G	←G	←G	←G	←G
←Y	←Y	←Y	←Y	←Y	←Y	←Y	←Y
←R	←R	←R	←R	←R	←R	←R	←R

Interval	Display Sequence							
	←G	←G	←G	←G	←G	←G	←G	←G
Clear to Ø1 & Ø6	R	R	R	R	R	R	R	R
Clear to Ø2 & Ø5	R	R	R	R	R	R	R	R
Clear to Ø2 & Ø6	R	R	R	R	R	R	R	R
RW								
Clear Ped								
Clear to Ø2 & Ø6	R	R	R	R	R	R	R	R
RW								
Clear Ped								
Clear to Ø2	R	R	R	R	R	R	R	R
Clear to Ø2 & Ø6	R	R	R	R	R	R	R	R
RW								
Clear Ped								
Clear to Ø2	G	G	G	G	G	G	G	G
Clear to Ø2 & Ø6	G	G	G	G	G	G	G	G
RW								
Clear Ped								
Clear to Ø2	R	R	R	R	R	R	R	R
Clear to Ø2 & Ø6	R	R	R	R	R	R	R	R
RW								
Clear Ped								
Clear to Ø2	G	G	G	G	G	G	G	G
Clear to Ø2 & Ø6	G	G	G	G	G	G	G	G
RW								
Clear Ped								
Clear to Ø2	R	R	R	R	R	R	R	R
Clear to Ø2 & Ø6	R	R	R	R	R	R	R	R

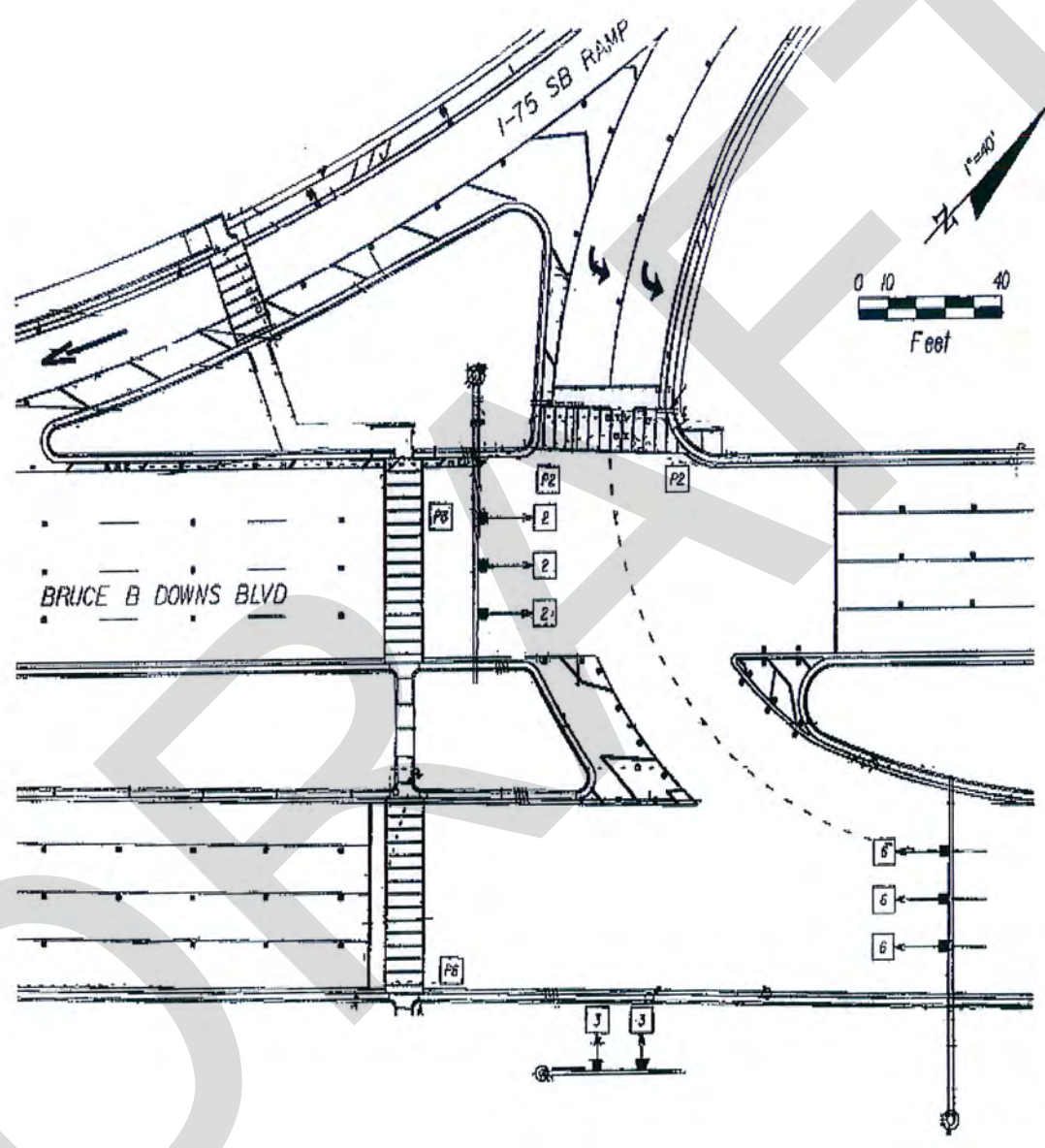
Signal Head #	2	4	6	8	1/6	5/2	3/8	7/4	W	DW	DW	DW	DW
Econolite Overlaps													
Load Switch #	LS2	LS4	LS6	LS8	LS1	LS6	LS5	LS2	LS3	LS8	LS7	LS4	LS9
Peek Overlaps													

FDOT SOP#	2 MOD	Sect. I.D.#	1616
Phasing Date:	7/21/2008	Location:	

INTERSECTION DRAWING

BRUCE B. DOWNS / I-75 (S)

Ø Diagram	6/14/2012
Form Vers.	2/15/2012
Pg: 2	of 2



City of Tampa Signal Timing Sheet

Form Ver : 4/19/2017

Section ID: 1604 Computer: S CCU: Drop: 4 Facilities ID: Shop ID: 1011

Timing Date: 6/1/2017 Phase Date: 2/25/2010 Controller: ASC3

Intersection: BRUCE B DOWNS / TAMPA PALMS

Phase Numbers	1	2	3	4	5	6	7	8
Direction	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB
Minimum Green	5	15	5	10	5	15	5	10
Walk	---	7	---	7	---	7	---	7
Walk - XGuard								
FDW	---	33	---	36	---	33	---	36
FDW - XGuard								
Vehicle Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Max. Green I	25	60	25	40	25	60	25	40
Max. Green II	20	125	40	45	20	125	40	45
Yellow Clr/Alt Yel Clr	4.8	4.8	4.4	4.4	4.8	4.8	4.4	4.4
Red Clr/Alt Red Clr	2.3	2.2	3.4	2.6	2.3	2.2	3.4	2.6
Phase Recall	---	MAX	---	---	---	MAX	---	---
Detector Memory	ON	---	ON	---	ON	---	ON	---
Ped. Recall	---	ON	---	---	---	ON	---	---
Flash Operation	RED	YEL	RED	RED	RED	YEL	RED	RED

Special Modes and Times of Operation:

Free Operation Time 7-D 2200-0615 Free Operation Other Tim
 Crossing Guard Times A Railroad Preempt: No Fire Preempt: Yes Bridge Preempt: No
 Crossing Guard Times P Transit Preemp False
 Flash Source: C = Computer T = TOD/Controller Flash Time Primary:
 Special Functions: 0 Flash Time Secondary:
 0 FDOT SOP: 10 MOD
 0 Backup Protection (Y/N): N
 FDOT FDW (Y/N): Y

Comments:

MAX II: MONDAY THRU FRIDAY (06:15 - 09:30 & 15:00 - 19:15)
 MAX I ALL OTHER TIMES
 IP 172.19.34.189

Please Implement Signal Timings Within : [] 1 Week [] 1 Month

Submitted By: CS Reviewed By: WJ Approved By: BJ Implemented By: WJ
 Date: 6/2/17 Date: 6-2-17 Date: 6-2-17 Date: 6-2-17

Implemented as sent: [] With the following revisions below: [] Returned, not implemented: []

1604
CITY OF TAMPA COMPUTER PATTERN SHEET

1604

1604 - BRUCE B. DOWNS & TAMPA PALMS

ASC3

Timing Date: 02/15/2017	MIN	20	7	12	7		
MSX: S CCU: Drop: 04	YEL	4.8	4.0	4.4	4.0		
Structures: 1	RED	3.0	4.5	3.7	4.1		
Lead / Lag:	WLK	7		7			
	FDW	37		37			
	Min - 105	52	16	21	16		
Pat	CYC	OS	NS	EWLT	EW	NSLT	
1 AM 0615-0830	254	89	136	40	53	25	
2							
3 AM/PM OFF 0830-1500	200	155	88	32	53	27	
4 & AT 1900-2200	200	172	88	32	53	27	
5 PM 1500-1900	254	119	131	30	53	40	
6 LATE 2200-2400	180	162	70	20	60	30	
7 & AT 0000-0615	180	162	70	20	60	30	
8							
9							
10							
11							
12							
13							
14							
15							
16							

T. B. C. DAY PLAN 1 & 2: MON-FRI PATT 7/1/3/5/6.
DAY PLAN 3 & 4: SAT-SUN PATT 7 0000-0615 & 2200-2400, PATT 3 ALL OTHER.

City of Tampa - Phasing Diagram

Ø Diagram 1/25/2013
 Form Vers. 2/15/2012
 Pg: 1 of 3

FDOT SOP#	10 MOD	Sect. I.D.#	1604	BRUCE B. DOWNS / TAMPA PALMS								Prepared by	PRC	Reviewed by					
Signal Head Display:		Location:	Overlaps																
		Phasing Date:	Signal Head Numbers	1	2	3	4	5	6	7	8								
		Controller:	Flashing Operation	← R	Y	← R	R	← R	Y	← R	R	P2	P4	P6	P8				
		Vehicle Movements	Phase	Interval	Display Sequence														
 1,3,5,7 2, 4, 6, 8	Ø1 & Ø5	RW	← G	R	← R	R	← G	R	← R	R					DW	DW	DW	DW	
		Clear to Ø1 & Ø6	← G	R	← R	R	← Y	R	← R	R					DW	DW	DW	DW	
		Clear to Ø2 & Ø5	← Y	R	← R	R	← G	R	← R	R					DW	DW	DW	DW	
		Clear to Ø2 & Ø6	← Y	R	← R	R	← Y	R	← R	R					DW	DW	DW	DW	
			← R	R	← R	R	← R	R	← R	R					DW	DW	DW	DW	
 P2, P4, P6, P8	Ø1 & Ø6	RW	← G	R	← R	R	← R	G	← R	R					DW	DW	W	DW	
		Clear Ped	← G	R	← R	R	← R	G	← R	R					DW	DW	FDW	DW	
		Clear to Ø2 & Ø6	← Y	R	← R	R	← R	G	← R	R					DW	DW	DW	DW	
			← R	R	← R	R	← R	G	← R	R					DW	DW	DW	DW	
	Ø2 & Ø5	RW	← R	G	← R	R	← G	R	← R	R					W	DW	DW	DW	
		Clear Ped	← R	G	← R	R	← G	R	← R	R					FDW	DW	DW	DW	
		Clear to Ø2 & Ø6	← R	G	← R	R	← Y	R	← R	R					DW	DW	DW	DW	
			← R	G	← R	R	← R	R	← R	R					DW	DW	DW	DW	
 CNA ON Ø2 & Ø6. PED HEADS AND BUTTONS ALL AROUND.	Ø2 & Ø6	RW	← R	G	← R	R	← R	G	← R	R					W	DW	W	DW	
		Clear Ped	← R	G	← R	R	← R	G	← R	R					FDW	DW	FDW	DW	
		Clear to Ø1 & Ø6	← R	Y	← R	R	← R	G	← R	R					DW	DW	DW	DW	
		Clear to Ø2 & Ø5	← R	G	← R	R	← R	Y	← R	R					DW	DW	DW	DW	
		Clear to All Other	← R	Y	← R	R	← R	Y	← R	R					DW	DW	DW	DW	
			← R	R	← R	R	← R	R	← R	R					DW	DW	DW	DW	

City of Tampa - Phasing Diagram

Ø Diagram 1/25/2013
Form Vers. 2/15/2012
Pg: 2 of 3

FDOT SOP# 10 MOD Sect. I.D.# 1604

Signal Head Display:		Location: BRUCE B. DOWNS / TAMPA PALMS		Prepared by		Reviewed by											
Phasing Date: 3/13/1997		Overlaps		Signal Head Numbers		P2 P4 P6 P8											
Controller: Econolite ASC3S		Flashing Operation		1 2 3 4 5 6 7 8													
Vehicle Movements		Phase		Interval		Display Sequence											
	Ø3 & Ø7	RW	←-R R ←-G R ←-R R ←-G R									DW	DW	DW	DW		
		Clear to	←-R R ←-G R ←-R R ←-Y R											DW	DW	DW	DW
		Ø3 & Ø8	←-R R ←-G R ←-R R ←-R R											DW	DW	DW	DW
		Clear to	←-R R ←-Y R ←-R R ←-G R											DW	DW	DW	DW
		Ø4 & Ø7	←-R R ←-R R ←-R R ←-G R											DW	DW	DW	DW
		Clear to	←-R R ←-Y R ←-R R ←-Y R											DW	DW	DW	DW
	Ø3 & Ø8	RW	←-R R ←-G R ←-R R ←-R G									DW	DW	DW	W		
		Clear Ped	←-R R ←-G R ←-R R ←-R G										DW	DW	DW	FDW	
		Clear to	←-R R ←-Y R ←-R R ←-R G											DW	DW	DW	DW
		Ø4 & Ø8	←-R R ←-R R ←-R R ←-R G											DW	DW	DW	DW
		Clear to	←-R R ←-Y R ←-R R ←-R Y											DW	DW	DW	DW
		All Other	←-R R ←-R R ←-R R ←-R R											DW	DW	DW	DW
	Ø4 & Ø7	RW	←-R R ←-R G ←-R R ←-G R									DW	W	DW	DW		
		Clear Ped	←-R R ←-R G ←-R R ←-G R										DW	FDW	DW	DW	
		Clear to	←-R R ←-R G ←-R R ←-Y R											DW	DW	DW	DW
		Ø4 & Ø8	←-R R ←-R G ←-R R ←-R R											DW	DW	DW	DW
		Clear to	←-R R ←-R Y ←-R R ←-Y R											DW	DW	DW	DW
		All Other	←-R R ←-R R ←-R R ←-R R											DW	DW	DW	DW
	Ø4 & Ø8	RW	←-R R ←-R G ←-R R ←-R G									DW	W	DW	W		
		Clear Ped	←-R R ←-R G ←-R R ←-R G										DW	FDW	DW	FDW	
		Clear to	←-R R ←-R Y ←-R R ←-R Y											DW	DW	DW	DW
		All Other	←-R R ←-R R ←-R R ←-R R											DW	DW	DW	DW
Comments:																	
CNA ON Ø2 & Ø6. PED HEADS AND BUTTONS ALL AROUND.																	

INTERSECTION DRAWING

Ø Diagram 1/25/2013
Form Vers. 2/15/2012
Pg: 3 of 3

FDOT SOP# 10 MOD Sect. I.D.# 1604

Phasing Date: 3/13/1997 Location:

BRUCE B. DOWNS / TAMPA PALMS

CIP NO.
6106

699-1-1 4 EA
FOR DETAILS OF SIGN
PLACEMENTS SEE GUIDE
SIGN WORK SHEET 7-18

CONTROLLER OPERATION:

- MAJOR STREET IS BRUCE B. DOWNS BLVD., PHASE 2 (MOVEMENTS 2 & 6) AND MINOR STREET IS TAMPA PALMS BLVD., PHASE 6 (MOVEMENTS 4 & 8)
- USE SIGNAL OPERATING PLAN NO. 10
- FLASHING INDICATION SHALL BE YELLOW ON BRUCE B. DOWNS BLVD., AND RED ON TAMPA PALMS BLVD., AND ALL PROTECTED PHASES (ARROWS ONLY).
- POWER SERVICE METER BASE AND MAIN DISCONNECT SHALL BE INSTALLED ON A 12 FEET TYPE P-11 PRESTRESSED CONCRETE SERVICE POLE AS SHOWN PER STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION DESIGN STANDARDS INDEX NO. 17504 AND NO. 17736. SEE ITS PLANS FOR SEPARATE DISCONNECT USED FOR ITS POWER.

MOVEMENT NUMBER	1	2	3	4	5	6	7	8
MINIMUM GREEN	7	20	7	12	7	20	7	12
EXTENSION	3	4	3	3	4	3	3	3
MAXIMUM GREEN 1	15	30	20	20	15	30	20	20
YELLOW CLEARANCE	3.6	4.3	3.2	3.6	3.6	4.3	3.2	3.6
ALL RED	4.1	2.9	4.1	3.7	4.1	2.9	4.1	3.7
PEDESTRIAN WALK	-	7	-	7	-	7	-	7
PED. CLEARANCE	-	31.3	-	32.5	-	32.5	-	32.5
RECALL		MIN		MIN		MIN		MIN

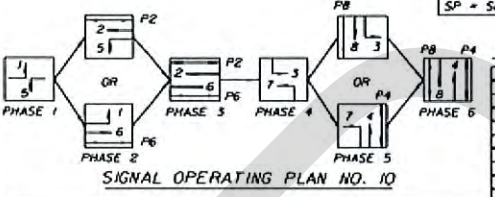
TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY THE ENGINEER.

VIDEO DETECTOR	DETECTION ZONE	CONNECT TO TIMING FUNCTION	DELAY TIME (SECS)
VD16	DZ 2	TF 2	
	DZ 5	TF 5	
VD17	DZ 1	TF 1	
	DZ 6	TF 6	
VD18	DZ 4	TF 4	
	DZ 7	TF 7	
	DZ 3	TF 3	
VD19	DZ 8	TF 8	

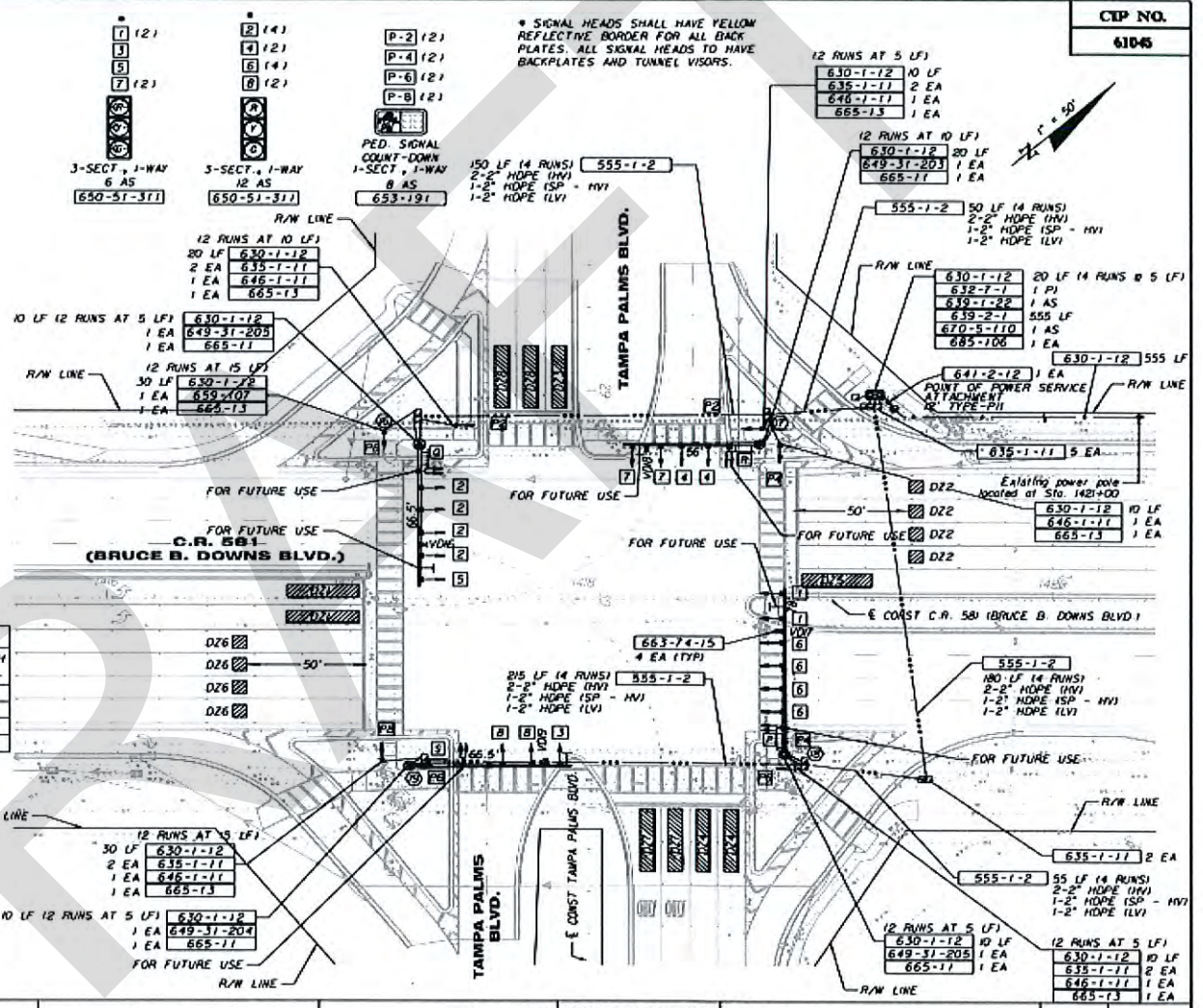


POLE #	STATION	OFFSET	GROUND ELEV.	ADJ. HIGH PT. ELEV.
①	M17+31	73.6' LT	39.9'	40.52'
②	M18+75	74.1' LT	39.16'	38.60'
③	M18+85	74.0' RT	39.00'	40.26'
④	M17+26	80.0' RT	38.40'	38.71'

HV = HIGH VOLTAGE
LV = LOW VOLTAGE
SP = SPARE



690-10	9 EA
690-20	3 EA
690-31	3 EA
690-36+1	2 EA
690-50	1 EA
690-70	3 EA
690-80	1 EA
690-90	1 PI
690-100	1 PI
700-48-60	4 EA



PARSONS BRINCKERHOFF 2000 MAIN STREET SOUTH, SUITE 200 TAMPA, FLORIDA 33606 (813) 330-0000 Copyright © 1997, Parsons Brinckerhoff, Inc. All Rights Reserved.	DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION 60 E. KENNEDY BLVD., TAMPA, FLORIDA 33602 P.O. BOX 180, TAMPA, FLORIDA 33601 (813) 272-1922	DESIGNED BY: SUWAY BENZADI DRAWN BY: RUSSELL CHARLES, E.I. CHECKED BY: DEBRAH A. COE, P.E. SUPERVISED BY: SUWAY BENZADI, P.E.	NAME: SUWAY BENZADI DATE: 1/22/13 LK: 4043868 DATE: 1/22/13	APPROVED BY: SUWAY BENZADI, P.E. PROJECT NO. 6045 SHEET NO. T-9
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1620
CITY OF TAMPA COMPUTER PATTERN SHEET

1620

1620 - BRUCE B. DOWNS & DONA MICHELLE



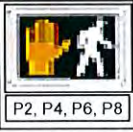
ECONOLITE

Timing Date: 10/26/2015 MSX: S CCU: Drop: 20 Structures: 1 Lead / Lag:	MIN YEL RED WLK FDW	10 4.8 2.4 7 36	5 3.4 4.4 7 13	5 3.4 5 7 14	5 4.8 2.8 7 45	51 13 14 13	
Min - 91							
Pat	CYC	OS	NS	EWLT	EW	NSLT	
1 AM 0615-0830	254	232	149	20	61	24	
2							
3 AM/PM OFF 0830-1500	200	55	84	25	61	30	
4 & AT 1900-2200							
5 PM 1500-1900	254	170	111	30	61	52	
6 LATE 2200-2400	180	106	79	20	61	20	
7 & AT 0000-0615							
8							
9							
10							
11							
12							
13							
14							
15							
16							

T. B. C DAY PLAN 1 & 2: MON-FRI PATT 6/1/3/5/3/6.
 DAY PLAN 3 & 4: SAT-SUN PATT 6 0000-0615 & 2200-2400, PATT 3 ALL OTHER.

City of Tampa - Phasing Diagram

Ø Diagram 6/15/2012
 Form Vers. 2/15/2012
 Pg: 1 of 3

FDOT SOP#	10 MOD	Sect. I.D.#	1620	Location: BRUCE B. DOWNS / DONA MICHELLE								Prepared by	PRC	Reviewed by	<i>CS</i>	
Signal Head Display:		Phasing Date:	6/15/2012	Overlaps								P2 P4 P6 P8				
  		Controller: Econolite ASC3S		1	2	3	4	5	6	7	8					
		Vehicle Movements		Flashing Operation		←R	Y	←R	R	←R	Y	←R	R			
Comments: CNA ON Ø2 & Ø6. PED HEADS AND BUTTONS ALL AROUND.		Ø1 & Ø5	RW Clear to Ø1 & Ø6 Clear to Ø2 & Ø5 Clear to Ø2 & Ø6	Display Sequence												
				←G	R	←R	R	←G	R	←R	R	DW	DW	DW	DW	
		Ø1 & Ø6	RW Clear Ped Clear to Ø2 & Ø6	←G	R	←R	R	←R	G	R	R	DW	DW	W	DW	
				←G	R	←R	R	←R	G	R	R	DW	DW	FDW	DW	
		Ø2 & Ø5	RW Clear Ped Clear to Ø2 & Ø6	←Y	R	←R	R	←R	G	R	R	DW	DW	DW	DW	
				←R	R	←R	R	←R	G	R	R	DW	DW	DW	DW	
		Ø2 & Ø6	RW Clear Ped Clear to Ø1 & Ø6 Clear to Ø2 & Ø5 Clear to All Other	←R	G	←R	R	←R	G	←R	R	W	DW	W	DW	
				←R	G	←R	R	←R	G	←R	R	FDW	DW	FDW	DW	
		Ø2 & Ø6	RW Clear to Ø1 & Ø6 Clear to Ø2 & Ø5 Clear to All Other	←R	G	←R	R	←R	G	←R	R	DW	DW	DW	DW	
				←R	G	←R	R	←R	Y	←R	R	DW	DW	DW	DW	
		Ø2 & Ø6	RW Clear to Ø1 & Ø6 Clear to Ø2 & Ø5 Clear to All Other	←R	G	←R	R	←R	G	←R	R	DW	DW	DW	DW	
				←R	G	←R	R	←R	Y	←R	R	DW	DW	DW	DW	
		Ø2 & Ø6	RW Clear to Ø1 & Ø6 Clear to Ø2 & Ø5 Clear to All Other	←R	Y	←R	R	←R	Y	←R	R	DW	DW	DW	DW	
				←R	Y	←R	R	←R	Y	←R	R	DW	DW	DW	DW	
				Signal Head #	1	2	3	4	5	6	7	8	P2	P4	P6	P8
				Econolite Overlaps												
				Load Switch #	LS1	LS2	LS3	LS4	LS5	LS6	LS7	LS8	LS13	LS14	LS15	LS16
				Peek Overlaps												

City of Tampa - Phasing Diagram

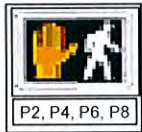
Ø Diagram 6/15/2012

Form Vers. 2/15/2012

Pg: 2 of 3

FDOT SOP# 10 MOD Sect. I.D.# 1620

Signal Head Display:



Comments:

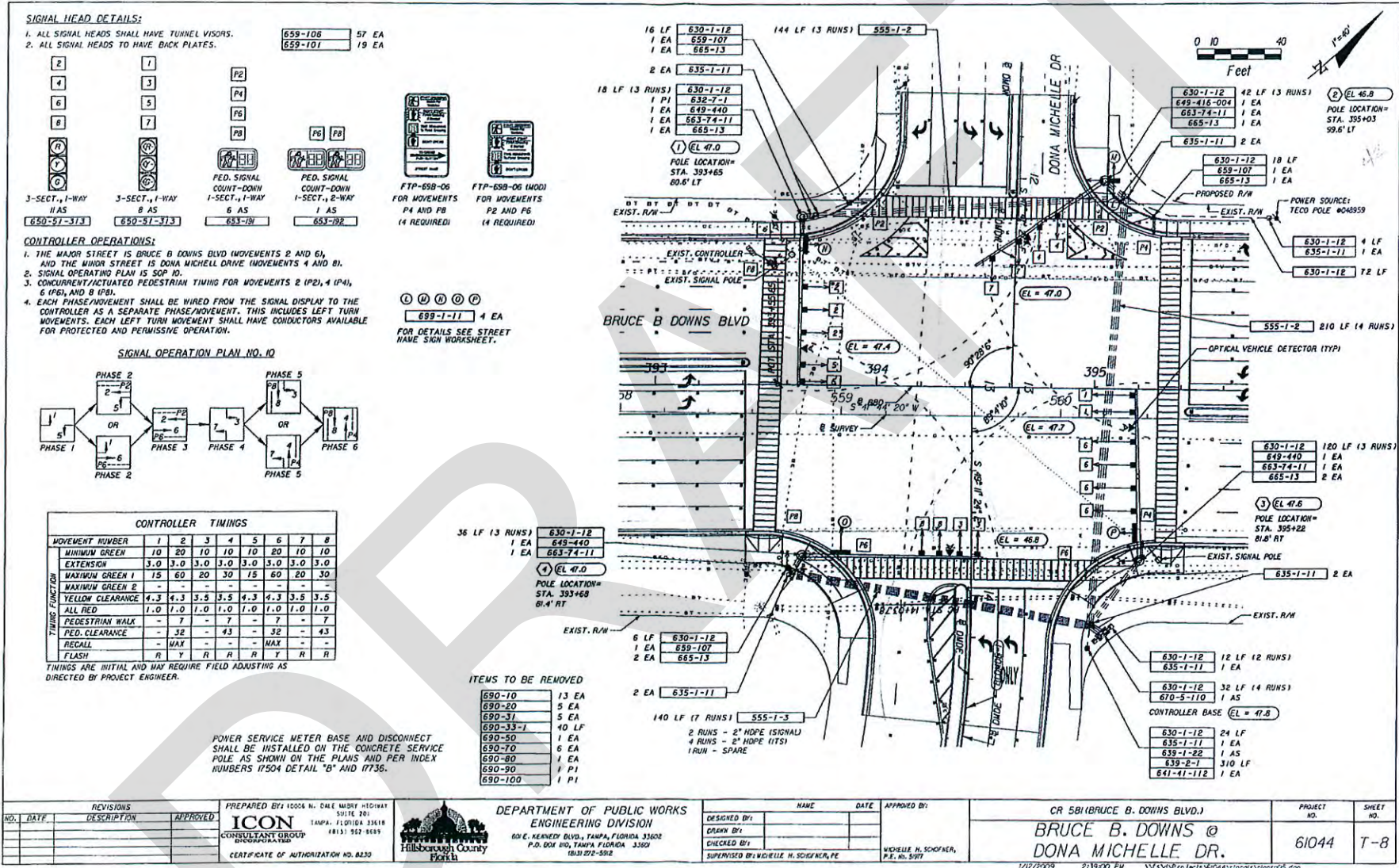
CNA ON Ø2 & Ø6. PED HEADS AND BUTTONS ALL AROUND.

Location:		BRUCE B. DOWNS / DONA MICHELLE								Prepared by		PRC		Reviewed by					
Phasing Date:		Overlaps		1	2	3	4	5	6	7	8	P2	P4	P6	P8				
6/15/2012		Signal Head Numbers																	
Controller:		Econolite ASC3S																	
Vehicle Movements		Flashing Operation		←-R	Y	←-R	R	←-R	Y	←-R	R								
		Phase Interval		Display Sequence															
	Ø3 & Ø7	RW	←-R	R	←-G	R	←-R	R	←-G	R					DW	DW	DW	DW	
		Clear to	←-R	R	←-G	R	←-R	R	←-Y	R					DW	DW	DW	DW	
		Ø3 & Ø8	←-R	R	←-G	R	←-R	R	←-R	R					DW	DW	DW	DW	
		Clear to	←-R	R	←-Y	R	←-R	R	←-G	R					DW	DW	DW	DW	
		Ø4 & Ø7	←-R	R	←-R	R	←-R	R	←-G	R					DW	DW	DW	DW	
		Clear to	←-R	R	←-Y	R	←-R	R	←-Y	R					DW	DW	DW	DW	
		All Other	←-R	R	←-R	R	←-R	R	←-R	R					DW	DW	DW	DW	
	Ø3 & Ø8	RW	←-R	R	←-G	R	←-R	R	←-R	G					DW	DW	DW	W	
		Clear Ped	←-R	R	←-G	R	←-R	R	←-R	G					DW	DW	DW	FDW	
		Clear to	←-R	R	←-Y	R	←-R	R	←-R	G					DW	DW	DW	DW	
		Ø4 & Ø8	←-R	R	←-R	R	←-R	R	←-R	G					DW	DW	DW	DW	
		Clear to	←-R	R	←-Y	R	←-R	R	←-R	Y					DW	DW	DW	DW	
		All Other	←-R	R	←-R	R	←-R	R	←-R	R					DW	DW	DW	DW	
	Ø4 & Ø7	RW	←-R	R	←-R	G	←-R	R	←-G	R					DW	W	DW	DW	
		Clear Ped	←-R	R	←-R	G	←-R	R	←-G	R					DW	FDW	DW	DW	
		Clear to	←-R	R	←-R	G	←-R	R	←-Y	R					DW	DW	DW	DW	
		Ø4 & Ø8	←-R	R	←-R	G	←-R	R	←-R	R					DW	DW	DW	DW	
		Clear to	←-R	R	←-R	Y	←-R	R	←-Y	R					DW	DW	DW	DW	
		All Other	←-R	R	←-R	R	←-R	R	←-R	R					DW	DW	DW	DW	
	Ø4 & Ø8	RW	←-R	R	←-R	G	←-R	R	←-R	G					DW	W	DW	W	
		Clear Ped	←-R	R	←-R	G	←-R	R	←-R	G					DW	FDW	DW	FDW	
		Clear to	←-R	R	←-R	Y	←-R	R	←-R	Y					DW	DW	DW	DW	
		Ø4 & Ø8	←-R	R	←-R	G	←-R	R	←-R	R					DW	DW	DW	DW	
		Clear to	←-R	R	←-R	Y	←-R	R	←-Y	R					DW	DW	DW	DW	
		All Other	←-R	R	←-R	R	←-R	R	←-R	R					DW	DW	DW	DW	
Signal Head #		1	2	3	4	5	6	7	8					P2	P4	P6	P8		
Econolite Overlaps																			
Load Switch #		LS1	LS2	LS3	LS4	LS5	LS6	LS7	LS8					LS13	LS14	LS15	LS16		
Peek Overlaps																			

INTERSECTION DRAWING

Diagram	6/15/2012
Form Vers.	2/15/2012
Pg:	3 of 3

FDOT SOP#	10 MOD	Sect. I.D.#	1620
Phasing Date:	6/15/2012	Location:	BRUCE B. DOWNS / DONA MICHELLE



APPENDIX B

Synopsis Reports for Traffic Ratios

COUNTY: 10
 STATION: 0143
 DESCRIPTION: SR 93A/I-75, SOUTH OF CR 672/BIG BEND ROAD
 START DATE: 04/12/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	76	92	74	51	293	332	174	107	93	706	999	
0100	68	68	52	37	225	85	81	93	72	331	556	
0200	53	51	54	57	215	93	78	59	107	337	552	
0300	58	68	59	74	259	75	90	101	84	350	609	
0400	105	89	144	190	528	101	127	139	134	501	1029	
0500	197	357	358	374	1286	183	248	321	427	1179	2465	
0600	438	607	688	750	2483	507	687	812	896	2902	5385	
0700	800	929	833	788	3350	870	898	884	814	3466	6816	
0800	776	729	781	613	2899	812	730	711	718	2971	5870	
0900	603	610	607	748	2568	692	644	617	542	2495	5063	
1000	697	703	728	678	2806	572	630	572	641	2415	5221	
1100	716	741	712	732	2901	563	615	634	617	2429	5330	
1200	661	646	620	592	2519	623	535	643	598	2399	4918	
1300	607	613	626	638	2484	581	620	605	636	2442	4926	
1400	601	637	654	679	2571	562	638	619	591	2410	4981	
1500	625	743	750	805	2923	695	703	716	766	2880	5803	
1600	817	833	846	776	3272	726	791	781	792	3090	6362	
1700	831	935	845	781	3392	845	780	769	794	3188	6580	
1800	779	811	696	528	2814	786	771	596	467	2620	5434	
1900	501	465	464	372	1802	489	450	411	397	1747	3549	
2000	382	318	287	323	1310	382	403	322	303	1410	2720	
2100	273	235	225	230	963	324	298	275	239	1136	2099	
2200	199	213	155	178	745	223	226	165	191	805	1550	
2300	124	118	136	129	507	182	160	138	95	575	1082	
24-HOUR TOTALS:					45115						44784	89899

PEAK VOLUME INFORMATION						
DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS		
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	3350	645	3548	645	6860
P.M.	1700	3392	1615	3209	1630	6586
DAILY	1700	3392	645	3548	645	6860

TRUCK PERCENTAGE 11.36 11.46 11.41

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	207	31895	7888	96	1172	302	47	991	2030	165	48	27	247	0	0	5125	45115
S	195	31822	7636	124	1239	388	27	853	2031	158	47	30	234	0	0	5131	44784

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0143
 DESCRIPTION: SR 93A/I-75, SOUTH OF CR 672/BIG BEND ROAD
 START DATE: 04/13/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	78	75	83	73	309	88	91	70	85	334	643	
0100	59	63	61	63	246	72	74	66	70	282	528	
0200	55	65	57	60	237	58	81	71	95	305	542	
0300	67	82	73	76	298	78	80	63	75	296	594	
0400	101	104	154	183	542	107	129	122	182	540	1082	
0500	199	367	346	413	1325	211	216	235	220	882	2207	
0600	435	624	645	702	2406	251	276	337	270	1134	3540	
0700	817	841	788	743	3189	217	377	594	686	1874	5063	
0800	760	688	688	728	2864	766	1128	1085	762	3741	6605	
0900	696	742	761	657	2856	611	597	593	616	2417	5273	
1000	650	730	696	682	2758	603	606	582	570	2361	5119	
1100	740	656	688	670	2754	536	533	555	596	2220	4974	
1200	639	683	722	653	2697	625	673	643	588	2529	5226	
1300	576	606	675	642	2499	574	590	580	644	2388	4887	
1400	617	707	664	693	2681	603	611	618	661	2493	5174	
1500	716	783	821	764	3084	626	685	745	804	2860	5944	
1600	745	894	907	796	3342	788	837	789	757	3171	6513	
1700	908	965	834	941	3648	732	815	799	824	3170	6818	
1800	919	890	736	579	3124	888	711	561	541	2701	5825	
1900	501	467	376	392	1736	460	466	438	363	1727	3463	
2000	368	306	334	297	1305	370	380	377	339	1466	2771	
2100	300	247	208	205	960	305	322	299	263	1189	2149	
2200	208	197	166	150	721	259	383	473	325	1440	2161	
2300	150	145	124	124	543	207	154	138	105	604	1147	
24-HOUR TOTALS:					46124						42124	88248

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	3189	800	3741	800	6605
P.M.	1715	3659	1715	3326	1715	6985
DAILY	1715	3659	800	3741	1715	6985

TRUCK PERCENTAGE 11.12 10.95 11.04

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	244	33129	7622	97	1139	390	61	999	1964	168	55	25	231	0	0	5129	46124
S	166	30378	6969	89	1082	310	48	752	1897	155	47	25	206	0	0	4611	42124

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0143
 DESCRIPTION: SR 93A/I-75, SOUTH OF CR 672/BIG BEND ROAD
 START DATE: 10/18/2016
 START TIME: 0600

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	94	76	72	72	314	149	78	81	91	399	713	
0100	61	68	55	51	235	100	81	75	78	334	569	
0200	46	65	62	63	236	62	71	100	74	307	543	
0300	67	73	70	73	283	68	76	84	80	308	591	
0400	98	116	189	155	558	99	88	148	145	480	1038	
0500	285	320	379	411	1395	170	253	342	531	1296	2691	
0600	494	627	778	770	2669	616	749	837	924	3126	5795	
0700	830	1002	932	748	3512	935	958	903	917	3713	7225	
0800	724	708	754	719	2905	822	785	754	803	3164	6069	
0900	696	688	711	694	2789	684	660	712	690	2746	5535	
1000	656	727	737	714	2834	667	700	741	730	2838	5672	
1100	653	646	736	663	2698	576	703	671	747	2697	5395	
1200	693	766	658	638	2755	642	697	716	655	2710	5465	
1300	694	665	723	663	2745	637	611	681	695	2624	5369	
1400	731	752	723	710	2916	624	673	721	706	2724	5640	
1500	813	806	770	862	3251	667	713	803	798	2981	6232	
1600	950	1021	1019	875	3865	831	841	777	893	3342	7207	
1700	968	991	939	923	3821	876	836	779	781	3272	7093	
1800	936	877	864	605	3282	822	803	746	548	2919	6201	
1900	522	460	439	385	1806	506	397	335	462	1700	3506	
2000	334	294	280	255	1163	554	449	393	331	1727	2890	
2100	249	220	238	186	893	328	293	314	265	1200	2093	
2200	156	160	167	132	615	222	249	204	261	936	1551	
2300	133	128	104	98	463	329	321	202	141	993	1456	
24-HOUR TOTALS:					48003						48536	96539

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	3534	645	3720	645	7254
P.M.	1615	3883	1615	3387	1615	7270
DAILY	1615	3883	645	3720	1615	7270

TRUCK PERCENTAGE 9.77 9.55 9.66

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	223	35320	7769	81	1215	443	47	735	1538	216	33	40	343	0	0	4691	48003
S	206	35375	8318	135	1340	374	93	841	1317	227	36	35	239	0	0	4637	48536

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0143
 DESCRIPTION: SR 93A/I-75, SOUTH OF CR 672/BIG BEND ROAD
 START DATE: 10/19/2016
 START TIME: 0600

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	105	107	78	61	351	127	103	119	124	473	824
0100	71	49	44	74	238	71	87	87	75	320	558
0200	54	47	58	59	218	83	77	77	116	353	571
0300	78	76	67	84	305	79	112	91	125	407	712
0400	105	117	180	195	597	92	112	149	173	526	1123
0500	261	373	351	376	1361	227	250	358	428	1263	2624
0600	504	660	745	708	2617	590	726	883	894	3093	5710
0700	871	991	961	797	3620	936	840	844	865	3485	7105
0800	764	764	780	683	2991	775	744	747	674	2940	5931
0900	685	671	629	683	2668	596	695	722	737	2750	5418
1000	718	648	679	719	2764	741	732	675	680	2828	5592
1100	707	638	639	662	2646	646	691	635	639	2611	5257
1200	710	731	633	594	2668	667	598	675	716	2656	5324
1300	663	652	706	726	2747	627	680	706	686	2699	5446
1400	761	706	685	729	2881	682	649	716	799	2846	5727
1500	821	865	838	867	3391	806	779	831	858	3274	6665
1600	901	909	1003	793	3606	763	877	812	887	3339	6945
1700	933	893	985	864	3675	821	868	831	908	3428	7103
1800	847	1011	657	633	3148	797	878	769	648	3092	6240
1900	564	503	431	423	1921	521	522	477	464	1984	3905
2000	413	336	304	290	1343	416	431	378	321	1546	2889
2100	254	234	228	215	931	330	316	307	254	1207	2138
2200	176	167	181	163	687	283	250	217	212	962	1649
2300	130	113	92	100	435	168	139	143	121	571	1006
24-HOUR TOTALS:	47809					48653					96462

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	3620	645	3514	700	7105
P.M.	1730	3707	1700	3428	1730	7121
DAILY	1730	3707	630	3553	1730	7121

TRUCK PERCENTAGE 10.03 9.62 9.82

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	188	34857	7971	104	1229	332	22	831	1705	203	34	34	299	0	0	4793	47809
S	199	34904	8869	163	1435	324	36	835	1470	199	34	31	154	0	0	4681	48653

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0144
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 672/BIG BEND ROAD
 START DATE: 03/30/2016
 START TIME: 0100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	138	109	94	69	410	157	179	164	144	644	1054
0100	71	52	62	54	239	80	91	95	88	354	593
0200	57	75	73	83	288	84	74	71	97	326	614
0300	76	87	102	151	416	79	100	96	97	372	788
0400	119	151	212	263	745	107	111	167	165	550	1295
0500	343	497	584	696	2120	173	213	346	456	1188	3308
0600	812	996	1120	1148	4076	601	801	869	949	3220	7296
0700	1194	1154	1213	1180	4741	923	939	888	866	3616	8357
0800	1062	1065	1013	961	4101	885	930	916	852	3583	7684
0900	1001	996	1104	1113	4214	801	873	845	712	3231	7445
1000	1063	1050	1060	1034	4207	828	799	821	785	3233	7440
1100	987	917	948	896	3748	773	738	779	839	3129	6877
1200	898	929	887	827	3541	768	791	768	779	3106	6647
1300	835	847	883	813	3378	819	770	826	943	3358	6736
1400	798	881	869	868	3416	878	894	924	865	3561	6977
1500	873	941	999	934	3747	1028	974	999	1148	4149	7896
1600	924	920	925	965	3734	1104	1166	1194	1262	4726	8460
1700	944	1025	964	875	3808	1225	1254	1211	1136	4826	8634
1800	894	994	902	889	3679	1225	1221	1053	760	4259	7938
1900	713	592	485	408	2198	787	731	691	684	2893	5091
2000	404	442	417	372	1635	671	689	653	623	2636	4271
2100	401	389	342	327	1459	610	566	572	474	2222	3681
2200	308	262	249	220	1039	391	362	311	310	1374	2413
2300	171	178	137	120	606	257	215	199	186	857	1463
24-HOUR TOTALS:	61545					61413					122958

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	4741	645	3699	645	8408
P.M.	1645	3898	1645	4952	1645	8850
DAILY	700	4741	1645	4952	1645	8850

TRUCK PERCENTAGE 9.09 8.78 8.94

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	312	43169	12470	189	1663	246	112	1157	1710	132	44	34	307	0	0	5594	61545
S	256	44821	10941	166	1518	362	78	943	1812	173	46	30	267	0	0	5395	61413

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0144
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 672/BIG BEND ROAD
 START DATE: 03/31/2016
 START TIME: 0100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	115	95	112	104	426	181	176	175	183	715	1141
0100	80	62	65	69	276	108	88	101	97	394	670
0200	63	73	86	91	313	111	106	116	101	434	747
0300	74	126	131	128	459	95	114	119	111	439	898
0400	131	193	243	282	849	118	127	171	161	577	1426
0500	368	521	628	683	2200	211	294	329	509	1343	3543
0600	879	1029	1224	1239	4371	555	757	902	922	3136	7507
0700	1215	1286	1298	1084	4883	913	945	889	819	3566	8449
0800	1169	1112	1001	1055	4337	862	851	886	804	3403	7740
0900	1083	1140	1129	1130	4482	871	685	842	797	3195	7677
1000	1156	1080	998	1065	4299	748	840	813	874	3275	7574
1100	881	817	810	860	3368	847	821	856	899	3423	6791
1200	916	880	876	906	3578	880	811	877	846	3414	6992
1300	913	864	848	796	3421	840	910	796	916	3462	6883
1400	855	834	920	722	3331	919	890	903	955	3667	6998
1500	730	878	926	872	3406	972	1039	1068	1184	4263	7669
1600	800	785	877	786	3248	1146	1209	1254	1254	4863	8111
1700	830	837	788	785	3240	1325	1296	1242	1237	5100	8340
1800	695	766	730	705	2896	1143	1043	929	848	3963	6859
1900	797	639	464	356	2256	783	847	717	744	3091	5347
2000	465	404	481	339	1689	688	727	686	679	2780	4469
2100	379	269	391	281	1320	685	561	575	507	2328	3648
2200	264	250	218	186	918	468	522	590	547	2127	3045
2300	158	115	121	107	501	371	278	269	214	1132	1633
24-HOUR TOTALS:	60067					64090					124157

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	5038	645	3669	645	8707
P.M.	1200	3578	1630	5129	1630	8459
DAILY	645	5038	1630	5129	645	8707

TRUCK PERCENTAGE 8.01 8.11 8.06

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	242	43556	11457	176	1412	239	71	1101	1421	115	29	16	232	0	0	4812	60067
S	273	48727	9891	122	1388	398	63	942	1776	159	43	29	279	0	0	5199	64090

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0144
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 672/BIG BEND ROAD
 START DATE: 10/18/2016
 START TIME: 0600

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	91	89	88	69	337	161	137	123	123	544	881	
0100	66	72	79	59	276	114	109	101	101	425	701	
0200	56	75	66	72	269	93	100	90	85	368	637	
0300	74	80	94	96	344	84	88	96	107	375	719	
0400	97	156	212	287	752	97	113	156	165	531	1283	
0500	315	491	530	628	1964	191	271	370	563	1395	3359	
0600	889	1054	1210	1244	4397	684	853	964	1071	3572	7969	
0700	1245	1451	1392	1210	5298	1021	917	943	897	3778	9076	
0800	1083	1118	1093	979	4273	894	915	854	854	3517	7790	
0900	954	925	968	849	3696	835	802	852	791	3280	6976	
1000	886	926	929	863	3604	810	764	798	781	3153	6757	
1100	860	836	827	793	3316	775	793	804	836	3208	6524	
1200	849	846	857	785	3337	832	891	869	830	3422	6759	
1300	843	835	857	768	3303	796	816	824	882	3318	6621	
1400	855	812	944	853	3464	852	871	952	916	3591	7055	
1500	879	976	871	910	3636	913	963	1088	1096	4060	7696	
1600	995	1021	1091	981	4088	1080	1144	1202	1302	4728	8816	
1700	1010	1045	1002	963	4020	1297	1196	1182	1220	4895	8915	
1800	946	1032	956	797	3731	1213	1177	1063	850	4303	8034	
1900	557	537	560	473	2127	709	552	558	785	2604	4731	
2000	384	339	349	343	1415	859	610	574	491	2534	3949	
2100	285	245	250	221	1001	511	486	432	404	1833	2834	
2200	184	186	171	156	697	327	297	318	380	1322	2019	
2300	140	157	121	129	547	427	373	215	191	1206	1753	
24-HOUR TOTALS:					59892						61962	121854

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	5332	645	3952	645	9284
P.M.	1630	4127	1630	4997	1630	9124
DAILY	645	5332	1630	4997	645	9284

TRUCK PERCENTAGE 9.48 8.05 8.75

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	307	42517	11388	171	1686	314	129	881	1907	189	43	33	327	0	0	5680	59892
S	335	46091	10551	142	1521	332	184	905	1224	256	32	27	362	0	0	4985	61962

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0144
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 672/BIG BEND ROAD
 START DATE: 10/19/2016
 START TIME: 0600

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	108	122	92	74	396	165	147	149	140	601	997
0100	81	58	49	57	245	101	119	84	104	408	653
0200	61	56	65	56	238	110	82	106	102	400	638
0300	82	89	107	84	362	77	104	88	98	367	729
0400	116	170	212	266	764	120	128	156	181	585	1349
0500	325	502	549	604	1980	185	287	376	491	1339	3319
0600	898	1057	1172	1215	4342	662	794	966	1040	3462	7804
0700	1253	1413	1436	1166	5268	992	940	862	948	3742	9010
0800	1180	1148	1046	969	4343	826	805	817	755	3203	7546
0900	914	831	959	829	3533	703	796	799	864	3162	6695
1000	815	917	878	862	3472	843	781	804	742	3170	6642
1100	808	852	817	831	3308	784	768	767	737	3056	6364
1200	810	889	875	775	3349	775	784	799	824	3182	6531
1300	780	811	812	837	3240	750	828	891	872	3341	6581
1400	851	913	880	897	3541	806	842	899	973	3520	7061
1500	929	1032	1038	992	3991	885	959	1076	1095	4015	8006
1600	1032	1027	1069	995	4123	1081	1163	1125	1301	4670	8793
1700	936	1051	914	936	3837	1223	1283	1214	1212	4932	8769
1800	912	1089	913	760	3674	1107	1229	1140	917	4393	8067
1900	716	547	530	509	2302	761	785	680	738	2964	5266
2000	481	420	369	323	1593	644	635	586	552	2417	4010
2100	306	257	225	258	1046	469	496	478	388	1831	2877
2200	250	165	196	172	783	394	340	285	285	1304	2087
2300	172	163	104	124	563	207	200	181	154	742	1305
24-HOUR TOTALS:	60293					60806					121099

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	5317	645	3834	645	9151
P.M.	1600	4123	1645	5021	1630	8983
DAILY	645	5317	1645	5021	645	9151

TRUCK PERCENTAGE 9.37 8.28 8.82

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	256	42255	12132	188	1737	310	89	954	1779	186	36	39	332	0	0	5650	60293
S	256	45115	10400	184	1507	280	89	908	1551	246	47	37	186	0	0	5035	60806

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0146
 DESCRIPTION: SR 93A/I-75, NORTH OF GIBSONTON DRIVE
 START DATE: 04/25/2016
 START TIME: 0700

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	107	109	92	76	384	198	182	132	129	641	1025	
0100	70	86	61	68	285	110	98	119	102	429	714	
0200	62	62	77	79	280	114	85	108	96	403	683	
0300	91	111	138	129	469	115	108	106	116	445	914	
0400	137	185	249	328	899	129	144	169	202	644	1543	
0500	340	645	758	881	2624	196	272	384	523	1375	3999	
0600	1158	1499	1735	1884	6276	689	820	1024	1020	3553	9829	
0700	1902	1918	1941	1873	7634	1115	1046	981	987	4129	11763	
0800	1684	1104	1067	1510	5365	956	979	974	849	3758	9123	
0900	1208	1277	1212	1165	4862	813	814	874	807	3308	8170	
1000	1111	1223	1144	1027	4505	762	846	846	839	3293	7798	
1100	983	1090	1125	1023	4221	873	894	945	880	3592	7813	
1200	1055	1036	1052	1029	4172	935	941	969	908	3753	7925	
1300	940	1040	1049	986	4015	954	915	980	905	3754	7769	
1400	1029	1040	1018	1005	4092	948	989	1070	1067	4074	8166	
1500	1009	1133	1199	1149	4490	1107	1178	1309	1308	4902	9392	
1600	1107	1041	1093	1087	4328	1412	1537	1684	1715	6348	10676	
1700	1048	1189	1077	1086	4400	1801	1827	1630	1700	6958	11358	
1800	953	1119	942	842	3856	1583	1307	1151	1019	5060	8916	
1900	705	603	610	561	2479	882	896	783	774	3335	5814	
2000	486	430	418	399	1733	724	729	660	595	2708	4441	
2100	373	343	275	266	1257	604	559	524	504	2191	3448	
2200	285	261	229	202	977	449	393	375	307	1524	2501	
2300	196	189	167	127	679	285	268	227	211	991	1670	
24-HOUR TOTALS:					74282						71168	145450

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	7645	645	4162	645	11807
P.M.	1515	4588	1630	7027	1630	11444
DAILY	645	7645	1630	7027	645	11807

TRUCK PERCENTAGE 8.25 8.80 8.52

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	367	57269	10517	128	1561	463	103	1031	2202	195	55	32	359	0	0	6129	74282
S	317	52838	11751	147	1721	615	72	1085	1979	284	36	18	305	0	0	6262	71168

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0146
 DESCRIPTION: SR 93A/I-75, NORTH OF GIBSONTON DRIVE
 START DATE: 04/26/2016
 START TIME: 0700

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	129	122	87	87	425	181	159	137	122	599	1024
0100	103	74	71	70	318	119	103	101	113	436	754
0200	67	75	93	78	313	99	88	102	82	371	684
0300	86	100	126	128	440	101	108	117	123	449	889
0400	139	166	232	356	893	134	129	165	173	601	1494
0500	393	671	697	969	2730	196	303	425	524	1448	4178
0600	1169	1519	1693	1874	6255	770	866	1041	1058	3735	9990
0700	1868	1940	2038	1879	7725	1127	1002	1029	941	4099	11824
0800	1793	1701	1597	1437	6528	973	942	993	877	3785	10313
0900	1243	1290	1218	1248	4999	751	787	833	862	3233	8232
1000	1106	1230	1136	1028	4500	793	774	764	745	3076	7576
1100	1050	1046	999	1065	4160	760	894	841	822	3317	7477
1200	991	1044	939	980	3954	884	855	923	909	3571	7525
1300	973	999	1008	1034	4014	850	842	942	923	3557	7571
1400	1042	1060	1072	1054	4228	1014	1008	1056	1063	4141	8369
1500	1074	1067	1217	1240	4598	1038	1169	1234	1315	4756	9354
1600	1140	1147	1149	1061	4497	1395	1600	1484	1692	6171	10668
1700	1138	1190	1064	1041	4433	1738	1704	1564	1687	6693	11126
1800	990	1039	1036	790	3855	1660	1639	1206	1010	5515	9370
1900	689	662	597	523	2471	1048	957	747	782	3534	6005
2000	499	475	447	407	1828	715	745	726	702	2888	4716
2100	385	382	318	338	1423	689	576	576	524	2365	3788
2200	264	283	234	205	986	472	456	434	324	1686	2672
2300	190	192	163	127	672	277	243	266	174	960	1632
24-HOUR TOTALS:	76245					70986					147231

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	7725	645	4216	645	11936
P.M.	1530	4744	1645	6698	1630	11156
DAILY	700	7725	1645	6698	645	11936

TRUCK PERCENTAGE 8.10 8.39 8.24

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	383	58797	10890	131	1568	458	111	1105	2175	192	43	33	359	0	0	6175	76245
S	335	53196	11497	148	1665	563	50	1033	1948	246	32	17	256	0	0	5958	70986

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0146
 DESCRIPTION: SR 93A/I-75, NORTH OF GIBSONTON DRIVE
 START DATE: 11/07/2016
 START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	133	125	114	82	454	173	160	143	106	582	1036
0100	80	79	66	58	283	112	83	94	95	384	667
0200	60	83	88	85	316	101	86	93	108	388	704
0300	87	115	103	117	422	110	116	116	110	452	874
0400	133	172	252	339	896	120	145	157	201	623	1519
0500	360	651	739	949	2699	215	323	469	629	1636	4335
0600	1195	1517	1665	1863	6240	772	1094	1145	1194	4205	10445
0700	1861	1814	1863	1786	7324	1140	1082	1060	1049	4331	11655
0800	1716	1617	1643	1373	6349	1025	964	902	886	3777	10126
0900	1370	1275	1209	1133	4987	845	811	873	877	3406	8393
1000	1118	1134	1134	1078	4464	848	888	863	884	3483	7947
1100	947	980	972	967	3866	931	904	900	946	3681	7547
1200	1052	1022	1056	987	4117	991	990	1093	1017	4091	8208
1300	955	1038	1010	1037	4040	994	1008	1052	946	4000	8040
1400	1006	995	1124	1091	4216	1055	1101	1138	1111	4405	8621
1500	1085	1116	1151	1207	4559	1229	1263	1465	1358	5315	9874
1600	1152	1207	1173	1103	4635	1462	1576	1709	1672	6419	11054
1700	1075	1170	1142	1091	4478	1684	1668	1500	1484	6336	10814
1800	1071	1059	1089	828	4047	1592	1631	1299	1138	5660	9707
1900	685	609	512	457	2263	1116	952	867	784	3719	5982
2000	388	371	368	329	1456	735	759	618	580	2692	4148
2100	267	350	285	275	1177	551	563	567	487	2168	3345
2200	217	224	207	159	807	397	375	306	289	1367	2174
2300	144	166	131	156	597	251	215	224	170	860	1457
24-HOUR TOTALS:	74692					73980					148672

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	7401	645	4476	645	11877
P.M.	1545	4739	1630	6733	1630	11254
DAILY	645	7401	1630	6733	645	11877

TRUCK PERCENTAGE 8.24 8.30 8.27

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	346	56003	12186	201	1805	351	215	925	2107	156	66	34	297	0	0	6157	74692
S	326	56162	11350	137	1613	609	91	1064	1958	252	56	41	321	0	0	6142	73980

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0146
 DESCRIPTION: SR 93A/I-75, NORTH OF GIBSONTON DRIVE
 START DATE: 11/08/2016
 START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	128	110	91	74	403	191	164	145	125	625	1028	
0100	64	87	62	76	289	104	133	109	83	429	718	
0200	84	67	74	87	312	116	89	79	88	372	684	
0300	64	121	117	125	427	91	113	107	122	433	860	
0400	165	183	258	358	964	150	161	153	203	667	1631	
0500	358	706	705	884	2653	219	296	437	590	1542	4195	
0600	1151	1523	1725	1810	6209	775	1017	1123	1072	3987	10196	
0700	1847	1913	2064	1825	7649	1105	1085	1074	1055	4319	11968	
0800	1669	1692	1546	1417	6324	1020	1050	887	940	3897	10221	
0900	1248	1237	1179	1177	4841	870	802	869	838	3379	8220	
1000	1057	1074	1131	1085	4347	868	808	801	892	3369	7716	
1100	1059	993	1021	975	4048	826	870	826	901	3423	7471	
1200	1017	950	1016	1022	4005	971	977	1019	933	3900	7905	
1300	929	998	916	997	3840	914	965	1013	1033	3925	7765	
1400	975	979	1080	1066	4100	981	1150	1092	1190	4413	8513	
1500	1124	1100	1123	1324	4671	1115	1290	1498	1410	5313	9984	
1600	1053	1153	1187	1131	4524	1441	1602	1670	1797	6510	11034	
1700	1118	1153	1070	1091	4432	1658	1608	1514	1577	6357	10789	
1800	1013	1055	1021	886	3975	1688	1533	1279	976	5476	9451	
1900	627	601	539	454	2221	893	914	842	747	3396	5617	
2000	415	394	359	385	1553	706	793	640	593	2732	4285	
2100	287	299	302	269	1157	548	586	508	421	2063	3220	
2200	233	254	218	162	867	419	417	334	304	1474	2341	
2300	194	178	144	177	693	263	228	247	218	956	1649	
24-HOUR TOTALS:					74504						72957	147461

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	7649	645	4336	645	11970
P.M.	1545	4717	1630	6733	1630	11322
DAILY	700	7649	1630	6733	645	11970

TRUCK PERCENTAGE 8.58 8.38 8.48

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	331	55098	12680	234	1908	397	199	969	2103	164	58	37	326	0	0	6395	74504
S	374	55347	11125	121	1642	568	104	1061	1951	244	55	48	317	0	0	6111	72957

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0147
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 43/US 301
 START DATE: 10/25/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	101	89	77	78	345	163	159	160	146	628	973	
0100	90	89	58	66	303	116	117	145	101	479	782	
0200	57	95	58	76	286	94	111	132	110	447	733	
0300	67	96	73	92	328	140	131	149	147	567	895	
0400	81	128	183	222	614	142	197	190	194	723	1337	
0500	249	392	438	484	1563	274	327	393	578	1572	3135	
0600	611	812	903	942	3268	656	832	785	826	3099	6367	
0700	886	880	952	821	3539	852	797	766	812	3227	6766	
0800	903	784	867	799	3353	782	700	732	667	2881	6234	
0900	694	724	710	699	2827	650	732	756	694	2832	5659	
1000	665	686	688	612	2651	694	678	670	735	2777	5428	
1100	669	625	590	535	2419	689	771	725	727	2912	5331	
1200	576	647	597	490	2310	747	719	766	695	2927	5237	
1300	498	548	577	508	2131	683	756	723	876	3038	5169	
1400	547	541	554	669	2311	765	787	845	872	3269	5580	
1500	760	792	780	792	3124	877	914	1030	1068	3889	7013	
1600	669	694	769	663	2795	1171	1237	1211	1356	4975	7770	
1700	708	629	643	577	2557	1290	1352	1348	1240	5230	7787	
1800	550	570	560	503	2183	1062	953	907	810	3732	5915	
1900	424	403	381	331	1539	749	718	675	621	2763	4302	
2000	289	288	271	261	1109	511	579	494	451	2035	3144	
2100	246	239	216	149	850	376	459	411	347	1593	2443	
2200	141	216	155	152	664	310	334	277	236	1157	1821	
2300	104	136	143	121	504	223	218	246	214	901	1405	
24-HOUR TOTALS:					43573						57653	101226

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	3660	645	3241	645	6901
P.M.	1500	3124	1645	5346	1645	7989
DAILY	645	3660	1645	5346	1645	7989

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0147
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 43/US 301
 START DATE: 10/26/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	95	93	87	84	359	164	160	159	134	617	976	
0100	56	61	55	54	226	154	148	103	128	533	759	
0200	61	60	75	85	281	114	107	125	125	471	752	
0300	71	91	92	78	332	121	110	144	154	529	861	
0400	80	141	163	230	614	164	188	204	211	767	1381	
0500	219	384	422	505	1530	268	342	389	509	1508	3038	
0600	692	828	846	917	3283	644	808	805	743	3000	6283	
0700	924	915	944	887	3670	735	757	700	827	3019	6689	
0800	799	907	771	808	3285	800	774	804	754	3132	6417	
0900	704	659	710	652	2725	715	728	734	625	2802	5527	
1000	688	713	688	624	2713	683	769	766	790	3008	5721	
1100	624	614	672	562	2472	676	706	710	768	2860	5332	
1200	637	582	626	613	2458	717	770	689	781	2957	5415	
1300	595	590	616	602	2403	744	739	779	825	3087	5490	
1400	676	683	623	647	2629	818	781	823	860	3282	5911	
1500	604	739	727	787	2857	936	1009	985	1068	3998	6855	
1600	711	716	725	631	2783	1043	1097	1098	1187	4425	7208	
1700	648	653	628	593	2522	1219	1285	1166	1193	4863	7385	
1800	605	657	635	511	2408	1172	1118	1073	967	4330	6738	
1900	479	430	397	354	1660	763	716	752	618	2849	4509	
2000	337	311	287	276	1211	529	555	481	445	2010	3221	
2100	264	190	213	207	874	465	442	498	381	1786	2660	
2200	165	166	156	147	634	379	356	263	245	1243	1877	
2300	168	141	117	129	555	229	241	208	194	872	1427	
24-HOUR TOTALS:					44484						57948	102432

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	3700	745	3205	700	6689
P.M.	1515	2964	1700	4863	1630	7446
DAILY	645	3700	1700	4863	1630	7446

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0147
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 43/US 301
 START DATE: 04/26/2016
 START TIME: 1000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	71	85	53	48	257	141	125	121	104	491	748	
0100	49	70	37	43	199	85	87	96	63	331	530	
0200	40	62	50	57	209	80	64	59	89	292	501	
0300	47	77	86	82	292	80	77	64	106	327	619	
0400	74	105	148	191	518	92	121	140	132	485	1003	
0500	195	311	399	480	1385	144	241	273	390	1048	2433	
0600	574	770	842	937	3123	482	639	686	661	2468	5591	
0700	948	860	889	809	3506	574	530	540	457	2101	5607	
0800	781	772	758	781	3092	519	530	503	468	2020	5112	
0900	739	710	738	702	2889	507	536	559	577	2179	5068	
1000	634	680	622	591	2527	504	492	551	616	2163	4690	
1100	620	613	593	597	2423	593	578	631	554	2356	4779	
1200	560	582	548	571	2261	572	639	635	587	2433	4694	
1300	576	561	604	555	2296	534	563	623	589	2309	4605	
1400	560	563	582	566	2271	656	688	618	749	2711	4982	
1500	540	601	652	629	2422	746	854	856	869	3325	5747	
1600	590	550	585	573	2298	998	1179	1149	1244	4570	6868	
1700	553	585	528	516	2182	1334	1331	1242	1162	5069	7251	
1800	514	506	544	457	2021	1021	939	812	733	3505	5526	
1900	360	332	354	321	1367	649	600	571	539	2359	3726	
2000	293	262	229	226	1010	478	539	481	405	1903	2913	
2100	243	215	209	181	848	398	393	361	348	1500	2348	
2200	155	164	151	125	595	277	299	289	264	1129	1724	
2300	123	127	110	100	460	239	201	194	128	762	1222	
24-HOUR TOTALS:					40451						47836	88287

