



# **Project Traffic Analysis Report (Appendices)**

**State Road 50 (US 98/Cortez Boulevard)  
From the Brooksville Bypass to west of Interstate 75**

**Project Development and Environment Study**

**Hernando County, Florida**

**Work Program Item Segment No. 430051-1  
Federal Aid Project No. To be determined  
ETDM Project No. 13980**

**September 2019**

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

# **Appendix A**

## **Existing Traffic Counts**

**SUMMARIES FOR  
72-HOUR CLASSIFICATION COUNTS**

# TRAFFIC COUNT DATA

FINANCE NO: \_\_\_\_\_  
 LOCATION CODE: 825143/825144  
 COUNT LOCATION: SR 50 west of Spring Lake Hwy/Mondon Hill Rd

TYPE OF COUNT: \_\_\_\_\_  
72 Hour Classification Count

TIME OF COUNT:  
Start Date: 8/26/2014 Start Time: Midnight  
End Date: 8/28/2014 End Time: Midnight

VOLUMES:

		Peak Hour Start Time: 3:45 PM
Average Daily: 18,190		Average Peak Hour: 1,442
Daily Truck Avg: 3,673		Max Hour Truck Avg: 411
		Peak Hour Truck Avg: 229

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 7.9%	D= 51.5%
T Max Hour 28.5%	T daily 20.2%
T med (max) 14.6%	T med Daily 11.1%
T heavy (max) 13.9%	T heavy Daily 9.1%
T Peak Hour 15.9%	
T med Peak Hour 9.9%	Axle Factor 0.94
T heavy Peak Hour 5.9%	

# TRAFFIC COUNT DATA

FINANCE NO:

LOCATION CODE:

COUNT LOCATION:

825141/825142

SR 50 east of Spring Lake Hwy/Mondon Hill Rd

TYPE OF COUNT:

72 Hour

Classification Count

TIME OF COUNT:

Start Date: 8/26/2014

End Date: 8/28/2014

Start Time: Midnight

End Time: Midnight

VOLUMES:

Average Daily: 17,252

Daily Truck Avg: 2,745

Peak Hour Start Time: 3:45 PM

Average Peak Hour: 1,391

Max Hour Truck Avg: 233

Peak Hour Truck Avg: 175

TRAVEL CHARACTERISTICS:

K MEASURED

K= 8.1%

T Max Hour 16.8%

T med (max) 7.2%

T heavy (max) 9.5%

T Peak Hour 12.6%

T med Peak Hour 6.4%

T heavy Peak Hour 6.2%

D MEASURED

D= 53.2%

T daily 15.9%

T med Daily 6.8%

T heavy Daily 9.1%

Axle Factor 0.89

**SUMMARIES FOR  
72-HOUR APPROACH COUNTS**

# Roadway Count Summary

Start Date : August 26, 2014                      Start Time                      00:00  
 Stop Date : August 26, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : Cortez Blvd south of SR 50\_Jefferson St

**26-Aug-14**

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	14	9	4	34	73	67	115	100	123	117	134
30	20	9	13	24	54	69	86	127	134	104	121	130
45	3	6	16	22	54	107	102	124	141	107	124	139
00	9	5	8	26	71	86	98	91	115	117	137	125
<b>Hr Total</b>	<b>43</b>	<b>34</b>	<b>46</b>	<b>76</b>	<b>213</b>	<b>335</b>	<b>353</b>	<b>457</b>	<b>490</b>	<b>451</b>	<b>499</b>	<b>528</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	140	132	130	157	190	163	106	93	63	59	34	18
30	144	136	127	195	185	175	132	74	90	52	20	21
45	122	123	115	146	171	138	107	77	68	50	21	14
00	130	133	122	165	165	156	89	86	74	47	26	17
<b>Hr Total</b>	<b>536</b>	<b>524</b>	<b>494</b>	<b>663</b>	<b>711</b>	<b>632</b>	<b>434</b>	<b>330</b>	<b>295</b>	<b>208</b>	<b>101</b>	<b>70</b>

24 Hour Total : 8,523  
 AM Peak Hour begins : 11:30                      AM Peak Volume : 548                      AM Peak Hour Factor : 0.95  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 711                      PM Peak Hour Factor : 0.94

**26-Aug-14**

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	10	8	19	37	68	119	163	148	157	120
30	10	9	9	11	28	55	90	160	176	176	138	109
45	10	11	8	17	17	53	131	153	167	144	149	140
00	21	7	12	18	22	55	101	206	186	155	106	120
<b>Hr Total</b>	<b>59</b>	<b>38</b>	<b>39</b>	<b>54</b>	<b>86</b>	<b>200</b>	<b>390</b>	<b>638</b>	<b>692</b>	<b>623</b>	<b>550</b>	<b>489</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	131	133	141	151	141	120	92	60	46	34	22
30	120	135	140	162	176	138	107	83	47	37	25	17
45	138	120	122	187	149	147	97	72	47	30	23	26
00	134	132	138	147	161	130	75	60	52	35	31	16
<b>Hr Total</b>	<b>510</b>	<b>518</b>	<b>533</b>	<b>637</b>	<b>637</b>	<b>556</b>	<b>399</b>	<b>307</b>	<b>206</b>	<b>148</b>	<b>113</b>	<b>81</b>

24 Hour Total : 8,503  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 712                      AM Peak Hour Factor : 0.86  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 661                      PM Peak Hour Factor : 0.88

**26-Aug-14**

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	25	19	12	53	110	135	234	263	271	274	254
30	30	18	22	35	82	124	176	287	310	280	259	239
45	13	17	24	39	71	160	233	277	308	251	273	279
00	30	12	20	44	93	141	199	297	301	272	243	245
<b>Hr Total</b>	<b>102</b>	<b>72</b>	<b>85</b>	<b>130</b>	<b>299</b>	<b>535</b>	<b>743</b>	<b>1,095</b>	<b>1,182</b>	<b>1,074</b>	<b>1,049</b>	<b>1,017</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	258	263	263	298	341	304	226	185	123	105	68	40
30	264	271	267	357	361	313	239	157	137	89	45	38
45	260	243	237	333	320	285	204	149	115	80	44	40
00	264	265	260	312	326	286	164	146	126	82	57	33
<b>Hr Total</b>	<b>1,046</b>	<b>1,042</b>	<b>1,027</b>	<b>1,300</b>	<b>1,348</b>	<b>1,188</b>	<b>833</b>	<b>637</b>	<b>501</b>	<b>356</b>	<b>214</b>	<b>151</b>

24 Hour Total : 17,026  
 AM Peak Hour begins : 8:15                      AM Peak Volume : 1,190                      AM Peak Hour Factor : 0.96  
 PM Peak Hour begins : 16:00                      PM Peak Volume : 1,348                      PM Peak Hour Factor : 0.93

# Roadway Count Summary

Start Date : August 27, 2014                      Start Time                      00:00  
 Stop Date : August 27, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : Cortez Blvd south of SR 50\_Jefferson St

**27-Aug-14**

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	8	23	48	64	81	118	94	132	80	114
30	15	15	13	24	41	54	86	131	100	124	80	142
45	16	14	17	26	35	98	113	118	102	101	127	102
00	11	6	8	15	74	110	92	115	132	95	130	125
<b>Hr Total</b>	<b>55</b>	<b>41</b>	<b>46</b>	<b>88</b>	<b>198</b>	<b>326</b>	<b>372</b>	<b>482</b>	<b>428</b>	<b>452</b>	<b>417</b>	<b>483</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	143	128	176	183	187	133	90	74	72	35	15
30	113	114	134	155	158	187	123	86	78	64	27	10
45	135	133	158	153	174	172	105	82	76	54	30	12
00	120	135	136	154	156	161	104	67	82	52	32	11
<b>Hr Total</b>	<b>476</b>	<b>525</b>	<b>556</b>	<b>638</b>	<b>671</b>	<b>707</b>	<b>465</b>	<b>325</b>	<b>310</b>	<b>242</b>	<b>124</b>	<b>48</b>

24 Hour Total : 8,475  
 AM Peak Hour begins : 10:30                      AM Peak Volume : 513                      AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 17:00                      PM Peak Volume : 707                      PM Peak Hour Factor : 0.95

**27-Aug-14**

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	12	11	21	24	36	71	126	154	154	137	149
30	12	11	9	12	22	51	96	141	169	139	134	142
45	11	6	14	19	25	52	118	154	156	121	146	113
00	15	14	17	29	31	71	117	178	136	102	136	146
<b>Hr Total</b>	<b>56</b>	<b>43</b>	<b>51</b>	<b>81</b>	<b>102</b>	<b>210</b>	<b>402</b>	<b>599</b>	<b>615</b>	<b>516</b>	<b>553</b>	<b>550</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	142	131	148	168	156	100	91	78	47	39	17
30	139	157	141	160	134	176	118	92	67	42	16	21
45	163	131	122	149	139	162	101	76	70	42	31	26
00	142	132	144	160	151	140	143	81	44	40	21	21
<b>Hr Total</b>	<b>562</b>	<b>562</b>	<b>538</b>	<b>617</b>	<b>592</b>	<b>634</b>	<b>462</b>	<b>340</b>	<b>259</b>	<b>171</b>	<b>107</b>	<b>85</b>

24 Hour Total : 8,707  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 657                      AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 645                      PM Peak Hour Factor : 0.92

**27-Aug-14**

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	18	19	44	72	100	152	244	248	286	217	263
30	27	26	22	36	63	105	182	272	269	263	214	284
45	27	20	31	45	60	150	231	272	258	222	273	215
00	26	20	25	44	105	181	209	293	268	197	266	271
<b>Hr Total</b>	<b>111</b>	<b>84</b>	<b>97</b>	<b>169</b>	<b>300</b>	<b>536</b>	<b>774</b>	<b>1,081</b>	<b>1,043</b>	<b>968</b>	<b>970</b>	<b>1,033</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	285	259	324	351	343	233	181	152	119	74	32
30	252	271	275	315	292	363	241	178	145	106	43	31
45	298	264	280	302	313	334	206	158	146	96	61	38
00	262	267	280	314	307	301	247	148	126	92	53	32
<b>Hr Total</b>	<b>1,038</b>	<b>1,087</b>	<b>1,094</b>	<b>1,255</b>	<b>1,263</b>	<b>1,341</b>	<b>927</b>	<b>665</b>	<b>569</b>	<b>413</b>	<b>231</b>	<b>133</b>

24 Hour Total : 17,182  
 AM Peak Hour begins : 10:30                      AM Peak Volume : 1,086                      AM Peak Hour Factor : 0.96  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 1,347                      PM Peak Hour Factor : 0.93



# Roadway Count Summary

Start Date : August 28, 2014                      Start Time                      00:00  
 Stop Date : August 28, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : Cortez Blvd south of SR 50\_Jefferson St

**28-Aug-14** Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	9	6	11	36	53	86	116	138	119	140	136
30	9	11	16	20	41	69	100	141	105	127	108	135
45	16	8	7	19	61	90	98	147	114	101	104	156
00	12	9	16	16	65	84	116	116	127	123	131	136
<b>Hr Total</b>	<b>61</b>	<b>37</b>	<b>45</b>	<b>66</b>	<b>203</b>	<b>296</b>	<b>400</b>	<b>520</b>	<b>484</b>	<b>470</b>	<b>483</b>	<b>563</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	151	135	184	190	166	116	88	72	49	39	18
30	146	160	147	172	154	209	144	93	64	62	36	20
45	137	150	128	142	205	190	127	82	86	63	32	14
00	128	161	153	151	167	147	91	87	48	52	26	14
<b>Hr Total</b>	<b>562</b>	<b>622</b>	<b>563</b>	<b>649</b>	<b>716</b>	<b>712</b>	<b>478</b>	<b>350</b>	<b>270</b>	<b>226</b>	<b>133</b>	<b>66</b>

24 Hour Total : 8,975  
 AM Peak Hour begins : 11:30                      AM Peak Volume : 589                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 16:30                      PM Peak Volume : 747                      PM Peak Hour Factor : 0.89

**28-Aug-14** Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	6	8	27	18	33	68	145	165	147	143	137
30	16	9	10	12	17	35	94	140	178	172	146	142
45	18	11	19	13	26	56	134	155	171	156	142	129
00	7	18	21	48	33	56	149	187	140	161	156	140
<b>Hr Total</b>	<b>59</b>	<b>44</b>	<b>58</b>	<b>100</b>	<b>94</b>	<b>180</b>	<b>445</b>	<b>627</b>	<b>654</b>	<b>636</b>	<b>587</b>	<b>548</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	172	126	117	171	154	118	106	85	46	35	23
30	156	129	147	171	173	162	122	110	65	44	39	16
45	179	138	128	173	145	172	120	83	47	42	26	20
00	118	140	164	181	151	149	113	70	66	32	29	18
<b>Hr Total</b>	<b>599</b>	<b>579</b>	<b>565</b>	<b>642</b>	<b>640</b>	<b>637</b>	<b>473</b>	<b>369</b>	<b>263</b>	<b>164</b>	<b>129</b>	<b>77</b>

24 Hour Total : 9,169  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 701                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 698                      PM Peak Hour Factor : 0.96

**28-Aug-14** Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	15	14	38	54	86	154	261	303	266	283	273
30	25	20	26	32	58	104	194	281	283	299	254	277
45	34	19	26	32	87	146	232	302	285	257	246	285
00	19	27	37	64	98	140	265	303	267	284	287	276
<b>Hr Total</b>	<b>120</b>	<b>81</b>	<b>103</b>	<b>166</b>	<b>297</b>	<b>476</b>	<b>845</b>	<b>1,147</b>	<b>1,138</b>	<b>1,106</b>	<b>1,070</b>	<b>1,111</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	297	323	261	301	361	320	234	194	157	95	74	41
30	302	289	294	343	327	371	266	203	129	106	75	36
45	316	288	256	315	350	362	247	165	133	105	58	34
00	246	301	317	332	318	296	204	157	114	84	55	32
<b>Hr Total</b>	<b>1,161</b>	<b>1,201</b>	<b>1,128</b>	<b>1,291</b>	<b>1,356</b>	<b>1,349</b>	<b>951</b>	<b>719</b>	<b>533</b>	<b>390</b>	<b>262</b>	<b>143</b>

24 Hour Total : 18,144  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 1,191                      AM Peak Hour Factor : 0.98  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 1,371                      PM Peak Hour Factor : 0.92

# Roadway Count Summary

Start Date : August 26, 2014                      Start Time                      00:00  
 Stop Date : August 26, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : Jasmine Dr north of SR 50\_Cortez Blvd\_Jefferson St

**26-Aug-14**

**Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	2	0	1	1	4	6	18	13	13	36
30	0	1	1	0	1	2	3	10	14	11	20	26
45	2	0	0	0	0	0	11	10	16	21	16	20
00	1	0	0	2	3	5	8	11	15	22	17	16
<b>Hr Total</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>26</b>	<b>37</b>	<b>63</b>	<b>67</b>	<b>66</b>	<b>98</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	35	20	24	41	38	34	31	14	12	6	5
30	20	27	21	32	45	42	31	24	17	10	7	3
45	22	23	25	34	26	44	34	20	10	9	5	1
00	33	27	26	25	39	48	23	23	10	9	1	1
<b>Hr Total</b>	<b>101</b>	<b>112</b>	<b>92</b>	<b>115</b>	<b>151</b>	<b>172</b>	<b>122</b>	<b>98</b>	<b>51</b>	<b>40</b>	<b>19</b>	<b>10</b>

24 Hour Total : 1,465  
 AM Peak Hour begins : 10:45                      AM Peak Volume : 99                      AM Peak Hour Factor : 0.69  
 PM Peak Hour begins : 17:00                      PM Peak Volume : 172                      PM Peak Hour Factor : 0.90

**26-Aug-14**

**Southbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	8	16	35	29	36	30	21
30	2	2	0	0	1	9	15	35	43	33	20	11
45	0	0	0	2	2	14	36	43	29	28	26	31
00	2	0	1	3	8	11	25	48	33	22	18	23
<b>Hr Total</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>11</b>	<b>42</b>	<b>92</b>	<b>161</b>	<b>134</b>	<b>119</b>	<b>94</b>	<b>86</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	21	32	26	22	24	15	13	8	9	2	0
30	23	26	30	25	22	17	12	15	9	8	2	0
45	22	27	23	24	18	21	21	9	6	4	2	0
00	35	19	22	19	26	15	18	14	7	1	2	2
<b>Hr Total</b>	<b>104</b>	<b>93</b>	<b>107</b>	<b>94</b>	<b>88</b>	<b>77</b>	<b>66</b>	<b>51</b>	<b>30</b>	<b>22</b>	<b>8</b>	<b>2</b>

24 Hour Total : 1,496  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 163                      AM Peak Hour Factor : 0.85  
 PM Peak Hour begins : 12:45                      PM Peak Volume : 109                      PM Peak Hour Factor : 0.78

**26-Aug-14**

**Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	3	0	1	9	20	41	47	49	43	57
30	2	3	1	0	2	11	18	45	57	44	40	37
45	2	0	0	2	2	14	47	53	45	49	42	51
00	3	0	1	5	11	16	33	59	48	44	35	39
<b>Hr Total</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>16</b>	<b>50</b>	<b>118</b>	<b>198</b>	<b>197</b>	<b>186</b>	<b>160</b>	<b>184</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	56	52	50	63	62	49	44	22	21	8	5
30	43	53	51	57	67	59	43	39	26	18	9	3
45	44	50	48	58	44	65	55	29	16	13	7	1
00	68	46	48	44	65	63	41	37	17	10	3	3
<b>Hr Total</b>	<b>205</b>	<b>205</b>	<b>199</b>	<b>209</b>	<b>239</b>	<b>249</b>	<b>188</b>	<b>149</b>	<b>81</b>	<b>62</b>	<b>27</b>	<b>12</b>

24 Hour Total : 2,961  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 216                      AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 251                      PM Peak Hour Factor : 0.97

# Roadway Count Summary

Start Date : August 27, 2014      Start Time      00:00  
 Stop Date : August 27, 2014      Stop Time      24:00  
 County : Hernando      Station Number      8E+06  
 Location : Jasmine Dr north of SR 50\_Cortez Blvd\_Jefferson St

**27-Aug-14**

### Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	0	4	0	6	5	12	16	13	25
30	0	0	2	0	0	3	5	11	15	15	19	25
45	1	4	1	0	2	1	11	14	11	23	20	23
00	3	1	2	1	1	1	10	13	11	13	15	14
<b>Hr Total</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>5</b>	<b>32</b>	<b>43</b>	<b>49</b>	<b>67</b>	<b>67</b>	<b>87</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	31	20	30	33	36	31	28	13	11	7	4
30	30	20	25	28	41	40	30	22	14	9	5	2
45	35	16	21	31	32	44	32	20	9	9	2	1
00	19	24	28	26	37	46	26	22	12	8	3	0
<b>Hr Total</b>	<b>107</b>	<b>91</b>	<b>94</b>	<b>115</b>	<b>143</b>	<b>166</b>	<b>119</b>	<b>92</b>	<b>48</b>	<b>37</b>	<b>17</b>	<b>7</b>

24 Hour Total : 1,413  
 AM Peak Hour begins : 11:45      AM Peak Volume : 102      AM Peak Hour Factor : 0.73  
 PM Peak Hour begins : 17:00      PM Peak Volume : 166      PM Peak Hour Factor : 0.90

**27-Aug-14**

### Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	5	15	26	31	26	26	19
30	2	2	0	0	1	10	19	37	32	18	16	12
45	0	0	1	2	3	9	30	49	36	21	39	28
00	2	0	3	1	9	11	24	42	33	20	16	22
<b>Hr Total</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>35</b>	<b>88</b>	<b>154</b>	<b>132</b>	<b>85</b>	<b>97</b>	<b>81</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	19	27	24	22	23	16	12	7	8	3	0
30	26	34	23	22	21	15	15	16	10	7	2	1
45	35	23	17	23	16	25	20	10	5	2	2	0
00	31	22	31	26	29	13	16	12	4	2	1	1
<b>Hr Total</b>	<b>115</b>	<b>98</b>	<b>98</b>	<b>95</b>	<b>88</b>	<b>76</b>	<b>67</b>	<b>50</b>	<b>26</b>	<b>19</b>	<b>8</b>	<b>2</b>

24 Hour Total : 1,441  
 AM Peak Hour begins : 7:15      AM Peak Volume : 159      AM Peak Hour Factor : 0.81  
 PM Peak Hour begins : 12:30      PM Peak Volume : 119      PM Peak Hour Factor : 0.85

**27-Aug-14**

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	0	5	5	21	31	43	42	39	44
30	2	2	2	0	1	13	24	48	47	33	35	37
45	1	4	2	2	5	10	41	63	47	44	59	51
00	5	1	5	2	10	12	34	55	44	33	31	36
<b>Hr Total</b>	<b>11</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>21</b>	<b>40</b>	<b>120</b>	<b>197</b>	<b>181</b>	<b>152</b>	<b>164</b>	<b>168</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	50	47	54	55	59	47	40	20	19	10	4
30	56	54	48	50	62	55	45	38	24	16	7	3
45	70	39	38	54	48	69	52	30	14	11	4	1
00	50	46	59	52	66	59	42	34	16	10	4	1
<b>Hr Total</b>	<b>222</b>	<b>189</b>	<b>192</b>	<b>210</b>	<b>231</b>	<b>242</b>	<b>186</b>	<b>142</b>	<b>74</b>	<b>56</b>	<b>25</b>	<b>9</b>

24 Hour Total : 2,854  
 AM Peak Hour begins : 7:15      AM Peak Volume : 209      AM Peak Hour Factor : 0.83  
 PM Peak Hour begins : 16:45      PM Peak Volume : 249      PM Peak Hour Factor : 0.90

# Roadway Count Summary

Start Date : August 28, 2014      Start Time      00:00  
 Stop Date : August 28, 2014      Stop Time      24:00  
 County : Hernando      Station Number      8E+06  
 Location : Jasmine Dr north of SR 50\_Cortez Blvd\_Jefferson St

## 28-Aug-14

### Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	3	1	0	2	5	6	17	14	12	38
30	1	1	1	0	1	2	3	10	15	11	19	27
45	1	0	0	1	2	1	10	11	15	21	14	17
00	3	1	0	0	2	4	9	11	16	20	18	14
<b>Hr Total</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>27</b>	<b>38</b>	<b>63</b>	<b>66</b>	<b>63</b>	<b>96</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	33	19	23	39	36	33	28	14	13	5	3
30	19	26	22	29	44	44	30	22	15	11	5	4
45	22	22	23	37	30	40	33	22	11	8	3	2
00	31	26	27	26	34	47	18	21	9	8	2	1
<b>Hr Total</b>	<b>96</b>	<b>107</b>	<b>91</b>	<b>115</b>	<b>147</b>	<b>167</b>	<b>114</b>	<b>93</b>	<b>49</b>	<b>40</b>	<b>15</b>	<b>10</b>

24 Hour Total : 1,425  
 AM Peak Hour begins : 10:45      AM Peak Volume : 100      AM Peak Hour Factor : 0.66  
 PM Peak Hour begins : 17:00      PM Peak Volume : 167      PM Peak Hour Factor : 0.89