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	3634	645	2305	645	5939
P.M.	1515	2472	1645	5151	1645	7390
DAILY	645	3634	1645	5151	1645	7390

TRUCK PERCENTAGE 12.28 10.70 11.42

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	180	27066	8239	155	1247	262	55	920	1915	129	46	26	211	0	0	4966	40451
S	179	33555	8985	128	1256	506	73	935	1888	120	36	15	160	0	0	5117	47836

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0147
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 43/US 301
 START DATE: 04/27/2016
 START TIME: 1000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	105	80	67	57	309	161	156	109	114	540	849
0100	55	63	50	66	234	99	88	97	81	365	599
0200	55	36	54	58	203	82	75	57	88	302	505
0300	36	66	82	71	255	71	102	67	87	327	582
0400	94	108	135	207	544	113	105	127	142	487	1031
0500	191	327	394	451	1363	166	238	300	451	1155	2518
0600	619	786	929	894	3228	503	680	724	718	2625	5853
0700	853	854	860	839	3406	739	652	666	660	2717	6123
0800	776	784	812	786	3158	621	576	591	575	2363	5521
0900	765	778	787	707	3037	604	647	608	582	2441	5478
1000	663	717	688	725	2793	538	546	547	499	2130	4923
1100	675	655	635	579	2544	500	554	579	603	2236	4780
1200	536	573	585	537	2231	652	623	688	631	2594	4825
1300	550	531	550	555	2186	594	614	637	662	2507	4693
1400	516	617	542	632	2307	644	706	685	773	2808	5115
1500	558	639	648	699	2544	748	767	918	1029	3462	6006
1600	643	643	607	514	2407	1081	1241	1172	1205	4699	7106
1700	561	527	488	466	2042	1311	1308	1244	1147	5010	7052
1800	449	534	531	580	2094	1061	968	850	747	3626	5720
1900	415	399	330	290	1434	672	641	531	511	2355	3789
2000	252	290	258	243	1043	494	502	495	432	1923	2966
2100	226	214	209	185	834	472	430	430	426	1758	2592
2200	156	186	138	139	619	599	564	324	259	1746	2365
2300	140	154	109	98	501	242	220	171	149	782	1283
24-HOUR TOTALS:	41316					50958					92274

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	3461	645	2775	645	6236
P.M.	1530	2633	1645	5068	1615	7254
DAILY	630	3530	1645	5068	1615	7254

TRUCK PERCENTAGE 11.64 10.67 11.10

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	203	28003	8300	136	1224	236	30	970	1849	118	39	18	190	0	0	4810	41316
S	180	35666	9675	147	1359	518	70	987	1990	123	51	24	168	0	0	5437	50958

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0148
 DESCRIPTION: SR 93A/I-75, SOUTH OF SR 60
 START DATE: 03/29/2016
 START TIME: 0600

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	73	85	66	58	282	148	120	133	97	498	780	
0100	41	54	43	60	198	92	72	116	85	365	563	
0200	43	43	58	58	202	70	68	67	67	272	474	
0300	61	68	89	104	322	91	85	62	92	330	652	
0400	102	104	146	191	543	93	97	133	129	452	995	
0500	247	341	476	545	1609	164	207	327	437	1135	2744	
0600	649	801	928	925	3303	474	596	640	690	2400	5703	
0700	795	791	804	812	3202	650	654	587	629	2520	5722	
0800	882	843	835	759	3319	653	655	649	562	2519	5838	
0900	773	685	758	849	3065	548	549	571	564	2232	5297	
1000	858	816	776	762	3212	569	581	575	513	2238	5450	
1100	806	786	734	733	3059	567	611	550	608	2336	5395	
1200	694	766	698	619	2777	608	639	577	560	2384	5161	
1300	587	690	660	644	2581	553	605	584	643	2385	4966	
1400	653	590	664	628	2535	604	690	717	694	2705	5240	
1500	586	589	665	646	2486	668	741	788	814	3011	5497	
1600	602	581	615	547	2345	797	798	816	905	3316	5661	
1700	542	580	511	508	2141	956	953	949	883	3741	5882	
1800	514	460	455	367	1796	938	812	661	606	3017	4813	
1900	405	431	303	298	1437	527	517	551	481	2076	3513	
2000	263	250	234	210	957	525	466	434	433	1858	2815	
2100	198	220	196	224	838	390	402	349	302	1443	2281	
2200	160	187	183	138	668	302	257	273	220	1052	1720	
2300	117	110	96	103	426	226	184	175	174	759	1185	
24-HOUR TOTALS:					43303						45044	88347

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	3372	745	2586	745	5958
P.M.	1200	2777	1645	3763	1645	5943
DAILY	615	3449	1645	3763	630	6073

TRUCK PERCENTAGE 9.74 9.59 9.66

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	230	29671	9184	117	1186	221	35	905	1369	125	41	17	202	0	0	4218	43303
S	108	32414	8202	107	1131	242	55	789	1614	139	38	25	180	0	0	4320	45044

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0148
 DESCRIPTION: SR 93A/I-75, SOUTH OF SR 60
 START DATE: 03/30/2016
 START TIME: 0600

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	83	93	67	63	306	158	162	144	108	572	878	
0100	51	69	52	52	224	93	113	97	89	392	616	
0200	58	64	68	72	262	92	101	96	70	359	621	
0300	49	84	106	106	345	92	84	94	99	369	714	
0400	109	131	195	229	664	105	97	118	140	460	1124	
0500	278	400	521	551	1750	172	263	308	458	1201	2951	
0600	653	791	896	859	3199	550	620	706	721	2597	5796	
0700	813	843	808	858	3322	652	650	703	650	2655	5977	
0800	839	843	717	663	3062	672	673	675	635	2655	5717	
0900	949	825	881	924	3579	589	615	543	595	2342	5921	
1000	955	900	904	915	3674	528	659	567	547	2301	5975	
1100	871	777	769	779	3196	548	581	572	558	2259	5455	
1200	679	749	716	625	2769	581	525	601	577	2284	5053	
1300	610	682	656	609	2557	593	613	646	661	2513	5070	
1400	582	662	615	663	2522	686	669	736	726	2817	5339	
1500	629	638	696	721	2684	690	789	875	927	3281	5965	
1600	614	675	638	652	2579	907	1005	1048	1031	3991	6570	
1700	613	680	675	596	2564	1053	1070	973	982	4078	6642	
1800	582	614	552	565	2313	913	859	740	648	3160	5473	
1900	605	449	413	337	1804	627	602	580	558	2367	4171	
2000	345	329	333	305	1312	558	571	489	499	2117	3429	
2100	296	273	290	248	1107	450	499	437	373	1759	2866	
2200	223	245	189	199	856	361	306	315	252	1234	2090	
2300	148	139	107	93	487	239	213	193	177	822	1309	
24-HOUR TOTALS:					47137						48585	95722

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	3348	645	2726	645	6049
P.M.	1200	2769	1630	4202	1630	6785
DAILY	945	3683	1630	4202	1630	6785

TRUCK PERCENTAGE 9.17 9.34 9.25

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	306	32971	9537	142	1315	215	37	946	1260	105	37	16	250	0	0	4323	47137
S	190	35064	8795	124	1193	244	40	912	1655	116	41	23	188	0	0	4536	48585

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0148
 DESCRIPTION: SR 93A/I-75, SOUTH OF SR 60
 START DATE: 10/24/2016
 START TIME: 1000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	84	75	59	53	271	138	141	130	117	526	797	
0100	61	54	42	50	207	95	78	93	68	334	541	
0200	33	57	40	52	182	62	71	88	77	298	480	
0300	43	76	54	66	239	75	74	97	88	334	573	
0400	60	110	147	192	509	92	116	142	143	493	1002	
0500	195	334	368	420	1317	177	235	333	434	1179	2496	
0600	566	700	780	856	2902	533	650	690	759	2632	5534	
0700	773	788	768	792	3121	706	699	696	707	2808	5929	
0800	806	730	753	704	2993	698	621	626	533	2478	5471	
0900	610	625	595	596	2426	528	562	627	580	2297	4723	
1000	616	644	612	640	2512	526	580	572	633	2311	4823	
1100	556	582	606	580	2324	674	672	693	655	2694	5018	
1200	522	491	566	528	2107	698	709	672	694	2773	4880	
1300	500	523	529	593	2145	719	698	671	665	2753	4898	
1400	479	546	558	515	2098	674	733	764	750	2921	5019	
1500	586	596	596	692	2470	796	927	924	928	3575	6045	
1600	585	629	609	571	2394	949	1017	921	1009	3896	6290	
1700	556	542	571	575	2244	1036	1025	978	930	3969	6213	
1800	567	580	492	426	2065	877	711	712	688	2988	5053	
1900	395	363	356	279	1393	773	741	664	486	2664	4057	
2000	261	218	250	204	933	533	578	530	534	2175	3108	
2100	200	178	181	177	736	480	448	414	371	1713	2449	
2200	160	146	155	109	570	315	319	265	235	1134	1704	
2300	107	93	90	83	373	175	173	206	175	729	1102	
24-HOUR TOTALS:					38531						49674	88205

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	3185	645	2860	645	6045
P.M.	1545	2515	1645	4048	1615	6348
DAILY	630	3197	1645	4048	1615	6348

TRUCK PERCENTAGE 11.23 9.88 10.47

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	193	27168	6844	121	1089	244	33	902	1607	103	50	34	143	0	0	4326	38531
S	207	35154	9403	139	1267	228	53	1132	1662	121	54	36	218	0	0	4910	49674

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0148
 DESCRIPTION: SR 93A/I-75, SOUTH OF SR 60
 START DATE: 10/25/2016
 START TIME: 1000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	73	72	61	55	261	120	150	117	116	503	764	
0100	43	38	36	43	160	112	93	67	107	379	539	
0200	45	34	49	62	190	89	108	91	100	388	578	
0300	44	76	66	48	234	79	73	89	88	329	563	
0400	60	107	130	178	475	96	157	132	158	543	1018	
0500	180	338	351	421	1290	166	225	348	429	1168	2458	
0600	597	725	748	824	2894	482	643	704	670	2499	5393	
0700	806	802	781	777	3166	658	690	623	728	2699	5865	
0800	722	759	691	639	2811	738	674	687	724	2823	5634	
0900	538	557	569	545	2209	575	580	602	516	2273	4482	
1000	561	557	585	509	2212	491	610	598	622	2321	4533	
1100	558	510	491	469	2028	556	590	591	619	2356	4384	
1200	458	515	491	421	1885	594	622	599	672	2487	4372	
1300	435	464	471	457	1827	614	573	662	677	2526	4353	
1400	457	488	463	572	1980	676	672	678	742	2768	4748	
1500	632	691	663	704	2690	769	828	817	935	3349	6039	
1600	564	606	652	596	2418	825	805	747	777	3154	5572	
1700	624	461	503	440	2028	834	821	863	872	3390	5418	
1800	470	462	483	417	1832	990	957	880	819	3646	5478	
1900	360	351	309	257	1277	660	605	589	559	2413	3690	
2000	241	253	216	225	935	510	458	442	436	1846	2781	
2100	200	201	179	128	708	385	410	393	349	1537	2245	
2200	127	165	123	118	533	346	319	244	216	1125	1658	
2300	78	101	111	87	377	189	193	198	156	736	1113	
24-HOUR TOTALS:					36420						47258	83678

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	3213	745	2827	700	5865
P.M.	1500	2690	1745	3699	1500	6039
DAILY	645	3213	1745	3699	1500	6039

TRUCK PERCENTAGE 11.52 10.64 11.02

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	154	25829	6242	97	1001	230	60	990	1532	85	53	31	116	0	0	4195	36420
S	187	33451	8594	123	1270	223	68	1095	1829	103	57	28	230	0	0	5026	47258

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0149
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 60
 START DATE: 10/25/2016
 START TIME: 0100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	200	168	170	155	693	248	236	256	203	943	1636	
0100	145	158	101	120	524	172	173	177	127	649	1173	
0200	109	136	99	112	456	129	171	143	135	578	1034	
0300	124	164	136	152	576	158	145	200	180	683	1259	
0400	149	225	296	367	1037	186	254	305	314	1059	2096	
0500	398	610	729	852	2589	343	444	609	834	2230	4819	
0600	977	1365	1570	1485	5397	906	1185	1235	1406	4732	10129	
0700	1536	1511	1582	1609	6238	1310	1364	1461	1461	5596	11834	
0800	1576	1560	1535	1492	6163	1327	1274	1305	1153	5059	11222	
0900	1330	1210	1202	1201	4943	1110	1088	1198	1070	4466	9409	
1000	1172	1183	1239	1116	4710	991	1034	1029	1114	4168	8878	
1100	1115	1128	1106	1007	4356	1026	1213	1116	1157	4512	8868	
1200	1052	1124	1176	1022	4374	1237	1260	1226	1132	4855	9229	
1300	1043	1071	1162	1076	4352	1101	1159	1195	1211	4666	9018	
1400	1081	1122	1140	1214	4557	1195	1184	1222	1255	4856	9413	
1500	1391	1343	1459	1451	5644	1362	1385	1456	1521	5724	11368	
1600	1451	1364	1345	1428	5588	1524	1609	1548	1555	6236	11824	
1700	1458	1415	1372	1233	5478	1539	1559	1568	1575	6241	11719	
1800	1243	1136	1093	1041	4513	1482	1270	1385	1212	5349	9862	
1900	948	853	855	762	3418	1008	1080	1014	926	4028	7446	
2000	733	630	642	609	2614	829	822	795	673	3119	5733	
2100	619	564	552	416	2151	591	735	617	554	2497	4648	
2200	371	376	356	304	1407	485	531	398	398	1812	3219	
2300	266	263	262	224	1015	294	326	362	314	1296	2311	
24-HOUR TOTALS:					82793						85354	168147

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	6327	715	5613	715	11891
P.M.	1530	5725	1615	6251	1645	11894
DAILY	730	6327	1615	6251	1645	11894

COUNTY: 10
 STATION: 0149
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 60
 START DATE: 10/26/2016
 START TIME: 0100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	212	207	165	138	722	240	289	214	223	966	1688
0100	120	117	107	103	447	217	191	162	185	755	1202
0200	103	104	110	139	456	148	189	165	140	642	1098
0300	127	163	160	141	591	201	186	212	237	836	1427
0400	148	199	301	323	971	200	280	302	376	1158	2129
0500	376	587	717	841	2521	391	474	672	830	2367	4888
0600	1084	1400	1494	1605	5583	1011	1233	1349	1381	4974	10557
0700	1592	1573	1539	1578	6282	1323	1380	1321	1577	5601	11883
0800	1532	1548	1526	1413	6019	1499	1468	1494	1351	5812	11831
0900	1331	1177	1210	1199	4917	835	783	948	980	3546	8463
1000	1192	1186	1159	1114	4651	1052	1069	1138	1119	4378	9029
1100	1025	1055	1109	1062	4251	1071	1116	1110	1139	4436	8687
1200	1082	1120	1124	1130	4456	1110	1216	1121	1142	4589	9045
1300	1111	1186	1222	1129	4648	1125	1017	1161	1199	4502	9150
1400	1226	1319	1197	1189	4931	1100	1153	814	1115	4182	9113
1500	1203	1323	1391	1359	5276	1274	1315	1389	1458	5436	10712
1600	1504	1383	1304	1356	5547	1269	1193	1162	1150	4774	10321
1700	1313	1394	1336	1279	5322	1156	1210	1221	1292	4879	10201
1800	1199	1173	1218	1045	4635	1494	1477	1453	1379	5803	10438
1900	917	933	836	777	3463	1104	1074	1009	936	4123	7586
2000	726	729	680	608	2743	834	777	753	726	3090	5833
2100	675	545	536	473	2229	664	725	670	582	2641	4870
2200	419	382	370	326	1497	545	572	455	398	1970	3467
2300	320	308	248	252	1128	410	360	375	296	1441	2569
24-HOUR TOTALS:	83286					82901					166187

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	6309	745	6038	745	12222
P.M.	1530	5637	1800	5803	1515	11008
DAILY	645	6309	745	6038	745	12222

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0149
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 60
 START DATE: 03/29/2016
 START TIME: 0600

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	169	181	151	103	604	212	180	167	155	714	1318
0100	97	126	82	109	414	140	128	163	128	559	973
0200	101	89	98	99	387	119	94	111	95	419	806
0300	104	112	138	167	521	110	108	117	158	493	1014
0400	176	198	278	337	989	131	176	203	225	735	1724
0500	421	526	756	875	2578	266	349	516	666	1797	4375
0600	1033	1403	1512	1547	5495	722	954	1140	1212	4028	9523
0700	1457	1467	1492	1521	5937	1153	1239	1194	1286	4872	10809
0800	1511	1488	1404	1440	5843	1210	1221	1208	1094	4733	10576
0900	1436	1318	1244	1276	5274	900	973	992	997	3862	9136
1000	1279	1338	1299	1132	5048	925	944	980	859	3708	8756
1100	1239	1227	1242	1206	4914	1003	1052	961	1035	4051	8965
1200	1196	1207	1265	1138	4806	1041	1105	1065	991	4202	9008
1300	1171	1215	1197	1167	4750	960	988	994	1020	3962	8712
1400	1141	1183	1209	1140	4673	980	1077	1154	1116	4327	9000
1500	1144	1163	1102	1147	4556	1097	1133	1228	1232	4690	9246
1600	1062	1099	1077	1078	4316	1185	1218	1197	1309	4909	9225
1700	1094	1134	1058	1132	4418	1329	1356	1395	1302	5382	9800
1800	1150	1050	929	774	3903	1323	1256	1092	930	4601	8504
1900	863	902	716	624	3105	883	820	859	805	3367	6472
2000	635	637	582	547	2401	823	746	678	677	2924	5325
2100	563	523	512	435	2033	586	634	565	496	2281	4314
2200	444	396	370	299	1509	439	438	392	365	1634	3143
2300	295	283	219	234	1031	314	303	280	276	1173	2204
24-HOUR TOTALS:	79505					73423					152928

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	6012	715	4929	730	10923
P.M.	1200	4806	1645	5389	1715	9850
DAILY	730	6012	1645	5389	730	10923

TRUCK PERCENTAGE 6.59 6.28 6.44

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	394	59768	14105	181	1725	263	22	1052	1419	157	43	18	358	0	0	5238	79505
S	250	56841	11720	66	1422	406	46	806	1278	227	27	22	312	0	0	4612	73423

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0149
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 60
 START DATE: 03/30/2016
 START TIME: 0600

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	210	197	149	138	694	262	251	236	150	899	1593	
0100	115	138	102	99	454	150	155	156	146	607	1061	
0200	106	99	103	128	436	151	127	127	111	516	952	
0300	111	134	180	174	599	107	125	134	144	510	1109	
0400	168	193	294	351	1006	148	159	204	222	733	1739	
0500	455	613	795	936	2799	252	418	569	624	1863	4662	
0600	1051	1337	1542	1467	5397	790	1052	1176	1141	4159	9556	
0700	1544	1534	1556	1522	6156	1161	1218	1323	1269	4971	11127	
0800	1490	1344	1216	1301	5351	1193	1239	1209	1123	4764	10115	
0900	1305	1320	1273	1287	5185	948	1052	989	1048	4037	9222	
1000	1276	1328	1361	1290	5255	950	983	979	938	3850	9105	
1100	1368	1212	1233	1217	5030	902	1006	963	979	3850	8880	
1200	1109	1282	1203	1122	4716	1002	962	1033	1038	4035	8751	
1300	1144	1195	1222	1177	4738	1070	1025	1106	1147	4348	9086	
1400	1141	1136	1223	1214	4714	1126	1109	1110	1169	4514	9228	
1500	1193	1225	1316	1389	5123	1177	1230	1403	1522	5332	10455	
1600	1325	1335	1340	1305	5305	1372	1529	1522	1576	5999	11304	
1700	1368	1355	1332	1357	5412	1568	1547	1489	1452	6056	11468	
1800	1186	1228	1182	1031	4627	1382	1336	1144	1047	4909	9536	
1900	1072	987	825	800	3684	982	996	961	850	3789	7473	
2000	781	745	729	665	2920	938	888	794	731	3351	6271	
2100	682	632	641	567	2522	711	741	703	557	2712	5234	
2200	496	502	399	381	1778	542	477	453	391	1863	3641	
2300	322	268	252	217	1059	339	314	288	267	1208	2267	
24-HOUR TOTALS:					84960						78875	163835

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	6156	730	5024	700	11127
P.M.	1700	5412	1630	6213	1630	11581
DAILY	700	6156	1630	6213	1630	11581

TRUCK PERCENTAGE 6.72 6.20 6.47

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	420	62936	15893	204	2000	255	15	1178	1412	192	37	20	398	0	0	5711	84960
S	342	61325	12321	79	1496	405	40	894	1373	204	38	21	337	0	0	4887	78875

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0150
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 574/M.L. KING JR BLVD
 START DATE: 04/05/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	217	178	131	120	646	249	213	180	171	813	1459	
0100	133	113	91	95	432	141	147	132	129	549	981	
0200	85	94	90	89	358	108	98	98	101	405	763	
0300	96	135	160	136	527	115	113	120	138	486	1013	
0400	145	181	262	330	918	156	182	220	221	779	1697	
0500	334	512	729	819	2394	273	336	520	718	1847	4241	
0600	976	1323	1533	1573	5405	756	1050	1288	1361	4455	9860	
0700	1655	1599	1669	1552	6475	1261	1382	1510	1511	5664	12139	
0800	1526	1522	1411	1324	5783	1489	1388	1382	1439	5698	11481	
0900	1380	1328	1100	1181	4989	1227	1069	1065	967	4328	9317	
1000	1212	1289	1424	1225	5150	898	929	960	1045	3832	8982	
1100	1290	1249	1148	1122	4809	992	972	1009	931	3904	8713	
1200	1186	1147	1175	1094	4602	959	993	1015	1106	4073	8675	
1300	1066	1071	1133	1044	4314	920	900	980	1023	3823	8137	
1400	1093	1121	1179	1168	4561	1013	1078	1050	1100	4241	8802	
1500	1134	1243	1312	1463	5152	1145	1239	1353	1428	5165	10317	
1600	1380	1433	1418	1461	5692	1344	1473	1431	1531	5779	11471	
1700	1442	1325	1030	1281	5078	1348	1383	1275	1316	5322	10400	
1800	1219	1248	1120	981	4568	1174	1123	1110	1068	4475	9043	
1900	915	916	729	767	3327	1077	948	959	810	3794	7121	
2000	749	775	701	650	2875	758	815	769	661	3003	5878	
2100	648	661	601	518	2428	680	665	613	528	2486	4914	
2200	494	457	366	342	1659	488	457	469	406	1820	3479	
2300	271	295	233	245	1044	361	340	276	269	1246	2290	
24-HOUR TOTALS:					83186						77987	161173

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	6496	730	5898	715	12238
P.M.	1615	5754	1615	5783	1615	11537
DAILY	645	6496	730	5898	715	12238

TRUCK PERCENTAGE 9.62 10.10 9.85

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	253	60484	14444	683	2550	451	34	795	3307	86	69	25	4	0	1	8004	83186
S	132	57515	12312	611	2204	630	123	835	2943	290	68	19	153	0	152	7876	77987

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0150
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 574/M.L. KING JR BLVD
 START DATE: 04/06/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	163	167	178	151	659	224	190	227	171	812	1471	
0100	97	102	98	65	362	159	130	120	122	531	893	
0200	95	84	90	97	366	109	107	119	96	431	797	
0300	83	121	142	132	478	105	121	123	158	507	985	
0400	131	172	255	284	842	134	162	204	212	712	1554	
0500	386	493	727	876	2482	232	333	489	669	1723	4205	
0600	1005	1276	1556	1504	5341	749	1041	1275	1253	4318	9659	
0700	1644	1667	1708	1567	6586	1236	1357	1584	1465	5642	12228	
0800	1553	1505	1473	1452	5983	1476	1375	1349	1363	5563	11546	
0900	1375	1402	1324	1232	5333	1202	1063	1054	1007	4326	9659	
1000	1276	1260	1258	1188	4982	968	932	958	989	3847	8829	
1100	1144	1152	1221	1117	4634	1012	974	1011	959	3956	8590	
1200	1179	1118	1129	1146	4572	917	1076	1101	1070	4164	8736	
1300	1163	1129	1149	1070	4511	963	985	1060	1033	4041	8552	
1400	1137	1177	1222	1251	4787	1078	1111	1133	1095	4417	9204	
1500	1166	1330	1329	1527	5352	1122	1248	1342	1464	5176	10528	
1600	1433	1485	1466	1488	5872	1331	1490	1406	1366	5593	11465	
1700	1428	1488	1332	1306	5554	1369	1403	1320	1385	5477	11031	
1800	1268	1261	1202	1109	4840	1338	1163	1138	1124	4763	9603	
1900	1017	972	837	757	3583	984	893	887	829	3593	7176	
2000	764	731	714	642	2851	807	716	734	780	3037	5888	
2100	662	652	546	524	2384	699	734	674	552	2659	5043	
2200	460	453	398	344	1655	540	445	435	388	1808	3463	
2300	298	282	265	228	1073	320	330	363	276	1289	2362	
24-HOUR TOTALS:					85082						78385	163467

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	6586	730	5900	715	12377
P.M.	1545	5911	1545	5691	1545	11602
DAILY	700	6586	730	5900	715	12377

TRUCK PERCENTAGE 9.26 9.76 9.50

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	236	61993	14973	633	2679	432	37	838	3120	43	63	27	5	0	3	7877	85082
S	103	57972	12623	629	2322	432	99	789	2925	246	71	34	107	0	33	7654	78385

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0150
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 574/M.L. KING JR BLVD
 START DATE: 10/25/2016
 START TIME: 1900

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	175	145	134	120	574	188	194	202	161	745	1319	
0100	92	95	83	92	362	166	139	128	131	564	926	
0200	89	78	106	113	386	103	112	107	92	414	800	
0300	112	145	148	121	526	113	112	138	141	504	1030	
0400	140	205	267	306	918	138	179	210	247	774	1692	
0500	367	607	714	854	2542	259	348	538	701	1846	4388	
0600	1080	1397	1504	1556	5537	841	1125	1244	1339	4549	10086	
0700	1573	1632	1525	1517	6247	1213	1349	1225	1635	5422	11669	
0800	1490	1470	1431	1175	5566	1536	1467	1483	1414	5900	11466	
0900	956	908	932	982	3778	1197	1077	1065	1010	4349	8127	
1000	1181	1114	1127	1031	4453	912	1002	988	981	3883	8336	
1100	986	993	1023	1031	4033	968	991	993	1022	3974	8007	
1200	1038	1126	1066	1020	4250	975	1023	1058	1085	4141	8391	
1300	1043	1100	1105	1096	4344	1013	957	1076	1040	4086	8430	
1400	1145	1290	1167	1178	4780	1065	1085	1087	1167	4404	9184	
1500	1178	1287	1452	1390	5307	1152	1301	1313	1448	5214	10521	
1600	1519	1371	1376	1455	5721	1274	1132	1038	1067	4511	10232	
1700	1367	1400	1356	1239	5362	991	1098	1082	1054	4225	9587	
1800	1339	1203	1281	1079	4902	1280	1313	1424	1219	5236	10138	
1900	969	862	844	737	3412	939	938	944	909	3730	7142	
2000	706	641	593	567	2507	795	761	704	618	2878	5385	
2100	623	601	552	446	2222	557	650	550	494	2251	4473	
2200	393	361	318	264	1336	420	471	365	370	1626	2962	
2300	260	247	244	194	945	258	319	293	268	1138	2083	
24-HOUR TOTALS:					80010						76364	156374

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	6286	745	6121	745	12029
P.M.	1530	5732	1515	5336	1515	10984
DAILY	645	6286	745	6121	745	12029

TRUCK PERCENTAGE 9.24 10.00 9.61

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	174	55109	17336	215	2338	515	49	804	3283	61	78	39	8	0	1	7390	80010
S	82	52298	16348	248	2339	497	84	899	3290	134	84	43	16	0	2	7634	76364

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0150
 DESCRIPTION: SR 93A/I-75, NORTH OF SR 574/M.L. KING JR BLVD
 START DATE: 10/26/2016
 START TIME: 1900

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	213	171	129	118	631	232	242	198	189	861	1492	
0100	88	102	78	89	357	175	133	121	151	580	937	
0200	108	95	103	109	415	142	156	133	126	557	972	
0300	103	141	171	128	543	104	135	134	133	506	1049	
0400	158	233	291	303	985	144	189	216	266	815	1800	
0500	349	594	740	824	2507	261	390	548	702	1901	4408	
0600	1117	1388	1494	1492	5491	845	1101	1213	1263	4422	9913	
0700	1587	1546	1471	1460	6064	1298	1473	1620	1585	5976	12040	
0800	1502	1457	1453	1348	5760	1393	1471	1401	1329	5594	11354	
0900	1280	1281	1147	1101	4809	1138	1068	1096	985	4287	9096	
1000	1101	1122	1145	1087	4455	935	1098	960	1035	4028	8483	
1100	996	1033	1086	1065	4180	938	969	1033	1038	3978	8158	
1200	1114	1096	1097	1012	4319	952	1055	1089	1036	4132	8451	
1300	1086	1131	1139	1107	4463	960	1024	1046	1065	4095	8558	
1400	1201	1182	1343	1233	4959	1098	1098	1111	1080	4387	9346	
1500	1247	1344	1530	1452	5573	1311	1309	1347	1363	5330	10903	
1600	1475	1569	1515	1509	6068	1435	1491	1448	1397	5771	11839	
1700	1534	1548	1369	1352	5803	1351	1509	1457	1351	5668	11471	
1800	1368	1294	1283	1119	5064	1181	1205	1160	1070	4616	9680	
1900	954	927	808	771	3460	991	999	937	891	3818	7278	
2000	706	721	697	591	2715	779	752	734	672	2937	5652	
2100	658	545	534	484	2221	601	663	617	576	2457	4678	
2200	456	405	350	286	1497	520	519	454	332	1825	3322	
2300	306	269	243	211	1029	346	328	339	262	1275	2304	
24-HOUR TOTALS:					83368						79816	163184

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	6096	715	6071	715	12050
P.M.	1615	6127	1600	5771	1600	11839
DAILY	1615	6127	715	6071	715	12050

TRUCK PERCENTAGE 8.68 9.60 9.13

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	206	58045	17878	235	2382	475	51	828	3075	68	78	40	7	0	0	7239	83368
S	73	54833	17248	245	2384	510	41	948	3209	150	87	43	45	0	0	7662	79816

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0151
 DESCRIPTION: SR 93A/I-75, SOUTH OF SR 582/FOWLER AVE
 START DATE: 03/28/2016
 START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	201	206	163	172	742	176	161	145	115	597	1339	
0100	123	129	99	80	431	125	111	94	95	425	856	
0200	83	86	78	93	340	112	106	92	95	405	745	
0300	70	106	120	116	412	95	103	124	136	458	870	
0400	114	145	162	254	675	132	176	231	220	759	1434	
0500	275	416	537	645	1873	259	384	543	750	1936	3809	
0600	725	926	1218	1259	4128	967	1224	1434	1400	5025	9153	
0700	1309	1450	1362	1419	5540	1229	1327	1296	1384	5236	10776	
0800	1436	1339	1409	1442	5626	1475	1352	1473	1206	5506	11132	
0900	1420	1332	1139	1190	5081	1164	1072	1109	1002	4347	9428	
1000	1111	1207	1179	1081	4578	909	970	986	902	3767	8345	
1100	928	1051	1077	1037	4093	940	939	925	901	3705	7798	
1200	987	1105	1043	1015	4150	1038	946	1032	971	3987	8137	
1300	956	1039	1032	1005	4032	938	1024	939	980	3881	7913	
1400	1070	1080	1112	1143	4405	1020	1086	1068	1117	4291	8696	
1500	1048	1184	1267	1335	4834	1095	1202	1286	1297	4880	9714	
1600	1360	1321	1342	1358	5381	1407	1294	1416	1418	5535	10916	
1700	1395	1338	1357	1344	5434	1461	1304	1371	1268	5404	10838	
1800	1297	1278	1080	956	4611	1037	1123	940	916	4016	8627	
1900	889	874	685	628	3076	786	755	678	708	2927	6003	
2000	615	716	637	524	2492	670	605	701	569	2545	5037	
2100	534	552	551	496	2133	512	561	418	438	1929	4062	
2200	439	474	379	389	1681	398	311	287	251	1247	2928	
2300	273	269	264	237	1043	231	241	204	169	845	1888	
24-HOUR TOTALS:					76791						73653	150444

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	5667	745	5684	745	11287
P.M.	1645	5448	1630	5599	1630	11032
DAILY	715	5667	745	5684	745	11287

TRUCK PERCENTAGE 6.50 5.97 6.24

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	269	58024	13510	82	1548	250	40	1041	1439	192	32	24	340	0	0	4988	76791
S	352	56801	12105	106	1453	240	40	688	1325	157	44	15	327	0	0	4395	73653

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0151
 DESCRIPTION: SR 93A/I-75, SOUTH OF SR 582/FOWLER AVE
 START DATE: 03/29/2016
 START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	200	186	152	163	701	170	135	155	97	557	1258	
0100	123	112	124	88	447	104	109	125	96	434	881	
0200	99	70	75	79	323	85	71	84	80	320	643	
0300	87	78	92	98	355	91	87	144	124	446	801	
0400	141	161	155	221	678	156	173	221	244	794	1472	
0500	272	340	534	624	1770	284	393	548	814	2039	3809	
0600	773	998	1138	1195	4104	965	1296	1495	1334	5090	9194	
0700	1287	1461	1412	1341	5501	1190	1305	1469	1413	5377	10878	
0800	1353	1443	1368	1395	5559	1358	1278	1402	1398	5436	10995	
0900	1280	1103	1314	1126	4823	1162	1146	1113	998	4419	9242	
1000	1043	1093	1082	1229	4447	971	977	1038	958	3944	8391	
1100	1263	1185	1047	1021	4516	969	977	928	868	3742	8258	
1200	1055	1044	1051	986	4136	888	958	1015	927	3788	7924	
1300	913	1006	1034	928	3881	826	942	910	952	3630	7511	
1400	1017	1045	1062	1057	4181	920	1092	1093	1136	4241	8422	
1500	1073	1177	1115	1150	4515	1086	1049	1057	1064	4256	8771	
1600	1094	1134	1193	1119	4540	1140	1086	1111	1104	4441	8981	
1700	1211	1188	1243	1170	4812	1216	1160	1250	1077	4703	9515	
1800	1179	1319	1261	975	4734	986	996	849	756	3587	8321	
1900	885	925	725	690	3225	662	670	648	592	2572	5797	
2000	580	638	567	608	2393	688	607	499	533	2327	4720	
2100	510	580	502	455	2047	482	510	418	417	1827	3874	
2200	401	353	199	153	1106	369	355	308	248	1280	2386	
2300	141	151	299	285	876	236	222	221	184	863	1739	
24-HOUR TOTALS:					73670						70113	143783

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	5567	715	5545	715	11112
P.M.	1745	4929	1645	4730	1700	9515
DAILY	715	5567	715	5545	715	11112

TRUCK PERCENTAGE 6.17 5.94 6.06

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	209	56369	12549	69	1449	352	39	892	1242	129	16	8	347	0	0	4543	73670
S	427	54217	11305	105	1337	264	30	597	1296	156	27	18	334	0	0	4164	70113

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0151
 DESCRIPTION: SR 93A/I-75, SOUTH OF SR 582/FOWLER AVE
 START DATE: 10/24/2016
 START TIME: 1100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	178	149	136	114	577	163	148	146	113	570	1147
0100	103	108	88	73	372	97	98	90	78	363	735
0200	82	76	60	50	268	71	97	83	90	341	609
0300	60	72	75	88	295	74	104	134	116	428	723
0400	91	126	153	199	569	135	160	224	258	777	1346
0500	198	280	401	484	1363	267	395	581	775	2018	3381
0600	623	795	1116	1200	3734	995	1318	1315	1306	4934	8668
0700	1168	1367	1464	1529	5528	1342	1310	1579	1374	5605	11133
0800	1400	1414	1212	1221	5247	1435	1405	1262	1181	5283	10530
0900	1327	1195	1009	948	4479	1143	1052	1068	914	4177	8656
1000	945	882	911	841	3579	907	856	883	895	3541	7120
1100	846	871	929	896	3542	930	932	889	929	3680	7222
1200	847	832	895	882	3456	913	963	1044	1018	3938	7394
1300	829	879	863	834	3405	975	910	996	896	3777	7182
1400	892	913	1031	1004	3840	1029	1027	1077	1067	4200	8040
1500	1029	1068	1125	1243	4465	1107	1234	1343	1356	5040	9505
1600	1251	1365	1299	1337	5252	1348	1350	1373	1470	5541	10793
1700	1333	1395	1288	1264	5280	1262	1260	1274	1127	4923	10203
1800	1153	1234	1079	910	4376	927	654	717	536	2834	7210
1900	865	857	718	671	3111	785	821	613	615	2834	5945
2000	609	671	667	623	2570	632	614	541	479	2266	4836
2100	604	556	481	435	2076	493	483	448	346	1770	3846
2200	366	345	325	275	1311	341	337	284	253	1215	2526
2300	235	240	193	166	834	233	214	198	219	864	1698
24-HOUR TOTALS:	69529					70919					140448

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	5807	730	5793	730	11600
P.M.	1630	5364	1600	5541	1600	10793
DAILY	730	5807	730	5793	730	11600

TRUCK PERCENTAGE 8.88 8.50 8.69

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	68	50886	12397	77	1396	493	79	523	3351	128	87	38	2	0	4	6174	69529
S	86	50539	14269	133	1490	589	65	677	2871	87	71	35	7	0	0	6025	70919

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0151
 DESCRIPTION: SR 93A/I-75, SOUTH OF SR 582/FOWLER AVE
 START DATE: 10/25/2016
 START TIME: 1100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	196	159	136	105	596	155	188	145	123	611	1207	
0100	120	96	84	65	365	101	98	104	96	399	764	
0200	82	79	73	75	309	74	84	72	83	313	622	
0300	70	74	110	94	348	98	85	109	101	393	741	
0400	87	120	140	168	515	126	175	213	247	761	1276	
0500	184	276	392	517	1369	285	373	553	771	1982	3351	
0600	571	824	1044	1179	3618	953	1332	1387	1251	4923	8541	
0700	1193	1374	1505	1454	5526	1208	1307	831	1239	4585	10111	
0800	1400	1396	1288	1386	5470	1330	1367	1418	1268	5383	10853	
0900	960	921	921	892	3694	1095	1044	974	912	4025	7719	
1000	1133	932	950	927	3942	881	896	914	945	3636	7578	
1100	792	793	877	766	3228	870	851	861	919	3501	6729	
1200	786	826	871	816	3299	857	920	957	837	3571	6870	
1300	757	814	821	830	3222	876	832	969	847	3524	6746	
1400	806	844	890	949	3489	1034	943	1029	1000	4006	7495	
1500	988	1163	1177	1364	4692	1055	1145	1306	1317	4823	9515	
1600	1236	1431	1351	1375	5393	1342	1357	1356	1462	5517	10910	
1700	1457	1402	1316	1406	5581	1344	1355	1294	1207	5200	10781	
1800	1222	1202	1110	1034	4568	1030	1033	965	836	3864	8432	
1900	887	864	792	752	3295	751	738	701	635	2825	6120	
2000	685	684	612	568	2549	586	585	548	504	2223	4772	
2100	512	557	485	462	2016	439	464	427	352	1682	3698	
2200	402	354	339	263	1358	323	333	283	266	1205	2563	
2300	262	242	218	239	961	226	248	228	196	898	1859	
24-HOUR TOTALS:					69403						69850	139253

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	5755	800	5383	745	10892
P.M.	1615	5614	1615	5519	1615	11133
DAILY	730	5755	1615	5519	1615	11133

TRUCK PERCENTAGE 8.71 8.65 8.68

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	70	50924	12365	96	1428	449	74	578	3173	125	72	41	6	0	2	6042	69403
S	79	49706	14019	113	1505	521	76	620	2995	102	70	35	5	0	4	6042	69850

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0152
 DESCRIPTION: SR 93A/I-75, SOUTH OF FLETCHER AVE
 START DATE: 02/09/2016
 START TIME: 0100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	178	150	110	124	562	136	172	93	82	483	1045
0100	115	112	96	89	412	106	112	99	97	414	826
0200	96	88	101	89	374	74	103	72	94	343	717
0300	92	109	136	118	455	108	122	121	150	501	956
0400	113	107	170	172	562	142	221	217	258	838	1400
0500	177	244	320	385	1126	301	427	574	754	2056	3182
0600	477	690	811	856	2834	930	1313	1461	1510	5214	8048
0700	957	1054	1056	1148	4215	1678	1683	1640	1739	6740	10955
0800	1063	1109	1067	998	4237	1519	1462	1235	1163	5379	9616
0900	907	867	786	794	3354	1029	1029	941	962	3961	7315
1000	710	724	748	749	2931	882	884	870	894	3530	6461
1100	725	721	710	785	2941	846	836	805	829	3316	6257
1200	808	762	784	843	3197	817	798	785	801	3201	6398
1300	821	827	793	858	3299	709	813	783	834	3139	6438
1400	798	932	944	916	3590	784	856	1023	922	3585	7175
1500	1064	1190	1175	1204	4633	956	963	1022	1029	3970	8603
1600	1276	1311	1292	1368	5247	1143	1124	1166	1196	4629	9876
1700	1389	1416	1334	1317	5456	1171	1240	1037	1073	4521	9977
1800	1310	1292	1056	944	4602	909	930	782	736	3357	7959
1900	903	859	712	743	3217	609	556	484	477	2126	5343
2000	650	666	590	557	2463	405	406	408	397	1616	4079
2100	577	559	548	466	2150	354	406	364	307	1431	3581
2200	357	402	367	330	1456	273	291	227	211	1002	2458
2300	252	232	179	221	884	203	194	182	152	731	1615
24-HOUR TOTALS:	64197					66083					130280

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	4387	700	6740	700	10955
P.M.	1645	5507	1630	4773	1630	10238
DAILY	1645	5507	700	6740	700	10955

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0152
 DESCRIPTION: SR 93A/I-75, SOUTH OF FLETCHER AVE
 START DATE: 02/10/2016
 START TIME: 0100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	187	163	143	143	636	141	128	101	95	465	1101
0100	126	102	93	80	401	106	95	100	95	396	797
0200	87	88	92	99	366	74	80	122	105	381	747
0300	78	71	152	128	429	89	132	132	140	493	922
0400	149	103	151	183	586	148	178	226	274	826	1412
0500	167	260	346	430	1203	334	380	564	743	2021	3224
0600	470	629	776	913	2788	894	1276	1482	1559	5211	7999
0700	1006	1039	1102	1168	4315	1653	1444	1750	1623	6470	10785
0800	1026	1080	1048	1014	4168	1597	1585	1504	1517	6203	10371
0900	935	879	834	808	3456	1139	1012	1036	915	4102	7558
1000	771	773	785	759	3088	896	892	904	903	3595	6683
1100	721	803	778	781	3083	819	862	851	838	3370	6453
1200	786	802	739	804	3131	782	876	812	797	3267	6398
1300	750	802	808	823	3183	803	738	793	842	3176	6359
1400	825	903	953	966	3647	844	862	947	979	3632	7279
1500	1057	1243	1210	1172	4682	976	994	1017	1059	4046	8728
1600	1204	1288	1322	1314	5128	1120	1125	1152	1183	4580	9708
1700	1351	1326	1271	1301	5249	1047	979	969	1099	4094	9343
1800	1275	1257	1173	1027	4732	1251	1285	1085	720	4341	9073
1900	953	896	730	704	3283	624	623	593	493	2333	5616
2000	673	634	601	574	2482	499	445	441	450	1835	4317
2100	575	653	549	488	2265	390	396	371	313	1470	3735
2200	445	422	407	323	1597	292	288	230	212	1022	2619
2300	335	313	237	223	1108	214	206	179	162	761	1869
24-HOUR TOTALS:	65006					68090					133096

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	4376	730	6555	730	10931
P.M.	1630	5313	1745	4720	1615	9782
DAILY	1630	5313	730	6555	730	10931

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0152
 DESCRIPTION: SR 93A/I-75, SOUTH OF FLETCHER AVE
 START DATE: 10/31/2016
 START TIME: 1000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	161	150	142	106	559	130	137	127	90	484	1043	
0100	92	113	99	72	376	93	92	71	75	331	707	
0200	99	90	85	82	356	54	91	91	83	319	675	
0300	77	94	90	93	354	71	93	111	103	378	732	
0400	86	106	139	134	465	118	173	201	226	718	1183	
0500	177	210	302	371	1060	289	370	524	765	1948	3008	
0600	468	631	796	898	2793	856	1290	1565	1551	5262	8055	
0700	905	981	1174	1118	4178	1597	1678	1416	1490	6181	10359	
0800	1088	1203	1066	1028	4385	1526	1513	1220	1360	5619	10004	
0900	924	883	830	722	3359	1132	1111	1053	1002	4298	7657	
1000	655	666	679	673	2673	879	877	915	882	3553	6226	
1100	649	668	632	656	2605	812	856	972	881	3521	6126	
1200	679	714	777	725	2895	903	898	951	866	3618	6513	
1300	739	720	706	747	2912	780	867	921	983	3551	6463	
1400	750	844	871	924	3389	907	897	1003	1017	3824	7213	
1500	915	1048	1192	1265	4420	1083	1130	1173	1161	4547	8967	
1600	1286	1422	1346	1411	5465	1176	1295	1244	1259	4974	10439	
1700	1456	1539	1495	1492	5982	1109	1250	1123	1060	4542	10524	
1800	1270	1097	939	841	4147	921	824	743	646	3134	7281	
1900	729	716	571	531	2547	565	574	537	455	2131	4678	
2000	478	508	501	501	1988	432	488	464	510	1894	3882	
2100	473	483	467	490	1913	478	516	471	410	1875	3788	
2200	371	388	301	282	1342	393	306	299	255	1253	2595	
2300	231	212	188	190	821	270	218	230	163	881	1702	
24-HOUR TOTALS:					60984						68836	129820

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	4583	645	6242	730	10528
P.M.	1700	5982	1600	4974	1645	10642
DAILY	1700	5982	630	6391	1645	10642

TRUCK PERCENTAGE 10.06 7.90 8.92

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	204	43626	11017	199	1645	613	62	617	2788	80	48	34	49	0	2	6135	60984
S	328	53456	9610	101	1125	439	71	645	2863	42	102	44	9	0	1	5441	68836

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0152
 DESCRIPTION: SR 93A/I-75, SOUTH OF FLETCHER AVE
 START DATE: 11/01/2016
 START TIME: 1000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	170	146	127	133	576	163	131	121	111	526	1102
0100	117	91	83	68	359	88	68	76	66	298	657
0200	53	79	83	72	287	64	80	80	84	308	595
0300	64	84	61	86	295	75	98	109	101	383	678
0400	93	94	112	136	435	114	140	198	234	686	1121
0500	149	198	290	359	996	282	346	504	738	1870	2866
0600	432	610	807	906	2755	915	1297	1623	1623	5458	8213
0700	898	991	1129	1164	4182	1612	1523	1374	1455	5964	10146
0800	1118	1053	1129	1056	4356	1456	1493	1224	1273	5446	9802
0900	1014	877	765	723	3379	1148	1072	1047	968	4235	7614
1000	733	713	709	732	2887	851	874	888	866	3479	6366
1100	660	715	664	666	2705	825	853	856	893	3427	6132
1200	662	721	741	732	2856	834	793	882	827	3336	6192
1300	713	763	743	790	3009	824	829	713	829	3195	6204
1400	749	792	818	884	3243	828	910	952	1008	3698	6941
1500	951	1135	1173	1230	4489	1002	1012	1042	1111	4167	8656
1600	1263	1353	1315	1456	5387	1142	1239	1248	1366	4995	10382
1700	1336	1426	1290	1289	5341	1208	1347	1189	1123	4867	10208
1800	1375	1096	1287	1094	4852	1058	1062	898	822	3840	8692
1900	924	839	792	642	3197	698	712	598	554	2562	5759
2000	608	620	538	497	2263	498	545	412	429	1884	4147
2100	425	541	470	436	1872	404	381	330	363	1478	3350
2200	356	351	324	256	1287	325	298	254	206	1083	2370
2300	217	260	191	186	854	193	210	190	178	771	1625
24-HOUR TOTALS:	61862					67956					129818

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	4464	645	6132	730	10242
P.M.	1630	5533	1630	5169	1630	10702
DAILY	1630	5533	630	6381	1630	10702

TRUCK PERCENTAGE 10.16 8.41 9.24

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	211	43667	11699	199	1689	598	84	676	2773	120	65	28	52	0	1	6284	61862
S	302	52299	9643	105	1169	414	88	620	3100	49	113	50	4	0	0	5712	67956

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0153
 DESCRIPTION: SR 93A/I-75, NORTH OF FLETCHER AVE
 START DATE: 02/10/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	143	116	81	90	430	97	109	74	72	352	782	
0100	80	79	51	59	269	67	51	67	62	247	516	
0200	51	59	53	60	223	50	52	74	60	236	459	
0300	51	44	81	83	259	64	82	91	101	338	597	
0400	90	61	91	96	338	109	138	151	196	594	932	
0500	114	162	209	271	756	276	283	499	621	1679	2435	
0600	291	381	498	556	1726	878	1143	1334	1511	4866	6592	
0700	665	701	721	799	2886	1611	1305	1371	1180	5467	8353	
0800	741	759	764	739	3003	1441	1300	1307	1252	5300	8303	
0900	697	582	624	580	2483	1122	940	959	770	3791	6274	
1000	558	540	571	614	2283	767	793	806	723	3089	5372	
1100	552	650	635	646	2483	700	698	709	677	2784	5267	
1200	660	670	618	618	2566	715	736	673	639	2763	5329	
1300	617	625	650	655	2547	671	622	724	724	2741	5288	
1400	714	724	852	848	3138	697	689	808	816	3010	6148	
1500	955	1182	1156	1136	4429	714	755	702	797	2968	7397	
1600	1228	1277	1292	1353	5150	806	857	867	806	3336	8486	
1700	1395	1381	1283	1308	5367	846	870	705	675	3096	8463	
1800	1263	1261	1137	951	4612	751	681	656	554	2642	7254	
1900	892	846	637	634	3009	490	496	490	386	1862	4871	
2000	590	580	527	495	2192	399	357	345	358	1459	3651	
2100	481	512	461	384	1838	334	210	203	175	922	2760	
2200	363	305	297	230	1195	156	153	118	109	536	1731	
2300	269	257	185	155	866	96	113	82	79	370	1236	
24-HOUR TOTALS:					54048						54448	108496

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	3063	645	5798	645	8441
P.M.	1630	5421	1630	3389	1630	8810
DAILY	1630	5421	645	5798	1630	8810

TRUCK PERCENTAGE 8.84 7.78 8.31

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	130	41177	7965	51	1099	193	41	730	2168	138	73	30	253	0	0	4776	54048
S	114	42433	7665	62	1041	273	36	683	1754	107	51	30	199	0	0	4236	54448

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0153
 DESCRIPTION: SR 93A/I-75, NORTH OF FLETCHER AVE
 START DATE: 02/11/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	150	130	107	93	480	60	59	74	60	253	733	
0100	100	84	67	72	323	62	70	68	61	261	584	
0200	70	71	55	53	249	57	54	55	52	218	467	
0300	80	60	69	88	297	82	96	93	100	371	668	
0400	74	86	83	127	370	120	149	139	212	620	990	
0500	95	150	199	233	677	236	337	471	644	1688	2365	
0600	320	426	535	519	1800	838	1183	1397	1504	4922	6722	
0700	615	658	698	742	2713	1581	1415	1552	1421	5969	8682	
0800	751	781	768	767	3067	1360	1207	1230	1260	5057	8124	
0900	712	769	684	639	2804	1067	1011	949	852	3879	6683	
1000	616	589	653	608	2466	885	760	827	771	3243	5709	
1100	637	628	603	718	2586	763	736	736	716	2951	5537	
1200	682	697	729	710	2818	715	682	739	734	2870	5688	
1300	641	746	735	721	2843	751	605	749	727	2832	5675	
1400	766	730	864	842	3202	722	750	825	773	3070	6272	
1500	943	1204	1167	1221	4535	792	823	794	855	3264	7799	
1600	1267	1232	1268	1305	5072	802	897	866	848	3413	8485	
1700	1305	1448	1465	1373	5591	859	855	789	853	3356	8947	
1800	1237	1215	1167	1072	4691	757	728	724	630	2839	7530	
1900	900	795	739	684	3118	579	568	483	444	2074	5192	
2000	667	616	569	522	2374	361	406	401	414	1582	3956	
2100	518	535	542	475	2070	393	397	351	298	1439	3509	
2200	385	368	340	317	1410	274	252	202	205	933	2343	
2300	265	281	229	172	947	200	174	152	130	656	1603	
24-HOUR TOTALS:					56503						57760	114263

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	3067	645	6052	700	8682
P.M.	1700	5591	1615	3470	1700	8947
DAILY	1700	5591	645	6052	1700	8947

TRUCK PERCENTAGE 8.61 8.83 8.72

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	149	42896	8594	47	1180	205	49	857	2051	132	83	34	226	0	0	4864	56503
S	93	40447	12122	99	1838	216	33	779	1675	120	60	35	243	0	0	5098	57760

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0153
 DESCRIPTION: SR 93A/I-75, NORTH OF FLETCHER AVE
 START DATE: 10/19/2016
 START TIME: 1100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	126	121	133	117	497	130	128	118	77	453	950	
0100	92	94	91	67	344	91	66	65	66	288	632	
0200	64	56	76	74	270	43	67	81	59	250	520	
0300	55	61	88	79	283	63	96	85	91	335	618	
0400	78	91	120	125	414	92	114	179	235	620	1034	
0500	126	165	256	295	842	268	313	472	615	1668	2510	
0600	340	498	582	613	2033	822	1151	1386	1485	4844	6877	
0700	641	640	808	750	2839	1505	1683	1647	1370	6205	9044	
0800	770	799	730	706	3005	1338	1224	1220	1279	5061	8066	
0900	711	682	638	576	2607	1022	1016	897	822	3757	6364	
1000	506	608	608	632	2354	717	748	774	809	3048	5402	
1100	634	610	610	576	2430	667	665	618	665	2615	5045	
1200	674	659	671	627	2631	648	724	708	706	2786	5417	
1300	597	638	707	673	2615	661	698	695	687	2741	5356	
1400	688	757	798	814	3057	648	672	833	812	2965	6022	
1500	890	1129	1209	1256	4484	779	741	787	719	3026	7510	
1600	1272	1397	1298	1364	5331	785	789	840	864	3278	8609	
1700	1421	1542	1504	1359	5826	835	869	785	830	3319	9145	
1800	1283	1195	1030	859	4367	750	797	701	639	2887	7254	
1900	761	755	622	667	2805	504	558	493	434	1989	4794	
2000	616	605	547	444	2212	408	369	331	320	1428	3640	
2100	406	454	429	375	1664	322	290	272	260	1144	2808	
2200	302	259	246	241	1048	221	264	203	161	849	1897	
2300	230	182	209	153	774	150	146	135	120	551	1325	
24-HOUR TOTALS:					54732						56107	110839

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	3127	645	6320	700	9044
P.M.	1645	5831	1630	3408	1645	9184
DAILY	1645	5831	645	6320	1645	9184

TRUCK PERCENTAGE 11.53 10.80 11.16

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	64	36894	11464	131	1597	366	83	635	3287	43	100	58	9	0	1	6309	54732
S	56	38842	11151	130	1387	373	57	674	3207	50	110	59	10	0	1	6057	56107

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 0153
 DESCRIPTION: SR 93A/I-75, NORTH OF FLETCHER AVE
 START DATE: 10/20/2016
 START TIME: 1100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	139	149	134	111	533	142	129	111	101	483	1016	
0100	110	108	107	81	406	78	83	79	76	316	722	
0200	71	82	73	66	292	84	86	85	82	337	629	
0300	90	89	76	82	337	79	83	110	102	374	711	
0400	114	112	110	123	459	98	132	184	209	623	1082	
0500	143	197	294	290	924	223	311	452	611	1597	2521	
0600	378	474	632	607	2091	787	1109	1207	1376	4479	6570	
0700	620	692	780	760	2852	1446	1553	1571	1335	5905	8757	
0800	762	770	752	727	3011	1119	1186	1126	1153	4584	7595	
0900	633	646	643	661	2583	978	991	828	754	3551	6134	
1000	604	639	661	669	2573	661	835	837	836	3169	5742	
1100	665	652	737	660	2714	644	716	685	712	2757	5471	
1200	710	681	718	711	2820	596	759	700	688	2743	5563	
1300	689	734	700	781	2904	702	698	741	759	2900	5804	
1400	732	769	823	881	3205	731	738	788	766	3023	6228	
1500	875	1096	1171	1239	4381	760	812	832	766	3170	7551	
1600	1255	1374	1367	1407	5403	790	870	882	906	3448	8851	
1700	1430	1469	1356	1339	5594	852	942	922	860	3576	9170	
1800	1238	1182	963	865	4248	754	842	624	626	2846	7094	
1900	822	805	733	689	3049	542	558	481	506	2087	5136	
2000	636	592	504	501	2233	354	433	400	410	1597	3830	
2100	464	454	465	421	1804	350	365	359	314	1388	3192	
2200	370	353	352	310	1385	284	249	208	210	951	2336	
2300	232	227	209	189	857	183	207	172	143	705	1562	
24-HOUR TOTALS:					56658						56609	113267

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	3072	645	5946	700	8757
P.M.	1630	5673	1645	3622	1645	9284
DAILY	1630	5673	645	5946	1645	9284

TRUCK PERCENTAGE 10.88 10.41 10.65

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	44	38542	11906	162	1666	407	61	609	3052	45	112	49	3	0	0	6166	56658
S	61	39444	11211	141	1391	352	111	622	3077	35	112	49	3	0	0	5893	56609

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 5601
 DESCRIPTION: SR 93A/I-75, NORTH OF MANATEE CO LINE
 START DATE: 04/11/2016
 START TIME: 2100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	67	72	46	59	244	301	268	114	89	772	1016	
0100	53	54	41	37	185	58	68	74	72	272	457	
0200	44	38	53	48	183	67	65	56	57	245	428	
0300	49	49	45	69	212	81	74	71	78	304	516	
0400	68	96	88	109	361	62	92	107	114	375	736	
0500	148	171	201	272	792	137	201	227	304	869	1661	
0600	336	388	464	476	1664	365	509	605	610	2089	3753	
0700	470	573	557	566	2166	603	639	660	615	2517	4683	
0800	571	621	543	492	2227	641	562	546	534	2283	4510	
0900	476	480	588	595	2139	526	512	495	475	2008	4147	
1000	585	614	597	575	2371	456	455	472	447	1830	4201	
1100	656	659	627	618	2560	477	469	484	491	1921	4481	
1200	532	526	441	530	2029	487	487	456	471	1901	3930	
1300	470	480	526	515	1991	444	492	420	452	1808	3799	
1400	495	515	550	555	2115	474	447	490	435	1846	3961	
1500	544	597	627	702	2470	446	520	498	536	2000	4470	
1600	716	730	696	726	2868	568	683	611	599	2461	5329	
1700	739	765	721	698	2923	563	576	550	550	2239	5162	
1800	668	662	574	416	2320	499	506	510	351	1866	4186	
1900	398	377	370	312	1457	333	323	316	290	1262	2719	
2000	300	222	260	279	1061	271	218	262	221	972	2033	
2100	218	212	215	150	795	202	205	175	166	748	1543	
2200	181	145	152	123	601	164	163	148	122	597	1198	
2300	114	89	101	86	390	155	115	107	215	592	982	
24-HOUR TOTALS:					36124						33777	69901

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	2315	715	2555	715	4822
P.M.	1645	2951	1600	2461	1615	5347
DAILY	1645	2951	715	2555	1615	5347

TRUCK PERCENTAGE 17.53 16.54 17.05

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	40	23311	6438	504	1455	245	9	726	3233	54	65	42	1	0	1	6334	36124
S	50	22259	5881	387	1155	224	40	566	3070	41	60	39	4	0	1	5586	33777

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 5601
 DESCRIPTION: SR 93A/I-75, NORTH OF MANATEE CO LINE
 START DATE: 04/12/2016
 START TIME: 2100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	67	67	75	69	278	61	58	55	54	228	506	
0100	59	55	46	44	204	61	52	56	57	226	430	
0200	52	38	44	55	189	47	49	50	62	208	397	
0300	54	53	58	63	228	69	52	53	66	240	468	
0400	90	102	103	106	401	59	85	101	118	363	764	
0500	121	191	238	292	842	126	218	246	260	850	1692	
0600	349	410	458	470	1687	380	514	597	620	2111	3798	
0700	556	524	551	600	2231	613	676	648	619	2556	4787	
0800	551	563	598	608	2320	639	630	519	506	2294	4614	
0900	632	661	600	547	2440	515	494	456	475	1940	4380	
1000	632	621	558	649	2460	479	495	458	469	1901	4361	
1100	639	548	586	533	2306	438	427	447	466	1778	4084	
1200	540	572	582	433	2127	463	523	487	470	1943	4070	
1300	533	543	563	500	2139	460	458	451	467	1836	3975	
1400	573	551	599	575	2298	476	477	467	434	1854	4152	
1500	591	638	629	668	2526	499	508	543	561	2111	4637	
1600	629	845	736	783	2993	543	566	587	557	2253	5246	
1700	761	824	817	794	3196	505	523	512	489	2029	5225	
1800	809	641	584	441	2475	507	590	470	384	1951	4426	
1900	448	344	332	309	1433	364	339	304	303	1310	2743	
2000	258	270	280	252	1060	215	256	263	246	980	2040	
2100	205	209	224	185	823	181	223	181	177	762	1585	
2200	175	172	184	145	676	168	139	150	129	586	1262	
2300	86	105	124	77	392	128	140	96	95	459	851	
24-HOUR TOTALS:					37724						32769	70493

PEAK VOLUME INFORMATION						
DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS		
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
	845	2501	715	2582	715	4808
P.M.	1715	3244	1545	2257	1615	5340
DAILY	1715	3244	715	2582	1615	5340

TRUCK PERCENTAGE 16.54 17.24 16.87

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	41	24790	6649	527	1468	268	20	711	3094	46	69	35	3	0	3	6241	37724
S	41	21477	5601	451	1157	244	97	563	2987	51	61	35	2	0	2	5648	32769

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 5601
 DESCRIPTION: SR 93A/I-75, NORTH OF MANATEE CO LINE
 START DATE: 09/07/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	71	68	56	55	250	70	76	66	69	281	531	
0100	61	45	38	42	186	50	47	51	51	199	385	
0200	30	48	54	40	172	55	64	60	55	234	406	
0300	51	42	50	48	191	61	83	76	61	281	472	
0400	44	55	51	93	243	74	83	105	116	378	621	
0500	105	105	168	184	562	163	177	250	282	872	1434	
0600	282	325	408	441	1456	411	500	548	569	2028	3484	
0700	477	437	520	532	1966	655	632	633	586	2506	4472	
0800	473	486	512	503	1974	592	540	522	535	2189	4163	
0900	475	483	451	365	1774	549	501	455	444	1949	3723	
1000	388	392	406	417	1603	430	451	430	453	1764	3367	
1100	478	438	429	434	1779	421	434	445	389	1689	3468	
1200	460	419	514	595	1988	425	432	486	425	1768	3756	
1300	455	471	484	474	1884	423	438	396	397	1654	3538	
1400	486	490	486	467	1929	410	384	415	413	1622	3551	
1500	485	511	581	602	2179	425	441	424	505	1795	3974	
1600	664	595	681	635	2575	535	564	542	541	2182	4757	
1700	637	754	728	746	2865	568	537	436	414	1955	4820	
1800	708	668	535	457	2368	463	460	544	525	1992	4360	
1900	384	353	296	330	1363	401	287	318	311	1317	2680	
2000	260	238	204	253	955	272	235	259	221	987	1942	
2100	203	173	192	173	741	219	214	173	150	756	1497	
2200	189	121	124	122	556	167	143	133	117	560	1116	
2300	127	93	84	67	371	96	92	84	88	360	731	
24-HOUR TOTALS:					31930						31318	63248

PEAK VOLUME INFORMATION						
DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS		
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
	730	2011	700	2506	700	4472
P.M.	1715	2936	1615	2215	1630	4895
DAILY	1715	2936	700	2506	1630	4895

TRUCK PERCENTAGE 16.22 15.47 15.85

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	41	19747	6964	139	1256	262	13	588	2761	41	63	49	6	0	0	5178	31930
S	50	19799	6625	60	1170	242	28	585	2607	38	67	42	5	0	0	4844	31318

GENERATED BY SPS 5.0.53P

COUNTY: 10
 STATION: 5601
 DESCRIPTION: SR 93A/I-75, NORTH OF MANATEE CO LINE
 START DATE: 09/08/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	61	58	57	63	239	70	73	62	55	260	499	
0100	42	52	44	37	175	43	41	48	69	201	376	
0200	32	38	38	32	140	58	58	65	60	241	381	
0300	42	53	42	48	185	35	53	67	72	227	412	
0400	55	59	67	85	266	83	82	112	116	393	659	
0500	86	124	173	200	583	132	207	242	309	890	1473	
0600	235	332	388	408	1363	394	562	531	580	2067	3430	
0700	428	492	507	493	1920	590	682	658	573	2503	4423	
0800	519	554	576	529	2178	518	645	570	527	2260	4438	
0900	484	465	507	458	1914	497	494	447	444	1882	3796	
1000	450	474	479	446	1849	466	444	444	440	1794	3643	
1100	459	454	480	473	1866	424	438	423	447	1732	3598	
1200	491	426	479	453	1849	434	438	463	488	1823	3672	
1300	457	483	471	505	1916	465	441	433	458	1797	3713	
1400	493	526	548	498	2065	420	481	452	422	1775	3840	
1500	550	573	624	647	2394	467	484	533	504	1988	4382	
1600	613	697	712	710	2732	537	524	617	553	2231	4963	
1700	722	780	734	656	2892	470	496	530	508	2004	4896	
1800	697	660	618	438	2413	505	525	567	417	2014	4427	
1900	393	374	342	357	1466	329	327	317	281	1254	2720	
2000	292	282	293	277	1144	250	276	276	229	1031	2175	
2100	258	231	203	222	914	222	231	225	241	919	1833	
2200	166	141	129	127	563	174	169	144	125	612	1175	
2300	120	103	89	90	402	125	116	103	90	434	836	
24-HOUR TOTALS:					33428						32332	65760

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	2178	645	2510	730	4467
P.M.	1645	2946	1600	2231	1630	5060
DAILY	1645	2946	645	2510	1630	5060

TRUCK PERCENTAGE 15.72 15.61 15.67

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	35	20741	7397	131	1278	283	21	625	2736	39	81	52	9	0	0	5255	33428
S	39	20477	6769	64	1181	260	55	608	2724	35	69	45	6	0	0	5047	32332