## 28-Aug-14

### Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	7	13	36	40	33	24	20
30	2	1	1	0	2	8	23	45	36	25	25	15
45	3	0	0	1	2	8	29	51	39	33	19	36
00	2	1	1	3	8	18	28	38	31	32	22	20
<b>Hr Total</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>12</b>	<b>41</b>	<b>93</b>	<b>170</b>	<b>146</b>	<b>123</b>	<b>90</b>	<b>91</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	22	30	25	19	23	13	12	9	8	3	0
30	26	25	31	22	28	19	11	14	8	7	1	2
45	23	30	26	26	24	22	11	11	7	3	2	0
00	26	24	19	26	19	16	17	13	5	2	2	0
<b>Hr Total</b>	<b>100</b>	<b>101</b>	<b>106</b>	<b>99</b>	<b>90</b>	<b>80</b>	<b>52</b>	<b>50</b>	<b>29</b>	<b>20</b>	<b>8</b>	<b>2</b>

24 Hour Total : 1,519  
 AM Peak Hour begins : 7:15      AM Peak Volume : 174      AM Peak Hour Factor : 0.85  
 PM Peak Hour begins : 13:30      PM Peak Volume : 115      PM Peak Hour Factor : 0.93

## 28-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	4	1	0	9	18	42	57	47	36	58
30	3	2	2	0	3	10	26	55	51	36	44	42
45	4	0	0	2	4	9	39	62	54	54	33	53
00	5	2	1	3	10	22	37	49	47	52	40	34
<b>Hr Total</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>17</b>	<b>50</b>	<b>120</b>	<b>208</b>	<b>209</b>	<b>189</b>	<b>153</b>	<b>187</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	55	49	48	58	59	46	40	23	21	8	3
30	45	51	53	51	72	63	41	36	23	18	6	6
45	45	52	49	63	54	62	44	33	18	11	5	2
00	57	50	46	52	53	63	35	34	14	10	4	1
<b>Hr Total</b>	<b>196</b>	<b>208</b>	<b>197</b>	<b>214</b>	<b>237</b>	<b>247</b>	<b>166</b>	<b>143</b>	<b>78</b>	<b>60</b>	<b>23</b>	<b>12</b>

24 Hour Total : 2,944  
 AM Peak Hour begins : 7:15      AM Peak Volume : 223      AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 17:00      PM Peak Volume : 247      PM Peak Hour Factor : 0.98

# Roadway Count Summary

Start Date : August 26, 2014                      Start Time                      00:00  
 Stop Date : August 26, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : Jefferson St west of SR 50\_Cortez Blvd\_Jasmine Dr

## 26-Aug-14

### Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	7	3	15	22	43	69	51	42	35	49
30	8	2	4	9	13	31	32	51	62	32	47	56
45	9	5	2	4	23	34	40	53	57	39	32	47
00	6	0	5	17	8	46	52	51	53	45	49	47
<b>Hr Total</b>	<b>28</b>	<b>13</b>	<b>18</b>	<b>33</b>	<b>59</b>	<b>133</b>	<b>167</b>	<b>224</b>	<b>223</b>	<b>158</b>	<b>163</b>	<b>199</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	56	65	77	80	92	55	48	41	25	13	9
30	67	59	76	79	70	78	45	35	30	23	15	11
45	51	53	85	73	65	61	51	31	37	19	13	11
00	66	59	79	63	74	68	50	26	37	21	10	7
<b>Hr Total</b>	<b>233</b>	<b>227</b>	<b>305</b>	<b>292</b>	<b>289</b>	<b>299</b>	<b>201</b>	<b>140</b>	<b>145</b>	<b>88</b>	<b>51</b>	<b>38</b>

24 Hour Total : 3,726  
 AM Peak Hour begins : 6:45                      AM Peak Volume : 225                      AM Peak Hour Factor : 0.82  
 PM Peak Hour begins : 14:30                      PM Peak Volume : 320                      PM Peak Hour Factor : 0.94

## 26-Aug-14

### Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	8	11	4	6	11	17	22	76	56	59	56
30	6	2	2	6	9	10	47	62	86	42	56	44
45	6	3	3	2	6	12	69	72	93	38	65	63
00	2	3	6	2	5	15	76	112	78	56	48	70
<b>Hr Total</b>	<b>22</b>	<b>16</b>	<b>22</b>	<b>14</b>	<b>26</b>	<b>48</b>	<b>209</b>	<b>268</b>	<b>333</b>	<b>192</b>	<b>228</b>	<b>233</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	53	68	54	69	70	43	38	30	19	12	10
30	48	77	52	68	70	70	37	31	31	14	9	8
45	63	58	64	65	66	74	51	37	26	20	12	6
00	42	62	60	87	75	66	39	21	26	24	7	9
<b>Hr Total</b>	<b>218</b>	<b>250</b>	<b>244</b>	<b>274</b>	<b>280</b>	<b>280</b>	<b>170</b>	<b>127</b>	<b>113</b>	<b>77</b>	<b>40</b>	<b>33</b>

24 Hour Total : 3,717  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 367                      AM Peak Hour Factor : 0.82  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 292                      PM Peak Hour Factor : 0.84

## 26-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	14	18	7	21	33	60	91	127	98	94	105
30	14	4	6	15	22	41	79	113	148	74	103	100
45	15	8	5	6	29	46	109	125	150	77	97	110
00	8	3	11	19	13	61	128	163	131	101	97	117
<b>Hr Total</b>	<b>50</b>	<b>29</b>	<b>40</b>	<b>47</b>	<b>85</b>	<b>181</b>	<b>376</b>	<b>492</b>	<b>556</b>	<b>350</b>	<b>391</b>	<b>432</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	109	133	131	149	162	98	86	71	44	25	19
30	115	136	128	147	140	148	82	66	61	37	24	19
45	114	111	149	138	131	135	102	68	63	39	25	17
00	108	121	139	150	149	134	89	47	63	45	17	16
<b>Hr Total</b>	<b>451</b>	<b>477</b>	<b>549</b>	<b>566</b>	<b>569</b>	<b>579</b>	<b>371</b>	<b>267</b>	<b>258</b>	<b>165</b>	<b>91</b>	<b>71</b>

24 Hour Total : 7,443  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 588                      AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 594                      PM Peak Hour Factor : 0.92

# Roadway Count Summary

Start Date : August 27, 2014                      Start Time                      00:00  
 Stop Date : August 27, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : Jefferson St west of SR 50\_Cortez Blvd\_Jasmine Dr

## 27-Aug-14

### Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	10	11	13	46	54	44	46	45	41
30	6	2	2	12	19	26	40	52	47	48	52	48
45	8	2	4	15	39	36	46	71	63	37	55	52
00	2	0	5	15	14	37	55	61	57	37	48	48
<b>Hr Total</b>	<b>22</b>	<b>7</b>	<b>12</b>	<b>52</b>	<b>83</b>	<b>112</b>	<b>187</b>	<b>238</b>	<b>211</b>	<b>168</b>	<b>200</b>	<b>189</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	33	60	73	85	92	47	45	40	19	6	7
30	66	64	91	78	71	81	46	37	51	21	7	11
45	53	57	76	69	70	74	35	40	31	22	6	6
00	71	64	63	71	74	66	39	35	34	16	7	6
<b>Hr Total</b>	<b>258</b>	<b>218</b>	<b>290</b>	<b>291</b>	<b>300</b>	<b>313</b>	<b>167</b>	<b>157</b>	<b>156</b>	<b>78</b>	<b>26</b>	<b>30</b>

24 Hour Total : 3,765  
 AM Peak Hour begins : 7:00                      AM Peak Volume : 238                      AM Peak Hour Factor : 0.84  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 321                      PM Peak Hour Factor : 0.87

## 27-Aug-14

### Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	0	6	8	10	4	18	38	93	57	55	59
30	2	4	3	8	8	15	31	57	85	38	54	54
45	1	6	5	3	11	9	84	68	60	56	58	58
00	3	3	4	7	15	11	83	106	71	47	54	62
<b>Hr Total</b>	<b>17</b>	<b>13</b>	<b>18</b>	<b>26</b>	<b>44</b>	<b>39</b>	<b>216</b>	<b>269</b>	<b>309</b>	<b>198</b>	<b>221</b>	<b>233</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	55	53	50	83	61	46	40	32	20	12	8
30	55	53	94	59	67	64	57	29	30	19	16	9
45	57	70	59	77	62	65	49	28	23	14	9	11
00	62	42	64	88	69	68	54	21	26	17	11	4
<b>Hr Total</b>	<b>219</b>	<b>220</b>	<b>270</b>	<b>274</b>	<b>281</b>	<b>258</b>	<b>206</b>	<b>118</b>	<b>111</b>	<b>70</b>	<b>48</b>	<b>32</b>

24 Hour Total : 3,710  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 352                      AM Peak Hour Factor : 0.83  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 315                      PM Peak Hour Factor : 0.90

## 27-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	3	7	18	21	17	64	92	137	103	100	100
30	8	6	5	20	27	41	71	109	132	86	106	102
45	9	8	9	18	50	45	130	139	123	93	113	110
00	5	3	9	22	29	48	138	167	128	84	102	110
<b>Hr Total</b>	<b>39</b>	<b>20</b>	<b>30</b>	<b>78</b>	<b>127</b>	<b>151</b>	<b>403</b>	<b>507</b>	<b>520</b>	<b>366</b>	<b>421</b>	<b>422</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	88	113	123	168	153	93	85	72	39	18	15
30	121	117	185	137	138	145	103	66	81	40	23	20
45	110	127	135	146	132	139	84	68	54	36	15	17
00	133	106	127	159	143	134	93	56	60	33	18	10
<b>Hr Total</b>	<b>477</b>	<b>438</b>	<b>560</b>	<b>565</b>	<b>581</b>	<b>571</b>	<b>373</b>	<b>275</b>	<b>267</b>	<b>148</b>	<b>74</b>	<b>62</b>

24 Hour Total : 7,475  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 575                      AM Peak Hour Factor : 0.86  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 611                      PM Peak Hour Factor : 0.91

# Roadway Count Summary

Start Date : August 28, 2014                      Start Time                      00:00  
 Stop Date : August 28, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : Jefferson St west of SR 50\_Cortez Blvd\_Jasmine Dr

## 28-Aug-14

### Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	2	0	7	24	29	66	43	35	45	64
30	6	7	4	3	19	17	45	42	39	47	44	75
45	6	1	4	11	16	28	51	55	47	49	55	68
00	2	4	9	12	7	38	52	49	57	65	52	70
<b>Hr Total</b>	<b>22</b>	<b>17</b>	<b>19</b>	<b>26</b>	<b>49</b>	<b>107</b>	<b>177</b>	<b>212</b>	<b>186</b>	<b>196</b>	<b>196</b>	<b>277</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	60	58	86	69	74	60	37	37	29	22	14
30	58	56	66	80	89	74	58	47	32	41	11	6
45	46	61	70	73	83	86	47	34	37	43	15	8
00	70	55	82	60	73	60	49	42	28	21	11	15
<b>Hr Total</b>	<b>233</b>	<b>232</b>	<b>276</b>	<b>299</b>	<b>314</b>	<b>294</b>	<b>214</b>	<b>160</b>	<b>134</b>	<b>134</b>	<b>59</b>	<b>43</b>

24 Hour Total : 3,876  
 AM Peak Hour begins : 11:00                      AM Peak Volume : 277                      AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 14:45                      PM Peak Volume : 321                      PM Peak Hour Factor : 0.93

## 28-Aug-14

### Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	6	6	9	16	13	47	70	58	46	60
30	5	2	1	8	12	9	37	49	87	66	44	47
45	1	2	1	2	4	19	88	55	63	50	61	64
00	4	3	4	6	10	7	78	107	66	65	66	47
<b>Hr Total</b>	<b>19</b>	<b>11</b>	<b>12</b>	<b>22</b>	<b>35</b>	<b>51</b>	<b>216</b>	<b>258</b>	<b>286</b>	<b>239</b>	<b>217</b>	<b>218</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	62	68	75	98	63	55	36	29	21	20	21
30	52	56	60	80	72	72	48	44	22	14	17	4
45	54	62	74	72	83	75	57	41	39	14	18	9
00	56	64	68	74	66	68	45	36	18	25	15	4
<b>Hr Total</b>	<b>230</b>	<b>244</b>	<b>270</b>	<b>301</b>	<b>319</b>	<b>278</b>	<b>205</b>	<b>157</b>	<b>108</b>	<b>74</b>	<b>70</b>	<b>38</b>

24 Hour Total : 3,878  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 327                      AM Peak Hour Factor : 0.76  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 327                      PM Peak Hour Factor : 0.83

## 28-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	9	8	6	16	40	42	113	113	93	91	124
30	11	9	5	11	31	26	82	91	126	113	88	122
45	7	3	5	13	20	47	139	110	110	99	116	132
00	6	7	13	18	17	45	130	156	123	130	118	117
<b>Hr Total</b>	<b>41</b>	<b>28</b>	<b>31</b>	<b>48</b>	<b>84</b>	<b>158</b>	<b>393</b>	<b>470</b>	<b>472</b>	<b>435</b>	<b>413</b>	<b>495</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	122	126	161	167	137	115	73	66	50	42	35
30	110	112	126	160	161	146	106	91	54	55	28	10
45	100	123	144	145	166	161	104	75	76	57	33	17
00	126	119	150	134	139	128	94	78	46	46	26	19
<b>Hr Total</b>	<b>463</b>	<b>476</b>	<b>546</b>	<b>600</b>	<b>633</b>	<b>572</b>	<b>419</b>	<b>317</b>	<b>242</b>	<b>208</b>	<b>129</b>	<b>81</b>

24 Hour Total : 7,754  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 505                      AM Peak Hour Factor : 0.81  
 PM Peak Hour begins : 16:00                      PM Peak Volume : 633                      PM Peak Hour Factor : 0.95

# Roadway Count Summary

Start Date : August 26, 2014                      Start Time                      00:00  
 Stop Date : August 26, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : SR 50 east of Cortez Blvd\_Jasmine Dr\_Jefferson St

**26-Aug-14** **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	20	12	6	44	98	99	171	117	149	139	147
30	28	11	18	29	65	96	116	159	175	127	138	150
45	9	10	15	28	78	143	142	166	178	126	133	168
00	13	4	18	33	79	115	149	136	149	127	152	152
<b>Hr Total</b>	<b>66</b>	<b>45</b>	<b>63</b>	<b>96</b>	<b>266</b>	<b>452</b>	<b>506</b>	<b>632</b>	<b>619</b>	<b>529</b>	<b>562</b>	<b>617</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	159	161	196	230	211	141	118	91	70	44	23
30	185	164	181	240	216	202	146	82	99	65	28	27
45	147	149	176	183	197	170	124	86	89	61	25	20
00	154	165	162	205	203	163	109	88	95	57	31	24
<b>Hr Total</b>	<b>645</b>	<b>637</b>	<b>680</b>	<b>824</b>	<b>846</b>	<b>746</b>	<b>520</b>	<b>374</b>	<b>374</b>	<b>253</b>	<b>128</b>	<b>94</b>

24 Hour Total : 10,574  
 AM Peak Hour begins : 11:30                      AM Peak Volume : 664                      AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 15:15                      PM Peak Volume : 858                      PM Peak Hour Factor : 0.89

**26-Aug-14** **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	17	13	14	17	45	82	125	213	175	178	152
30	12	11	13	14	39	60	133	184	213	177	166	130
45	18	10	10	16	15	47	179	192	224	156	176	173
00	19	14	17	11	24	53	134	260	207	185	129	167
<b>Hr Total</b>	<b>74</b>	<b>52</b>	<b>53</b>	<b>55</b>	<b>95</b>	<b>205</b>	<b>528</b>	<b>761</b>	<b>857</b>	<b>693</b>	<b>649</b>	<b>622</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	162	167	176	188	179	141	118	75	50	47	37
30	153	181	167	206	236	187	145	103	65	41	33	18
45	150	150	154	215	206	219	117	92	65	52	33	30
00	149	161	172	229	206	163	105	76	69	43	31	23
<b>Hr Total</b>	<b>603</b>	<b>654</b>	<b>660</b>	<b>826</b>	<b>836</b>	<b>748</b>	<b>508</b>	<b>389</b>	<b>274</b>	<b>186</b>	<b>144</b>	<b>108</b>

24 Hour Total : 10,580  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 910                      AM Peak Hour Factor : 0.88  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 868                      PM Peak Hour Factor : 0.92

**26-Aug-14** **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	37	25	20	61	143	181	296	330	324	317	299
30	40	22	31	43	104	156	249	343	388	304	304	280
45	27	20	25	44	93	190	321	358	402	282	309	341
00	32	18	35	44	103	168	283	396	356	312	281	319
<b>Hr Total</b>	<b>140</b>	<b>97</b>	<b>116</b>	<b>151</b>	<b>361</b>	<b>657</b>	<b>1,034</b>	<b>1,393</b>	<b>1,476</b>	<b>1,222</b>	<b>1,211</b>	<b>1,239</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	310	321	328	372	418	390	282	236	166	120	91	60
30	338	345	348	446	452	389	291	185	164	106	61	45
45	297	299	330	398	403	389	241	178	154	113	58	50
00	303	326	334	434	409	326	214	164	164	100	62	47
<b>Hr Total</b>	<b>1,248</b>	<b>1,291</b>	<b>1,340</b>	<b>1,650</b>	<b>1,682</b>	<b>1,494</b>	<b>1,028</b>	<b>763</b>	<b>648</b>	<b>439</b>	<b>272</b>	<b>202</b>

24 Hour Total : 21,154  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 1,516                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 1,707                      PM Peak Hour Factor : 0.94



# Roadway Count Summary

Start Date : August 27, 2014                      Start Time                      00:00  
 Stop Date : August 27, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : SR 50 east of Cortez Blvd\_Jasmine Dr\_Jefferson St

**27-Aug-14**

Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	8	36	51	78	117	168	120	159	100	127
30	26	19	16	34	61	79	128	163	126	155	107	146
45	21	13	22	41	72	127	151	163	157	119	153	129
00	13	6	12	28	89	135	143	162	172	123	158	154
<b>Hr Total</b>	<b>72</b>	<b>45</b>	<b>58</b>	<b>139</b>	<b>273</b>	<b>419</b>	<b>539</b>	<b>656</b>	<b>575</b>	<b>556</b>	<b>518</b>	<b>556</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	157	142	216	221	226	149	106	90	73	34	19
30	151	145	177	195	197	206	134	107	106	75	29	18
45	153	170	195	194	193	205	119	95	78	61	34	17
00	169	179	166	180	193	188	125	83	95	59	36	15
<b>Hr Total</b>	<b>622</b>	<b>651</b>	<b>680</b>	<b>785</b>	<b>804</b>	<b>825</b>	<b>527</b>	<b>391</b>	<b>369</b>	<b>268</b>	<b>133</b>	<b>69</b>

24 Hour Total : 10,530  
 AM Peak Hour begins : 7:00                      AM Peak Volume : 656                      AM Peak Hour Factor : 0.98  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 830                      PM Peak Hour Factor : 0.92

**27-Aug-14**

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	13	14	28	33	33	79	139	192	192	168	164
30	10	15	14	21	30	65	119	175	225	153	160	152
45	13	14	21	22	31	41	177	172	177	152	157	135
00	18	19	18	36	39	76	176	242	163	132	170	196
<b>Hr Total</b>	<b>69</b>	<b>61</b>	<b>67</b>	<b>107</b>	<b>133</b>	<b>215</b>	<b>551</b>	<b>728</b>	<b>757</b>	<b>629</b>	<b>655</b>	<b>647</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	182	147	176	219	192	139	120	94	60	49	27
30	163	161	187	187	182	215	150	114	90	53	29	24
45	172	165	152	214	193	179	131	89	78	52	38	28
00	164	157	159	200	216	185	161	85	61	49	34	21
<b>Hr Total</b>	<b>643</b>	<b>665</b>	<b>645</b>	<b>777</b>	<b>810</b>	<b>771</b>	<b>581</b>	<b>408</b>	<b>323</b>	<b>214</b>	<b>150</b>	<b>100</b>

24 Hour Total : 10,706  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 836                      AM Peak Hour Factor : 0.86  
 PM Peak Hour begins : 15:15                      PM Peak Volume : 820                      PM Peak Hour Factor : 0.94

**27-Aug-14**

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	20	22	64	84	111	196	307	312	351	268	291
30	36	34	30	55	91	144	247	338	351	308	267	298
45	34	27	43	63	103	168	328	335	334	271	310	264
00	31	25	30	64	128	211	319	404	335	255	328	350
<b>Hr Total</b>	<b>141</b>	<b>106</b>	<b>125</b>	<b>246</b>	<b>406</b>	<b>634</b>	<b>1,090</b>	<b>1,384</b>	<b>1,332</b>	<b>1,185</b>	<b>1,173</b>	<b>1,203</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	293	339	289	392	440	418	288	226	184	133	83	46
30	314	306	364	382	379	421	284	221	196	128	58	42
45	325	335	347	408	386	384	250	184	156	113	72	45
00	333	336	325	380	409	373	286	168	156	108	70	36
<b>Hr Total</b>	<b>1,265</b>	<b>1,316</b>	<b>1,325</b>	<b>1,562</b>	<b>1,614</b>	<b>1,596</b>	<b>1,108</b>	<b>799</b>	<b>692</b>	<b>482</b>	<b>283</b>	<b>169</b>

24 Hour Total : 21,236  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 1,402                      AM Peak Hour Factor : 0.87  
 PM Peak Hour begins : 16:30                      PM Peak Volume : 1,634                      PM Peak Hour Factor : 0.97

# Roadway Count Summary

Start Date : August 28, 2014                      Start Time                      00:00  
 Stop Date : August 28, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : SR 50 east of Cortez Blvd\_Jasmine Dr\_Jefferson St

**28-Aug-14**

**Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	14	8	11	31	79	120	162	162	142	164	164
30	14	17	17	26	64	91	136	172	145	151	149	180
45	20	10	12	29	76	116	138	186	141	139	132	189
00	14	13	22	23	71	117	163	156	171	174	166	187
<b>Hr Total</b>	<b>77</b>	<b>54</b>	<b>59</b>	<b>89</b>	<b>242</b>	<b>403</b>	<b>557</b>	<b>676</b>	<b>619</b>	<b>606</b>	<b>611</b>	<b>720</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	176	179	159	222	220	192	145	112	92	68	48	20
30	177	181	184	216	212	226	167	101	83	88	34	24
45	165	169	154	184	244	212	145	93	98	92	40	19
00	148	177	181	177	192	169	110	102	56	62	36	27
<b>Hr Total</b>	<b>666</b>	<b>706</b>	<b>678</b>	<b>799</b>	<b>868</b>	<b>799</b>	<b>567</b>	<b>408</b>	<b>329</b>	<b>310</b>	<b>158</b>	<b>90</b>

24 Hour Total : 11,091  
 AM Peak Hour begins : 11:15                      AM Peak Volume : 732                      AM Peak Hour Factor : 0.97  
 PM Peak Hour begins : 16:00                      PM Peak Volume : 868                      PM Peak Hour Factor : 0.89

**28-Aug-14**

**Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	9	15	34	26	39	75	137	203	176	162	161
30	21	12	14	21	25	47	122	164	248	213	164	149
45	17	12	15	15	21	62	214	173	184	180	181	160
00	12	19	23	49	35	51	184	250	169	184	192	167
<b>Hr Total</b>	<b>76</b>	<b>52</b>	<b>67</b>	<b>119</b>	<b>107</b>	<b>199</b>	<b>595</b>	<b>724</b>	<b>804</b>	<b>753</b>	<b>699</b>	<b>637</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	175	206	150	161	246	204	146	135	96	67	48	31
30	196	155	179	244	214	213	163	126	72	43	50	21
45	189	178	167	198	213	221	166	111	77	57	50	27
00	146	154	180	233	179	187	124	92	77	51	46	18
<b>Hr Total</b>	<b>706</b>	<b>693</b>	<b>676</b>	<b>836</b>	<b>852</b>	<b>825</b>	<b>599</b>	<b>464</b>	<b>322</b>	<b>218</b>	<b>194</b>	<b>97</b>

24 Hour Total : 11,314  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 885                      AM Peak Hour Factor : 0.89  
 PM Peak Hour begins : 15:15                      PM Peak Volume : 921                      PM Peak Hour Factor : 0.94

**28-Aug-14**

**Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	23	23	45	57	118	195	299	365	318	326	325
30	35	29	31	47	89	138	258	336	393	364	313	329
45	37	22	27	44	97	178	352	359	325	319	313	349
00	26	32	45	72	106	168	347	406	340	358	358	354
<b>Hr Total</b>	<b>153</b>	<b>106</b>	<b>126</b>	<b>208</b>	<b>349</b>	<b>602</b>	<b>1,152</b>	<b>1,400</b>	<b>1,423</b>	<b>1,359</b>	<b>1,310</b>	<b>1,357</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	351	385	309	383	466	396	291	247	188	135	96	51
30	373	336	363	460	426	439	330	227	155	131	84	45
45	354	347	321	382	457	433	311	204	175	149	90	46
00	294	331	361	410	371	356	234	194	133	113	82	45
<b>Hr Total</b>	<b>1,372</b>	<b>1,399</b>	<b>1,354</b>	<b>1,635</b>	<b>1,720</b>	<b>1,624</b>	<b>1,166</b>	<b>872</b>	<b>651</b>	<b>528</b>	<b>352</b>	<b>187</b>

24 Hour Total : 22,405  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 1,523                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 1,759                      PM Peak Hour Factor : 0.94

# Roadway Count Summary

Start Date : August 26, 2014  
 Stop Date : August 26, 2014  
 County : Hernando  
 Location : Griffin Rd south of SR 50

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+06

**26-Aug-14 Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	2	5	2	2	1
30	0	0	0	0	0	0	3	2	3	2	2	5
45	0	0	2	1	0	1	1	4	4	4	1	2
00	0	0	0	0	0	1	3	2	1	6	3	3
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>10</b>	<b>13</b>	<b>14</b>	<b>8</b>	<b>11</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	3	2	5	3	2	5	3	1	0	1	0
30	3	5	3	5	6	2	0	2	0	0	0	0
45	1	4	1	3	8	2	2	3	4	0	0	0
00	2	0	4	1	6	1	4	0	1	0	0	0
<b>Hr Total</b>	<b>8</b>	<b>12</b>	<b>10</b>	<b>14</b>	<b>23</b>	<b>7</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>

24 Hour Total : 170  
 AM Peak Hour begins : 7:30 AM Peak Volume : 14 AM Peak Hour Factor : 0.70  
 PM Peak Hour begins : 16:00 PM Peak Volume : 23 PM Peak Hour Factor : 0.72

**26-Aug-14 Southbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	5	3	3	0	3
30	0	1	0	0	1	1	1	0	2	1	2	5
45	0	0	1	0	1	0	1	1	0	0	1	1
00	0	0	0	0	1	1	2	3	2	0	3	2
<b>Hr Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>11</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	3	1	5	4	2	3	6	3	2	0	0
30	2	1	6	1	3	10	2	3	2	1	1	0
45	2	8	4	4	4	2	4	1	2	0	0	0
00	3	1	1	3	7	3	1	1	1	0	0	0
<b>Hr Total</b>	<b>10</b>	<b>13</b>	<b>12</b>	<b>13</b>	<b>18</b>	<b>17</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>

24 Hour Total : 165  
 AM Peak Hour begins : 10:30 AM Peak Volume : 12 AM Peak Hour Factor : 0.60  
 PM Peak Hour begins : 16:30 PM Peak Volume : 23 PM Peak Hour Factor : 0.58

**26-Aug-14 Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	2	7	8	5	2	4
30	0	1	0	0	1	1	4	2	5	3	4	10
45	0	0	3	1	1	1	2	5	4	4	2	3
00	0	0	0	0	1	2	5	5	3	6	6	5
<b>Hr Total</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>13</b>	<b>19</b>	<b>20</b>	<b>18</b>	<b>14</b>	<b>22</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	3	10	7	4	8	9	4	2	1	0
30	5	6	9	6	9	12	2	5	2	1	1	0
45	3	12	5	7	12	4	6	4	6	0	0	0
00	5	1	5	4	13	4	5	1	2	0	0	0
<b>Hr Total</b>	<b>18</b>	<b>25</b>	<b>22</b>	<b>27</b>	<b>41</b>	<b>24</b>	<b>21</b>	<b>19</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>

24 Hour Total : 335  
 AM Peak Hour begins : 7:30 AM Peak Volume : 23 AM Peak Hour Factor : 0.72  
 PM Peak Hour begins : 16:00 PM Peak Volume : 41 PM Peak Hour Factor : 0.79

# Roadway Count Summary

Start Date : August 27, 2014  
 Stop Date : August 27, 2014  
 County : Hernando  
 Location : Griffin Rd south of SR 50

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+06

**27-Aug-14**

### Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	1	4	3	1	2
30	0	0	0	0	0	1	0	3	4	2	1	1
45	0	0	1	2	0	0	1	2	5	2	2	0
00	0	0	0	0	0	0	4	2	5	9	0	6
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>9</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	2	0	6	3	5	1	4	2	2	0	0
30	2	2	2	3	3	1	3	6	1	1	0	0
45	0	5	4	6	3	2	0	1	0	0	0	0
00	4	2	0	6	2	3	4	2	0	1	0	0
<b>Hr Total</b>	<b>8</b>	<b>11</b>	<b>6</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>

24 Hour Total : 161  
 AM Peak Hour begins : 8:00 AM Peak Volume : 18 AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 15:00 PM Peak Volume : 21 PM Peak Hour Factor : 0.88

**27-Aug-14**

### Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	1	0	6	4	3	2	3
30	0	1	0	0	0	0	0	0	1	4	3	1
45	0	0	1	0	0	0	1	0	3	0	2	2
00	0	0	0	0	1	0	2	2	1	1	0	3
<b>Hr Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>9</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	1	2	1	6	1	2	2	1	1	0	1
30	4	2	4	6	1	6	1	5	4	3	1	0
45	5	1	1	5	9	1	4	0	1	0	0	0
00	2	2	5	2	2	4	2	1	1	4	0	1
<b>Hr Total</b>	<b>18</b>	<b>6</b>	<b>12</b>	<b>14</b>	<b>18</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>2</b>

24 Hour Total : 164  
 AM Peak Hour begins : 11:45 AM Peak Volume : 19 AM Peak Hour Factor : 0.68  
 PM Peak Hour begins : 15:15 PM Peak Volume : 19 PM Peak Hour Factor : 0.79

**27-Aug-14**

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	2	0	7	8	6	3	5
30	0	1	0	0	0	1	0	3	5	6	4	2
45	0	0	2	2	0	0	2	2	8	2	4	2
00	0	0	0	0	1	0	6	4	6	10	0	9
<b>Hr Total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>16</b>	<b>27</b>	<b>24</b>	<b>11</b>	<b>18</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	3	2	7	9	6	3	6	3	3	0	1
30	6	4	6	9	4	7	4	11	5	4	1	0
45	5	6	5	11	12	3	4	1	1	0	0	0
00	6	4	5	8	4	7	6	3	1	5	0	1
<b>Hr Total</b>	<b>26</b>	<b>17</b>	<b>18</b>	<b>35</b>	<b>29</b>	<b>23</b>	<b>17</b>	<b>21</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>2</b>

24 Hour Total : 325  
 AM Peak Hour begins : 11:45 AM Peak Volume : 29 AM Peak Hour Factor : 0.81  
 PM Peak Hour begins : 15:15 PM Peak Volume : 37 PM Peak Hour Factor : 0.84

# Roadway Count Summary

Start Date : August 28, 2014  
 Stop Date : August 28, 2014  
 County : Hernando  
 Location : Griffin Rd south of SR 50

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+06

## 28-Aug-14

### Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	5	7	5	2	1
30	1	0	1	0	0	1	0	3	4	2	2	0
45	0	0	1	1	0	0	3	1	4	1	2	4
00	0	3	0	1	0	0	3	3	2	1	3	4
<b>Hr Total</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>12</b>	<b>17</b>	<b>9</b>	<b>9</b>	<b>9</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	1	2	2	6	4	2	1	0	1	1	0
30	3	2	3	3	4	3	2	0	1	0	0	0
45	3	1	1	6	2	2	0	2	4	0	0	0
00	2	3	2	5	2	7	2	0	2	1	0	0
<b>Hr Total</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>16</b>	<b>14</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>

24 Hour Total : 164  
 AM Peak Hour begins : 7:45 AM Peak Volume : 18 AM Peak Hour Factor : 0.64  
 PM Peak Hour begins : 15:30 PM Peak Volume : 21 PM Peak Hour Factor : 0.88

## 28-Aug-14

### Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	1	0	2	2	2	2	5
30	0	0	1	0	0	0	1	1	2	3	4	2
45	0	0	0	0	0	1	1	0	2	0	0	3
00	1	0	0	0	1	0	5	3	1	2	1	4
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>14</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	5	1	0	2	7	0	1	2	3	1	0
30	2	5	5	4	2	5	2	2	3	2	0	0
45	2	2	6	2	8	7	2	2	1	2	0	0
00	0	3	5	1	2	3	0	0	1	1	0	0
<b>Hr Total</b>	<b>7</b>	<b>15</b>	<b>17</b>	<b>7</b>	<b>14</b>	<b>22</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>

24 Hour Total : 162  
 AM Peak Hour begins : 11:00 AM Peak Volume : 14 AM Peak Hour Factor : 0.70  
 PM Peak Hour begins : 16:30 PM Peak Volume : 22 PM Peak Hour Factor : 0.69

## 28-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	1	1	7	9	7	4	6
30	1	0	2	0	0	1	1	4	6	5	6	2
45	0	0	1	1	0	1	4	1	6	1	2	7
00	1	3	0	1	1	0	8	6	3	3	4	8
<b>Hr Total</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>14</b>	<b>18</b>	<b>24</b>	<b>16</b>	<b>16</b>	<b>23</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	6	3	2	8	11	2	2	2	4	2	0
30	5	7	8	7	6	8	4	2	4	2	0	0
45	5	3	7	8	10	9	2	4	5	2	0	0
00	2	6	7	6	4	10	2	0	3	2	0	0
<b>Hr Total</b>	<b>19</b>	<b>22</b>	<b>25</b>	<b>23</b>	<b>28</b>	<b>38</b>	<b>10</b>	<b>8</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>

24 Hour Total : 326  
 AM Peak Hour begins : 7:45 AM Peak Volume : 27 AM Peak Hour Factor : 0.75  
 PM Peak Hour begins : 17:00 PM Peak Volume : 38 PM Peak Hour Factor : 0.86

# Roadway Count Summary

Start Date : August 26, 2014  
 Stop Date : August 26, 2014  
 County : Hernando  
 Location : Redbud Ln north of SR 50

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+06

**26-Aug-14**

**Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	0	0	0	2	2	2	4
30	0	0	0	0	0	0	1	0	2	0	7	0
45	0	0	0	0	0	0	0	3	1	5	2	0
00	1	0	0	0	0	1	0	3	3	3	1	5
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>10</b>	<b>12</b>	<b>9</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	7	3	2	3	2	2	0	2	2	0	0
30	4	9	2	7	3	1	1	2	3	3	0	0
45	3	5	5	2	2	1	1	7	1	0	0	0
00	3	6	0	4	3	2	0	0	0	0	0	0
<b>Hr Total</b>	<b>14</b>	<b>27</b>	<b>10</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>

24 Hour Total : 157  
 AM Peak Hour begins : 9:30 AM Peak Volume : 17 AM Peak Hour Factor : 0.61  
 PM Peak Hour begins : 13:00 PM Peak Volume : 27 PM Peak Hour Factor : 0.75

**26-Aug-14**

**Southbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	5	3	5	4
30	0	0	0	0	0	0	0	0	4	2	1	1
45	0	0	0	0	0	0	0	2	0	6	4	3
00	0	0	0	1	0	0	1	2	2	7	3	5
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>11</b>	<b>18</b>	<b>13</b>	<b>13</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	3	1	2	2	1	0	1	1	0	0	0
30	2	8	1	2	2	1	0	1	2	1	0	0
45	3	2	1	1	3	1	0	2	0	0	0	0
00	1	6	3	2	2	3	1	1	1	0	0	0
<b>Hr Total</b>	<b>8</b>	<b>19</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>

24 Hour Total : 127  
 AM Peak Hour begins : 9:15 AM Peak Volume : 20 AM Peak Hour Factor : 0.71  
 PM Peak Hour begins : 13:00 PM Peak Volume : 19 PM Peak Hour Factor : 0.59

**26-Aug-14**

**Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	0	0	0	7	5	7	8
30	0	0	0	0	0	0	1	0	6	2	8	1
45	0	0	0	0	0	0	0	5	1	11	6	3
00	1	0	0	1	0	1	1	5	5	10	4	10
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>19</b>	<b>28</b>	<b>25</b>	<b>22</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	10	4	4	5	3	2	1	3	2	0	0
30	6	17	3	9	5	2	1	3	5	4	0	0
45	6	7	6	3	5	2	1	9	1	0	0	0
00	4	12	3	6	5	5	1	1	1	0	0	0
<b>Hr Total</b>	<b>22</b>	<b>46</b>	<b>16</b>	<b>22</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>

24 Hour Total : 284  
 AM Peak Hour begins : 9:30 AM Peak Volume : 36 AM Peak Hour Factor : 0.82  
 PM Peak Hour begins : 13:00 PM Peak Volume : 46 PM Peak Hour Factor : 0.68

# Roadway Count Summary

Start Date : August 27, 2014  
 Stop Date : August 27, 2014  
 County : Hernando  
 Location : Redbud Ln north of SR 50

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+06

**27-Aug-14**

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	1	0	0	1	2	1	3	7
30	0	0	0	0	0	0	0	0	0	1	3	2
45	0	0	0	0	0	0	0	3	2	1	1	2
00	0	0	0	1	0	0	1	2	1	2	3	1
<b>Hr Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>12</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	2	1	3	4	1	1	2	2	2	0	0
30	0	5	5	2	2	3	2	1	0	0	0	0
45	3	2	3	3	1	2	1	2	1	0	0	0
00	2	1	0	2	4	2	0	3	1	1	0	0
<b>Hr Total</b>	<b>7</b>	<b>10</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>

24 Hour Total : 115  
 AM Peak Hour begins : 10:15 AM Peak Volume : 14 AM Peak Hour Factor : 0.50  
 PM Peak Hour begins : 12:30 PM Peak Volume : 12 PM Peak Hour Factor : 0.60

**27-Aug-14**

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	0	0	1	3	3	2	2
30	0	0	0	0	0	0	0	2	1	3	4	2
45	0	0	0	0	0	0	1	1	2	4	1	0
00	0	0	0	0	0	0	1	2	4	3	1	2
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>10</b>	<b>13</b>	<b>8</b>	<b>6</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	2	4	4	3	1	4	1	0	0	0	0
30	1	3	3	1	2	1	2	0	0	0	0	0
45	2	1	1	1	2	1	7	0	0	0	0	0
00	2	2	3	2	1	2	4	0	0	0	0	0
<b>Hr Total</b>	<b>7</b>	<b>8</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

24 Hour Total : 112  
 AM Peak Hour begins : 8:45 AM Peak Volume : 14 AM Peak Hour Factor : 0.88  
 PM Peak Hour begins : 18:00 PM Peak Volume : 17 PM Peak Hour Factor : 0.61

**27-Aug-14**

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	2	0	0	2	5	4	5	9
30	0	0	0	0	0	0	0	2	1	4	7	4
45	0	0	0	0	0	0	1	4	4	5	2	2
00	0	0	0	1	0	0	2	4	5	5	4	3
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>15</b>	<b>18</b>	<b>18</b>	<b>18</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	4	5	7	7	2	5	2	2	2	0	0
30	1	8	8	3	4	4	4	1	0	0	0	0
45	5	3	4	4	3	3	8	2	1	0	0	0
00	4	3	3	4	5	4	4	3	1	1	0	0
<b>Hr Total</b>	<b>14</b>	<b>18</b>	<b>20</b>	<b>18</b>	<b>19</b>	<b>13</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>

24 Hour Total : 227  
 AM Peak Hour begins : 9:30 AM Peak Volume : 22 AM Peak Hour Factor : 0.79  
 PM Peak Hour begins : 14:15 PM Peak Volume : 22 PM Peak Hour Factor : 0.69

# Roadway Count Summary

Start Date : August 28, 2014  
 Stop Date : August 28, 2014  
 County : Hernando  
 Location : Redbud Ln north of SR 50

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+06

## 28-Aug-14

### Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	0	1	1	4	0	0
30	0	0	0	0	0	0	0	0	0	0	1	4
45	1	0	0	0	0	0	0	2	0	0	4	5
00	1	0	0	0	0	0	0	2	1	2	1	5
<b>Hr Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>14</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	4	3	3	2	1	2	1	1	0	1	1
30	2	0	3	1	2	4	0	1	1	1	2	1
45	3	2	1	5	1	2	4	1	1	0	1	0
00	0	1	1	4	0	0	2	1	0	0	0	0
<b>Hr Total</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>

24 Hour Total : 107  
 AM Peak Hour begins : 11:15 AM Peak Volume : 18 AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 15:00 PM Peak Volume : 13 PM Peak Hour Factor : 0.65

## 28-Aug-14

### Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	0	1	0	1	3	1
30	0	0	0	0	1	0	0	0	1	4	1	3
45	1	0	0	0	0	0	0	2	1	4	5	0
00	0	0	0	0	0	0	2	3	2	2	3	1
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>11</b>	<b>12</b>	<b>5</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	2	2	5	0	2	3	0	2	0	0	0
30	0	1	2	1	0	1	2	1	0	0	0	0
45	2	0	2	0	2	1	0	0	0	0	0	0
00	1	0	0	2	3	0	0	0	0	1	0	0
<b>Hr Total</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>

24 Hour Total : 85  
 AM Peak Hour begins : 9:15 AM Peak Volume : 13 AM Peak Hour Factor : 0.81  
 PM Peak Hour begins : 14:15 PM Peak Volume : 9 PM Peak Hour Factor : 0.45

## 28-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	0	0	2	1	5	3	1
30	0	0	0	0	1	0	0	0	1	4	2	7
45	2	0	0	0	0	0	0	4	1	4	9	5
00	1	0	0	0	0	0	2	5	3	4	4	6
<b>Hr Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>18</b>	<b>19</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	6	5	8	2	3	5	1	3	0	1	1
30	2	1	5	2	2	5	2	2	1	1	2	1
45	5	2	3	5	3	3	4	1	1	0	1	0
00	1	1	1	6	3	0	2	1	0	1	0	0
<b>Hr Total</b>	<b>16</b>	<b>10</b>	<b>14</b>	<b>21</b>	<b>10</b>	<b>11</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>2</b>

24 Hour Total : 192  
 AM Peak Hour begins : 11:15 AM Peak Volume : 26 AM Peak Hour Factor : 0.81  
 PM Peak Hour begins : 15:00 PM Peak Volume : 21 PM Peak Hour Factor : 0.66



# Roadway Count Summary

Start Date : August 26, 2014                      Start Time                      00:00  
 Stop Date : August 26, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : SR 50 east of Griffin Rd\_Redbud Ln

## 26-Aug-14

### Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	19	10	9	48	96	97	175	118	145	138	151
30	22	11	15	29	60	101	126	160	186	118	125	144
45	14	11	19	27	74	139	136	170	167	133	131	164
00	11	4	14	29	80	123	141	129	143	130	152	144
<b>Hr Total</b>	<b>63</b>	<b>45</b>	<b>58</b>	<b>94</b>	<b>262</b>	<b>459</b>	<b>500</b>	<b>634</b>	<b>614</b>	<b>526</b>	<b>546</b>	<b>603</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	155	160	187	214	221	129	109	83	64	42	24
30	181	143	169	217	215	189	135	83	92	69	31	28
45	148	158	173	197	201	164	125	81	88	58	26	20
00	136	152	169	190	189	177	114	86	92	55	31	23
<b>Hr Total</b>	<b>614</b>	<b>608</b>	<b>671</b>	<b>791</b>	<b>819</b>	<b>751</b>	<b>503</b>	<b>359</b>	<b>355</b>	<b>246</b>	<b>130</b>	<b>95</b>

24 Hour Total : 10,346  
 AM Peak Hour begins : 6:45                      AM Peak Volume : 646                      AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 16:15                      PM Peak Volume : 826                      PM Peak Hour Factor : 0.93

## 26-Aug-14

### Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	18	13	15	18	50	82	132	188	163	178	147
30	13	11	12	14	40	62	129	177	212	173	159	126
45	16	10	8	15	18	47	178	199	222	161	168	164
00	19	14	16	11	25	52	127	269	203	175	121	163
<b>Hr Total</b>	<b>71</b>	<b>53</b>	<b>49</b>	<b>55</b>	<b>101</b>	<b>211</b>	<b>516</b>	<b>777</b>	<b>825</b>	<b>672</b>	<b>626</b>	<b>600</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	159	164	177	185	168	132	113	74	49	49	38
30	150	171	161	201	224	187	142	97	61	40	32	18
45	145	140	160	211	197	205	117	85	60	51	33	31
00	145	151	165	222	202	170	97	75	65	41	31	22
<b>Hr Total</b>	<b>589</b>	<b>621</b>	<b>650</b>	<b>811</b>	<b>808</b>	<b>730</b>	<b>488</b>	<b>370</b>	<b>260</b>	<b>181</b>	<b>145</b>	<b>109</b>

24 Hour Total : 10,318  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 891                      AM Peak Hour Factor : 0.83  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 842                      PM Peak Hour Factor : 0.94

## 26-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	37	23	24	66	146	179	307	306	308	316	298
30	35	22	27	43	100	163	255	337	398	291	284	270
45	30	21	27	42	92	186	314	369	389	294	299	328
00	30	18	30	40	105	175	268	398	346	305	273	307
<b>Hr Total</b>	<b>134</b>	<b>98</b>	<b>107</b>	<b>149</b>	<b>363</b>	<b>670</b>	<b>1,016</b>	<b>1,411</b>	<b>1,439</b>	<b>1,198</b>	<b>1,172</b>	<b>1,203</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	298	314	324	364	399	389	261	222	157	113	91	62
30	331	314	330	418	439	376	277	180	153	109	63	46
45	293	298	333	408	398	369	242	166	148	109	59	51
00	281	303	334	412	391	347	211	161	157	96	62	45
<b>Hr Total</b>	<b>1,203</b>	<b>1,229</b>	<b>1,321</b>	<b>1,602</b>	<b>1,627</b>	<b>1,481</b>	<b>991</b>	<b>729</b>	<b>615</b>	<b>427</b>	<b>275</b>	<b>204</b>