GENERATED BY SPS 5.0.53P

APPENDIX C-1

CORSIM Volume Calibration Results

2017 AM Peak Period Freeway and Ramp Volume CORSIM Calibration

	Location		Node		1st AM Peak Hour				2nd AM Peak Hour				3rd AM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated		
I-75 Northbound Mainline	Section End		1905	1906	5,926	6,182	4.32%	3.29	7,055	7,052	-0.04%	0.04	6,632	6,546	-1.29%	1.06
		US 301 NB Off Ramp	1906	1907	5,926	6,173	4.16%	3.17	7,055	7,053	-0.03%	0.02	6,632	6,548	-1.26%	1.03
	US 301 NB Off Ramp		1907	7202	654	676	3.44%	0.87	778	772	-0.77%	0.22	731	704	-3.74%	1.02
	US 301 NB Off Ramp		1907	1909	5,273	5,486	4.05%	2.91	6,277	6,281	0.06%	0.05	5,900	5,851	-0.84%	0.64
		Selmon Expressway Off Ramp	1909	1910	5,273	5,465	3.65%	2.62	6,277	6,278	0.02%	0.01	5,900	5,860	-0.68%	0.53
	Selmon Expressway Off Ramp		1910	7209	2,013	2,085	3.60%	1.60	2,396	2,432	1.50%	0.73	2,252	2,269	0.74%	0.35
	Selmon Expressway Off Ramp		1910	1912	3,260	3,366	3.25%	1.84	3,881	3,849	-0.82%	0.51	3,648	3,593	-1.51%	0.92
		SR 60 CD Off Ramp	1912	1913	3,260	3,355	2.91%	1.65	3,881	3,850	-0.80%	0.50	3,648	3,593	-1.51%	0.92
	SR 60 CD Off Ramp		1913	1060	741	767	3.53%	0.95	882	860	-2.49%	0.75	829	808	-2.54%	0.74
	SR 60 CD Off Ramp		1913	1915	2,519	2,580	2.42%	1.20	2,999	2,990	-0.30%	0.16	2,819	2,788	-1.10%	0.59
			1915	1916	2,519	2,564	1.78%	0.89	2,999	2,987	-0.40%	0.22	2,819	2,792	-0.96%	0.51
			1916	1917	2,519	2,554	1.38%	0.69	2,999	2,989	-0.33%	0.18	2,819	2,798	-0.75%	0.40
		Selmon CD On Ramp	1917	1918	2,519	2,540	0.83%	0.41	2,999	2,985	-0.47%	0.26	2,819	2,803	-0.57%	0.30
	Selmon CD On Ramp		1064	1918	1,220	1,295	6.18%	2.12	1,452	1,472	1.38%	0.52	1,365	1,395	2.21%	0.81
	Selmon CD On Ramp	SR 60 EB On Ramp	1918	1919	3,739	3,820	2.17%	1.32	4,451	4,454	0.07%	0.04	4,184	4,207	0.55%	0.36
	SR 60 EB On Ramp		1037	1919	326	332	1.87%	0.34	388	382	-1.55%	0.31	365	369	1.17%	0.22
	SR 60 EB On Ramp		1919	1920	4,065	4,143	1.92%	1.22	4,839	4,838	-0.02%	0.01	4,549	4,578	0.65%	0.43
		SR 60 WB On Ramp	1920	1922	4,065	4,131	1.63%	1.03	4,839	4,839	0.00%	0.00	4,549	4,579	0.67%	0.45
	SR 60 WB On Ramp		1063	1922	1,188	1,222	2.88%	0.99	1,414	1,393	-1.49%	0.56	1,329	1,306	-1.74%	0.64
	SR 60 WB On Ramp		1922	1924	5,253	5,337	1.61%	1.16	6,253	6,228	-0.40%	0.32	5,878	5,897	0.33%	0.25
			1924	1925	5,253	5,317	1.23%	0.89	6,253	6,229	-0.38%	0.30	5,878	5,903	0.43%	0.33
			1925	1926	5,253	5,304	0.98%	0.71	6,253	6,225	-0.45%	0.35	5,878	5,909	0.53%	0.41
			1926	1928	5,253	5,287	0.66%	0.47	6,253	6,220	-0.53%	0.42	5,878	5,918	0.68%	0.52
			1928	1929	5,253	5,271	0.35%	0.25	6,253	6,222	-0.50%	0.39	5,878	5,922	0.75%	0.58
		MLK EB Off Ramp	1929	1930	5,253	5,268	0.29%	0.21	6,253	6,218	-0.56%	0.44	5,878	5,926	0.82%	0.63
	MLK EB Off Ramp		1930	7004	206	235	14.19%	1.97	245	280	14.29%	2.16	230	258	12.03%	1.77
	MLK EB Off Ramp		1930	1931	5,047	5,022	-0.49%	0.35	6,008	5,934	-1.23%	0.96	5,648	5,671	0.42%	0.31
		MLK WB Off Ramp	1931	1932	5,047	5,014	-0.65%	0.46	6,008	5,936	-1.20%	0.93	5,648	5,675	0.49%	0.37
	MLK WB Off Ramp		1932	7009	733	829	13.05%	3.42	873	971	11.23%	3.23	821	920	12.11%	3.37
	MLK WB Off Ramp	MLK On Ramp	1932	1934	4,313	4,176	-3.19%	2.11	5,135	4,965	-3.31%	2.39	4,827	4,759	-1.41%	0.98
	MLK On Ramp		48	1934	1,034	1,072	3.67%	1.17	1,231	1,213	-1.46%	0.51	1,157	1,150	-0.62%	0.21
	MLK On Ramp		1934	59	5,347	5,234	-2.12%	1.56	6,366	6,178	-2.95%	2.37	5,984	5,913	-1.19%	0.92
	I-4 Off Ramp	1935	1936	5,347	5,225	-2.29%	1.68	6,366	6,179	-2.94%	2.36	5,984	5,916	-1.14%	0.88	
I-4 Off Ramp		1936	70	2,365	2,274	-3.87%	1.90	2,816	2,667	-5.29%	2.85	2,647	2,561	-3.25%	1.69	
I-4 Off Ramp	I-4 EB On Ramp	1936	1938	2,982	2,933	-1.64%	0.90	3,550	3,514	-1.01%	0.61	3,337	3,361	0.72%	0.41	
I-4 EB On Ramp		92	1938	806	888	10.12%	2.80	960	1,031	7.40%	2.25	902	966	7.05%	2.08	
I-4 EB On Ramp		1938	1939	3,788	3,809	0.54%	0.33	4,510	4,540	0.67%	0.45	4,239	4,336	2.28%	1.48	
	I-4 WB On Ramp	1939	1940	3,788	3,806	0.46%	0.29	4,510	4,538	0.62%	0.42	4,239	4,337	2.30%	1.49	
I-4 WB On Ramp		120	1940	984	1,024	4.10%	1.27	1,171	1,204	2.82%	0.96	1,101	1,112	1.02%	0.34	

2017 AM Peak Period Freeway and Ramp Volume CORSIM Calibration

	Location		Node		1st AM Peak Hour				2nd AM Peak Hour				3rd AM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated		
I-75 Northbound Mainline	I-4 WB On Ramp		1940	1941	4,772	4,827	1.15%	0.79	5,681	5,737	0.99%	0.74	5,340	5,452	2.09%	1.52
			1941	1942	4,772	4,813	0.86%	0.59	5,681	5,735	0.95%	0.71	5,340	5,462	2.28%	1.66
			1942	1945	4,772	4,808	0.75%	0.52	5,681	5,731	0.88%	0.66	5,340	5,468	2.39%	1.74
			1945	1946	4,772	4,801	0.61%	0.42	5,681	5,731	0.88%	0.66	5,340	5,468	2.39%	1.74
			1946	1948	4,772	4,798	0.54%	0.38	5,681	5,732	0.90%	0.68	5,340	5,470	2.43%	1.77
			1948	1950	4,772	4,793	0.44%	0.30	5,681	5,730	0.86%	0.65	5,340	5,474	2.51%	1.82
			1950	1951	4,772	4,783	0.23%	0.16	5,681	5,729	0.84%	0.64	5,340	5,482	2.66%	1.93
			1951	1952	4,772	4,777	0.10%	0.07	5,681	5,729	0.84%	0.64	5,340	5,482	2.66%	1.93
			1952	1953	4,772	4,768	-0.08%	0.06	5,681	5,725	0.77%	0.58	5,340	5,485	2.71%	1.97
			1953	1954	4,772	4,760	-0.25%	0.17	5,681	5,724	0.76%	0.57	5,340	5,486	2.73%	1.98
			1954	1955	4,772	4,758	-0.29%	0.20	5,681	5,723	0.74%	0.56	5,340	5,488	2.77%	2.01
			1955	1956	4,772	4,756	-0.34%	0.23	5,681	5,719	0.67%	0.50	5,340	5,492	2.84%	2.06
			1956	1958	4,772	4,750	-0.46%	0.32	5,681	5,716	0.62%	0.46	5,340	5,499	2.97%	2.16
		Fowler Ave. Off Ramp	1958	1960	4,772	4,742	-0.63%	0.44	5,681	5,717	0.63%	0.48	5,340	5,503	3.05%	2.21
		Fowler Ave. Off Ramp	1960	193	1,866	1,855	-0.57%	0.25	2,221	2,249	1.26%	0.59	2,088	2,153	3.13%	1.42
		Fowler Ave. Off Ramp	1960	1961	2,906	2,877	-1.01%	0.55	3,460	3,469	0.26%	0.15	3,252	3,354	3.12%	1.77
		Fowler Ave. EB On Ramp	1961	1962	2,906	2,874	-1.11%	0.60	3,460	3,466	0.17%	0.10	3,252	3,359	3.28%	1.85
		Fowler Ave. EB On Ramp	244	1962	325	343	5.51%	0.98	387	380	-1.81%	0.36	364	358	-1.59%	0.30
		Fowler Ave. EB On Ramp	1962	1963	3,231	3,209	-0.70%	0.40	3,847	3,847	0.00%	0.00	3,616	3,716	2.76%	1.65
		Fowler Ave. WB On Ramp	1963	1964	3,231	3,205	-0.82%	0.47	3,847	3,847	0.00%	0.00	3,616	3,717	2.79%	1.67
		Fowler Ave. WB On Ramp	209	1964	569	558	-1.88%	0.45	677	635	-6.20%	1.64	636	596	-6.35%	1.63
		Fowler Ave. WB On Ramp	1964	1965	3,800	3,760	-1.06%	0.65	4,524	4,482	-0.93%	0.63	4,253	4,312	1.40%	0.91
			1965	1966	3,800	3,750	-1.32%	0.82	4,524	4,484	-0.88%	0.60	4,253	4,311	1.37%	0.89
		Fletcher Ave. WB Off Ramp	1966	1968	3,800	3,741	-1.56%	0.96	4,524	4,486	-0.84%	0.57	4,253	4,313	1.42%	0.92
		Fletcher Ave. WB Off Ramp	1968	7015	1,374	1,332	-3.07%	1.15	1,636	1,581	-3.36%	1.37	1,538	1,526	-0.77%	0.30
		Fletcher Ave. WB Off Ramp	1968	1969	2,426	2,395	-1.27%	0.63	2,888	2,909	0.73%	0.39	2,715	2,794	2.92%	1.51
			1969	1970	2,426	2,391	-1.44%	0.71	2,888	2,910	0.76%	0.41	2,715	2,794	2.92%	1.51
			1970	1971	2,426	2,389	-1.52%	0.75	2,888	2,912	0.83%	0.45	2,715	2,793	2.88%	1.49
			1971	1972	2,426	2,385	-1.69%	0.83	2,888	2,914	0.90%	0.48	2,715	2,795	2.96%	1.53
		Fletcher Ave. On Ramp	1972	1973	2,426	2,382	-1.81%	0.90	2,888	2,916	0.97%	0.52	2,715	2,796	2.99%	1.55
		Fletcher Ave. On Ramp	239	1973	318	344	8.34%	1.46	378	388	2.65%	0.51	355	359	1.04%	0.19
		Fletcher Ave. On Ramp	1973	1974	2,743	2,722	-0.78%	0.41	3,266	3,306	1.22%	0.70	3,070	3,154	2.73%	1.51
			1974	1975	2,743	2,714	-1.07%	0.56	3,266	3,306	1.22%	0.70	3,070	3,157	2.83%	1.56
			1975	1976	2,743	2,708	-1.29%	0.68	3,266	3,307	1.26%	0.72	3,070	3,161	2.96%	1.63
			1976	1978	2,743	2,702	-1.51%	0.79	3,266	3,306	1.22%	0.70	3,070	3,163	3.03%	1.67
			1978	1980	2,743	2,701	-1.55%	0.81	3,266	3,301	1.07%	0.61	3,070	3,162	3.00%	1.65
			1980	1982	2,743	2,699	-1.62%	0.85	3,266	3,296	0.92%	0.52	3,070	3,162	3.00%	1.65
			1982	1983	2,743	2,696	-1.73%	0.91	3,266	3,296	0.92%	0.52	3,070	3,164	3.06%	1.68
			1983	1984	2,743	2,692	-1.88%	0.99	3,266	3,296	0.92%	0.52	3,070	3,167	3.16%	1.74
			1984	1985	2,743	2,685	-2.13%	1.12	3,266	3,297	0.95%	0.54	3,070	3,170	3.26%	1.79
			1985	1986	2,743	2,674	-2.53%	1.33	3,266	3,298	0.98%	0.56	3,070	3,171	3.29%	1.81
			1986	1987	2,743	2,674	-2.53%	1.33	3,266	3,295	0.89%	0.51	3,070	3,170	3.26%	1.79
		Bruce B. Downs Blvd. Off Ramp	1987	1988	2,743	2,665	-2.86%	1.51	3,266	3,299	1.01%	0.58	3,070	3,166	3.13%	1.72
		Bruce B. Downs Blvd. Off Ramp	1988	7031	1,325	1,326	0.10%	0.04	1,577	1,640	3.99%	1.57	1,482	1,594	7.53%	2.85
		Bruce B. Downs Blvd. Off Ramp	1988	1990	1,419	1,332	-6.12%	2.34	1,689	1,661	-1.66%	0.68	1,588	1,573	-0.92%	0.37
	Bruce B. Downs Blvd. On Ramp	1990	1992	1,419	1,327	-6.47%	2.48	1,689	1,660	-1.72%	0.71	1,588	1,575	-0.80%	0.32	
	Bruce B. Downs Blvd. On Ramp	276	1992	276	278	0.59%	0.10	329	322	-2.13%	0.39	309	309	-0.08%	0.01	
	Bruce B. Downs Blvd. On Ramp	1992	1994	1,695	1,592	-6.08%	2.54	2,018	1,986	-1.59%	0.72	1,897	1,884	-0.68%	0.30	
		1994	1995	1,695	1,588	-6.32%	2.64	2,018	1,972	-2.28%	1.03	1,897	1,901	0.22%	0.09	
	Section End	1995	1996	1,695	1,581	-6.73%	2.82	2,018	1,969	-2.43%	1.10	1,897	1,902	0.27%	0.12	

2017 AM Peak Period Freeway and Ramp Volume CORSIM Calibration

	Location		Node		1st AM Peak Hour				2nd AM Peak Hour				3rd AM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated		
I-75 Southbound Mainline	Section End		1806	1807	3,513	3,688	4.99%	2.92	4,182	4,182	0.00%	0.00	3,931	3,872	-1.50%	0.95
		Bruce B. Downs Blvd. Off Ramp	1807	1808	3,513	3,678	4.70%	2.75	4,182	4,183	0.02%	0.02	3,931	3,876	-1.40%	0.88
	Bruce B. Downs Blvd. Off Ramp		1808	7026	654	674	3.13%	0.79	778	778	0.00%	0.00	731	724	-1.00%	0.27
	Bruce B. Downs Blvd. Off Ramp		1808	1809	2,859	2,998	4.85%	2.56	3,404	3,405	0.03%	0.02	3,200	3,154	-1.43%	0.81
	Bruce B. Downs Blvd. EB On Ramp		1809	1810	2,859	2,990	4.57%	2.42	3,404	3,407	0.09%	0.05	3,200	3,154	-1.43%	0.81
	Bruce B. Downs Blvd. EB On Ramp		273	1810	567	544	-4.06%	0.98	675	598	-11.41%	3.05	635	574	-9.54%	2.46
	Bruce B. Downs Blvd. EB On Ramp	Bruce B. Downs Blvd. WB On Ramp	1810	1811	3,426	3,529	3.00%	1.74	4,079	4,006	-1.79%	1.15	3,834	3,728	-2.77%	1.73
	Bruce B. Downs Blvd. WB On Ramp		272	1811	1,743	1,778	2.01%	0.83	2,075	2,021	-2.60%	1.19	1,951	1,867	-4.28%	1.91
	Bruce B. Downs Blvd. WB On Ramp		1811	1812	5,169	5,296	2.45%	1.75	6,154	6,035	-1.93%	1.52	5,785	5,598	-3.23%	2.48
			1812	1814	5,169	5,283	2.20%	1.57	6,154	6,041	-1.84%	1.45	5,785	5,608	-3.06%	2.34
			1814	1815	5,169	5,267	1.89%	1.35	6,154	6,049	-1.71%	1.34	5,785	5,618	-2.88%	2.21
			1815	1816	5,169	5,253	1.62%	1.16	6,154	6,047	-1.74%	1.37	5,785	5,631	-2.66%	2.04
			1816	1817	5,169	5,245	1.46%	1.05	6,154	6,046	-1.75%	1.38	5,785	5,635	-2.59%	1.98
			1817	1818	5,169	5,234	1.25%	0.90	6,154	6,045	-1.77%	1.40	5,785	5,642	-2.47%	1.89
			1818	1820	5,169	5,227	1.12%	0.80	6,154	6,046	-1.75%	1.38	5,785	5,647	-2.38%	1.82
			1820	1821	5,169	5,218	0.94%	0.67	6,154	6,044	-1.79%	1.41	5,785	5,650	-2.33%	1.78
			1821	1822	5,169	5,212	0.82%	0.59	6,154	6,040	-1.85%	1.46	5,785	5,656	-2.23%	1.70
			1822	1824	5,169	5,204	0.67%	0.48	6,154	6,039	-1.87%	1.47	5,785	5,655	-2.24%	1.72
			1824	1825	5,169	5,197	0.53%	0.38	6,154	6,037	-1.90%	1.50	5,785	5,656	-2.23%	1.70
		Fletcher Ave. Off Ramp	1825	1826	5,169	5,191	0.42%	0.30	6,154	6,016	-2.24%	1.77	5,785	5,674	-1.91%	1.46
	Fletcher Ave. Off Ramp		1826	7014	945	989	4.66%	1.41	1,125	1,148	2.04%	0.68	1,058	1,114	5.34%	1.71
	Fletcher Ave. Off Ramp		1826	1827	4,224	4,192	-0.77%	0.50	5,029	4,810	-4.35%	3.12	4,727	4,610	-2.48%	1.72
			1827	1828	4,224	4,179	-1.07%	0.70	5,029	4,792	-4.71%	3.38	4,727	4,630	-2.06%	1.42
		Fletcher Ave. On Ramp	1828	1829	4,224	4,164	-1.43%	0.93	5,029	4,790	-4.75%	3.41	4,727	4,638	-1.89%	1.30
	Fletcher Ave. On Ramp		229	1829	1,161	1,199	3.28%	1.11	1,382	1,370	-0.87%	0.32	1,299	1,315	1.23%	0.44
	Fletcher Ave. On Ramp	Fowler Ave. Off Ramp	1829	1830	5,385	5,350	-0.65%	0.48	6,411	6,153	-4.02%	3.26	6,026	5,960	-1.10%	0.86
	Fowler Ave. Off Ramp		1830	210	1,688	1,662	-1.51%	0.62	2,009	1,926	-4.13%	1.87	1,888	1,888	-0.02%	0.01
	Fowler Ave. Off Ramp		1830	1831	3,698	3,668	-0.80%	0.49	4,402	4,206	-4.45%	2.99	4,138	4,079	-1.42%	0.92
			1831	1832	3,698	3,660	-1.02%	0.62	4,402	4,202	-4.54%	3.05	4,138	4,061	-1.86%	1.20
			1832	1833	3,698	3,660	-1.02%	0.62	4,402	4,195	-4.70%	3.16	4,138	4,050	-2.12%	1.37
			1833	1834	3,698	3,659	-1.05%	0.64	4,402	4,183	-4.98%	3.34	4,138	4,036	-2.46%	1.59
			1834	1836	3,698	3,657	-1.10%	0.67	4,402	4,169	-5.29%	3.56	4,138	4,016	-2.95%	1.91
		Fowler Ave. On Ramp	1836	1838	3,698	3,651	-1.26%	0.77	4,402	4,140	-5.95%	4.01	4,138	4,000	-3.33%	2.16
	Fowler Ave. On Ramp		224	1838	1,009	1,038	2.89%	0.91	1,201	1,195	-0.50%	0.17	1,129	1,147	1.60%	0.54
	Fowler Ave. On Ramp		1838	1840	4,707	4,681	-0.54%	0.37	5,603	5,310	-5.23%	3.97	5,267	5,147	-2.27%	1.66
			1840	1842	4,707	4,639	-1.43%	0.99	5,603	5,302	-5.37%	4.08	5,267	5,131	-2.58%	1.88
			1842	1843	4,707	4,634	-1.54%	1.06	5,603	5,300	-5.41%	4.10	5,267	5,124	-2.71%	1.98
			1843	1844	4,707	4,627	-1.69%	1.16	5,603	5,297	-5.46%	4.14	5,267	5,119	-2.81%	2.05
			1844	1846	4,707	4,620	-1.84%	1.27	5,603	5,293	-5.53%	4.20	5,267	5,120	-2.79%	2.04
			1846	1848	4,707	4,612	-2.01%	1.38	5,603	5,288	-5.62%	4.27	5,267	5,118	-2.83%	2.07
		1848	1850	4,707	4,597	-2.33%	1.61	5,603	5,284	-5.69%	4.32	5,267	5,107	-3.03%	2.22	
		1850	1851	4,707	4,582	-2.65%	1.83	5,603	5,251	-6.28%	4.78	5,267	5,077	-3.60%	2.64	
		1851	1852	4,707	4,572	-2.86%	1.97	5,603	5,197	-7.25%	5.52	5,267	5,067	-3.79%	2.78	
		1852	1853	4,707	4,560	-3.11%	2.15	5,603	5,141	-8.25%	6.30	5,267	5,063	-3.87%	2.84	
		1853	1854	4,707	4,548	-3.37%	2.33	5,603	5,095	-9.07%	6.95	5,267	5,071	-3.72%	2.72	
		1854	1858	4,707	4,539	-3.56%	2.46	5,603	5,066	-9.58%	7.35	5,267	5,071	-3.72%	2.72	
	I-4 Off Ramp	1858	1860	4,707	4,508	-4.22%	2.92	5,603	5,039	-10.07%	7.73	5,267	5,063	-3.87%	2.84	
I-4 Off Ramp		1860	104	1,723	1,726	0.18%	0.08	2,051	1,977	-3.61%	1.65	1,928	1,977	2.54%	1.11	

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	Location		Node		1st AM Peak Hour				2nd AM Peak Hour				3rd AM Peak Hour				
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated			
I-75 Southbound Mainline	I-4 Off Ramp		1860	1861	2,984	2,737	-8.27%	4.61	3,552	3,063	-13.77%	8.50	3,339	3,088	-7.51%	4.43	
		On Ramp from I-4 WB	1861	1862	2,984	2,737	-8.27%	4.61	3,552	3,060	-13.85%	8.56	3,339	3,086	-7.57%	4.46	
		On Ramp from I-4 WB	119	1862	1,253	1,343	7.16%	2.49	1,492	1,547	3.69%	1.41	1,402	1,452	3.53%	1.31	
		On Ramp from I-4 WB	1862	1863	4,237	4,074	-3.85%	2.53	5,044	4,605	-8.70%	6.32	4,741	4,539	-4.27%	2.97	
		On Ramp from I-4 EB	1863	1864	4,237	4,073	-3.87%	2.54	5,044	4,605	-8.70%	6.32	4,741	4,540	-4.25%	2.96	
		On Ramp from I-4 EB	121	1864	801	907	13.18%	3.61	954	1,040	9.01%	2.72	897	983	9.62%	2.81	
		On Ramp from I-4 EB	1864	60	5,038	4,967	-1.42%	1.01	5,998	5,649	-5.82%	4.57	5,638	5,524	-2.02%	1.53	
		Off Ramp to MLK	1866	1868	5,038	4,962	-1.51%	1.08	5,998	5,647	-5.85%	4.60	5,638	5,528	-1.95%	1.47	
		Off Ramp to MLK	1868	67	1,263	1,190	-5.74%	2.07	1,503	1,385	-7.85%	3.11	1,413	1,336	-5.44%	2.07	
		Off Ramp to MLK	1868	1869	3,776	3,762	-0.37%	0.22	4,495	4,264	-5.14%	3.49	4,225	4,196	-0.69%	0.45	
		MLK On Ramp	1869	1870	3,776	3,756	-0.52%	0.32	4,495	4,261	-5.21%	3.54	4,225	4,197	-0.67%	0.44	
		MLK On Ramp	69	1870	800	816	2.04%	0.57	952	956	0.42%	0.13	895	881	-1.55%	0.47	
		MLK On Ramp	1870	1871	4,575	4,566	-0.21%	0.14	5,447	5,210	-4.35%	3.25	5,120	5,085	-0.69%	0.49	
			1871	1872	4,575	4,560	-0.34%	0.23	5,447	5,206	-4.42%	3.30	5,120	5,091	-0.57%	0.41	
			1872	1874	4,575	4,556	-0.43%	0.29	5,447	5,205	-4.44%	3.32	5,120	5,095	-0.49%	0.35	
			1874	1875	4,575	4,549	-0.58%	0.39	5,447	5,209	-4.37%	3.26	5,120	5,092	-0.55%	0.39	
		SR 60 Off Ramp	1875	1876	4,575	4,540	-0.78%	0.53	5,447	5,210	-4.35%	3.25	5,120	5,093	-0.53%	0.38	
		SR 60 Off Ramp	1876	7006	1,467	1,410	-3.86%	1.49	1,746	1,610	-7.79%	3.32	1,641	1,547	-5.74%	2.36	
		SR 60 Off Ramp	1876	1877	3,109	3,118	0.29%	0.16	3,701	3,602	-2.67%	1.64	3,479	3,545	1.90%	1.11	
			1877	1879	3,109	3,112	0.10%	0.06	3,701	3,603	-2.65%	1.62	3,479	3,546	1.93%	1.13	
			1879	1881	3,109	3,099	-0.32%	0.18	3,701	3,605	-2.59%	1.59	3,479	3,540	1.76%	1.03	
		Selmon Expressway Off Ramp	1881	1882	3,109	3,093	-0.51%	0.28	3,701	3,596	-2.84%	1.74	3,479	3,548	1.99%	1.17	
		Selmon Expressway Off Ramp	1882	1065	417	455	8.99%	1.80	497	528	6.24%	1.37	467	540	15.59%	3.24	
		Selmon Expressway Off Ramp	CD Off Ramp (to US 301)	1882	1883	2,691	2,634	-2.13%	1.11	3,204	3,069	-4.21%	2.41	3,012	3,010	-0.06%	0.03
		CD Off Ramp (to US 301)	1883	1034	621	673	8.42%	2.05	739	786	6.36%	1.70	695	765	10.13%	2.60	
		CD Off Ramp (to US 301)	1883	1884	2,071	1,957	-5.49%	2.53	2,465	2,280	-7.51%	3.80	2,317	2,250	-2.90%	1.40	
		On Ramp from Selmon Expressway EB	1884	1886	2,071	1,956	-5.53%	2.55	2,465	2,278	-7.59%	3.84	2,317	2,251	-2.85%	1.38	
		On Ramp from Selmon Expressway EB	1010	1886	534	554	3.70%	0.85	636	641	0.79%	0.20	598	589	-1.48%	0.36	
		On Ramp from Selmon Expressway EB	1886	1887	2,605	2,502	-3.95%	2.04	3,101	2,922	-5.77%	3.26	2,915	2,840	-2.57%	1.40	
			1887	1888	2,605	2,497	-4.14%	2.14	3,101	2,921	-5.80%	3.28	2,915	2,838	-2.64%	1.43	
	CD on Ramp (from SR 60)	1888	1889	2,605	2,488	-4.49%	2.32	3,101	2,924	-5.71%	3.22	2,915	2,833	-2.81%	1.53		
	CD on Ramp (from SR 60)	1015	1889	399	426	6.77%	1.33	475	491	3.37%	0.73	447	476	6.61%	1.37		
	CD on Ramp (from SR 60)	1889	1890	3,004	2,903	-3.36%	1.86	3,576	3,422	-4.31%	2.60	3,361	3,307	-1.62%	0.94		
	US 301 On Ramp	1890	1892	3,004	2,895	-3.62%	2.00	3,576	3,423	-4.28%	2.59	3,361	3,308	-1.59%	0.93		
	US 301 On Ramp	1025	1892	664	687	3.40%	0.87	791	779	-1.52%	0.43	744	719	-3.30%	0.91		
	US 301 On Ramp	1892	1894	3,668	3,564	-2.84%	1.73	4,367	4,198	-3.87%	2.58	4,105	4,038	-1.63%	1.05		
	Section End	1894	1895	3,668	3,560	-2.95%	1.80	4,367	4,193	-3.98%	2.66	4,105	4,038	-1.63%	1.05		

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	Location		Node		1st AM Peak Hour				2nd AM Peak Hour				3rd AM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated		
I-75 NB CD	Start of CD (North of US 301)	Off Ramp to Selmon Expressway	1030	1059	1,558	1,607	3.13%	1.23	1,855	1,822	-1.78%	0.77	1,744	1,769	1.45%	0.60
		Off Ramp to Selmon Expressway	1059	1060	1,078	1,114	3.37%	1.10	1,283	1,263	-1.56%	0.56	1,206	1,225	1.57%	0.54
		On Ramp from ML	1060	1033	1,819	1,877	3.21%	1.36	2,165	2,125	-1.85%	0.86	2,035	2,034	-0.05%	0.02
		On Ramp from Selmon Expressway	1033	1013	1,819	1,873	2.99%	1.27	2,165	2,124	-1.89%	0.89	2,035	2,037	0.09%	0.04
		On Ramp from Selmon Expressway	1013	212	2,218	2,290	3.26%	1.53	2,640	2,595	-1.70%	0.88	2,482	2,476	-0.23%	0.11
		End of CD Exit to ML (South of ML)	212	1064	2,218	2,286	3.08%	1.44	2,640	2,595	-1.70%	0.88	2,482	2,476	-0.23%	0.11
I-75 SB CD	Start of CD (South of SR 60)	ML to Selmon Expressway	1066	1065	795	820	3.08%	0.86	947	922	-2.64%	0.82	890	839	-5.75%	1.74
		Off Ramp to Selmon Expressway	1065	1004	1,213	1,271	4.78%	1.65	1,444	1,449	0.35%	0.13	1,357	1,382	1.82%	0.67
		On Ramp from ML	1004	1034	577	610	5.70%	1.35	687	692	0.73%	0.19	646	657	1.74%	0.44
			1034	1014	1,198	1,281	6.94%	2.36	1,426	1,478	3.65%	1.36	1,340	1,422	6.08%	2.19
			1014	215	1,198	1,277	6.61%	2.25	1,426	1,478	3.65%	1.36	1,340	1,423	6.16%	2.22
			215	2	1,198	1,277	6.61%	2.25	1,426	1,477	3.58%	1.34	1,340	1,423	6.16%	2.22
		CD Off Ramp to ML	2	1015	1,198	1,269	5.94%	2.03	1,426	1,478	3.65%	1.36	1,340	1,424	6.23%	2.25
		End of CD Exit to ML (North of ML)	1015	7201	799	837	4.78%	1.33	951	988	3.89%	1.19	894	950	6.27%	1.85

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	Location		Node		1st AM Peak Hour				2nd AM Peak Hour				3rd AM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	Demand	Simulated	Demand	Simulated			Demand	Simulated						
I-4 Eastbound Mainline	Section End	CD Off Ramp to US 301	283	205	3,573	3,762	5.28%	3.11	4,254	4,256	0.05%	0.03	3,999	3,933	-1.64%	1.04
		CD Off Ramp to US 301	205	7045	748	779	4.20%	1.14	890	886	-0.45%	0.13	837	819	-2.10%	0.61
		CD Off Ramp to US 301	205	211	2,826	2,975	5.28%	2.77	3,364	3,370	0.18%	0.10	3,162	3,118	-1.40%	0.79
			211	7	2,826	2,968	5.03%	2.64	3,364	3,371	0.21%	0.12	3,162	3,119	-1.36%	0.77
			7	213	2,826	2,966	4.96%	2.61	3,364	3,370	0.18%	0.10	3,162	3,120	-1.33%	0.75
			213	8	2,826	2,962	4.82%	2.53	3,364	3,372	0.24%	0.14	3,162	3,120	-1.33%	0.75
			8	216	2,826	2,959	4.72%	2.48	3,364	3,372	0.24%	0.14	3,162	3,121	-1.30%	0.73
			216	217	2,826	2,954	4.54%	2.39	3,364	3,371	0.21%	0.12	3,162	3,123	-1.24%	0.70
			217	9	2,826	2,947	4.29%	2.26	3,364	3,372	0.24%	0.14	3,162	3,125	-1.18%	0.66
			9	10	2,826	2,946	4.26%	2.24	3,364	3,372	0.24%	0.14	3,162	3,125	-1.18%	0.66
			39	10	1,134	1,154	1.76%	0.59	1,350	1,333	-1.26%	0.46	1,269	1,238	-2.44%	0.88
			10	13	3,960	4,092	3.34%	2.08	4,714	4,704	-0.21%	0.15	4,431	4,366	-1.47%	0.98
			13	23	3,960	4,086	3.19%	1.99	4,714	4,703	-0.23%	0.16	4,431	4,369	-1.40%	0.94
			23	85	1,608	1,806	12.33%	4.80	1,914	2,075	8.41%	3.61	1,799	1,946	8.16%	3.39
			23	24	2,352	2,274	-3.32%	1.62	2,800	2,627	-6.18%	3.32	2,632	2,427	-7.79%	4.08
			24	25	2,352	2,271	-3.44%	1.68	2,800	2,626	-6.21%	3.34	2,632	2,428	-7.75%	4.06
			25	26	2,352	2,270	-3.49%	1.71	2,800	2,627	-6.18%	3.32	2,632	2,429	-7.71%	4.04
			130	26	525	542	3.24%	0.74	625	631	0.96%	0.24	588	620	5.53%	1.32
			26	27	2,877	2,806	-2.47%	1.33	3,425	3,259	-4.85%	2.87	3,220	3,049	-5.30%	3.05
			124	27	1,017	1,029	1.16%	0.37	1,211	1,209	-0.17%	0.06	1,138	1,165	2.34%	0.79
			27	28	3,894	3,829	-1.68%	1.05	4,636	4,468	-3.62%	2.49	4,358	4,218	-3.21%	2.14
			28	245	3,894	3,817	-1.98%	1.24	4,636	4,466	-3.67%	2.52	4,358	4,225	-3.05%	2.03
			245	342	746	795	6.58%	1.77	888	937	5.52%	1.62	835	873	4.59%	1.31
			245	246	3,148	3,009	-4.43%	2.51	3,748	3,524	-5.98%	3.71	3,523	3,357	-4.72%	2.83
		253	246	231	238	3.03%	0.46	275	280	1.82%	0.30	259	258	-0.19%	0.03	
		246	252	3,379	3,233	-4.33%	2.54	4,023	3,806	-5.39%	3.47	3,782	3,617	-4.35%	2.71	

2017 AM Peak Period Freeway and Ramp Volume CORSIM Calibration

	Location		Node		1st AM Peak Hour				2nd AM Peak Hour				3rd AM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated		
I-4 Westbound Mainline	Section End	Mango Rd Off Ramp	254	255	4,796	5,049	5.27%	3.60	5,710	5,711	0.02%	0.01	5,367	5,281	-1.61%	1.18
		Mango Rd Off Ramp	255	343	328	341	3.82%	0.69	391	393	0.51%	0.10	368	373	1.49%	0.28
		Mango Rd Off Ramp	255	6	4,468	4,687	4.90%	3.24	5,319	5,318	-0.02%	0.01	5,000	4,915	-1.70%	1.21
		Mango Rd On Ramp	256	6	828	863	4.20%	1.20	986	991	0.51%	0.16	927	910	-1.82%	0.56
		Mango Rd On Ramp	6	29	5,296	5,525	4.32%	3.11	6,305	6,312	0.11%	0.09	5,927	5,833	-1.58%	1.22
		I-75 Off Ramp	29	30	5,296	5,512	4.07%	2.94	6,305	6,311	0.10%	0.08	5,927	5,842	-1.43%	1.10
		I-75 Off Ramp	30	94	2,237	2,394	7.02%	3.26	2,663	2,752	3.34%	1.71	2,503	2,553	1.99%	0.99
		I-75 Off Ramp	30	31	3,059	3,108	1.59%	0.88	3,642	3,556	-2.36%	1.43	3,423	3,292	-3.84%	2.27
			31	34	3,059	3,099	1.30%	0.72	3,642	3,558	-2.31%	1.40	3,423	3,294	-3.78%	2.23
			34	35	3,059	3,093	1.10%	0.61	3,642	3,559	-2.28%	1.38	3,423	3,296	-3.72%	2.20
		I-75 On Ramp	35	37	3,059	3,090	1.00%	0.55	3,642	3,558	-2.31%	1.40	3,423	3,296	-3.72%	2.20
		I-75 On Ramp	110	37	2,546	2,397	-5.85%	3.00	3,031	2,801	-7.59%	4.26	2,849	2,758	-3.20%	1.72
		I-75 On Ramp	37	41	5,605	5,480	-2.24%	1.68	6,673	6,359	-4.71%	3.89	6,273	6,057	-3.44%	2.75
		US 301 CD Off Ramp	41	5	5,605	5,473	-2.36%	1.78	6,673	6,356	-4.75%	3.93	6,273	6,056	-3.45%	2.76
		US 301 CD Off Ramp	5	262	1,962	1,970	0.40%	0.18	2,336	2,296	-1.71%	0.83	2,196	2,202	0.28%	0.13
		US 301 CD Off Ramp	5	257	3,643	3,492	-4.15%	2.53	4,337	4,054	-6.53%	4.37	4,077	3,857	-5.39%	3.49
			257	258	3,643	3,486	-4.31%	2.63	4,337	4,055	-6.50%	4.35	4,077	3,858	-5.37%	3.47
			258	259	3,643	3,483	-4.39%	2.68	4,337	4,056	-6.48%	4.34	4,077	3,858	-5.37%	3.47
			259	260	3,643	3,480	-4.48%	2.73	4,337	4,056	-6.48%	4.34	4,077	3,858	-5.37%	3.47
			260	261	3,643	3,477	-4.56%	2.78	4,337	4,058	-6.43%	4.31	4,077	3,859	-5.34%	3.46
			261	263	3,643	3,470	-4.75%	2.90	4,337	4,052	-6.57%	4.40	4,077	3,867	-5.15%	3.33
			263	264	3,643	3,464	-4.92%	3.00	4,337	4,028	-7.12%	4.78	4,077	3,885	-4.70%	3.04
			264	266	3,643	3,459	-5.05%	3.09	4,337	4,004	-7.68%	5.16	4,077	3,896	-4.43%	2.86
	US 301 CD On Ramp	266	265	3,643	3,458	-5.08%	3.11	4,337	3,970	-8.46%	5.69	4,077	3,902	-4.29%	2.77	
	US 301 CD On Ramp	267	265	897	855	-4.70%	1.42	1,068	989	-7.40%	2.46	1,004	924	-7.96%	2.57	
	US 301 CD On Ramp	Section End	265	268	4,540	4,289	-5.53%	3.78	5,405	4,895	-9.44%	7.11	5,081	4,845	-4.64%	3.35

2017 AM Peak Period Freeway and Ramp Volume CORSIM Calibration

	Location		Node		1st AM Peak Hour				2nd AM Peak Hour				3rd AM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated		
I-4 EB CD	Start of CD (West of US 301)	Hillsborough Ave On Ramp	278	274	551	564	2.35%	0.55	656	646	-1.52%	0.39	617	606	-1.73%	0.43
	Hillsborough Ave On Ramp		274	322	1,496	1,554	3.87%	1.48	1,781	1,773	-0.45%	0.19	1,674	1,647	-1.62%	0.67
		US 301 SB On Ramp	322	293	1,496	1,553	3.81%	1.46	1,781	1,772	-0.51%	0.21	1,674	1,648	-1.56%	0.64
	US 301 SB On Ramp	US 301 NB Off Ramp	293	297	1,741	1,798	3.26%	1.35	2,073	2,052	-1.01%	0.46	1,949	1,911	-1.93%	0.86
	US 301 NB Off Ramp	US 301 NB On Ramp	297	11	1,417	1,424	0.49%	0.18	1,687	1,631	-3.32%	1.37	1,586	1,522	-4.02%	1.62
	US 301 NB On Ramp	Hillsborough Ave EB Off Ramp	11	40	1,661	1,676	0.92%	0.38	1,977	1,915	-3.14%	1.41	1,858	1,782	-4.11%	1.79
	Hillsborough Ave EB Off Ramp	End of CD (East of US 301)	7046	39	1,134	1,157	2.03%	0.68	1,350	1,333	-1.26%	0.46	1,269	1,238	-2.44%	0.88
I-4 WB CD	Start of CD (East of US 301)		7044	319	1,962	1,967	0.24%	0.11	2,336	2,297	-1.67%	0.81	2,196	2,201	0.23%	0.11
			319	310	1,962	1,967	0.24%	0.11	2,336	2,296	-1.71%	0.83	2,196	2,201	0.23%	0.11
		Hillsborough Ave WB On Ramp	310	305	1,962	1,965	0.14%	0.06	2,336	2,297	-1.67%	0.81	2,196	2,200	0.19%	0.09
	Hillsborough Ave WB On Ramp	US 301 NB On Ramp	305	306	2,451	2,472	0.85%	0.42	2,918	2,880	-1.30%	0.71	2,743	2,740	-0.11%	0.06
	US 301 NB On Ramp	US 301 SB Off Ramp	306	308	2,653	2,607	-1.72%	0.89	3,158	3,044	-3.61%	2.05	2,969	2,891	-2.61%	1.43
	US 301 SB Off Ramp	Hillsborough Ave WB Off Ramp	308	309	2,095	2,080	-0.71%	0.33	2,494	2,449	-1.80%	0.91	2,344	2,314	-1.30%	0.63
	Hillsborough Ave WB Off Ramp	End of CD (West of US 301)	309	269	437	393	-10.03%	2.15	520	465	-10.58%	2.48	489	433	-11.42%	2.60

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2017 PM Peak Period Freeway and Ramp Volume CORSIM Calibration

	Location		Node		1st PM Peak Hour				2nd PM Peak Hour				3rd PM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated		
I-75 Northbound Mainline	Section End		1905	1906	4,619	4,618	-0.02%	0.01	4,619	4,583	-0.78%	0.53	3,926	3,829	-2.47%	1.56
		US 301 NB Off Ramp	1906	1907	4,619	4,617	-0.04%	0.03	4,619	4,582	-0.80%	0.55	3,926	3,833	-2.37%	1.50
	US 301 NB Off Ramp		1907	7202	702	691	-1.57%	0.42	702	698	-0.57%	0.15	597	578	-3.13%	0.77
	US 301 NB Off Ramp		1907	1909	3,917	3,927	0.26%	0.16	3,917	3,883	-0.87%	0.54	3,329	3,261	-2.06%	1.19
		Selmon Expressway Off Ramp	1909	1910	3,917	3,925	0.20%	0.13	3,917	3,890	-0.69%	0.43	3,329	3,265	-1.94%	1.12
	Selmon Expressway Off Ramp		1910	7209	860	867	0.81%	0.24	860	872	1.40%	0.41	731	730	-0.14%	0.04
	Selmon Expressway Off Ramp		1910	1912	3,057	3,058	0.03%	0.02	3,057	3,020	-1.21%	0.67	2,598	2,541	-2.21%	1.13
		SR 60 CD Off Ramp	1912	1913	3,057	3,056	-0.03%	0.02	3,057	3,026	-1.01%	0.56	2,598	2,545	-2.06%	1.05
	SR 60 CD Off Ramp		1913	1060	681	692	1.62%	0.42	681	673	-1.17%	0.31	579	570	-1.53%	0.37
	SR 60 CD Off Ramp		1913	1915	2,376	2,365	-0.46%	0.23	2,376	2,351	-1.05%	0.51	2,020	1,980	-1.96%	0.89
			1915	1916	2,376	2,365	-0.46%	0.23	2,376	2,352	-1.01%	0.49	2,020	1,984	-1.76%	0.80
			1916	1917	2,376	2,366	-0.42%	0.21	2,376	2,354	-0.93%	0.45	2,020	1,987	-1.61%	0.73
		Selmon CD On Ramp	1917	1918	2,376	2,366	-0.42%	0.21	2,376	2,355	-0.88%	0.43	2,020	1,989	-1.52%	0.68
	Selmon CD On Ramp		1064	1918	1,133	1,174	3.62%	1.21	1,133	1,152	1.68%	0.56	963	977	1.45%	0.45
	Selmon CD On Ramp		1918	1919	3,509	3,541	0.91%	0.54	3,509	3,508	-0.03%	0.02	2,983	2,968	-0.49%	0.27
	SR 60 EB On Ramp		1037	1919	565	551	-2.48%	0.59	565	550	-2.65%	0.64	480	454	-5.47%	1.21
	SR 60 EB On Ramp		1919	1920	4,074	4,094	0.49%	0.31	4,074	4,059	-0.37%	0.24	3,463	3,424	-1.12%	0.66
		SR 60 WB On Ramp	1920	1922	4,074	4,094	0.49%	0.31	4,074	4,058	-0.39%	0.25	3,463	3,426	-1.07%	0.63
	SR 60 WB On Ramp		1063	1922	1,113	1,104	-0.81%	0.27	1,113	1,087	-2.34%	0.78	946	921	-2.65%	0.82
	SR 60 WB On Ramp		1922	1924	5,187	5,192	0.10%	0.07	5,187	5,148	-0.75%	0.54	4,409	4,352	-1.29%	0.86
			1924	1925	5,187	5,191	0.08%	0.06	5,187	5,152	-0.67%	0.49	4,409	4,358	-1.16%	0.77
			1925	1926	5,187	5,190	0.06%	0.04	5,187	5,160	-0.52%	0.38	4,409	4,365	-1.00%	0.66
			1926	1928	5,187	5,190	0.06%	0.04	5,187	5,162	-0.48%	0.35	4,409	4,372	-0.84%	0.56
			1928	1929	5,187	5,193	0.12%	0.08	5,187	5,163	-0.46%	0.33	4,409	4,372	-0.84%	0.56
		MLK EB Off Ramp	1929	1930	5,187	5,194	0.13%	0.10	5,187	5,167	-0.39%	0.28	4,409	4,376	-0.75%	0.50
	MLK EB Off Ramp		1930	7004	565	637	12.74%	2.94	565	655	15.93%	3.64	480	547	13.90%	2.95
	MLK EB Off Ramp		1930	1931	4,622	4,557	-1.41%	0.96	4,622	4,514	-2.34%	1.60	3,929	3,833	-2.44%	1.54
		MLK WB Off Ramp	1931	1932	4,622	4,552	-1.51%	1.03	4,622	4,517	-2.27%	1.55	3,929	3,835	-2.39%	1.50
	MLK WB Off Ramp		1932	7009	229	257	12.23%	1.80	229	261	13.97%	2.04	195	210	7.89%	1.08
	MLK WB Off Ramp		1932	1934	4,393	4,296	-2.21%	1.47	4,393	4,260	-3.03%	2.02	3,734	3,630	-2.79%	1.71
MLK On Ramp		48	1934	1,388	1,378	-0.72%	0.27	1,388	1,370	-1.30%	0.48	1,180	1,131	-4.14%	1.44	
MLK On Ramp		1934	59	5,781	5,674	-1.85%	1.41	5,781	5,635	-2.53%	1.93	4,914	4,760	-3.13%	2.21	
	I-4 Off Ramp	1935	1936	5,781	5,668	-1.95%	1.49	5,781	5,636	-2.51%	1.92	4,914	4,764	-3.05%	2.15	
I-4 Off Ramp		1936	70	2,618	2,668	1.91%	0.97	2,618	2,633	0.57%	0.29	2,225	2,224	-0.06%	0.03	
I-4 Off Ramp		1936	1938	3,163	2,999	-5.18%	2.95	3,163	3,007	-4.93%	2.81	2,689	2,541	-5.49%	2.89	
I-4 EB On Ramp		92	1938	1,104	1,158	4.89%	1.61	1,104	1,163	5.34%	1.75	938	1,061	13.06%	3.88	
I-4 EB On Ramp		1938	1939	4,267	4,157	-2.58%	1.69	4,267	4,172	-2.23%	1.46	3,627	3,609	-0.49%	0.30	
	I-4 WB On Ramp	1939	1940	4,267	4,153	-2.67%	1.76	4,267	4,175	-2.16%	1.42	3,627	3,615	-0.33%	0.20	
I-4 WB On Ramp		120	1940	1,220	1,246	2.13%	0.74	1,220	1,247	2.21%	0.77	1,037	1,046	0.87%	0.28	

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	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated			
I-75 Northbound Mainline	I-4 WB On Ramp		1940	1941	5,487	5,396	-1.66%	1.23	5,487	5,427	-1.09%	0.81	4,664	4,661	-0.06%	0.04	
			1941	1942	5,487	5,400	-1.59%	1.18	5,487	5,431	-1.02%	0.76	4,664	4,663	-0.02%	0.01	
			1942	1945	5,487	5,398	-1.62%	1.21	5,487	5,434	-0.97%	0.72	4,664	4,668	0.09%	0.06	
			1945	1946	5,487	5,396	-1.66%	1.23	5,487	5,435	-0.95%	0.70	4,664	4,671	0.15%	0.10	
			1946	1948	5,487	5,394	-1.69%	1.26	5,487	5,438	-0.89%	0.66	4,664	4,672	0.17%	0.12	
			1948	1950	5,487	5,397	-1.64%	1.22	5,487	5,437	-0.91%	0.68	4,664	4,674	0.22%	0.15	
			1950	1951	5,487	5,395	-1.68%	1.25	5,487	5,439	-0.87%	0.65	4,664	4,682	0.39%	0.26	
			1951	1952	5,487	5,394	-1.69%	1.26	5,487	5,439	-0.87%	0.65	4,664	4,690	0.56%	0.38	
			1952	1953	5,487	5,386	-1.84%	1.37	5,487	5,444	-0.78%	0.58	4,664	4,693	0.62%	0.42	
			1953	1954	5,487	5,387	-1.82%	1.36	5,487	5,446	-0.75%	0.55	4,664	4,693	0.62%	0.42	
			1954	1955	5,487	5,390	-1.77%	1.32	5,487	5,444	-0.78%	0.58	4,664	4,697	0.71%	0.48	
			1955	1956	5,487	5,386	-1.84%	1.37	5,487	5,449	-0.69%	0.51	4,664	4,697	0.71%	0.48	
			1956	1958	5,487	5,386	-1.84%	1.37	5,487	5,451	-0.66%	0.49	4,664	4,700	0.77%	0.53	
		Fowler Ave. Off Ramp		1958	1960	5,487	5,388	-1.80%	1.34	5,487	5,447	-0.73%	0.54	4,664	4,711	1.01%	0.69
		Fowler Ave. Off Ramp		1960	1961	1,435	1,282	-10.66%	4.15	1,435	1,304	-9.13%	3.54	1,220	1,143	-6.29%	2.23
		Fowler Ave. Off Ramp		1960	1961	4,052	4,103	1.26%	0.80	4,052	4,143	2.25%	1.42	3,444	3,574	3.77%	2.19
		Fowler Ave. EB On Ramp		1961	1962	4,052	4,103	1.26%	0.80	4,052	4,142	2.22%	1.41	3,444	3,578	3.88%	2.26
		Fowler Ave. EB On Ramp		244	1962	662	648	-2.11%	0.55	662	647	-2.27%	0.59	563	544	-3.32%	0.79
		Fowler Ave. EB On Ramp		1962	1963	4,714	4,745	0.66%	0.45	4,714	4,792	1.65%	1.13	4,007	4,127	3.00%	1.88
		Fowler Ave. WB On Ramp		1963	1964	4,714	4,742	0.59%	0.41	4,714	4,794	1.70%	1.16	4,007	4,129	3.05%	1.91
		Fowler Ave. WB On Ramp		209	1964	1,028	976	-5.06%	1.64	1,028	980	-4.67%	1.51	874	821	-6.04%	1.81
		Fowler Ave. WB On Ramp		1964	1965	5,742	5,717	-0.44%	0.33	5,742	5,770	0.49%	0.37	4,881	4,956	1.54%	1.07
				1965	1966	5,742	5,710	-0.56%	0.42	5,742	5,774	0.56%	0.42	4,881	4,957	1.56%	1.09
		Fletcher Ave. WB Off Ramp		1966	1968	5,742	5,709	-0.57%	0.44	5,742	5,770	0.49%	0.37	4,881	4,972	1.87%	1.30
		Fletcher Ave. WB Off Ramp		1968	7015	1,136	1,069	-5.90%	2.02	1,136	1,086	-4.40%	1.50	966	931	-3.58%	1.12
		Fletcher Ave. WB Off Ramp		1968	1969	4,606	4,639	0.72%	0.49	4,606	4,679	1.58%	1.07	3,915	4,055	3.57%	2.22
				1969	1970	4,606	4,637	0.67%	0.46	4,606	4,676	1.52%	1.03	3,915	4,061	3.73%	2.31
				1970	1971	4,606	4,635	0.63%	0.43	4,606	4,676	1.52%	1.03	3,915	4,063	3.78%	2.34
				1971	1972	4,606	4,635	0.63%	0.43	4,606	4,676	1.52%	1.03	3,915	4,065	3.83%	2.37
		Fletcher Ave. On Ramp		1972	1973	4,606	4,638	0.69%	0.47	4,606	4,675	1.50%	1.01	3,915	4,065	3.83%	2.37
		Fletcher Ave. On Ramp		239	1973	1,050	1,085	3.33%	1.07	1,050	1,066	1.52%	0.49	893	901	0.95%	0.28
		Fletcher Ave. On Ramp		1973	1974	5,656	5,724	1.20%	0.90	5,656	5,738	1.45%	1.09	4,808	4,973	3.44%	2.37
				1974	1975	5,656	5,720	1.13%	0.85	5,656	5,734	1.38%	1.03	4,808	4,982	3.63%	2.49
				1975	1976	5,656	5,717	1.08%	0.81	5,656	5,735	1.40%	1.05	4,808	4,989	3.77%	2.59
				1976	1978	5,656	5,713	1.01%	0.76	5,656	5,738	1.45%	1.09	4,808	4,992	3.84%	2.63
				1978	1980	5,656	5,711	0.97%	0.73	5,656	5,740	1.49%	1.11	4,808	4,996	3.92%	2.69
				1980	1982	5,656	5,711	0.97%	0.73	5,656	5,743	1.54%	1.15	4,808	4,994	3.88%	2.66
				1982	1983	5,656	5,704	0.85%	0.64	5,656	5,750	1.66%	1.24	4,808	4,994	3.88%	2.66
				1983	1984	5,656	5,699	0.76%	0.57	5,656	5,755	1.75%	1.31	4,808	4,995	3.90%	2.68
				1984	1985	5,656	5,700	0.78%	0.58	5,656	5,752	1.70%	1.27	4,808	5,001	4.02%	2.76
				1985	1986	5,656	5,695	0.69%	0.52	5,656	5,753	1.71%	1.28	4,808	5,008	4.17%	2.86
				1986	1987	5,656	5,692	0.64%	0.48	5,656	5,753	1.71%	1.28	4,808	5,013	4.27%	2.93
	Bruce B. Downs Blvd. Off Ramp		1987	1988	5,656	5,678	0.39%	0.29	5,656	5,748	1.63%	1.22	4,808	5,030	4.63%	3.17	
	Bruce B. Downs Blvd. Off Ramp		1988	7031	2,607	2,530	-2.95%	1.52	2,607	2,579	-1.07%	0.55	2,216	2,285	3.12%	1.46	
	Bruce B. Downs Blvd. Off Ramp		1988	1990	3,049	3,129	2.62%	1.44	3,049	3,173	4.07%	2.22	2,592	2,758	6.42%	3.22	
	Bruce B. Downs Blvd. On Ramp		1990	1992	3,049	3,128	2.59%	1.42	3,049	3,167	3.87%	2.12	2,592	2,766	6.73%	3.37	
	Bruce B. Downs Blvd. On Ramp		276	1992	664	607	-8.58%	2.26	664	625	-5.87%	1.54	564	526	-6.80%	1.64	
	Bruce B. Downs Blvd. On Ramp		1992	1994	3,713	3,737	0.65%	0.39	3,713	3,788	2.02%	1.22	3,156	3,300	4.56%	2.53	
			1994	1995	3,713	3,736	0.62%	0.38	3,713	3,793	2.15%	1.31	3,156	3,304	4.69%	2.60	
	Section End		1995	1996	3,713	3,738	0.67%	0.41	3,713	3,795	2.21%	1.34	3,156	3,312	4.94%	2.74	

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	Location		Node		1st PM Peak Hour				2nd PM Peak Hour				3rd PM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated		
I-75 Southbound Mainline	Section End		1806	1807	2,060	2,058	-0.10%	0.04	2,060	2,040	-0.97%	0.44	1,751	1,704	-2.68%	1.13
		Bruce B. Downs Blvd. Off Ramp	1807	1808	2,060	2,058	-0.10%	0.04	2,060	2,040	-0.97%	0.44	1,751	1,706	-2.57%	1.08
		Bruce B. Downs Blvd. Off Ramp	1808	7026	415	411	-0.96%	0.20	415	405	-2.41%	0.49	353	341	-3.33%	0.63
	Bruce B. Downs Blvd. Off Ramp		1808	1809	1,645	1,647	0.12%	0.05	1,645	1,636	-0.55%	0.22	1,398	1,369	-2.09%	0.79
		Bruce B. Downs Blvd. EB On Ramp	1809	1810	1,645	1,649	0.24%	0.10	1,645	1,637	-0.49%	0.20	1,398	1,370	-2.02%	0.76
		Bruce B. Downs Blvd. EB On Ramp	273	1810	545	527	-3.30%	0.78	545	522	-4.22%	1.00	463	450	-2.86%	0.62
	Bruce B. Downs Blvd. EB On Ramp	Bruce B. Downs Blvd. WB On Ramp	1810	1811	2,190	2,173	-0.78%	0.36	2,190	2,162	-1.28%	0.60	1,862	1,820	-2.23%	0.97
		Bruce B. Downs Blvd. WB On Ramp	272	1811	1,052	1,004	-4.56%	1.50	1,052	1,041	-1.05%	0.34	894	855	-4.38%	1.33
	Bruce B. Downs Blvd. WB On Ramp		1811	1812	3,242	3,177	-2.00%	1.15	3,242	3,192	-1.54%	0.88	2,756	2,686	-2.53%	1.34
			1812	1814	3,242	3,181	-1.88%	1.08	3,242	3,182	-1.85%	1.06	2,756	2,691	-2.35%	1.24
			1814	1815	3,242	3,187	-1.70%	0.97	3,242	3,175	-2.07%	1.18	2,756	2,692	-2.31%	1.22
			1815	1816	3,242	3,197	-1.39%	0.79	3,242	3,175	-2.07%	1.18	2,756	2,682	-2.67%	1.41
			1816	1817	3,242	3,197	-1.39%	0.79	3,242	3,181	-1.88%	1.08	2,756	2,677	-2.86%	1.51
			1817	1818	3,242	3,197	-1.39%	0.79	3,242	3,186	-1.73%	0.99	2,756	2,675	-2.93%	1.55
			1818	1820	3,242	3,195	-1.45%	0.83	3,242	3,189	-1.63%	0.93	2,756	2,676	-2.89%	1.53
			1820	1821	3,242	3,193	-1.51%	0.86	3,242	3,193	-1.51%	0.86	2,756	2,676	-2.89%	1.53
			1821	1822	3,242	3,193	-1.51%	0.86	3,242	3,195	-1.45%	0.83	2,756	2,679	-2.78%	1.47
			1822	1824	3,242	3,197	-1.39%	0.79	3,242	3,196	-1.42%	0.81	2,756	2,682	-2.67%	1.41
			1824	1825	3,242	3,200	-1.30%	0.74	3,242	3,194	-1.48%	0.85	2,756	2,687	-2.49%	1.32
		Fletcher Ave. Off Ramp	1825	1826	3,242	3,207	-1.08%	0.62	3,242	3,193	-1.51%	0.86	2,756	2,697	-2.13%	1.12
		Fletcher Ave. Off Ramp	1826	7014	353	374	5.95%	1.10	353	364	3.12%	0.58	300	310	3.32%	0.57
	Fletcher Ave. Off Ramp		1826	1827	2,889	2,834	-1.90%	1.03	2,889	2,834	-1.90%	1.03	2,456	2,392	-2.59%	1.29
			1827	1828	2,889	2,832	-1.97%	1.07	2,889	2,836	-1.83%	0.99	2,456	2,395	-2.47%	1.23
		Fletcher Ave. On Ramp	1828	1829	2,889	2,832	-1.97%	1.07	2,889	2,840	-1.70%	0.92	2,456	2,396	-2.43%	1.21
		Fletcher Ave. On Ramp	229	1829	1,953	1,968	0.77%	0.34	1,953	1,999	2.36%	1.03	1,660	1,652	-0.48%	0.20
	Fletcher Ave. On Ramp	Fowler Ave. Off Ramp	1829	1830	4,842	4,791	-1.05%	0.73	4,842	4,847	0.10%	0.07	4,116	4,050	-1.60%	1.03
		Fowler Ave. Off Ramp	1830	210	1,383	1,327	-4.05%	1.52	1,383	1,344	-2.82%	1.06	1,176	1,145	-2.60%	0.90
	Fowler Ave. Off Ramp		1830	1831	3,459	3,458	-0.03%	0.02	3,459	3,499	1.16%	0.68	2,940	2,926	-0.48%	0.26
			1831	1832	3,459	3,454	-0.14%	0.09	3,459	3,484	0.72%	0.42	2,940	2,945	0.16%	0.09
			1832	1833	3,459	3,453	-0.17%	0.10	3,459	3,472	0.38%	0.22	2,940	2,960	0.68%	0.37
			1833	1834	3,459	3,453	-0.17%	0.10	3,459	3,452	-0.20%	0.12	2,940	2,981	1.39%	0.75
			1834	1836	3,459	3,452	-0.20%	0.12	3,459	3,427	-0.93%	0.55	2,940	3,006	2.24%	1.21
		Fowler Ave. On Ramp	1836	1838	3,459	3,451	-0.23%	0.14	3,459	3,371	-2.54%	1.51	2,940	3,056	3.94%	2.12
		Fowler Ave. On Ramp	224	1838	1,549	1,545	-0.26%	0.10	1,549	1,571	1.42%	0.56	1,317	1,279	-2.86%	1.05
	Fowler Ave. On Ramp		1838	1840	5,008	4,990	-0.36%	0.25	5,008	4,858	-3.00%	2.14	4,257	4,416	3.74%	2.42
			1840	1842	5,008	4,992	-0.32%	0.23	5,008	4,741	-5.33%	3.82	4,257	4,503	5.78%	3.72
			1842	1843	5,008	4,991	-0.34%	0.24	5,008	4,720	-5.75%	4.13	4,257	4,509	5.92%	3.81
			1843	1844	5,008	4,987	-0.42%	0.30	5,008	4,697	-6.21%	4.46	4,257	4,517	6.11%	3.93
			1844	1846	5,008	4,980	-0.56%	0.40	5,008	4,680	-6.55%	4.71	4,257	4,525	6.30%	4.05
			1846	1848	5,008	4,970	-0.76%	0.54	5,008	4,663	-6.89%	4.96	4,257	4,535	6.54%	4.20
		1848	1850	5,008	4,940	-1.36%	0.96	5,008	4,647	-7.21%	5.20	4,257	4,545	6.77%	4.34	
		1850	1851	5,008	4,892	-2.32%	1.65	5,008	4,632	-7.51%	5.42	4,257	4,541	6.68%	4.29	
		1851	1852	5,008	4,828	-3.59%	2.57	5,008	4,617	-7.81%	5.64	4,257	4,546	6.79%	4.36	
		1852	1853	5,008	4,767	-4.81%	3.45	5,008	4,605	-8.05%	5.81	4,257	4,551	6.91%	4.43	
		1853	1854	5,008	4,712	-5.91%	4.25	5,008	4,603	-8.09%	5.84	4,257	4,556	7.03%	4.51	
		1854	1858	5,008	4,672	-6.71%	4.83	5,008	4,601	-8.13%	5.87	4,257	4,555	7.01%	4.49	
	I-4 Off Ramp	1858	1860	5,008	4,620	-7.75%	5.59	5,008	4,602	-8.11%	5.86	4,257	4,555	7.01%	4.49	
	I-4 Off Ramp	1860	104	1,794	1,802	0.45%	0.19	1,794	1,819	1.39%	0.59	1,525	1,810	18.70%	6.98	

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	Location		Node		1st PM Peak Hour				2nd PM Peak Hour				3rd PM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	Demand	Simulated	Demand	Simulated			Demand	Simulated						
I-75 Southbound Mainline	I-4 Off Ramp		1860	1861	3,214	2,816	-12.38%	7.25	3,214	2,779	-13.53%	7.95	2,732	2,751	0.70%	0.36
		On Ramp from I-4 WB	1861	1862	3,214	2,818	-12.32%	7.21	3,214	2,777	-13.60%	7.98	2,732	2,750	0.66%	0.35
		On Ramp from I-4 WB	119	1862	1,441	1,486	3.12%	1.18	1,441	1,468	1.87%	0.71	1,225	1,270	3.69%	1.28
		On Ramp from I-4 WB	1862	1863	4,655	4,304	-7.54%	5.24	4,655	4,245	-8.81%	6.15	3,957	4,016	1.50%	0.94
		On Ramp from I-4 EB	1863	1864	4,655	4,305	-7.52%	5.23	4,655	4,245	-8.81%	6.15	3,957	4,017	1.52%	0.95
		On Ramp from I-4 EB	121	1864	1,039	1,130	8.76%	2.76	1,039	1,131	8.85%	2.79	883	1,014	14.82%	4.25
		On Ramp from I-4 EB	1864	60	5,694	5,433	-4.58%	3.50	5,694	5,370	-5.69%	4.36	4,840	5,044	4.22%	2.90
		Off Ramp to MLK	1866	1868	5,694	5,422	-4.78%	3.65	5,694	5,364	-5.80%	4.44	4,840	5,066	4.67%	3.21
		Off Ramp to MLK	1868	67	973	879	-9.66%	3.09	973	864	-11.20%	3.60	827	798	-3.51%	1.02
		Off Ramp to MLK	1868	1869	4,721	4,533	-3.98%	2.76	4,721	4,497	-4.74%	3.30	4,013	4,290	6.91%	4.30
		MLK On Ramp	1869	1870	4,721	4,506	-4.55%	3.17	4,721	4,494	-4.81%	3.34	4,013	4,319	7.63%	4.74
		MLK On Ramp	69	1870	1,341	1,287	-4.03%	1.49	1,341	1,260	-6.04%	2.25	1,140	1,105	-3.06%	1.04
		MLK On Ramp	1870	1871	6,062	5,776	-4.72%	3.72	6,062	5,753	-5.10%	4.02	5,153	5,446	5.69%	4.03
			1871	1872	6,062	5,773	-4.77%	3.76	6,062	5,755	-5.06%	3.99	5,153	5,452	5.81%	4.11
			1872	1874	6,062	5,771	-4.80%	3.78	6,062	5,758	-5.01%	3.95	5,153	5,454	5.85%	4.14
			1874	1875	6,062	5,777	-4.70%	3.70	6,062	5,753	-5.10%	4.02	5,153	5,463	6.02%	4.26
		SR 60 Off Ramp	1875	1876	6,062	5,776	-4.72%	3.72	6,062	5,753	-5.10%	4.02	5,153	5,468	6.12%	4.33
		SR 60 Off Ramp	1876	7006	1,543	1,484	-3.82%	1.52	1,543	1,464	-5.12%	2.04	1,312	1,394	6.29%	2.24
		SR 60 Off Ramp	1876	1877	4,519	4,289	-5.09%	3.47	4,519	4,290	-5.07%	3.45	3,841	4,076	6.11%	3.73
			1877	1879	4,519	4,290	-5.07%	3.45	4,519	4,287	-5.13%	3.50	3,841	4,077	6.14%	3.75
			1879	1881	4,519	4,289	-5.09%	3.47	4,519	4,292	-5.02%	3.42	3,841	4,075	6.09%	3.72
		Selmon Expressway Off Ramp	1881	1882	4,519	4,283	-5.22%	3.56	4,519	4,292	-5.02%	3.42	3,841	4,079	6.19%	3.78
		Selmon Expressway Off Ramp	1882	1065	418	458	9.57%	1.91	418	453	8.37%	1.68	355	432	21.59%	3.87
		Selmon Expressway Off Ramp	1882	1883	4,101	3,823	-6.78%	4.42	4,101	3,838	-6.41%	4.17	3,486	3,647	4.62%	2.70
		CD Off Ramp (to US 301)	1883	1034	1,065	1,110	4.23%	1.36	1,065	1,144	7.42%	2.38	905	1,071	18.31%	5.27
		CD Off Ramp (to US 301)	1883	1884	3,036	2,710	-10.74%	6.08	3,036	2,696	-11.20%	6.35	2,581	2,576	-0.18%	0.09
		On Ramp from Selmon Expressway EB	1884	1886	3,036	2,707	-10.84%	6.14	3,036	2,694	-11.26%	6.39	2,581	2,581	0.02%	0.01
		On Ramp from Selmon Expressway EB	1010	1886	1,801	1,797	-0.22%	0.09	1,801	1,790	-0.61%	0.26	1,531	1,480	-3.32%	1.31
		On Ramp from Selmon Expressway EB	1886	1887	4,837	4,500	-6.97%	4.93	4,837	4,484	-7.30%	5.17	4,111	4,065	-1.13%	0.73
			1887	1888	4,837	4,497	-7.03%	4.98	4,837	4,484	-7.30%	5.17	4,111	4,069	-1.03%	0.66
		CD on Ramp (from SR 60)	1888	1889	4,837	4,500	-6.97%	4.93	4,837	4,484	-7.30%	5.17	4,111	4,070	-1.01%	0.65
		CD on Ramp (from SR 60)	1015	1889	907	983	8.38%	2.47	907	996	9.81%	2.89	771	885	14.79%	3.96
	CD on Ramp (from SR 60)	1889	1890	5,744	5,481	-4.58%	3.51	5,744	5,485	-4.51%	3.46	4,882	4,960	1.59%	1.11	
	US 301 On Ramp	1890	1892	5,744	5,481	-4.58%	3.51	5,744	5,484	-4.53%	3.47	4,882	4,967	1.73%	1.21	
	US 301 On Ramp	1025	1892	977	910	-6.86%	2.18	977	919	-5.94%	1.88	830	826	-0.54%	0.15	
	US 301 On Ramp	1892	1894	6,721	6,384	-5.01%	4.16	6,721	6,399	-4.79%	3.98	5,713	5,804	1.60%	1.20	
	Section End	1894	1895	6,721	6,377	-5.12%	4.25	6,721	6,398	-4.81%	3.99	5,713	5,812	1.74%	1.31	

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	Location		Node		1st PM Peak Hour				2nd PM Peak Hour				3rd PM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated		
I-75 NB CD	Start of CD (North of US 301)	Off Ramp to Selmon Expressway	1030	1059	1,375	1,405	2.18%	0.80	1,375	1,376	0.07%	0.03	1,169	1,156	-1.09%	0.37
	Off Ramp to Selmon Expressway	On Ramp from ML	1059	1060	949	970	2.21%	0.68	949	947	-0.21%	0.06	807	806	-0.08%	0.02
	On Ramp from ML		1060	1033	1,630	1,661	1.90%	0.76	1,630	1,622	-0.49%	0.20	1,386	1,375	-0.76%	0.28
		On Ramp from Selmon Expressway	1033	1013	1,630	1,663	2.02%	0.81	1,630	1,622	-0.49%	0.20	1,386	1,377	-0.61%	0.23
	On Ramp from Selmon Expressway		1013	212	2,254	2,287	1.46%	0.69	2,254	2,235	-0.84%	0.40	1,916	1,904	-0.62%	0.27
		End of CD_Exit to ML (South of	212	1064	2,254	2,287	1.46%	0.69	2,254	2,236	-0.80%	0.38	1,916	1,906	-0.52%	0.23
I-75 SB CD	Start of CD (South of SR 60)	ML to Selmon Expressway	1066	1065	1,601	1,590	-0.69%	0.28	1,601	1,559	-2.62%	1.06	1,361	1,331	-2.19%	0.81
	ML to Selmon Expressway	Off Ramp to Selmon Expressway	1065	1004	2,019	2,046	1.34%	0.60	2,019	2,013	-0.30%	0.13	1,716	1,765	2.85%	1.17
	Off Ramp to Selmon Expressway	On Ramp from ML	1004	1034	1,453	1,629	12.11%	4.48	1,453	1,598	9.98%	3.71	1,235	1,385	12.14%	4.14
	On Ramp from ML		1034	1014	2,518	2,737	8.70%	4.27	2,518	2,743	8.94%	4.39	2,140	2,459	14.89%	6.65
			1014	215	2,518	2,737	8.70%	4.27	2,518	2,747	9.09%	4.46	2,140	2,457	14.80%	6.61
			215	2	2,518	2,736	8.66%	4.25	2,518	2,747	9.09%	4.46	2,140	2,459	14.89%	6.65
		CD Off Ramp to ML	2	1015	2,518	2,738	8.74%	4.29	2,518	2,746	9.05%	4.44	2,140	2,461	14.98%	6.69
	CD Off Ramp to ML	End of CD_Exit to ML (North of	1015	7201	1,611	1,754	8.88%	3.49	1,611	1,748	8.50%	3.34	1,369	1,583	15.60%	5.56

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2017 PM Peak Period Freeway and Ramp Volume CORSIM Calibration

	Location		Node		1st PM Peak Hour				2nd PM Peak Hour				3rd PM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	From	To	Demand	Simulated			Demand	Simulated			Demand	Simulated		
I-4 Eastbound Mainline	Section End	CD Off Ramp to US 301	283	205	5,541	5,537	-0.07%	0.05	5,541	5,487	-0.97%	0.73	4,710	4,569	-2.99%	2.07
		CD Off Ramp to US 301	205	7045	1,199	1,184	-1.25%	0.43	1,199	1,195	-0.33%	0.12	1,019	1,001	-1.78%	0.57
		CD Off Ramp to US 301	205	211	4,342	4,354	0.28%	0.18	4,342	4,294	-1.11%	0.73	3,691	3,576	-3.11%	1.90
			211	7	4,342	4,354	0.28%	0.18	4,342	4,295	-1.08%	0.72	3,691	3,581	-2.97%	1.82
			7	213	4,342	4,354	0.28%	0.18	4,342	4,296	-1.06%	0.70	3,691	3,582	-2.95%	1.80
			213	8	4,342	4,354	0.28%	0.18	4,342	4,297	-1.04%	0.68	3,691	3,584	-2.89%	1.77
			8	216	4,342	4,355	0.30%	0.20	4,342	4,299	-0.99%	0.65	3,691	3,587	-2.81%	1.72
			216	217	4,342	4,351	0.21%	0.14	4,342	4,301	-0.94%	0.62	3,691	3,592	-2.67%	1.64
			217	9	4,342	4,350	0.18%	0.12	4,342	4,303	-0.90%	0.59	3,691	3,594	-2.62%	1.60
			9	10	4,342	4,348	0.14%	0.09	4,342	4,304	-0.88%	0.58	3,691	3,597	-2.54%	1.55
			39	10	1,603	1,497	-6.61%	2.69	1,603	1,471	-8.23%	3.37	1,363	1,430	4.95%	1.81
			10	13	5,945	5,829	-1.95%	1.51	5,945	5,783	-2.72%	2.12	5,053	5,046	-0.14%	0.10
			13	23	5,945	5,812	-2.24%	1.73	5,945	5,784	-2.71%	2.10	5,053	5,093	0.79%	0.56
			23	85	2,143	2,287	6.72%	3.06	2,143	2,295	7.09%	3.23	1,822	2,064	13.31%	5.50
			23	24	3,802	3,526	-7.26%	4.56	3,802	3,489	-8.23%	5.18	3,232	3,040	-5.93%	3.42
			24	25	3,802	3,525	-7.29%	4.58	3,802	3,492	-8.15%	5.13	3,232	3,043	-5.84%	3.37
			25	26	3,802	3,525	-7.29%	4.58	3,802	3,493	-8.13%	5.12	3,232	3,045	-5.78%	3.33
			130	26	976	1,002	2.66%	0.83	976	1,002	2.66%	0.83	830	995	19.94%	5.48
			26	27	4,778	4,526	-5.27%	3.69	4,778	4,495	-5.92%	4.16	4,061	4,050	-0.28%	0.18
			124	27	1,428	1,437	0.63%	0.24	1,428	1,415	-0.91%	0.34	1,214	1,199	-1.22%	0.43
			27	28	6,206	5,959	-3.98%	3.17	6,206	5,920	-4.61%	3.67	5,275	5,252	-0.44%	0.32
			28	245	6,206	5,949	-4.14%	3.30	6,206	5,929	-4.46%	3.56	5,275	5,262	-0.25%	0.18
			245	342	1,205	1,262	4.73%	1.62	1,205	1,255	4.15%	1.43	1,024	1,125	9.84%	3.07
		245	246	5,001	4,666	-6.70%	4.82	5,001	4,693	-6.16%	4.42	4,251	4,153	-2.30%	1.51	
		253	246	446	442	-0.90%	0.19	446	446	0.00%	0.00	379	364	-3.98%	0.78	
		246	252	5,447	5,102	-6.33%	4.75	5,447	5,135	-5.73%	4.29	4,630	4,538	-1.99%	1.36	

2017 PM Peak Period Freeway and Ramp Volume CORSIM Calibration

	Location		Node		1st PM Peak Hour				2nd PM Peak Hour				3rd PM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	Demand	Simulated	Demand	Simulated			Demand	Simulated						
I-4 Westbound Mainline	Section End	Mango Rd Off Ramp	254	255	5,049	5,044	-0.10%	0.07	5,049	5,002	-0.93%	0.66	4,292	4,166	-2.93%	1.93
		Mango Rd Off Ramp	255	343	374	374	0.00%	0.00	374	376	0.53%	0.10	318	304	-4.37%	0.79
	Mango Rd Off Ramp	Mango Rd On Ramp	255	6	4,675	4,673	-0.04%	0.03	4,675	4,630	-0.96%	0.66	3,974	3,871	-2.59%	1.64
		Mango Rd On Ramp	256	6	950	938	-1.26%	0.39	950	946	-0.42%	0.13	808	805	-0.31%	0.09
	Mango Rd On Ramp		6	29	5,625	5,612	-0.23%	0.17	5,625	5,581	-0.78%	0.59	4,781	4,685	-2.01%	1.40
		I-75 Off Ramp	29	30	5,625	5,631	0.11%	0.08	5,625	5,581	-0.78%	0.59	4,781	4,684	-2.03%	1.41
		I-75 Off Ramp	30	94	2,661	2,728	2.52%	1.29	2,661	2,720	2.22%	1.14	2,262	2,291	1.29%	0.61
	I-75 Off Ramp		30	31	2,964	2,907	-1.92%	1.05	2,964	2,862	-3.44%	1.89	2,519	2,393	-5.02%	2.55
			31	34	2,964	2,904	-2.02%	1.11	2,964	2,863	-3.41%	1.87	2,519	2,396	-4.90%	2.49
			34	35	2,964	2,903	-2.06%	1.13	2,964	2,862	-3.44%	1.89	2,519	2,402	-4.66%	2.37
		I-75 On Ramp	35	37	2,964	2,900	-2.16%	1.18	2,964	2,866	-3.31%	1.82	2,519	2,403	-4.62%	2.35
		I-75 On Ramp	110	37	2,008	2,034	1.29%	0.58	2,008	2,040	1.59%	0.71	1,707	1,860	8.98%	3.63
	I-75 On Ramp		37	41	4,972	4,931	-0.82%	0.58	4,972	4,912	-1.21%	0.85	4,226	4,266	0.94%	0.61
		US 301 CD Off Ramp	41	5	4,972	4,928	-0.88%	0.63	4,972	4,916	-1.13%	0.80	4,226	4,270	1.04%	0.67
		US 301 CD Off Ramp	5	262	1,881	1,862	-1.01%	0.44	1,881	1,845	-1.91%	0.83	1,599	1,603	0.26%	0.10
	US 301 CD Off Ramp		5	257	3,091	3,069	-0.71%	0.40	3,091	3,074	-0.55%	0.31	2,627	2,670	1.62%	0.83
			257	258	3,091	3,071	-0.65%	0.36	3,091	3,073	-0.58%	0.32	2,627	2,672	1.70%	0.87
			258	259	3,091	3,070	-0.68%	0.38	3,091	3,072	-0.61%	0.34	2,627	2,675	1.81%	0.93
			259	260	3,091	3,069	-0.71%	0.40	3,091	3,073	-0.58%	0.32	2,627	2,676	1.85%	0.94
			260	261	3,091	3,069	-0.71%	0.40	3,091	3,072	-0.61%	0.34	2,627	2,678	1.93%	0.98
			261	263	3,091	3,069	-0.71%	0.40	3,091	3,074	-0.55%	0.31	2,627	2,679	1.97%	1.00
			263	264	3,091	3,070	-0.68%	0.38	3,091	3,075	-0.52%	0.29	2,627	2,680	2.00%	1.02
			264	266	3,091	3,070	-0.68%	0.38	3,091	3,076	-0.49%	0.27	2,627	2,682	2.08%	1.06
	US 301 CD On Ramp	266	265	3,091	3,065	-0.84%	0.47	3,091	3,079	-0.39%	0.22	2,627	2,683	2.12%	1.08	
	US 301 CD On Ramp	267	265	813	784	-3.57%	1.03	813	757	-6.89%	2.00	691	652	-5.65%	1.51	
US 301 CD On Ramp	Section End	265	268	3,904	3,849	-1.41%	0.88	3,904	3,835	-1.77%	1.11	3,318	3,338	0.59%	0.34	

2017 PM Peak Period Freeway and Ramp Volume CORSIM Calibration

	Location		Node		1st PM Peak Hour				2nd PM Peak Hour				3rd PM Peak Hour			
					Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH	Peak Hour Volumes		Peak % Vol Diff	GEH
	From	To	Demand	Simulated	Demand	Simulated			Demand	Simulated						
I-4 EB CD	Start of CD (West of US 301)	Hillsborough Ave On Ramp	278	274	691	687	-0.58%	0.15	691	696	0.72%	0.19	587	577	-1.76%	0.43
	Hillsborough Ave On Ramp		274	322	2,363	2,363	0.00%	0.00	2,363	2,359	-0.17%	0.08	2,009	1,964	-2.22%	1.00
		US 301 SB On Ramp	322	293	2,363	2,363	0.00%	0.00	2,363	2,360	-0.13%	0.06	2,009	1,964	-2.22%	1.00
	US 301 SB On Ramp	US 301 NB Off Ramp	293	297	2,651	2,646	-0.19%	0.10	2,651	2,644	-0.26%	0.14	2,253	2,201	-2.32%	1.11
	US 301 NB Off Ramp	US 301 NB On Ramp	297	11	2,105	2,066	-1.85%	0.85	2,105	2,069	-1.71%	0.79	1,789	1,717	-4.04%	1.73
	US 301 NB On Ramp	Hillsborough Ave EB Off Ramp	11	40	2,464	2,412	-2.11%	1.05	2,464	2,406	-2.35%	1.18	2,094	2,002	-4.41%	2.04
	Hillsborough Ave EB Off Ramp	End of CD (East of US 301)	7046	39	1,603	1,535	-4.24%	1.72	1,603	1,469	-8.36%	3.42	1,363	1,392	2.16%	0.79
I-4 WB CD	Start of CD (East of US 301)		7044	319	1,881	1,864	-0.90%	0.39	1,881	1,844	-1.97%	0.86	1,599	1,604	0.32%	0.13
			319	310	1,881	1,863	-0.96%	0.42	1,881	1,844	-1.97%	0.86	1,599	1,604	0.32%	0.13
		Hillsborough Ave WB On Ramp	310	305	1,881	1,863	-0.96%	0.42	1,881	1,844	-1.97%	0.86	1,599	1,607	0.51%	0.20
	Hillsborough Ave WB On Ramp	US 301 NB On Ramp	305	306	2,747	2,729	-0.66%	0.34	2,747	2,702	-1.64%	0.86	2,335	2,325	-0.43%	0.21
	US 301 NB On Ramp	US 301 SB Off Ramp	306	308	3,151	3,125	-0.83%	0.46	3,151	3,091	-1.90%	1.07	2,678	2,657	-0.80%	0.41
	US 301 SB Off Ramp	Hillsborough Ave WB Off Ramp	308	309	2,509	2,513	0.16%	0.08	2,509	2,477	-1.28%	0.64	2,133	2,146	0.63%	0.29
	Hillsborough Ave WB Off Ramp	End of CD (West of US 301)	309	269	449	424	-5.57%	1.20	449	403	-10.24%	2.23	382	357	-6.46%	1.28

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**I-75
Existing (2017) AM Peak
Arterial Measures of Effectiveness
CORSIM 10 Run Summary**

Intersection	Appr	Link ID	1st Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	901 - 902	0	816	0	567	1383	0	817	0	543	1360	0	1	0	-24	-23	-2%
	WB	904 - 903	0	1432	0	0	1432	0	1510	0	0	1510	0	77	0	0	77	5%
	SB	32 - 903	196	0	458	0	654	214	0	464	0	677	18	0	6	0	24	4%
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	164	848	0	0	1012	183	846	0	0	1029	19	-3	0	0	17	2%
	WB	907 - 906	0	1027	0	113	1140	0	1128	0	103	1231	0	101	0	-9	91	8%
	NBL	280 - 904	405	0	13	0	417	409	0	12	0	420	4	0	-1	0	3	1%
	NBR	280 - 905	0	907	0	0	907	0	882	0	0	882	0	-26	0	0	-26	-3%
Bruce B. Downs Blvd @Commerce Palms Dr (Signalized)	EB	61 - 901	236	838	61	0	1136	241	883	62	0	1185	5	45	1	0	50	4%
	WB	902 - 901	165	1099	222	0	1485	158	1160	193	0	1510	-7	61	-29	0	25	2%
	NB	20 - 901	18	95	248	0	361	23	90	260	0	373	4	-5	12	0	12	3%
	SB	19 - 901	297	155	204	0	657	222	221	216	0	659	-76	65	12	0	2	0%
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	90	1482	197	0	1768	99	1416	189	0	1704	9	-66	-7	0	-64	-4%
	WB	909 - 908	20	2582	49	0	2651	27	2691	28	0	2745	6	109	-21	0	94	4%
	NB	22 - 908	156	25	72	0	254	161	29	74	0	264	5	4	2	0	10	4%
	SB	21 - 908	8	10	144	0	162	10	11	150	0	170	2	0	5	0	8	5%
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913	0	436	0	0	436	0	465	0	0	465	0	29	0	0	29	7%
	WB	914 - 913	556	1739	0	0	2295	581	1747	0	0	2328	25	8	0	0	33	1%
	SB	232 - 230	0	21	924	0	945	0	31	951	0	982	0	10	27	0	37	4%
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	305	152	0	0	457	334	158	0	0	492	29	6	0	0	35	8%
	WB	918 - 917	0	1057	0	0	1057	0	1107	0	0	1107	0	50	0	0	50	5%
	SB	36 - 237	0	136	0	1238	1374	0	81	0	1241	1322	0	-55	0	3	-53	-4%
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	177	860	99	0	1137	189	908	96	0	1193	12	48	-4	0	57	5%
	WB	912 - 911	141	1923	599	0	2663	158	1905	589	0	2653	17	-17	-10	0	-10	0%
	NB	191 - 911	142	48	103	0	293	149	47	107	0	303	7	-1	4	0	10	3%
	SB	192 - 911	77.28	39	39	0	155	79	42	38	0	159	1	3	0	0	4	2%
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924	0	624	0	0	624	0	666	0	0	666	0	42	0	0	42	7%
	WB	925 - 924	131	607	0	0	738	142	642	0	0	784	11	34	0	0	46	6%
	NB	196 - 925	0	0	0	957	957	0	0	0	935	935	0	0	0	-22	-22	-2%
	SB	198 - 923	0	731	0	0	731	0	705	0	0	705	0	-26	0	0	-26	-4%
Fowler Ave. @ I-75 NB Ramps (Unsignalized)	EB	925 - 926	0	1256	325	0	1581	0	1260	341	0	1601	0	4	16	0	21	1%
	WB	928 - 927	0	738	0	569	1307	0	786	0	559	1346	0	48	0	-9	39	3%
	NB	109 - 927	0	0	138	0	138	0	0	128	0	128	0	0	-10	0	-10	-7%
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	171 - 920	91	1283	205	0	1578	99	1325	198	0	1621	8	42	-7	0	43	3%
	WB	921 - 920	144	2610	312	0	3066	145	2529	288	0	2962	1	-81	-24	0	-104	-3%
	NB	174 - 920	136	91	138	0	365	153	96	140	0	389	17	5	2	0	25	7%
	SB	173 - 920	81	94	157	0	333	92	97	168	0	356	10	3	11	0	24	7%
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	17	870	507	0	1394	29	858	497	0	1383	12	-13	-10	0	-11	-1%
	WB	929 - 928	3	890	0	0	892	10	922	0	0	932	7	33	0	0	40	4%
	NB	181 - 928	192	1	17	0	209	200	0	16	0	217	9	-1	0	0	8	4%
	SB	180 - 928	18	32	226	0	276	23	36	229	0	287	5	4	3	0	11	4%

I-75
Existing (2017) AM Peak
Arterial Measures of Effectiveness
CORSIM 10 Run Summary

Intersection	Appr	Link ID	1st Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
MLK Blvd. @ I-75 SB Ramps (Signalized)	EB	932 - 933	0	573	0	0	573	0	601	0	0	601	0	28	0	0	28	5%
	WB	934 - 933	414	1662	0	0	2076	421	1767	0	0	2188	7	104	0	0	111	5%
	EBR	932 - 112	0	386	0	0	386	0	397	0	0	397	0	11	0	0	11	3%
	SB	54 - 933	236	0	1026	0	1263	227	0	977	0	1204	-9	0	-49	0	-58	-5%
MLK Blvd. @ I-75 NB Ramps (Signalized)	EB	934 - 936	223	585	0	0	809	236	594	0	0	830	12	8	0	0	21	3%
	WB	937 - 936	0	1343	0	0	1343	0	1417	0	0	1417	0	74	0	0	74	6%
	NB	113 - 937	0	0	0	206	206	0	0	0	233	233	0	0	0	27	27	13%
	SBR	7009 - 935	0	0	0	733	733	0	0	0	822	822	0	0	0	89	89	12%
SR 60 @ I-75 SB Ramps (Signalized)	EB	940 - 942	0	913	155	0	1068	0	963	156	0	1119	0	50	1	0	50	5%
	WB	962 - 943	0	1903	640	0	2544	0	1983	658	0	2641	0	79	18	0	97	4%
	SB	1095 - 942	840	0	627	0	1467	813	0	582	0	1395	-27	0	-44	0	-71	-5%
SR 60 @ I-75 NB Ramps (Signalized)	EB	942 - 944	0	1427	326	0	1753	0	1431	329	0	1760	0	4	3	0	7	0%
	WB	945 - 962	0	2150	1188	0	3338	0	2270	1225	0	3495	0	120	37	0	157	5%
	NB	1096 - 962	393	0	605	0	998	399	0	584	0	983	6	0	-21	0	-15	-1%
US 301 @ I-75 SB Ramps (Unsignalized)	EB	980 - 981	0	748	0	418	1166	0	793	0	432	1224	0	45	0	13	58	5%
	WB	983 - 982	246	2129	0	0	2376	262	2218	0	0	2480	16	89	0	0	105	4%
	NB	1024 - 983	0	463	0	0	463	0	479	0	0	479	0	16	0	0	16	4%
	SB	1016 - 981	0	0	0	336	336	0	0	0	342	342	0	0	0	6	6	2%
US 301 @ I-75 NB Ramps (Unsignalized)	EB	984 - 985	102	1108	0	0	1210	116	1149	0	0	1266	14	41	0	0	55	5%
	WB	987 - 986	0	1908	1456	0	3364	0	2011	1503	0	3515	0	103	47	0	150	4%
	NB	1020 - 986	0	0	0	186	186	0	0	0	190	190	0	0	0	3	3	2%
	SB	1021 - 984	0	467	0	0	467	0	482	0	0	482	0	15	0	0	15	3%
US 301 @ I-4 WB Ramps (Signalized)	EB	7038 - 290	0	290	268	0	558	0	268	254	0	522	0	-22	-14	0	-36	-6%
	NB	291 - 288	0	841	202	0	1042	0	978	144	0	1122	0	137	-57	0	80	8%
	SB	282 - 3	0	1026	0	598	1625	0	1088	0	620	1708	0	61	0	22	83	5%
US 301 @ I-4 EB Ramps (Unsignalized)	EB	277 - 292	0	0	446	0	446	0	0	467	0	467	0	0	21	0	21	5%
	NB	281 - 317	0	718	0	244	962	0	756	0	255	1011	0	38	0	12	49	5%
	SB	288 - 291	0	1049	245	0	1294	0	1092	247	0	1339	0	43	2	0	45	3%
Mango Rd @ I-4 WB Ramps (Signalized)	WB	344 - 251	149	0	180	0	328	164	0	174	0	338	15	0	-6	0	9	3%
	NB	250 - 251	489	987	0	0	1476	516	1040	0	0	1555	27	53	0	0	79	5%
	SB	341 - 251	0	465	339	0	804	0	488	351	0	840	0	24	12	0	36	4%
Mango Rd @ I-4 EB Ramps (Signalized)	EB	7053 - 250	355	0	391	0	746	380	0	412	0	792	25	0	21	0	46	6%
	NB	340 - 250	0	1121	118	0	1239	0	1173	116	0	1289	0	52	-2	0	50	4%
	SB	251 - 250	113	501	0	0	613	125	527	0	0	652	12	27	0	0	39	6%

I-75
Existing (2017) AM Peak
Arterial Measures of Effectiveness
CORSIM 10 Run Summary

Intersection	Appr	Link ID	2nd Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	901 - 902		972		675	1647	0	910	0	600	1510	0	-62	0	-76	-137	-8%
	WB	904 - 903		1705		0	1705	0	1838	0	0	1838	0	133	0	0	133	8%
	SB	32 - 903	233		545	0	778	236	0	536	0	772	3	0	-9	0	-6	-1%
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	195	1010		0	1205	197	953	0	0	1151	2	-57	0	0	-54	-4%
	WB	907 - 906		1223		134	1357	0	1292	0	115	1408	0	69	0	-19	51	4%
	NBL	280 - 904	482		15	0	497	511	0	16	0	527	29	0	1	0	30	6%
	NBR	280 - 905		1080		0	1080	0	1108	0	0	1108	0	28	0	0	28	3%
Bruce B. Downs Blvd @Commerce Palms Dr (Signalized)	EB	61 - 901	281	998	73	0	1352	284	997	67	0	1348	3	-1	-6	0	-4	0%
	WB	902 - 901	196	1308	264	0	1768	222	1388	253	0	1862	26	80	-12	0	94	5%
	NB	20 - 901	22	113	295	0	430	25	115	291	0	430	3	2	-4	0	0	0%
	SB	19 - 901	354	185	243	0	782	223	309	244	0	776	-131	124	1	0	-6	-1%
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	107	1764	234	0	2105	128	1750	226	0	2104	21	-14	-8	0	-1	0%
	WB	909 - 908	24	3074	58	0	3156	34	3101	31	0	3165	10	27	-27	0	9	0%
	NB	22 - 908	186	30	86	0	302	184	32	83	0	298	-2	2	-3	0	-4	-1%
	SB	21 - 908	9	12	172	0	193	8	13	171	0	191	-1	1	-1	0	-2	-1%
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913		519		0	519	0	525	0	0	525	0	6	0	0	6	1%
	WB	914 - 913	662	2070		0	2732	665	2047	0	0	2712	3	-23	0	0	-20	-1%
	SB	232 - 230		25	1100	0	1125	0	34	1115	0	1150	0	9	15	0	25	2%
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	363	181		0	544	373	184	0	0	558	10	3	0	0	14	3%
	WB	918 - 917		1258		0	1258	0	1261	0	0	1261	0	3	0	0	3	0%
	SB	36 - 237		162		1474	1636	0	97	0	1488	1584	0	-66	0	14	-52	-3%
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	211	1024	118	0	1353	218	1028	106	0	1352	7	4	-12	0	-1	0%
	WB	912 - 911	168	2289	713	0	3170	189	2268	708	0	3166	21	-21	-5	0	-5	0%
	NB	191 - 911	169	57	123	0	349	169	53	122	0	344	0	-4	-1	0	-5	-1%
	SB	192 - 911	92	47	46	0	185	92	51	43	0	185	0	4	-3	0	0	0%
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924		743		0	743	0	755	0	0	755	0	12	0	0	12	2%
	WB	925 - 924	156	723		0	879	163	752	0	0	915	7	29	0	0	36	4%
	NB	196 - 925				1139	1139	0	0	0	1104	1104	0	0	0	-35	-35	-3%
	SB	198 - 923		870		0	870	0	820	0	0	820	0	-50	0	0	-50	-6%
Fowler Ave. @ I-75 NB Ramps (Unsignalized)	EB	925 - 926		1495	387	0	1882	0	1473	380	0	1853	0	-22	-8	0	-29	-2%
	WB	928 - 927		879		677	1556	0	912	0	633	1545	0	33	0	-44	-11	-1%
	NB	109 - 927			164	0	164	0	0	160	0	160	0	0	-4	0	-4	-2%
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	171 - 920	108	1527	244	0	1879	116	1572	216	0	1904	8	45	-28	0	25	1%
	WB	921 - 920	171	3107	372	0	3650	175	3142	352	0	3669	4	35	-20	0	19	1%
	NB	174 - 920	162	108	164	0	434	158	108	160	0	426	-4	-1	-4	0	-8	-2%
	SB	173 - 920	97	112	187	0	396	96	104	189	0	389	-1	-8	2	0	-7	-2%
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	20	1036	603	0	1659	33	1012	587	0	1632	13	-24	-16	0	-27	-2%
	WB	929 - 928	3	1059	0	0	1062	13	1047	0	0	1060	10	-12	0	0	-2	0%
	NB	181 - 928	228	1	20	0	249	230	0	20	0	250	2	-1	0	0	1	0%
	SB	180 - 928	22	38	269	0	329	25	38	267	0	329	3	0	-2	0	0	0%

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Existing (2017) AM Peak
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Intersection	Appr	Link ID	2nd Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
MLK Blvd. @ I-75 SB Ramps (Signalized)	EB	932 - 933		682		0	682	0	693	0	0	693	0	11	0	0	11	2%
	WB	934 - 933	493	1979		0	2472	515	2110	0	0	2624	22	131	0	0	152	6%
	EBR	932 - 112		459		0	459	0	447	0	0	447	0	-12	0	0	-12	-3%
	SB	54 - 933	281		1222	0	1503	262	0	1100	0	1362	-19	0	-122	0	-141	-9%
MLK Blvd. @ I-75 NB Ramps (Signalized)	EB	934 - 936	266	697		0	963	271	681	0	0	952	5	-16	0	0	-11	-1%
	WB	937 - 936		1599		0	1599	0	1624	0	0	1624	0	25	0	0	25	2%
	NB	113 - 937				245	245	0	0	0	279	279	0	0	0	34	34	14%
	SBR	7009 - 935				873	873	0	0	0	973	973	0	0	0	100	100	11%
SR 60 @ I-75 SB Ramps (Signalized)	EB	940 - 942		1087	185	0	1272	0	1095	177	0	1272	0	8	-8	0	0	0%
	WB	962 - 943		2266	762		3028	0	2294	747	0	3042	0	28	-15	0	14	0%
	SB	1095 - 942	1000		746	0	1746	940	0	663	0	1604	-60	0	-83	0	-143	-8%
SR 60 @ I-75 NB Ramps (Signalized)	EB	942 - 944		1699	388	0	2087	0	1656	382	0	2037	0	-43	-6	0	-50	-2%
	WB	945 - 962		2560	1414	0	3974	0	2568	1395	0	3963	0	8	-19	0	-11	0%
	NB	1096 - 962	468		720	0	1188	459	0	666	0	1125	-9	0	-54	0	-63	-5%
US 301 @ I-75 SB Ramps (Unsignalized)	EB	980 - 981		890		498	1388	0	902	0	487	1389	0	12	0	-11	1	0%
	WB	983 - 982	293	2535		0	2828	290	2571	0	0	2860	-3	36	0	0	32	1%
	NB	1024 - 983		551		0	551	0	572	0	0	572	0	21	0	0	21	4%
	SB	1016 - 981				400	400	0	0	0	422	422	0	0	0	22	22	5%
US 301 @ I-75 NB Ramps (Unsignalized)	EB	984 - 985	122	1319		0	1441	132	1337	0	0	1469	10	18	0	0	28	2%
	WB	987 - 986		2272	1733	0	4005	0	2296	1690	0	3987	0	24	-43	0	-18	0%
	NB	1020 - 986				222	222	0	0	0	208	208	0	0	0	-14	-14	-6%
	SB	1021 - 984		556		0	556	0	563	0	0	563	0	7	0	0	7	1%
US 301 @ I-4 WB Ramps (Signalized)	EB	7038 - 290		345	319	0	664	0	312	283	0	595	0	-33	-36	0	-69	-10%
	NB	291 - 288		1001	240	0	1241	0	1120	163	0	1283	0	119	-77	0	42	3%
	SB	282 - 3		1222		712	1934	0	1245	0	689	1934	0	23	0	-23	0	0%
US 301 @ I-4 EB Ramps (Unsignalized)	EB	277 - 292			531	0	531	0	0	535	0	535	0	0	4	0	4	1%
	NB	281 - 317		855		290	1145	0	859	0	284	1143	0	4	0	-6	-2	0%
	SB	288 - 291		1249	292	0	1541	0	1246	279	0	1525	0	-3	-13	0	-16	-1%
Mango Rd @ I-4 WB Ramps (Signalized)	WB	344 - 251	177		214	0	391	180	0	213	0	393	3	0	-1	0	2	1%
	NB	250 - 251	582	1175		0	1757	586	1188	0	0	1774	4	13	0	0	17	1%
	SB	341 - 251		553	404	0	957	0	553	404	0	957	0	0	0	0	0	0%
Mango Rd @ I-4 EB Ramps (Signalized)	EB	7053 - 250	423		465	0	888	438	0	500	0	937	15	0	35	0	49	6%
	NB	340 - 250		1334	141	0	1475	0	1336	139	0	1475	0	2	-2	0	0	0%
	SB	251 - 250	134	596		0	730	142	591	0	0	733	8	-5	0	0	3	0%

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Existing (2017) AM Peak
Arterial Measures of Effectiveness
CORSIM 10 Run Summary**

Intersection	Appr	Link ID	3rd Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	901 - 902	0	914	0	635	1548	0	861	0	574	1435	0	-53	0	-60	-113	-7%
	WB	904 - 903	0	1603	0	0	1603	0	1723	0	0	1723	0	120	0	0	120	7%
	SB	32 - 903	219	0	512	0	731	218	0	508	0	726	-1	0	-5	0	-6	-1%
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	183	949	0	0	1133	200	883	0	0	1083	17	-67	0	0	-50	-4%
	WB	907 - 906	0	1150	0	126	1276	0	1237	0	110	1346	0	87	0	-16	71	6%
	NBL	280 - 904	453	0	14	0	467	493	0	16	0	509	40	0	2	0	42	9%
	NBR	280 - 905	0	1015	0	0	1015	0	1088	0	0	1088	0	73	0	0	73	7%
Bruce B. Downs Blvd @Commerce Palms Dr (Signalized)	EB	61 - 901	264	938	69	0	1271	255	920	65	0	1240	-9	-18	-4	0	-31	-2%
	WB	902 - 901	184	1230	248	0	1662	188	1299	221	0	1708	4	69	-28	0	46	3%
	NB	20 - 901	21	106	277	0	404	27	105	272	0	404	6	-1	-6	0	0	0%
	SB	19 - 901	333	174	228	0	735	243	288	225	0	756	-89	114	-4	0	21	3%
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	101	1658	220	0	1979	113	1658	221	0	1992	12	0	1	0	14	1%
	WB	909 - 908	23	2890	55	0	2967	27	2906	28	0	2961	4	17	-27	0	-6	0%
	NB	22 - 908	175	28	81	0	284	173	26	79	0	278	-2	-2	-2	0	-6	-2%
	SB	21 - 908	8	11	162	0	181	11	10	157	0	177	2	-1	-5	0	-4	-2%
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913	0	488	0	0	488	0	479	0	0	479	0	-9	0	0	-9	-2%
	WB	914 - 913	622	1946	0	0	2568	629	1962	0	0	2591	7	17	0	0	23	1%
	SB	232 - 230	0	24	1034	0	1058	0	36	1080	0	1115	0	12	46	0	58	5%
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	341	170	0	0	511	348	170	0	0	517	6	0	0	0	6	1%
	WB	918 - 917	0	1183	0	0	1183	0	1166	0	0	1166	0	-16	0	0	-16	-1%
	SB	36 - 237	0	152	0	1386	1538	0	97	0	1427	1523	0	-56	0	41	-15	-1%
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	198	963	111	0	1272	198	962	94	0	1254	0	-1	-17	0	-18	-1%
	WB	912 - 911	158	2152	670	0	2980	173	2212	663	0	3047	15	60	-7	0	67	2%
	NB	191 - 911	159	54	116	0	328	166	51	114	0	330	7	-3	-2	0	2	1%
	SB	192 - 911	86	44	43	0	174	83	50	40	0	172	-4	6	-4	0	-2	-1%
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924	0	698	0	0	698	0	708	0	0	708	0	10	0	0	10	1%
	WB	925 - 924	147	680	0	0	826	153	687	0	0	840	7	7	0	0	14	2%
	NB	196 - 925	0	0	0	1071	1071	0	0	0	1066	1066	0	0	0	-5	-5	0%
	SB	198 - 923	0	818	0	0	818	0	828	0	0	828	0	10	0	0	10	1%
Fowler Ave. @ I-75 NB Ramps (Unsignalized)	EB	925 - 926	0	1405	364	0	1769	0	1417	361	0	1778	0	12	-3	0	9	0%
	WB	928 - 927	0	826	0	636	1463	0	843	0	597	1440	0	17	0	-39	-22	-2%
	NB	109 - 927	0	0	154	0	154	0	0	152	0	152	0	0	-2	0	-2	-2%
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	171 - 920	102	1435	229	0	1766	106	1431	208	0	1744	4	-4	-22	0	-22	-1%
	WB	921 - 920	161	2921	350	0	3431	160	3061	343	0	3565	0	141	-7	0	134	4%
	NB	174 - 920	152	102	154	0	408	150	104	153	0	406	-3	2	-1	0	-2	0%
	SB	173 - 920	91	105	176	0	372	94	100	166	0	360	3	-5	-10	0	-12	-3%
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	19	974	567	0	1559	29	975	559	0	1563	10	1	-8	0	4	0%
	WB	929 - 928	3	995	0	0	998	10	977	0	0	987	7	-18	0	0	-11	-1%
	NB	181 - 928	214	1	19	0	234	213	0	17	0	230	-1	-1	-2	0	-4	-2%
	SB	180 - 928	21	36	253	0	309	22	36	247	0	305	1	0	-6	0	-4	-1%

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Existing (2017) AM Peak
Arterial Measures of Effectiveness
CORSIM 10 Run Summary

Intersection	Appr	Link ID	3rd Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
MLK Blvd. @ I-75 SB Ramps (Signalized)	EB	932 - 933	0	641	0	0	641	0	649	0	0	649	0	8	0	0	8	1%
	WB	934 - 933	463	1860	0	0	2324	466	1926	0	0	2392	3	65	0	0	68	3%
	EBR	932 - 112	0	431	0	0	431	0	410	0	0	410	0	-22	0	0	-22	-5%
	SB	54 - 933	264	0	1149	0	1413	261	0	1096	0	1356	-3	0	-53	0	-56	-4%
MLK Blvd. @ I-75 NB Ramps (Signalized)	EB	934 - 936	250	655	0	0	905	268	646	0	0	914	18	-9	0	0	8	1%
	WB	937 - 936	0	1503	0	0	1503	0	1493	0	0	1493	0	-10	0	0	-10	-1%
	NB	113 - 937	0	0	0	230	230	0	0	0	259	259	0	0	0	29	29	13%
	SBR	7009 - 935	0	0	0	821	821	0	0	0	920	920	0	0	0	99	99	12%
SR 60 @ I-75 SB Ramps (Signalized)	EB	940 - 942	0	1022	174	0	1196	0	1013	156	0	1169	0	-9	-18	0	-26	-2%
	WB	962 - 943	0	2130	716	0	2846	0	2140	683	0	2823	0	10	-33	0	-23	-1%
	SB	1095 - 942	940	0	701	0	1641	903	0	658	0	1561	-37	0	-43	0	-80	-5%
SR 60 @ I-75 NB Ramps (Signalized)	EB	942 - 944	0	1597	365	0	1962	0	1553	369	0	1922	0	-44	4	0	-40	-2%
	WB	945 - 962	0	2406	1329	0	3736	0	2384	1304	0	3688	0	-23	-25	0	-47	-1%
	NB	1096 - 962	440	0.0000	677	0	1117	438	0	650	0	1087	-2	0	-27	0	-29	-3%
US 301 @ I-75 SB Ramps (Unsignalized)	EB	980 - 981	0	837	0	468	1305	0	838	0	445	1283	0	2	0	-23	-21	-2%
	WB	983 - 982	275	2383	0	0	2658	273	2348	0	0	2621	-3	-35	0	0	-38	-1%
	NB	1024 - 983	0	518	0	0	518	0	550	0	0	550	0	32	0	0	32	6%
	SB	1016 - 981	0	0	0	376	376	0	0	0	397	397	0	0	0	21	21	5%
US 301 @ I-75 NB Ramps (Unsignalized)	EB	984 - 985	115	1240	0	0	1355	127	1268	0	0	1395	13	28	0	0	41	3%
	WB	987 - 986	0	2136	1629	0	3765	0	2101	1639	0	3740	0	-34	10	0	-24	-1%
	NB	1020 - 986	0	0	0	209	209	0	0	0	193	193	0	0	0	-16	-16	-7%
	SB	1021 - 984	0	523	0	0	523	0	516	0	0	516	0	-7	0	0	-7	-1%
US 301 @ I-4 WB Ramps (Signalized)	EB	7038 - 290	0	324	300	0	624	0	301	279	0	580	0	-23	-21	0	-45	-7%
	NB	291 - 288	0	941	226	0	1167	0	1039	150	0	1189	0	98	-76	0	22	2%
	SB	282 - 3	0	1149	0	669	1818	0	1148	0	641	1790	0	0	0	-28	-28	-2%
US 301 @ I-4 EB Ramps (Unsignalized)	EB	277 - 292	0	0	499	0	499	0	0	494	0	494	0	0	-5	0	-5	-1%
	NB	281 - 317	0	804	0	273	1076	0	799	0	261	1060	0	-5	0	-11	-16	-2%
	SB	288 - 291	0	1174	274	0	1449	0	1166	261	0	1427	0	-8	-13	0	-22	-2%
Mango Rd @ I-4 WB Ramps (Signalized)	WB	344 - 251	166	0	201	0	368	170	0	205	0	375	3	0	4	0	8	2%
	NB	250 - 251	547	1105	0	0	1652	539	1119	0	0	1658	-8	15	0	0	6	0%
	SB	341 - 251	0	520	380	0	900	0	516	371	0	887	0	-3	-9	0	-12	-1%
Mango Rd @ I-4 EB Ramps (Signalized)	EB	7053 - 250	398	0	437	0	835	417	0	455	0	872	19	0	18	0	37	4%
	NB	340 - 250	0	1254	133	0	1387	0	1242	127	0	1369	0	-12	-5	0	-18	-1%
	SB	251 - 250	126	560	0	0	686	130	556	0	0	687	4	-4	0	0	0	0%

**I-75
Existing (2017) PM Peak
Arterial Measures of Effectiveness
CORSIM 10 Run Summary**

Intersection	Appr	Link ID	1st Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	901 - 902	0	1676	0	545	2221	0	1703	0	533	2236	0	27	0	-12	15	1%
	WB	904 - 903	0	1822	0	0	1822	0	1887	0	0	1887	0	65	0	0	65	4%
	SB	32 - 903	144	0	271	0	415	148	0	258	0	406	4	0	-13	0	-9	-2%
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	365	1455	0	0	1820	335	1477	0	0	1812	-30	22	0	0	-8	0%
	WB	907 - 906	0	1111	0	229	1340	0	1180	0	0	1180	0	69	0	-229	-160	-12%
	NBL	280 - 904	711	0	138	0	849	722	0	137	0	860	11	0	-1	0	11	1%
	NBR	280 - 905	0	1758	0	0	1758	0	1629	0	0	1629	0	-129	0	0	-129	-7%
Bruce B. Downs Blvd @Commerce Palms Dr (Signalized)	EB	61 - 901	194	1286	102	0	1582	212	1289	94	0	1596	18	3	-8	0	14	1%
	WB	902 - 901	458	1204	351	0	2013	462	1253	360	0	2075	4	49	9	0	62	3%
	NB	20 - 901	63	83	345	0	491	61	83	345	0	488	-2	0	0	0	-3	-1%
	SB	19 - 901	590	196	196	0	982	588	196	187	0	971	-3	0	-9	0	-11	-1%
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	153	2893	305	0	3351	157	2838	296	0	3291	4	-55	-9	0	-60	-2%
	WB	909 - 908	79	1935	71	0	2085	82	1972	64	0	2118	3	37	-7	0	33	2%
	NB	22 - 908	255	49	98	0	402	250	53	94	0	397	-5	4	-4	0	-5	-1%
	SB	21 - 908	60	16	272	0	348	60	11	273	0	344	0	-5	1	0	-4	-1%
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913	0	1579	0	0	1579	0	1604	0	0	1604	0	25	0	0	25	2%
	WB	914 - 913	235	766	0	0	1001	267	884	0	0	1151	32	118	0	0	150	15%
	SB	232 - 230	26	0	327	0	353	32	0	342	0	374	6	0	15	0	21	6%
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	1031	574	0	0	1605	1051	571	0	0	1622	20	-4	0	0	17	1%
	WB	918 - 917	0	390	0	0	390	0	398	0	0	398	0	8	0	0	8	2%
	SB	36 - 237	0	525	0	611	1136	0	316	0	753	1069	0	-210	0	142	-68	-6%
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	60	2233	113	0	2406	71	2241	95	0	2407	11	8	-19	0	1	0%
	WB	912 - 911	97	935	61	0	1093	106	1056	57	0	1220	9	121	-4	0	127	12%
	NB	191 - 911	134	9	293	0	436	138	8	288	0	434	4	-1	-5	0	-2	0%
	SB	192 - 911	771	28	63	0	862	776	28	58	0	863	5	0	-5	0	1	0%
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924	0	1258	0	0	1258	0	1291	0	0	1291	0	33	0	0	33	3%
	WB	925 - 924	119	416	0	0	535	136	432	0	0	568	17	16	0	0	33	6%
	NB	196 - 925	0	0	0	862	862	0	0	0	833	833	0	0	0	-29	-29	-3%
	SB	198 - 923	0	521	0	0	521	0	495	0	0	495	0	-26	0	0	-26	-5%
Fowler Ave. @ I-75 NB Ramps (Unsignalized)	EB	925 - 926	0	1458	662	0	2120	0	1468	656	0	2123	0	10	-7	0	3	0%
	WB	928 - 927	0	535	0	1028	1563	0	572	0	976	1547	0	37	0	-52	-16	-1%
	NB	109 - 927	0	0	250	0	250	0	0	235	0	235	0	0	-15	0	-15	-6%
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	171 - 920	129	2414	278	0	2821	136	2448	255	0	2839	7	34	-23	0	18	1%
	WB	921 - 920	137	1848	137	0	2122	137	1717	114	0	1968	0	-131	-23	0	-154	-7%
	NB	174 - 920	168	132	180	0	480	171	127	170	0	468	3	-5	-10	0	-12	-2%
	SB	173 - 920	94	93	150	0	337	91	89	146	0	326	-3	-4	-4	0	-11	-3%
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	67	1284	357	0	1708	68	1287	336	0	1691	1	3	-21	0	-18	-1%
	WB	929 - 928	3	953	2	0	958	8	951	0	0	959	5	-2	-2	0	1	0%
	NB	181 - 928	592	5	2	0	599	578	5	0	0	583	-14	0	-2	0	-16	-3%
	SB	180 - 928	14	45	18	0	77	16	45	17	0	77	2	-1	-1	0	0	0%

I-75
Existing (2017) PM Peak
Arterial Measures of Effectiveness
CORSIM 10 Run Summary

Intersection	Appr	Link ID	1st Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
MLK Blvd. @ I-75 SB Ramps (Signalized)	EB	932 - 933	0	2074	0	0	2074	0	2107	0	0	2107	0	33	0	0	33	2%
	WB	934 - 933	280	776	0	0	1056	259	804	0	0	1063	-21	28	0	0	7	1%
	EBR	932 - 112	0	1061	0	0	1061	0	1027	0	0	1027	0	-35	0	0	-35	-3%
	SB	54 - 933	559	0	414	0	973	511	0	367	0	878	-48	0	-47	0	-95	-10%
MLK Blvd. @ I-75 NB Ramps (Signalized)	EB	934 - 936	866	1767	0	0	2633	866	1751	0	0	2617	0	-16	0	0	-16	-1%
	WB	937 - 936	0	827	0	0	827	0	832	0	0	832	0	5	0	0	5	1%
	NB	113 - 937	0	0	0	565	565	0	0	0	638	638	0	0	0	73	73	13%
	SBR	7009 - 935	0	0	0	229	229	0	0	0	257	257	0	0	0	28	28	12%
SR 60 @ I-75 SB Ramps (Signalized)	EB	940 - 942	0	2281	468	0	2749	0	2271	459	0	2730	0	-10	-9	0	-19	-1%
	WB	962 - 943	0	1305	0	1133	2438	0	1334	1126	0	2460	0	29	1126	-1133	22	1%
	SB	1095 - 942	1127	0	416	0	1543	1097	0	386	0	1484	-30	0	-30	0	-59	-4%
SR 60 @ I-75 NB Ramps (Signalized)	EB	942 - 944	0	2843	565	0	3408	0	2826	550	0	3376	0	-17	-15	0	-32	-1%
	WB	945 - 962	0	2132	1113	0	3245	0	2147	1102	0	3249	0	15	-11	0	4	0%
	NB	1096 - 962	306	0	815	0	1121	313	0	786	0	1099	7	0	-29	0	-22	-2%
US 301 @ I-75 SB Ramps (Unsignalized)	EB	980 - 981	0	2227	0	711	2938	0	2239	0	698	2936	0	12	0	-14	-2	0%
	WB	983 - 982	266	1074	0	0	1340	213	1108	0	0	1320	-53	34	0	0	-20	-1%
	NB	1024 - 983	0	1372	0	0	1372	0	1493	0	0	1493	0	121	0	0	121	9%
	SB	1016 - 981	0	0	0	239	239	0	0	0	246	246	0	0	0	7	7	3%
US 301 @ I-75 NB Ramps (Unsignalized)	EB	984 - 985	186	3413	0	0	3599	216	3509	0	0	3725	30	96	0	0	126	3%
	WB	987 - 986	0	963	1189	0	2152	0	962	1187	0	2148	0	-1	-2	0	-4	0%
	NB	1020 - 986	0	0	0	325	325	0	0	0	323	323	0	0	0	-2	-2	-1%
	SB	1021 - 984	0	377	0	0	377	0	368	0	0	368	0	-9	0	0	-9	-2%
US 301 @ I-4 WB Ramps (Signalized)	EB	7038 - 290	325	0	317	0	642	314	0	295	0	609	-11	0	-22	0	-33	-5%
	NB	291 - 288	0	1714	404	0	2118	0	1766	399	0	2165	0	52	-5	0	47	2%
	SB	282 - 3	0	1027	0	487	1514	0	1024	0	489	1513	0	-3	0	2	-1	0%
US 301 @ I-4 EB Ramps (Unsignalized)	EB	277 - 292	0	0	917	0	917	0	0	905	0	905	0	0	-12	0	-12	-1%
	NB	281 - 317	0	1572	0	359	1931	0	1584	0	348	1931	0	12	0	-11	0	0%
	SB	288 - 291	0	1056	288	0	1344	0	1037	282	0	1319	0	-19	-6	0	-25	-2%
Mango Rd @ I-4 WB Ramps (Signalized)	WB	344 - 251	188	0	186	0	374	199	0	176	0	375	11	0	-10	0	1	0%
	NB	250 - 251	474	1099	0	0	1573	482	1126	0	0	1607	8	27	0	0	34	2%
	SB	341 - 251	0	575	476	0	1051	0	571	470	0	1041	0	-4	-6	0	-10	-1%
Mango Rd @ I-4 EB Ramps (Signalized)	EB	7053 - 250	437	0	768	0	1205	450	0	788	0	1239	13	0	20	0	34	3%
	NB	340 - 250	0	1136	279	0	1415	0	1159	265	0	1424	0	23	-14	0	8	1%
	SB	251 - 250	167	596	0	0	763	178	606	0	0	784	11	10	0	0	21	3%

**I-75
Existing (2017) PM Peak
Arterial Measures of Effectiveness
CORSIM 10 Run Summary**

Intersection	Appr	Link ID	2nd Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	901 - 902		1676		545	2221	0	1678	0	517	2195	0	2	0	-28	-26	-1%
	WB	904 - 903		1822		0	1822	0	1949	0	0	1949	0	127	0	0	127	7%
	SB	32 - 903	144		271	0	415	140	0	267	0	407	-4	0	-4	0	-8	-2%
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	365	1455		0	1820	351	1476	0	0	1827	-14	21	0	0	7	0%
	WB	907 - 906		1111		229	1340	0	1159	0	270	1429	0	48	0	41	89	7%
	NBL	280 - 904	711		138	0	849	784	0	147	0	931	73	0	9	0	82	10%
	NBR	280 - 905		1758		0	1758	0	1662	0	0	1662	0	-97	0	0	-97	-5%
Bruce B. Downs Blvd @Commerce Palms Dr (Signalized)	EB	61 - 901	194	1286	102	0	1582	207	1261	100	0	1568	13	-25	-2	0	-14	-1%
	WB	902 - 901	458	1204	351	0	2013	483	1270	360	0	2113	25	66	9	0	100	5%
	NB	20 - 901	63	83	345	0	491	63	80	342	0	485	0	-3	-3	0	-6	-1%
	SB	19 - 901	590	196	196	0	982	583	203	181	0	967	-7	7	-15	0	-15	-2%
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	153	2893	305	0	3351	162	2827	298	0	3287	9	-66	-7	0	-64	-2%
	WB	909 - 908	79	1935	71	0	2085	81	1925	57	0	2062	2	-10	-14	0	-23	-1%
	NB	22 - 908	255	49	98	0	402	253	45	96	0	394	-2	-4	-2	0	-8	-2%
	SB	21 - 908	60	16	272	0	348	61	14	270	0	345	1	-2	-2	0	-3	-1%
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913		1579		0	1579	0	1567	0	0	1567	0	-12	0	0	-12	-1%
	WB	914 - 913	235	766		0	1001	280	863	0	0	1143	45	97	0	0	142	14%
	SB	232 - 230	26		327	0	353	30	0	335	0	365	4	0	8	0	12	3%
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	1031	574		0	1605	1046	552	0	0	1598	15	-22	0	0	-7	0%
	WB	918 - 917		390		0	390	0	390	0	0	390	0	-1	0	0	-1	0%
	SB	36 - 237		525		611	1136	0	329	0	757	1086	0	-196	0	146	-50	-4%
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	60	2233	113	0	2406	73	2227	89	0	2388	13	-6	-25	0	-18	-1%
	WB	912 - 911	97	935	61	0	1093	109	1032	60	0	1202	12	97	-1	0	109	10%
	NB	191 - 911	134	9	293	0	436	136	8	288	0	433	2	-1	-5	0	-3	-1%
	SB	192 - 911	771	28	63	0	862	771	26	60	0	857	0	-2	-3	0	-5	-1%
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924		1258		0	1258	0	1251	0	0	1251	0	-7	0	0	-7	-1%
	WB	925 - 924	119	416		0	535	126	447	0	0	573	7	31	0	0	38	7%
	NB	196 - 925				862	862	0	0	0	844	844	0	0	0	-18	-18	-2%
	SB	198 - 923		521		0	521	0	498	0	0	498	0	-23	0	0	-23	-4%
Fowler Ave. @ I-75 NB Ramps (Unsignalized)	EB	925 - 926		1458	662	0	2120	0	1468	640	0	2108	0	10	-22	0	-13	-1%
	WB	928 - 927		535		1028	1563	0	571	0	981	1552	0	36	0	-47	-11	-1%
	NB	109 - 927			250	0	250	0	0	239	0	239	0	0	-11	0	-11	-4%
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	171 - 920	129	2414	278	0	2821	147	2362	246	0	2754	18	-52	-32	0	-67	-2%
	WB	921 - 920	137	1848	137	0	2122	136	1720	122	0	1977	-1	-128	-15	0	-145	-7%
	NB	174 - 920	168	132	180	0	480	170	141	183	0	493	2	9	3	0	13	3%
	SB	173 - 920	94	93	150	0	337	96	95	157	0	348	2	2	7	0	11	3%
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	67	1284	357	0	1708	67	1303	348	0	1718	0	19	-9	0	10	1%
	WB	929 - 928	3	953	2	0	958	8	940	0	0	948	5	-13	-2	0	-10	-1%
	NB	181 - 928	592	5	2	0	599	594	6	0	0	600	2	1	-2	0	1	0%
	SB	180 - 928	14	45	18	0	77	16	43	17	0	75	2	-2	-1	0	-2	-2%

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Arterial Measures of Effectiveness
CORSIM 10 Run Summary

Intersection	Appr	Link ID	2nd Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
MLK Blvd. @ I-75 SB Ramps (Signalized)	EB	932 - 933		2074		0	2074	0	2092	0	0	2092	0	18	0	0	18	1%
	WB	934 - 933	280	776		0	1056	242	837	0	0	1079	-38	61	0	0	22	2%
	EBR	932 - 112		1061		0	1061	0	1017	0	0	1017	0	-44	0	0	-44	-4%
	SB	54 - 933	559		414	0	973	506	0	359	0	864	-53	0	-55	0	-109	-11%
MLK Blvd. @ I-75 NB Ramps (Signalized)	EB	934 - 936	866	1767		0	2633	852	1743	0	0	2595	-15	-24	0	0	-38	-1%
	WB	937 - 936		827		0	827	0	825	0	0	825	0	-2	0	0	-2	0%
	NB	113 - 937				565	565	0	0	0	653	653	0	0	0	88	88	16%
	SBR	7009 - 935				229	229	0	0	0	262	262	0	0	0	33	33	14%
SR 60 @ I-75 SB Ramps (Signalized)	EB	940 - 942		2281	468	0	2749	0	2265	454	0	2719	0	-16	-14	0	-30	-1%
	WB	962 - 943		1305		1133	2438	0	1333	1108	0	2441	0	28	1108	-1133	3	0%
	SB	1095 - 942	1127		416	0	1543	1092	0	378	0	1470	-35	0	-38	0	-73	-5%
SR 60 @ I-75 NB Ramps (Signalized)	EB	942 - 944		2843	565	0	3408	0	2817	550	0	3366	0	-26	-16	0	-42	-1%
	WB	945 - 962		2132	1113	0	3245	0	2133	1086	0	3218	0	1	-27	0	-27	-1%
	NB	1096 - 962	306		815	0	1121	304	0	765	0	1069	-2	0	-50	0	-52	-5%
US 301 @ I-75 SB Ramps (Unsignalized)	EB	980 - 981		2227		711	2938	0	2213	0	696	2909	0	-14	0	-15	-29	-1%
	WB	983 - 982	266	1074		0	1340	222	1126	0	0	1348	-44	52	0	0	8	1%
	NB	1024 - 983		1372		0	1372	0	1505	0	0	1505	0	133	0	0	133	10%
	SB	1016 - 981				239	239	0	0	0	247	247	0	0	0	8	8	3%
US 301 @ I-75 NB Ramps (Unsignalized)	EB	984 - 985	186	3413		0	3599	205	3518	0	0	3723	19	105	0	0	124	3%
	WB	987 - 986		963	1189	0	2152	0	964	1169	0	2132	0	1	-20	0	-20	-1%
	NB	1020 - 986				325	325	0	0	0	320	320	0	0	0	-5	-5	-1%
	SB	1021 - 984		377		0	377	0	375	0	0	375	0	-2	0	0	-2	-1%
US 301 @ I-4 WB Ramps (Signalized)	EB	7038 - 290	325		317	0	642	316	0	302	0	618	-9	0	-15	0	-24	-4%
	NB	291 - 288		1714	404	0	2118	0	1768	384	0	2152	0	54	-20	0	34	2%
	SB	282 - 3		1027		487	1514	0	1022	0	478	1500	0	-5	0	-9	-14	-1%
US 301 @ I-4 EB Ramps (Unsignalized)	EB	277 - 292			917	0	917	0	0	898	0	898	0	0	-19	0	-19	-2%
	NB	281 - 317		1572		359	1931	0	1575	0	337	1911	0	3	0	-23	-20	-1%
	SB	288 - 291		1056	288	0	1344	0	1042	284	0	1326	0	-14	-4	0	-18	-1%
Mango Rd @ I-4 WB Ramps (Signalized)	WB	344 - 251	188		186	0	374	189	0	185	0	373	1	0	-1	0	-1	0%
	NB	250 - 251	474	1099		0	1573	468	1116	0	0	1584	-6	17	0	0	11	1%
	SB	341 - 251		575	476	0	1051	0	583	464	0	1047	0	8	-12	0	-4	0%
Mango Rd @ I-4 EB Ramps (Signalized)	EB	7053 - 250	437		768	0	1205	470	0	799	0	1269	33	0	31	0	64	5%
	NB	340 - 250		1136	279	0	1415	0	1117	268	0	1385	0	-19	-11	0	-30	-2%
	SB	251 - 250	167	596		0	763	178	591	0	0	769	11	-5	0	0	6	1%

I-75
Existing (2017) PM Peak
Arterial Measures of Effectiveness
CORSIM 10 Run Summary

Intersection	Appr	Link ID	3rd Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	901 - 902	0	1425	0	463	1888	0	1388	0	450	1837	0	-37	0	-14	-51	-3%
	WB	904 - 903	0	1549	0	0	1549	0	1655	0	0	1655	0	106	0	0	106	7%
	SB	32 - 903	122	0	230	0	353	122	0	220	0	342	0	0	-10	0	-11	-3%
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	310	1237	0	0	1547	295	1221	0	0	1516	-15	-15	0	0	-31	-2%
	WB	907 - 906	0	944	0	195	1139	0	957	0	0	957	0	13	0	-195	-182	-16%
	NBL	280 - 904	604	0	117	0	722	688	0	126	0	813	83	0	8	0	92	13%
	NBR	280 - 905	0	1494	0	0	1494	0	1521	0	0	1521	0	27	0	0	27	2%
Bruce B. Downs Blvd @Commerce Palms Dr (Signalized)	EB	61 - 901	165	1093	87	0	1345	168	1047	85	0	1300	4	-46	-2	0	-44	-3%
	WB	902 - 901	389	1023	298	0	1711	408	1081	299	0	1788	19	57	1	0	77	5%
	NB	20 - 901	54	71	293	0	417	54	71	285	0	410	0	1	-8	0	-8	-2%
	SB	19 - 901	502	167	167	0	835	518	166	147	0	831	17	0	-20	0	-3	0%
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	130	2459	259	0	2848	146	2488	252	0	2886	16	29	-8	0	37	1%
	WB	909 - 908	67	1645	60	0	1772	73	1599	51	0	1722	6	-46	-10	0	-50	-3%
	NB	22 - 908	217	42	83	0	342	209	42	83	0	334	-8	0	-1	0	-8	-2%
	SB	21 - 908	51	14	231	0	296	51	10	228	0	289	0	-4	-4	0	-7	-2%
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913	0	1342	0	0	1342	0	1333	0	0	1333	0	-9	0	0	-9	-1%
	WB	914 - 913	200	651	0	0	851	233	741	0	0	974	33	90	0	0	123	14%
	SB	232 - 230	22	0	278	0	300	27	0	285	0	311	5	0	7	0	11	4%
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	876	488	0	0	1364	889	485	0	0	1375	13	-3	0	0	10	1%
	WB	918 - 917	0	332	0	0	332	0	325	0	0	325	0	-7	0	0	-7	-2%
	SB	36 - 237	0	446	0	519	966	0	287	0	647	934	0	-159	0	128	-32	-3%
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	51	1898	96	0	2045	58	1865	79	0	2002	7	-34	-17	0	-43	-2%
	WB	912 - 911	82	795	52	0	929	95	886	53	0	1033	12	91	1	0	104	11%
	NB	191 - 911	114	8	249	0	371	116	7	238	0	362	2	-1	-11	0	-9	-2%
	SB	192 - 911	655	24	54	0	733	648	21	50	0	718	-8	-3	-4	0	-15	-2%
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924	0	1069	0	0	1069	0	1070	0	0	1070	0	1	0	0	1	0%
	WB	925 - 924	101	354	0	0	455	112	381	0	0	493	11	27	0	0	38	8%
	NB	196 - 925	0	0	0	733	733	0	0	0	731	731	0	0	0	-2	-2	0%
	SB	198 - 923	0	443	0	0	443	0	425	0	0	425	0	-18	0	0	-18	-4%
Fowler Ave. @ I-75 NB Ramps (Unsignalized)	EB	925 - 926	0	1239	563	0	1802	0	1239	548	0	1788	0	0	-14	0	-14	-1%
	WB	928 - 927	0	455	0	874	1329	0	490	0	816	1306	0	35	0	-58	-23	-2%
	NB	109 - 927	0	0	213	0	213	0	0	218	0	218	0	0	5	0	5	2%
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	171 - 920	110	2052	236	0	2398	121	2052	214	0	2386	11	0	-23	0	-12	0%
	WB	921 - 920	116	1571	116	0	1804	116	1568	98	0	1782	0	-3	-18	0	-22	-1%
	NB	174 - 920	143	112	153	0	408	138	106	146	0	390	-5	-6	-7	0	-18	-4%
	SB	173 - 920	80	79	128	0	286	78	78	118	0	274	-2	-1	-10	0	-12	-4%
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	57	1091	303	0	1452	55	1115	290	0	1460	-2	24	-13	0	8	1%
	WB	929 - 928	3	810	2	0	814	7	786	0	0	793	4	-25	-2	0	-22	-3%
	NB	181 - 928	503	4	2	0	509	502	7	0	0	509	-1	2	-2	0	0	0%
	SB	180 - 928	12	38	15	0	65	13	37	15	0	65	1	-2	0	0	-1	-1%