24 Hour Total : 20,664  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 1,491                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 1,658                      PM Peak Hour Factor : 0.94

# Roadway Count Summary

Start Date : August 27, 2014                      Start Time                      00:00  
 Stop Date : August 27, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : SR 50 east of Griffin Rd\_Redbud Ln

**27-Aug-14**

Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	9	6	35	47	74	118	172	116	155	112	120
30	18	17	14	38	62	78	129	163	124	138	108	149
45	27	16	23	42	73	128	152	168	148	136	149	126
00	10	6	10	31	90	144	136	156	180	107	152	140
<b>Hr Total</b>	<b>69</b>	<b>48</b>	<b>53</b>	<b>146</b>	<b>272</b>	<b>424</b>	<b>535</b>	<b>659</b>	<b>568</b>	<b>536</b>	<b>521</b>	<b>535</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	138	152	153	204	219	238	162	109	93	74	40	21
30	156	140	174	207	213	211	131	116	106	72	33	17
45	146	174	195	190	195	218	109	105	81	61	33	18
00	160	165	175	189	190	188	126	87	101	53	37	14
<b>Hr Total</b>	<b>600</b>	<b>631</b>	<b>697</b>	<b>790</b>	<b>817</b>	<b>855</b>	<b>528</b>	<b>417</b>	<b>381</b>	<b>260</b>	<b>143</b>	<b>70</b>

24 Hour Total : 10,555  
 AM Peak Hour begins : 7:00                      AM Peak Volume : 659                      AM Peak Hour Factor : 0.96  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 857                      PM Peak Hour Factor : 0.90

**27-Aug-14**

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	13	16	30	34	34	82	137	196	181	167	159
30	10	15	12	19	29	65	123	182	221	152	160	147
45	14	15	20	21	28	45	170	174	184	150	162	135
00	17	18	18	39	41	73	176	244	151	121	166	195
<b>Hr Total</b>	<b>65</b>	<b>61</b>	<b>66</b>	<b>109</b>	<b>132</b>	<b>217</b>	<b>551</b>	<b>737</b>	<b>752</b>	<b>604</b>	<b>655</b>	<b>636</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	175	135	170	221	166	135	113	75	59	50	28
30	166	159	185	177	169	217	152	110	84	49	30	25
45	170	167	136	203	190	177	136	92	81	55	39	31
00	160	149	163	199	226	178	163	75	66	45	31	22
<b>Hr Total</b>	<b>630</b>	<b>650</b>	<b>619</b>	<b>749</b>	<b>806</b>	<b>738</b>	<b>586</b>	<b>390</b>	<b>306</b>	<b>208</b>	<b>150</b>	<b>106</b>

24 Hour Total : 10,523  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 845                      AM Peak Hour Factor : 0.87  
 PM Peak Hour begins : 16:00                      PM Peak Volume : 806                      PM Peak Hour Factor : 0.89

**27-Aug-14**

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	22	22	65	81	108	200	309	312	336	279	279
30	28	32	26	57	91	143	252	345	345	290	268	296
45	41	31	43	63	101	173	322	342	332	286	311	261
00	27	24	28	70	131	217	312	400	331	228	318	335
<b>Hr Total</b>	<b>134</b>	<b>109</b>	<b>119</b>	<b>255</b>	<b>404</b>	<b>641</b>	<b>1,086</b>	<b>1,396</b>	<b>1,320</b>	<b>1,140</b>	<b>1,176</b>	<b>1,171</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	327	288	374	440	404	297	222	168	133	90	49
30	322	299	359	384	382	428	283	226	190	121	63	42
45	316	341	331	393	385	395	245	197	162	116	72	49
00	320	314	338	388	416	366	289	162	167	98	68	36
<b>Hr Total</b>	<b>1,230</b>	<b>1,281</b>	<b>1,316</b>	<b>1,539</b>	<b>1,623</b>	<b>1,593</b>	<b>1,114</b>	<b>807</b>	<b>687</b>	<b>468</b>	<b>293</b>	<b>176</b>

24 Hour Total : 21,078  
 AM Peak Hour begins : 7:15                      AM Peak Volume : 1,399                      AM Peak Hour Factor : 0.87  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 1,643                      PM Peak Hour Factor : 0.96

# Roadway Count Summary

Start Date : August 28, 2014                      Start Time                      00:00  
 Stop Date : August 28, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : SR 50 east of Griffin Rd\_RebBud Ln

## 28-Aug-14

### Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	15	10	17	31	75	126	182	195	144	168	158
30	14	17	14	29	67	91	151	207	152	158	145	187
45	19	10	14	30	77	140	145	207	143	144	135	193
00	14	16	17	26	79	120	170	161	179	182	176	183
<b>Hr Total</b>	<b>76</b>	<b>58</b>	<b>55</b>	<b>102</b>	<b>254</b>	<b>426</b>	<b>592</b>	<b>757</b>	<b>669</b>	<b>628</b>	<b>624</b>	<b>721</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	176	166	219	217	235	162	110	91	75	39	22
30	177	165	186	209	212	210	130	114	104	73	33	18
45	171	178	149	191	194	218	107	103	80	62	34	17
00	156	169	182	188	189	189	125	88	97	54	36	13
<b>Hr Total</b>	<b>689</b>	<b>688</b>	<b>683</b>	<b>807</b>	<b>812</b>	<b>852</b>	<b>524</b>	<b>415</b>	<b>372</b>	<b>264</b>	<b>142</b>	<b>70</b>

24 Hour Total : 11,280  
 AM Peak Hour begins : 7:15                      AM Peak Volume : 770                      AM Peak Hour Factor : 0.93  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 852                      PM Peak Hour Factor : 0.91

## 28-Aug-14

### Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	9	14	34	28	40	76	133	207	171	149	169
30	20	12	15	21	24	46	120	169	232	217	157	144
45	20	12	13	15	24	69	224	181	185	174	180	153
00	13	21	22	50	36	52	185	259	176	188	184	167
<b>Hr Total</b>	<b>77</b>	<b>54</b>	<b>64</b>	<b>120</b>	<b>112</b>	<b>207</b>	<b>605</b>	<b>742</b>	<b>800</b>	<b>750</b>	<b>670</b>	<b>633</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	199	143	163	250	189	148	136	97	61	46	31
30	191	153	178	241	195	211	157	127	77	40	52	22
45	187	178	168	195	219	210	161	104	73	59	49	26
00	150	154	166	229	182	189	115	91	72	51	45	18
<b>Hr Total</b>	<b>694</b>	<b>684</b>	<b>655</b>	<b>828</b>	<b>846</b>	<b>799</b>	<b>581</b>	<b>458</b>	<b>319</b>	<b>211</b>	<b>192</b>	<b>97</b>

24 Hour Total : 11,198  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 883                      AM Peak Hour Factor : 0.85  
 PM Peak Hour begins : 15:15                      PM Peak Volume : 915                      PM Peak Hour Factor : 0.92

## 28-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	24	24	51	59	115	202	315	402	315	317	327
30	34	29	29	50	91	137	271	376	384	375	302	331
45	39	22	27	45	101	209	369	388	328	318	315	346
00	27	37	39	76	115	172	355	420	355	370	360	350
<b>Hr Total</b>	<b>153</b>	<b>112</b>	<b>119</b>	<b>222</b>	<b>366</b>	<b>633</b>	<b>1,197</b>	<b>1,499</b>	<b>1,469</b>	<b>1,378</b>	<b>1,294</b>	<b>1,354</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	351	375	309	382	467	424	310	246	188	136	85	53
30	368	318	364	450	407	421	287	241	181	113	85	40
45	358	356	317	386	413	428	268	207	153	121	83	43
00	306	323	348	417	371	378	240	179	169	105	81	31
<b>Hr Total</b>	<b>1,383</b>	<b>1,372</b>	<b>1,338</b>	<b>1,635</b>	<b>1,658</b>	<b>1,651</b>	<b>1,105</b>	<b>873</b>	<b>691</b>	<b>475</b>	<b>334</b>	<b>167</b>

24 Hour Total : 22,478  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 1,594                      AM Peak Hour Factor : 0.95  
 PM Peak Hour begins : 15:15                      PM Peak Volume : 1,720                      PM Peak Hour Factor : 0.92

# Roadway Count Summary

Start Date : August 26, 2014

Start Time 00:00

Stop Date : August 26, 2014

Stop Time 24:00

County : Hernando

Station Number 8E+06

Location : SR 50 west of Griffin Rd\_Redbud Ln

26-Aug-14

Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	19	12	6	44	100	100	177	128	152	141	151
30	27	11	19	29	66	99	118	165	174	129	138	150
45	9	9	16	27	79	142	143	168	176	122	132	169
00	14	5	18	33	79	118	150	131	145	130	149	151
<b>Hr Total</b>	<b>65</b>	<b>44</b>	<b>65</b>	<b>95</b>	<b>268</b>	<b>459</b>	<b>511</b>	<b>641</b>	<b>623</b>	<b>533</b>	<b>560</b>	<b>621</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	157	162	203	234	217	141	120	87	72	44	24
30	185	169	179	236	216	199	144	80	106	67	28	26
45	143	157	177	193	199	169	128	88	86	60	25	21
00	159	159	164	195	207	167	116	93	95	59	32	25
<b>Hr Total</b>	<b>643</b>	<b>642</b>	<b>682</b>	<b>827</b>	<b>856</b>	<b>752</b>	<b>529</b>	<b>381</b>	<b>374</b>	<b>258</b>	<b>129</b>	<b>96</b>

24 Hour Total : 10,654

AM Peak Hour begins : 11:30

AM Peak Volume : 661

AM Peak Hour Factor : 0.89

PM Peak Hour begins : 15:15

PM Peak Volume : 858

PM Peak Hour Factor : 0.91

26-Aug-14

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	21	14	17	23	51	89	146	208	173	183	145
30	14	12	14	14	42	62	136	174	224	175	175	136
45	14	11	11	19	16	52	192	214	225	170	172	177
00	19	13	18	9	25	53	127	269	205	184	130	167
<b>Hr Total</b>	<b>69</b>	<b>57</b>	<b>57</b>	<b>59</b>	<b>106</b>	<b>218</b>	<b>544</b>	<b>803</b>	<b>862</b>	<b>702</b>	<b>660</b>	<b>625</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	169	163	186	193	194	142	117	72	51	51	41
30	161	178	180	213	234	188	139	106	63	42	33	21
45	154	161	165	216	205	199	125	96	67	52	32	31
00	151	162	175	229	196	171	110	79	66	45	32	26
<b>Hr Total</b>	<b>618</b>	<b>670</b>	<b>683</b>	<b>844</b>	<b>828</b>	<b>752</b>	<b>516</b>	<b>398</b>	<b>268</b>	<b>190</b>	<b>148</b>	<b>119</b>

24 Hour Total : 10,796

AM Peak Hour begins : 7:45

AM Peak Volume : 926

AM Peak Hour Factor : 0.86

PM Peak Hour begins : 15:30

PM Peak Volume : 872

PM Peak Hour Factor : 0.93

26-Aug-14

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	40	26	23	67	151	189	323	336	325	324	296
30	41	23	33	43	108	161	254	339	398	304	313	286
45	23	20	27	46	95	194	335	382	401	292	304	346
00	33	18	36	42	104	171	277	400	350	314	279	318
<b>Hr Total</b>	<b>134</b>	<b>101</b>	<b>122</b>	<b>154</b>	<b>374</b>	<b>677</b>	<b>1,055</b>	<b>1,444</b>	<b>1,485</b>	<b>1,235</b>	<b>1,220</b>	<b>1,246</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	308	326	325	389	427	411	283	237	159	123	95	65
30	346	347	359	449	450	387	283	186	169	109	61	47
45	297	318	342	409	404	368	253	184	153	112	57	52
00	310	321	339	424	403	338	226	172	161	104	64	51
<b>Hr Total</b>	<b>1,261</b>	<b>1,312</b>	<b>1,365</b>	<b>1,671</b>	<b>1,684</b>	<b>1,504</b>	<b>1,045</b>	<b>779</b>	<b>642</b>	<b>448</b>	<b>277</b>	<b>215</b>

24 Hour Total : 21,450

AM Peak Hour begins : 7:45

AM Peak Volume : 1,535

AM Peak Hour Factor : 0.96

PM Peak Hour begins : 15:30

PM Peak Volume : 1,710

PM Peak Hour Factor : 0.95

# Roadway Count Summary

Start Date : August 27, 2014                      Start Time                      00:00  
 Stop Date : August 27, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : SR 50 west of Griffin Rd\_Redbud Ln

**27-Aug-14**

**Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	9	38	54	80	124	169	123	164	102	130
30	26	20	15	36	63	78	127	160	121	154	111	147
45	23	15	23	40	71	137	155	162	156	124	152	127
00	11	6	12	29	91	134	149	161	171	122	157	150
<b>Hr Total</b>	<b>72</b>	<b>48</b>	<b>59</b>	<b>143</b>	<b>279</b>	<b>429</b>	<b>555</b>	<b>652</b>	<b>571</b>	<b>564</b>	<b>522</b>	<b>554</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	149	148	215	223	233	159	113	97	76	35	19
30	153	150	178	203	199	211	136	106	105	75	30	18
45	148	171	198	191	199	209	124	95	80	60	37	18
00	165	174	170	181	186	183	125	90	95	61	35	16
<b>Hr Total</b>	<b>616</b>	<b>644</b>	<b>694</b>	<b>790</b>	<b>807</b>	<b>836</b>	<b>544</b>	<b>404</b>	<b>377</b>	<b>272</b>	<b>137</b>	<b>71</b>

24 Hour Total : 10,640  
 AM Peak Hour begins : 7:00                      AM Peak Volume : 652                      AM Peak Hour Factor : 0.96  
 PM Peak Hour begins : 16:45                      PM Peak Volume : 839                      PM Peak Hour Factor : 0.90

**27-Aug-14**

**Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	14	18	30	32	41	86	147	209	186	171	168
30	10	17	11	19	32	69	129	185	226	159	177	149
45	16	14	22	24	32	44	182	189	193	159	163	141
00	14	18	20	44	42	80	179	232	166	136	172	206
<b>Hr Total</b>	<b>66</b>	<b>63</b>	<b>71</b>	<b>117</b>	<b>138</b>	<b>234</b>	<b>576</b>	<b>753</b>	<b>794</b>	<b>640</b>	<b>683</b>	<b>664</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	180	161	185	190	196	141	122	69	67	51	32
30	169	167	180	211	233	189	169	113	83	51	37	21
45	181	175	166	214	204	201	152	94	83	49	35	34
00	166	160	173	230	199	170	180	84	69	47	30	22
<b>Hr Total</b>	<b>663</b>	<b>682</b>	<b>680</b>	<b>840</b>	<b>826</b>	<b>756</b>	<b>642</b>	<b>413</b>	<b>304</b>	<b>214</b>	<b>153</b>	<b>109</b>

24 Hour Total : 11,081  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 860                      AM Peak Hour Factor : 0.93  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 867                      PM Peak Hour Factor : 0.93

**27-Aug-14**

**Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	21	27	68	86	121	210	316	332	350	273	298
30	36	37	26	55	95	147	256	345	347	313	288	296
45	39	29	45	64	103	181	337	351	349	283	315	268
00	25	24	32	73	133	214	328	393	337	258	329	356
<b>Hr Total</b>	<b>138</b>	<b>111</b>	<b>130</b>	<b>260</b>	<b>417</b>	<b>663</b>	<b>1,131</b>	<b>1,405</b>	<b>1,365</b>	<b>1,204</b>	<b>1,205</b>	<b>1,218</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	297	329	309	400	413	429	300	235	166	143	86	51
30	322	317	358	414	432	400	305	219	188	126	67	39
45	329	346	364	405	403	410	276	189	163	109	72	52
00	331	334	343	411	385	353	305	174	164	108	65	38
<b>Hr Total</b>	<b>1,279</b>	<b>1,326</b>	<b>1,374</b>	<b>1,630</b>	<b>1,633</b>	<b>1,592</b>	<b>1,186</b>	<b>817</b>	<b>681</b>	<b>486</b>	<b>290</b>	<b>180</b>

24 Hour Total : 21,721  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 1,423                      AM Peak Hour Factor : 0.91  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 1,661                      PM Peak Hour Factor : 0.96

# Roadway Count Summary

Start Date : August 28, 2014                      Start Time                      00:00  
 Stop Date : August 28, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                8E+06  
 Location : SR 50 west of Griffin Rd\_Redbud Ln

**28-Aug-14**

Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	14	9	13	31	79	122	161	163	143	169	163
30	13	17	17	26	65	93	139	178	143	157	145	184
45	19	10	12	31	76	115	136	188	145	142	134	189
00	14	14	23	22	73	119	167	153	169	175	168	183
<b>Hr Total</b>	<b>77</b>	<b>55</b>	<b>61</b>	<b>92</b>	<b>245</b>	<b>406</b>	<b>564</b>	<b>680</b>	<b>620</b>	<b>617</b>	<b>616</b>	<b>719</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	183	173	160	223	224	201	148	111	95	71	46	20
30	175	186	184	214	204	220	171	104	83	91	36	25
45	162	172	153	180	251	218	140	100	97	95	41	20
00	154	175	184	180	190	167	113	102	55	64	36	26
<b>Hr Total</b>	<b>674</b>	<b>706</b>	<b>681</b>	<b>797</b>	<b>869</b>	<b>806</b>	<b>572</b>	<b>417</b>	<b>330</b>	<b>321</b>	<b>159</b>	<b>91</b>

24 Hour Total : 11,175  
 AM Peak Hour begins : 11:15                      AM Peak Volume : 739                      AM Peak Hour Factor : 0.98  
 PM Peak Hour begins : 16:00                      PM Peak Volume : 869                      PM Peak Hour Factor : 0.87

**28-Aug-14**

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	12	13	34	33	46	79	138	207	173	163	166
30	20	10	15	21	22	47	116	169	244	237	169	163
45	21	13	14	20	28	75	240	179	202	181	194	151
00	12	23	25	49	33	58	189	271	181	194	190	179
<b>Hr Total</b>	<b>78</b>	<b>58</b>	<b>67</b>	<b>124</b>	<b>116</b>	<b>226</b>	<b>624</b>	<b>757</b>	<b>834</b>	<b>785</b>	<b>716</b>	<b>659</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	172	208	157	173	250	211	154	134	96	64	43	32
30	199	165	177	244	202	213	162	135	78	46	57	22
45	190	181	177	222	219	227	164	108	78	60	45	26
00	148	166	165	239	184	192	121	92	71	57	44	20
<b>Hr Total</b>	<b>709</b>	<b>720</b>	<b>676</b>	<b>878</b>	<b>855</b>	<b>843</b>	<b>601</b>	<b>469</b>	<b>323</b>	<b>227</b>	<b>189</b>	<b>100</b>

24 Hour Total : 11,634  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 924                      AM Peak Hour Factor : 0.85  
 PM Peak Hour begins : 15:15                      PM Peak Volume : 955                      PM Peak Hour Factor : 0.96

**28-Aug-14**

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	26	22	47	64	125	201	299	370	316	332	329
30	33	27	32	47	87	140	255	347	387	394	314	347
45	40	23	26	51	104	190	376	367	347	323	328	340
00	26	37	48	71	106	177	356	424	350	369	358	362
<b>Hr Total</b>	<b>155</b>	<b>113</b>	<b>128</b>	<b>216</b>	<b>361</b>	<b>632</b>	<b>1,188</b>	<b>1,437</b>	<b>1,454</b>	<b>1,402</b>	<b>1,332</b>	<b>1,378</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	355	381	317	396	474	412	302	245	191	135	89	52
30	374	351	361	458	406	433	333	239	161	137	93	47
45	352	353	330	402	470	445	304	208	175	155	86	46
00	302	341	349	419	374	359	234	194	126	121	80	46
<b>Hr Total</b>	<b>1,383</b>	<b>1,426</b>	<b>1,357</b>	<b>1,675</b>	<b>1,724</b>	<b>1,649</b>	<b>1,173</b>	<b>886</b>	<b>653</b>	<b>548</b>	<b>348</b>	<b>191</b>

24 Hour Total : 22,809  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 1,548                      AM Peak Hour Factor : 0.91  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 1,769                      PM Peak Hour Factor : 0.93

# Roadway Count Summary

Start Date : August 26, 2014

Start Time : 00:00

Stop Date : August 26, 2014

Stop Time : 24:00

County : Hernando

Station Number : 825149 / 8251410

Location : Mondon Hill Rd north of SR 50

**26-Aug-14**

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	0	2	0	1	3	9	12	10	12	18
30	2	2	2	1	1	1	4	4	7	9	11	10
45	2	0	0	1	2	1	13	18	15	5	12	14
00	1	2	1	1	0	2	6	9	15	17	8	14
<b>Hr Total</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>26</b>	<b>40</b>	<b>49</b>	<b>41</b>	<b>43</b>	<b>56</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	17	12	25	27	39	26	22	10	13	7	1
30	13	14	18	28	16	29	34	15	24	13	3	3
45	13	25	23	31	39	32	25	17	13	7	7	2
00	25	17	17	27	34	36	14	17	11	13	5	2
<b>Hr Total</b>	<b>65</b>	<b>73</b>	<b>70</b>	<b>111</b>	<b>116</b>	<b>136</b>	<b>99</b>	<b>71</b>	<b>58</b>	<b>46</b>	<b>22</b>	<b>8</b>

24 Hour Total : 1,165  
 AM Peak Hour begins : 11:00  
 PM Peak Hour begins : 16:30

AM Peak Volume : 56      AM Peak Hour Factor : 0.78  
 PM Peak Volume : 141      PM Peak Hour Factor : 0.90

**26-Aug-14**

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	2	2	11	27	26	23	12	22	22
30	1	3	1	1	7	17	31	33	27	17	20	13
45	1	0	1	2	9	15	24	34	26	19	11	11
00	1	0	3	2	5	22	18	29	17	25	16	17
<b>Hr Total</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>23</b>	<b>65</b>	<b>100</b>	<b>122</b>	<b>93</b>	<b>73</b>	<b>69</b>	<b>63</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	23	19	16	19	17	19	11	11	11	3	2
30	16	20	12	13	15	19	7	13	18	4	3	3
45	20	11	11	22	17	19	16	6	6	7	4	3
00	17	10	23	22	6	16	14	9	6	10	0	1
<b>Hr Total</b>	<b>72</b>	<b>64</b>	<b>65</b>	<b>73</b>	<b>57</b>	<b>71</b>	<b>56</b>	<b>39</b>	<b>41</b>	<b>32</b>	<b>10</b>	<b>9</b>

24 Hour Total : 1,219  
 AM Peak Hour begins : 7:00  
 PM Peak Hour begins : 12:30

AM Peak Volume : 122      AM Peak Hour Factor : 0.90  
 PM Peak Volume : 80      PM Peak Hour Factor : 0.87

**26-Aug-14**

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	1	4	2	12	30	35	35	22	34	40
30	3	5	3	2	8	18	35	37	34	26	31	23
45	3	0	1	3	11	16	37	52	41	24	23	25
00	2	2	4	3	5	24	24	38	32	42	24	31
<b>Hr Total</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>12</b>	<b>26</b>	<b>70</b>	<b>126</b>	<b>162</b>	<b>142</b>	<b>114</b>	<b>112</b>	<b>119</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	40	31	41	46	56	45	33	21	24	10	3
30	29	34	30	41	31	48	41	28	42	17	6	6
45	33	36	34	53	56	51	41	23	19	14	11	5
00	42	27	40	49	40	52	28	26	17	23	5	3
<b>Hr Total</b>	<b>137</b>	<b>137</b>	<b>135</b>	<b>184</b>	<b>173</b>	<b>207</b>	<b>155</b>	<b>110</b>	<b>99</b>	<b>78</b>	<b>32</b>	<b>17</b>

24 Hour Total : 2,384  
 AM Peak Hour begins : 7:00  
 PM Peak Hour begins : 17:00

AM Peak Volume : 162      AM Peak Hour Factor : 0.78  
 PM Peak Volume : 207      PM Peak Hour Factor : 0.92

# Roadway Count Summary

Start Date : August 27, 2014                      Start Time                      00:00  
 Stop Date : August 27, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                825149 / 8251410  
 Location : Mondon Hill Rd north of SR 50

**27-Aug-14** Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	2	0	2	4	8	14	8	14	21
30	6	1	2	1	1	2	6	4	7	18	8	13
45	4	2	2	0	2	3	8	12	11	12	6	16
00	1	3	0	1	2	4	2	10	12	10	14	19
<b>Hr Total</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>11</b>	<b>20</b>	<b>34</b>	<b>44</b>	<b>48</b>	<b>42</b>	<b>69</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	10	14	23	24	38	33	12	16	12	6	2
30	13	11	19	21	26	33	25	25	21	16	12	3
45	21	14	28	27	24	35	28	23	11	8	8	2
00	18	9	11	23	36	37	19	15	10	10	3	2
<b>Hr Total</b>	<b>60</b>	<b>44</b>	<b>72</b>	<b>94</b>	<b>110</b>	<b>143</b>	<b>105</b>	<b>75</b>	<b>58</b>	<b>46</b>	<b>29</b>	<b>9</b>

24 Hour Total : 1,149  
 AM Peak Hour begins : 11:00                      AM Peak Volume : 69                      AM Peak Hour Factor : 0.82  
 PM Peak Hour begins : 17:00                      PM Peak Volume : 143                      PM Peak Hour Factor : 0.94

**27-Aug-14** Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	2	2	10	21	29	27	15	17	10
30	2	0	1	1	7	16	27	28	25	21	18	14
45	1	1	3	1	3	12	18	23	25	16	19	16
00	0	0	3	3	11	21	24	28	14	13	12	17
<b>Hr Total</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>7</b>	<b>23</b>	<b>59</b>	<b>90</b>	<b>108</b>	<b>91</b>	<b>65</b>	<b>66</b>	<b>57</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	20	8	11	13	16	14	7	12	5	6	4
30	18	15	15	13	13	23	25	16	6	5	5	1
45	9	9	19	20	10	23	13	8	10	9	2	2
00	16	19	17	17	13	14	13	10	5	5	4	1
<b>Hr Total</b>	<b>55</b>	<b>63</b>	<b>59</b>	<b>61</b>	<b>49</b>	<b>76</b>	<b>65</b>	<b>41</b>	<b>33</b>	<b>24</b>	<b>17</b>	<b>8</b>

24 Hour Total : 1,131  
 AM Peak Hour begins : 7:00                      AM Peak Volume : 108                      AM Peak Hour Factor : 0.93  
 PM Peak Hour begins : 17:00                      PM Peak Volume : 76                      PM Peak Hour Factor : 0.83

**27-Aug-14** Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	2	4	2	12	25	37	41	23	31	31
30	8	1	3	2	8	18	33	32	32	39	26	27
45	5	3	5	1	5	15	26	35	36	28	25	32
00	1	3	3	4	13	25	26	38	26	23	26	36
<b>Hr Total</b>	<b>19</b>	<b>9</b>	<b>13</b>	<b>11</b>	<b>28</b>	<b>70</b>	<b>110</b>	<b>142</b>	<b>135</b>	<b>113</b>	<b>108</b>	<b>126</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	30	22	34	37	54	47	19	28	17	12	6
30	31	26	34	34	39	56	50	41	27	21	17	4
45	30	23	47	47	34	58	41	31	21	17	10	4
00	34	28	28	40	49	51	32	25	15	15	7	3
<b>Hr Total</b>	<b>115</b>	<b>107</b>	<b>131</b>	<b>155</b>	<b>159</b>	<b>219</b>	<b>170</b>	<b>116</b>	<b>91</b>	<b>70</b>	<b>46</b>	<b>17</b>

24 Hour Total : 2,280  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 147                      AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 17:00                      PM Peak Volume : 219                      PM Peak Hour Factor : 0.94



# Roadway Count Summary

Start Date : August 28, 2014  
 Stop Date : August 28, 2014  
 County : Hernando  
 Location : Mondon Hill Rd north of SR 50

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 825149 / 8251410

## 28-Aug-14

### Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	2	0	0	3	9	6	11	16	10
30	4	3	1	1	0	3	3	13	8	10	13	17
45	5	2	1	2	1	1	7	13	10	15	15	14
00	1	1	0	1	4	2	5	14	12	15	15	15
<b>Hr Total</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>18</b>	<b>49</b>	<b>36</b>	<b>51</b>	<b>59</b>	<b>56</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	8	15	24	25	23	26	21	14	9	6	8
30	11	15	22	21	34	32	32	20	9	12	11	6
45	13	16	15	21	23	39	33	18	19	10	5	3
00	22	15	19	24	32	39	24	20	15	14	9	6
<b>Hr Total</b>	<b>60</b>	<b>54</b>	<b>71</b>	<b>90</b>	<b>114</b>	<b>133</b>	<b>115</b>	<b>79</b>	<b>57</b>	<b>45</b>	<b>31</b>	<b>23</b>

24 Hour Total : 1,181  
 AM Peak Hour begins : 11:15 AM Peak Volume : 60 AM Peak Hour Factor : 0.88  
 PM Peak Hour begins : 17:15 PM Peak Volume : 136 PM Peak Hour Factor : 0.87

## 28-Aug-14

### Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	1	2	2	7	27	27	24	13	18	16
30	0	0	0	3	3	14	22	22	27	17	18	11
45	0	1	1	0	2	17	22	21	28	19	17	17
00	0	2	2	4	12	25	24	23	19	17	11	16
<b>Hr Total</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>9</b>	<b>19</b>	<b>63</b>	<b>95</b>	<b>93</b>	<b>98</b>	<b>66</b>	<b>64</b>	<b>60</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	17	10	12	12	11	13	11	3	6	4	0
30	15	13	14	23	12	27	10	11	13	9	4	5
45	8	18	23	21	16	15	17	10	14	8	4	1
00	16	5	16	16	12	20	19	7	5	13	6	3
<b>Hr Total</b>	<b>50</b>	<b>53</b>	<b>63</b>	<b>72</b>	<b>52</b>	<b>73</b>	<b>59</b>	<b>39</b>	<b>35</b>	<b>36</b>	<b>18</b>	<b>9</b>

24 Hour Total : 1,136  
 AM Peak Hour begins : 7:45 AM Peak Volume : 102 AM Peak Hour Factor : 0.91  
 PM Peak Hour begins : 17:15 PM Peak Volume : 75 PM Peak Hour Factor : 0.69

## 28-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	2	4	2	7	30	36	30	24	34	26
30	4	3	1	4	3	17	25	35	35	27	31	28
45	5	3	2	2	3	18	29	34	38	34	32	31
00	1	3	2	5	16	27	29	37	31	32	26	31
<b>Hr Total</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>15</b>	<b>24</b>	<b>69</b>	<b>113</b>	<b>142</b>	<b>134</b>	<b>117</b>	<b>123</b>	<b>116</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	25	25	36	37	34	39	32	17	15	10	8
30	26	28	36	44	46	59	42	31	22	21	15	11
45	21	34	38	42	39	54	50	28	33	18	9	4
00	38	20	35	40	44	59	43	27	20	27	15	9
<b>Hr Total</b>	<b>110</b>	<b>107</b>	<b>134</b>	<b>162</b>	<b>166</b>	<b>206</b>	<b>174</b>	<b>118</b>	<b>92</b>	<b>81</b>	<b>49</b>	<b>32</b>

24 Hour Total : 2,317  
 AM Peak Hour begins : 7:00 AM Peak Volume : 142 AM Peak Hour Factor : 0.96  
 PM Peak Hour begins : 17:15 PM Peak Volume : 211 PM Peak Hour Factor : 0.89

# Roadway Count Summary

Start Date : September 16, 2014      Start Time      00:00  
 Stop Date : September 16, 2014      Stop Time      24:00  
 County : Hernando      Station Number      21006  
 Location : Spring Lake Hwy south of SR 50

## 16-Sep-14

### Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	2	0	11	9	24	56	36	25	37
30	3	0	1	1	6	9	25	26	32	36	27	47
45	3	1	6	1	7	17	29	42	34	20	29	29
00	7	2	3	3	7	13	25	42	33	37	24	38
<b>Hr Total</b>	<b>16</b>	<b>5</b>	<b>11</b>	<b>7</b>	<b>20</b>	<b>50</b>	<b>88</b>	<b>134</b>	<b>155</b>	<b>129</b>	<b>105</b>	<b>151</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	34	33	37	51	61	46	27	22	20	11	2
30	33	36	30	42	43	70	45	31	21	15	9	3
45	32	34	33	41	64	51	39	20	23	14	16	8
00	36	23	44	45	53	44	18	21	18	10	8	7
<b>Hr Total</b>	<b>135</b>	<b>127</b>	<b>140</b>	<b>165</b>	<b>211</b>	<b>226</b>	<b>148</b>	<b>99</b>	<b>84</b>	<b>59</b>	<b>44</b>	<b>20</b>

24 Hour Total : 2,329  
 AM Peak Hour begins : 7:30      AM Peak Volume : 172      AM Peak Hour Factor : 0.77  
 PM Peak Hour begins : 16:30      PM Peak Volume : 248      PM Peak Hour Factor : 0.89

## 16-Sep-14

### Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	2	3	6	17	33	28	31	15	26	29
30	3	4	3	2	8	18	38	39	41	33	25	34
45	2	4	1	3	2	35	30	36	35	37	28	31
00	4	2	3	5	13	42	32	49	30	32	30	33
<b>Hr Total</b>	<b>10</b>	<b>12</b>	<b>9</b>	<b>13</b>	<b>29</b>	<b>112</b>	<b>133</b>	<b>152</b>	<b>137</b>	<b>117</b>	<b>109</b>	<b>127</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	25	31	34	48	46	31	28	15	13	12	5
30	32	32	30	51	50	47	27	16	15	18	13	3
45	27	35	37	30	47	36	39	24	16	17	3	5
00	29	27	34	44	35	43	25	18	20	8	4	1
<b>Hr Total</b>	<b>121</b>	<b>119</b>	<b>132</b>	<b>159</b>	<b>180</b>	<b>172</b>	<b>122</b>	<b>86</b>	<b>66</b>	<b>56</b>	<b>32</b>	<b>14</b>

24 Hour Total : 2,219  
 AM Peak Hour begins : 7:30      AM Peak Volume : 157      AM Peak Hour Factor : 0.80  
 PM Peak Hour begins : 15:45      PM Peak Volume : 189      PM Peak Hour Factor : 0.95

## 16-Sep-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	3	5	6	28	42	52	87	51	51	66
30	6	4	4	3	14	27	63	65	73	69	52	81
45	5	5	7	4	9	52	59	78	69	57	57	60
00	11	4	6	8	20	55	57	91	63	69	54	71
<b>Hr Total</b>	<b>26</b>	<b>17</b>	<b>20</b>	<b>20</b>	<b>49</b>	<b>162</b>	<b>221</b>	<b>286</b>	<b>292</b>	<b>246</b>	<b>214</b>	<b>278</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	59	64	71	99	107	77	55	37	33	23	7
30	65	68	60	93	93	117	72	47	36	33	22	6
45	59	69	70	71	111	87	78	44	39	31	19	13
00	65	50	78	89	88	87	43	39	38	18	12	8
<b>Hr Total</b>	<b>256</b>	<b>246</b>	<b>272</b>	<b>324</b>	<b>391</b>	<b>398</b>	<b>270</b>	<b>185</b>	<b>150</b>	<b>115</b>	<b>76</b>	<b>34</b>

24 Hour Total : 4,548  
 AM Peak Hour begins : 7:30      AM Peak Volume : 329      AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 16:30      PM Peak Volume : 423      PM Peak Hour Factor : 0.90

# Roadway Count Summary

Start Date : September 17, 2014      Start Time      00:00  
 Stop Date : September 17, 2014      Stop Time      24:00  
 County : Hernando      Station Number      21006  
 Location : Spring Lake Hwy south of SR 50

**17-Sep-14**      **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	1	0	2	11	15	28	38	43	28	43
30	6	2	9	1	7	13	25	31	36	28	33	35
45	3	2	1	0	6	15	27	48	43	31	37	28
00	2	3	3	1	12	17	20	39	28	32	43	35
<b>Hr Total</b>	<b>15</b>	<b>10</b>	<b>14</b>	<b>2</b>	<b>27</b>	<b>56</b>	<b>87</b>	<b>146</b>	<b>145</b>	<b>134</b>	<b>141</b>	<b>141</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	32	34	31	47	55	35	30	15	12	10	9
30	30	31	27	31	48	52	45	27	23	22	12	6
45	23	33	35	43	62	68	41	31	16	12	8	0
00	40	22	32	45	36	51	36	22	20	12	11	4
<b>Hr Total</b>	<b>125</b>	<b>118</b>	<b>128</b>	<b>150</b>	<b>193</b>	<b>226</b>	<b>157</b>	<b>110</b>	<b>74</b>	<b>58</b>	<b>41</b>	<b>19</b>

24 Hour Total : 2,317  
 AM Peak Hour begins : 7:30      AM Peak Volume : 161      AM Peak Hour Factor : 0.84  
 PM Peak Hour begins : 17:00      PM Peak Volume : 226      PM Peak Hour Factor : 0.83

**17-Sep-14**      **Southbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	3	5	26	37	42	37	32	33	26
30	2	1	3	3	7	26	35	34	47	21	24	32
45	2	2	2	4	9	42	36	48	39	33	42	33
00	0	1	1	4	9	33	35	38	35	31	26	28
<b>Hr Total</b>	<b>6</b>	<b>4</b>	<b>7</b>	<b>14</b>	<b>30</b>	<b>127</b>	<b>143</b>	<b>162</b>	<b>158</b>	<b>117</b>	<b>125</b>	<b>119</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	20	33	34	37	35	44	35	23	22	9	8
30	33	27	31	48	48	64	32	20	15	15	12	0
45	24	26	36	33	37	33	29	23	25	16	7	4
00	31	18	34	41	39	42	24	30	21	13	4	3
<b>Hr Total</b>	<b>108</b>	<b>91</b>	<b>134</b>	<b>156</b>	<b>161</b>	<b>174</b>	<b>129</b>	<b>108</b>	<b>84</b>	<b>66</b>	<b>32</b>	<b>15</b>

24 Hour Total : 2,270  
 AM Peak Hour begins : 7:30      AM Peak Volume : 170      AM Peak Hour Factor : 0.89  
 PM Peak Hour begins : 17:15      PM Peak Volume : 183      PM Peak Hour Factor : 0.72

**17-Sep-14**      **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	3	7	37	52	70	75	75	61	69
30	8	3	12	4	14	39	60	65	83	49	57	67
45	5	4	3	4	15	57	63	96	82	64	79	61
00	2	4	4	5	21	50	55	77	63	63	69	63
<b>Hr Total</b>	<b>21</b>	<b>14</b>	<b>21</b>	<b>16</b>	<b>57</b>	<b>183</b>	<b>230</b>	<b>308</b>	<b>303</b>	<b>251</b>	<b>266</b>	<b>260</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	52	67	65	84	90	79	65	38	34	19	17
30	63	58	58	79	96	116	77	47	38	37	24	6
45	47	59	71	76	99	101	70	54	41	28	15	4
00	71	40	66	86	75	93	60	52	41	25	15	7
<b>Hr Total</b>	<b>233</b>	<b>209</b>	<b>262</b>	<b>306</b>	<b>354</b>	<b>400</b>	<b>286</b>	<b>218</b>	<b>158</b>	<b>124</b>	<b>73</b>	<b>34</b>

24 Hour Total : 4,587  
 AM Peak Hour begins : 7:30      AM Peak Volume : 331      AM Peak Hour Factor : 0.86  
 PM Peak Hour begins : 17:00      PM Peak Volume : 400      PM Peak Hour Factor : 0.86

# Roadway Count Summary

Start Date : September 18, 2014      Start Time      00:00  
 Stop Date : September 18, 2014      Stop Time      24:00  
 County : Hernando      Station Number      21006  
 Location : Spring Lake Hwy south of SR 50

18-Sep-14

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	5	1	5	0	12	12	22	45	22	33	33
30	7	2	2	2	8	7	23	40	33	35	27	34
45	1	3	2	0	5	16	39	39	41	36	27	36
00	6	3	0	3	13	20	25	37	31	32	23	32
<b>Hr Total</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>10</b>	<b>26</b>	<b>55</b>	<b>99</b>	<b>138</b>	<b>150</b>	<b>125</b>	<b>110</b>	<b>135</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	38	33	40	53	54	49	43	21	18	9	3
30	36	39	33	50	57	67	53	28	22	19	12	4
45	39	35	29	37	58	65	61	27	14	17	15	4
00	21	25	49	45	53	67	37	37	24	12	16	0
<b>Hr Total</b>	<b>139</b>	<b>137</b>	<b>144</b>	<b>172</b>	<b>221</b>	<b>253</b>	<b>200</b>	<b>135</b>	<b>81</b>	<b>66</b>	<b>52</b>	<b>11</b>

24 Hour Total : 2,492  
 AM Peak Hour begins : 7:15      AM Peak Volume : 161      AM Peak Hour Factor : 0.89  
 PM Peak Hour begins : 17:00      PM Peak Volume : 253      PM Peak Hour Factor : 0.94

18-Sep-14

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	2	4	6	27	44	31	28	33	27	31
30	2	2	2	1	7	19	34	41	42	41	23	32
45	1	1	1	5	14	38	46	47	39	32	33	32
00	6	3	4	3	12	41	36	42	28	30	25	27
<b>Hr Total</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>13</b>	<b>39</b>	<b>125</b>	<b>160</b>	<b>161</b>	<b>137</b>	<b>136</b>	<b>108</b>	<b>122</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	29	30	34	49	39	38	39	21	21	15	9
30	30	35	29	54	42	46	39	28	16	11	10	0
45	30	40	38	26	60	47	40	29	27	12	3	3
00	25	33	34	48	39	42	37	24	13	9	11	3
<b>Hr Total</b>	<b>114</b>	<b>137</b>	<b>131</b>	<b>162</b>	<b>190</b>	<b>174</b>	<b>154</b>	<b>120</b>	<b>77</b>	<b>53</b>	<b>39</b>	<b>15</b>

24 Hour Total : 2,395  
 AM Peak Hour begins : 5:45      AM Peak Volume : 165      AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 15:45      PM Peak Volume : 199      PM Peak Hour Factor : 0.83

18-Sep-14

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	8	3	9	6	39	56	53	73	55	60	64
30	9	4	4	3	15	26	57	81	75	76	50	66
45	2	4	3	5	19	54	85	86	80	68	60	68
00	12	6	4	6	25	61	61	79	59	62	48	59
<b>Hr Total</b>	<b>25</b>	<b>22</b>	<b>14</b>	<b>23</b>	<b>65</b>	<b>180</b>	<b>259</b>	<b>299</b>	<b>287</b>	<b>261</b>	<b>218</b>	<b>257</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	67	63	74	102	93	87	82	42	39	24	12
30	66	74	62	104	99	113	92	56	38	30	22	4
45	69	75	67	63	118	112	101	56	41	29	18	7
00	46	58	83	93	92	109	74	61	37	21	27	3
<b>Hr Total</b>	<b>253</b>	<b>274</b>	<b>275</b>	<b>334</b>	<b>411</b>	<b>427</b>	<b>354</b>	<b>255</b>	<b>158</b>	<b>119</b>	<b>91</b>	<b>26</b>

24 Hour Total : 4,887  
 AM Peak Hour begins : 7:15      AM Peak Volume : 319      AM Peak Hour Factor : 0.93  
 PM Peak Hour begins : 17:00      PM Peak Volume : 427      PM Peak Hour Factor : 0.95

# Roadway Count Summary

Start Date : August 26, 2014                      Start Time            00:00  
 Stop Date : August 26, 2014                      Stop Time            24:00  
 County : Hernando                                      Station Number    825141 / 825142  
 Location : SR 50 east of Spring Lake Hwy/Mondon Hill Rd

**26-Aug-14**

Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	17	5	10	32	76	82	136	97	105	119	117
30	9	11	14	13	47	76	90	170	137	120	108	142
45	20	10	16	17	62	110	115	138	127	100	101	117
00	10	8	13	25	69	106	116	129	138	109	113	132
<b>Hr Total</b>	<b>57</b>	<b>46</b>	<b>48</b>	<b>65</b>	<b>210</b>	<b>368</b>	<b>403</b>	<b>573</b>	<b>499</b>	<b>434</b>	<b>441</b>	<b>508</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	120	118	138	153	173	116	97	77	55	34	19
30	127	122	136	162	178	155	129	84	74	51	29	18
45	125	104	137	147	162	164	115	67	70	51	28	22
00	105	117	145	161	159	144	94	70	66	49	25	19
<b>Hr Total</b>	<b>473</b>	<b>463</b>	<b>536</b>	<b>608</b>	<b>652</b>	<b>636</b>	<b>454</b>	<b>318</b>	<b>287</b>	<b>206</b>	<b>116</b>	<b>78</b>

24 Hour Total : 8,479  
 AM Peak Hour begins : 7:00                      AM Peak Volume : 573                      AM Peak Hour Factor : 0.84  
 PM Peak Hour begins : 16:15                      PM Peak Volume : 672                      PM Peak Hour Factor : 0.94

**26-Aug-14**

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	10	8	10	14	29	80	111	136	132	104	95
30	19	10	11	12	17	43	85	114	171	115	132	95
45	7	14	6	8	22	36	125	166	163	110	116	124
00	14	7	10	10	19	46	100	172	138	153	94	112
<b>Hr Total</b>	<b>58</b>	<b>41</b>	<b>35</b>	<b>40</b>	<b>72</b>	<b>154</b>	<b>390</b>	<b>563</b>	<b>608</b>	<b>510</b>	<b>446</b>	<b>426</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	127	131	124	168	161	134	95	77	39	38	25
30	114	115	137	185	174	158	118	89	55	44	32	15
45	117	125	138	182	198	164	108	81	71	45	38	27
00	120	128	130	200	178	140	94	71	51	39	38	22
<b>Hr Total</b>	<b>495</b>	<b>495</b>	<b>536</b>	<b>691</b>	<b>718</b>	<b>623</b>	<b>454</b>	<b>336</b>	<b>254</b>	<b>167</b>	<b>146</b>	<b>89</b>

24 Hour Total : 8,347  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 645                      AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 740                      PM Peak Hour Factor : 0.93