I-75
Existing (2017) PM Peak
Arterial Measures of Effectiveness
CORSIM 10 Run Summary

Intersection	Appr	Link ID	3rd Peak Hour															
			Demand Volumes					Average Modeled Volumes (10 Runs)					Average Modeled - Demand Volumes				Average Modeled - Demand by Approach	
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%
MLK Blvd. @ I-75 SB Ramps (Signalized)	EB	932 - 933	0	1763	0	0	1763	0	1733	0	0	1733	0	-30	0	0	-30	-2%
	WB	934 - 933	238	660	0	0	898	244	695	0	0	938	6	35	0	0	41	5%
	EBR	932 - 112	0	902	0	0	902	0	859	0	0	859	0	-43	0	0	-43	-5%
	SB	54 - 933	475	0	352	0	827	465	0	334	0	799	-10	0	-18	0	-28	-3%
MLK Blvd. @ I-75 NB Ramps (Signalized)	EB	934 - 936	736	1502	0	0	2238	706	1497	0	0	2203	-30	-5	0	0	-35	-2%
	WB	937 - 936	0	703	0	0	703	0	701	0	0	701	0	-2	0	0	-2	0%
	NB	113 - 937	0	0	0	480	480	0	0	0	548	548	0	0	0	68	68	14%
	SBR	7009 - 935	0	0	0	195	195	0	0	0	210	210	0	0	0	15	15	8%
SR 60 @ I-75 SB Ramps (Signalized)	EB	940 - 942	0	1939	398	0	2337	0	1879	395	0	2274	0	-60	-3	0	-63	-3%
	WB	962 - 943	0	1109	0	963	2072	0	1108	925	0	2034	0	-1	925	-963	-39	-2%
	SB	1095 - 942	958	0	354	0	1312	1029	0	373	0	1402	71	0	19	0	90	7%
SR 60 @ I-75 NB Ramps (Signalized)	EB	942 - 944	0	2417	480	0	2897	0	2457	454	0	2912	0	41	-26	0	15	1%
	WB	945 - 962	0	1812	946	0	2758	0	1766	919	0	2685	0	-46	-27	0	-73	-3%
	NB	1096 - 962	260	0	693	0	953	263	0	674	0	937	3	0	-18	0	-16	-2%
US 301 @ I-75 SB Ramps (Unsignalized)	EB	980 - 981	0	1893	0	604	2497	0	1830	0	598	2428	0	-63	0	-7	-69	-3%
	WB	983 - 982	226	913	0	0	1139	225	905	0	0	1130	-1	-8	0	0	-9	-1%
	NB	1024 - 983	0	1166	0	0	1166	0	1364	0	0	1364	0	198	0	0	198	17%
	SB	1016 - 981	0	0	0	203	203	0	0	0	235	235	0	0	0	31	31	15%
US 301 @ I-75 NB Ramps (Unsignalized)	EB	984 - 985	158	2901	0	0	3059	178	3028	0	0	3206	20	127	0	0	147	5%
	WB	987 - 986	0	819	1011	0	1829	0	803	976	0	1779	0	-16	-35	0	-51	-3%
	NB	1020 - 986	0	0	0	276	276	0	0	0	276	276	0	0	0	-1	-1	0%
	SB	1021 - 984	0	320	0	0	320	0	309	0	0	309	0	-11	0	0	-11	-4%
US 301 @ I-4 WB Ramps (Signalized)	EB	7038 - 290	276	0	269	0	546	253	0	258	0	511	-23	0	-12	0	-35	-6%
	NB	291 - 288	0	1457	343	0	1800	0	1470	330	0	1800	0	13	-13	0	-1	0%
	SB	282 - 3	0	873	0	414	1287	0	858	0	393	1251	0	-15	0	-21	-36	-3%
US 301 @ I-4 EB Ramps (Unsignalized)	EB	277 - 292	0	0	779	0	779	0	0	766	0	766	0	0	-14	0	-14	-2%
	NB	281 - 317	0	1336	0	305	1641	0	1311	0	283	1595	0	-25	0	-22	-47	-3%
	SB	288 - 291	0	898	245	0	1142	0	881	236	0	1117	0	-16	-9	0	-26	-2%
Mango Rd @ I-4 WB Ramps (Signalized)	WB	344 - 251	160	0	158	0	318	155	0	152	0	307	-5	0	-6	0	-11	-4%
	NB	250 - 251	403	934	0	0	1337	408	981	0	0	1388	5	46	0	0	51	4%
	SB	341 - 251	0	489	405	0	893	0	474	397	0	871	0	-15	-8	0	-22	-3%
Mango Rd @ I-4 EB Ramps (Signalized)	EB	7053 - 250	371	0	653	0	1024	430	0	705	0	1135	58	0	52	0	111	11%
	NB	340 - 250	0	966	237	0	1203	0	950	225	0	1175	0	-16	-13	0	-28	-2%
	SB	251 - 250	142	507	0	0	649	139	483	0	0	621	-3	-24	0	0	-27	-4%

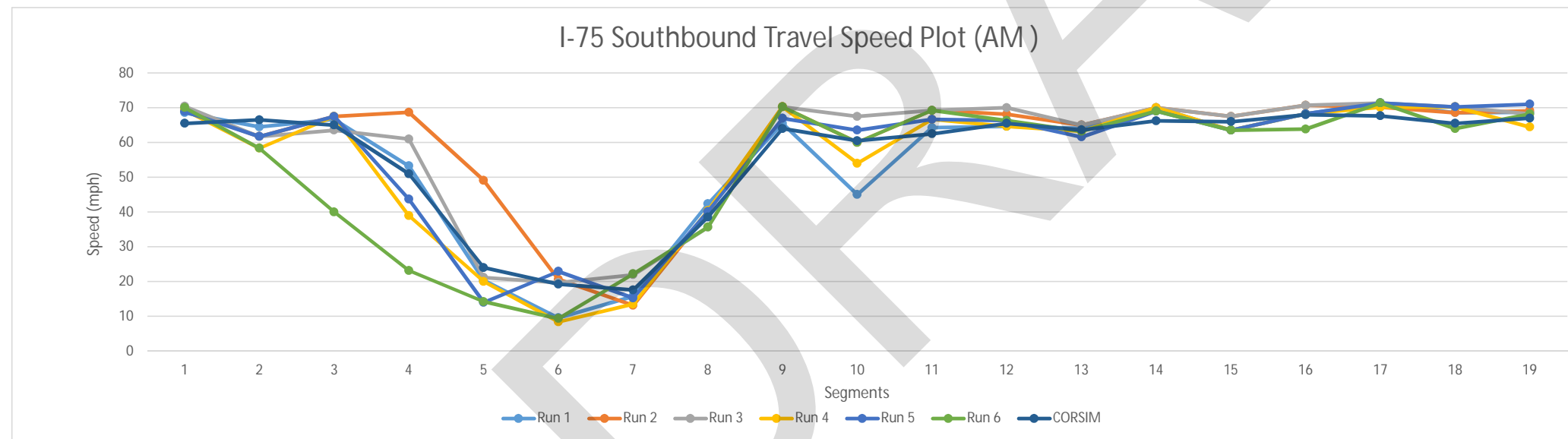
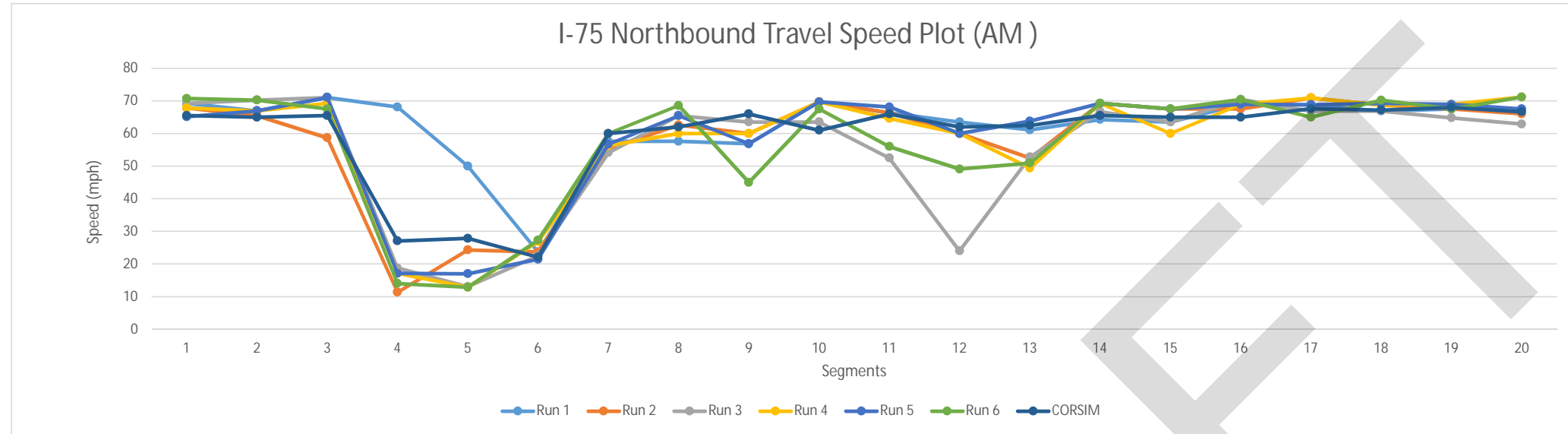
APPENDIX C-2

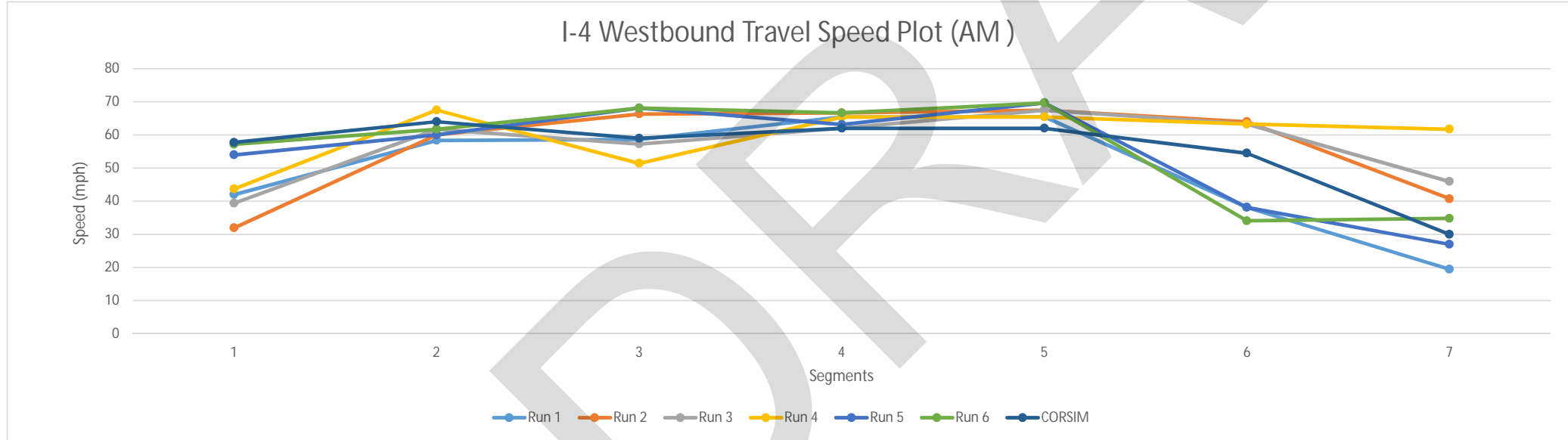
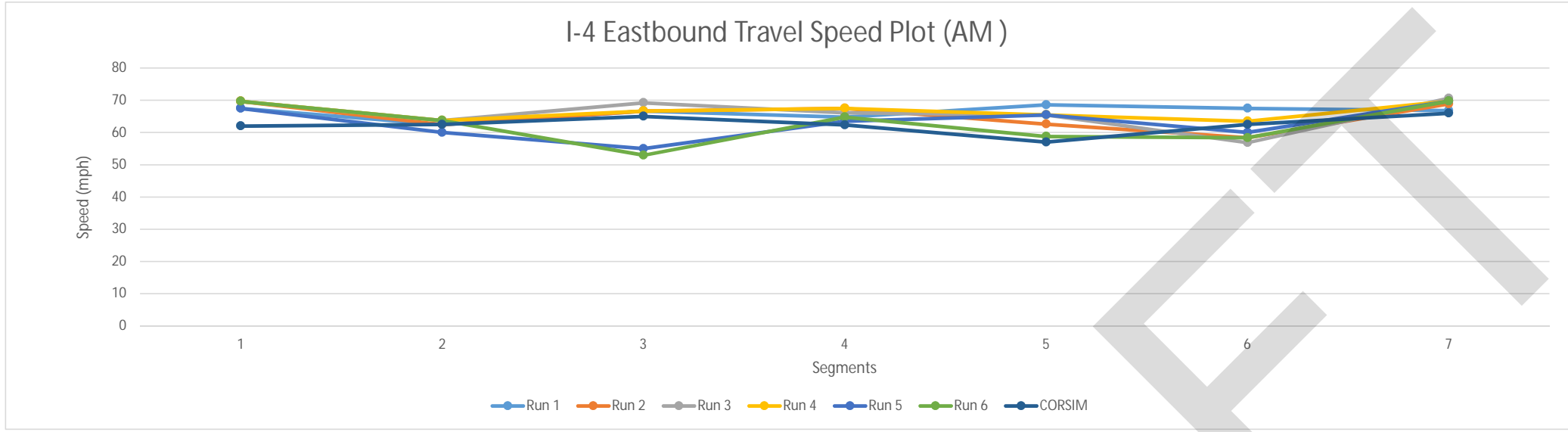
CORSIM Speed Calibration Results

2017 AM Peak Period Freeway Speed CORSIM Calibration

	Segment	Segment No.	Nodes		Field Travel Speed (mph)						CORSIM Speed (mph)
			From	To	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	
I-75 Northbound	Between Southern Project Limit and I-75 off-ramp to US 301	N1	1905	1907	69	68	69	68	65	71	66
	Between I-75 off-ramp to US 301 and I-75 off-ramp to Selmon Expressway	N2	1907	1910	67	65	70	67	67	70	65
	Between I-75 off-ramp to Selmon Expressway and I-75 off-ramp to Selmon Expressway C/D	N3	1910	1913	71	59	71	69	71	68	66
	Between I-75 off-ramp to Selmon Expressway C/D and I-75 on-ramp from C/D	N4	1913	1918	68	11	19	17	17	14	27
	Between I-75 on-ramp from C/D and I-75 on-ramp from SR 60 eastbound	N5	1918	1919	50	24	13	13	17	13	28
	Between I-75 on-ramp from SR 60 eastbound and I-75 on-ramp from SR 60 westbound	N6	1919	1922	24	24	23	27	21	27	22
	Between I-75 on-ramp from SR 60 westbound and I-75 off-ramp to MLK Boulevard eastbound	N7	1922	1930	58	55	54	56	57	60	60
	Between I-75 off-ramp to MLK Boulevard eastbound and I-75 off-ramp to MLK Boulevard westbound	N8	1930	1932	58	63	65	60	65	69	62
	Between I-75 off-ramp to MLK Boulevard westbound and I-75 on-ramp from MLK Boulevard	N9	1932	1934	57	60	64	60	57	45	66
	Between I-75 on-ramp from MLK Boulevard and I-75 off-ramp to I-4	N10	1934	1936	70	70	64	70	70	67	61
	Between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 eastbound	N11	1936	1938	66	66	53	65	68	56	66
	Between I-75 on-ramp from I-4 eastbound and I-75 on-ramp from I-4 westbound	N12	1938	1940	64	60	24	60	60	49	62
	Between I-75 on-ramp from I-4 westbound and I-75 off-ramp to Fowler Avenue	N13	1940	1960	61	53	53	49	64	51	63
	Between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue eastbound	N14	1960	1962	64	69	67	69	69	69	66
	Between I-75 on-ramp from Fowler Avenue eastbound and I-75 on-ramp from Fowler Avenue westbound	N15	1962	1964	64	68	64	60	68	68	65
	Between I-75 on-ramp from Fowler Avenue westbound and I-75 off-ramp to Fletcher Avenue	N16	1964	1968	69	67	70	69	69	70	65
	Between I-75 off-ramp to Fletcher Avenue and I-75 on-ramp from Fletcher Avenue	N17	1968	1973	69	71	67	71	69	65	68
	Between I-75 on-ramp from Fletcher Avenue and I-75 off-ramp to Bruce B. Downs Boulevard	N18	1973	1988	67	69	67	69	69	70	67
	Between I-75 off-ramp to Bruce B. Downs Boulevard and I-75 on-ramp from Bruce B. Downs Boulevard	N19	1988	1992	68	68	65	69	69	68	68
	Between I-75 on-ramp from Bruce B. Downs Boulevard and Northern Project Limit	N20	1992	1996	67	66	63	71	67	71	67
I-75 Southbound	Between Northern Project Limit and I-75 off-ramp to Bruce B. Downs Boulevard	S1	1805	1808	69	69	70	69	69	70	66
	Between I-75 off-ramp to Bruce B. Downs Boulevard and I-75 on-ramp from Bruce B. Downs Boulevard eastbound	S2	1808	1810	64	62	62	58	62	58	67
	Between I-75 on-ramp from Bruce B. Downs Boulevard eastbound and I-75 on-ramp from Bruce B. Downs Boulevard westbound	S3	1810	1811	67	68	64	68	68	40	65
	Between I-75 on-ramp from Bruce B. Downs Boulevard westbound and I-75 off-ramp to Fletcher Avenue	S4	1811	1826	53	69	61	39	44	23	51
	Between I-75 off-ramp to Fletcher Avenue and I-75 on-ramp from Fletcher Avenue	S5	1826	1829	20	49	21	20	14	14	24
	Between I-75 on-ramp from Fletcher Avenue and I-75 off-ramp to Fowler Avenue	S6	1829	1830	10	21	20	8	23	9	19
	Between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue	S7	1830	1838	16	13	22	14	15	22	18
	Between I-75 on-ramp from Fowler Avenue and I-75 off-ramp to I-4	S8	1838	1860	42	40	36	40	40	36	39
	Between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 westbound	S9	1860	1862	65	70	70	70	67	70	64
	Between I-75 on-ramp from I-4 westbound and I-75 on-ramp from I-4 eastbound	S10	1862	1864	45	60	68	54	64	60	61
	Between I-75 on-ramp from I-4 eastbound and I-75 off-ramp to MLK Boulevard	S11	1864	1868	64	69	69	67	67	69	63
	Between I-75 off-ramp to MLK Boulevard and I-75 on-ramp from MLK Boulevard	S12	1868	1870	65	68	70	65	66	66	66
	Between I-75 on-ramp from MLK Boulevard and I-75 off-ramp to SR 60	S13	1870	1876	64	65	65	63	62	63	64
	Between I-75 off-ramp to SR 60 and I-75 off-ramp to Selmon Expressway C/D	S14	1876	1882	70	70	70	70	69	69	66
	Between I-75 off-ramp to Selmon Expressway C/D and I-75 off-ramp to US 301	S15	1882	1883	64	68	68	64	64	64	66
	Between I-75 off-ramp to US 301 and I-75 on-ramp from Selmon Expressway	S16	1883	1886	68	71	71	68	68	64	68
	Between I-75 on-ramp from Selmon Expressway and I-75 on-ramp from C/D	S17	1886	1889	71	70	71	70	71	71	68
	Between I-75 on-ramp from C/D and I-75 on-ramp from US 301	S18	1889	1892	69	69	70	70	70	64	66
	Between I-75 on-ramp from US 301 and Southern Project Limit	S19	1892	1895	69	69	68	64	71	68	67
I-4 Eastbound	Between Western Project Limit and I-4 off-ramp to C/D at US 301	E1	283	205	68	70	70	70	68	70	62
	Between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301	E2	205	10	62	62	64	64	60	64	63
	Between I-4 on-ramp from C/D at US 301 and I-4 off-ramp to I-75	E3	10	23	67	67	69	67	55	53	65
	Between I-4 off-ramp to I-75 and I-4 on-ramp from I-75 SB	E4	23	26	65	68	66	68	64	65	62
	Between I-4 on-ramp from I-75 NB and I-4 off-ramp to Mango Rd	E5	27	245	69	63	65	65	65	59	57
	Between I-4 off-ramp to Mango Rd and I-4 on-ramp from Mango Rd	E6	245	246	68	58	57	64	60	58	63
	Between I-4 on-ramp from Mango Rd and Eastern Project Limit	E7	246	252	67	69	71	70	70	70	66
I-4 Westbound	Between Eastern Project Limit and I-4 off-ramp to Mango Rd	W1	254	255	42	32	39	44	54	57	58
	Between I-4 off-ramp to Mango Rd and I-4 on-ramp from Mango Rd	W2	255	6	58	60	62	68	60	62	64
	Between I-4 on-ramp from Mango Rd and I-4 off-ramp to I-75	W3	6	30	59	66	57	51	68	68	59
	Between I-4 off-ramp to I-75 and I-4 on-ramp from I-75	W4	30	37	65	67	62	65	63	67	62
	Between I-4 on-ramp from I-75 and I-4 off-ramp to C/D at US 301	W5	37	5	65	68	68	65	70	70	62
	Between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301	W6	5	265	38	64	63	63	38	34	55
	Between I-4 on-ramp from C/D at US 301 and Western Project Limit	W7	265	268	19	41	46	62	27	35	30

Note: Segment where Simulated Speed Met Calibration Target

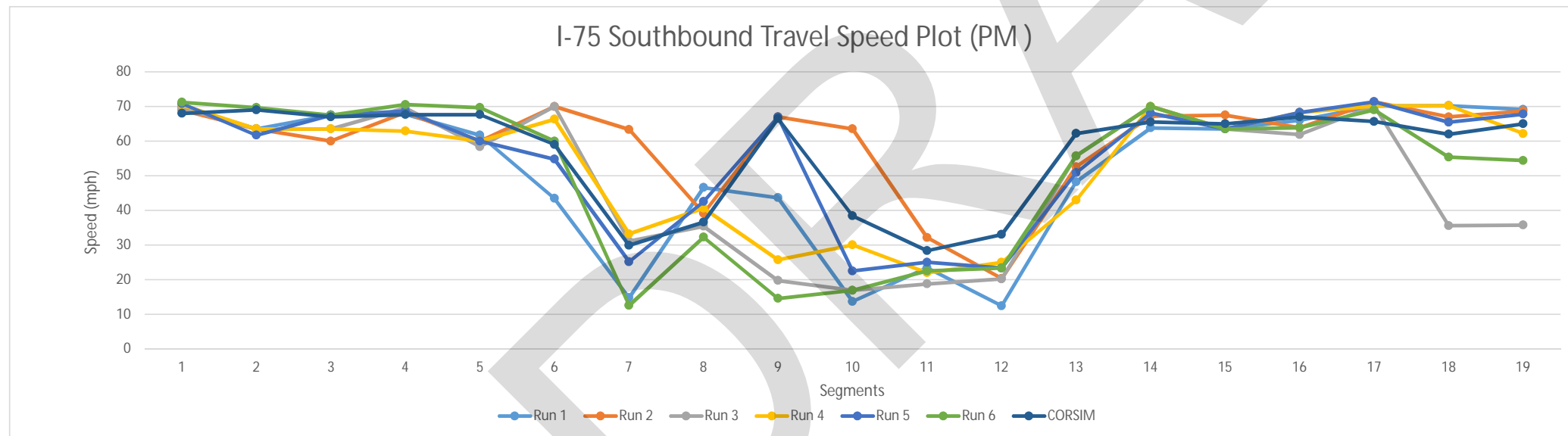
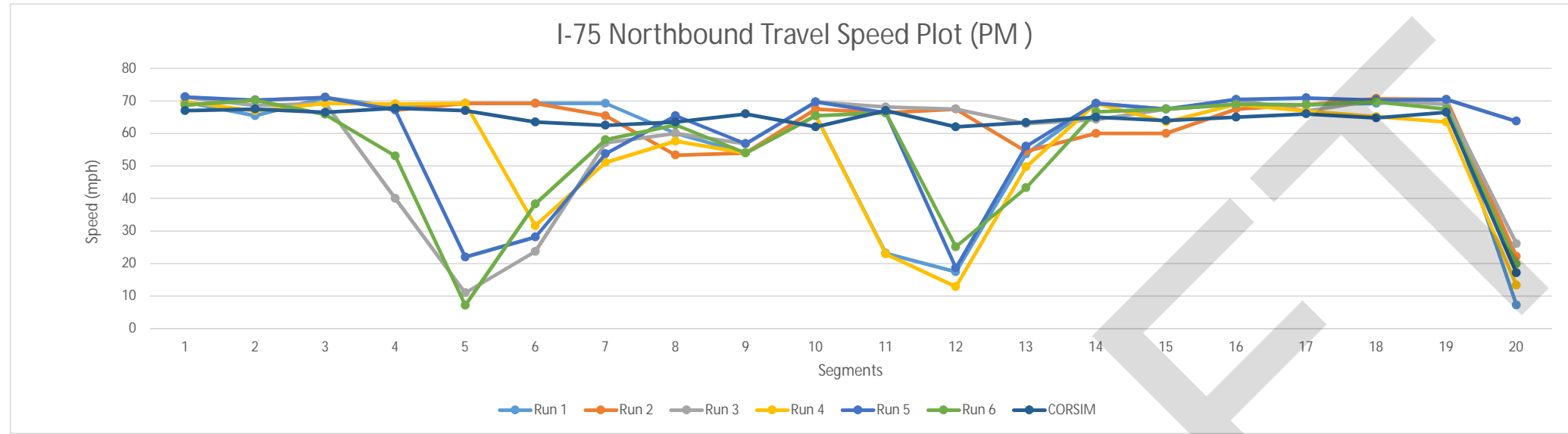


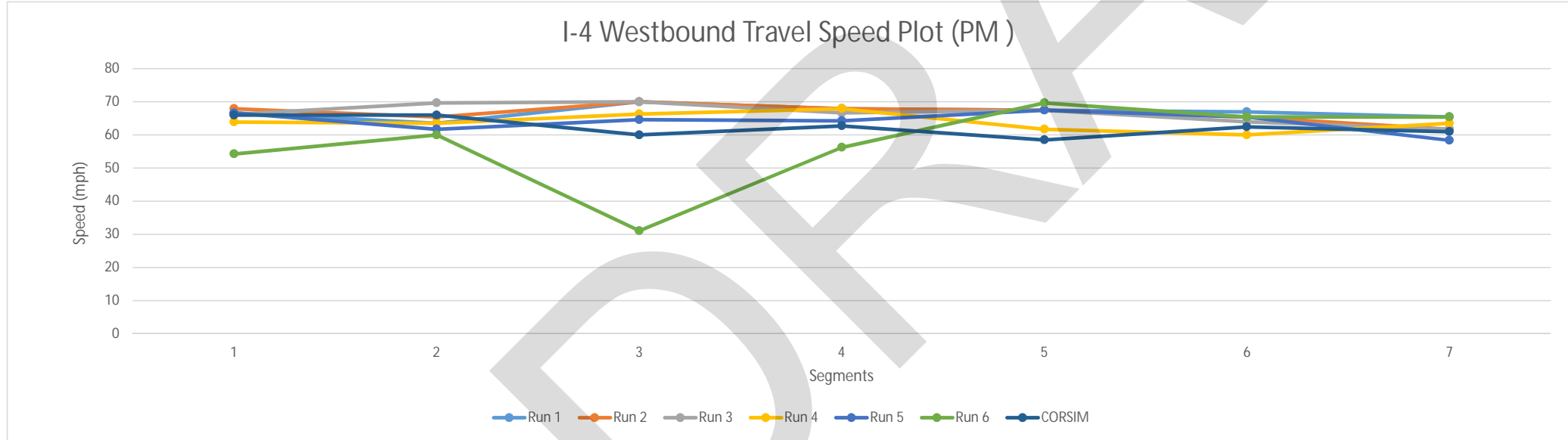
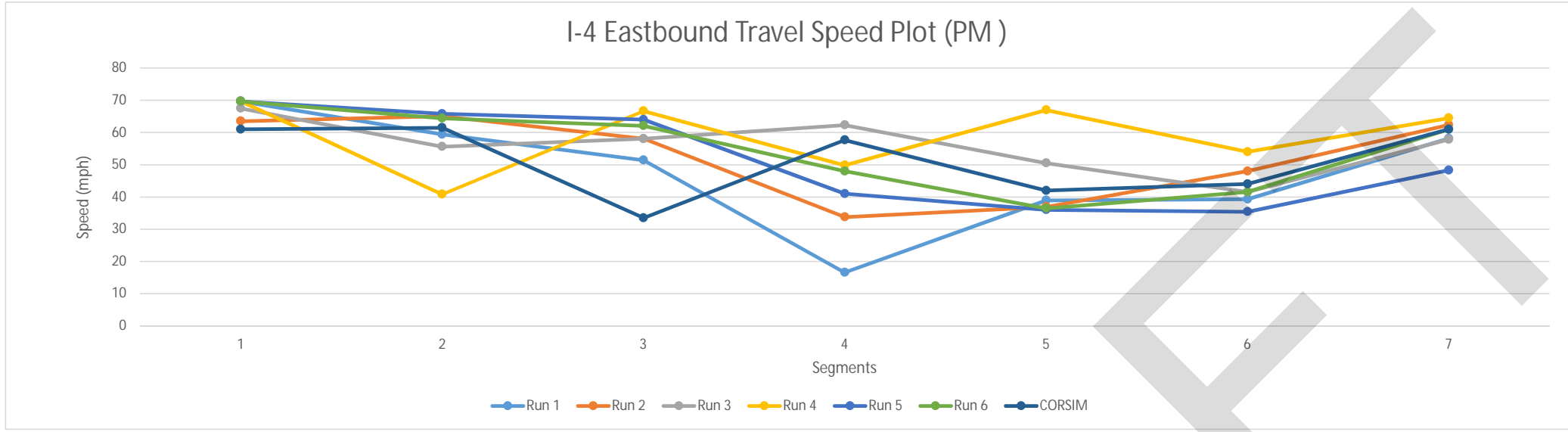


2017 PM Peak Period Freeway Speed CORSIM Calibration

	Segment	Segment No.	Nodes		Field Travel Speed (mph)						CORSIM Speed (mph)
			From	To	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	
I-75 Northbound	Between Southern Project Limit and I-75 off-ramp to US 301	N1	1905	1907	70	69	71	70	71	69	67
	Between I-75 off-ramp to US 301 and I-75 off-ramp to Selmon Expressway	N2	1907	1910	65	70	69	67	70	70	68
	Between I-75 off-ramp to Selmon Expressway and I-75 off-ramp to Selmon Expressway C/D	N3	1910	1913	71	71	69	69	71	66	67
	Between I-75 off-ramp to Selmon Expressway C/D and I-75 on-ramp from C/D	N4	1913	1918	68	67	40	69	67	53	68
	Between I-75 on-ramp from C/D and I-75 on-ramp from SR 60 eastbound	N5	1918	1919	69	69	11	69	22	7	67
	Between I-75 on-ramp from SR 60 eastbound and I-75 on-ramp from SR 60 westbound	N6	1919	1922	69	69	24	32	28	38	64
	Between I-75 on-ramp from SR 60 westbound and I-75 off-ramp to MLK Boulevard eastbound	N7	1922	1930	69	65	57	51	54	58	63
	Between I-75 off-ramp to MLK Boulevard eastbound and I-75 off-ramp to MLK Boulevard westbound	N8	1930	1932	60	53	60	58	65	63	64
	Between I-75 off-ramp to MLK Boulevard westbound and I-75 on-ramp from MLK Boulevard	N9	1932	1934	54	54	57	54	57	54	66
	Between I-75 on-ramp from MLK Boulevard and I-75 off-ramp to I-4	N10	1934	1936	65	67	70	65	70	65	62
	Between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 eastbound	N11	1936	1938	23	66	68	23	66	66	67
	Between I-75 on-ramp from I-4 eastbound and I-75 on-ramp from I-4 westbound	N12	1938	1940	17	67	67	13	19	25	62
	Between I-75 on-ramp from I-4 westbound and I-75 off-ramp to Fowler Avenue	N13	1940	1960	54	54	63	50	56	43	63
	Between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue eastbound	N14	1960	1962	69	60	64	69	69	67	65
	Between I-75 on-ramp from Fowler Avenue eastbound and I-75 on-ramp from Fowler Avenue westbound	N15	1962	1964	68	60	68	64	68	68	64
	Between I-75 on-ramp from Fowler Avenue westbound and I-75 off-ramp to Fletcher Avenue	N16	1964	1968	69	67	70	69	70	69	65
	Between I-75 off-ramp to Fletcher Avenue and I-75 on-ramp from Fletcher Avenue	N17	1968	1973	69	69	67	67	71	69	66
	Between I-75 on-ramp from Fletcher Avenue and I-75 off-ramp to Bruce B. Downs Boulevard	N18	1973	1988	69	71	70	65	70	70	65
	Between I-75 off-ramp to Bruce B. Downs Boulevard and I-75 on-ramp from Bruce B. Downs Boulevard	N19	1988	1992	70	70	69	64	70	68	67
	Between I-75 on-ramp from Bruce B. Downs Boulevard and Northern Project Limit	N20	1992	1996	7	22	26	13	64	20	17
I-75 Southbound	Between Northern Project Limit and I-75 off-ramp to Bruce B. Downs Boulevard	S1	1805	1808	70	69	70	70	71	71	68
	Between I-75 off-ramp to Bruce B. Downs Boulevard and I-75 on-ramp from Bruce B. Downs Boulevard eastbound	S2	1808	1810	64	64	64	64	62	70	69
	Between I-75 on-ramp from Bruce B. Downs Boulevard eastbound and I-75 on-ramp from Bruce B. Downs Boulevard westbound	S3	1810	1811	68	60	64	64	68	68	67
	Between I-75 on-ramp from Bruce B. Downs Boulevard westbound and I-75 off-ramp to Fletcher Avenue	S4	1811	1826	68	68	70	63	69	71	68
	Between I-75 off-ramp to Fletcher Avenue and I-75 on-ramp from Fletcher Avenue	S5	1826	1829	62	60	58	60	60	70	68
	Between I-75 on-ramp from Fletcher Avenue and I-75 off-ramp to Fowler Avenue	S6	1829	1830	43	70	70	66	55	60	59
	Between I-75 off-ramp to Fowler Avenue and I-75 on-ramp from Fowler Avenue	S7	1830	1838	15	63	31	33	25	13	30
	Between I-75 on-ramp from Fowler Avenue and I-75 off-ramp to I-4	S8	1838	1860	47	39	35	41	43	32	37
	Between I-75 off-ramp to I-4 and I-75 on-ramp from I-4 westbound	S9	1860	1862	44	67	20	26	67	15	67
	Between I-75 on-ramp from I-4 westbound and I-75 on-ramp from I-4 eastbound	S10	1862	1864	14	64	17	30	23	17	38
	Between I-75 on-ramp from I-4 eastbound and I-75 off-ramp to MLK Boulevard	S11	1864	1868	23	32	19	22	25	23	28
	Between I-75 off-ramp to MLK Boulevard and I-75 on-ramp from MLK Boulevard	S12	1868	1870	12	20	20	25	23	23	33
	Between I-75 on-ramp from MLK Boulevard and I-75 off-ramp to SR 60	S13	1870	1876	48	53	56	43	51	56	62
	Between I-75 off-ramp to SR 60 and I-75 off-ramp to Selmon Expressway C/D	S14	1876	1882	64	67	70	70	68	70	66
	Between I-75 off-ramp to Selmon Expressway C/D and I-75 off-ramp to US 301	S15	1882	1883	64	68	64	64	64	64	65
	Between I-75 off-ramp to US 301 and I-75 on-ramp from Selmon Expressway	S16	1883	1886	66	64	62	68	68	64	67
	Between I-75 on-ramp from Selmon Expressway and I-75 on-ramp from C/D	S17	1886	1889	70	71	70	70	71	69	66
	Between I-75 on-ramp from C/D and I-75 on-ramp from US 301	S18	1889	1892	70	67	36	70	65	55	62
	Between I-75 on-ramp from US 301 and Southern Project Limit	S19	1892	1895	69	69	36	62	68	54	65
I-4 Eastbound	Between Western Project Limit and I-4 off-ramp to C/D at US 301	E1	283	205	70	64	68	70	70	70	61
	Between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301	E2	205	10	59	65	56	41	66	64	62
	Between I-4 on-ramp from C/D at US 301 and I-4 off-ramp to I-75	E3	10	23	51	58	58	67	64	62	34
	Between I-4 off-ramp to I-75 and I-4 on-ramp from I-75 SB	E4	23	26	17	34	62	50	41	48	58
	Between I-4 on-ramp from I-75 NB and I-4 off-ramp to Mango Rd	E5	27	245	39	37	51	67	36	36	42
	Between I-4 off-ramp to Mango Rd and I-4 on-ramp from Mango Rd	E6	245	246	39	48	42	54	35	42	44
	Between I-4 on-ramp from Mango Rd and Eastern Project Limit	E7	246	252	58	62	58	65	48	61	61
I-4 Westbound	Between Eastern Project Limit and I-4 off-ramp to Mango Rd	W1	254	255	67	68	66	64	67	54	66
	Between I-4 off-ramp to Mango Rd and I-4 on-ramp from Mango Rd	W2	255	6	64	65	70	64	62	60	66
	Between I-4 on-ramp from Mango Rd and I-4 off-ramp to I-75	W3	6	30	70	70	70	66	65	31	60
	Between I-4 off-ramp to I-75 and I-4 on-ramp from I-75	W4	30	37	68	68	67	68	64	56	63
	Between I-4 on-ramp from I-75 and I-4 off-ramp to C/D at US 301	W5	37	5	68	68	68	62	68	70	59
	Between I-4 off-ramp to C/D at US 301 and I-4 on-ramp from C/D at US 301	W6	5	265	67	65	64	60	65	65	62
	Between I-4 on-ramp from C/D at US 301 and Western Project Limit	W7	265	268	65	62	62	64	58	65	61

Note: Segment where Simulated Speed Met Calibration Target





Appendix C

Existing Condition Measure of Effectiveness

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
US 301 WB Off Ramp	1907	7202	292	40	41	30
	7202	1020	472	40	43	
	1020	1017	2162	40	35	
	1017	1019	760	25	22	
	1019	1021	880	25	21	
US 301 EB Off Ramp	1021	984	800	25	21	39
	1907	7202	292	40	41	
	7202	1020	472	40	43	
CD Off ramp North of US 301	1020	986	1930	40	38	58
	1910	7209	598	60	56	
	7209	1052	703	60	61	
	1052	7210	303	60	54	
CD On ramp South of SR60	7210	1053	294	60	56	62
	1013	212	1370	70	64	
	212	1064	1284	70	64	
SR60 WB On Ramp	1064	1918	1297	65	57	35
	962	7208	543	40	35	
	7208	1063	550	40	37	
SR60 EB On Ramp	1063	1922	1520	40	34	33
	944	7205	286	35	28	
	7205	1037	505	35	34	
MLK Off Ramp	1037	1919	608	35	34	45
	1930	7004	1360	45	44	
	7004	113	463	45	52	
MLK WB on Ramp	113	937	800	45	42	37
	937	114	545	45	40	
	114	47	294	45	15	
	47	7001	343	45	29	
	7001	102	350	45	39	
MLK EB on Ramp	102	48	553	45	42	38
	48	1934	751	45	43	
	936	47	409	45	29	
	47	7001	343	45	29	
	7001	102	350	45	39	
I-4 WB Off Ramp	102	48	553	45	42	36
	48	1934	751	45	43	
	1936	70	639	50	48	
	70	7047	238	50	45	
	7047	81	253	50	30	
	81	83	596	45	32	
	83	199	581	45	26	
	199	203	1800	45	35	
	203	204	803	45	36	
	204	105	792	45	35	
I-4 EB Off Ramp	105	79	404	45	36	43
	79	7022	170	50	39	
	7022	110	192	50	41	
	110	37	408	50	46	
	1936	70	639	50	48	
	70	7047	238	50	45	
	7047	81	253	50	30	

Location	Node		Length (feet)	Peak Hour Speed (mph)			
	From	To		Design	Simulated	Weighted Average	
I-75 Northbound General Use Lane	I-4 EB On Ramp	23	85	880	50	47	43
		85	7027	301	50	43	
		7027	86	310	50	43	
		86	84	337	50	38	
		84	72	184	50	43	
		72	7029	139	45	42	
		7029	89	267	45	42	
		89	91	1450	45	42	
		91	92	535	45	42	
	Fowler Ave. WB Off Ramp	92	1938	620	45	42	30
		1960	193	554	35	34	
		193	7030	301	35	32	
		7030	87	266	35	28	
		87	93	614	35	24	
		93	111	715	35	31	
		111	123	2140	35	32	
	Fowler Ave. EB Off Ramp	123	194	829	35	31	31
		194	921	742	35	27	
		1960	193	554	35	34	
		193	7030	301	35	32	
		7030	87	266	35	28	
		87	93	614	35	24	
	Fowler Ave. WB On Ramp	93	108	1023	40	35	42
		108	109	265	40	37	
		109	927	422	40	23	
		927	7007	583	45	41	
		7007	207	431	45	42	
	Fowler Ave. EB On Ramp	207	208	580	45	42	33
		208	209	341	45	42	
		209	1964	243	45	42	
	Fletcher Ave. WB Off Ramp	926	7011	650	35	31	29
		7011	244	500	35	34	
		244	1962	600	35	33	
1968		7015	130	30	35		
7015		33	549	30	31		
33		1	580	30	27		
1		36	380	30	27		
Fletcher Ave. EB Off Ramp	36	237	131	30	24	25	
	237	238	720	35	30		
	238	916	138	35	31		
	1968	7015	130	30	35		
	7015	33	549	30	31		
	33	1	580	30	27		
Fletcher Ave. WB On Ramp	1	36	380	30	27	38	
	36	237	131	30	24		
	237	238	720	35	30		
	238	916	138	35	31		
	918	233	700	35	29		
Fletcher Ave. EB On Ramp	233	7016	812	45	40	39	
	7016	240	159	45	36		
	240	239	1182	45	40		
	239	1973	849	45	42		
	917	235	104	45	25		
	235	233	213	45	31		
Luce B. Downs Blvd. WB + EB Off Ramp	233	7016	812	45	40	30	
	7016	240	159	45	36		
	240	239	1182	45	40		
Luce B. Downs Blvd. EB Off Ramp	239	1973	849	45	42	37	
	1988	7031	1316	45	43		
	7031	280	969	45	32		
Luce B. Downs Blvd. WB On Ramp	280	904	748	45	4	43	
	906	275	650	45	29		
	275	7023	125	45	26		
	7023	276	85	65	28		
Luce B. Downs Blvd. WB On Ramp	276	1992	1723	65	50	44	
	904	275	362	45	25		
	275	7023	125	45	26		
	7023	276	85	65	28		
	276	1992	1723	65	50		

Location	Node		Length (feet)	Peak Hour Speed (mph)			
	From	To		Design	Simulated	Weighted Average	
I-75 Southbound General Use Lane	Bruce B. Downs Blvd. Off Ramp	1808	7026	420	45	44	28
		7026	32	763	45	45	
		32	903	1326	45	14	
	Bruce B. Downs Blvd. EB On Ramp	902	7010	401	45	39	50
		7010	273	600	65	48	
		273	1810	541	65	59	
	Bruce B. Downs Blvd. WB On Ramp	907	286	344	45	28	47
		286	287	307	45	38	
		287	271	539	45	40	
		271	7012	1400	45	39	
		7012	272	130	45	41	
	Fletcher Ave. WB Off Ramp	272	1811	2422	65	58	31
		1826	7014	239	45	39	
		7014	232	695	45	46	
		232	230	1198	45	27	
		230	241	219	35	16	
	Fletcher Ave. EB Off Ramp	241	912	293	35	12	33
		1826	7014	239	45	39	
		7014	232	695	45	46	
		232	230	1198	45	27	
	Fletcher Ave. EB On Ramp	230	913	194	35	13	30
		912	226	349	45	35	
		226	227	234	45	26	
		227	7013	250	45	26	
		7013	228	250	45	30	
	Fletcher Ave. EB On Ramp	228	229	329	45	31	27
		229	1829	401	45	30	
		913	227	259	45	16	
		227	7013	250	45	26	
	Fowler Ave. WB Off Ramp	7013	228	250	45	30	28
		228	229	329	45	31	
		229	1829	401	45	30	
		1830	210	654	45	34	
		210	7008	355	45	38	
	Fowler Ave. EB Off Ramp	7008	107	356	45	20	29
		107	197	405	35	27	
		197	198	820	40	32	
		198	923	444	40	10	
		106	195	732	35	29	
	Fowler Ave. WB On Ramp	195	196	780	35	28	41
196		925	930	35	28		
924		225	333	40	28		
225		220	288	40	37		
220		7005	178	40	38		
Fowler Ave. EB On Ramp	7005	223	178	40	38	41	
	223	242	657	40	38		
	242	224	456	50	45		
	224	1838	637	65	53		
	922	221	371	40	28		
	221	222	405	40	38		
	222	220	398	40	37		
I-4 WB Off Ramp	220	7005	178	40	38	43	
	7005	223	178	40	38		
	223	242	657	40	38		
	242	224	456	50	45		
	224	1838	637	65	53		
	1860	104	579	50	42		
	104	7020	381	50	46		
	7020	97	617	50	47		
97	95	417	50	41			
I-4 WB Off Ramp	95	80	516	50	43	43	
	80	98	500	50	42		
	98	79	646	50	41		
	79	7022	170	50	39		
	7022	110	192	50	41		
I-4 WB Off Ramp	110	37	408	50	46	43	

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
I-4 EB Off Ramp	1860	104	579	50	42	43
	104	7020	381	50	46	
	7020	97	617	50	47	
	97	95	417	50	41	
	95	7021	355	45	42	
	7021	125	240	45	43	
	125	128	1326	45	43	
	128	129	398	45	43	
	129	130	333	45	43	
	130	26	873	45	42	
I-4 WB On Ramp	30	94	740	55	52	42
	94	7017	344	55	53	
	7017	248	319	55	62	
	248	249	502	55	29	
	249	7019	403	45	29	
	7019	100	309	45	39	
	100	118	1880	45	41	
	118	103	683	45	41	
	103	119	364	45	41	
119	1862	461	45	41		
I-4 EB On Ramp	23	85	880	50	47	45
	85	7027	301	50	43	
	7027	86	310	50	43	
	86	84	337	50	38	
	84	7028	396	50	44	
	7028	88	353	50	46	
	88	121	517	50	47	
121	1864	1399	50	47		
MLK Off Ramp	1868	67	583	45	44	32
	67	7002	190	45	44	
	7002	54	555	45	49	
	54	933	745	45	8	
MLK WB On Ramp	932	112	455	45	43	36
	112	68	460	45	17	
	68	7003	434	45	33	
	7003	69	411	45	42	
	69	1870	709	45	42	
MLK EB On Ramp	933	115	216	45	28	38
	115	68	246	45	35	
	68	7003	434	45	33	
	7003	69	411	45	42	
	69	1870	709	45	42	
SR 60 Off Ramp	1876	7006	747	65	62	38
	7006	218	2770	45	43	
	218	1095	820	40	37	
	1095	942	1057	40	9	
Selmon Expressway On Ramp	1010	1886	2450	55	54	54
US 301 WB On Ramp	982	1026	880	45	35	50
	1026	7203	426	55	48	
	7203	1025	1500	60	58	
	1025	1892	298	65	61	
US 301 EB On Ramp	981	1026	1710	45	42	50
	1026	7203	426	55	48	
	7203	1025	1500	60	58	
	1025	1892	298	65	61	

Location	Node		Length (feet)	Peak Hour Speed (mph)			
	From	To		Design	Simulated	Weighted Average	
I-4 Eastbound General Use Lane	US 301 Off Ramp	205	7045	630	45	43	39
		7045	219	650	45	46	
		219	4	687	45	42	
		4	270	920	45	42	
		270	314	290	45	41	
		314	277	608	45	31	
		277	292	503	45	22	
	I-4 CD Off Ramp	205	7045	630	45	43	42
		7045	219	650	45	46	
		219	315	684	45	40	
		315	7033	360	45	40	
		7033	278	309	45	42	
	I-4 CD On Ramp	278	274	440	45	42	51
		38	7046	854	55	51	
		7046	39	712	55	51	
I-4 Westbound General Use Lane	Mango Off Ramp	39	10	724	55	50	26
		245	342	400	45	44	
		342	7053	255	45	43	
	Mango On Ramp	7053	250	797	45	11	40
		250	7050	363	45	29	
	Mango Off Ramp	7050	253	424	45	42	36
		253	246	1150	45	43	
		255	343	553	45	44	
	Mango On Ramp	343	7051	271	45	44	37
		7051	344	265	45	58	
		344	251	465	45	8	
	I-4 CD On Ramp	251	345	402	45	28	52
		345	7052	235	45	40	
		7052	256	288	45	43	
		256	6	926	45	39	
	US 301 On Ramp	5	262	513	55	53	36
		262	7043	162	55	53	
		7043	318	180	55	52	
		318	7044	239	55	51	
		7044	319	205	55	51	
		319	310	580	55	53	
		310	305	825	55	52	
	I-4 CD On Ramp	3	323	1162	45	41	41
		323	214	372	45	39	
		214	321	1044	45	40	
		321	312	599	45	39	
		312	325	560	30	27	
	I-4 CD On Ramp	325	320	530	30	25	41
320		7049	192	45	31		
7049		267	149	45	38		
267		265	530	45	35		
265		309	752	45	44		
I-4 CD On Ramp	269	7048	432	45	43	41	
	7048	320	445	45	44		
	320	7049	192	45	31		
	7049	267	149	45	38		
	267	265	530	45	35		

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
US 301 WB Off Ramp	1907	7202	292	40	42	30
	7202	1020	472	40	43	
	1020	1017	2162	40	36	
	1017	1019	760	25	23	
	1019	1021	880	25	21	
	1021	984	800	25	21	
US 301 EB Off Ramp	1907	7202	292	40	42	38
	7202	1020	472	40	43	
	1020	986	1930	40	36	
CD Off ramp North of US 301	1910	7209	598	60	59	61
	7209	1052	703	60	66	
	1052	7210	303	60	57	
	7210	1053	294	60	58	
CD On ramp South of SR60	1013	212	1370	70	64	62
	212	1064	1284	70	66	
	1064	1918	1297	65	57	
SR60 WB On Ramp	962	7208	543	40	35	37
	7208	1063	550	40	38	
	1063	1922	1520	40	37	
SR60 EB On Ramp	944	7205	286	35	28	32
	7205	1037	505	35	34	
	1037	1919	608	35	33	
MLK Off Ramp	1930	7004	1360	45	44	44
	7004	113	463	45	49	
	113	937	800	45	40	
MLK WB on Ramp	937	114	545	45	43	35
	114	47	294	45	12	
	47	7001	343	45	33	
	7001	102	350	45	27	
	102	48	553	45	36	
	48	1934	751	45	42	
MLK EB on Ramp	936	47	409	45	31	35
	47	7001	343	45	33	
	7001	102	350	45	27	
	102	48	553	45	36	
	48	1934	751	45	42	
I-4 WB Off Ramp	1936	70	639	50	46	37
	70	7047	238	50	43	
	7047	81	253	50	30	
	81	83	596	45	33	
	83	199	581	45	27	
	199	203	1800	45	36	
	203	204	803	45	36	
	204	105	792	45	36	
	105	79	404	45	36	
	79	7022	170	50	40	
	7022	110	192	50	42	
	110	37	408	50	47	
I-4 EB Off Ramp	1936	70	639	50	46	40
	70	7047	238	50	43	
	7047	81	253	50	30	
	81	82	576	50	37	
	82	7024	376	50	42	
	7024	71	375	50	45	
	71	124	420	50	44	
124	27	552	50	34		

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-75 Northbound General Use Lane	I-4 EB On Ramp	23	85	880	50	46	43
		85	7027	301	50	46	
		7027	86	310	50	48	
		86	84	337	50	40	
		84	72	184	50	44	
		72	7029	139	45	43	
		7029	89	267	45	43	
		89	91	1450	45	42	
		91	92	535	45	42	
	92	1938	620	45	42		
	Fowler Ave. WB Off Ramp	1960	193	554	35	36	33
		193	7030	301	35	34	
		7030	87	266	35	41	
		87	93	614	35	30	
		93	111	715	35	32	
		111	123	2140	35	32	
		123	194	829	35	33	
	194	921	742	35	33		
	Fowler Ave. EB Off Ramp	1960	193	554	35	36	34
		193	7030	301	35	34	
		7030	87	266	35	41	
		87	93	614	35	30	
		93	108	1023	40	37	
		108	109	265	40	37	
	109	927	422	40	24		
	Fowler Ave. WB On Ramp	927	7007	583	45	38	40
		7007	207	431	45	41	
		207	208	580	45	41	
		208	209	341	45	41	
	Fowler Ave. EB On Ramp	209	1964	243	45	41	32
		926	7011	650	35	31	
		7011	244	500	35	33	
	Fletcher Ave. WB Off Ramp	244	1962	600	35	33	30
1968		7015	130	30	36		
7015		33	549	30	32		
33		1	580	30	28		
1		36	380	30	28		
36		237	131	30	19		
237		238	720	35	31		
238	916	138	35	34			
Fletcher Ave. EB Off Ramp	1968	7015	130	30	36	25	
	7015	33	549	30	32		
	33	1	580	30	28		
	1	36	380	30	28		
	36	237	131	30	19		
	237	917	352	35	6		
Fletcher Ave. WB On Ramp	237	917	352	35	6	34	
	918	233	700	35	26		
	233	7016	812	45	39		
	7016	240	159	45	19		
Fletcher Ave. EB On Ramp	240	239	1182	45	34	36	
	239	1973	849	45	40		
	917	235	104	45	29		
	235	233	213	45	32		
	233	7016	812	45	39		
	7016	240	159	45	19		
Bruce B. Downs Blvd. WB + EB Off Ramp	240	239	1182	45	34	21	
	239	1973	849	45	40		
	1988	7031	1316	45	35		
Bruce B. Downs Blvd. EB Off Ramp	7031	280	969	45	14	29	
	280	904	748	45	6		
	1988	7031	1316	45	35		
Bruce B. Downs Blvd. WB On Ramp	7031	280	969	45	14	39	
	280	905	1030	45	34		
	906	275	650	45	28		
	275	7023	125	45	23		
Bruce B. Downs Blvd. WB On Ramp	7023	276	85	65	25	39	
	276	1992	1723	65	45		
	904	275	362	45	22		
	275	7023	125	45	23		
Bruce B. Downs Blvd. WB On Ramp	7023	276	85	65	25	39	
	276	1992	1723	65	45		
	276	1992	1723	65	45		

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-75 Southbound General Use Lane	Bruce B. Downs Blvd. Off Ramp	1808	7026	420	45	44	29
		7026	32	763	45	47	
		32	903	1326	45	13	
	Bruce B. Downs Blvd. EB On Ramp	902	7010	401	45	39	50
		7010	273	600	65	48	
		273	1810	541	65	60	
	Bruce B. Downs Blvd. WB On Ramp	907	286	344	45	28	49
		286	287	307	45	39	
		287	271	539	45	42	
		271	7012	1400	45	41	
		7012	272	130	45	42	
	Fletcher Ave. WB Off Ramp	272	1811	2422	65	59	37
		1826	7014	239	45	45	
		7014	232	695	45	48	
		232	230	1198	45	33	
		230	241	219	35	23	
	Fletcher Ave. EB Off Ramp	241	912	293	35	32	36
		1826	7014	239	45	45	
		7014	232	695	45	48	
		232	230	1198	45	33	
	Fletcher Ave. EB On Ramp	230	913	194	35	6	34
		912	226	349	45	29	
		226	227	234	45	24	
		227	7013	250	45	30	
		7013	228	250	45	38	
		228	229	329	45	41	
	Fletcher Ave. EB On Ramp	229	1829	401	45	40	34
		913	227	259	45	15	
		227	7013	250	45	30	
		7013	228	250	45	38	
		228	229	329	45	41	
	Fowler Ave. WB Off Ramp	229	1829	401	45	40	36
		1830	210	654	45	42	
		210	7008	355	45	41	
		7008	107	356	45	28	
		107	197	405	35	27	
		197	198	820	40	37	
	Fowler Ave. EB Off Ramp	198	923	444	40	35	32
		1830	210	654	45	42	
		210	7008	355	45	41	
7008		107	356	45	28		
107		106	638	35	31		
106		195	732	35	30		
195		196	780	35	29		
Fowler Ave. WB On Ramp	196	925	930	35	29	35	
	924	225	333	40	28		
	225	220	288	40	37		
	220	7005	178	40	38		
	7005	223	178	40	38		
	223	242	657	40	38		
	242	224	456	50	39		
Fowler Ave. EB On Ramp	224	1838	637	65	29	35	
	922	221	371	40	28		
	221	222	405	40	38		
	222	220	398	40	37		
	220	7005	178	40	38		
	7005	223	178	40	38		
	223	242	657	40	38		
	242	224	456	50	39		
I-4 WB Off Ramp	224	1838	637	65	29	45	
	1860	104	579	50	46		
	104	7020	381	50	48		
	7020	97	617	50	49		
	97	95	417	50	42		
	95	80	516	50	44		
	80	98	500	50	44		
	98	79	646	50	43		
	79	7022	170	50	40		
7022	110	192	50	42			
		110	37	408	50	47	

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
I-4 EB Off Ramp	1860	104	579	50	46	43
	104	7020	381	50	48	
	7020	97	617	50	49	
	97	95	417	50	42	
	95	7021	355	45	41	
	7021	125	240	45	42	
	125	128	1326	45	42	
	128	129	398	45	42	
	129	130	333	45	42	
	130	26	873	45	40	
I-4 WB On Ramp	30	94	740	55	52	42
	94	7017	344	55	53	
	7017	248	319	55	62	
	248	249	502	55	29	
	249	7019	403	45	29	
	7019	100	309	45	39	
	100	118	1880	45	41	
	118	103	683	45	39	
	103	119	364	45	39	
119	1862	461	45	38		
I-4 EB On Ramp	23	85	880	50	46	45
	85	7027	301	50	46	
	7027	86	310	50	48	
	86	84	337	50	40	
	84	7028	396	50	44	
	7028	88	353	50	47	
	88	121	517	50	47	
121	1864	1399	50	45		
MLK Off Ramp	1868	67	583	45	44	32
	67	7002	190	45	45	
	7002	54	555	45	50	
	54	933	745	45	7	
MLK WB On Ramp	932	112	455	45	40	35
	112	68	460	45	16	
	68	7003	434	45	31	
	7003	69	411	45	43	
	69	1870	709	45	42	
MLK EB On Ramp	933	115	216	45	27	37
	115	68	246	45	34	
	68	7003	434	45	31	
	7003	69	411	45	43	
	69	1870	709	45	42	
SR 60 Off Ramp	1876	7006	747	65	62	38
	7006	218	2770	45	43	
	218	1095	820	40	37	
	1095	942	1057	40	10	
Selmon Expressway On Ramp	1010	1886	2450	55	53	53
US 301 WB On Ramp	982	1026	880	45	34	49
	1026	7203	426	55	47	
	7203	1025	1500	60	57	
	1025	1892	298	65	60	
US 301 EB On Ramp	981	1026	1710	45	40	49
	1026	7203	426	55	47	
	7203	1025	1500	60	57	
	1025	1892	298	65	60	

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-4 Eastbound General Use Lane	US 301 Off Ramp	205	7045	630	45	43	35
		7045	219	650	45	34	
		219	4	687	45	38	
		4	270	920	45	41	
		270	314	290	45	40	
		314	277	608	45	28	
	I-4 CD Off Ramp	277	292	503	45	21	38
		205	7045	630	45	43	
		7045	219	650	45	34	
		219	315	684	45	33	
		315	7033	360	45	39	
	I-4 CD On Ramp	7033	278	309	45	42	7
278		274	440	45	42		
38		7046	854	55	4		
I-4 Westbound General Use Lane	Mango Off Ramp	7046	39	712	55	7	26
		39	10	724	55	9	
		245	342	400	45	44	
	Mango On Ramp	342	7053	255	45	44	40
		7053	250	797	45	11	
		250	7050	363	45	29	
	Mango Off Ramp	7050	253	424	45	42	35
		253	246	1150	45	43	
		255	343	553	45	44	
	Mango On Ramp	343	7051	271	45	44	38
		7051	344	265	45	57	
		344	251	465	45	8	
	I-4 CD On Ramp	251	345	402	45	28	53
		345	7052	235	45	41	
		7052	256	288	45	43	
		256	6	926	45	40	
	US 301 On Ramp	5	262	513	55	53	38
		262	7043	162	55	53	
		7043	318	180	55	52	
		318	7044	239	55	51	
		7044	319	205	55	52	
		319	310	580	55	53	
	I-4 CD On Ramp	310	305	825	55	53	43
		3	323	1162	45	42	
323		214	372	45	40		
214		321	1044	45	41		
321		312	599	45	41		
312		325	560	30	28		
325		320	530	30	26		
320		7049	192	45	34		
I-4 CD On Ramp	7049	267	149	45	40	43	
	267	265	530	45	43		
	309	269	752	45	44		
	269	7048	432	45	44		
	7048	320	445	45	47		
I-4 CD On Ramp	320	7049	192	45	34	43	
	7049	267	149	45	40		
	267	265	530	45	43		

Appendix D

TBNext Sections 9 & 10 Travel Demand Modeling Technical Memorandum

TBNext Sections 9 & 10 Travel Demand Modeling Technical Memorandum

1. Introduction

The study area is TBNexts Sections 9 & 10, as shown in the following Figure 1.1.

- **Section 9:** The northern PD&E limits are I-75 (SR 93A) from S of US 301 to N of Bruce B Downs Blvd.
- **Section 10:** The southern PD&E limits are I-75 (SR 93A) from Moccasin Wallow Rd to S of US 301

The TBNext subarea Origin-Destination Matrix Estimation (ODME) models for 2010, 2045 No Build and 2045 Build scenarios for Sections 9 and 10 were utilized to develop AADT, while the Express Lanes Time of Day Model version 2.3 (ELToD v2.3) was used to develop the General Purpose Lane and Express Lane volume split for 2045 Build scenario.

2. Modeling Approach

The modeling approach is as follows:

- 1) Update the 2045 No Build subarea ODME model from HNTB for Sections 9 and 10 using the necessary input from the updated TBNext 2045 No Build regional model;
- 2) Update the 2045 Build Option A subarea ODME model from HNTB for Sections 9 and 10 using the necessary input from the updated TBNext 2045 Build regional model;
- 3) Re-run the 2045 No Build and Build subarea ODME models for Sections 9 and 10;
- 4) Create corridor input for the ELToD model using the 2045 Build subarea ODME model for Sections 9 and 10;
- 5) Update the 2045 Build ELToD model with the Sections 9 and 10 corridor input and other necessary input files;
- 6) WSP will develop the AADT using the subarea ODME model results for Sections 9 and 10 for all the years
- 7) The TBNext 2045 Build ELToD model for Sections 9 and 10 will provide the General Purpose Lane and Express Lane volume split, which will be applied to the Build AADT developed in **Step 6**, including all the interim year AADT.



Figure 1.1

3. Travel Demand Model Update and AADT Development

The TBNext subarea ODME models were updated for Sections 9 & 10 for 2010 (as is), 2045 No Build, and 2045 Build. The ODME model volumes were adopted by WSP to develop future AADT.

4. ELToD Modeling

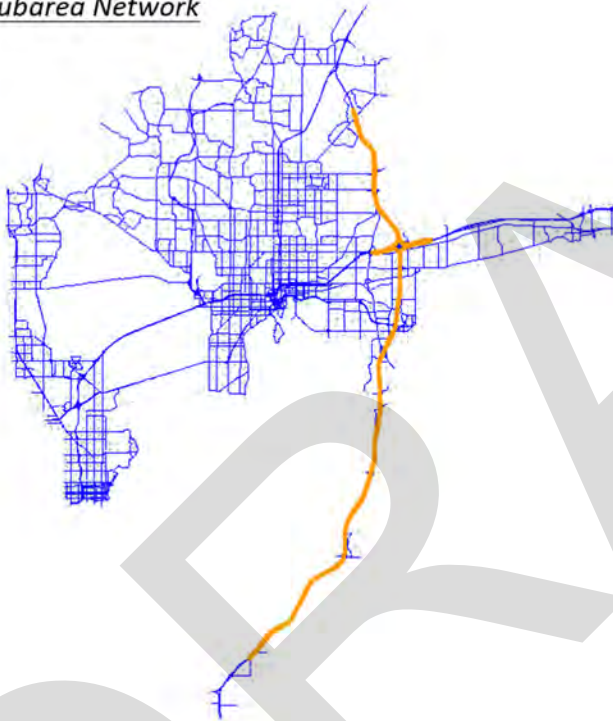
The ELToD Model received from HNTB on January 11th, 2019 was used as a starting point for the ELToD modeling for TBNext Sections 9 and 10. Certain input files have been updated in the ELToD model. The TBNext ELToD model was updated for Sections 9 and 10 for 2045 Build.

4.1 ELToD Input File Preparation

4.1.1 Network File

The input network file for the ELToD model is the project corridor network file. The corridor network file was extracted from the subarea unloaded network based on the study area. In this project, both I-75 from Bruce B Down Blvd to Moccasin Wallow Road and I-4 from US-301 to Mango Rd were included in the corridor network, as shown in Figure 4.1.

Subarea Network



Corridor Network

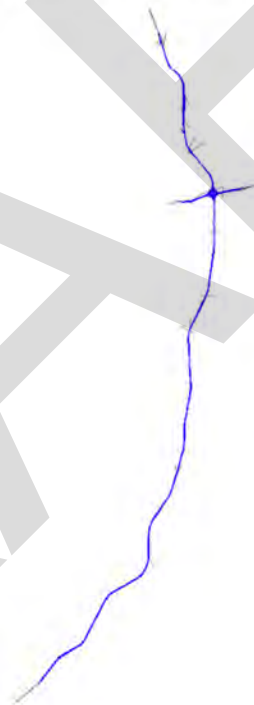


Figure 4.1

The ELToD model would need to make a choice at the decision points whether to use the express lane or not. To make the model run properly, the I-4 eastbound and westbound EL and GP trip origin points were merged together in the corridor network, as shown in Figure 4.2. In the project corridor network, node 43 was merged to node 45; and node 60 was merged to node 40. Meanwhile, the trip table matrix was updated accordingly as described in the following 4.1.2 trip table preparation step.

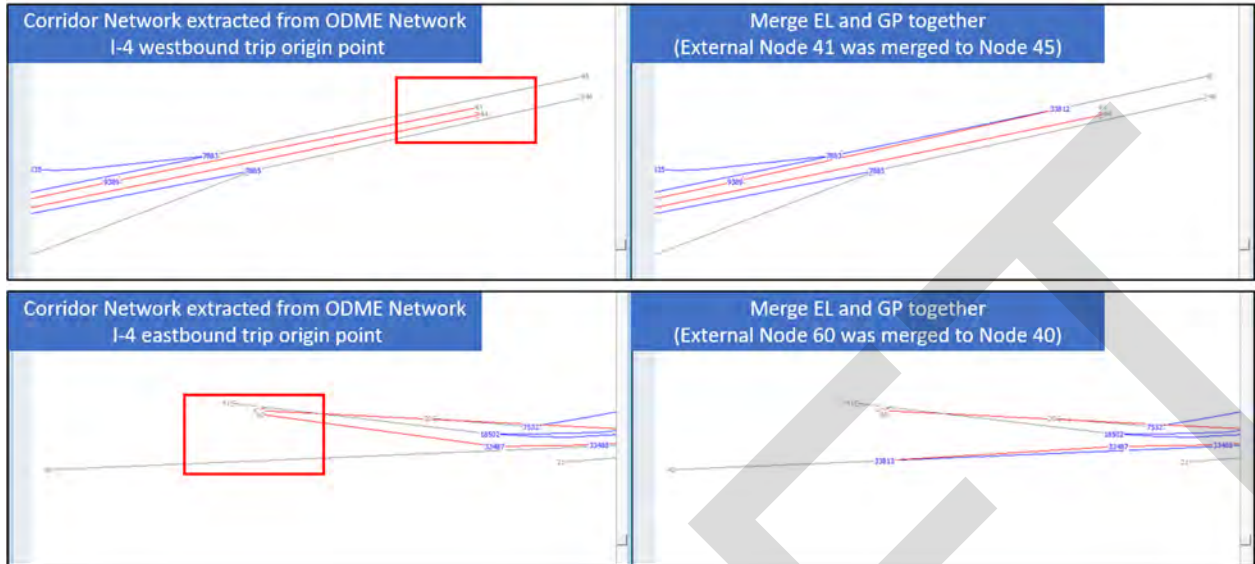


Figure 4.2

4.1.2 Trip Table matrix file

The ELToD daily trip table was generated based on the ODME period trip tables and the project corridor network. The I-4 EL and GP trip origin points were merged. Node 43 was merged to node 45; and node 60 was merged to node 40. Figure 4.3 shows the Cube process for this step.