**26-Aug-14**

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	27	13	20	46	105	162	247	233	237	223	212
30	28	21	25	25	64	119	175	284	308	235	240	237
45	27	24	22	25	84	146	240	304	290	210	217	241
00	24	15	23	35	88	152	216	301	276	262	207	244
<b>Hr Total</b>	<b>115</b>	<b>87</b>	<b>83</b>	<b>105</b>	<b>282</b>	<b>522</b>	<b>793</b>	<b>1,136</b>	<b>1,107</b>	<b>944</b>	<b>887</b>	<b>934</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	260	247	249	262	321	334	250	192	154	94	72	44
30	241	237	273	347	352	313	247	173	129	95	61	33
45	242	229	275	329	360	328	223	148	141	96	66	49
00	225	245	275	361	337	284	188	141	117	88	63	41
<b>Hr Total</b>	<b>968</b>	<b>958</b>	<b>1,072</b>	<b>1,299</b>	<b>1,370</b>	<b>1,259</b>	<b>908</b>	<b>654</b>	<b>541</b>	<b>373</b>	<b>262</b>	<b>167</b>

24 Hour Total : 16,826  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 1,146                      AM Peak Hour Factor : 0.93  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 1,394                      PM Peak Hour Factor : 0.97

# Roadway Count Summary

Start Date : August 27, 2014                      Start Time                      00:00  
 Stop Date : August 27, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                825141 / 825142  
 Location : SR 50 east of Spring Lake Hwy/Mondon Hill Rd

**27-Aug-14** **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	10	8	15	29	63	98	129	125	127	99	109
30	14	8	11	23	45	69	119	161	123	128	94	114
45	25	8	14	31	63	86	140	154	129	99	109	97
00	10	8	12	20	71	134	96	141	127	93	140	115
<b>Hr Total</b>	<b>63</b>	<b>34</b>	<b>45</b>	<b>89</b>	<b>208</b>	<b>352</b>	<b>453</b>	<b>585</b>	<b>504</b>	<b>447</b>	<b>442</b>	<b>435</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	110	112	146	159	141	149	90	74	75	34	25
30	111	111	138	146	161	171	120	89	77	44	27	15
45	118	115	155	146	184	192	112	84	70	67	24	19
00	125	139	150	168	141	145	103	72	60	33	31	15
<b>Hr Total</b>	<b>442</b>	<b>475</b>	<b>555</b>	<b>606</b>	<b>645</b>	<b>649</b>	<b>484</b>	<b>335</b>	<b>281</b>	<b>219</b>	<b>116</b>	<b>74</b>

24 Hour Total : 8,538  
 AM Peak Hour begins : 7:00                      AM Peak Volume : 585                      AM Peak Hour Factor : 0.91  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 672                      PM Peak Hour Factor : 0.91

**27-Aug-14** **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	14	23	21	27	69	109	155	131	120	118
30	13	8	11	16	16	35	93	138	134	113	113	94
45	19	16	11	18	21	44	141	142	148	99	124	122
00	12	15	22	28	26	43	107	151	99	104	133	144
<b>Hr Total</b>	<b>67</b>	<b>55</b>	<b>58</b>	<b>85</b>	<b>84</b>	<b>149</b>	<b>410</b>	<b>540</b>	<b>536</b>	<b>447</b>	<b>490</b>	<b>478</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	125	128	158	180	178	124	88	68	68	38	33
30	132	125	134	169	143	156	126	105	87	54	32	19
45	131	135	123	180	213	145	128	97	73	45	31	23
00	132	111	126	171	196	141	127	67	65	42	30	20
<b>Hr Total</b>	<b>504</b>	<b>496</b>	<b>511</b>	<b>678</b>	<b>732</b>	<b>620</b>	<b>505</b>	<b>357</b>	<b>293</b>	<b>209</b>	<b>131</b>	<b>95</b>

24 Hour Total : 8,530  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 588                      AM Peak Hour Factor : 0.95  
 PM Peak Hour begins : 16:30                      PM Peak Volume : 743                      PM Peak Hour Factor : 0.87

**27-Aug-14** **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	26	22	38	50	90	167	238	280	258	219	227
30	27	16	22	39	61	104	212	299	257	241	207	208
45	44	24	25	49	84	130	281	296	277	198	233	219
00	22	23	34	48	97	177	203	292	226	197	273	259
<b>Hr Total</b>	<b>130</b>	<b>89</b>	<b>103</b>	<b>174</b>	<b>292</b>	<b>501</b>	<b>863</b>	<b>1,125</b>	<b>1,040</b>	<b>894</b>	<b>932</b>	<b>913</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	197	235	240	304	339	319	273	178	142	143	72	58
30	243	236	272	315	304	327	246	194	164	98	59	34
45	249	250	278	326	397	337	240	181	143	112	55	42
00	257	250	276	339	337	286	230	139	125	75	61	35
<b>Hr Total</b>	<b>946</b>	<b>971</b>	<b>1,066</b>	<b>1,284</b>	<b>1,377</b>	<b>1,269</b>	<b>989</b>	<b>692</b>	<b>574</b>	<b>428</b>	<b>247</b>	<b>169</b>

24 Hour Total : 17,068  
 AM Peak Hour begins : 7:15                      AM Peak Volume : 1,167                      AM Peak Hour Factor : 0.98  
 PM Peak Hour begins : 16:30                      PM Peak Volume : 1,380                      PM Peak Hour Factor : 0.87

# Roadway Count Summary

Start Date : August 28, 2014                      Start Time                      00:00  
 Stop Date : August 28, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                825141 / 825142  
 Location : SR 50 east of Spring Lake Hwy/Mondon Hill Rd

**28-Aug-14**

**Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	13	8	13	24	62	99	120	143	106	141	119
30	18	13	10	13	43	57	101	153	136	132	115	131
45	13	5	14	21	58	100	117	157	120	108	123	121
00	11	7	14	21	59	91	119	159	145	141	116	143
<b>Hr Total</b>	<b>61</b>	<b>38</b>	<b>46</b>	<b>68</b>	<b>184</b>	<b>310</b>	<b>436</b>	<b>589</b>	<b>544</b>	<b>487</b>	<b>495</b>	<b>514</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	118	130	180	160	134	134	84	71	47	34	24
30	112	126	130	163	184	178	136	119	79	74	35	25
45	112	149	151	157	157	162	113	72	74	69	28	12
00	137	127	123	125	171	155	107	91	67	59	37	22
<b>Hr Total</b>	<b>498</b>	<b>520</b>	<b>534</b>	<b>625</b>	<b>672</b>	<b>629</b>	<b>490</b>	<b>366</b>	<b>291</b>	<b>249</b>	<b>134</b>	<b>83</b>

24 Hour Total : 8,863  
 AM Peak Hour begins : 7:15                      AM Peak Volume : 612                      AM Peak Hour Factor : 0.96  
 PM Peak Hour begins : 16:00                      PM Peak Volume : 672                      PM Peak Hour Factor : 0.91

**28-Aug-14**

**Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	14	10	24	20	22	61	98	141	141	102	117
30	16	7	8	22	14	47	100	130	172	129	126	117
45	16	15	14	19	19	40	169	152	125	136	131	125
00	12	12	25	32	23	44	103	179	111	119	149	128
<b>Hr Total</b>	<b>68</b>	<b>48</b>	<b>57</b>	<b>97</b>	<b>76</b>	<b>153</b>	<b>433</b>	<b>559</b>	<b>549</b>	<b>525</b>	<b>508</b>	<b>487</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	138	149	128	167	202	158	133	115	81	50	42	28
30	143	128	116	183	192	174	158	124	77	51	49	28
45	113	124	156	190	181	187	115	86	84	49	43	27
00	130	125	132	198	151	160	121	85	62	46	41	19
<b>Hr Total</b>	<b>524</b>	<b>526</b>	<b>532</b>	<b>738</b>	<b>726</b>	<b>679</b>	<b>527</b>	<b>410</b>	<b>304</b>	<b>196</b>	<b>175</b>	<b>102</b>

24 Hour Total : 8,999  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 644                      AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 782                      PM Peak Hour Factor : 0.97

**28-Aug-14**

**Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	27	18	37	44	84	160	218	284	247	243	236
30	34	20	18	35	57	104	201	283	308	261	241	248
45	29	20	28	40	77	140	286	309	245	244	254	246
00	23	19	39	53	82	135	222	338	256	260	265	271
<b>Hr Total</b>	<b>129</b>	<b>86</b>	<b>103</b>	<b>165</b>	<b>260</b>	<b>463</b>	<b>869</b>	<b>1,148</b>	<b>1,093</b>	<b>1,012</b>	<b>1,003</b>	<b>1,001</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	275	267	258	347	362	292	267	199	152	97	76	52
30	255	254	246	346	376	352	294	243	156	125	84	53
45	225	273	307	347	338	349	228	158	158	118	71	39
00	267	252	255	323	322	315	228	176	129	105	78	41
<b>Hr Total</b>	<b>1,022</b>	<b>1,046</b>	<b>1,066</b>	<b>1,363</b>	<b>1,398</b>	<b>1,308</b>	<b>1,017</b>	<b>776</b>	<b>595</b>	<b>445</b>	<b>309</b>	<b>185</b>

24 Hour Total : 17,862  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 1,239                      AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 15:30                      PM Peak Volume : 1,408                      PM Peak Hour Factor : 0.94

# Roadway Count Summary

Start Date : August 26, 2014                      Start Time                      00:00  
 Stop Date : August 26, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                825143 / 825144  
 Location : SR 50 west of Spring Lake Hwy/Mondon Hill Rd

**26-Aug-14**

Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	20	5	11	32	80	100	137	98	103	112	131
30	9	9	13	15	42	79	96	173	144	529	98	130
45	19	8	13	18	62	117	128	152	152	305	123	118
00	7	8	11	25	76	128	115	135	134	107	103	143
<b>Hr Total</b>	<b>51</b>	<b>45</b>	<b>42</b>	<b>69</b>	<b>212</b>	<b>404</b>	<b>439</b>	<b>597</b>	<b>528</b>	<b>1,044</b>	<b>436</b>	<b>522</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	111	118	152	175	189	122	107	76	60	36	19
30	126	119	149	185	178	176	139	77	75	58	33	18
45	127	114	145	151	179	158	114	69	77	52	21	18
00	105	131	139	167	167	159	89	73	65	52	24	22
<b>Hr Total</b>	<b>481</b>	<b>475</b>	<b>551</b>	<b>655</b>	<b>699</b>	<b>682</b>	<b>464</b>	<b>326</b>	<b>293</b>	<b>222</b>	<b>114</b>	<b>77</b>

24 Hour Total : 9,428  
 AM Peak Hour begins : 8:45                      AM Peak Volume : 1,071                      AM Peak Hour Factor : 0.51  
 PM Peak Hour begins : 16:15                      PM Peak Volume : 713                      PM Peak Hour Factor : 0.94

**26-Aug-14**

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	14	14	11	18	28	79	93	160	129	132	118
30	15	9	9	9	23	47	102	138	180	146	131	105
45	12	10	6	12	17	36	136	189	202	114	123	123
00	14	12	11	7	21	45	116	203	159	140	105	123
<b>Hr Total</b>	<b>63</b>	<b>45</b>	<b>40</b>	<b>39</b>	<b>79</b>	<b>156</b>	<b>433</b>	<b>623</b>	<b>701</b>	<b>529</b>	<b>491</b>	<b>469</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	127	129	144	167	162	124	99	70	45	46	33
30	120	127	139	172	194	160	121	78	60	40	36	16
45	118	127	131	181	185	169	110	81	56	44	35	23
00	126	142	139	194	177	167	93	72	61	43	32	22
<b>Hr Total</b>	<b>499</b>	<b>523</b>	<b>538</b>	<b>691</b>	<b>723</b>	<b>658</b>	<b>448</b>	<b>330</b>	<b>247</b>	<b>172</b>	<b>149</b>	<b>94</b>

24 Hour Total : 8,740  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 745                      AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 740                      PM Peak Hour Factor : 0.95

**26-Aug-14**

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	34	19	22	50	108	179	230	258	232	244	249
30	24	18	22	24	65	126	198	311	324	675	229	235
45	31	18	19	30	79	153	264	341	354	419	246	241
00	21	20	22	32	97	173	231	338	293	247	208	266
<b>Hr Total</b>	<b>114</b>	<b>90</b>	<b>82</b>	<b>108</b>	<b>291</b>	<b>560</b>	<b>872</b>	<b>1,220</b>	<b>1,229</b>	<b>1,573</b>	<b>927</b>	<b>991</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	258	238	247	296	342	351	246	206	146	105	82	52
30	246	246	288	357	372	336	260	155	135	98	69	34
45	245	241	276	332	364	327	224	150	133	96	56	41
00	231	273	278	361	344	326	182	145	126	95	56	44
<b>Hr Total</b>	<b>980</b>	<b>998</b>	<b>1,089</b>	<b>1,346</b>	<b>1,422</b>	<b>1,340</b>	<b>912</b>	<b>656</b>	<b>540</b>	<b>394</b>	<b>263</b>	<b>171</b>

24 Hour Total : 18,168  
 AM Peak Hour begins : 8:45                      AM Peak Volume : 1,619                      AM Peak Hour Factor : 0.60  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 1,439                      PM Peak Hour Factor : 0.97



# Roadway Count Summary

Start Date : August 27, 2014                      Start Time                      00:00  
 Stop Date : August 27, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                825143 / 825144  
 Location : SR 50 west of Spring Lake Hwy/Mondon Hill Rd

## 27-Aug-14

### Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	6	15	32	67	111	141	117	136	86	109
30	11	9	10	28	47	75	118	163	119	129	94	121
45	24	10	11	31	63	101	143	166	122	111	118	104
00	10	7	12	22	67	140	95	145	121	101	134	100
<b>Hr Total</b>	<b>56</b>	<b>36</b>	<b>39</b>	<b>96</b>	<b>209</b>	<b>383</b>	<b>467</b>	<b>615</b>	<b>479</b>	<b>477</b>	<b>432</b>	<b>434</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	132	110	162	180	168	157	94	70	69	39	20
30	126	116	146	151	172	199	113	87	82	49	27	14
45	123	126	151	154	184	186	103	78	77	67	28	21
00	126	147	147	173	153	149	103	74	67	38	33	20
<b>Hr Total</b>	<b>474</b>	<b>521</b>	<b>554</b>	<b>640</b>	<b>689</b>	<b>702</b>	<b>476</b>	<b>333</b>	<b>296</b>	<b>223</b>	<b>127</b>	<b>75</b>

24 Hour Total : 8,833  
 AM Peak Hour begins : 7:00                      AM Peak Volume : 615                      AM Peak Hour Factor : 0.93  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 709                      PM Peak Hour Factor : 0.96

## 27-Aug-14

### Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	14	16	26	27	26	75	108	155	141	123	112
30	8	8	9	17	25	44	97	147	187	126	135	122
45	13	16	12	19	19	33	156	172	150	107	139	124
00	15	11	15	27	23	61	129	178	116	115	124	158
<b>Hr Total</b>	<b>59</b>	<b>49</b>	<b>52</b>	<b>89</b>	<b>94</b>	<b>164</b>	<b>457</b>	<b>605</b>	<b>608</b>	<b>489</b>	<b>521</b>	<b>516</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	133	108	149	177	165	123	98	65	63	49	32
30	138	151	169	157	158	166	130	93	80	47	32	19
45	132	141	116	184	189	168	114	96	67	46	30	30
00	137	118	136	191	198	150	149	68	56	41	31	17
<b>Hr Total</b>	<b>516</b>	<b>543</b>	<b>529</b>	<b>681</b>	<b>722</b>	<b>649</b>	<b>516</b>	<b>355</b>	<b>268</b>	<b>197</b>	<b>142</b>	<b>98</b>

24 Hour Total : 8,919  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 692                      AM Peak Hour Factor : 0.93  
 PM Peak Hour begins : 16:00                      PM Peak Volume : 722                      PM Peak Hour Factor : 0.91

## 27-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	24	22	41	59	93	186	249	272	277	209	221
30	19	17	19	45	72	119	215	310	306	255	229	243
45	37	26	23	50	82	134	299	338	272	218	257	228
00	25	18	27	49	90	201	224	323	323	216	258	258
<b>Hr Total</b>	<b>115</b>	<b>85</b>	<b>91</b>	<b>185</b>	<b>303</b>	<b>547</b>	<b>924</b>	<b>1,220</b>	<b>1,087</b>	<b>966</b>	<b>953</b>	<b>950</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	265	218	311	357	333	280	192	135	132	88	52
30	264	267	315	308	330	365	243	180	162	96	59	33
45	255	267	267	338	373	354	217	174	144	113	58	51
00	263	265	283	364	351	299	252	142	123	79	64	37
<b>Hr Total</b>	<b>990</b>	<b>1,064</b>	<b>1,083</b>	<b>1,321</b>	<b>1,411</b>	<b>1,351</b>	<b>992</b>	<b>688</b>	<b>564</b>	<b>420</b>	<b>269</b>	<b>173</b>

24 Hour Total : 17,752  
 AM Peak Hour begins : 7:15                      AM Peak Volume : 1,243                      AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 1,424                      PM Peak Hour Factor : 0.95

# Roadway Count Summary

Start Date : August 28, 2014                      Start Time                      00:00  
 Stop Date : August 28, 2014                      Stop Time                      24:00  
 County : Hernando                                      Station Number                825143 / 825144  
 Location : SR 50 west of Spring Lake Hwy/Mondon Hill Rd

**28-Aug-14** **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	10	13	24	72	117	151	133	123	140	120
30	16	14	9	14	39	63	115	166	134	126	123	146
45	15	7	15	26	65	109	121	178	120	109	122	138
00	12	9	13	20	60	100	127	156	144	138	119	160
<b>Hr Total</b>	<b>61</b>	<b>41</b>	<b>47</b>	<b>73</b>	<b>188</b>	<b>344</b>	<b>480</b>	<b>651</b>	<b>531</b>	<b>496</b>	<b>504</b>	<b>564</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	120	138	169	151	169	139	87	78	44	37	23
30	127	136	137	172	214	170	147	109	75	75	38	23
45	126	138	149	153	178	184	127	75	74	75	25	12
00	132	124	151	147	173	144	91	78	64	58	36	21
<b>Hr Total</b>	<b>521</b>	<b>518</b>	<b>575</b>	<b>641</b>	<b>716</b>	<b>667</b>	<b>504</b>	<b>349</b>	<b>291</b>	<b>252</b>	<b>136</b>	<b>79</b>

24 Hour Total : 9,229  
 AM Peak Hour begins : 7:00                      AM Peak Volume : 651                      AM Peak Hour Factor : 0.91  
 PM Peak Hour begins : 16:15                      PM Peak Volume : 734                      PM Peak Hour Factor : 0.86

**28-Aug-14** **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	14	13	24	26	25	70	98	167	141	122	122
30	14	8	9	20	17	33	101	137	190	156	124	123
45	15	13	11	21	22	55	181	150	156	139	156	127
00	13	16	24	29	25	37	140	199	131	137	150	134
<b>Hr Total</b>	<b>69</b>	<b>51</b>	<b>57</b>	<b>94</b>	<b>90</b>	<b>150</b>	<b>492</b>	<b>584</b>	<b>644</b>	<b>573</b>	<b>552</b>	<b>506</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	173	121	156	193	180	146	122	79	53	40	23
30	137	127	132	213	184	175	140	114	77	43	49	22
45	140	147	151	189	200	191	139	97	72	54	43	21
00	125	128	133	197	156	161	115	83	64	47	45	18
<b>Hr Total</b>	<b>546</b>	<b>575</b>	<b>537</b>	<b>755</b>	<b>733</b>	<b>707</b>	<b>540</b>	<b>416</b>	<b>292</b>	<b>197</b>	<b>177</b>	<b>84</b>

24 Hour Total : 9,421  
 AM Peak Hour begins : 7:45                      AM Peak Volume : 712                      AM Peak Hour Factor : 0.89  
 PM Peak Hour begins : 15:15                      PM Peak Volume : 792                      PM Peak Hour Factor : 0.93

**28-Aug-14** **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	25	23	37	50	97	187	249	300	264	262	242
30	30	22	18	34	56	96	216	303	324	282	247	269
45	30	20	26	47	87	164	302	328	276	248	278	265
00	25	25	37	49	85	137	267	355	275	275	269	294
<b>Hr Total</b>	<b>130</b>	<b>92</b>	<b>104</b>	<b>167</b>	<b>278</b>	<b>494</b>	<b>972</b>	<b>1,235</b>	<b>1,175</b>	<b>1,069</b>	<b>1,056</b>	<b>1,070</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	280	293	259	325	344	349	285	209	157	97	77	46
30	264	263	269	385	398	345	287	223	152	118	87	45
45	266	285	300	342	378	375	266	172	146	129	68	33
00	257	252	284	344	329	305	206	161	128	105	81	39
<b>Hr Total</b>	<b>1,067</b>	<b>1,093</b>	<b>1,112</b>	<b>1,396</b>	<b>1,449</b>	<b>1,374</b>	<b>1,044</b>	<b>765</b>	<b>583</b>	<b>449</b>	<b>313</b>	<b>163</b>

24 Hour Total : 18,650  
 AM Peak Hour begins : 7:30                      AM Peak Volume : 1,307                      AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 15:45                      PM Peak Volume : 1,464                      PM Peak Hour Factor : 0.92

# Roadway Count Summary

Start Date : August 26, 2014  
 Stop Date : August 26, 2014  
 County : Hernando  
 Location : Lockhart Rd south of SR 50

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+05

## 26-Aug-14

### Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	3	0	1	4	4	8	5	3	6
30	0	0	0	2	1	3	9	7	8	5	8	10
45	1	0	0	0	1	1	6	6	9	4	3	10
00	0	0	1	1	2	5	6	6	3	12	7	12
<b>Hr Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>10</b>	<b>25</b>	<b>23</b>	<b>28</b>	<b>26</b>	<b>21</b>	<b>38</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	11	7	15	20	7	4	2	0	0	1
30	16	7	7	8	17	11	4	2	3	2	0	0
45	9	6	5	28	44	3	4	6	3	1	0	1
00	6	4	7	9	42	7	6	4	5	3	2	0
<b>Hr Total</b>	<b>41</b>	<b>27</b>	<b>30</b>	<b>52</b>	<b>118</b>	<b>41</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>2</b>

24 Hour Total : 554  
 AM Peak Hour begins : 11:30  
 PM Peak Hour begins : 16:15

AM Peak Volume : 48  
 PM Peak Volume : 123  
 AM Peak Hour Factor : 0.75  
 PM Peak Hour Factor : 0.70

## 26-Aug-14

### Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	2	6	3	15	9	11	6	4
30	0	0	1	2	2	12	5	11	1	9	4	9
45	1	1	3	0	3	31	10	8	7	5	6	12
00	1	0	3	0	4	30	14	7	7	3	11	11
<b>Hr Total</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>11</b>	<b>79</b>	<b>32</b>	<b>41</b>	<b>24</b>	<b>28</b>	<b>27</b>	<b>36</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	9	7	5	5	3	11	1	4	3	1	3
30	7	6	6	3	5	10	5	5	3	1	0	1
45	14	4	3	6	7	10	7	6	9	6	1	1
00	15	9	4	9	8	11	7	2	2	6	1	2
<b>Hr Total</b>	<b>42</b>	<b>28</b>	<b>20</b>	<b>23</b>	<b>25</b>	<b>34</b>	<b>30</b>	<b>14</b>	<b>18</b>	<b>16</b>	<b>3</b>	<b>7</b>