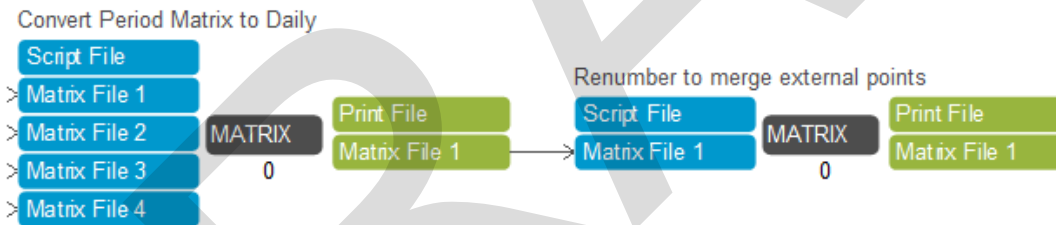


Figure 4.3

4.1.3 Directional Link File

The Directional Link file is to recognize the direction of each link in the network based on the angle, and then assign the 24-hour hourly traffic volume distribution % to each link, based on the recognized link direction (NB/EB, or SB/WB).

Based on the Department’s comments, the direction code for some links were modified based on reasonableness check. DIR1 was assigned to the links at I-75 NB north of I-4, I-75 SB from I-4 to Big Bend Rd, I-75 NB South of Big Bend Rd and I-4 EB, while DIR2 was assigned to I-75 SB North of I-4, I-75 NB from Big Bend Rd to I-4, I-75 SB South of Big Bend Rd and I-4 WB.

4.1.4 Hourly Distribution File

The hourly distribution file is used to represent hourly directional traffic distribution of the project corridor. It is an average estimate for entire project corridor.

The 2017 Synopsis Reports of 15 locations on I-75 within the study area (TBNEXT Section 9 and Section 10) were used to calculate the average hourly direction distribution curve as shown in Figure 4.4.

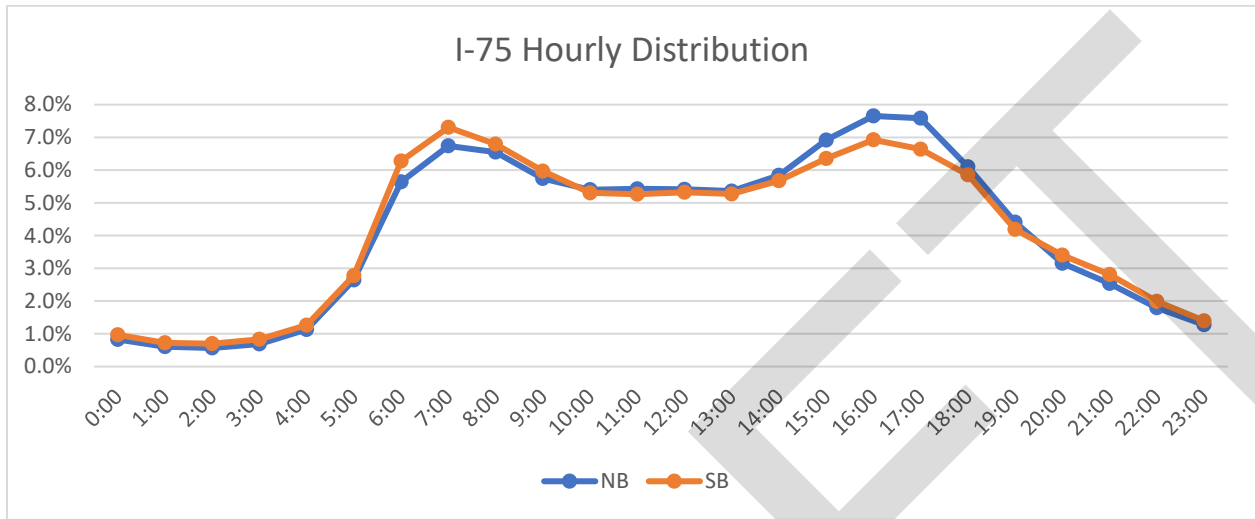


Figure 4.4

4.1.5 Segment

The segments in ELToD model were defined based on the EL ingress and egress locations. Based on the geometry design of the study area, Figure 4.5 shows the segment definition for both I-75 and I-4.

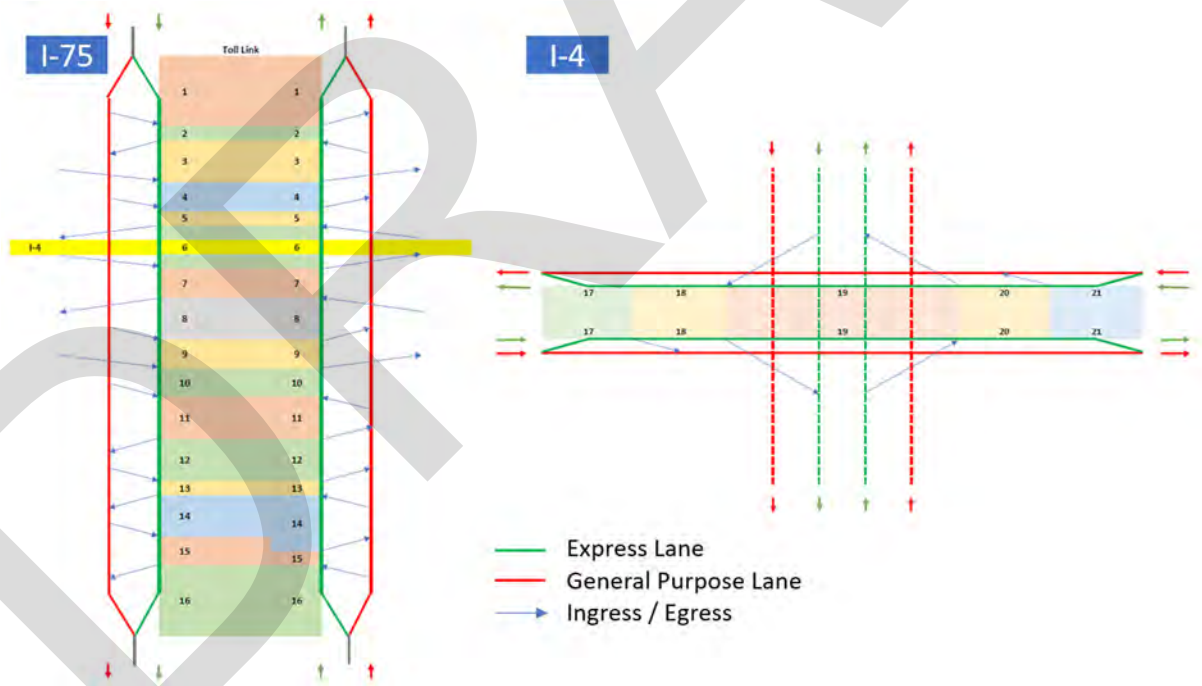


Figure 4.5

For this project, I-75 was split into 16 segments (Segment 1-16), while I-4 within the ELToD network was split into 5 segments (Segment 17-21).

4.1.6 Pull Link file.

The model network requires a Pull Link attribute to identify the links to extract data for result summary. The pull link locations include both general purpose lane and express lane. A set of pull links (EL and GP for two directions) in each segment were selected to be included in the Pull Link File.

4.1.7 Toll Link File.

The Toll Link file includes the toll links' segment number, segment length, and minimum segment toll rate by direction. Only the express lanes pull links identified in Pull Link files are required. In this project, the toll link locations were selected based on the FDOT Toll Segment Definition as shown in Figure 4.6 and 4.7.

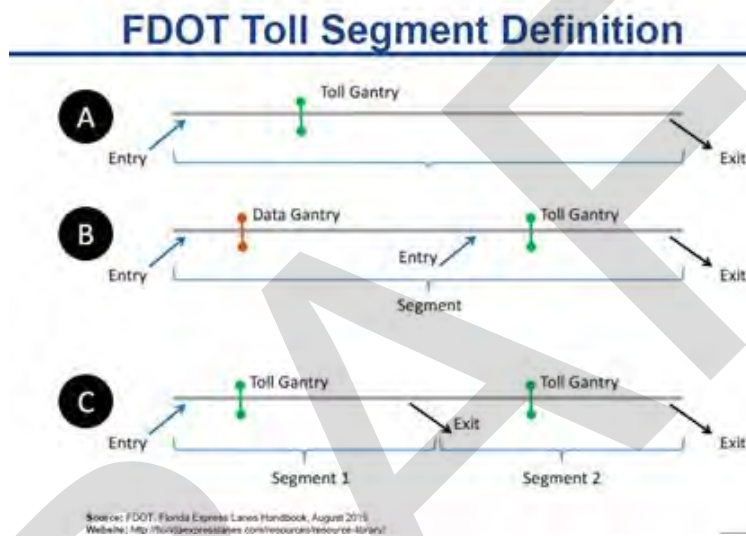


Figure 4.6

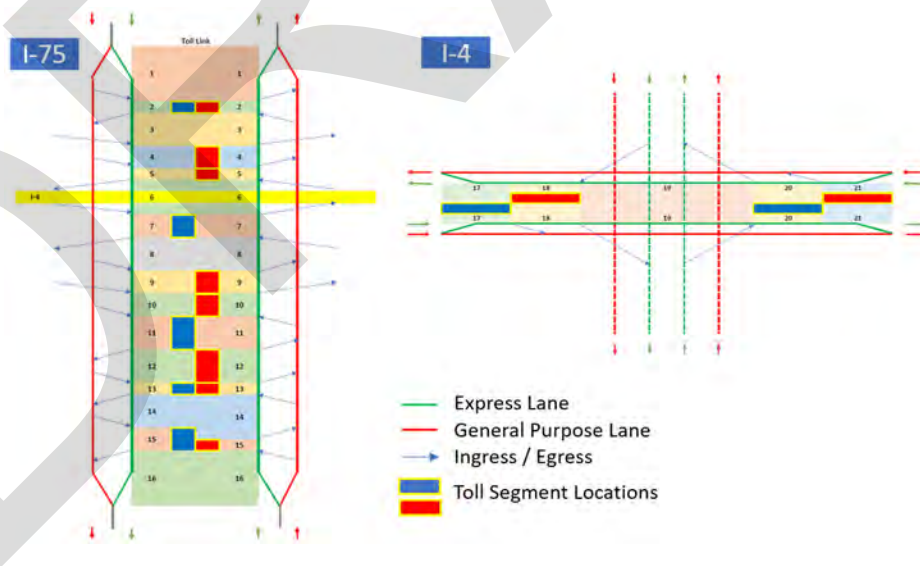


Figure 4.7

4.1.8 Other factors

Some other model input factors were updated based on the file “ELToD Model Toll Choice Model Calibration.xlsx”. In this project, the aggregate Value of Time was determined to be \$13 within the study area. The toll constant is calculated as shown in Table 4.1.

Midnight Toll Share:	5.0%
Minimum Toll:	0.50
Dampening:	0.47

Period	Abv.	Constant
Overnight	ON	-2.66
Evening or Early Mornin	EEM	-1.18
Off-Peak	OP	-0.79
Peak Period/Direction	PK	-0.34

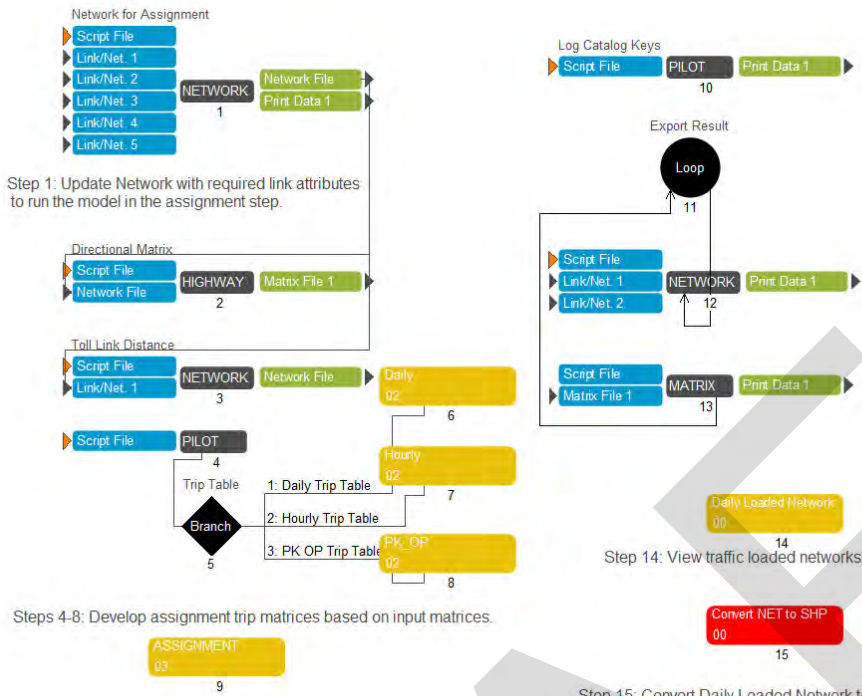
Hour	PERIOD		CONSTANT	
	Dir 1	Dir 2	Dir 1	Dir 2
0 to 1	ON	ON	-2.664	-2.664
1 to 2	ON	ON	-2.664	-2.664
2 to 3	ON	ON	-2.664	-2.664
3 to 4	ON	ON	-2.664	-2.664
4 to 5	ON	ON	-2.664	-2.664
5 to 6	OP	OP	-0.792	-0.792
6 to 7	OP	OP	-0.792	-0.792
7 to 8	PK	PK	-0.344	-0.344
8 to 9	PK	PK	-0.344	-0.344
9 to 10	PK	PK	-0.344	-0.344
10 to 11	OP	OP	-0.792	-0.792
11 to 12	OP	OP	-0.792	-0.792
12 to 13	OP	OP	-0.792	-0.792
13 to 14	OP	OP	-0.792	-0.792
14 to 15	OP	OP	-0.792	-0.792
15 to 16	OP	OP	-0.792	-0.792
16 to 17	PK	PK	-0.344	-0.344
17 to 18	PK	PK	-0.344	-0.344
18 to 19	PK	PK	-0.344	-0.344
19 to 20	OP	OP	-0.792	-0.792
20 to 21	OP	OP	-0.792	-0.792
21 to 22	ON	ON	-2.664	-2.664
22 to 23	ON	ON	-2.664	-2.664
23 to 24	ON	ON	-2.664	-2.664

Table 4.1

4.2 Update model key setting and run the model

The keys for all the model input files were updated based on our input preparation procedure. The model was run to get ELToD loaded network.

Input Files		
Network File	M:\District7\TBRTA\TBNEXT_SEG9_10\ELToD_Latest\4-Model Test\Test Run_V9.0\input\BNOA\Extract_Net_S.net	Browse ... Edit ...
Toll Link File	M:\District7\TBRTA\TBNEXT_SEG9_10\ELToD_Latest\4-Model Test\Test Run_V9.0\input\BNOA\Toll_Link.csv	Browse ... Edit ...
Directional Link File	M:\District7\TBRTA\TBNEXT_SEG9_10\ELToD_Latest\4-Model Test\Test Run_V9.0\input\BNOA\Directional_Link.csv	Browse ... Edit ...
Pull Link File	M:\District7\TBRTA\TBNEXT_SEG9_10\ELToD_Latest\4-Model Test\Test Run_V9.0\input\BNOA\Pull_Link.csv	Browse ... Edit ...
Capacity Speed Link File	M:\District7\TBRTA\TBNEXT_SEG9_10\ELToD_Latest\4-Model Test\Test Run_V9.0\input\Parameters\Cappsd.csv	Browse ... Edit ...
Express Lane Link File	M:\District7\TBRTA\TBNEXT_SEG9_10\ELToD_Latest\4-Model Test\Test Run_V9.0\input\Parameters\EL_Link.csv	Browse ... Edit ...
Toll Link FTTYPE Number	94	
HOV Link FTTYPE Number	0	
Trip Table Type	Daily	
Trip Table Factor	1	
Trip Table File	M:\District7\TBRTA\TBNEXT_SEG9_10\ELToD_Latest\4-Model Test\Test Run_V9.0\input\BNOA\Revised_Day.MAT	Browse ... Edit ...
Hourly Distribution File	M:\District7\TBRTA\TBNEXT_SEG9_10\ELToD_Latest\4-Model Test\Test Run_V9.0\input\Parameters\Hourly_Distribution.csv	Browse ... Edit ...
Number of Zones	80	



4.3 Model Result Summary

The model result summary is shown in Tables 4.2 through 4.3, which include the AM Peak period, PM Peak Period and Daily Express Lane share percentage. Please use ELToD Segment 15 results for Segment 16 – this recommendation was made after the sensitivity tests and consultation with Florida’s Turnpike Enterprise.

	I-75	Segment	ELToD AM Peak Period				ELToD PM Peak Period				ELToD Daily			
			South		North		South		North		South		North	
			GP	EL	EL	GP	GP	EL	EL	GP	GP	EL	EL	GP
Bruce B Downs Blvd		Seg 1-a	68.3%	31.7%	20.4%	79.6%	68.2%	31.8%	21.3%	78.7%	71.7%	28.3%	15.8%	84.2%
		Seg 1-b	81.3%	18.7%	20.4%	79.6%	81.3%	18.7%	21.3%	78.7%	83.3%	16.7%	15.8%	84.2%
Fletcher Ave		Seg 2	70.6%	29.4%	21.0%	79.0%	70.5%	29.5%	21.7%	78.3%	73.6%	26.4%	16.3%	83.7%
		Seg 3-a	63.6%	36.4%	11.7%	88.3%	63.7%	36.3%	12.3%	87.7%	67.3%	32.7%	9.1%	90.9%
		Seg 3-b	80.8%	19.2%	10.0%	90.0%	80.9%	19.1%	10.6%	89.4%	81.9%	18.1%	7.8%	92.2%
		Seg 3-c	83.5%	16.5%	11.1%	88.9%	83.7%	16.3%	11.8%	88.2%	84.5%	15.5%	8.7%	91.3%
SR 582/E Fowler Ave		Seg 4	77.1%	22.9%	11.5%	88.5%	77.3%	22.7%	11.9%	88.1%	78.2%	21.8%	9.6%	90.4%
		Seg 5	72.6%	27.4%	25.2%	74.8%	72.8%	27.2%	26.0%	74.0%	73.9%	26.1%	20.9%	79.1%
I-4		Seg 6	75.4%	24.6%	19.1%	80.9%	75.8%	24.2%	19.4%	80.6%	77.4%	22.6%	15.4%	84.6%
		Seg 7-a	73.5%	26.5%	32.9%	67.1%	73.8%	26.2%	32.4%	67.6%	75.4%	24.6%	29.6%	70.4%
SR 574/M.L.K. Jr Blvd		Seg 7-b	78.7%	21.3%	23.4%	76.6%	79.2%	20.8%	23.8%	76.2%	80.3%	19.7%	21.3%	78.7%
		Seg 8	87.1%	12.9%	16.5%	83.5%	87.3%	12.7%	17.0%	83.0%	89.2%	10.8%	15.1%	84.9%
SR 60/Adamo Dr.		Seg 9	78.2%	21.8%	25.8%	74.2%	78.3%	21.7%	25.9%	74.1%	81.7%	18.3%	22.3%	77.7%
		Seg 10-a	77.1%	22.9%	33.7%	66.3%	77.2%	22.8%	33.6%	66.4%	80.9%	19.1%	30.2%	69.8%
US 301		Seg 10-b	79.1%	20.9%	24.6%	75.4%	79.3%	20.7%	24.8%	75.2%	82.6%	17.4%	22.1%	77.9%
		Seg 11	72.8%	27.2%	15.0%	85.0%	73.1%	26.9%	15.7%	84.3%	77.4%	22.6%	13.7%	86.3%
Gibsonton Dr		Seg 12-a	82.4%	17.6%	20.0%	80.0%	81.8%	18.2%	20.8%	79.2%	86.1%	13.9%	17.3%	82.7%
		Seg 12-b	76.6%	23.4%	24.7%	75.3%	75.5%	24.5%	25.3%	74.7%	81.5%	18.5%	21.3%	78.7%
Big Bend Rd		Seg 12-c	70.4%	29.6%	34.9%	65.1%	67.8%	32.2%	34.4%	65.6%	76.2%	23.8%	29.6%	70.4%
		Seg 13	67.5%	32.5%	37.5%	62.5%	65.1%	34.9%	37.0%	63.0%	74.1%	25.9%	31.7%	68.3%
SR 674/Sun City Central Blvd.		Seg 14-a	83.7%	16.3%	13.8%	86.2%	83.9%	16.1%	18.3%	81.7%	90.0%	10.0%	9.1%	90.9%
		Seg 14-b	74.0%	26.0%	22.7%	77.3%	73.2%	26.8%	29.0%	71.0%	83.9%	16.1%	14.8%	85.2%
		Seg 15	74.0%	26.0%	22.2%	77.8%	73.3%	26.7%	27.7%	72.3%	83.4%	16.6%	14.7%	85.3%
		Seg 16	74.0%	26.0%	22.2%	77.8%	73.3%	26.7%	27.7%	72.3%	83.4%	16.6%	14.7%	85.3%

Table 4.2

	ELToD AM Peak Period				ELToD PM Peak Period				ELToD Daily			
	East		West		East		West		East		West	
	GP	EL	EL	GP	GP	EL	EL	GP	GP	EL	EL	GP
	63.0%	37.0%	30.7%	69.3%	63.9%	36.1%	30.9%	69.1%	65.8%	34.2%	30.8%	69.2%
Seg 17	63.0%	37.0%	30.7%	69.3%	63.9%	36.1%	30.9%	69.1%	65.8%	34.2%	30.8%	69.2%
Seg 18	66.4%	33.6%	30.7%	69.3%	66.5%	33.5%	30.9%	69.1%	66.9%	33.1%	30.8%	69.2%
Seg 19	81.8%	18.2%	16.1%	83.9%	81.3%	18.7%	16.1%	83.9%	81.6%	18.4%	16.1%	83.9%
Seg 20	73.4%	26.6%	27.9%	72.1%	74.0%	26.0%	29.7%	70.3%	73.7%	26.3%	27.3%	72.7%
Seg 21	69.5%	30.5%	28.0%	72.0%	70.2%	29.8%	28.2%	71.8%	69.7%	30.3%	25.1%	74.9%

Table 4.3

Appendix E

2025 Nobuild Alternative Measure of Effectiveness

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-75 Northbound Mainline	US 301 WB Off Ramp	1907	7202	292	40	38	30
		7202	1020	472	40	42	
		1020	1017	2162	40	35	
		1017	1019	760	25	22	
		1019	1021	880	25	21	
	US 301 EB Off Ramp	1021	984	800	25	21	37
		1907	7202	292	40	38	
		7202	1020	472	40	42	
	I-75 CD On Ramp North of SR60	1020	986	1930	40	36	48
		52	7055	203	65	48	
		7055	48	202	65	49	
		48	7056	161	65	48	
		7056	6499	163	65	47	
	SR 60 WB On Ramp	6499	1920	160	65	50	37
		392	7057	576	40	32	
		7057	1063	535	40	39	
		1063	55	1007	40	39	
	MLK WB Off Ramp	55	50	2468	40	39	41
		50	49	1464	40	34	
		1928	422	821	45	44	
		422	423	2090	45	44	
		423	571	629	45	44	
	MLK EB Off Ramp	571	7004	157	45	43	40
		7004	64	120	45	42	
		64	113	808	45	36	
		113	415	210	45	9	
		1928	422	821	45	44	
	MLK WB on Ramp	422	423	2090	45	44	39
		423	571	629	45	44	
		571	7004	157	45	43	
		7004	64	120	45	42	
		64	113	808	45	36	
	I-75 CD Off Ramp North of MLK	113	430	384	45	12	50
		114	47	352	45	13	
		47	7001	424	45	30	
		7001	519	157	45	43	
	MLK EB on Ramp	519	56	176	45	43	42
		56	518	759	50	48	
		518	1934	528	50	49	
		42	43	1569	50	9	
		427	47	244	45	23	
	I-4 WB On Ramp	47	7001	424	45	30	43
		7001	519	157	45	43	
		519	56	176	45	43	
		56	518	759	50	48	
		518	1934	528	50	49	
		30	94	740	55	52	
94		7017	344	55	53		
7017		248	319	55	58		
248		249	502	55	25		
249		7018	515	55	40		
7018		96	363	55	46		
I-4 EB On Ramp	96	120	505	55	49	42	
	120	62	510	55	49		
	62	7058	296	55	52		
	7058	76	127	55	48		
	76	7059	309	55	44		
	7059	70	161	55	27		
	70	74	277	55	21		
	74	1941	956	55	38		
	23	85	882	50	44		
	85	7027	301	50	38		
	7027	86	310	50	39		
	86	84	337	50	38		
	84	72	184	50	44		
	72	7029	139	45	44		
7029	89	267	45	43			
89	91	1450	45	43			
Fowler Ave. WB Off Ramp	91	92	1607	45	42	32	
	92	120	321	45	42		
	120	62	510	55	49		
	62	7058	296	55	52		
	7058	76	127	55	48		
	76	7059	309	55	44		
	7059	70	161	55	27		
	70	74	277	55	21		
74	1941	956	55	38			
Fowler Ave. WB Off Ramp	1960	193	554	35	34	32	
	193	7030	301	35	33		
	7030	87	266	35	35		
	87	93	614	35	27		
	93	111	715	35	31		
	111	123	2140	35	32		
	123	194	829	35	32		
194	921	742	35	30			

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
	Fowler Ave. EB Off Ramp	1960	193	554	35	34	32
		193	7030	301	35	33	
		7030	87	266	35	35	
		87	93	614	35	27	
		93	108	1023	40	35	
		108	619	265	40	35	
	Fowler Ave. WB On Ramp	619	927	422	40	22	42
		927	7007	583	45	42	
		7007	207	431	45	43	
		207	208	580	45	42	
	Fowler Ave. WB On Ramp	208	209	341	45	43	33
		209	1964	243	45	43	
		926	7011	650	35	32	
	Fletcher Ave. WB Off Ramp	7011	244	500	35	34	30
		244	1962	600	35	34	
		1968	7015	130	30	38	
		7015	33	549	30	32	
		33	1	580	30	28	
		1	630	151	30	28	
		630	36	214	30	28	
		36	606	131	30	26	
	Fletcher Ave. EB Off Ramp	606	238	650	35	30	26
		238	916	196	35	26	
		1968	7015	130	30	38	
		7015	33	549	30	32	
		33	1	580	30	28	
		1	630	151	30	28	
	Fletcher Ave. WB On Ramp	630	36	214	30	28	36
36		606	131	30	26		
606		917	352	35	6		
918		2339	700	35	27		
2339		7016	812	45	39		
Fletcher Ave. EB On Ramp	7016	240	159	45	30	38	
	240	239	1182	45	37		
	239	1973	849	45	42		
	917	2359	104	45	27		
Bruce B. Downs Blvd. WB + EB Off Ramp	2359	2339	213	45	31	27	
	2339	7016	812	45	39		
	7016	240	159	45	30		
	240	239	1182	45	37		
	239	1973	849	45	42		
Bruce B. Downs Blvd. EB Off Ramp	1988	7031	646	45	43	36	
	7031	280	969	45	33		
	280	904	748	45	4		
Bruce B. Downs Blvd. WB On Ramp	1988	7031	646	45	43	40	
	280	905	1028	45	35		
	906	275	650	45	28		
	275	7023	125	45	25		
Bruce B. Downs Blvd. WB Off Ramp	7023	2769	85	65	27	35	
	2769	1992	1723	65	46		
	1808	7026	420	45	43		
	7026	276	763	45	44		
	276	703	1048	45	28		
	703	112	437	45	28		
Bruce B. Downs Blvd. EB Off Ramp	703	903	278	45	2	32	
	1808	7026	420	45	43		
	7026	276	763	45	44		
Bruce B. Downs Blvd. WB On Ramp	276	703	1048	45	28	47	
	703	903	278	45	2		
	907	286	344	45	28		
	286	287	307	45	38		
	287	271	539	45	41		
Bruce B. Downs Blvd. EB On Ramp	271	7012	1400	45	39	49	
	7012	2729	130	45	41		
	2729	1811	2422	65	58		
Fletcher Ave. WB Off Ramp	902	7010	401	45	33	34	
	7010	273	600	65	49		
	273	1810	541	65	60		
	1826	7014	239	45	28		
Fletcher Ave. EB Off Ramp	7014	232	695	45	46	34	
	232	615	1198	45	32		
	615	241	219	35	23		
Fletcher Ave. WB On Ramp	241	912	293	35	27	5	
	912	913	194	35	9		
	1826	7014	239	45	28		
	7014	232	695	45	46		
Fletcher Ave. WB On Ramp	232	615	1198	45	32	5	
	615	913	194	35	9		
	913	2279	259	45	1		
	2279	7013	250	45	6		
Fletcher Ave. WB On Ramp	7013	228	250	45	6	5	
	228	229	329	45	6		
	229	1829	401	45	6		

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-75 Southbound Mainline	Fletcher Ave. EB On Ramp	912	2269	349	45	5	6
		2269	2279	234	45	5	
		2279	7013	250	45	6	
		7013	228	250	45	6	
		228	229	329	45	6	
		229	1829	401	45	6	
	Fowler Ave. WB Off Ramp	1830	210	679	65	40	35
		210	7008	329	45	45	
		7008	107	360	46	26	
		107	197	405	35	27	
		197	235	820	40	36	
		235	923	444	40	35	
	Fowler Ave. EB Off Ramp	1830	210	679	65	40	32
		210	7008	329	45	45	
		7008	107	360	46	26	
		107	106	638	35	31	
		106	195	732	35	31	
		195	233	780	35	30	
	Fowler Ave. WB On Ramp	233	925	930	35	29	33
		924	225	333	40	28	
		225	2209	288	40	37	
		2209	7005	178	40	36	
		7005	223	178	40	37	
		223	242	657	40	37	
	Fowler Ave. EB On Ramp	242	224	456	40	36	33
		224	1838	637	40	24	
		922	2219	363	40	28	
		2219	2229	407	40	36	
		2229	2209	398	40	35	
		2209	7005	178	40	36	
	I-4 WB Off Ramp	7005	223	178	40	37	27
		223	242	657	40	37	
		242	224	456	40	36	
		224	1838	637	40	24	
		1858	75	1485	50	24	
		75	104	574	50	14	
		104	7020	381	50	12	
		7020	97	617	50	15	
		97	95	417	50	14	
		95	80	516	50	31	
I-4 EB Off Ramp	80	98	500	50	41	29	
	98	79	646	50	41		
	79	7022	170	50	39		
	7022	110	192	50	41		
	110	37	407	50	46		
	1858	75	1485	50	24		
	75	104	574	50	14		
	104	7020	381	50	12		
	7020	97	617	50	15		
	97	95	417	50	14		
I-4 EB On Ramp	95	7021	355	45	29	44	
	7021	125	240	45	36		
	125	128	1326	45	40		
	128	129	398	45	41		
	129	130	333	45	41		
	130	26	873	45	41		
	23	85	882	50	44		
MLK WB Off Ramp	85	7027	301	50	38	35	
	7027	86	310	50	39		
	86	84	337	50	38		
	84	7028	396	50	43		
	7028	88	353	50	46		
	88	121	517	50	46		
MLK EB Off Ramp	121	1864	1399	50	46	36	
	1868	67	590	45	44		
	67	7002	195	45	44		
	7002	65	101	45	43		
MLK WB On Ramp	65	54	784	45	38	37	
	54	431	484	45	15		
	1868	67	590	45	44		
	67	7002	195	45	44		
	MLK EB On Ramp	7002	65	101	45	43	36
		65	54	784	45	38	
		54	428	358	45	13	
	MLK WB On Ramp	429	68	392	45	25	37
		68	7003	158	45	29	
		7003	69	175	45	38	
		69	1870	1196	45	42	

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
	MLK EB On Ramp	432	68	566	45	37	39
		68	7003	158	45	29	
		7003	69	175	45	38	
		69	1870	1196	45	42	
	SR 60 Off Ramp	1876	7006	762	40	39	34
		7006	218	2452	45	42	
		218	1095	1073	40	37	
		1095	942	1057	40	9	
	I-75 CD Off Ramp North of SR60	1879	46	612	65	21	21
		46	1002	600	65	20	
	I-75 CD Off Ramp North of Selmon Expressway	1883	1034	1124	65	55	44
	Selmon Expressway On Ramp	1010	1886	2450	55	54	
	I-75 CD On Ramp North of US301	1015	1889	1470	65	18	
	CD WB On Ramp (to US 301)	982	1026	880	45	34	50
1026		7203	426	55	47		
7203		1025	1500	60	58		
1025		1892	298	65	60		
CD WB On Ramp (to US 301)	981	1026	1710	45	38	48	
	1026	7203	426	55	47		
	7203	1025	1500	60	58		
	1025	1892	298	65	60		
I-4 Eastbound Mainline	US 301 Off Ramp	205	7045	630	45	4	25
		7045	219	650	45	4	
		219	4	687	45	34	
		4	270	920	45	41	
		270	314	290	45	41	
		314	277	608	45	30	
		277	292	503	45	21	
I-4 CD Off Ramp	205	7045	630	45	4	4	
	7045	219	650	45	4		
	219	315	684	45	3		
	315	7033	360	45	3		
I-4 CD On Ramp	7033	278	309	45	4	9	
	278	274	440	45	4		
	274	7046	854	55	5		
	7046	39	712	55	8		
I-75 NB CD On Ramp	39	10	724	55	15	24	
	43	57	375	50	8		
	57	58	870	50	8		
	58	7025	699	50	11		
	7025	81	2171	50	17		
	81	82	576	50	38		
	82	7024	376	50	40		
	7024	71	375	50	44		
	71	124	420	50	45		
	124	27	552	50	45		
Mango Off Ramp	245	101	168	45	45	28	
	101	342	388	45	44		
	342	7053	99	45	42		
	7053	581	129	45	42		
Mango On Ramp	581	250	668	45	9	40	
	250	7050	363	45	29		
	7050	253	424	45	42		
Mango Off Ramp	253	246	1150	45	43	36	
	246	343	553	45	44		
	343	7051	271	45	44		
Mango On Ramp	7051	344	265	45	58	40	
	344	251	465	45	8		
	251	345	402	45	29		
I-75 NB CD On Ramp	345	7052	235	45	40	24	
	7052	256	288	45	43		
	256	6	926	45	43		
	43	57	375	50	8		
	57	58	870	50	8		
	58	7025	699	50	11		
	7025	81	2171	50	17		
	81	83	596	45	15		
	83	199	581	45	15		
	199	203	1800	45	34		
	203	204	803	45	35		
	204	105	792	45	35		
	105	79	404	45	36		
79	7022	170	50	39			
7022	110	192	50	41			
110	37	407	50	46			
I-4 CD On Ramp	5	262	513	55	52	52	
	262	7043	162	55	53		
	7043	318	180	55	51		
	318	7044	239	55	50		
	7044	319	205	55	51		
	319	310	580	55	53		
US 301 On Ramp	310	305	825	55	52	40	
	3	323	1162	45	41		
	323	214	372	45	39		
	214	321	1044	45	40		
	321	312	599	45	40		
	312	325	560	45	39		
	325	320	530	45	38		
I-4 CD On Ramp	320	7049	192	45	40	43	
	7049	267	149	45	39		
	267	265	530	45	38		
	309	269	752	45	44		
	269	7048	432	45	44		
I-4 CD On Ramp	7048	320	445	45	51	43	
	320	7049	192	45	40		
	7049	267	149	45	39		
	267	265	530	45	38		

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-75 Northbound Mainline	US 301 WB Off Ramp	1907	7202	292	40	40	30
		7202	1020	472	40	43	
		1020	1017	2162	40	35	
		1017	1019	760	25	22	
		1019	1021	880	25	21	
	US 301 EB Off Ramp	1021	984	800	25	21	38
		1907	7202	292	40	40	
		7202	1020	472	40	43	
	I-75 CD On Ramp North of SR60	1020	986	1930	40	37	28
		52	7055	203	65	12	
		7055	48	202	65	49	
		48	7056	161	65	48	
		7056	6499	163	65	13	
	SR 60 WB On Ramp	6499	1920	160	65	15	38
		392	7057	576	40	32	
		7057	1063	535	40	40	
		1063	55	1007	40	39	
		55	50	2468	40	39	
	MLK WB Off Ramp	50	49	1464	40	37	41
		1928	422	821	45	43	
		422	423	2090	45	44	
		423	571	629	45	44	
		571	7004	157	45	44	
	MLK EB Off Ramp	7004	64	120	45	42	40
		64	113	808	45	36	
		113	415	210	45	9	
		1928	422	821	45	43	
		422	423	2090	45	44	
	MLK WB on Ramp	423	571	629	45	44	44
		571	7004	157	45	44	
		7004	64	120	45	42	
		64	113	808	45	36	
		113	430	384	45	12	
	I-75 CD Off Ramp North of MLK	114	47	352	45	16	50
		47	7001	424	45	30	
		7001	519	157	45	43	
		519	56	176	45	43	
		56	518	759	50	52	
	MLK EB on Ramp	518	1934	528	65	62	46
		42	43	1569	50	11	
		427	47	244	45	23	
		47	7001	424	45	30	
		7001	519	157	45	43	
	I-4 WB On Ramp	519	56	176	45	43	14
		56	518	759	50	52	
		518	1934	528	65	62	
		30	94	740	55	7	
		94	7017	344	55	6	
		7017	248	319	55	7	
		248	249	502	55	6	
249		7018	515	55	7		
7018		96	363	55	7		
96		120	505	55	7		
120		62	510	55	7		
62		7058	296	55	7		
7058		76	127	55	48		
76	7059	309	55	44			
7059	70	161	55	7			
70	74	277	55	14			
74	1941	956	55	34			
I-4 EB On Ramp	23	85	882	50	40	22	
	85	7027	301	50	37		
	7027	86	310	50	39		
	86	84	337	50	36		
	84	72	184	50	33		
	72	7029	139	45	29		
	7029	89	267	45	23		
	89	91	1450	45	15		
	91	92	1607	45	8		
	92	120	321	45	7		
	120	62	510	55	7		
	62	7058	296	55	7		
	7058	76	127	55	48		
76	7059	309	55	44			
7059	70	161	55	7			
70	74	277	55	14			
74	1941	956	55	34			
Fowler Ave. WB Off Ramp	1960	193	554	35	35	32	
	193	7030	301	35	34		
	7030	87	266	35	38		
	87	93	614	35	28		
	93	111	715	35	31		
	111	123	2140	35	32		
	123	194	829	35	32		
194	921	742	35	32			

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
Fowler Ave. EB Off Ramp	1960	193	554	35	35	33
	193	7030	301	35	34	
	7030	87	266	35	38	
	87	93	614	35	28	
	93	108	1023	40	36	
	108	619	265	40	35	
	619	927	422	40	22	
Fowler Ave. WB On Ramp	927	7007	583	45	41	42
	7007	207	431	45	42	
	207	208	580	45	42	
	208	209	341	45	42	
	209	1964	243	45	42	
Fowler Ave. WB On Ramp	926	7011	650	35	31	33
	7011	244	500	35	34	
	244	1962	600	35	33	
Fletcher Ave. WB Off Ramp	1968	7015	130	30	35	28
	7015	33	549	30	32	
	33	1	580	30	25	
	1	630	151	30	28	
	630	36	214	30	28	
	36	606	131	30	26	
	606	238	650	35	30	
	238	916	196	35	19	
Fletcher Ave. EB Off Ramp	1968	7015	130	30	35	25
	7015	33	549	30	32	
	33	1	580	30	25	
	1	630	151	30	28	
	630	36	214	30	28	
	36	606	131	30	26	
Fletcher Ave. WB On Ramp	918	2339	700	35	27	36
	2339	7016	812	45	39	
	7016	240	159	45	26	
	240	239	1182	45	36	
Fletcher Ave. EB On Ramp	239	1973	849	45	41	37
	917	2359	104	45	27	
	2359	2339	213	45	31	
	2339	7016	812	45	39	
	7016	240	159	45	26	
Bruce B. Downs Blvd. WB + EB Off Ramp	240	239	1182	45	36	25
	239	1973	849	45	41	
	917	2359	104	45	27	
Bruce B. Downs Blvd. EB Off Ramp	2359	2339	213	45	31	34
	2339	7016	812	45	39	
	7016	240	159	45	26	
Bruce B. Downs Blvd. WB On Ramp	240	239	1182	45	36	33
	239	1973	849	45	41	
	917	2359	104	45	27	
	2359	2339	213	45	31	
Bruce B. Downs Blvd. WB Off Ramp	1988	7031	646	45	44	35
	7031	280	969	45	27	
	280	904	748	45	6	
Bruce B. Downs Blvd. EB Off Ramp	1988	7031	646	45	44	33
	7031	280	969	45	27	
	280	905	1028	45	34	
Bruce B. Downs Blvd. WB On Ramp	906	275	650	45	29	48
	275	7023	125	45	23	
	7023	2769	85	65	27	
	2769	1992	1723	65	36	
Bruce B. Downs Blvd. WB Off Ramp	1808	7026	420	45	44	33
	7026	276	763	45	44	
	276	703	1048	45	28	
	703	112	437	45	28	
Bruce B. Downs Blvd. EB Off Ramp	1808	7026	420	45	44	49
	7026	276	763	45	44	
	276	703	1048	45	28	
Bruce B. Downs Blvd. WB On Ramp	703	903	278	45	2	34
	907	286	344	45	28	
	286	287	307	45	38	
	287	271	539	45	41	
Bruce B. Downs Blvd. WB On Ramp	271	7012	1400	45	40	36
	7012	2729	130	45	42	
	2729	1811	2422	65	59	
	902	7010	401	45	33	
Bruce B. Downs Blvd. EB On Ramp	7010	273	600	65	49	24
	273	1810	541	65	61	
	1826	7014	239	45	44	
Fletcher Ave. WB Off Ramp	7014	232	695	45	47	21
	232	615	1198	45	32	
	615	241	219	35	23	
	241	912	293	35	15	
Fletcher Ave. EB Off Ramp	1826	7014	239	45	44	39
	7014	232	695	45	47	
	232	615	1198	45	32	
Fletcher Ave. WB On Ramp	615	913	194	35	9	24
	913	2279	259	45	1	
	2279	7013	250	45	6	
	7013	228	250	45	35	
	228	229	329	45	35	
Fletcher Ave. EB On Ramp	229	1829	401	45	33	21
	912	2269	349	45	5	
	2269	2279	234	45	5	
	2279	7013	250	45	6	
	7013	228	250	45	35	
Fowler Ave. WB Off Ramp	228	229	329	45	35	35
	229	1829	401	45	33	
	1830	210	679	65	51	
	210	7008	329	45	50	
	7008	107	360	46	29	
Fowler Ave. EB Off Ramp	107	197	405	35	28	39
	197	235	820	40	36	
	235	923	444	40	35	
	1830	210	679	65	51	
	210	7008	329	45	50	
Fowler Ave. WB Off Ramp	7008	107	360	46	29	35
	107	106	638	35	31	
	106	195	732	35	31	
	195	233	780	35	30	
	233	925	930	35	29	

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-75 Southbound Mainline	Fowler Ave. WB On Ramp	924	225	333	40	3	9
		225	2209	288	40	37	
		2209	7005	178	40	36	
		7005	223	178	40	3	
		223	242	657	40	3	
		242	224	456	40	3	
	Fowler Ave. EB On Ramp	224	1838	637	40	3	16
		922	2219	363	40	28	
		2219	2229	407	40	36	
		2229	2209	398	40	35	
		2209	7005	178	40	36	
		7005	223	178	40	3	
	I-4 WB Off Ramp	223	242	657	40	3	43
		242	224	456	40	3	
		224	1838	637	40	3	
		1858	75	1485	50	46	
		75	104	574	50	48	
		104	7020	381	50	48	
		7020	97	617	50	49	
		97	95	417	50	30	
		95	80	516	50	31	
		80	98	500	50	42	
	I-4 EB Off Ramp	98	79	646	50	43	44
		79	7022	170	50	39	
		7022	110	192	50	42	
		110	37	407	50	47	
		1858	75	1485	50	46	
		75	104	574	50	48	
		104	7020	381	50	48	
		7020	97	617	50	49	
		97	95	417	50	30	
		95	7021	355	45	41	
	I-4 EB On Ramp	7021	125	240	45	42	43
125		128	1326	45	42		
128		129	398	45	42		
129		130	333	45	42		
130		26	873	45	42		
23		85	882	50	40		
85		7027	301	50	37		
MLK WB Off Ramp	7027	86	310	50	39	41	
	86	84	337	50	36		
	84	7028	396	50	43		
	7028	88	353	50	46		
	88	121	517	50	47		
	121	1864	1399	50	45		
MLK EB Off Ramp	1868	67	590	45	58	42	
	67	7002	195	65	60		
	7002	65	101	65	43		
	65	54	784	45	38		
MLK WB On Ramp	54	431	484	45	15	37	
	1868	67	590	65	58		
	67	7002	195	65	60		
	7002	65	101	45	43		
MLK EB On Ramp	65	54	784	45	38	39	
	54	428	358	45	13		
	429	68	392	45	25		
	68	7003	158	45	31		
SR 60 Off Ramp	7003	69	175	45	38	34	
	69	1870	1196	45	41		
	432	68	566	45	37		
	68	7003	158	45	31		
I-75 CD Off Ramp North of SR60	7003	69	175	45	38	62	
	69	1870	1196	45	41		
	1876	7006	762	40	39		
	7006	218	2452	45	42		
I-75 CD Off Ramp North of Selmon Expressway	218	1095	1073	40	37	53	
	1095	942	1057	40	10		
	1879	46	612	65	62		
Selmon Expressway On Ramp	46	1002	600	65	63	49	
	1883	1034	1124	65	54		
	1010	1886	2450	55	54		
I-75 CD On Ramp North of US301	1015	1889	1470	65	49	48	
	982	1026	880	45	34		
	1026	7203	426	55	47		
	7203	1025	1500	60	57		
CD WB On Ramp (to US 301)	1025	1892	298	65	60	49	
	981	1026	1710	45	38		
	1026	7203	426	55	47		
	7203	1025	1500	60	57		
CD WB On Ramp (to US 301)	1025	1892	298	65	60	48	

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-4 Eastbound Mainline	US 301 Off Ramp	205	7045	630	45	3	24
		7045	219	650	45	2	
		219	4	687	45	34	
		4	270	920	45	41	
		270	314	290	45	41	
		314	277	608	45	25	
	I-4 CD Off Ramp	277	292	503	45	21	3
		205	7045	630	45	3	
		7045	219	650	45	2	
		219	315	684	45	2	
	I-4 CD On Ramp	315	7033	360	45	2	5
		7033	278	309	45	3	
		278	274	440	45	4	
	I-75 NB CD On Ramp	38	7046	854	55	3	16
		7046	39	712	55	6	
		39	10	724	55	6	
		43	57	375	50	10	
		57	58	870	50	10	
		58	7025	699	50	13	
		7025	81	2171	50	17	
		81	82	576	50	16	
	82	7024	376	50	16		
	Mango Off Ramp	7024	71	375	50	15	28
		71	124	420	50	17	
		124	27	552	50	25	
		245	101	168	45	44	
	Mango On Ramp	101	342	388	45	44	40
		342	7053	99	45	43	
7053		581	129	45	42		
Mango Off Ramp	581	250	668	45	9	30	
	250	7050	363	45	28		
	7050	253	424	45	42		
Mango On Ramp	253	246	1150	45	43	39	
	246	255	553	45	31		
	255	343	553	45	31		
I-75 NB CD On Ramp	343	7051	271	45	43	25	
	7051	344	265	45	57		
	344	251	465	45	7		
	251	345	402	45	30		
	345	7052	235	45	41		
	7052	256	288	45	44		
	256	6	926	45	41		
	43	57	375	50	10		
57	58	870	50	10			
58	7025	699	50	13			
7025	81	2171	50	17			
81	83	596	45	25			
83	199	581	45	19			
199	203	1800	45	34			
203	204	803	45	36			
204	105	792	45	35			
105	79	404	45	35			
79	7022	170	50	39			
7022	110	192	50	42			
110	37	407	50	47			
I-4 CD On Ramp	5	262	513	55	53	53	
	262	7043	162	55	54		
	7043	318	180	55	52		
	318	7044	239	55	52		
	7044	319	205	55	52		
	319	310	580	55	53		
US 301 On Ramp	310	305	825	55	53	41	
	3	323	1162	45	42		
	323	214	372	45	40		
	214	321	1044	45	41		
	321	312	599	45	41		
	312	325	560	45	40		
	325	320	530	45	39		
	320	7049	192	45	40		
7049	267	149	45	39			
I-4 CD On Ramp	267	265	530	45	40	43	
	309	269	752	45	43		
	269	7048	432	45	43		
	7048	320	445	45	49		
	320	7049	192	45	40		
	7049	267	149	45	39		
	267	265	530	45	40		

Intersection	Appr	Link ID	Volumes																Delay Time				Levels of Service							
			Demand Volumes				Average Modeled Volumes				Average Modeled - Demand Volumes				Total	%	Total Delay by Movement (sec/veh)				Level of Service by Movement				LOS by Approach		LOS by Intersection			
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru			Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS				
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	902 - 903	0	1596	0	0	1596	0	1420	0	0	1420	0	-176	-11%	0	7	0	0	-	A	-	-	7	A	12	B			
	WB	904 - 903	0	2706	0	0	2706	0	2268	0	0	2268	0	-438	-16%	0	6	0	0	-	A	-	-	6	A					
	SBL	703 - 903	327	0	0	0	327	290	0	0	0	290	0	-37	-11%	86	0	0	0	F	-	-	-	86	F					
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	339	1584	0	0	1923	279	1410	0	0	1689	-60	-174	-12%	115	2	0	0	F	A	-	-	21	C	24	C			
	WB	906 - 904	0	2155	0	0	2155	0	1919	0	0	1919	0	-236	-11%	0	12	0	0	-	B	-	-	12	B					
	NB	280 - 904	551	0	17	0	568	352	0	7	0	359	-199	-10	-37%	108	0	4	0	F	-	A	-	106	F					
Bruce B. Downs Blvd @ Commerce Palms Dr (Signalized)	EB	602 - 901	455	1538	119	0	2112	388	1355	92	0	1835	-67	-183	-27	0	-277	-13%	152	25	2	0	F	C	A	-	51	D	48	D
	WB	902 - 901	382	2534	508	0	3424	320	2126	378	0	2824	-62	-408	-130	0	-600	-18%	124	34	9	0	F	C	A	-	41	D		
	NB	222 - 901	35	174	456	0	665	34	149	397	0	580	-1	-25	-59	0	-85	-13%	120	104	10	0	F	F	A	-	41	D		
	SB	227 - 901	386	203	267	0	856	332	170	235	0	737	-54	-33	-32	0	-119	-14%	113	86	15	0	F	F	B	-	76	E		
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	150	2491	330	0	2971	128	1907	260	0	2295	-22	-584	-70	0	-676	-23%	111	21	24	0	F	C	C	-	26	C	37	D
	WB	909 - 908	72	3676	30	0	3778	65	3253	0	0	3318	-7	-423	-30	0	-460	-12%	115	22	0	0	F	C	A	-	24	C		
	NB	272 - 908	350	55	162	0	567	250	81	136	0	467	-100	26	-26	0	-100	-18%	282	66	59	0	F	E	E	-	180	F		
	SB	226 - 908	11	15	206	0	232	11	14	178	0	203	0	-1	-28	0	-29	-13%	129	91	39	0	F	F	D	-	47	D		
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913	0	727	0	0	727	0	612	0	0	612	0	-115	-15%	0	0	0	0	-	A	-	-	0	A	N/A	N/A			
	WB	914 - 913	413	1742	0	0	2155	352	1447	0	0	1799	-61	-295	0	0	-356	-17%	8	0	0	0	A	A	-			2	A	
	SB	615 - 913	52	0	0	0	52	50	0	0	0	50	-2	0	0	0	-2	-4%	5	0	0	0	A	-	-			5	A	
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	527	252	0	0	779	448	210	0	0	658	-79	-42	210	0	-121	-16%	35	6	0	0	C	A	-	26	C	24	C	
	WB	918 - 917	0	1175	0	0	1175	0	1031	0	0	1031	0	-144	0	0	-144	-12%	0	23	0	0	-	C	-	23	C			
	SB	606 - 917	299	0	0	0	299	155	0	0	0	155	-144	0	0	0	-144	-48%	26	0	0	0	C	-	-	26	C			
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	423	1673	236	0	2332	357	1450	209	0	2016	-66	-223	-27	0	-316	-14%	180	13	15	0	F	B	B	-	43	D	72	E
	WB	912 - 911	131	1782	556	0	2469	124	1478	468	0	2070	-7	-304	-88	0	-399	-16%	87	13	3	0	F	B	A	-	15	B		
	NB	623 - 911	299	77	167	0	543	173	57	135	0	365	-126	-20	-32	0	-178	-33%	194	187	17	0	F	F	B	-	127	F		
	SB	611 - 911	242	126	123	0	491	131	70	75	0	276	-111	-56	-48	0	-215	-44%	708	762	389	0	F	F	F	-	635	F		
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924	0	417	0	0	417	0	391	0	0	391	0	-26	0	0	-26	-6%	0	0	0	0	-	A	-	0	A	N/A	N/A	
	WB	925 - 924	276	857	0	0	1133	249	751	0	0	1000	-27	-106	0	0	-133	-12%	2	0	0	0	A	A	-	0	A			
	NB	233 - 925	0	0	0	633	633	0	0	0	649	649	0	0	0	16	16	3%	0	0	0	0	-	-	-	0	A			
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	603 - 920	145	1971	327	0	2443	125	1705	277	0	2107	-20	-266	-50	0	-336	-14%	115	30	14	0	F	C	B	-	33	C	37	D
	WB	921 - 920	174	3153	376	0	3703	143	2549	298	0	2990	-31	-604	-78	0	-713	-19%	108	31	8	0	F	C	A	-	32	C		
	NB	605 - 920	223	149	216	0	588	206	136	186	0	528	-17	-13	-10	0	-60	-10%	89	83	23	0	F	F	C	-	64	E		
	SB	604 - 920	109	132	174	0	415	97	110	166	0	373	-12	-22	-8	0	-42	-10%	93	93	17	0	F	F	B	-	59	E		
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	13	721	419	0	1153	23	796	471	0	1290	10	75	52	0	137	12%	45	8	7	0	D	A	A	-	8	A	13	B
	WB	929 - 928	4	1211	0	0	1215	12	1053	0	0	1065	8	-158	0	0	-150	-12%	19	12	0	0	B	B	-	12	B			
	NB	220 - 928	343	1	28	0	372	303	0	23	0	326	-40	-1	-5	0	-46	-12%	33	0	27	0	C	A	C	-	33	C		
	SB	221 - 928	3	5	37	0	45	3	4	32	0	39	0	-1	-5	0	-6	-13%	42	36	7	0	D	D	A	-	13	B		
MLK Blvd. @ I-75 SB Ramps (Signalized)	SB	54 - 428	680	0	0	0	680	750	0	0	0	750	70	0	0	0	70	10%	8	0	0	0	A	-	-	8	A	5	A	
	SB	54 - 431	0	653	0	0	653	0	685	0	0	685	0	32	0	0	32	5%	0	12	0	0	-	B	-	12	B			
	EB	932 - 432	0	1404	0	581	1985	0	1396	0	434	1830	0	-8	0	-147	-155	-8%	0	0	0	0	-	A	-	0	A			
	EB	432 - 933	0	1404	0	0	1404	0	1402	0	0	1402	0	-2	0	0	-2	0%	0	14	0	0	-	B	-	14	B			
	WB	429 - 933	0	2130	0	0	2130	0	2450	0	0	2450	0	320	0	0	320	15%	0	5	0	0	-	A	-	5	A			
	WB	415 - 429	541	2130	0	0	2671	404	2459	0	0	2863	-137	329	0	0	192	7%	0	0	0	0	A	A	-	0	A			
MLK Blvd. @ I-75 NB Ramps (Signalized)	NB	113 - 415	888	0	0	0	888	824	0	0	0	824	-64	0	0	0	-64	-7%	9	0	0	0	A	-	-	9	A	5	A	
	NB	113 - 430	0	0	747	0	747	0	0	650	0	650	0	-97	0	0	-97	-13%	0	0	7	0	-	-	A	-	7			A
	EB	428 - 427	902	1182	0	0	2084	592	1542	0	0	2134	-310	360	0	0	50	2%	0	0	0	0	A	A	-	0	A			
	EB	936 - 430	0	1182	0	0	1182	0	1535	0	0	1535	0	353	0	0	353	30%	0	2	0	0	-	A	-	2	A			
	WB	114 - 936	0	1783	0	0	1783	0	2069	0	0	2069	0	286	0	0	286	16%	0	17	0	0	-	B	-	17	B			
	WB	937 - 114	0	1783	939	0	2722	0	2055	0	513	2568	0	272	-939	513	-154	-6%	0	0	0	0	-	A	A	-	0			A
SR 60 @ I-75 SB Ramps (Signalized)	EB	421 - 942	0	1586	0	0	1586	0	1406	0	0	1406	0	-180	0	0	-180	-11%	0	11	0	0	-	B	-	11	B	26	C	
	WB	943 - 942	0	3202	0	0	3202	0	2018	0	0	2018	0	-1184	0	0	-1184	-37%	0	15	0	0	-	B	-	15	B			
	SB	1095 - 942	1419	0	604	0	2023	1064	0	435	0	1499	-355	0	-169	0	-524	-26%	68	0	25	0	E	-	C	-	56			E
SR 60 @ I-75 NB Ramps (Signalized)	EB	944 - 962	0	3005	0	0	3005	0	2437	0	0	2437	0	-568	0	0	-568	-19%	0	10	0	0	-	A	-	10	A	25	C	
	WB	392 - 962	0	3634	0	0	3634	0	3120	0	0	3120	0	-514	0	0	-514	-14%												

Intersection	Appr	Link ID	Volumes															Delay Time				Levels of Service								
			Demand Volumes					Average Modeled Volumes					Average Modeled - Demand Volumes					Total Delay by Movement (sec/veh)				Level of Service by Movement				LOS by Approach		LOS by Intersection		
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	%	Left	Thru	Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	902 - 903	0	2733	0	0	2733	0	2768	0	0	2768	0	35	0	0	35	1%	0	3	0	0	-	A	-	-	3	A	6	A
	WB	904 - 903	0	2024	0	0	2024	0	1933	0	0	1933	0	-91	0	0	-91	-4%	0	0	0	0	-	A	-	-	0	A		
	SBL	703 - 903	186	0	0	0	186	182	0	0	0	182	-4	0	0	0	-4	-2%	104	0	0	0	F	-	-	104	F			
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	718	2201	0	0	2919	333	2578	0	0	2911	-385	377	0	0	-8	0%	742	32	0	0	F	C	-	113	F	82	F	
	WB	906 - 904	0	1367	0	0	1367	0	1449	0	0	1449	0	82	0	0	82	6%	0	27	0	0	-	C	-	27	C			
	NB	280 - 904	657	0	127	0	784	486	0	103	0	589	-171	0	-24	0	-195	-25%	76	0	25	0	E	-	C	67	E			
Bruce B. Downs Blvd @ Commerce Palms Dr (Signalized)	EB	602 - 901	364	2338	190	0	2892	366	2322	0	0	2688	2	-16	-190	0	-204	-7%	126	42	14	0	F	D	B	53	D	63	E	
	WB	902 - 901	536	1418	409	0	2363	492	1355	0	0	1847	-44	-63	-409	0	-516	-22%	133	34	4	0	F	C	A	60	E			
	NB	222 - 901	62	82	337	0	481	62	79	0	0	141	0	-3	-337	0	-340	-71%	115	106	21	0	F	F	C	110	F			
	SB	227 - 901	626	208	210	0	1044	608	214	0	0	822	-18	6	-210	0	-222	-21%	100	82	6	0	F	F	A	95	F			
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	193	3642	384	0	4219	202	3498	0	0	3700	9	-144	-384	0	-519	-12%	120	27	30	0	F	C	C	32	C	36	D	
	WB	909 - 908	105	2553	93	0	2751	111	2544	0	0	2655	6	-9	-93	0	-96	-3%	122	28	29	0	F	C	C	32	C			
	NB	272 - 908	261	50	100	0	411	261	46	0	0	307	0	-4	-100	0	-104	-25%	120	78	45	0	F	E	D	114	F			
	SB	226 - 908	55	15	250	0	320	55	12	0	0	67	0	-3	-250	0	-253	-79%	112	78	18	0	F	E	B	106	F			
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913	0	1491	0	0	1491	0	1490	0	0	1490	0	-1	0	0	-1	0%	0	0	0	0	-	A	-	0	A	N/A	N/A	
	WB	914 - 913	229	1650	0	0	1879	257	1353	0	0	1610	28	-297	0	0	-269	-14%	35	43	0	0	D	E	-	42	E			
	SB	615 - 913	38	0	0	0	38	44	0	0	0	44	6	0	0	0	6	16%	11	0	0	0	B	-	-	11	B			
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	727	802	0	0	1529	745	790	0	0	1535	18	-12	0	0	6	0%	43	17	0	0	D	B	-	30	C	32	C	
	WB	918 - 917	0	594	0	0	594	0	584	0	0	584	0	-10	0	0	-10	-2%	0	43	0	0	-	D	-	43	D			
	SB	606 - 917	413	0	0	0	413	319	0	0	0	319	-94	0	0	0	-94	-23%	25	0	0	0	C	-	-	25	C			
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	44	1634	82	0	1760	52	1628	0	0	1680	8	-6	-82	0	-80	-5%	86	25	27	0	F	C	C	27	C	60	E	
	WB	912 - 911	194	1861	112	0	2167	154	1624	0	0	1778	-40	-237	-112	0	-389	-18%	606	36	7	0	F	D	A	85	F			
	NB	623 - 911	105	7	231	0	343	107	7	0	0	114	2	0	-231	0	-229	-67%	79	67	15	0	E	E	B	78	E			
	SB	611 - 911	606	22	50	0	678	605	22	0	0	627	-1	0	-50	0	-51	-8%	75	63	26	0	E	E	C	75	E			
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924	0	1261	0	0	1261	0	1128	0	0	1128	0	-133	0	0	-133	-11%	0	0	0	0	-	A	-	0	A	N/A	N/A	
	WB	925 - 924	553	564	0	0	1117	518	642	0	0	1160	-35	78	0	0	43	4%	94	1	0	0	F	A	-	43	E			
	NB	233 - 925	0	0	0	458	458	0	0	0	579	579	0	0	0	121	121	26%	0	0	0	0	-	-	A	0	A			
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	603 - 920	161	3122	348	0	3631	96	1524	0	0	1620	-65	-1598	-348	0	-2011	-55%	188	144	101	0	F	F	F	147	F	85	F	
	WB	921 - 920	195	2514	184	0	2893	173	2293	0	0	2466	-22	-221	-184	0	-427	-15%	184	27	4	0	F	C	A	38	D			
	NB	605 - 920	149	73	204	0	426	151	80	0	0	231	2	7	-204	0	-195	-46%	90	87	67	0	F	F	E	89	F			
	SB	604 - 920	160	160	253	0	573	115	112	0	0	227	-45	-48	-253	0	-346	-60%	143	142	14	0	F	F	B	143	F			
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	54	1033	287	0	1374	52	1051	0	0	1103	-2	18	-287	0	-271	-20%	49	10	9	0	D	A	A	12	B	19	B	
	WB	929 - 928	3	1434	2	0	1439	15	1413	0	0	1428	12	-21	-2	0	-11	-1%	27	19	0	0	C	B	A	19	B			
	NB	220 - 928	266	2	1	0	269	366	3	0	0	369	100	1	-1	0	100	37%	39	37	0	0	D	D	A	39	D			
	SB	221 - 928	8	4	50	0	62	7	2	0	0	9	-1	-2	-50	0	-53	-85%	46	43	12	0	D	D	B	45	D			
MLK Blvd. @ I-75 SB Ramps (Signalized)	SB	54 - 428	853	0	0	0	853	747	0	0	0	747	-106	0	0	0	-106	-12%	8	0	0	0	A	-	-	8	A	6	A	
	SB	54 - 431	0	0	902	0	902	0	754	0	0	754	0	754	-902	0	-148	-16%	0	12	0	0	-	-	A	12	B			
	EB	932 - 432	0	1887	802	0	2689	0	1994	0	0	1994	0	107	-802	0	-695	-26%	0	0	0	0	-	A	A	0	A			
	EB	432 - 933	0	1887	0	0	1887	0	1990	0	0	1990	0	103	0	0	103	5%	0	16	0	0	-	B	-	16	B			
	WB	429 - 933	0	1074	0	0	1074	0	1429	0	0	1429	0	355	0	0	355	33%	0	5	0	0	-	A	-	5	A			
	WB	415 - 429	747	1074	0	0	1821	586	1433	0	0	2019	-161	359	0	0	198	11%	0	0	0	0	A	A	-	0	A			
MLK Blvd. @ I-75 NB Ramps (Signalized)	NB	113 - 415	581	0	0	0	581	639	0	0	0	639	58	0	0	0	58	10%	8	0	0	0	A	-	-	8	A	3	A	
	NB	113 - 430	0	541	0	0	541	0	520	0	0	520	0	-21	0	0	-21	-4%	0	0	9	0	-	A	-	0	A			
	EB	428 - 427	653	2087	0	0	2740	477	2267	0	0	2744	-176	180	0	0	4	0%	0	0	0	0	A	A	-	0	A			
	EB	936 - 430	0	2087	0	0	2087	0	2259	0	0	2259	0	172	0	0	172	8%	0	1	0	0	-	A	-	1	A			
	WB	114 - 936	0	1240	0	0	1240	0	1375	0	0	1375	0	135	0	0	135	11%	0	14	0	0	-	B	-	14	B			
	WB	937 - 114	0	1240	680	0	1920	0	1379	0	0	1379	0	139	-680	0	-541	-28%	0	0	0	0	-	A	A	0	A			
SR 60 @ I-75 SB Ramps (Signalized)	EB	421 - 942	0	2655	0	0	2655	0	2666	0	0	2666	0	11	0	0	11	0%	0	18	0	0	-	B	-	18	B	27	C	
	WB	943 - 942	0	1850	0	0	1850	0	1686	0	0	1686	0	-164	0	0	-164	-9%	0	16	0	0	-	B	-	16	B			
	SB	1095 - 942	1753	0	763	0	2516	1247	0	0	0	1247	-506	0	-763	0	-1269	-50%	61	0	16	0	E	-	B	61	E			
SR 60 @ I-75 NB Ramps (Signalized)	EB	944 - 962	0	4408	0	0	4408	0	3932	0	0	3932	0	-476	0	0	-476	-11%	0	11	0	0	-	B	-	11	B	13	B	
	WB	392 - 962	0	2813	0	0	2813	0	2807	0	0	2807	0	-6	0	0	-6	0%	0	10	0	0	-	A	-	10	A			
	NB	1096 - 962	409	0	780	0	1189	311	0	0	0	311	-98	0	-780	0	-878	-74%	65	0	68	0	E	-	E	65	E			
US 301 @ I-75 SB Ramps (Unsignalized)	EB	980 - 981	0	2099	827	0	2926	0	2090	821	0	2911	0	-9	-6	0	-15	-1%	0	0	0	0	-	A	A	0	A	N/A	N/A	
	WB	983 - 982	425	1775	0	0	2200	249	1929	0	0	2178	-176	154	0	0	-22	-1%	244	1	0	0	F	A	-	29	D			
	NB	1024 - 983	0	0	1676	0	1676	0	0	1412	0	0	1412	0	0	-264	0	-264	-16%	0	0	0	0	-	-	A	0			A
	SB	1016 - 981	0	0	0	295	295	0	0	226	226	0	0	-69	0	0	-69	-23%	0	0	0	0	-	-	A	0	A			
US 301 @ I-75 NB Ramps (Unsignalized)	EB	984 - 985	242	3533	0	0	3775	218	3283	0	0	3501	-24	-250	0	0	-274	-7%	38	0	0	0	E	A	-	2	A	N/A	N/A	