24 Hour Total : 552  
 AM Peak Hour begins : 5:00  
 PM Peak Hour begins : 12:15

AM Peak Volume : 79  
 PM Peak Volume : 45  
 AM Peak Hour Factor : 0.64  
 PM Peak Hour Factor : 0.75

## 26-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	3	2	7	7	19	17	16	9	10
30	0	0	1	4	3	15	14	18	9	14	12	19
45	2	1	3	0	4	32	16	14	16	9	9	22
00	1	0	4	1	6	35	20	13	10	15	18	23
<b>Hr Total</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>8</b>	<b>15</b>	<b>89</b>	<b>57</b>	<b>64</b>	<b>52</b>	<b>54</b>	<b>48</b>	<b>74</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	19	18	12	20	23	18	5	6	3	1	4
30	23	13	13	11	22	21	9	7	6	3	0	1
45	23	10	8	34	51	13	11	12	12	7	1	2
00	21	13	11	18	50	18	13	6	7	9	3	2
<b>Hr Total</b>	<b>83</b>	<b>55</b>	<b>50</b>	<b>75</b>	<b>143</b>	<b>75</b>	<b>51</b>	<b>30</b>	<b>31</b>	<b>22</b>	<b>5</b>	<b>9</b>

24 Hour Total : 1,106  
 AM Peak Hour begins : 5:00  
 PM Peak Hour begins : 16:15

AM Peak Volume : 89  
 PM Peak Volume : 146  
 AM Peak Hour Factor : 0.64  
 PM Peak Hour Factor : 0.72

# Roadway Count Summary

Start Date : August 27, 2014  
 Stop Date : August 27, 2014  
 County : Hernando  
 Location : Lockhart Rd south of SR 50

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+05

**27-Aug-14**

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	5	7	12	10	6	7
30	0	0	0	3	0	1	8	3	3	5	6	12
45	0	0	0	2	1	3	7	12	3	5	12	4
00	0	0	0	0	3	3	7	8	9	6	11	5
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>7</b>	<b>27</b>	<b>30</b>	<b>27</b>	<b>26</b>	<b>35</b>	<b>28</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	4	7	12	14	5	4	2	0	0	1
30	9	8	4	8	10	11	2	4	1	2	0	0
45	8	5	6	33	57	7	4	0	2	4	0	1
00	12	6	12	14	27	5	3	7	3	2	1	0
<b>Hr Total</b>	<b>34</b>	<b>25</b>	<b>26</b>	<b>62</b>	<b>106</b>	<b>37</b>	<b>14</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>2</b>

24 Hour Total : 528  
 AM Peak Hour begins : 10:30 AM Peak Volume : 42 AM Peak Hour Factor : 0.88  
 PM Peak Hour begins : 16:30 PM Peak Volume : 109 PM Peak Hour Factor : 0.48

**27-Aug-14**

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	3	4	9	4	7	8	5
30	2	0	0	2	2	11	13	8	7	4	5	7
45	1	0	0	1	0	23	21	8	6	7	2	8
00	1	0	3	0	9	35	16	9	10	8	8	2
<b>Hr Total</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>72</b>	<b>54</b>	<b>34</b>	<b>27</b>	<b>26</b>	<b>23</b>	<b>22</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	12	2	3	5	9	3	4	3	2	2	3
30	4	5	2	6	10	13	6	9	8	1	2	0
45	7	3	4	5	5	9	6	3	3	1	1	0
00	9	7	4	1	4	5	2	5	2	5	1	1
<b>Hr Total</b>	<b>36</b>	<b>27</b>	<b>12</b>	<b>15</b>	<b>24</b>	<b>36</b>	<b>17</b>	<b>21</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>4</b>

24 Hour Total : 504  
 AM Peak Hour begins : 5:30 AM Peak Volume : 75 AM Peak Hour Factor : 0.54  
 PM Peak Hour begins : 12:00 PM Peak Volume : 36 PM Peak Hour Factor : 0.56

**27-Aug-14**

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	2	3	9	16	16	17	14	12
30	2	0	0	5	2	12	21	11	10	9	11	19
45	1	0	0	3	1	26	28	20	9	12	14	12
00	1	0	3	0	12	38	23	17	19	14	19	7
<b>Hr Total</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>17</b>	<b>79</b>	<b>81</b>	<b>64</b>	<b>54</b>	<b>52</b>	<b>58</b>	<b>50</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	18	6	10	17	23	8	8	5	2	2	4
30	13	13	6	14	20	24	8	13	9	3	2	0
45	15	8	10	38	62	16	10	3	5	5	1	1
00	21	13	16	15	31	10	5	12	5	7	2	1
<b>Hr Total</b>	<b>70</b>	<b>52</b>	<b>38</b>	<b>77</b>	<b>130</b>	<b>73</b>	<b>31</b>	<b>36</b>	<b>24</b>	<b>17</b>	<b>7</b>	<b>6</b>

24 Hour Total : 1,032  
 AM Peak Hour begins : 5:45 AM Peak Volume : 96 AM Peak Hour Factor : 0.63  
 PM Peak Hour begins : 16:30 PM Peak Volume : 140 PM Peak Hour Factor : 0.57

# Roadway Count Summary

Start Date : August 28, 2014  
 Stop Date : August 28, 2014  
 County : Hernando  
 Location : Lockhart Rd south of SR 50

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+05

28-Aug-14

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	0	0	2	0	5	6	7	2	7	5
30	0	0	0	1	0	2	5	4	11	6	3	13
45	0	0	0	0	1	2	10	10	7	5	6	13
00	0	0	0	1	3	3	3	10	2	6	8	8
<b>Hr Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>23</b>	<b>30</b>	<b>27</b>	<b>19</b>	<b>24</b>	<b>39</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	7	6	9	14	14	5	2	3	1	0	0
30	7	6	9	7	11	14	8	5	1	1	0	1
45	7	12	10	21	61	7	5	2	4	2	0	1
00	11	10	7	14	19	16	4	3	2	0	0	0
<b>Hr Total</b>	<b>37</b>	<b>35</b>	<b>32</b>	<b>51</b>	<b>105</b>	<b>51</b>	<b>22</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>2</b>

24 Hour Total : 542  
 AM Peak Hour begins : 11:15 AM Peak Volume : 46 AM Peak Hour Factor : 0.89  
 PM Peak Hour begins : 16:30 PM Peak Volume : 108 PM Peak Hour Factor : 0.44

28-Aug-14

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	1	3	7	12	4	6	3	12
30	3	0	0	0	2	9	3	13	3	2	2	4
45	0	0	0	3	5	29	9	10	9	6	5	14
00	0	0	1	0	7	34	11	11	10	10	3	7
<b>Hr Total</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>75</b>	<b>30</b>	<b>46</b>	<b>26</b>	<b>24</b>	<b>13</b>	<b>37</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	9	6	2	9	8	11	1	2	4	6	0
30	5	6	3	11	5	9	6	6	4	5	2	1
45	16	8	6	9	8	3	3	13	3	8	1	0
00	13	3	5	10	9	4	10	4	2	1	1	1
<b>Hr Total</b>	<b>38</b>	<b>26</b>	<b>20</b>	<b>32</b>	<b>31</b>	<b>24</b>	<b>30</b>	<b>24</b>	<b>11</b>	<b>18</b>	<b>10</b>	<b>2</b>

24 Hour Total : 540  
 AM Peak Hour begins : 5:15 AM Peak Volume : 79 AM Peak Hour Factor : 0.58  
 PM Peak Hour begins : 12:30 PM Peak Volume : 44 PM Peak Hour Factor : 0.69

28-Aug-14

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	0	1	3	3	12	18	11	8	10	17
30	3	0	0	1	2	11	8	17	14	8	5	17
45	0	0	0	3	6	31	19	20	16	11	11	27
00	0	0	1	1	10	37	14	21	12	16	11	15
<b>Hr Total</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>21</b>	<b>82</b>	<b>53</b>	<b>76</b>	<b>53</b>	<b>43</b>	<b>37</b>	<b>76</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	16	12	11	23	22	16	3	5	5	6	0
30	12	12	12	18	16	23	14	11	5	6	2	2
45	23	20	16	30	69	10	8	15	7	10	1	1
00	24	13	12	24	28	20	14	7	4	1	1	1
<b>Hr Total</b>	<b>75</b>	<b>61</b>	<b>52</b>	<b>83</b>	<b>136</b>	<b>75</b>	<b>52</b>	<b>36</b>	<b>21</b>	<b>22</b>	<b>10</b>	<b>4</b>

24 Hour Total : 1,082  
 AM Peak Hour begins : 5:15 AM Peak Volume : 91 AM Peak Hour Factor : 0.62  
 PM Peak Hour begins : 16:30 PM Peak Volume : 142 PM Peak Hour Factor : 0.51

# Roadway Count Summary

Start Date : August 26, 2014  
 Stop Date : August 26, 2014  
 County : Hernando  
 Location : SR 50 east of Lockhart Rd

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+05

**26-Aug-14**

**Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	16	5	15	39	88	112	134	96	118	128	145
30	15	12	9	14	51	99	109	187	156	131	127	148
45	18	8	26	22	76	102	153	143	165	119	118	134
00	6	8	15	35	108	137	130	140	161	127	117	147
<b>Hr Total</b>	<b>57</b>	<b>44</b>	<b>55</b>	<b>86</b>	<b>274</b>	<b>426</b>	<b>504</b>	<b>604</b>	<b>578</b>	<b>495</b>	<b>490</b>	<b>574</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	112	133	143	152	151	110	93	56	54	29	23
30	139	105	130	201	179	141	102	70	56	34	35	12
45	125	120	137	162	142	134	113	61	85	43	22	19
00	132	123	115	123	166	119	89	74	54	42	23	18
<b>Hr Total</b>	<b>532</b>	<b>460</b>	<b>515</b>	<b>629</b>	<b>639</b>	<b>545</b>	<b>414</b>	<b>298</b>	<b>251</b>	<b>173</b>	<b>109</b>	<b>72</b>

24 Hour Total : 8,824  
 AM Peak Hour begins : 6:30 AM Peak Volume : 604 AM Peak Hour Factor : 0.81  
 PM Peak Hour begins : 16:00 PM Peak Volume : 639 PM Peak Hour Factor : 0.89

**26-Aug-14**

**Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	14	16	11	30	40	70	93	168	134	121	116
30	19	12	14	16	23	54	77	127	142	149	151	93
45	10	14	12	14	18	43	97	158	145	131	118	125
00	17	11	18	14	29	53	87	145	154	142	101	133
<b>Hr Total</b>	<b>70</b>	<b>51</b>	<b>60</b>	<b>55</b>	<b>100</b>	<b>190</b>	<b>331</b>	<b>523</b>	<b>609</b>	<b>556</b>	<b>491</b>	<b>467</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	124	123	144	160	167	142	85	87	45	37	27
30	121	139	131	191	200	156	109	103	62	48	32	23
45	132	134	149	204	164	154	135	85	67	54	30	25
00	131	131	153	177	150	169	112	75	61	41	48	25
<b>Hr Total</b>	<b>516</b>	<b>528</b>	<b>556</b>	<b>716</b>	<b>674</b>	<b>646</b>	<b>498</b>	<b>348</b>	<b>277</b>	<b>188</b>	<b>147</b>	<b>100</b>

24 Hour Total : 8,697  
 AM Peak Hour begins : 7:30 AM Peak Volume : 613 AM Peak Hour Factor : 0.91  
 PM Peak Hour begins : 15:30 PM Peak Volume : 741 PM Peak Hour Factor : 0.91

**26-Aug-14**

**Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	30	21	26	69	128	182	227	264	252	249	261
30	34	24	23	30	74	153	186	314	298	280	278	241
45	28	22	38	36	94	145	250	301	310	250	236	259
00	23	19	33	49	137	190	217	285	315	269	218	280
<b>Hr Total</b>	<b>127</b>	<b>95</b>	<b>115</b>	<b>141</b>	<b>374</b>	<b>616</b>	<b>835</b>	<b>1,127</b>	<b>1,187</b>	<b>1,051</b>	<b>981</b>	<b>1,041</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	268	236	256	287	312	318	252	178	143	99	66	50
30	260	244	261	392	379	297	211	173	118	82	67	35
45	257	254	286	366	306	288	248	146	152	97	52	44
00	263	254	268	300	316	288	201	149	115	83	71	43
<b>Hr Total</b>	<b>1,048</b>	<b>988</b>	<b>1,071</b>	<b>1,345</b>	<b>1,313</b>	<b>1,191</b>	<b>912</b>	<b>646</b>	<b>528</b>	<b>361</b>	<b>256</b>	<b>172</b>

24 Hour Total : 17,521  
 AM Peak Hour begins : 8:00 AM Peak Volume : 1,187 AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:15 PM Peak Volume : 1,370 PM Peak Hour Factor : 0.87

# Roadway Count Summary

Start Date : August 27, 2014  
 Stop Date : August 27, 2014  
 County : Hernando  
 Location : SR 50 east of Lockhart Rd

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+05

**27-Aug-14**

**Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	6	12	17	27	89	134	120	127	162	102	128
30	20	5	15	36	56	87	128	160	137	150	97	141
45	15	12	15	44	91	71	157	162	133	125	127	111
00	15	9	17	34	85	140	126	143	148	122	141	132
<b>Hr Total</b>	<b>60</b>	<b>32</b>	<b>59</b>	<b>131</b>	<b>259</b>	<b>387</b>	<b>545</b>	<b>585</b>	<b>545</b>	<b>559</b>	<b>467</b>	<b>512</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	116	121	137	161	132	122	75	68	69	28	21
30	98	127	126	189	149	154	106	76	66	37	15	13
45	118	109	123	145	171	142	88	77	65	52	35	12
00	123	134	154	155	151	134	89	59	41	36	25	7
<b>Hr Total</b>	<b>456</b>	<b>486</b>	<b>524</b>	<b>626</b>	<b>632</b>	<b>562</b>	<b>405</b>	<b>287</b>	<b>240</b>	<b>194</b>	<b>103</b>	<b>53</b>

24 Hour Total : 8,709  
 AM Peak Hour begins : 8:30 AM Peak Volume : 593 AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 15:15 PM Peak Volume : 650 PM Peak Hour Factor : 0.86

**27-Aug-14**

**Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	17	19	22	27	24	66	90	170	115	130	132
30	15	12	17	17	25	44	87	137	143	116	130	102
45	18	16	18	36	26	51	118	132	125	99	145	136
00	19	15	30	33	45	56	80	129	116	121	139	141
<b>Hr Total</b>	<b>82</b>	<b>60</b>	<b>84</b>	<b>108</b>	<b>123</b>	<b>175</b>	<b>351</b>	<b>488</b>	<b>554</b>	<b>451</b>	<b>544</b>	<b>511</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	126	141	151	176	182	128	99	78	74	41	36
30	134	122	133	161	163	156	133	121	76	45	34	24
45	146	145	134	177	169	157	131	86	75	50	40	26
00	131	121	153	174	173	149	124	73	61	42	26	19
<b>Hr Total</b>	<b>553</b>	<b>514</b>	<b>561</b>	<b>663</b>	<b>681</b>	<b>644</b>	<b>516</b>	<b>379</b>	<b>290</b>	<b>211</b>	<b>141</b>	<b>105</b>

24 Hour Total : 8,789  
 AM Peak Hour begins : 7:30 AM Peak Volume : 574 AM Peak Hour Factor : 0.84  
 PM Peak Hour begins : 15:30 PM Peak Volume : 690 PM Peak Hour Factor : 0.98

**27-Aug-14**

**Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	23	31	39	54	113	200	210	297	277	232	260
30	35	17	32	53	81	131	215	297	280	266	227	243
45	33	28	33	80	117	122	275	294	258	224	272	247
00	34	24	47	67	130	196	206	272	264	243	280	273
<b>Hr Total</b>	<b>142</b>	<b>92</b>	<b>143</b>	<b>239</b>	<b>382</b>	<b>562</b>	<b>896</b>	<b>1,073</b>	<b>1,099</b>	<b>1,010</b>	<b>1,011</b>	<b>1,023</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	259	242	262	288	337	314	250	174	146	143	69	57
30	232	249	259	350	312	310	239	197	142	82	49	37
45	264	254	257	322	340	299	219	163	140	102	75	38
00	254	255	307	329	324	283	213	132	102	78	51	26
<b>Hr Total</b>	<b>1,009</b>	<b>1,000</b>	<b>1,085</b>	<b>1,289</b>	<b>1,313</b>	<b>1,206</b>	<b>921</b>	<b>666</b>	<b>530</b>	<b>405</b>	<b>244</b>	<b>158</b>

24 Hour Total : 17,498  
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,160 AM Peak Hour Factor : 0.98  
 PM Peak Hour begins : 15:15 PM Peak Volume : 1,338 PM Peak Hour Factor : 0.96

# Roadway Count Summary

Start Date : August 28, 2014  
 Stop Date : August 28, 2014  
 County : Hernando  
 Location : SR 50 east of Lockhart Rd

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 8E+05

## 28-Aug-14

### Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	7	17	35	74	125	138	144	138	179	142
30	19	11	12	16	43	76	141	152	173	125	124	142
45	16	6	15	32	74	76	148	147	130	125	140	157
00	11	10	16	30	91	114	150	184	161	134	128	154
<b>Hr Total</b>	<b>67</b>	<b>39</b>	<b>50</b>	<b>95</b>	<b>243</b>	<b>340</b>	<b>564</b>	<b>621</b>	<b>608</b>	<b>522</b>	<b>571</b>	<b>595</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	125	139	151	131	128	116	81	77	41	21	21
30	155	133	135	177	188	156	127	86	64	50	29	19
45	137	139	149	164	156	147	106	69	68	57	20	10
00	127	143	108	138	174	142	84	71	48	44	38	11
<b>Hr Total</b>	<b>551</b>	<b>540</b>	<b>531</b>	<b>630</b>	<b>649</b>	<b>573</b>	<b>433</b>	<b>307</b>	<b>257</b>	<b>192</b>	<b>108</b>	<b>61</b>

24 Hour Total : 9,147  
 AM Peak Hour begins : 7:30 AM Peak Volume : 648 AM Peak Hour Factor : 0.88  
 PM Peak Hour begins : 16:00 PM Peak Volume : 649 PM Peak Hour Factor : 0.86

## 28-Aug-14

### Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	16	10	25	22	28	65	91	151	147	109	130
30	24	4	15	23	17	52	87	149	155	156	128	124
45	24	22	18	30	31	52	139	138	119	124	134	138
00	17	12	32	39	35	58	100	165	136	132	137	149
<b>Hr Total</b>	<b>93</b>	<b>54</b>	<b>75</b>	<b>117</b>	<b>105</b>	<b>190</b>	<b>391</b>	<b>543</b>	<b>561</b>	<b>559</b>	<b>508</b>	<b>541</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	143	156	129	166	179	172	128	109	86	57	47	33
30	150	132	120	177	199	185	148	126	74	60	49	28
45	140	133	164	199	160	172	120	93	83	53	36	26
00	132	122	155	181	161	175	115	87	63	48	44	24
<b>Hr Total</b>	<b>565</b>	<b>543</b>	<b>568</b>	<b>723</b>	<b>699</b>	<b>704</b>	<b>511</b>	<b>415</b>	<b>306</b>	<b>218</b>	<b>176</b>	<b>111</b>

24 Hour Total : 9,276  
 AM Peak Hour begins : 7:30 AM Peak Volume : 609 AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 15:30 PM Peak Volume : 758 PM Peak Hour Factor : 0.95

## 28-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	28	17	42	57	102	190	229	295	285	288	272
30	43	15	27	39	60	128	228	301	328	281	252	266
45	40	28	33	62	105	128	287	285	249	249	274	295
00	28	22	48	69	126	172	250	349	297	266	265	303
<b>Hr Total</b>	<b>160</b>	<b>93</b>	<b>125</b>	<b>212</b>	<b>348</b>	<b>530</b>	<b>955</b>	<b>1,164</b>	<b>1,169</b>	<b>1,081</b>	<b>1,079</b>	<b>1,136</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	275	281	268	317	310	300	244	190	163	98	68	54
30	305	265	255	354	387	341	275	212	138	110	78	47
45	277	272	313	363	316	319	226	162	151	110	56	36
00	259	265	263	319	335	317	199	158	111	92	82	35
<b>Hr Total</b>	<b>1,116</b>	<b>1,083</b>	<b>1,099</b>	<b>1,353</b>	<b>1,348</b>	<b>1,277</b>	<b>944</b>	<b>722</b>	<b>563</b>	<b>410</b>	<b>284</b>	<b>172</b>

24 Hour Total : 18,423  
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,257 AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 15:30 PM Peak Volume : 1,379 PM Peak Hour Factor : 0.89



# Roadway Count Summary

Start Date : August 26, 2014  
 Stop Date : August 26, 2014  
 County : Hernando  
 Location : SR 50 west of Lockhart Rd

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 825147 / 825148

**26-Aug-14**

**Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	17	3	12	40	97	113	136	95	112	128	146
30	15	11	12	16	60	101	110	187	167	140	125	134
45	20	10	24	20	80	131	150	147	149	110	113	137
00	6	9	18	36	95	146	138	134	171	125	126	144
<b>Hr Total</b>	<b>59</b>	<b>47</b>	<b>57</b>	<b>84</b>	<b>275</b>	<b>475</b>	<b>511</b>	<b>604</b>	<b>582</b>	<b>487</b>	<b>492</b>	<b>561</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	125	139	132	157	139	107	93	56	43	27	23
30	123	100	136	201	162	152	108	72	63	41	32	13
45	136	119	123	143	136	136	112	61	75	38	24	18
00	114	124	123	129	146	114	84	65	63	46	20	21
<b>Hr Total</b>	<b>500</b>	<b>468</b>	<b>521</b>	<b>605</b>	<b>601</b>	<b>541</b>	<b>411</b>	<b>291</b>	<b>257</b>	<b>168</b>	<b>103</b>	<b>73</b>

24 Hour Total : 8,773  
 AM Peak Hour begins : 6:30 AM Peak Volume : 611 AM Peak Hour Factor : 0.82  
 PM Peak Hour begins : 15:15 PM Peak Volume : 630 PM Peak Hour Factor : 0.78

**26-Aug-14**

**Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	14	16	11	29	42	77	100	141	148	114	108
30	19	14	14	20	23	44	86	106	161	128	139	87
45	10	12	10	13	15	33	87	165	152	123	119	134
00	17	11	17	10	29	49	77	156	137	160	105	118
<b>Hr Total</b>	<b>72</b>	<b>51</b>	<b>57</b>	<b>54</b>	<b>96</b>	<b>168</b>	<b>327</b>	<b>527</b>	<b>591</b>	<b>559</b>	<b>477</b>	<b>447</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	124	108	150	180	166	135	92	77	43	34	22
30	126	130	140	187	187	168	116	93	56	49	31	26
45	119	136	163	186	198	156	119	78	63	48	33	23
00	135	134	147	178	175	155	111	86	61	41	44	23
<b>Hr Total</b>	<b>515</b>	<b>524</b>	<b>558</b>	<b>701</b>	<b>740</b>	<b>645</b>	<b>481</b>	<b>349</b>	<b>257</b>	<b>181</b>	<b>142</b>	<b>94</b>

24 Hour Total : 8,613  
 AM Peak Hour begins : 7:30 AM Peak Volume : 623 AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:45 PM Peak Volume : 743 PM Peak Hour Factor : 0.94