Appendix F

2025 Build Alternative Measure of Effectiveness

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
US 301 WB Off Ramp	424	425	162	40	43	29
	425	7056	742	40	39	
	7056	1020	800	40	32	
	1020	1017	2162	40	34	
	1017	1019	760	25	21	
	1019	1021	880	25	20	
	1021	984	800	25	21	
	424	425	162	40	43	
	425	7056	742	40	39	
	7056	1020	800	40	32	
US 301 EB Off Ramp	1020	986	1930	40	33	34
	986	1022	1529	55	43	
	1022	706	431	55	45	
US 301 WB On Ramp	706	7025	698	55	51	53
	7025	229	417	60	56	
	229	1912	2797	65	59	
	985	1022	910	45	29	
US 301 EB On Ramp	1022	706	431	55	45	51
	706	7025	698	55	51	
	7025	229	417	60	56	
	229	1912	2797	65	59	
SR CD On Ramp	411	416	1790	65	58	62
	416	412	1687	65	63	
	412	7063	467	65	63	
	7063	654	467	65	76	
	654	7064	286	65	60	
	7064	661	299	65	61	
MLK WB Off Ramp	661	1925	972	65	59	38
	1928	422	821	65	44	
	422	423	2090	65	43	
	423	571	633	45	43	
	571	7004	133	45	43	
	7004	685	110	45	41	
MLK EB Off Ramp	685	113	843	45	23	37
	113	415	210	45	3	
	1928	422	821	65	44	
	422	423	2090	65	43	
	423	571	633	45	43	
	571	7004	133	45	43	
MLK WB on Ramp	7004	685	110	45	41	40
	685	113	843	45	23	
	113	430	384	45	9	
	114	47	321	45	7	
	47	7001	483	45	31	
	7001	649	76	45	43	
MLK EB on Ramp	649	519	81	45	44	42
	519	102	337	45	42	
	102	518	613	50	47	
	518	59	1369	50	48	
	427	47	244	45	23	
	47	7001	483	45	31	
I-4 WB Off Ramp	7001	649	76	45	43	42
	649	519	81	45	44	
	519	102	337	45	42	
	102	518	613	50	47	
	518	59	1369	50	48	
	514	70	631	50	47	
	70	7047	238	50	42	
	7047	81	253	50	28	
	81	83	596	45	34	
	83	199	581	45	31	
I-4 WB Off Ramp	199	203	1800	45	39	42
	203	204	803	45	42	
	204	105	792	45	42	
	105	79	404	45	39	
	79	7022	170	50	41	
	7022	110	192	50	43	
	110	462	1127	65	56	

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
I-4 EB CD On Ramp	85	7027	301	45	44	45
	7027	86	310	45	57	
	86	84	337	45	42	
	84	72	184	45	43	
	72	7029	218	45	42	
	7029	89	188	45	44	
	89	91	1450	45	44	
	91	92	1605	45	43	
	92	120	323	45	43	
	120	713	277	55	48	
	713	7059	241	55	52	
	7059	653	147	55	50	
	653	7060	99	55	45	
	7060	532	131	55	50	
	532	1940	212	55	53	
Fowler Ave. WB Off Ramp	1960	197	553	35	34	30
	197	7030	300	35	33	
	7030	622	266	35	40	
	622	613	614	35	27	
	613	397	240	35	30	
	397	620	475	35	31	
	620	627	2140	35	29	
	627	625	829	35	29	
625	921	744	35	26		
Fowler Ave. EB Off Ramp	1960	197	553	35	34	32
	197	7030	300	35	33	
	7030	622	266	35	40	
	622	613	614	35	27	
	613	610	1023	40	33	
Fowler Ave. WB On Ramp	610	619	265	40	36	43
	619	927	422	40	23	
	927	7007	792	45	42	
Fowler Ave. EB On Ramp	7007	207	655	45	43	33
	207	209	457	45	43	
	209	1964	239	45	43	
Fletcher Ave. WB Off Ramp	926	7011	650	35	32	30
	7011	244	500	35	34	
	244	1962	600	35	34	
	1968	7015	130	30	35	
	7015	273	549	30	32	
	273	243	580	30	28	
	243	189	151	30	28	
Fletcher Ave. EB Off Ramp	189	400	214	30	28	26
	400	606	131	30	26	
	606	612	720	35	32	
	612	916	138	35	33	
	1968	7015	130	30	35	
	7015	273	549	30	32	
Fletcher Ave. WB On Ramp	273	243	580	30	28	39
	243	189	151	30	28	
	189	400	214	30	28	
	400	606	131	30	26	
	606	917	352	35	6	
Fletcher Ave. EB On Ramp	917	617	700	35	29	41
	617	7016	812	45	39	
	7016	240	159	45	42	
	240	239	1182	45	43	
	239	1973	849	45	43	
Bruce B. Downs Blvd. WB + EB Off Ramp	917	618	104	45	26	30
	618	617	213	45	31	
	617	7016	812	45	39	
Bruce B. Downs Blvd. EB Off Ramp	7016	240	159	45	42	41
	240	239	1182	45	43	
	239	1973	849	45	43	
Bruce B. Downs Blvd. WB On Ramp	1988	7031	568	45	41	34
	7031	280	969	45	43	
	280	905	1030	45	38	
	906	275	650	45	29	
Bruce B. Downs Blvd. EB On Ramp	275	7023	136	45	26	33
	7023	689	210	45	33	
	689	630	538	45	41	
	630	1992	1035	45	34	
Bruce B. Downs Blvd. EB On Ramp	904	275	362	45	22	33
	275	7023	136	45	26	
	7023	689	210	45	33	
	689	630	538	45	41	
	630	1992	1035	45	34	

Location	Node		Length (feet)	Peak Hour Speed (mph)			
	From	To		Design	Simulated	Weighted Average	
Bruce B. Downs Blvd. WB Off Ramp	1808	7026	420	45	43	35	
	7026	276	763	45	44		
	276	703	1048	45	28		
	703	695	437	45	28		
	Bruce B. Downs Blvd. EB Off Ramp	1808	7026	420	45	43	32
		7026	276	763	45	44	
		276	703	1048	45	28	
		703	903	278	45	2	
	Bruce B. Downs Blvd. EB On Ramp	902	7010	571	45	38	40
		7010	629	600	45	41	
629		1810	541	45	41		
Bruce B. Downs Blvd. WB On Ramp	907	286	344	45	28	49	
	286	287	307	45	38		
	287	271	539	45	40		
	271	7012	1400	45	39		
	7012	634	130	45	41		
CD Off Ramp North of Fletcher Ave	634	1811	2927	65	59	62	
	1820	62	1387	65	63		
	62	7061	262	65	63		
	7061	655	262	65	66		
	655	7062	259	65	61		
	7062	49	259	65	61		
	49	65	840	65	63		
Fletcher Ave. WB On Ramp	65	64	1673	65	63	36	
	64	43	1504	65	61		
	913	614	304	45	26		
	614	7013	563	45	33		
Fletcher Ave. EB On Ramp	7013	228	360	45	44	32	
	228	1829	260	45	44		
	912	616	277	45	24		
	616	614	308	45	11		
Fowler Ave. WB On Ramp	614	7013	563	45	33	37	
	7013	228	360	45	44		
	228	1829	260	45	44		
	924	626	333	40	29		
	626	621	260	40	37		
	621	7043	115	40	35		
	7043	267	123	40	36		
	267	53	108	40	37		
Fowler Ave. EB On Ramp	53	223	127	40	37	37	
	223	242	574	40	38		
	242	224	456	40	38		
	224	1838	1102	40	38		
	922	608	363	40	36		
	608	624	407	40	34		
	624	621	368	40	34		
	621	7043	115	40	35		
	7043	267	123	40	36		
	267	53	108	40	37		
I-4 CD WB Off Ramp	53	223	127	40	37	45	
	223	242	574	40	38		
	242	224	456	40	38		
	224	1838	1102	40	38		
	1853	517	3319	50	48		
	517	516	306	50	47		
	516	104	265	50	47		
	104	7020	373	50	47		
	7020	97	617	50	45		
I-4 EB Off Ramp	97	95	290	50	38	45	
	95	80	642	50	40		
	80	98	500	50	40		
	98	79	646	50	40		
	79	7022	170	50	41		
	7022	97	617	50	45		
	97	95	290	50	38		
	95	7021	482	45	41		
	7021	125	240	45	44		
	125	128	1326	45	42		
I-4 EB On Ramp	128	129	398	45	41	45	
	129	130	333	45	42		
	130	26	873	45	42		
	26	7057	192	50	48		
	7057	512	167	50	47		
	512	500	759	50	44		
	500	688	417	50	42		
	688	7058	335	50	42		
I-4 EB On Ramp	7058	510	335	50	45	45	
	510	513	416	50	46		
	513	511	479	50	46		
	511	1864	1105	50	46		
	1864	511	1105	50	46		

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
MLK WB On Ramp	429	68	340	45	25	37
	68	7003	803	45	39	
	7003	69	144	45	39	
	69	1870	446	45	41	
MLK EB On Ramp	432	68	491	45	31	37
	68	7003	803	45	39	
	7003	69	144	45	39	
	69	1870	446	45	41	
SR 60 Off Ramp	1876	420	3324	45	44	38
	420	694	478	45	44	
	694	7006	218	45	44	
	7006	218	777	45	45	
	218	1095	744	40	37	
Selmon Expressway Off Ramp	1095	942	1057	40	8	55
	1882	426	917	55	55	
	426	7093	322	55	55	
	7093	651	322	55	71	
	651	7094	242	55	53	
	7094	708	249	55	54	
	708	414	242	55	54	
	414	666	189	55	54	
	666	405	303	55	54	
	405	7095	168	55	54	
	7095	665	178	55	54	
	665	7096	134	55	53	
Selmon Expressway On Ramp	7096	711	92	55	52	62
	711	1005	578	55	50	
	404	169	551	70	59	
	169	693	519	70	64	
	693	7101	199	65	65	
	7101	73	199	65	61	
US 301 WB On Ramp	73	7102	240	65	61	49
	7102	1015	240	65	61	
	1015	1889	572	65	63	
	982	1026	880	45	34	
	1026	7203	661	55	49	
US 301 Off Ramp from CD	7203	1025	1259	60	58	48
	1025	1892	298	65	60	
	981	1026	1710	45	38	
	1026	7203	661	55	49	
CD On Ramp North of SR60	7203	1025	1259	60	58	59
	1025	1892	298	65	60	
	416	417	987	65	60	
I-4 WB EL Off Ramp	417	418	772	65	60	48
	418	327	1791	65	59	
	586	7073	122	50	61	
	7073	657	92	50	57	
	657	7074	87	50	48	
	7074	589	309	50	48	
	589	587	237	50	48	
	587	593	1784	50	48	
	593	581	1377	50	49	
	581	585	625	50	47	
	585	584	450	50	46	
	584	583	1457	50	48	
	583	7089	105	50	48	
	7089	646	105	50	48	
	646	7090	131	65	48	
I-4 EB EL Off Ramp	7090	676	136	50	48	46
	676	577	131	65	48	
	586	7073	122	50	61	
	7073	657	92	50	57	
	657	7074	87	50	48	
	7074	589	309	50	48	
	589	587	237	50	48	
	587	590	881	50	48	
	590	588	734	50	48	
	588	592	705	50	40	
	592	7087	316	50	45	
	7087	680	315	50	56	
	680	7088	638	50	41	
	7088	684	656	50	45	
	684	491	638	50	45	
I-4 WB EL On Ramp	437	561	486	50	47	47
	561	7077	297	50	47	
	7077	675	298	50	59	
	675	7078	347	50	42	
	7078	562	347	50	45	
	562	547	1092	50	46	
	547	557	530	50	48	
	557	558	345	50	49	
	558	559	698	50	48	
	559	570	410	50	47	
	570	7075	69	50	47	
	7075	671	184	50	47	
	671	7076	154	50	44	
	7076	673	159	50	45	
673	560	154	50	47		

I-75 NB EL

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
I-4 EB EL On Ramp	485	7091	156	65	47	48
	7091	674	156	65	46	
	674	7092	113	65	45	
	7092	572	111	65	46	
	572	573	1003	65	47	
	573	574	462	65	49	
	574	563	529	65	49	
	563	564	334	65	48	
	564	565	180	65	48	
	565	566	130	65	48	
	566	567	253	65	48	
	567	568	1373	65	48	
	568	569	913	65	48	
	569	559	394	65	48	
	559	570	410	50	47	
	570	7075	69	50	47	
	7075	671	184	50	47	
	671	7076	154	50	44	
7076	673	159	50	45		
673	560	154	50	47		
Flower WB Off Ramp	357	32	627	35	42	32
	32	1	865	35	34	
	1	20	1164	35	34	
	20	19	1452	35	33	
	19	18	259	35	33	
	18	21	594	35	33	
	21	7005	211	35	33	
	7005	198	211	35	43	
	198	230	417	35	30	
	230	397	314	35	30	
	397	620	475	35	31	
	620	627	2140	35	29	
	627	625	829	35	29	
	625	921	744	35	26	
Folwer WB On Ramp	924	626	333	40	29	37
	626	621	260	40	37	
	621	7043	115	40	35	
	7043	267	123	40	36	
	267	53	108	40	37	
	53	223	127	40	37	
	223	66	572	40	38	
	66	7103	112	40	39	
	7103	667	111	40	37	
	667	7104	117	40	37	
	7104	45	118	40	38	
	45	52	563	40	38	
	52	74	664	40	38	
	74	76	628	40	38	
76	51	1001	40	38		
51	131	718	40	35		
Folwer EB On Ramp	922	608	363	40	36	37
	608	624	407	40	34	
	624	621	368	40	34	
	621	7043	115	40	35	
	7043	267	123	40	36	
	267	53	108	40	37	
	53	223	127	40	37	
	223	66	572	40	38	
	66	7103	112	40	39	
	7103	667	111	40	37	
	667	7104	117	40	37	
	7104	45	118	40	38	
	45	52	563	40	38	
	52	74	664	40	38	
74	76	628	40	38		
76	51	1001	40	38		
51	131	718	40	35		
I-4 WB EL Off Ramp	578	7067	90	50	44	47
	7067	669	90	50	43	
	669	7068	94	50	41	
	7068	580	98	50	42	
	580	579	169	50	45	
	579	582	764	50	48	
	582	581	1598	50	47	
	581	585	625	50	47	
	585	584	450	50	46	
	584	583	1457	50	48	
583	7089	105	50	48		

Location	Node		Length (feet)	Peak Hour Speed (mph)			
	From	To		Design	Simulated	Weighted Average	
I-75 SB EL		7089 646	105	50	48		
		646 7090	131	65	48		
		7090 676	136	50	48		
		676 577	131	65	48		
	I-4 EB EL Off Ramp		578 7067	90	50	44	46
			7067 669	90	50	43	
			669 7068	94	50	41	
			7068 580	98	50	42	
			580 579	169	50	45	
			579 7079	410	50	47	
			7079 677	412	50	57	
			677 7080	263	50	45	
			7080 591	265	50	47	
			591 588	1286	50	46	
			588 592	705	50	40	
			592 7087	316	50	45	
			7087 680	315	50	56	
			680 7088	638	50	41	
			7088 684	656	50	45	
	684 491	638	50	45			
I-4 WB EL On Ramp		437 561	486	50	47	47	
		561 7077	297	50	47		
		7077 675	298	50	59		
		675 7078	347	50	42		
		7078 562	347	50	45		
		562 547	1092	50	46		
		547 548	501	50	48		
		548 549	401	50	48		
		549 550	303	50	47		
		550 551	968	50	47		
		551 552	900	50	47		
		552 553	659	50	46		
		553 555	374	50	47		
		555 554	390	50	44		
		554 556	189	50	44		
		556 7083	103	50	44		
		7083 672	103	50	44		
		672 7084	98	50	43		
	I-4 EB EL On Ramp		7084 679	101	50		44
		679 145	98	50	47		
		485 7091	156	65	47		
		7091 674	156	65	46		
		674 7092	113	65	45		
		7092 572	111	65	46		
		572 573	1003	65	47		
		573 576	1264	65	48		
		576 575	494	65	48		
		575 553	531	65	47		
		553 555	374	65	47		
		555 554	390	50	44		
		554 556	189	50	44		
		556 7083	103	50	44		
		7083 672	103	50	44		
	672 7084	98	50	43			
	7084 679	101	50	44			
	679 145	98	50	47			
I-75 CD Off Ramp North of SR 60		406 407	349	65	62	61	
		407 7065	247	65	62		
		7065 644	248	65	63		
		644 7066	233	65	58		
		7066 408	234	65	59		
		408 419	1444	65	61		
I-4 CD On Ramp South of Selmon Expre		401 7097	724	65	63	64	
		7097 663	612	65	71		
		663 7098	437	65	59		
		7098 714	504	65	62		
		714 215	415	65	63		
		215 402	646	65	64		
		402 7099	298	65	64		
		7099 664	299	65	72		
		664 7100	197	65	61		
		7100 712	203	65	62		
I-4 CD On Ramp		712 185	197	65	64	64	
		539 538	1360	65	64		
		538 537	716	65	64		
		537 536	367	65	64		
		536 535	212	65	64		
I-75 NB CD On Ramp		535 541	530	65	64	44	
		541 13	727	65	64		
		48 56	607	50	44		
		56 515	1448	50	47		
		515 514	1515	50	47		
		514 70	631	50	47		
		70 7047	238	50	42		
		7047 81	253	50	28		
		81 82	576	50	36		
		82 7024	376	50	42		
Mango Off Ramp		7024 71	375	50	45	27	
		71 124	420	50	46		
		124 27	552	50	46		
		245 342	225	45	44		
Mango On Ramp		342 637	326	45	44	41	
		637 7053	104	45	42		
		7053 681	83	45	42		
		681 250	715	45	10		
	250 7050	363	45	29	41		
	7050 253	424	45	42			
	253 246	1150	45	44			

Location	Node		Length (feet)	Peak Hour Speed (mph)			
	From	To		Design	Simulated	Weighted Average	
I-4 Westbound General Use Lane	Mango Off Ramp	255	343	553	45	44	29
		343	7051	129	45	43	
		7051	344	174	45	45	
		344	251	699	45	11	
	I-4 CD On Ramp West of Mango	94	460	774	65	47	47
		460	461	1039	65	47	
		461	30	891	65	47	
	US301 On Ramp	3	323	1162	45	41	40
		323	214	372	45	39	
		214	321	1044	45	40	
		321	312	599	45	40	
		312	325	560	45	39	
		325	320	530	45	38	
		320	7044	161	45	40	
		7044	531	162	45	39	
	I-4 CD On Ramp West of us301	531	265	551	45	39	43
		309	269	752	45	44	
		269	7048	432	45	44	
		7048	320	445	45	50	
		320	7044	161	45	40	
7044		531	162	45	39		
	531	265	551	45	39		

Location	Node		Length (feet)	Peak Hour Speed		
	From	To		Design	Simulated	Weighted Average
US 301 WB Off Ramp	424	425	162	40	47	31
	425	7056	742	40	39	
	7056	1020	800	40	31	
	1020	1017	2162	40	37	
	1017	1019	760	25	24	
	1019	1021	880	25	22	
US 301 EB Off Ramp	1021	984	800	25	22	33
	424	425	162	40	47	
	425	7056	742	40	39	
	7056	1020	800	40	31	
US 301 WB On Ramp	1020	986	1930	40	31	53
	986	1022	1529	55	43	
	1022	706	431	55	45	
	706	7025	698	55	52	
US 301 EB On Ramp	7025	229	417	60	57	52
	229	1912	2797	65	59	
	985	1022	910	45	29	
	1022	706	431	55	45	
SR CD On Ramp	706	7025	698	55	52	60
	229	1912	2797	65	59	
	411	416	1790	65	58	
	416	412	1687	65	63	
	412	7063	467	65	63	
	7063	654	467	65	61	
MLK WB Off Ramp	654	7064	286	65	60	40
	7064	661	299	65	62	
	661	1925	972	65	58	
	1928	422	821	65	44	
	422	423	2090	65	44	
	423	571	633	45	44	
MLK EB Off Ramp	571	7004	133	45	44	39
	7004	685	110	45	42	
	685	113	843	45	31	
	113	415	210	45	2	
	1928	422	821	65	44	
	422	423	2090	65	44	
MLK WB on Ramp	423	571	633	45	44	41
	571	7004	133	45	44	
	7004	685	110	45	42	
	685	113	843	45	31	
	113	430	384	45	9	
	114	47	321	45	10	
MLK EB on Ramp	47	7001	483	45	31	43
	7001	649	76	45	43	
	649	519	81	45	44	
	519	102	337	45	43	
	102	518	613	50	47	
	518	59	1369	50	48	
I-4 WB Off Ramp	427	47	244	45	24	41
	47	7001	483	45	31	
	7001	649	76	45	43	
	649	519	81	45	44	
	519	102	337	45	43	
	102	518	613	50	47	
	518	59	1369	50	48	
	514	70	631	50	45	
	70	7047	238	50	33	
	7047	81	253	50	23	
	81	83	596	45	34	
I-4 EB CD On Ramp	83	199	581	45	32	45
	199	203	1800	45	39	
	203	204	803	45	42	
	204	105	792	45	42	
	105	79	404	45	39	
	79	7022	170	50	42	
	7022	110	192	50	44	
	110	462	1127	65	57	
	85	7027	301	45	44	
	7027	86	310	45	55	
	86	84	337	45	42	
84	72	184	45	42		
72	7029	218	45	42		
7029	89	188	45	43		
89	91	1450	45	44		
91	92	1605	45	42		
92	120	323	45	42		
120	713	277	55	47		
713	7059	241	55	50		
7059	653	147	55	50		
653	7060	99	55	50		
7060	532	131	55	50		
532	1940	212	55	52		

I-75 Northbound General Use Lane

Location	Node		Length (feet)	Peak Hour Speed		
	From	To		Design	Simulated	Weighted Average
Fowler Ave. WB Off Ramp	1960	197	553	35	34	30
	197	7030	300	35	34	
	7030	622	266	35	41	
	622	613	614	35	29	
	613	397	240	35	30	
	397	620	475	35	31	
	620	627	2140	35	29	
	627	625	829	35	29	
	625	921	744	35	29	
Fowler Ave. EB Off Ramp	1960	197	553	35	34	33
	197	7030	300	35	34	
	7030	622	266	35	41	
	622	613	614	35	29	
	613	610	1023	40	34	
	610	619	265	40	37	
Fowler Ave. WB On Ramp	619	927	422	40	24	42
	927	7007	792	45	41	
	7007	207	655	45	42	
Fowler Ave. EB On Ramp	207	209	457	45	42	33
	209	1964	239	45	42	
	926	7011	650	35	31	
Fletcher Ave. WB Off Ramp	7011	244	500	35	34	29
	244	1962	600	35	33	
	1968	7015	130	30	33	
	7015	273	549	30	31	
	273	243	580	30	27	
	243	189	151	30	27	
	189	400	214	30	27	
	400	606	131	30	25	
606	612	720	35	31		
Fletcher Ave. EB Off Ramp	612	916	138	35	32	25
	1968	7015	130	30	33	
	7015	273	549	30	31	
	273	243	580	30	27	
	243	189	151	30	27	
	189	400	214	30	27	
Fletcher Ave. WB On Ramp	400	606	131	30	25	39
	606	917	352	35	8	
	918	617	700	35	29	
	617	7016	812	45	39	
Fletcher Ave. EB On Ramp	7016	240	159	45	42	41
	240	239	1182	45	43	
	239	1973	849	45	43	
	917	618	104	45	26	
	618	617	213	45	31	
Bruce B. Downs Blvd. WB + EB Off Ramp	617	7016	812	45	39	30
	7016	240	159	45	42	
	240	239	1182	45	43	
Bruce B. Downs Blvd. EB Off Ramp	239	1973	849	45	43	40
	1988	7031	568	45	44	
	7031	280	969	45	42	
Bruce B. Downs Blvd. WB On Ramp	280	904	748	45	5	32
	906	275	650	45	29	
	275	7023	136	45	24	
	7023	689	210	45	33	
Bruce B. Downs Blvd. EB On Ramp	689	630	538	45	40	31
	630	1992	1035	45	30	
	904	275	362	45	21	
	275	7023	136	45	24	
Bruce B. Downs Blvd. WB Off Ramp	7023	689	210	45	33	38
	689	630	538	45	40	
	630	1992	1035	45	30	
	1808	7026	420	45	44	
Bruce B. Downs Blvd. EB Off Ramp	7026	276	763	45	47	36
	276	703	1048	45	33	
	703	695	437	45	29	
	703	903	278	45	2	
Bruce B. Downs Blvd. EB On Ramp	902	7010	571	45	39	41
	7010	629	600	45	42	
	629	1810	541	45	42	
Bruce B. Downs Blvd. WB On Ramp	907	286	344	45	28	49
	286	287	307	45	38	
	287	271	539	45	41	
	271	7012	1400	45	40	
	7012	634	130	45	42	
CD Off Ramp North of Fletcher Ave.	634	1811	2927	65	59	63
	1820	62	1387	65	64	
	62	7061	262	65	64	
	7061	655	262	65	72	
	655	7062	259	65	61	
	7062	49	259	65	61	
	49	65	840	65	63	
65	64	1673	65	64		
64	43	1504	65	61		

Location	Node		Length (feet)	Peak Hour Speed		
	From	To		Design	Simulated	Weighted Average
Fletcher Ave. WB On Ramp	913	614	304	45	25	27
	614	7013	563	45	26	
	7013	228	360	45	29	
	228	1829	260	45	29	
Fletcher Ave. EB On Ramp	912	616	277	45	26	25
	616	614	308	45	12	
	614	7013	563	45	26	
	7013	228	360	45	29	
Fowler Ave. WB On Ramp	228	1829	260	45	29	37
	924	626	333	40	27	
	626	621	260	40	36	
	621	7043	115	40	36	
	7043	267	123	40	37	
	267	53	108	40	37	
	53	223	127	40	37	
Fowler Ave. EB On Ramp	223	242	574	40	38	36
	242	224	456	40	38	
	224	1838	1102	40	38	
	922	608	363	40	28	
	608	624	407	40	36	
	624	621	368	40	35	
	621	7043	115	40	36	
	7043	267	123	40	37	
I-4 CD WB Off Ramp	267	53	108	40	37	47
	53	223	127	40	37	
	223	242	574	40	38	
	242	224	456	40	38	
	224	1838	1102	40	38	
	1853	517	3319	50	49	
	517	516	306	50	48	
	516	104	265	50	48	
I-4 EB Off Ramp	104	7020	373	50	48	46
	7020	97	617	50	51	
	97	95	290	50	43	
	95	80	642	50	43	
	80	98	500	50	43	
	98	79	646	50	42	
	79	7022	170	50	42	
	1853	517	3319	50	49	
	517	516	306	50	48	
	516	104	265	50	48	
I-4 EB On Ramp	104	7020	373	50	48	5
	7020	97	617	50	51	
	97	95	290	50	43	
	95	7021	482	45	42	
	7021	125	240	45	44	
	125	128	1326	45	43	
	128	129	398	45	43	
	129	130	333	45	43	
MLK WB On Ramp	130	26	873	45	42	37
	429	68	340	45	23	
	68	7003	803	45	39	
MLK EB On Ramp	7003	69	144	45	43	38
	69	1870	446	45	44	
	432	68	491	45	31	
SR 60 Off Ramp	68	7003	803	45	39	37
	7003	69	144	45	43	
	69	1870	446	45	44	
	432	68	491	45	31	
	1876	420	3324	45	43	
	420	694	478	45	43	
Selmon Expressway Off Ramp	694	7006	218	45	43	55
	7006	218	777	45	44	
	218	1095	744	40	36	
	1095	942	1057	40	10	
	1882	426	917	55	54	
	426	7093	322	55	54	
	7093	651	322	55	71	
	651	7094	242	55	53	
	7094	708	249	55	54	
	708	414	242	55	54	
	414	666	189	55	54	
	666	405	303	55	54	
Selmon Expressway On Ramp	405	7095	168	55	54	63
	7095	665	178	55	54	
	665	7096	134	55	53	
	7096	711	92	55	51	
	711	1005	578	55	50	
	404	169	551	70	61	
US 301 WB On Ramp	169	693	519	70	66	50
	693	7101	199	65	67	
	7101	73	199	65	62	
	73	7102	240	65	61	
US 301 Off Ramp from CD	7102	1015	240	65	62	48
	1015	1889	572	65	64	
	982	1026	880	45	35	
US 301 Off Ramp from CD	1026	7203	661	55	48	48
	7203	1025	1259	60	58	
	1025	1892	298	65	60	
US 301 Off Ramp from CD	981	1026	1710	45	38	48
	1026	7203	661	55	48	
	7203	1025	1259	60	58	
US 301 Off Ramp from CD	1025	1892	298	65	60	48

Location	Node		Length (feet)	Peak Hour Speed		
	From	To		Design	Simulated	Weighted Average
CD On Ramp North of SR60	416	417	987	65	60	59
	417	418	772	65	60	
	418	327	1791	65	59	
I-4 WB EL Off Ramp	586	7073	122	50	58	49
	7073	657	92	50	54	
	657	7074	87	50	49	
	7074	589	309	50	48	
	589	587	237	50	48	
	587	593	1784	50	49	
	593	581	1377	50	49	
	581	585	625	50	48	
	585	584	450	50	47	
	584	583	1457	50	49	
	583	7089	105	50	49	
	7089	646	105	50	49	
	646	7090	131	65	53	
	7090	676	136	50	48	
	676	577	131	65	49	
I-4 EB EL Off Ramp	586	7073	122	50	58	45
	7073	657	92	50	54	
	657	7074	87	50	49	
	7074	589	309	50	48	
	589	587	237	50	48	
	587	590	881	50	47	
	590	588	734	50	46	
	588	592	705	50	37	
	592	7087	316	50	44	
	7087	680	315	50	55	
	680	7088	638	50	41	
	7088	684	656	50	45	
	684	491	638	50	44	
	491	437	486	50	62	
	I-4 WB EL On Ramp	561	7077	297	50	
7077		675	298	50	62	
675		7078	347	50	44	
7078		562	347	50	46	
562		547	1092	50	47	
547		557	530	50	48	
557		558	345	50	48	
558		559	698	50	47	
559		570	410	50	43	
570		7075	69	50	47	
7075		671	184	50	48	
671		7076	154	50	45	
7076		673	159	50	46	
673		560	154	50	48	
I-4 EB EL On Ramp		485	7091	156	65	61
	7091	674	156	65	59	
	674	7092	113	65	58	
	7092	572	111	65	58	
	572	573	1003	65	62	
	573	574	462	65	63	
	574	563	529	65	63	
	563	564	334	65	63	
	564	565	180	65	63	
	565	566	130	65	63	
	566	567	253	65	63	
	567	568	1373	65	62	
	568	569	913	65	62	
	569	559	394	65	60	
	559	570	410	50	43	
570	7075	69	50	47		
7075	671	184	50	48		
671	7076	154	50	45		
7076	673	159	50	46		
673	560	154	50	48		
Flower WB Off Ramp	357	32	627	35	42	33
	32	1	865	35	34	
	1	20	1164	35	34	
	20	19	1452	35	34	
	19	18	259	35	34	
	18	21	594	35	34	
	21	7005	211	35	33	
	7005	198	211	35	44	
	198	230	417	35	31	
	230	397	314	35	31	
	397	620	475	35	31	
	620	627	2140	35	29	
	627	625	829	35	29	
	625	921	744	35	29	
	921	924	333	40	27	
Folwer WB On Ramp	626	621	260	40	36	37
	621	7043	115	40	36	
	7043	267	123	40	37	
	267	53	108	40	37	
	53	223	127	40	37	
	223	66	572	40	39	
	66	7103	112	40	39	
	7103	667	111	40	37	
	667	7104	117	40	37	
	7104	45	118	40	38	
	45	52	563	40	38	
	52	74	664	40	38	
	74	76	628	40	38	
	76	51	1001	40	37	
	51	131	718	40	36	
131	922	363	40	28		
922	608	407	40	36		
608	624	407	40	36		
624	621	368	40	35		
621	7043	115	40	36		
7043	267	123	40	37		
267	53	108	40	37		

Location	Node		Length (feet)	Peak Hour Speed		
	From	To		Design	Simulated	Weighted Average
Folwer EB On Ramp	53	223	127	40	37	37
	223	66	572	40	39	
	66	7103	112	40	39	
	7103	667	111	40	37	
	667	7104	117	40	37	
	7104	45	118	40	38	
	45	52	563	40	38	
	52	74	664	40	38	
	74	76	628	40	38	
	76	51	1001	40	37	
I-4 WB EL Off Ramp	51	131	718	40	36	48
	578	7067	90	50	53	
	7067	669	90	50	50	
	669	7068	94	50	45	
	7068	580	98	50	45	
	580	579	169	50	46	
	579	582	764	50	48	
	582	581	1598	50	48	
	581	585	625	50	48	
	585	584	450	50	47	
	584	583	1457	50	49	
	583	7089	105	50	49	
	7089	646	105	50	49	
	646	7090	131	65	53	
7090	676	136	50	48		
676	577	131	65	49		
I-4 EB EL Off Ramp	578	7067	90	50	53	46
	7067	669	90	50	50	
	669	7068	94	50	45	
	7068	580	98	50	45	
	580	579	169	50	46	
	579	7079	410	50	47	
	7079	677	412	50	59	
	677	7080	263	50	45	
	7080	591	265	50	47	
	591	588	1286	50	46	
	588	592	705	50	37	
	592	7087	316	50	44	
	7087	680	315	50	55	
	680	7088	638	50	41	
7088	684	656	50	45		
684	491	638	50	44		
I-4 WB EL On Ramp	437	561	486	50	62	51
	561	7077	297	50	59	
	7077	675	298	50	62	
	675	7078	347	50	44	
	7078	562	347	50	46	
	562	547	1092	50	47	
	547	548	501	50	49	
	548	549	401	50	48	
	549	550	303	50	48	
	550	551	968	50	48	
	551	552	900	50	48	
	552	553	659	50	48	
	553	555	374	50	57	
	555	554	390	50	58	
	554	556	189	50	59	
	556	7083	103	50	60	
	7083	672	103	50	60	
	672	7084	98	50	68	
7084	679	101	50	59		
679	145	98	50	60		
I-4 EB EL On Ramp	485	7091	156	65	61	61
	7091	674	156	65	59	
	674	7092	113	65	58	
	7092	572	111	65	58	
	572	573	1003	65	62	
	573	576	1264	65	63	
	576	575	494	65	63	
	575	553	531	65	62	
	553	555	374	65	57	
	555	554	390	50	58	
	554	556	189	50	59	
	556	7083	103	50	60	
	7083	672	103	50	60	
	672	7084	98	50	68	
7084	679	101	50	59		
679	145	98	50	60		
I-75 CD Off Ramp North of SR 60	406	407	349	65	63	62
	407	7065	247	65	63	
	7065	644	248	65	64	
	644	7066	233	65	59	
	7066	408	234	65	60	
408	419	1444	65	62		
I-75 CD On Ramp South of Selmon Expressway	401	7097	724	65	64	64
	7097	663	612	65	66	
	663	7098	437	65	61	
	7098	714	504	65	63	
	714	215	415	65	64	
	215	402	646	65	64	
	402	7099	298	65	64	
	7099	664	299	65	64	
664	7100	197	65	65		
7100	712	203	65	63		
712	185	197	65	64		

I-75 SB EL

Location	Node		Length (feet)	Peak Hour Speed			
	From	To		Design	Simulated	Weighted Average	
I-4 Eastbound General Use Lane	I-4 CD On Ramp	539	538	1360	65	57	61
		538	537	716	65	64	
		537	536	367	65	64	
		536	535	212	65	64	
		535	541	530	65	64	
		541	13	727	65	63	
	I-75 NB CD On Ramp	48	56	607	50	48	43
		56	515	1448	50	46	
		515	514	1515	50	47	
		514	70	631	50	45	
		70	7047	238	50	33	
		7047	81	253	50	23	
		81	82	576	50	34	
		82	7024	376	50	40	
		7024	71	375	50	43	
		71	124	420	50	44	
	Mango Off Ramp	124	27	552	50	44	27
		245	342	225	45	44	
342		637	326	45	44		
637		7053	104	45	43		
7053		681	83	45	42		
Mango On Ramp	681	250	715	45	10	40	
	250	7050	363	45	28		
	7050	253	424	45	42		
I-4 Westbound General Use Lane	Mango Off Ramp	253	246	1150	45	43	28
		255	343	553	45	44	
		343	7051	129	45	43	
		7051	344	174	45	45	
	I-4 CD On Ramp West of Mango	344	251	699	45	9	57
		94	460	774	65	49	
	US301 On Ramp	460	461	1039	65	58	42
		461	30	891	65	63	
		3	323	1162	45	42	
		323	214	372	45	40	
		214	321	1044	45	42	
		321	312	599	45	42	
312		325	560	45	42		
325		320	530	45	42		
320		7044	161	45	41		
7044	531	162	45	41			
I-4 CD On Ramp West of US 301	531	265	551	45	42	44	
	309	269	752	45	43		
	269	7048	432	45	43		
	7048	320	445	45	49		
	320	7044	161	45	41		
	7044	531	162	45	41		

Intersection	Appr	Link ID	Volumes														Delay Time				Levels of Service									
			Demand Volumes				Average Modeled Volumes				Average Modeled - Demand Volumes				Total	%	Total Delay by Movement (sec/veh)				Level of Service by Movement				LOS by Approach		LOS by Intersection			
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru			Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS				
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	902 - 903	0	1596	0	0	1596	0	1649	0	0	1649	0	53	0	53	3%	0	8	0	0	-	A	-	-	8	A	13	B	
	WB	904 - 903	0	2706	0	0	2706	0	2685	0	0	2685	0	-21	0	-21	-1%	0	7	0	0	-	A	-	-	7	A			
	SBL	703 - 903	327	0	0	0	327	345	0	0	0	345	18	0	0	18	6%	82	0	0	0	F	-	-	-	82	F			
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	339	1584	0	0	1923	363	1626	0	0	1989	24	42	0	66	3%	120	5	0	0	F	A	-	-	26	C	27	C	
	WB	906 - 904	0	2155	0	0	2155	0	2212	0	0	2212	0	57	0	57	3%	0	11	0	0	-	B	-	-	11	B			
	NB	280 - 904	551	0	17	0	568	468	0	8	0	476	-83	0	-9	-92	-16%	111	0	5	0	F	-	A	-	109	F			
Bruce B. Downs Blvd @ Commerce Palms Dr (Signalized)	EB	602 - 901	455	1538	119	0	2112	411	1562	106	0	2079	-44	24	-13	-33	-2%	284	31	6	0	F	C	A	-	80	E	58	E	
	WB	902 - 901	382	2534	508	0	3424	327	2433	356	0	3116	-55	-101	-152	-9%	140	29	14	0	F	C	B	-	39	D				
	NB	222 - 901	35	174	456	0	665	41	168	452	0	661	6	-6	-4	-1%	124	103	20	0	F	F	B	-	48	D				
	SB	227 - 901	386	203	267	0	856	383	196	272	0	851	-3	-7	5	-5	-1%	120	86	20	0	F	F	B	-	80	F			
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	150	2491	330	0	2971	180	2310	297	0	2787	30	-181	-33	-6%	122	13	16	0	F	B	B	-	20	C	45	D		
	WB	909 - 908	72	3676	30	0	3778	79	3666	0	0	3745	7	-10	-30	-1%	124	28	0	0	F	C	A	-	30	C				
	NB	272 - 908	350	55	162	0	567	234	158	161	0	553	-116	103	-1	-14	-2%	527	55	113	0	F	D	F	-	272			F	
	SB	226 - 908	11	15	206	0	232	14	17	201	0	232	3	2	-5	0	0%	122	90	47	0	F	F	D	-	55			D	
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913	0	727	0	0	727	0	710	0	0	710	0	-17	0	-17	-2%	0	0	0	0	-	A	-	-	0	A	N/A	N/A	
	WB	914 - 913	413	1742	0	0	2155	417	1710	0	0	2127	4	-32	0	-28	-1%	10	0	0	0	A	A	-	-	2	A			
	SB	615 - 913	52	0	0	0	52	33	0	0	0	33	19	0	0	-19	-37%	0	0	0	0	A	-	-	0	A				
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	527	252	0	0	779	509	234	0	0	743	-18	-18	0	-36	-5%	39	5	0	0	D	A	-	-	28	C	26	C	
	WB	918 - 917	0	1175	0	0	1175	0	1180	0	0	1180	0	5	0	5	0%	0	24	0	0	-	C	-	-	24	C			
	SB	606 - 917	299	0	0	0	299	287	0	0	0	287	-12	0	0	-12	-4%	31	0	0	0	C	-	-	-	31	C			
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	423	1673	236	0	2332	386	1672	222	0	2280	-37	-1	-14	-2%	385	25	27	0	F	C	C	-	86	F	60	E		
	WB	912 - 911	131	1782	556	0	2469	130	1535	471	0	2136	-1	-247	-85	-13%	90	29	6	0	F	C	A	-	28	C				
	NB	623 - 911	299	77	167	0	543	270	63	140	0	473	-29	-14	-27	-13%	92	89	8	0	F	F	A	-	67	E				
	SB	611 - 911	242	126	123	0	491	246	122	123	0	491	4	-4	0	0	0%	84	89	21	0	F	F	C	-	69			E	
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924	0	417	0	0	417	0	438	0	0	438	0	21	0	21	5%	0	0	0	0	-	A	-	-	0	A	N/A	N/A	
	WB	925 - 924	276	857	0	0	1133	280	874	0	0	1154	4	17	0	21	2%	2	0	0	0	A	A	-	-	0	A			
	NB	233 - 925	0	0	0	633	633	0	0	0	374	374	0	0	0	-259	-41%	0	0	0	0	-	-	-	A	0	A			
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	603 - 920	145	1971	327	0	2443	154	2013	306	0	2473	9	42	-21	30	1%	132	30	15	0	F	C	B	-	34	C	39	D	
	WB	921 - 920	174	3153	376	0	3703	66	2946	574	0	3586	-108	-207	198	-3%	95	36	11	0	F	D	B	-	33	C				
	NB	605 - 920	223	149	216	0	588	213	154	209	0	576	-10	5	-7	-2%	103	95	26	0	F	F	C	-	73	E				
	SB	604 - 920	109	132	174	0	415	138	103	166	0	407	29	-29	-8	-2%	102	100	13	0	F	F	B	-	65	E				
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	13	721	419	0	1153	22	730	418	0	1170	9	9	-1	17	1%	48	9	8	0	D	A	A	-	9	A	15	B	
	WB	929 - 928	4	1211	0	0	1215	14	1204	0	0	1218	10	-7	0	3	0%	19	14	0	0	B	B	-	-	14	B			
	NB	220 - 928	343	1	28	0	372	347	0	23	0	370	4	-1	-5	-1%	34	0	29	0	C	A	C	-	34	C				
	SB	221 - 928	3	5	37	0	45	4	4	37	0	45	1	-1	0	0	0%	39	42	8	0	D	D	A	-	14	B			
MLK Blvd. @ I-75 SB Ramps (Signalized)	SB	54 - 428	680	0	0	0	680	679	0	0	0	679	-1	0	0	-1	0%	55	0	0	0	D	-	-	-	55	D	13	B	
	SB	54 - 431	0	0	653	0	653	0	0	617	0	617	0	0	-36	0	-36	-6%	0	0	19	0	-	-	B	-	19			B
	EB	932 - 432	0	1404	581	0	1985	0	1399	585	0	1984	0	-5	4	-1	0%	0	0	0	0	-	A	A	-	0	A			
	EB	432 - 933	0	1404	0	0	1404	0	1399	0	0	1399	0	-5	0	-5	0%	0	31	0	0	-	C	-	-	31	C			
	WB	429 - 933	0	2130	0	0	2130	0	2502	0	0	2502	0	372	0	372	17%	0	16	0	0	-	B	-	-	16	B			
MLK Blvd. @ I-75 NB Ramps (Signalized)	WB	415 - 429	541	2130	0	0	2671	385	2503	0	0	2888	-156	373	0	217	8%	0	0	0	0	A	A	-	-	0	A	8	A	
	NB	113 - 415	888	0	0	0	888	1053	0	0	0	1053	165	0	0	165	19%	42	0	0	0	D	-	-	-	42	D			
	NB	113 - 430	0	0	747	0	747	0	0	857	0	857	0	0	110	0	110	15%	0	0	13	0	-	-	B	-	13			B
	EB	428 - 427	902	1182	0	0	2084	617	1464	0	0	2081	-285	282	0	-3	0%	0	0	0	0	A	A	-	-	0	A			
	EB	936 - 430	0	1182	0	0	1182	0	1465	0	0	1465	0	283	0	283	24%	0	0	0	0	-	A	-	-	0	A			
SR 60 @ I-75 SB Ramps (Signalized)	WB	114 - 936	0	1783	0	0	1783	0	1838	0	0	1838	0	55	0	55	3%	0	16	0	0	-	B	-	-	16	B	31	C	
	WB	937 - 114	0	1783	939	0	2722	0	1838	887	0	2725	0	55	-52	3	0%	0	0	0	0	-	A	A	-	0	A			
	EB	421 - 942	0	1586	0	0	1586	0	1784	0	0	1784	0	198	0	198	12%	0	16	0	0	-	B	-	-	16	B			
SR 60 @ I-75 NB Ramps (Signalized)	WB	943 - 942	0	3202	0	0	3202	0	3300	0	0	3300	0	98	0	98	3%	0	15	0	0	-	B	-	-	15	B	25	C	
	SB	1095 - 942	1419	0	604	0	2023	1624	0	669	0	2293	205	0	65	0	270	13%	76	0	46	0	E	-	D	-	67			E
	EB	944 - 962	0	3005	0	0	3005	0	3415	0	0	3415	0	410	0	410	14%	0	23	0	0	-	C	-	-	23	C			
US 301 @ I-75 SB Ramps (Unsignalized)	WB	392 - 962	0	3634	0	0	3634	0	3618	0	0	3618	0	-16	0	-16	0%	0	12	0	0	-	B	-	-	12	B	N/A	N/A	
	NB	1096 - 962	560	0	1286	0	1846	709	0	1547	0	2256	149	0																

Appendix G

2045 Nobuild Alternative Measure of Effectiveness

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-75 Northbound General Use Lane	US 301 WB Off Ramp	1907	7202	292	40	39	30
		7202	1020	472	40	43	
		1020	1017	2162	40	36	
		1017	1019	760	25	22	
		1019	1021	880	25	21	
	US 301 EB Off Ramp	1907	7202	292	40	39	38
		7202	1020	472	40	43	
		1020	986	1930	40	37	
	I-75 CD On Ramp North of SR60	52	7045	205	65	14	14
		7045	48	205	65	12	
		48	7049	157	65	11	
		7049	88	161	65	15	
	SR 60 WB On Ramp	88	1920	157	65	16	22
		392	7029	691	40	31	
		7029	1063	441	40	34	
		1063	55	1007	40	30	
	MLK WB Off Ramp	55	50	2468	40	19	41
		50	49	1464	65	12	
		1928	422	821	45	42	
		422	423	2090	45	44	
		423	571	629	45	44	
	MLK EB Off Ramp	571	7004	133	45	44	40
		7004	685	110	45	42	
		685	113	843	45	37	
		113	415	210	45	9	
		1928	422	821	45	42	
		422	423	2090	45	44	
	MLK WB on Ramp	423	571	629	45	44	39
		571	7004	133	45	44	
		7004	685	110	45	42	
		685	113	843	45	37	
		113	430	384	45	11	
	I-75 CD Off Ramp North of MLK	114	47	321	45	4	50
		47	7001	483	50	32	
		7001	519	157	50	47	
		519	56	176	50	46	
		56	518	759	50	48	
	MLK EB on Ramp	518	1934	528	50	48	42
		427	47	244	45	23	
		47	7001	483	50	32	
		7001	519	157	50	47	
		519	56	176	50	46	
		56	518	759	50	48	
	I-4 WB On Ramp	518	1934	528	50	48	41
		457	456	1906	50	46	
		456	66	1324	55	39	
		66	94	820	55	33	
		94	7017	344	55	32	
		7017	248	319	55	32	
		248	249	502	55	17	
249		7018	515	55	35		
7018		70	165	55	43		
70		96	198	55	45		
96		120	505	55	47		
120		63	510	55	50		
63		7054	188	55	53		
7054		112	235	55	57		
112		7055	235	55	50		
I-4 EB On Ramp	7055	102	235	55	44	37	
	102	101	277	55	30		
	101	1941	956	55	43		
	23	85	882	50	10		
	85	7027	301	50	10		
	7027	86	310	50	12		
	86	84	337	50	12		
	84	72	184	45	29		
	72	7028	203	45	39		
	7028	89	202	45	42		
	89	91	1450	45	44		
	91	92	1605	45	43		
	92	120	323	45	43		
	120	63	510	55	50		
	63	7054	188	55	53		
7054	112	235	55	57			
112	7055	235	55	50			
Fowler Ave. WB Off Ramp	7055	102	235	55	44	33	
	102	101	277	55	30		
	101	1941	956	55	43		
	1960	193	554	35	35		
	193	7030	301	35	34		
	7030	87	266	35	38		
	87	93	614	35	26		
	93	111	715	35	33		
111	123	2140	35	34			
123	194	829	35	34			
194	921	742	35	34			

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
	Fowler Ave. EB Off Ramp	1960	193	554	35	35	25
		193	7030	301	35	34	
		7030	87	266	35	38	
		87	93	614	35	26	
		93	108	1023	40	21	
		108	619	265	40	15	
		619	927	422	40	11	
	Fowler Ave. WB On Ramp	927	7007	583	45	41	42
		7007	207	431	45	42	
		207	208	580	45	42	
		208	209	341	45	42	
	Fowler Ave. WB On Ramp	209	1964	243	45	42	33
		926	7011	650	35	32	
	Fletcher Ave. WB Off Ramp	7011	244	500	35	34	24
		244	1962	600	35	34	
		1968	7015	130	30	38	
		7015	33	549	30	32	
		33	1	580	30	28	
		1	99	151	30	28	
		99	36	214	30	25	
	Fletcher Ave. EB Off Ramp	36	237	131	30	21	25
		237	238	650	35	15	
		238	916	192	35	5	
		1968	7015	130	30	38	
		7015	33	549	30	32	
		33	1	580	30	28	
		1	99	151	30	28	
	Fletcher Ave. WB On Ramp	99	36	214	30	25	34
		36	237	131	30	21	
		237	917	352	35	5	
		918	2339	700	35	19	
	Fletcher Ave. EB On Ramp	2339	7016	812	45	37	37
		7016	240	159	45	27	
		240	239	1182	45	37	
		239	1973	849	45	41	
		917	2359	104	45	28	
	Bruce B. Downs Blvd. WB + EB Off Ramp	2359	2339	213	45	31	27
		2339	7016	812	45	37	
		7016	240	159	45	27	
	Bruce B. Downs Blvd. EB Off Ramp	240	239	1182	45	37	33
		239	1973	849	45	41	
		1988	7031	646	45	43	
	Bruce B. Downs Blvd. WB On Ramp	7031	280	969	45	33	59
		280	904	748	45	4	
		1988	7031	646	45	43	
	Bruce B. Downs Blvd. WB Off Ramp	7031	280	969	45	33	45
		280	905	1028	45	26	
		906	275	650	45	29	
275		7023	125	45	24		
7023		276	85	65	22		
Bruce B. Downs Blvd. EB Off Ramp	276	1992	1723	65	42	3	
	1808	7026	420	45	30		
	7026	32	763	45	42		
	32	703	1048	45	22		
	703	903	278	45	2		
Bruce B. Downs Blvd. WB On Ramp	907	286	344	45	3	5	
	286	287	307	45	3		
	287	271	539	45	3		
	271	7012	1400	45	2		
	7012	2729	130	45	3		
Bruce B. Downs Blvd. EB On Ramp	2729	1811	2422	65	3	44	
	902	7010	401	45	5		
	7010	273	600	65	5		
Fletcher Ave. WB Off Ramp	273	1810	541	65	5	33	
	1826	7014	239	45	24		
	7014	232	695	45	45		
	232	615	1198	45	32		
	615	241	219	35	23		
Fletcher Ave. EB Off Ramp	241	912	293	35	22	5	
	1826	7014	239	45	24		
	7014	232	695	45	45		
	232	615	1198	45	32		
Fletcher Ave. WB On Ramp	615	913	194	35	7	6	
	913	2279	259	45	1		
	2279	7013	250	45	6		
	7013	228	250	45	6		
	228	229	329	45	6		
Fletcher Ave. EB On Ramp	229	1829	401	45	6	6	
	912	2269	349	45	5		
	2269	2279	234	45	5		
	2279	7013	250	45	6		
	7013	228	250	45	6		
		228	229	329	45	6	
		229	1829	401	45	6	

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-75 Southbound General Use Lane	Fowler Ave. WB Off Ramp	1830	210	679	45	38	35
		210	7008	316	45	43	
		7008	107	373	45	28	
		107	197	405	35	27	
		197	235	820	40	36	
		235	923	444	40	35	
	Fowler Ave. EB Off Ramp	1830	210	679	45	38	32
		210	7008	316	45	43	
		7008	107	373	45	28	
		107	106	638	35	31	
		106	195	732	35	31	
		195	233	780	35	30	
		233	925	930	35	29	
	Fowler Ave. WB On Ramp	924	225	333	40	28	10
		225	2209	288	40	25	
		2209	7005	178	40	4	
		7005	223	178	40	5	
		223	242	657	40	6	
		242	224	456	40	6	
		224	1838	637	40	6	
	Fowler Ave. EB On Ramp	922	2219	363	40	5	5
		2219	2229	407	40	5	
		2229	2209	398	40	5	
		2209	7005	178	40	4	
		7005	223	178	40	5	
		223	242	657	40	6	
		242	224	456	40	6	
		224	1838	637	40	6	
	I-4 WB On Ramp	457	456	1906	50	46	32
		456	66	1324	55	39	
		66	94	820	55	33	
		94	7017	344	55	32	
		7017	248	319	55	32	
		248	249	502	55	17	
		249	7019	403	45	21	
		7019	100	309	45	25	
		100	118	1880	45	26	
		118	103	683	45	25	
		103	119	364	45	25	
		119	1862	461	45	25	
I-4 EB CD On Ramp	23	85	882	50	10	30	
	85	7027	301	50	10		
	7027	86	310	50	12		
	86	84	337	50	12		
	84	7058	396	50	29		
	7058	513	353	50	46		
	513	511	517	50	47		
	511	1864	1399	50	44		
MLK WB Off Ramp	1868	67	584	45	42	34	
	67	7002	207	45	44		
	7002	90	101	45	43		
	90	54	784	45	37		
	54	431	481	45	15		
MLK EB Off Ramp	1868	67	584	45	42	35	
	67	7002	207	45	44		
	7002	90	101	45	43		
	90	54	784	45	37		
	54	428	358	45	13		
MLK WB On Ramp	429	68	392	45	4	45	
	68	7003	158	45	4		
	7003	69	175	45	7		
	69	1870	1196	45	8		
MLK EB On Ramp	432	68	566	45	6	45	
	68	7003	158	45	4		
	7003	69	175	45	7		
	69	1870	1196	45	8		
SR 60 Off Ramp	1876	7006	762	65	43	46	
	7006	218	2452	45	43		
	218	1095	1073	40	37		
	1095	942	1057	40	9		
I-75 CD Off Ramp North of SR60	1879	46	612	65	8	65	
	46	1002	600	65	8		
I-75 CD Off Ramp North of Selmon Expressway	1883	1034	1124	65	53	65	
Selmon Expressway On Ramp	1010	1886	2450	55	54	55	
I-75 CD On Ramp North of US301	1015	1889	1470	65	18	65	
CD WB On Ramp (to US 301)	982	1026	880	45	34	56	
	1026	7203	426	55	47		
	7203	1025	1500	60	57		
	1025	1892	298	65	60		
CD WB On Ramp (to US 301)	981	1026	1710	45	38	53	
	1026	7203	426	55	47		
	7203	1025	1500	60	57		
	1025	1892	298	65	60		

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-4 Eastbound General Use Lane	I-4 CD On Ramp	38	7056	854	55	0	3
		7056	39	712	65	5	
		39	10	724	65	3	
	I-75 NB CD On Ramp	43	57	375	50	7	23
		57	58	870	50	7	
		58	7025	699	50	9	
		7025	81	2171	50	14	
		81	82	576	50	39	
		82	7094	376	50	42	
		7094	71	375	50	45	
		71	124	420	50	46	
	Mango Off Ramp	124	27	552	50	46	27
		245	342	225	45	45	
		342	637	326	45	44	
		637	7053	104	45	42	
		7053	681	101	45	41	
Mango On Ramp	681	250	697	45	9	40	
	250	7050	363	45	29		
	7050	253	424	45	42		
I-4 Westbound General Use Lane	Mango Off Ramp	253	246	1150	45	43	45
		255	343	553	45	44	
		343	7051	129	45	43	
		7051	344	174	45	45	
	I-4 CD On Ramp West of Mango	344	251	699	45	11	45
		62	460	774	50	46	
		460	461	1039	50	46	
	I-4 CD Off Ramp West of I-75	461	30	1174	50	44	65
		65	546	641	65	47	
		546	545	777	65	41	
		545	544	1050	65	29	
	I-4 CD On Ramp East of US301	544	64	535	65	20	65
		318	310	816	65	50	
		310	319	754	65	61	
		319	465	866	65	62	
	US301 On Ramp	465	260	685	65	62	32
		3	323	1162	45	40	
		323	214	372	45	39	
		214	321	1044	45	40	
		321	312	599	45	39	
312		325	560	45	38		
325		320	530	45	18		
320		7044	161	45	4		
7044		531	162	45	5		
I-4 CD On Ramp at US301	531	265	551	45	7	4	
	309	269	752	45	4		
	269	7048	432	45	4		
	7048	320	445	45	4		
	320	7044	161	45	4		
	7044	531	162	45	5		
		531	265	551	45	4	

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-75 Northbound General Use Lane	US 301 WB Off Ramp	1907	7202	292	40	40	30
		7202	1020	472	40	43	
		1020	1017	2162	40	36	
		1017	1019	760	25	22	
		1019	1021	880	25	21	
	US 301 EB Off Ramp	1907	7202	292	40	40	38
		7202	1020	472	40	43	
		1020	986	1930	40	36	
	I-75 CD On Ramp North of SR60	52	7045	205	65	14	22
		7045	48	205	65	12	
		48	7049	157	65	29	
		7049	88	161	65	29	
	SR 60 WB On Ramp	88	1920	157	65	32	54
		392	7029	691	40	34	
		7029	1063	441	65	51	
		1063	55	1007	65	46	
	MLK WB Off Ramp	55	50	2468	65	59	41
		50	49	1464	65	60	
		1928	422	821	45	43	
		422	423	2090	45	44	
		423	571	629	45	44	
	MLK EB Off Ramp	571	7004	133	45	44	40
		7004	685	110	45	43	
		685	113	843	45	37	
		113	415	210	45	9	
		1928	422	821	45	43	
		422	423	2090	45	44	
	MLK WB on Ramp	423	571	629	45	44	38
		571	7004	133	45	44	
		7004	685	110	45	43	
		685	113	843	45	37	
		113	430	384	45	13	
	I-75 CD Off Ramp North of MLK	114	47	321	45	7	50
		47	7001	483	50	30	
		7001	519	157	50	43	
		519	56	176	50	43	
		56	518	759	50	47	
	MLK EB on Ramp	518	1934	528	50	48	41
		42	43	1569	45	11	
		427	47	244	45	23	
		47	7001	483	50	30	
		7001	519	157	50	43	
		519	56	176	50	43	
	I-4 WB On Ramp	56	518	759	50	47	17
		518	1934	528	50	48	
		457	456	1906	50	7	
		456	66	1324	55	8	
		66	94	820	55	8	
		94	7017	344	55	8	
		7017	248	319	55	9	
248		249	502	55	9		
249		7018	515	55	28		
7018		70	165	55	35		
70		96	198	55	37		
96		120	505	55	38		
120		63	510	55	33		
63		7054	188	55	24		
7054		112	235	55	20		
112	7055	235	55	14			
I-4 EB On Ramp	7055	102	235	55	10	30	
	102	101	277	55	15		
	101	1941	956	55	34		
	23	85	882	50	10		
	85	7027	301	50	10		
	7027	86	310	50	13		
	86	84	337	50	13		
	84	72	184	45	29		
	72	7028	203	45	39		
	7028	89	202	45	42		
	89	91	1450	45	43		
	91	92	1605	45	43		
	92	120	323	45	42		
	120	63	510	55	33		
	63	7054	188	55	24		
7054	112	235	55	20			
112	7055	235	55	14			
Fowler Ave. WB Off Ramp	7055	102	235	55	10	32	
	102	101	277	55	15		
	101	1941	956	55	34		
	1960	193	554	35	35		
	193	7030	301	35	34		
	7030	87	266	35	39		
	87	93	614	35	29		
93	111	715	35	31			
111	123	2140	35	32			
123	194	829	35	32			
194	921	742	35	32			

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
	Fowler Ave. EB Off Ramp	1960	193	554	35	35	33
		193	7030	301	35	34	
		7030	87	266	35	39	
		87	93	614	35	29	
		93	108	1023	40	36	
		108	619	265	40	37	
	Fowler Ave. WB On Ramp	619	927	422	40	24	41
		927	7007	583	45	39	
		7007	207	431	45	42	
		207	208	580	45	41	
	Fowler Ave. WB On Ramp	208	209	341	45	42	33
		209	1964	243	45	42	
		926	7011	650	35	31	
	Fletcher Ave. WB Off Ramp	7011	244	500	35	34	25
		244	1962	600	35	33	
		1968	7015	130	30	34	
		7015	33	549	30	31	
		33	1	580	30	27	
		1	99	151	30	27	
		99	36	214	30	27	
		36	237	131	30	21	
	Fletcher Ave. EB Off Ramp	237	238	650	35	15	24
		238	916	192	35	30	
		1968	7015	130	30	34	
		7015	33	549	30	31	
		33	1	580	30	27	
		1	99	151	30	27	
		99	36	214	30	27	
	Fletcher Ave. WB On Ramp	36	237	131	30	21	37
		237	917	352	35	5	
		918	2339	700	35	28	
		2339	7016	812	45	39	
	Fletcher Ave. EB On Ramp	7016	240	159	45	32	38
		240	239	1182	45	38	
		239	1973	849	45	42	
		917	2359	104	45	27	
		2359	2339	213	45	31	
		2339	7016	812	45	39	
Bruce B. Downs Blvd. WB + EB Off Ramp	7016	240	159	45	32	24	
	240	239	1182	45	38		
	239	1973	849	45	42		
Bruce B. Downs Blvd. EB Off Ramp	1988	7031	646	45	44	29	
	7031	280	969	45	25		
	280	904	748	45	6		
Bruce B. Downs Blvd. WB On Ramp	1988	7031	646	45	44	59	
	7031	280	969	45	25		
	280	905	1028	45	23		
	906	275	650	45	27		
Bruce B. Downs Blvd. WB Off Ramp	7023	276	85	65	22	45	
	276	1992	1723	65	42		
	1808	7026	420	45	30		
	7026	32	763	45	45		
	32	703	1048	45	31		
	703	695	437	45	28		
	1808	7026	420	45	30		
	7026	32	763	45	45		
Bruce B. Downs Blvd. WB On Ramp	32	703	1048	45	31	3	
	703	903	278	45	2		
	907	286	344	45	3		
	286	287	307	45	3		
	287	271	539	45	3		
Bruce B. Downs Blvd. EB On Ramp	271	7012	1400	45	2	5	
	7012	2729	130	45	4		
	2729	1811	2422	65	3		
Fletcher Ave. WB Off Ramp	902	7010	401	45	5	32	
	7010	273	600	65	6		
	273	1810	541	65	5		
	1826	7014	239	45	22		
Fletcher Ave. EB Off Ramp	7014	232	695	45	44	44	
	232	615	1198	45	32		
	615	241	219	35	22		
Fletcher Ave. WB On Ramp	241	912	293	35	21	9	
	1826	7014	239	45	22		
	7014	232	695	45	44		
	232	615	1198	45	32		
	615	913	194	35	10		
Fletcher Ave. EB On Ramp	913	2279	259	45	8	13	
	2279	7013	250	45	14		
	7013	228	250	45	10		
	228	229	329	45	8		
	229	1829	401	45	7		

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
		I-75 Southbound General Use Lane	Fowler Ave. WB Off Ramp	1830	210	679	45
210	7008			316	45	41	
7008	107			373	45	27	
107	197			405	35	27	
197	235			820	40	36	
Fowler Ave. EB Off Ramp	235		923	444	40	36	33
	1830		210	679	45	40	
	210		7008	316	45	41	
	7008		107	373	45	27	
	107		106	638	35	32	
	106		195	732	35	31	
Fowler Ave. WB On Ramp	195		233	780	35	30	3
	233		925	930	35	30	
	924		225	333	40	3	
	225		2209	288	40	2	
	2209		7005	178	40	2	
	7005		223	178	40	3	
Fowler Ave. EB On Ramp	223		242	657	40	3	3
	242		224	456	40	3	
	224		1838	637	40	3	
	922		2219	363	40	2	
	2219		2229	407	40	2	
	2229		2209	398	40	2	
	2209		7005	178	40	2	
I-4 WB On Ramp	7005		223	178	40	3	7
	223		242	657	40	3	
	242		224	456	40	3	
	224		1838	637	40	3	
	457		456	1906	50	7	
	456		66	1324	55	8	
	66		94	820	55	8	
	94		7017	344	55	8	
	7017		248	319	55	9	
	248		249	502	55	9	
I-4 EB CD On Ramp	249		7019	403	45	7	31
	7019		100	309	45	7	
	100		118	1880	45	7	
	118		103	683	45	7	
	103		119	364	45	7	
	119		1862	461	45	7	
	23	85	882	50	10		
MLK WB Off Ramp	85	7027	301	50	10	41	
	7027	86	310	50	13		
	86	84	337	50	13		
	84	7058	396	50	29		
	7058	513	353	50	46		
	513	511	517	50	48		
MLK EB Off Ramp	511	1864	1399	50	48	43	
	1868	67	584	65	58		
	67	7002	207	65	60		
	7002	90	101	65	56		
	90	54	784	45	39		
MLK WB On Ramp	54	431	481	45	14	45	
	1868	67	584	65	58		
	67	7002	207	65	60		
	7002	90	101	65	56		
MLK EB On Ramp	90	54	784	45	39	45	
	54	428	358	45	13		
	429	68	392	45	23		
	68	7003	158	45	27		
SR 60 Off Ramp	7003	69	175	45	28	46	
	69	1870	1196	45	29		
	432	68	566	45	26		
	68	7003	158	45	27		
I-75 CD Off Ramp North of SR60	7003	69	175	45	28	65	
	69	1870	1196	45	29		
	1876	7006	762	65	62		
	7006	218	2452	45	43		
I-75 CD Off Ramp North of Selmon Expressway	218	1095	1073	40	36	65	
	1095	942	1057	40	10		
	1879	46	612	65	62		
Selmon Expressway On Ramp	46	1002	600	65	63	55	
	1883	1034	1124	65	54		
CD WB On Ramp (to US 301)	1010	1886	2450	55	53	56	
	1015	1889	1470	65	40		
	982	1026	880	45	34		
	1026	7203	426	55	46		
CD WB On Ramp (to US 301)	7203	1025	1500	60	57	53	
	1025	1892	298	65	60		
	981	1026	1710	45	38		
	1026	7203	426	55	46		
	7203	1025	1500	60	57		
	1025	1892	298	65	60		
	1025	1892	298	65	60		

	Location	Node		Length (feet)	Peak Hour Speed (mph)			
		From	To		Design	Simulated	Weighted Average	
		I-4 Eastbound General Use Lane						
I-4 CD On Ramp		38	7056	854	55	0	3	
		7056	39	712	65	5		
I-75 NB CD On Ramp		39	10	724	65	6		19
		43	57	375	50	11		
		57	58	870	50	11		
		58	7025	699	50	16		
		7025	81	2171	50	19		
		81	82	576	50	27		
		82	7094	376	50	26		
		7094	71	375	50	23		
		71	124	420	50	23		
Mango Off Ramp		124	27	552	50	27	27	
		245	342	225	45	45		
		342	637	326	45	44		
		637	7053	104	45	42		
		7053	681	101	45	41		
Mango On Ramp		681	250	697	45	10	40	
		250	7050	363	45	29		
		7050	253	424	45	42		
I-4 Westbound General Use Lane	Mango Off Ramp		253	246	1150	45	43	45
			255	343	553	45	35	
			343	7051	129	45	42	
			7051	344	174	45	45	
			344	251	699	45	10	
	I-4 CD On Ramp West of Mango		62	460	774	65	56	60
			460	461	1039	65	62	
			461	30	1174	65	61	
	I-4 CD Off Ramp West of I-75		65	546	641	65	61	65
			546	545	777	65	62	
		545	544	1050	65	62		
I-4 CD On Ramp East of US301		544	64	535	65	61	65	
		318	310	816	65	62		
		310	319	754	65	63		
		319	465	866	65	63		
US301 On Ramp		465	260	685	65	63	40	
		3	323	1162	45	41		
		323	214	372	45	40		
		214	321	1044	45	41		
		321	312	599	45	40		
		312	325	560	45	39		
		325	320	530	45	39		
		320	7044	161	45	38		
		7044	531	162	45	38		
I-4 CD On Ramp at US 301		531	265	551	45	38	41	
		309	269	752	45	42		
		269	7048	432	45	42		
		7048	320	445	45	46		
		320	7044	161	45	38		
		7044	531	162	45	38		

Intersection	Appr	Link ID	Volumes																Delay Time				Levels of Service										
			Demand Volumes				Average Modeled Volumes				Average Modeled - Demand Volumes				Total	%	Total Delay by Movement (sec/veh)				Level of Service by Movement				LOS by Approach		LOS by Intersection						
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru			Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS							
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	902 - 903	0	4098	0	0	4098	0	3599	0	0	3599	0	-499	-12%	0	14	0	0	-	B	-	-	14	B	10	B						
	WB	904 - 903	0	2811	0	0	2811	0	2855	0	0	2855	0	44	2%	0	0	0	0	-	A	-	-	0	A								
	SBL	703 - 903	243	0	0	0	243	169	0	0	0	169	-74	-30%	99	0	0	0	0	F	-	-	-	99	F								
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	976	3365	0	0	4341	320	3423	0	0	3743	-656	-14%	840	31	0	0	0	F	C	-	-	100	F	78	E						
	WB	906 - 904	0	1823	0	0	1823	0	2294	0	0	2294	0	471	26%	0	44	0	0	-	D	-	-	44	D								
	NB	280 - 904	988	0	192	0	1180	569	0	133	0	702	-419	-41%	78	0	47	0	0	E	-	D	-	72	E								
Bruce B. Downs Blvd @ Commerce Palms Dr (Signalized)	EB	602 - 901	590	3794	309	0	4693	412	3213	266	0	3891	-178	-581	-43	0	-802	-17%	351	54	25	0	F	D	C	-	83	F	90	F			
	WB	902 - 901	757	2002	577	0	3336	536	2074	563	0	3173	-221	72	-14	0	-163	-5%	517	28	5	0	F	C	A	-	107	F					
	NB	222 - 901	74	98	406	0	578	72	94	389	0	555	-2	-4	-17	44	0	-23	-4%	112	111	44	0	F	F	D	-	64			E		
	SB	227 - 901	752	250	251	0	1253	680	238	601	0	1519	-72	-12	350	0	266	21%	135	106	13	0	F	F	B	-	82	F					
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	281	5291	558	0	6130	252	4334	521	0	5107	-29	-957	-37	0	-1023	-17%	123	29	32	0	F	C	C	-	34	C	60	E			
	WB	909 - 908	152	3695	134	0	3981	143	3362	78	0	3583	-9	-333	-56	0	-398	-10%	156	80	148	0	F	E	F	-	85	F					
	NB	272 - 908	295	56	114	0	465	291	53	91	0	435	-4	-3	-23	0	-30	-6%	138	73	44	0	F	E	D	-	110	F					
	SB	226 - 908	62	17	281	0	360	74	20	103	0	197	12	3	-178	0	-163	-45%	126	230	172	0	F	F	F	-	161	F					
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913	0	1751	0	0	1751	0	1022	0	0	1022	0	-729	0	0	-42%	0	0	0	0	-	A	-	-	0	A	N/A	N/A				
	WB	914 - 913	405	2188	0	0	2593	320	1781	0	0	2101	-85	-407	0	0	-492	-19%	64	1	0	0	F	A	-	-	11			B			
	SB	615 - 913	76	0	0	0	76	45	0	0	0	45	-31	0	0	0	-31	-41%	6	0	0	0	A	-	-	-	6			A			
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	861	966	0	0	1827	519	554	0	0	1073	-342	-412	0	0	-754	-41%	45	16	0	0	D	B	-	-	30	C	33	C			
	WB	918 - 917	0	750	0	0	750	0	740	0	0	740	0	-10	0	0	-10	-1%	0	40	0	0	-	D	-	-	40	D					
	SB	606 - 917	559	0	0	0	559	274	0	0	0	274	-285	0	0	0	-285	-51%	24	0	0	0	C	-	-	-	24	C					
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	51	1905	96	0	2052	34	1026	22	0	1082	-17	-879	-74	0	-970	-47%	399	477	519	0	F	F	F	-	475	F	211	F			
	WB	912 - 911	250	2404	158	0	2812	189	1845	155	0	2189	-61	-559	-3	0	-623	-22%	22	14	2	0	C	B	A	-	14	B					
	NB	623 - 911	130	8	285	0	423	132	8	279	0	419	2	0	-6	0	-4	-1%	95	85	6	0	F	F	F	-	36	D					
	SB	611 - 911	895	33	74	0	1002	465	17	33	0	515	-430	-16	-41	0	-487	-49%	659	512	372	0	F	F	F	-	636	F					
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924	0	1322	0	0	1322	0	1100	0	0	1100	0	-222	0	0	-222	-17%	0	0	0	0	-	A	-	-	0	A	N/A	N/A			
	WB	925 - 924	609	615	0	0	1224	522	710	0	0	1232	-87	95	0	0	8	1%	118	1	0	0	F	A	-	-	51	F					
	NB	233 - 925	0	0	0	631	631	0	0	0	597	597	0	0	0	-34	-34	-5%	0	0	0	0	-	-	-	A	0	A					
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	603 - 920	177	3431	382	0	3990	92	1492	187	0	1771	-85	-1939	-195	0	-2219	-56%	186	148	104	0	F	F	F	-	145	F	85	F			
	WB	921 - 920	240	3093	227	0	3560	170	2221	145	0	2536	-70	-872	-82	0	-1024	-29%	158	27	4	0	F	C	A	-	34	C					
	NB	605 - 920	168	82	230	0	480	170	89	222	0	481	2	7	-8	0	1	0%	109	112	109	0	F	F	F	-	110	F					
	SB	604 - 920	264	264	417	0	945	106	107	386	264	0	599	-158	-157	-31	386	-346	-37%	233	237	27	0	F	F	C	-	101			F		
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	61	1170	325	0	1556	50	977	332	0	1359	-11	-193	7	0	-197	-13%	52	10	9	0	D	A	A	-	11	B	23	C			
	WB	929 - 928	4	1731	3	0	1738	17	1713	1	0	1731	13	-18	-2	0	-7	0%	31	28	0	0	C	C	A	-	28	C					
	NB	220 - 928	306	3	1	0	310	309	3	1	0	313	3	0	0	0	3	1%	42	38	0	0	D	D	A	-	42	D					
	SB	221 - 928	9	5	59	0	73	11	5	37	0	53	2	0	-22	0	-20	-27%	49	39	17	0	D	D	B	-	26	C					
MLK Blvd. @ I-75 SB Ramps (Signalized)	SB	54 - 428	1250	0	0	0	1250	762	0	0	0	762	-488	0	0	0	-488	-39%	9	0	0	0	A	-	-	-	9	A	9	A			
	SB	54 - 431	0	1331	0	0	1331	0	769	0	0	769	0	-562	0	0	-562	-42%	0	12	0	0	-	B	-	-	12	B					
	EB	932 - 432	0	2402	1190	0	3592	0	2505	1088	0	3593	0	103	-102	0	1	0%	0	0	19	0	-	A	B	-	6	A					
	EB	432 - 933	0	2402	0	0	2402	0	2502	0	0	2502	0	100	0	0	100	4%	0	25	0	0	-	C	-	-	25	C					
	WB	429 - 933	0	1275	0	0	1275	0	1484	0	0	1484	0	209	0	0	209	16%	0	4	0	0	-	A	-	-	4	A					
MLK Blvd. @ I-75 NB Ramps (Signalized)	WB	415 - 429	1258	1275	0	0	2533	979	1485	0	0	2464	-279	210	0	0	-69	-3%	0	0	0	0	A	A	-	-	0	A	4	A			
	NB	113 - 415	862	0	0	0	862	476	0	0	0	476	-386	0	0	0	-386	-45%	8	0	0	0	A	-	-	-	8	A					
	NB	113 - 430	0	0	911	0	911	0	0	900	0	0	900	0	-11	0	-11	-1%	0	0	9	0	-	-	A	-	-	9			A		
	EB	428 - 427	964	2688	0	0	3652	659	2608	0	0	3267	-305	-80	0	0	-385	-11%	0	0	0	0	A	A	-	-	0	A					
	EB	936 - 430	0	2688	0	0	2688	0	2597	0	0	2597	0	-91	0	0	-91	-3%	0	1	0	0	-	A	-	-	1	A					
SR 60 @ I-75 SB Ramps (Signalized)	WB	114 - 936	0	1671	0	0	1671	0	1980	0	0	1980	0	309	0	0	309	18%	0	17	0	0	-	B	-	-	17	B	28	C			
	WB	937 - 114	0	1671	1123	0	2794	0	1984	1000	0	2984	0	313	-123	0	190	7%	0	0	0	0	-	A	A	-	0	A					
	EB	421 - 942	0	3547	0	0	3547	0	3606	0	0	3606	0	59	0	0	59	2%	0	19	0	0	-	B	-	-	19	B					
SR 60 @ I-75 NB Ramps (Signalized)	WB	943 - 942	0	2879	0	0	2879	0	2670	0	0	2670	0	-209	0	0	-209	-7%	0	24	0	0	-	C	-	-	24	C					
	SB	1095 - 942	2297	0	1013	0	3310																										

Appendix H

2045 Build Alternative Measure of Effectiveness

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
US 301 WB Off Ramp	424	425	162	40	39	29
	425	7056	742	40	38	
	7056	1020	800	40	31	
	1020	1017	2162	40	34	
	1017	1019	760	25	21	
	1019	1021	880	25	20	
US 301 EB Off Ramp	1021	984	800	25	20	34
	424	425	162	40	39	
	425	7056	742	40	38	
	7056	1020	800	40	31	
US 301 WB On Ramp	1020	986	1930	40	33	54
	986	1022	1529	55	43	
	1022	706	431	55	44	
	706	7025	698	55	51	
	7025	229	417	60	56	
US 301 EB On Ramp	229	1912	2797	65	62	53
	985	1022	910	45	29	
	1022	706	431	55	44	
	706	7025	698	55	51	
SR CD On Ramp	7025	229	417	60	56	61
	229	1912	2797	65	62	
	411	416	1790	65	58	
	416	412	1687	65	63	
	412	7063	467	65	63	
	7063	654	467	65	79	
MLK WB Off Ramp	654	7064	286	65	59	48
	7064	661	299	65	61	
	661	1925	972	65	57	
	1928	422	821	65	58	
	422	423	2090	65	62	
	423	571	633	45	52	
MLK EB Off Ramp	571	7004	133	45	41	46
	7004	685	110	45	39	
	685	113	843	45	11	
	113	415	210	45	4	
	1928	422	821	65	58	
	422	423	2090	65	62	
MLK WB on Ramp	423	571	633	45	52	40
	571	7004	133	45	41	
	7004	685	110	45	39	
	685	113	843	45	11	
	113	430	384	45	7	
	114	47	321	45	6	
MLK EB on Ramp	47	7001	483	45	31	42
	7001	649	76	45	43	
	649	519	81	45	44	
	519	102	337	45	44	
	102	518	613	50	47	
	518	59	1369	50	47	
I-4 WB Off Ramp	427	47	244	45	23	40
	47	7001	483	45	31	
	7001	649	76	45	43	
	649	519	81	45	44	
	519	102	337	45	44	
	102	518	613	50	47	
	518	59	1369	50	47	
	514	70	631	50	44	
	70	7047	238	50	32	
	7047	81	253	50	21	
I-4 WB Off Ramp	81	83	596	45	34	40
	83	199	581	45	31	
	199	203	1800	45	39	
	203	204	803	45	42	
	204	105	792	45	41	
	105	79	404	45	37	
	79	7022	170	50	39	
	7022	110	192	50	42	
	110	462	1127	65	55	

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
I-4 EB CD On Ramp	85	7027	301	45	44	45
	7027	86	310	45	56	
	86	84	337	45	42	
	84	72	184	45	43	
	72	7029	218	45	42	
	7029	89	188	45	43	
	89	91	1450	45	44	
	91	92	1605	45	43	
	92	120	323	45	43	
	120	713	277	55	47	
	713	7059	241	55	50	
	7059	653	147	55	52	
	653	7060	99	55	50	
	7060	532	131	55	52	
532	1940	212	55	53		
Fowler Ave. WB Off Ramp	1960	197	553	35	34	30
	197	7030	300	35	34	
	7030	622	266	35	41	
	622	613	614	35	28	
	613	397	240	35	30	
	397	620	475	35	31	
	620	627	2140	35	29	
	627	625	829	35	29	
625	921	744	35	23		
Fowler Ave. EB Off Ramp	1960	197	553	35	34	32
	197	7030	300	35	34	
	7030	622	266	35	41	
	622	613	614	35	28	
	613	610	1023	40	34	
	610	619	265	40	36	
Fowler Ave. WB On Ramp	619	927	422	40	23	42
	927	7007	792	45	41	
	7007	207	655	45	42	
	207	209	457	45	42	
Fowler Ave. EB On Ramp	209	1964	239	45	42	33
	926	7011	650	35	32	
	7011	244	500	35	34	
Fletcher Ave. WB Off Ramp	244	1962	600	35	34	16
	1968	7015	130	30	33	
	7015	273	549	30	32	
	273	243	580	30	23	
	243	189	151	30	16	
	189	400	214	30	6	
	400	606	131	30	3	
606	612	720	35	2		
Fletcher Ave. EB Off Ramp	612	916	138	35	1	19
	1968	7015	130	30	33	
	7015	273	549	30	32	
	273	243	580	30	23	
	243	189	151	30	16	
	189	400	214	30	6	
Fletcher Ave. WB On Ramp	400	606	131	30	3	38
	606	917	352	35	3	
	918	617	700	35	24	
	617	7016	812	45	38	
	7016	240	159	45	42	
Fletcher Ave. EB On Ramp	240	239	1182	45	43	40
	239	1973	849	45	43	
	917	618	104	45	27	
	618	617	213	45	31	
	617	7016	812	45	38	
	7016	240	159	45	42	
Bruce B. Downs Blvd. WB + EB Off Ramp	240	239	1182	45	43	7
	239	1973	849	45	43	
	1988	7031	568	45	13	
Bruce B. Downs Blvd. EB Off Ramp	7031	280	969	45	8	20
	280	904	748	45	2	
	1988	7031	568	45	13	
Bruce B. Downs Blvd. WB On Ramp	7031	280	969	45	8	31
	280	905	1030	45	36	
	906	275	650	45	29	
	275	7023	136	45	25	
	7023	689	210	45	33	
Bruce B. Downs Blvd. EB On Ramp	689	630	538	45	41	30
	630	1992	1035	45	28	
	904	275	362	45	20	
	275	7023	136	45	25	
	7023	689	210	45	33	
	689	630	538	45	41	
	630	1992	1035	45	28	

Location	Node		Length (feet)	Peak Hour Speed (mph)			
	From	To		Design	Simulated	Weighted Average	
I-75 Southbound General Use Lane	Bruce B. Downs Blvd. WB Off Ramp	1808	7026	420	45	37	25
		7026	276	763	45	33	
		276	703	1048	45	13	
		703	695	437	45	27	
	Bruce B. Downs Blvd. EB Off Ramp	1808	7026	420	45	37	22
		7026	276	763	45	33	
		276	703	1048	45	13	
		703	903	278	45	2	
	Bruce B. Downs Blvd. EB On Ramp	902	7010	571	45	37	39
		7010	629	600	45	40	
		629	1810	541	45	40	
	Bruce B. Downs Blvd. WB On Ramp	907	286	344	45	27	48
		286	287	307	45	38	
		287	271	539	45	40	
		271	7012	1400	45	38	
		7012	634	130	45	40	
		634	1811	2927	65	58	
	CD Off Ramp North of Fletcher Ave.	1820	62	1387	65	63	62
		62	7061	262	65	63	
7061		655	262	65	64		
655		7062	259	65	59		
7062		49	259	65	60		
49		65	840	65	63		
65		64	1673	65	63		
Fletcher Ave. WB On Ramp	913	614	304	45	26	36	
	614	7013	563	45	32		
	7013	228	360	45	44		
	228	1829	260	45	44		
Fletcher Ave. EB On Ramp	912	616	277	45	20	30	
	616	614	308	45	8		
	614	7013	563	45	32		
	7013	228	360	45	44		
Fowler Ave. WB On Ramp	228	1829	260	45	44	37	
	924	626	333	40	28		
	626	621	260	40	37		
	621	7043	115	40	36		
	7043	267	123	40	37		
	267	53	108	40	37		
	53	223	127	40	37		
	223	242	574	40	38		
242	224	456	40	38			
Fowler Ave. EB On Ramp	224	1838	1102	40	38	36	
	922	608	363	40	28		
	608	624	407	40	36		
	624	621	368	40	35		
	621	7043	115	40	36		
	7043	267	123	40	37		
	267	53	108	40	37		
	53	223	127	40	37		
	223	242	574	40	38		
242	224	456	40	38			
I-4 CD WB Off Ramp	224	1838	1102	40	38	45	
	1853	517	3319	50	48		
	517	516	306	50	47		
	516	104	265	50	47		
	104	7020	373	50	47		
	7020	97	617	50	45		
	97	95	290	50	39		
	95	80	642	50	40		
	80	98	500	50	40		
	98	79	646	50	40		
79	7022	170	50	39			
I-4 EB Off Ramp	7022	170	170	50	39	45	
	1853	517	3319	50	48		
	517	516	306	50	47		
	516	104	265	50	47		
	104	7020	373	50	47		
	7020	97	617	50	45		
	97	95	290	50	39		
	95	7021	482	45	41		
	7021	125	240	45	44		
	125	128	1326	45	42		
	128	129	398	45	41		
129	130	333	45	42			
130	26	873	45	42			

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
I-4 EB On Ramp	499	7057	192	50	46	43
	7057	512	167	50	44	
	512	500	759	50	41	
	500	688	417	50	40	
	688	7058	335	50	40	
	7058	510	335	50	44	
	510	513	416	50	45	
	513	511	479	50	44	
	511	1864	1105	50	44	
MLK WB On Ramp	429	68	340	45	24	38
	68	7003	803	45	39	
	7003	69	144	45	43	
	69	1870	446	45	44	
MLK EB On Ramp	432	68	491	45	31	38
	68	7003	803	45	39	
	7003	69	144	45	43	
	69	1870	446	45	44	
SR 60 Off Ramp	1876	420	3324	45	43	36
	420	694	478	45	43	
	694	7006	218	45	43	
	7006	218	777	45	44	
	218	1095	744	40	33	
Selmon Expressway Off Ramp	1882	426	917	55	54	54
	426	7093	322	55	54	
	7093	651	322	55	72	
	651	7094	242	55	53	
	7094	708	249	55	54	
	708	414	242	55	54	
	414	666	189	55	53	
	666	405	303	55	54	
	405	7095	168	55	54	
	7095	665	178	55	53	
	665	7096	134	55	52	
	7096	711	92	55	51	
Selmon Expressway On Ramp	711	1005	578	55	47	63
	404	169	551	70	60	
	169	693	519	70	65	
	693	7101	199	65	66	
	7101	73	199	65	62	
	73	7102	240	65	60	
US 301 WB On Ramp	7102	1015	240	65	62	49
	1015	1889	572	65	64	
	982	1026	880	45	34	
	1026	7203	661	55	48	
US 301 Off Ramp from CD	7203	1025	1259	60	57	47
	1025	1892	298	65	60	
	981	1026	1710	45	38	
	1026	7203	661	55	48	
	7203	1025	1259	60	57	
	1025	1892	298	65	60	

	Location	Node		Length (feet)	Peak Hour Speed (mph)				
		From	To		Design	Simulated	Weighted Average		
I-75 NB EL	CD On Ramp North of SR60	416	417	987	65	56	57		
		417	418	772	65	58			
		418	327	1791	65	58			
	I-4 WB EL Off Ramp	586	7073	122	50	61	48		
		7073	657	92	50	52			
		657	7074	87	50	46			
		7074	589	309	50	47			
		589	587	237	50	48			
		587	593	1784	50	47			
		593	581	1377	50	49			
		581	585	625	50	47			
		585	584	450	50	45			
		584	583	1457	50	48			
		583	7089	105	50	48			
		7089	646	105	50	48			
		646	7090	131	65	48			
		7090	676	136	50	50			
		676	577	131	65	52			
	I-4 EB EL Off Ramp	586	7073	122	50	61	46		
		7073	657	92	50	52			
		657	7074	87	50	46			
		7074	589	309	50	47			
		589	587	237	50	48			
		587	590	881	50	48			
		590	588	734	50	48			
		588	592	705	50	41			
		592	7087	316	50	44			
		7087	680	315	50	54			
		680	7088	638	50	40			
		7088	684	656	50	44			
		684	491	638	50	44			
		I-4 WB EL On Ramp	437	561	486	50		47	47
			561	7077	297	50		48	
	7077		675	298	50	58			
	675		7078	347	50	43			
	7078		562	347	50	45			
	562		547	1092	50	46			
	547		557	530	50	48			
	557		558	345	50	49			
	558		559	698	50	48			
	559		570	410	50	47			
	570		7075	69	50	46			
	7075		671	184	50	47			
	671		7076	154	50	44			
	7076		673	159	50	45			
	673		560	154	50	47			
	I-4 EB EL On Ramp	485	7091	156	65	46	48		
		7091	674	156	65	55			
		674	7092	113	65	43			
		7092	572	111	65	45			
		572	573	1003	65	47			
		573	574	462	65	49			
		574	563	529	65	49			
		563	564	334	65	48			
		564	565	180	65	48			
		565	566	130	65	48			
		566	567	253	65	48			
		567	568	1373	65	48			
		568	569	913	65	48			
		569	559	394	65	48			
		559	570	410	50	47			
		570	7075	69	50	46			
		7075	671	184	50	47			
		671	7076	154	50	44			
	7076	673	159	50	45				
	673	560	154	50	47				
	Flower WB Off Ramp	357	32	627	35	41	32		
		32	1	865	35	34			
		1	20	1164	35	34			
		20	19	1452	35	33			
		19	18	259	35	33			
		18	21	594	35	33			
		21	7005	211	35	33			
		7005	198	211	35	43			
		198	230	417	35	30			
		230	397	314	35	30			
		397	620	475	35	31			
		620	627	2140	35	29			
	627	625	829	35	29				
	625	921	744	35	23				

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
Folwer WB On Ramp	924	626	333	40	28	37
	626	621	260	40	37	
	621	7043	115	40	36	
	7043	267	123	40	37	
	267	53	108	40	37	
	53	223	127	40	37	
	223	66	572	40	38	
	66	7103	112	40	39	
	7103	667	111	40	37	
	667	7104	117	40	37	
	7104	45	118	40	38	
	45	52	563	40	38	
	52	74	664	40	38	
	74	76	628	40	38	
	76	51	1001	40	37	
51	131	718	40	34	36	
922	608	363	40	28		
608	624	407	40	36		
624	621	368	40	35		
621	7043	115	40	36		
7043	267	123	40	37		
267	53	108	40	37		
53	223	127	40	37		
223	66	572	40	38		
66	7103	112	40	39		
7103	667	111	40	37		
667	7104	117	40	37		
7104	45	118	40	38		
45	52	563	40	38		
52	74	664	40	38		
74	76	628	40	38		
76	51	1001	40	37		
51	131	718	40	34	47	
578	7067	90	50	44		
7067	669	90	50	43		
669	7068	94	50	40		
7068	580	98	50	42		
580	579	169	50	45		
579	582	764	50	48		
582	581	1598	50	47		
581	585	625	50	47		
585	584	450	50	45		
584	583	1457	50	48		
583	7089	105	50	48		
7089	646	105	50	48		
646	7090	131	65	48		
7090	676	136	50	50		
676	577	131	65	52		
578	7067	90	50	44	46	
7067	669	90	50	43		
669	7068	94	50	40		
7068	580	98	50	42		
580	579	169	50	45		
579	7079	410	50	47		
7079	677	412	50	58		
677	7080	263	50	45		
7080	591	265	50	47		
591	588	1286	50	47		
588	592	705	50	41		
592	7087	316	50	44		
7087	680	315	50	54		
680	7088	638	50	40		
7088	684	656	50	44		
684	491	638	50	44		
437	561	486	50	47	47	
561	7077	297	50	48		
7077	675	298	50	58		
675	7078	347	50	43		
7078	562	347	50	45		
562	547	1092	50	46		
547	548	501	50	48		
548	549	401	50	48		
549	550	303	50	48		
550	551	968	50	47		
551	552	900	50	47		
552	553	659	50	47		
553	555	374	50	47		
555	554	390	50	44		
554	556	189	50	43		
556	7083	103	50	44		
7083	672	103	50	44		
672	7084	98	50	48		
7084	679	101	50	44		
679	145	98	50	47		

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
I-4 EB EL On Ramp	485	7091	156	65	46	47
	7091	674	156	65	55	
	674	7092	113	65	43	
	7092	572	111	65	45	
	572	573	1003	65	47	
	573	576	1264	65	48	
	576	575	494	65	47	
	575	553	531	65	47	
	553	555	374	65	47	
	555	554	390	50	44	
	554	556	189	50	43	
	556	7083	103	50	44	
	7083	672	103	50	44	
	672	7084	98	50	48	
	7084	679	101	50	44	
679	145	98	50	47		
I-75 CD Off Ramp North of SR 60	406	407	349	65	61	61
	407	7065	247	65	62	
	7065	644	248	65	63	
	644	7066	233	65	57	
	7066	408	234	65	58	
I-75 CD On Ramp South of Selmon Expressway	408	419	1444	65	61	65
	401	7097	724	65	63	
	7097	663	612	65	75	
	663	7098	437	65	60	
	7098	714	504	65	63	
	714	215	415	65	63	
	215	402	646	65	64	
	402	7099	298	65	64	
	7099	664	299	65	63	
	664	7100	197	65	62	
I-4 CD On Ramp	7100	712	203	65	63	63
	712	185	197	65	64	
	539	538	1360	65	63	
	538	537	716	65	63	
	537	536	367	65	63	
I-75 NB CD On Ramp	536	535	212	65	63	44
	535	541	530	65	63	
	541	13	727	65	63	
	48	56	607	50	48	
	56	515	1448	50	46	
	515	514	1515	50	47	
	514	70	631	50	44	
	70	7047	238	50	32	
	7047	81	253	50	21	
	81	82	576	50	34	
Mango Off Ramp	82	7024	376	50	42	27
	7024	71	375	50	45	
	71	124	420	50	45	
	124	27	552	50	46	
Mango On Ramp	245	342	225	45	44	40
	342	637	326	45	44	
	637	7053	104	45	43	
Mango Off Ramp	7053	681	83	45	41	29
	681	250	715	45	10	
	250	7050	363	45	29	
I-4 CD On Ramp West of Mango	7050	253	424	45	42	47
	253	246	1150	45	43	
	255	343	553	45	44	
US301 On Ramp	343	7051	129	45	43	39
	7051	344	174	45	45	
	344	251	699	45	10	
	94	460	774	65	46	
I-4 CD On Ramp West of US 301	460	461	1039	65	47	41
	461	30	891	65	47	
	3	323	1162	45	40	
	323	214	372	45	39	
	214	321	1044	45	40	
I-4 CD On Ramp West of US 301	321	312	599	45	39	41
	312	325	560	45	38	
	325	320	530	45	38	
	320	7044	161	45	38	
	7044	531	162	45	37	
I-4 CD On Ramp West of US 301	531	265	551	45	36	41
	309	269	752	45	42	
	269	7048	432	45	42	
	7048	320	445	45	46	
	320	7044	161	45	38	
I-4 CD On Ramp West of US 301	7044	531	162	45	37	41
	531	265	551	45	36	
	531	265	551	45	36	

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
US 301 WB Off Ramp	424	425	162	40	41	29
	425	7056	742	40	39	
	7056	1020	800	40	32	
	1020	1017	2162	40	34	
	1017	1019	760	25	21	
	1019	1021	880	25	20	
US 301 EB Off Ramp	1021	984	800	25	21	34
	424	425	162	40	41	
	425	7056	742	40	39	
US 301 WB On Ramp	7056	1020	800	40	32	45
	1020	986	1930	40	33	
	986	1022	1529	55	43	
	1022	706	431	55	41	
US 301 EB On Ramp	706	7025	698	55	29	43
	7025	229	417	60	40	
	229	1912	2797	65	52	
	985	1022	910	45	29	
SR CD On Ramp	1022	706	431	55	41	61
	706	7025	698	55	29	
	7025	229	417	60	40	
	229	1912	2797	65	52	
	411	416	1790	65	57	
	416	412	1687	65	64	
MLK WB Off Ramp	412	7063	467	65	63	36
	7063	654	467	65	70	
	654	7064	286	65	60	
	7064	661	299	65	62	
	661	1925	972	65	58	
	1928	422	821	65	44	
MLK EB Off Ramp	422	423	2090	65	44	35
	423	571	633	45	43	
	571	7004	133	45	41	
	7004	685	110	45	40	
	685	113	843	45	10	
	113	415	210	45	3	
MLK WB on Ramp	1928	422	821	65	44	40
	422	423	2090	65	44	
	423	571	633	45	43	
	571	7004	133	45	41	
	7004	685	110	45	40	
	685	113	843	45	10	
MLK EB on Ramp	113	430	384	45	5	43
	114	47	321	45	6	
	47	7001	483	45	31	
	7001	649	76	45	43	
	649	519	81	45	44	
	519	102	337	45	43	
I-4 WB Off Ramp	102	518	613	50	47	37
	518	59	1369	50	48	
	427	47	244	45	24	
	47	7001	483	45	31	
	7001	649	76	45	43	
	649	519	81	45	44	
	519	102	337	45	43	
	102	518	613	50	47	
	518	59	1369	50	48	
514	70	631	50	13		
70	7047	238	50	12		
7047	81	253	50	15		
81	83	596	45	33		
83	199	581	45	31		
199	203	1800	45	39		
203	204	803	45	42		
204	105	792	45	42		
105	79	404	45	37		
79	7022	170	50	40		
7022	110	192	50	43		
110	462	1127	65	56		

I-75 Northbound General Use Lane

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
I-4 EB CD On Ramp	85	7027	301	45	44	45
	7027	86	310	45	56	
	86	84	337	45	43	
	84	72	184	45	43	
	72	7029	218	45	43	
	7029	89	188	45	44	
	89	91	1450	45	44	
	91	92	1605	45	43	
	92	120	323	45	43	
	120	713	277	55	48	
	713	7059	241	55	51	
	7059	653	147	55	51	
	653	7060	99	55	50	
	7060	532	131	55	51	
532	1940	212	55	52		
Fowler Ave. WB Off Ramp	1960	197	553	35	34	31
	197	7030	300	35	34	
	7030	622	266	35	41	
	622	613	614	35	29	
	613	397	240	35	30	
	397	620	475	35	31	
	620	627	2140	35	30	
Fowler Ave. EB Off Ramp	627	625	829	35	29	33
	625	921	744	35	28	
	1960	197	553	35	34	
	197	7030	300	35	34	
	7030	622	266	35	41	
	622	613	614	35	29	
Fowler Ave. WB On Ramp	613	610	1023	40	34	40
	610	619	265	40	37	
	619	927	422	40	24	
	927	7007	792	45	39	
Fowler Ave. EB On Ramp	7007	207	655	45	41	33
	207	209	457	45	41	
	209	1964	239	45	42	
Fletcher Ave. WB Off Ramp	926	7011	650	35	31	17
	7011	244	500	35	34	
	244	1962	600	35	34	
	1968	7015	130	30	30	
	7015	273	549	30	31	
	273	243	580	30	26	
	243	189	151	30	22	
Fletcher Ave. EB Off Ramp	189	400	214	30	12	21
	400	606	131	30	5	
	606	612	720	35	3	
	612	916	138	35	3	
	1968	7015	130	30	30	
	7015	273	549	30	31	
Fletcher Ave. WB On Ramp	273	243	580	30	26	38
	243	189	151	30	22	
	189	400	214	30	12	
	400	606	131	30	5	
	606	917	352	35	5	
Fletcher Ave. EB On Ramp	918	617	700	35	25	40
	617	7016	812	45	39	
	7016	240	159	45	42	
	240	239	1182	45	42	
	239	1973	849	45	42	
	917	618	104	45	29	
Bruce B. Downs Blvd. WB + EB Off Ramp	618	617	213	45	31	26
	617	7016	812	45	39	
	7016	240	159	45	42	
Bruce B. Downs Blvd. EB Off Ramp	240	239	1182	45	42	34
	239	1973	849	45	42	
	1988	7031	568	45	42	
Bruce B. Downs Blvd. WB On Ramp	7031	280	969	45	32	25
	280	904	748	45	5	
	1988	7031	568	45	42	
	7031	280	969	45	32	
Bruce B. Downs Blvd. EB On Ramp	280	905	1030	45	32	24
	906	275	650	45	28	
	275	7023	136	45	24	
	7023	689	210	45	33	
Bruce B. Downs Blvd. EB On Ramp	689	630	538	45	36	24
	630	1992	1035	45	17	
	904	275	362	45	19	
	275	7023	136	45	24	
Bruce B. Downs Blvd. EB On Ramp	7023	689	210	45	33	24
	689	630	538	45	36	
	630	1992	1035	45	17	
	904	275	362	45	19	

	Location	Node		Length (feet)	Peak Hour Speed (mph)		
		From	To		Design	Simulated	Weighted Average
I-75 Southbound General Use Lane	Bruce B. Downs Blvd. WB Off Ramp	1808	7026	420	45	44	37
		7026	276	763	45	45	
		276	703	1048	45	31	
		703	695	437	45	29	
	Bruce B. Downs Blvd. EB Off Ramp	1808	7026	420	45	44	34
		7026	276	763	45	45	
		276	703	1048	45	31	
		703	903	278	45	2	
	Bruce B. Downs Blvd. EB On Ramp	902	7010	571	45	38	40
		7010	629	600	45	41	
		629	1810	541	45	41	
	Bruce B. Downs Blvd. WB On Ramp	907	286	344	45	28	48
		286	287	307	45	38	
		287	271	539	45	40	
		271	7012	1400	45	38	
		7012	634	130	45	40	
	CD Off Ramp North of Fletcher Ave.	634	1811	2927	65	58	62
		1820	62	1387	65	63	
		62	7061	262	65	64	
		7061	655	262	65	65	
		655	7062	259	65	60	
		7062	49	259	65	61	
	Fletcher Ave. WB On Ramp	49	65	840	65	63	7
		65	64	1673	65	63	
		64	43	1504	65	61	
		913	614	304	45	7	
	Fletcher Ave. EB On Ramp	614	7013	563	45	6	6
		7013	228	360	45	7	
		228	1829	260	45	7	
		912	616	277	45	5	
	Fowler Ave. WB On Ramp	616	614	308	45	5	7
		614	7013	563	45	6	
		7013	228	360	45	7	
		228	1829	260	45	7	
		924	626	333	40	15	
		626	621	260	40	10	
		621	7043	115	40	6	
		7043	267	123	40	7	
	Fowler Ave. EB On Ramp	267	53	108	40	9	6
		53	223	127	40	9	
		223	242	574	40	6	
		242	224	456	40	5	
		224	1838	1102	40	4	
		922	608	363	40	7	
608		624	407	40	7		
624		621	368	40	6		
I-4 CD WB Off Ramp	621	7043	115	40	6	46	
	7043	267	123	40	7		
	267	53	108	40	9		
	53	223	127	40	9		
	223	242	574	40	6		
	242	224	456	40	5		
	224	1838	1102	40	4		
	1853	517	3319	50	47		
517	516	306	50	48			
516	104	265	50	48			
104	7020	373	50	48			
7020	97	617	50	51			
97	95	290	50	43			
95	80	642	50	44			
80	98	500	50	44			
98	79	646	50	43			
79	7022	170	50	40			

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
I-4 EB Off Ramp	1853	517	3319	50	47	45
	517	516	306	50	48	
	516	104	265	50	48	
	104	7020	373	50	48	
	7020	97	617	50	51	
	97	95	290	50	43	
	95	7021	482	45	42	
	7021	125	240	45	44	
	125	128	1326	45	43	
	128	129	398	45	43	
	129	130	333	45	43	
	130	26	873	45	34	
I-4 EB On Ramp	499	7057	192	50	4	5
	7057	512	167	50	4	
	512	500	759	50	3	
	500	688	417	50	6	
	688	7058	335	50	6	
	7058	510	335	50	6	
	510	513	416	50	6	
	513	511	479	50	6	
MLK WB On Ramp	429	68	340	45	20	36
	68	7003	803	45	38	
	7003	69	144	45	43	
	69	1870	446	45	43	
MLK EB On Ramp	432	68	491	45	31	38
	68	7003	803	45	38	
	7003	69	144	45	43	
SR 60 Off Ramp	1876	420	3324	45	43	37
	420	694	478	45	43	
	694	7006	218	45	43	
	7006	218	777	45	44	
	218	1095	744	40	36	
Selmon Expressway Off Ramp	1882	426	917	55	54	54
	426	7093	322	55	54	
	7093	651	322	55	70	
	651	7094	242	55	52	
	7094	708	249	55	53	
	708	414	242	55	54	
	414	666	189	55	53	
	666	405	303	55	54	
	405	7095	168	55	54	
	7095	665	178	55	53	
	665	7096	134	55	53	
Selmon Expressway On Ramp	7096	711	92	55	50	61
	711	1005	578	55	47	
	404	169	551	70	57	
	169	693	519	70	63	
	693	7101	199	65	64	
	7101	73	199	65	60	
	73	7102	240	65	60	
US 301 WB On Ramp	7102	1015	240	65	61	49
	1015	1889	572	65	63	
	982	1026	880	45	35	
	1026	7203	661	55	48	
US 301 Off Ramp from CD	7203	1025	1259	60	57	47
	1025	1892	298	65	60	
	981	1026	1710	45	38	
	1026	7203	661	55	48	47
	7203	1025	1259	60	57	
	1025	1892	298	65	60	

Location	Node		Length (feet)	Peak Hour Speed (mph)			
	From	To		Design	Simulated	Weighted Average	
CD On Ramp North of SR60	416	417	987	65	58	59	
	417	418	772	65	59		
	418	327	1791	65	59		
	I-4 WB EL Off Ramp	586	7073	122	50	51	48
		7073	657	92	50	46	
		657	7074	87	50	42	
		7074	589	309	50	45	
		589	587	237	50	47	
		587	593	1784	50	48	
		593	581	1377	50	49	
581		585	625	50	48		
585		584	450	50	47		
584		583	1457	50	48		
583		7089	105	50	49		
7089		646	105	50	48		
646		7090	131	65	55		
7090		676	136	50	47		
676		577	131	65	48		
I-4 EB EL Off Ramp	586	7073	122	50	51	44	
	7073	657	92	50	46		
	657	7074	87	50	42		
	7074	589	309	50	45		
	589	587	237	50	47		
	587	590	881	50	47		
	590	588	734	50	46		
	588	592	705	50	37		
	592	7087	316	50	44		
	7087	680	315	50	55		
I-4 WB EL On Ramp	680	7088	638	50	40	47	
	7088	684	656	50	45		
	684	491	638	50	43		
	437	561	486	50	48		
	561	7077	297	50	48		
	7077	675	298	50	56		
	675	7078	347	50	44		
	7078	562	347	50	46		
	562	547	1092	50	47		
	547	557	530	50	48		
	557	558	345	50	48		
	558	559	698	50	47		
	559	570	410	50	42		
	570	7075	69	50	46		
	7075	671	184	50	45		
I-4 EB EL On Ramp	671	7076	154	50	45	59	
	7076	673	159	50	46		
	673	560	154	50	48		
	485	7091	156	65	60		
	7091	674	156	65	59		
	674	7092	113	65	46		
	7092	572	111	65	58		
	572	573	1003	65	61		
	573	574	462	65	63		
	574	563	529	65	63		
	563	564	334	65	63		
	564	565	180	65	63		
	565	566	130	65	63		
	566	567	253	65	63		
	567	568	1373	65	62		
568	569	913	65	62			
569	559	394	65	60			
559	570	410	50	42			
570	7075	69	50	46			
7075	671	184	50	45			
671	7076	154	50	45			
7076	673	159	50	46			
673	560	154	50	48			
Flower WB Off Ramp	357	32	627	35	41	32	
	32	1	865	35	34		
	1	20	1164	35	34		
	20	19	1452	35	33		
	19	18	259	35	33		
	18	21	594	35	33		
	21	7005	211	35	33		
	7005	198	211	35	44		
	198	230	417	35	30		
	230	397	314	35	30		
	397	620	475	35	31		
	620	627	2140	35	30		
627	625	829	35	29			
625	921	744	35	28			

I-75 NB EL

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
Folwer WB On Ramp	924	626	333	40	15	32
	626	621	260	40	10	
	621	7043	115	40	6	
	7043	267	123	40	7	
	267	53	108	40	9	
	53	223	127	40	9	
	223	66	572	40	38	
	66	7103	112	40	39	
	7103	667	111	40	37	
	667	7104	117	40	38	
	7104	45	118	40	38	
	45	52	563	40	38	
	52	74	664	40	38	
	74	76	628	40	38	
	76	51	1001	40	38	
51	131	718	40	35		
Folwer EB On Ramp	922	608	363	40	7	30
	608	624	407	40	7	
	624	621	368	40	6	
	621	7043	115	40	6	
	7043	267	123	40	7	
	267	53	108	40	9	
	53	223	127	40	9	
	223	66	572	40	38	
	66	7103	112	40	39	
	7103	667	111	40	37	
	667	7104	117	40	38	
	7104	45	118	40	38	
	45	52	563	40	38	
	52	74	664	40	38	
	74	76	628	40	38	
76	51	1001	40	38		
51	131	718	40	35		
I-4 WB EL Off Ramp	578	7067	90	50	54	48
	7067	669	90	50	51	
	669	7068	94	50	32	
	7068	580	98	50	47	
	580	579	169	50	47	
	579	582	764	50	48	
	582	581	1598	50	48	
	581	585	625	50	48	
	585	584	450	50	47	
	584	583	1457	50	48	
	583	7089	105	50	49	
	7089	646	105	50	48	
	646	7090	131	65	55	
	7090	676	136	50	47	
	676	577	131	65	48	
I-4 EB EL Off Ramp	578	7067	90	50	54	45
	7067	669	90	50	51	
	669	7068	94	50	32	
	7068	580	98	50	47	
	580	579	169	50	47	
	579	7079	410	50	47	
	7079	677	412	50	57	
	677	7080	263	50	45	
	7080	591	265	50	47	
	591	588	1286	50	46	
	588	592	705	50	37	
	592	7087	316	50	44	
	7087	680	315	50	55	
	680	7088	638	50	40	
	7088	684	656	50	45	
684	491	638	50	43		
I-4 WB EL On Ramp	437	561	486	50	48	48
	561	7077	297	50	48	
	7077	675	298	50	56	
	675	7078	347	50	44	
	7078	562	347	50	46	
	562	547	1092	50	47	
	547	548	501	50	48	
	548	549	401	50	48	
	549	550	303	50	48	
	550	551	968	50	48	
	551	552	900	50	48	
	552	553	659	50	48	
	553	555	374	50	54	
	555	554	390	50	45	
	554	556	189	50	45	
556	7083	103	50	45		
7083	672	103	50	45		
672	7084	98	50	45		
7084	679	101	50	45		
679	145	98	50	47		

I-75 SB EL

Location	Node		Length (feet)	Peak Hour Speed (mph)		
	From	To		Design	Simulated	Weighted Average
I-4 EB EL On Ramp	485	7091	156	65	60	57
	7091	674	156	65	59	
	674	7092	113	65	46	
	7092	572	111	65	58	
	572	573	1003	65	61	
	573	576	1264	65	62	
	576	575	494	65	62	
	575	553	531	65	62	
	553	555	374	65	54	
	555	554	390	50	45	
	554	556	189	50	45	
	556	7083	103	50	45	
	7083	672	103	50	45	
	672	7084	98	50	45	
	7084	679	101	50	45	
679	145	98	50	47		
I-75 CD Off Ramp North of SR 60	406	407	349	65	61	61
	407	7065	247	65	62	
	7065	644	248	65	63	
	644	7066	233	65	57	
	7066	408	234	65	58	
I-75 CD On Ramp South of Selmon Expressway	408	419	1444	65	61	64
	401	7097	724	65	62	
	7097	663	612	65	77	
	663	7098	437	65	58	
	7098	714	504	65	61	
	714	215	415	65	62	
	215	402	646	65	63	
	402	7099	298	65	64	
	7099	664	299	65	65	
	664	7100	197	65	61	
7100	712	203	65	62		
712	185	197	65	63		
I-4 CD On Ramp	539	538	1360	65	18	14
	538	537	716	65	16	
	537	536	367	65	14	
	536	535	212	65	13	
	535	541	530	65	11	
I-75 NB CD On Ramp	541	13	727	65	8	20
	48	56	607	50	35	
	56	515	1448	50	30	
	515	514	1515	50	20	
	514	70	631	50	13	
	70	7047	238	50	12	
	7047	81	253	50	15	
	81	82	576	50	15	
	82	7024	376	50	14	
	7024	71	375	50	12	
71	124	420	50	12		
Mango Off Ramp	124	27	552	50	12	27
	245	342	225	45	44	
	342	637	326	45	44	
	637	7053	104	45	43	
	7053	681	83	45	41	
Mango On Ramp	681	250	715	45	9	40
	250	7050	363	45	29	
	7050	253	424	45	42	
Mango Off Ramp	253	246	1150	45	43	28
	255	343	553	45	43	
	343	7051	129	45	42	
	7051	344	174	45	45	
I-4 CD On Ramp West of Mango	344	251	699	45	9	61
	94	460	774	65	57	
	460	461	1039	65	63	
US301 On Ramp	461	30	891	65	62	40
	3	323	1162	45	41	
	323	214	372	45	40	
	214	321	1044	45	41	
	321	312	599	45	40	
	312	325	560	45	39	
	325	320	530	45	39	
	320	7044	161	45	38	
7044	531	162	45	38		
I-4 CD On Ramp West of US 301	531	265	551	45	38	41
	309	269	752	45	42	
	269	7048	432	45	42	
	7048	320	445	45	46	
	320	7044	161	45	38	
	7044	531	162	45	38	
531	265	551	45	38		

Intersection	Appr	Link ID	Volumes																Delay Time				Levels of Service							
			Demand Volumes				Average Modeled Volumes				Average Modeled - Demand Volumes				Total	%	Total Delay by Movement (sec/veh)				Level of Service by Movement				LOS by Approach		LOS by Intersection			
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru			Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS				
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	902 - 903	0	2366	0	0	2366	0	2609	0	0	2609	0	243	0	0	243	10%	0	14	0	0	-	B	-	-	14	B	21	C
	WB	904 - 903	0	3912	0	0	3912	0	3623	0	0	3623	0	-289	0	0	-289	-7%	0	14	0	0	-	B	-	-	14	B		
	SBL	703 - 903	584	0	0	0	584	595	0	0	0	595	11	0	0	0	11	2%	94	0	0	0	F	-	-	-	94	F		
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	525	2425	0	0	2950	560	2620	0	0	3180	35	195	0	0	230	8%	110	2	0	0	F	A	-	-	21	C	44	D
	WB	906 - 904	0	3084	0	0	3084	0	3198	0	0	3198	0	114	0	0	114	4%	0	33	0	0	-	C	-	-	33	C		
	NB	280 - 904	828	0	26	0	854	460	0	13	0	473	-368	0	-13	0	-381	-45%	287	0	5	0	F	-	A	-	279	F		
Bruce B. Downs Blvd @ Commerce Palms Dr (Signalized)	EB	602 - 901	754	2544	197	0	3495	406	2914	173	0	3493	-348	370	-24	0	-2	0%	462	34	19	0	F	C	B	-	83	F	86	F
	WB	902 - 901	545	3617	726	0	4888	405	3307	529	0	4241	-140	-310	-197	0	-647	-13%	429	43	32	0	F	D	C	-	78	E		
	NB	222 - 901	42	210	547	0	799	48	201	544	0	793	6	-9	-3	0	-6	-1%	127	100	56	0	F	F	E	-	71	E		
	SB	227 - 901	455	239	313	0	1007	399	219	354	0	972	-56	-20	41	0	-35	-3%	227	161	41	0	F	F	D	-	144	F		
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	218	3618	479	0	4315	252	3321	424	0	3997	34	-297	-55	0	-318	-7%	129	18	19	0	F	B	B	-	25	C	48	D
	WB	909 - 908	103	5271	42	0	5416	108	5234	0	0	5342	5	-37	-42	0	-74	-1%	141	40	0	0	F	D	A	-	42	D		
	NB	272 - 908	396	63	183	0	642	227	157	157	0	541	-169	94	-26	0	-101	-16%	546	54	113	0	F	D	F	-	278	F		
	SB	226 - 908	12	17	232	0	261	16	17	227	0	260	4	0	-5	0	-1	0%	120	91	57	0	F	F	E	-	63	E		
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913	0	858	0	0	858	0	808	0	0	808	0	-50	0	0	-50	-6%	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	914 - 913	558	2223	0	0	2781	399	1496	0	0	1895	-159	-727	0	0	-886	-32%	25	50	0	0	C	E	-	-	45	E		
	SB	615 - 913	104	0	0	0	104	110	0	0	0	110	6	0	0	0	6	6%	0	0	0	0	A	-	-	-	0	A		
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	624	388	0	0	1012	589	324	0	0	913	-35	-64	0	0	-99	-10%	47	6	0	0	D	A	-	-	32	C	60	E
	WB	918 - 917	0	1447	0	0	1447	0	1256	0	0	1256	0	-191	0	0	-191	-13%	0	82	0	0	-	F	-	-	82	F		
	SB	606 - 917	404	0	0	0	404	757	0	0	0	757	353	0	0	0	353	87%	57	0	0	0	E	-	-	-	57	E		
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	540	2137	302	0	2979	468	2127	283	0	2878	-72	-10	-19	0	-101	-3%	428	28	32	0	F	C	C	-	93	F	70	E
	WB	912 - 911	164	2225	695	0	3084	141	1712	532	0	2385	-23	-513	-163	0	-699	-23%	92	28	8	0	F	C	A	-	27	C		
	NB	623 - 911	283	95	207	0	585	194	60	145	0	399	-89	-35	-62	0	-186	-32%	231	218	27	0	F	F	C	-	155	F		
	SB	611 - 911	358	186	182	0	726	294	142	148	0	584	-64	-44	-34	0	-142	-20%	88	99	28	0	F	F	C	-	75	E		
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924	0	491	0	0	491	0	462	0	0	462	0	-29	0	0	-29	-6%	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	925 - 924	355	976	0	0	1331	358	990	0	0	1348	3	14	0	0	17	1%	3	0	0	0	A	A	-	-	1	A		
	NB	233 - 925	0	0	0	872	872	0	0	0	912	912	0	0	0	40	40	5%	0	0	0	0	-	-	-	A	0	A		
	SB	235 - 923	0	752	0	0	752	0	787	0	0	787	0	35	0	0	35	5%	0	0	0	0	-	A	-	-	0	A		
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	603 - 920	181	2468	410	0	3059	183	2422	378	0	2983	2	-46	-32	0	-76	-2%	259	51	33	0	F	D	C	-	61	E	50	D
	WB	921 - 920	203	3688	440	0	4331	92	3354	602	0	4048	-111	-334	162	0	-283	-7%	96	38	12	0	F	D	B	-	35	D		
	NB	605 - 920	251	168	244	0	663	226	154	214	0	594	-25	-14	-30	0	-69	-10%	129	120	19	0	F	F	B	-	87	F		
	SB	604 - 920	180	218	286	0	684	138	161	376	0	675	-42	-57	90	0	-9	-1%	100	106	24	0	F	F	C	-	59	E		
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	17	892	519	0	1428	33	1055	610	0	1698	16	163	91	0	270	19%	53	12	13	0	D	B	B	-	13	B	19	B
	WB	929 - 928	5	1524	0	0	1529	16	1511	0	0	1527	11	-13	0	0	-2	0%	41	21	0	0	D	C	-	-	21	C		
	NB	220 - 928	394	2	2	0	398	401	0	28	2	429	7	-2	26	0	31	8%	38	0	31	0	D	A	C	-	38	D		
	SB	221 - 928	3	6	44	0	53	4	5	44	0	53	1	-1	0	0	0	0%	50	55	14	0	D	D	B	-	21	C		
MLK Blvd. @ I-75 SB Ramps (Signalized)	SB	54 - 428	1123	0	0	1123	1012	0	0	0	0	1012	-111	0	0	0	-111	-10%	32	0	0	0	C	-	-	-	32	C	12	B
	SB	54 - 431	0	0	964	0	964	0	865	0	0	865	0	-99	0	0	-99	-10%	0	0	26	0	-	-	C	-	26	C		
	EB	932 - 432	0	1776	862	0	2638	0	1777	862	0	2639	0	1	0	0	1	0%	0	0	0	0	-	A	A	-	0	A		
	EB	432 - 933	0	1776	0	0	1776	0	1777	0	0	1777	0	1	0	0	1	0%	0	29	0	0	-	C	-	-	29	C		
	WB	429 - 933	0	2960	0	0	2960	0	3260	0	0	3260	0	300	0	0	300	10%	0	18	0	0	-	B	-	-	18	B		
MLK Blvd. @ I-75 NB Ramps (Signalized)	WB	415 - 429	911	2960	0	0	3871	534	3259	0	0	3793	-377	299	0	0	-78	-2%	0	0	0	0	A	A	-	-	0	A	7	A
	NB	113 - 415	1490	0	0	1490	1543	0	0	0	0	1543	53	0	0	0	53	4%	28	0	0	0	C	-	-	-	28	C		
	NB	113 - 430	0	0	1258	0	1258	0	0	1106	0	1106	0	0	-152	0	-152	-12%	0	0	18	0	-	-	B	-	18	B		
	EB	428 - 427	1331	1568	0	0	2899	823	1967	0	0	2790	-508	399	0	0	-109	-4%	0	0	0	0	A	A	-	-	0	A		
	EB	936 - 430	0	1568	0	0	1568	0	1969	0	0	1969	0	401	0	0	401	26%	0	0	0	0	-	A	-	-	0	A		
SR 60 @ I-75 SB Ramps (Signalized)	WB	114 - 936	0	2381	0	0	2381	0	2251	0	0	2251	0	-130	0	0	-130	-5%	0	14	0	0	-	B	-	-	14	B	49	D
	WB	937 - 114	0	2381	1550	0	3931	0	2250	922	0	3172	0	-131	-628	0	-759	-19%	0	0	0	0	-	A	A	-	0	A		
	EB	421 - 942	0	2087	0	0	2087	0	2332	0	0	2332	0	245	0	0	245	12%	0	17	0	0	-	B	-	-	17	B		
	SB	1095 - 942	1813	0	785	0	2598	1810	0	831	0	2641	-3	0	46	0	43	2%	159	0	61	0	F	-	E	-	128	F		
SR 60 @ I-75 NB Ramps (Signalized)	EB	944 - 962	0	3900	0	0	3900	0	4091	0	0	4091																		

Intersection	Appr	Link ID	Volumes															Delay Time				Levels of Service								
			Demand Volumes				Average Modeled Volumes				Average Modeled - Demand Volumes				Total	%	Total Delay by Movement (sec/veh)				Level of Service by Movement				LOS by Approach		LOS by Intersection			
			Left	Thru	Right	Diagonal	Total	Left	Thru	Right	Diagonal	Total	Left	Thru			Right	Diagonal	Left	Thru	Right	Diagonal	Delay	LOS	Delay	LOS				
Bruce B. Downs Blvd @ I-75 SB Ramps (Signalized)	EB	902 - 903	0	4098	0	0	4098	0	3797	0	0	3797	0	-301	-7%	0	4	0	0	-	A	-	-	4	A	13	B			
	WB	904 - 903	0	2811	0	0	2811	0	2476	0	0	2476	0	-335	-12%	0	19	0	0	-	B	-	-	19	B					
	SBL	703 - 903	243	0	0	0	243	247	0	0	0	247	4	0	2%	84	0	0	0	F	-	-	-	84	F					
Bruce B. Downs Blvd @ I-75 NB Ramps (Signalized)	EB	903 - 904	976	3365	0	0	4341	835	3174	0	0	4009	-141	-191	-8%	63	9	0	0	E	A	-	-	20	C	37	D			
	WB	906 - 904	0	1823	0	0	1823	0	1725	0	0	1725	0	-98	-5%	0	49	0	0	-	D	-	-	49	D					
	NB	280 - 904	988	0	192	0	1180	746	0	138	0	884	-242	0	-25%	101	0	28	0	F	-	C	-	90	F					
Bruce B. Downs Blvd @ Commerce Palms Dr (Signalized)	EB	602 - 901	590	3794	309	0	4693	525	3436	264	0	4225	-65	-358	-45	0	-468	-10%	189	52	29	0	F	D	C	-	68	E	70	E
	WB	902 - 901	757	2002	577	0	3336	484	1860	389	0	2733	-273	-142	-188	0	-603	-18%	312	24	3	0	F	C	A	-	72	E		
	NB	222 - 901	74	98	406	0	578	73	97	398	0	568	-1	-1	-8	0	-10	-2%	106	118	43	0	F	F	D	-	64	E		
	SB	227 - 901	752	250	251	0	1253	744	245	247	0	1236	-8	-5	-4	0	-17	-1%	88	88	16	0	F	F	B	-	74	E		
Bruce B. Downs Blvd @ Dona Michelle Dr (Signalized)	EB	905 - 908	281	5291	558	0	6130	241	4482	464	0	5187	-40	-809	-94	0	-943	-15%	130	44	51	0	F	D	D	-	49	D	48	D
	WB	909 - 908	152	3695	134	0	3981	159	3757	115	0	4031	7	62	-19	0	50	1%	137	36	34	0	F	D	C	-	40	D		
	NB	272 - 908	295	56	114	0	465	288	61	108	0	457	-7	5	-6	0	-8	-2%	140	73	54	0	F	E	D	-	111	F		
	SB	226 - 908	62	17	281	0	360	61	12	282	0	355	-1	-5	1	0	-5	-1%	111	93	31	0	F	F	C	-	47	D		
Fletcher Ave. @ I-75 SB Ramps (Unsignalized)	EB	912 - 913	0	1751	0	0	1751	0	1761	0	0	1761	0	10	0	0	10	1%	0	0	0	0	-	A	-	-	0	A	N/A	N/A
	WB	914 - 913	405	2188	0	0	2593	330	1727	0	0	2057	-75	-461	0	0	-536	-21%	54	31	0	0	F	D	-	-	35	D		
	SB	615 - 913	76	0	0	0	76	88	0	0	0	88	12	0	0	0	12	16%	0	0	0	0	A	-	-	0	A			
Fletcher Ave. @ I-75 NB Ramps (Signalized)	EB	915 - 917	861	966	0	0	1827	888	974	0	0	1862	27	8	0	0	35	2%	47	17	0	0	D	B	-	-	31	C	36	D
	WB	918 - 917	0	750	0	0	750	0	750	0	0	750	0	0	0	0	0	0%	0	47	0	0	-	D	-	-	47	D		
	SB	606 - 917	559	0	0	0	559	557	0	0	0	557	-2	0	0	0	-2	0%	38	0	0	0	D	-	-	-	38	D		
Fletcher Ave. @ Hidden River Pkwy (Signalized)	EB	910 - 911	51	1905	96	0	2052	61	1906	82	0	2049	10	1	-14	0	-3	0%	103	33	70	0	F	C	E	-	37	D	80	F
	WB	912 - 911	250	2404	158	0	2812	214	2047	118	0	2379	-36	-357	-40	0	-433	-15%	82	32	10	0	F	C	A	-	35	D		
	NB	623 - 911	130	8	285	0	423	133	8	279	0	420	3	0	-6	0	-3	-1%	92	89	29	0	F	F	C	-	50	D		
	SB	611 - 911	895	33	74	0	1002	882	31	71	0	984	-13	-2	-3	0	-18	-2%	307	137	174	0	F	F	F	-	292	F		
Fowler Ave. @ I-75 SB Ramps (Unsignalized)	EB	922 - 924	0	1322	0	0	1322	0	1087	0	0	1087	0	-235	-18%	0	0	0	0	-	A	-	-	0	A	N/A	N/A			
	WB	925 - 924	609	615	0	0	1224	624	629	0	0	1253	15	14	0	0	29	2%	40	0	0	0	E	A	-			-	20	C
	NB	233 - 925	0	0	0	631	631	0	0	0	692	692	0	0	0	61	61	10%	0	0	0	0	-	-	-			A	0	A
Fowler Ave. @ Morris Bridge Rd (Signalized)	EB	603 - 920	177	3431	382	0	3990	156	2733	283	0	3172	-21	-99	0	0	-818	-21%	214	67	56	0	F	E	E	-	73	E	55	E
	WB	921 - 920	240	3093	227	0	3560	81	2769	498	0	3348	-159	-324	271	0	-212	-6%	97	36	7	0	F	D	A	-	33	C		
	NB	605 - 920	168	82	230	0	480	181	85	229	0	495	13	3	-1	0	15	3%	87	83	38	0	F	F	D	-	64	E		
	SB	604 - 920	264	264	417	0	945	194	191	546	264	0	931	-70	-73	129	0	-14	-1%	132	119	32	0	F	F	C	-	71		
Fowler Ave. @ Jefferson Rd (Signalized)	EB	927 - 928	61	1170	325	0	1556	63	1281	328	0	1672	2	111	3	0	116	7%	49	12	12	0	D	B	B	-	13	B	25	C
	WB	929 - 928	4	1731	3	0	1738	19	1702	0	0	1721	15	-29	-3	0	-17	-1%	42	32	0	0	D	C	A	-	32	C		
	NB	220 - 928	306	3	1	0	310	307	3	0	0	310	1	0	-1	0	0	0%	43	38	0	0	D	D	A	-	43	D		
	SB	221 - 928	9	5	59	0	73	11	4	57	0	72	2	-1	-2	0	-1	-1%	50	54	19	0	D	D	B	-	26	C		
MLK Blvd. @ I-75 SB Ramps (Signalized)	SB	54 - 428	1250	0	0	0	1250	916	0	0	0	916	-334	0	0	0	-334	-27%	55	0	0	0	D	-	-	-	55	D	15	B
	SB	54 - 431	0	0	1331	0	1331	0	0	955	0	955	0	0	-376	0	-376	-28%	0	0	16	0	-	-	B	-	16	B		
	EB	932 - 432	0	2402	1190	0	3592	0	2395	1200	0	3595	0	-7	10	0	3	0%	0	0	0	0	-	A	A	-	0	A		
	EB	432 - 933	0	2402	0	0	2402	0	2395	0	0	2395	0	-7	0	0	-7	0%	0	26	0	0	-	C	-	-	26	C		
	WB	429 - 933	0	1275	0	0	1275	0	1973	0	0	1973	0	698	0	0	698	55%	0	34	0	0	-	C	-	-	34	C		
	WB	415 - 429	1258	1275	0	0	2533	909	1974	0	0	2883	-349	699	0	0	350	14%	0	0	0	0	A	A	-	-	0	A		
MLK Blvd. @ I-75 NB Ramps (Signalized)	NB	113 - 415	862	0	0	0	862	1036	0	0	0	1036	174	0	0	0	174	20%	42	0	0	0	D	-	-	-	42	D	9	A
	NB	113 - 430	0	0	911	0	911	0	0	870	0	870	0	0	-41	0	-41	-5%	0	0	31	0	-	-	C	-	31	C		
	EB	428 - 427	964	2688	0	0	3652	630	2693	0	0	3323	-334	5	0	0	-329	-9%	0	0	0	0	A	A	-	-	0	A		
	EB	936 - 430	0	2688	0	0	2688	0	2693	0	0	2693	0	5	0	0	5	0%	0	0	0	0	-	A	A	-	0	A		
	WB	114 - 936	0	1671	0	0	1671	0	1850	0	0	1850	0	179	0	0	179	11%	0	20	0	0	-	B	-	-	20	B		
	WB	937 - 114	0	1671	1123	0	2794	0	1849	943	0	2792	0	178	-180	0	-2	0%	0	0	0	0	-	A	A	-	0	A		
SR 60 @ I-75 SB Ramps (Signalized)	EB	421 - 942	0	3547	0	0	3547	0	3770	0	0	3770	0	223	0	0	223	6%	0	27	0	0	-	C	-	-	27	C	36	D
	WB	943 - 942	0	2879	0	0	2879	0	3491	0	0	3491	0	612	0	0	612	21%	0	33	0	0	-	C	-	-	33	C		
	SB	1095 - 942	2297	0	1013	0	3310	1948	0	834	0	2782	-349	0	-179	0	-528	-16%	54	0	43	0	D	-	D	-	51	D		
SR 60 @ I-75 NB Ramps (Signalized)	EB	944 - 962	0	3900	0	0	3900	0	5708	0	0	5708	0	1808	0	0	1808	46%	0	12	0	0	-	B	-	-	12	B	24	C
	WB	392 - 962	0	4124	0	0																								