**26-Aug-14**

**Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	31	19	23	69	139	190	236	236	260	242	254
30	34	25	26	36	83	145	196	293	328	268	264	221
45	30	22	34	33	95	164	237	312	301	233	232	271
00	23	20	35	46	124	195	215	290	308	285	231	262
<b>Hr Total</b>	<b>131</b>	<b>98</b>	<b>114</b>	<b>138</b>	<b>371</b>	<b>643</b>	<b>838</b>	<b>1,131</b>	<b>1,173</b>	<b>1,046</b>	<b>969</b>	<b>1,008</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	249	247	282	337	305	242	185	133	86	61	43
30	249	230	276	388	349	320	224	165	119	90	63	39
45	255	255	286	329	334	292	231	139	138	86	57	41
00	249	258	270	307	321	269	195	151	124	87	64	44
<b>Hr Total</b>	<b>1,015</b>	<b>992</b>	<b>1,079</b>	<b>1,306</b>	<b>1,341</b>	<b>1,186</b>	<b>892</b>	<b>640</b>	<b>514</b>	<b>349</b>	<b>245</b>	<b>167</b>

24 Hour Total : 17,386  
 AM Peak Hour begins : 8:15 AM Peak Volume : 1,197 AM Peak Hour Factor : 0.91  
 PM Peak Hour begins : 15:15 PM Peak Volume : 1,361 PM Peak Hour Factor : 0.88

# Roadway Count Summary

Start Date : August 27, 2014  
 Stop Date : August 27, 2014  
 County : Hernando  
 Location : SR 50 west of Lockhart Rd

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 825147 / 825148

## 27-Aug-14

### Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	6	10	17	39	94	129	115	126	155	100	115
30	22	5	18	41	55	93	136	177	135	152	92	140
45	17	13	15	37	87	90	163	142	131	120	119	106
00	12	10	14	34	84	165	124	148	154	116	146	118
<b>Hr Total</b>	<b>61</b>	<b>34</b>	<b>57</b>	<b>129</b>	<b>265</b>	<b>442</b>	<b>552</b>	<b>582</b>	<b>546</b>	<b>543</b>	<b>457</b>	<b>479</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	123	118	148	149	128	140	76	67	72	27	17
30	105	126	124	169	159	149	89	73	77	32	16	13
45	106	107	124	150	157	147	90	73	62	52	33	12
00	119	138	146	149	134	125	91	59	38	35	28	9
<b>Hr Total</b>	<b>447</b>	<b>494</b>	<b>512</b>	<b>616</b>	<b>599</b>	<b>549</b>	<b>410</b>	<b>281</b>	<b>244</b>	<b>191</b>	<b>104</b>	<b>51</b>

24 Hour Total : 8,645  
 AM Peak Hour begins : 5:45 AM Peak Volume : 593 AM Peak Hour Factor : 0.90  
 PM Peak Hour begins : 15:15 PM Peak Volume : 617 PM Peak Hour Factor : 0.91

## 27-Aug-14

### Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	15	18	23	23	28	66	105	165	125	150	115
30	16	12	18	16	25	40	86	114	146	117	102	110
45	18	19	20	38	25	39	102	142	111	88	156	128
00	19	12	25	33	41	50	79	133	110	120	147	131
<b>Hr Total</b>	<b>83</b>	<b>58</b>	<b>81</b>	<b>110</b>	<b>114</b>	<b>157</b>	<b>333</b>	<b>494</b>	<b>532</b>	<b>450</b>	<b>555</b>	<b>484</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	143	129	151	188	164	137	107	68	74	40	34
30	134	107	136	174	153	151	132	96	83	52	42	25
45	143	157	148	197	209	169	121	86	74	49	27	27
00	135	117	149	172	195	130	133	80	56	34	25	20
<b>Hr Total</b>	<b>546</b>	<b>524</b>	<b>562</b>	<b>694</b>	<b>745</b>	<b>614</b>	<b>523</b>	<b>369</b>	<b>281</b>	<b>209</b>	<b>134</b>	<b>106</b>

24 Hour Total : 8,758  
 AM Peak Hour begins : 7:30 AM Peak Volume : 586 AM Peak Hour Factor : 0.89  
 PM Peak Hour begins : 16:00 PM Peak Volume : 745 PM Peak Hour Factor : 0.89

## 27-Aug-14

### Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	21	28	40	62	122	195	220	291	280	250	230
30	38	17	36	57	80	133	222	291	281	269	194	250
45	35	32	35	75	112	129	265	284	242	208	275	234
00	31	22	39	67	125	215	203	281	264	236	293	249
<b>Hr Total</b>	<b>144</b>	<b>92</b>	<b>138</b>	<b>239</b>	<b>379</b>	<b>599</b>	<b>885</b>	<b>1,076</b>	<b>1,078</b>	<b>993</b>	<b>1,012</b>	<b>963</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	251	266	247	299	337	292	277	183	135	146	67	51
30	239	233	260	343	312	300	221	169	160	84	58	38
45	249	264	272	347	366	316	211	159	136	101	60	39
00	254	255	295	321	329	255	224	139	94	69	53	29
<b>Hr Total</b>	<b>993</b>	<b>1,018</b>	<b>1,074</b>	<b>1,310</b>	<b>1,344</b>	<b>1,163</b>	<b>933</b>	<b>650</b>	<b>525</b>	<b>400</b>	<b>238</b>	<b>157</b>

24 Hour Total : 17,403  
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,147 AM Peak Hour Factor : 0.99  
 PM Peak Hour begins : 15:15 PM Peak Volume : 1,348 PM Peak Hour Factor : 0.97

# Roadway Count Summary

Start Date : August 28, 2014  
 Stop Date : August 28, 2014  
 County : Hernando  
 Location : SR 50 west of Lockhart Rd

Start Time : 00:00  
 Stop Time : 24:00  
 Station Number : 825147 / 825148

**28-Aug-14** **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	10	7	17	32	83	125	136	140	140	177	158
30	18	11	12	17	44	74	135	157	176	137	120	132
45	18	6	15	33	79	111	149	145	132	121	127	144
00	9	10	17	32	84	125	146	176	156	138	132	145
<b>Hr Total</b>	<b>63</b>	<b>37</b>	<b>51</b>	<b>99</b>	<b>239</b>	<b>393</b>	<b>555</b>	<b>614</b>	<b>604</b>	<b>536</b>	<b>556</b>	<b>579</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	129	146	152	137	119	111	81	71	44	24	23
30	145	133	129	172	187	158	116	81	69	49	27	20
45	141	138	149	156	137	143	105	69	59	56	22	11
00	121	128	111	127	164	136	81	75	51	42	35	12
<b>Hr Total</b>	<b>546</b>	<b>528</b>	<b>535</b>	<b>607</b>	<b>625</b>	<b>556</b>	<b>413</b>	<b>306</b>	<b>250</b>	<b>191</b>	<b>108</b>	<b>66</b>

24 Hour Total : 9,057  
 AM Peak Hour begins : 7:30 AM Peak Volume : 637 AM Peak Hour Factor : 0.91  
 PM Peak Hour begins : 16:00 PM Peak Volume : 625 PM Peak Hour Factor : 0.84

**28-Aug-14** **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	18	11	30	22	31	64	88	148	153	119	129
30	21	3	19	19	18	48	93	136	159	160	121	129
45	26	23	15	28	25	42	135	146	136	112	133	139
00	16	11	29	36	30	45	93	164	115	131	145	137
<b>Hr Total</b>	<b>87</b>	<b>55</b>	<b>74</b>	<b>113</b>	<b>95</b>	<b>166</b>	<b>385</b>	<b>534</b>	<b>558</b>	<b>556</b>	<b>518</b>	<b>534</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	157	121	180	188	160	124	112	81	59	43	35
30	160	124	122	180	183	189	146	113	71	53	47	26
45	119	123	188	194	192	189	115	84	83	49	37	28
00	141	137	133	189	171	164	111	95	58	45	42	22
<b>Hr Total</b>	<b>555</b>	<b>541</b>	<b>564</b>	<b>743</b>	<b>734</b>	<b>702</b>	<b>496</b>	<b>404</b>	<b>293</b>	<b>206</b>	<b>169</b>	<b>111</b>

24 Hour Total : 9,193  
 AM Peak Hour begins : 7:30 AM Peak Volume : 617 AM Peak Hour Factor : 0.94  
 PM Peak Hour begins : 15:30 PM Peak Volume : 754 PM Peak Hour Factor : 0.97

**28-Aug-14** **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	28	18	47	54	114	189	224	288	293	296	287
30	39	14	31	36	62	122	228	293	335	297	241	261
45	44	29	30	61	104	153	284	291	268	233	260	283
00	25	21	46	68	114	170	239	340	271	269	277	282
<b>Hr Total</b>	<b>150</b>	<b>92</b>	<b>125</b>	<b>212</b>	<b>334</b>	<b>559</b>	<b>940</b>	<b>1,148</b>	<b>1,162</b>	<b>1,092</b>	<b>1,074</b>	<b>1,113</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	274	286	267	332	325	279	235	193	152	103	67	58
30	305	257	251	352	370	347	262	194	140	102	74	46
45	260	261	337	350	329	332	220	153	142	105	59	39
00	262	265	244	316	335	300	192	170	109	87	77	34
<b>Hr Total</b>	<b>1,101</b>	<b>1,069</b>	<b>1,099</b>	<b>1,350</b>	<b>1,359</b>	<b>1,258</b>	<b>909</b>	<b>710</b>	<b>543</b>	<b>397</b>	<b>277</b>	<b>177</b>

24 Hour Total : 18,250  
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,254 AM Peak Hour Factor : 0.92  
 PM Peak Hour begins : 15:30 PM Peak Volume : 1,361 PM Peak Hour Factor : 0.92

**State Road 50  
At  
Cortez Blvd/Jefferson St/Jasmine Dr  
Griffin Rd/Redbud Ln  
Spring Lake Hwy/Mondon Hill Rd  
Lockhart Rd**

**Brooksville, Hernando County, Florida**

**Traffic Data Collection**

- 3 – Day Bi-directional Classification/Speed Counts**
- 3 – Day Bi-directional Volume Approach Counts**
- 4 – 8 hour Turning Movement Counts**

**Prepared By:**

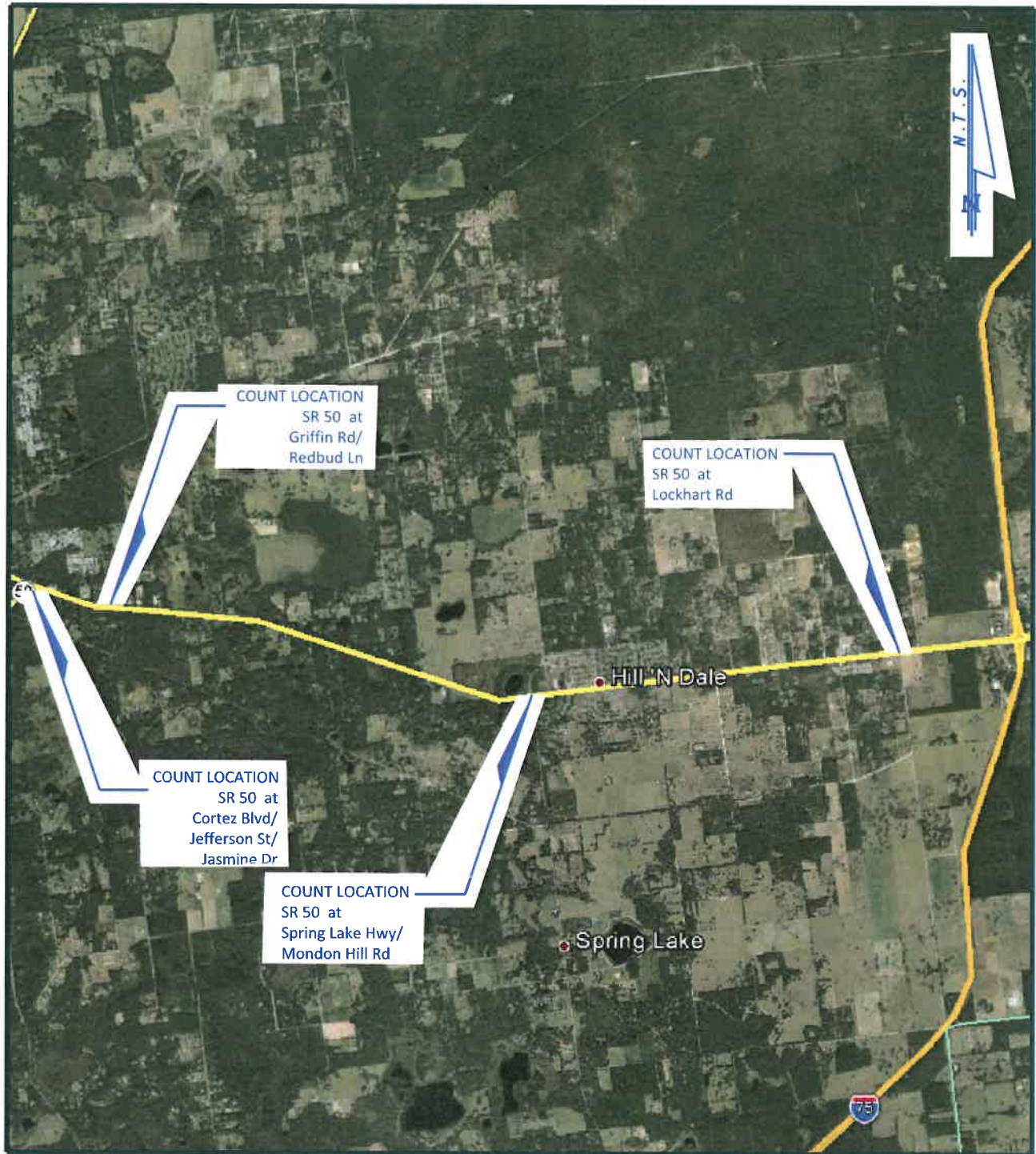
**BAYSIDE  
ENGINEERING**

1104 East Twiggs Street  
Suite 100  
Tampa, FL 33602  
(813)314-0314  
[www.baysideng.com](http://www.baysideng.com)

**Prepared for**

**American Consulting Professionals, LLC**

**August 2014**





# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street

Tampa, FL 33602

File Name : SR 50\_Cortez Blvd\_Jasmine Dr\_Jefferson St

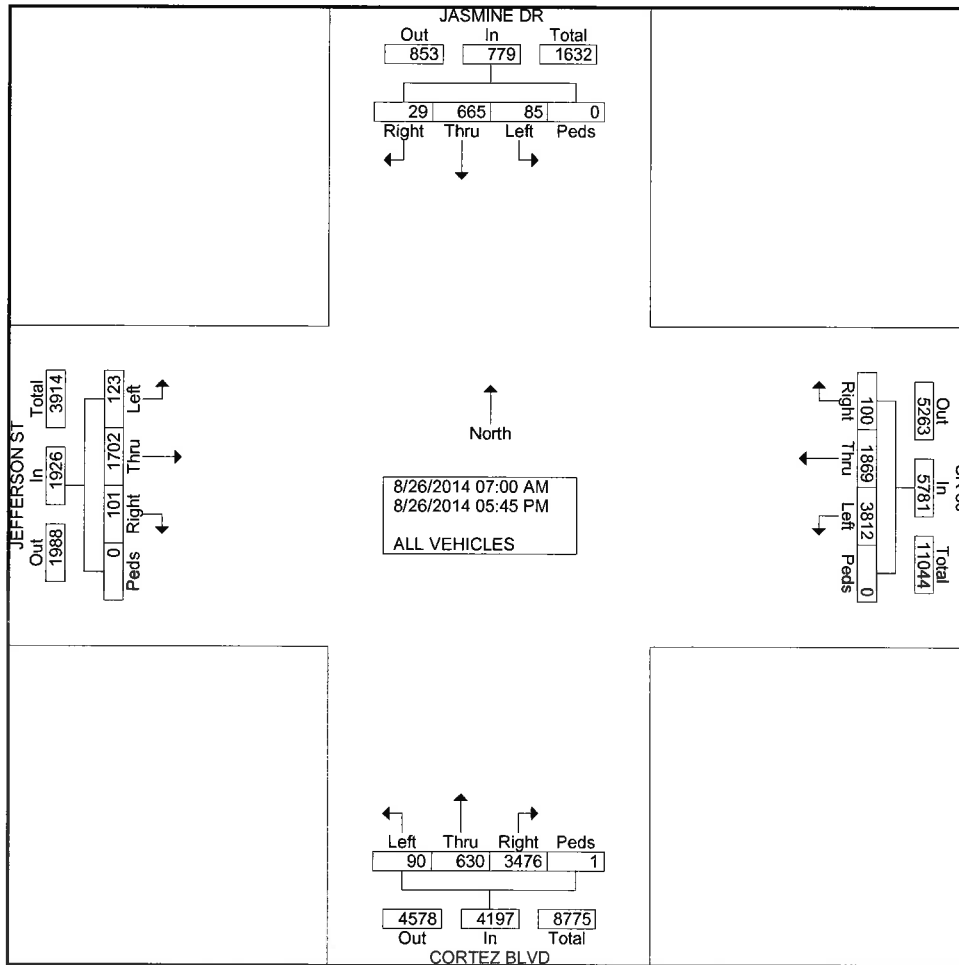
Site Code : 00000000

Start Date : 8/26/2014

Page No : 2

## Groups Printed- ALL VEHICLES

Start Time	JASMINE DR Southbound					SR 50 Westbound					CORTEZ BLVD Northbound					JEFFERSON ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	21	0	0	21	130	64	6	0	200	5	29	141	0	175	2	86	4	0	92	488
05:15 PM	2	11	0	0	13	139	58	1	0	198	2	36	129	0	167	7	69	2	0	78	456
05:30 PM	5	14	2	0	21	129	61	6	0	196	1	21	117	0	139	12	50	2	0	64	420
05:45 PM	2	6	0	0	8	126	72	4	0	202	2	39	132	1	174	5	54	4	0	63	447
<b>Total</b>	<b>9</b>	<b>52</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>524</b>	<b>255</b>	<b>17</b>	<b>0</b>	<b>796</b>	<b>10</b>	<b>125</b>	<b>519</b>	<b>1</b>	<b>655</b>	<b>26</b>	<b>259</b>	<b>12</b>	<b>0</b>	<b>297</b>	<b>1811</b>
<b>Grand Total</b>	<b>85</b>	<b>665</b>	<b>29</b>	<b>0</b>	<b>779</b>	<b>3812</b>	<b>1869</b>	<b>100</b>	<b>0</b>	<b>5781</b>	<b>90</b>	<b>630</b>	<b>3476</b>	<b>1</b>	<b>4197</b>	<b>123</b>	<b>1702</b>	<b>101</b>	<b>0</b>	<b>1926</b>	<b>12683</b>
<b>Apprch %</b>	<b>10.9</b>	<b>85.4</b>	<b>3.7</b>	<b>0</b>		<b>65.9</b>	<b>32.3</b>	<b>1.7</b>	<b>0</b>		<b>2.1</b>	<b>15</b>	<b>82.8</b>	<b>0</b>		<b>6.4</b>	<b>88.4</b>	<b>5.2</b>	<b>0</b>		
<b>Total %</b>	<b>0.7</b>	<b>5.2</b>	<b>0.2</b>	<b>0</b>	<b>6.1</b>	<b>30.1</b>	<b>14.7</b>	<b>0.8</b>	<b>0</b>	<b>45.6</b>	<b>0.7</b>	<b>5</b>	<b>27.4</b>	<b>0</b>	<b>33.1</b>	<b>1</b>	<b>13.4</b>	<b>0.8</b>	<b>0</b>	<b>15.2</b>	



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street

Tampa, FL 33602

File Name : SR 50\_Cortez Blvd\_Jasmine Dr\_Jefferson St

Site Code : 00000000

Start Date : 8/26/2014

Page No : 3

Start Time	JASMINE DR Southbound					SR 50 Westbound					CORTEZ BLVD Northbound					JEFFERSON ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	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	1	43	4	0	48	155	98	2	0	255	2	4	70	0	76	7	43	4	0	54	433
08:00 AM	1	19	1	0	21	132	71	2	0	205	5	9	56	0	70	4	41	0	0	45	341
08:15 AM	2	36	3	0	41	134	87	3	0	224	4	9	106	0	119	2	44	4	0	50	434
08:30 AM	4	22	1	0	27	144	78	2	0	224	3	10	100	0	113	5	44	3	0	52	416
Total Volume	8	120	9	0	137	565	334	9	0	908	14	32	332	0	378	18	172	11	0	201	1624
% App. Total	5.8	87.6	6.6	0		62.2	36.8	1	0		3.7	8.5	87.8	0		9	85.6	5.5	0		
PHF	.500	.698	.563	.000	.714	.911	.852	.750	.000	.890	.700	.800	.783	.000	.794	.643	.977	.688	.000	.931	.935

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	4	17	1	0	22	101	66	2	0	169	2	13	88	0	103	2	39	5	0	46	340
12:00 PM	4	15	0	0	19	84	57	6	0	147	5	18	94	0	117	3	43	1	0	47	330
12:15 PM	3	20	1	0	24	85	36	1	0	122	5	16	107	0	128	2	52	4	0	58	332
12:30 PM	3	20	0	0	23	102	52	0	0	154	4	26	86	0	116	3	41	7	0	51	344
Total Volume	14	72	2	0	88	372	211	9	0	592	16	73	375	0	464	10	175	17	0	202	1346
% App. Total	15.	81.		0		62.	35.	1.5	0		3.4	15.	80.	0		5	86.	8.4	0		
	9	8	2.3	0		8	6					7	8				6				
PHF	.87	.90	.50	.00	.917	.91	.79	.37	.00	.876	.80	.70	.87	.00	.906	.83	.84	.60	.00	.871	.978
	5	0	0	0		2	9	5	0		0	2	6	0		3	1	7	0		

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	2	19	1	0	22	167	56	3	0	226	2	29	114	0	145	6	70	5	0	81	474
03:45 PM	3	20	1	0	24	150	80	7	0	237	8	17	136	0	161	3	68	1	0	72	494
04:00 PM	5	17	0	0	22	139	65	5	0	209	3	34	164	0	201	2	72	2	0	76	508
04:15 PM	2	18	1	0	21	183	50	6	0	239	4	42	151	0	197	4	68	2	0	74	531
Total Volume	12	74	3	0	89	639	251	21	0	911	17	122	565	0	704	15	278	10	0	303	2007
% App. Total	13.5	83.1	3.4	0		70.1	27.6	2.3	0		2.4	17.3	80.3	0		5	91.7	3.3	0		
PHF	.600	.925	.750	.000	.927	.873	.784	.750	.000	.953	.531	.726	.861	.000	.876	.625	.965	.500	.000	.935	.945



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street

Tampa, FL 33602

File Name : SR 50\_Cortez Blvd\_Jasmine Dr\_Jefferson St

Site Code : 00000000

Start Date : 8/26/2014

Page No : 1

Counted by : Ron/Ryan  
Weather : Hot/dry  
Board # : 1320/1324

### Groups Printed- HEAVY VEHICLES / PEDS

Start Time	JASMINE DR Southbound					SR 50 Westbound					CORTEZ BLVD Northbound					JEFFERSON ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	7	2	0	0	9	0	0	10	0	10	0	8	0	0	8	27
07:15 AM	0	0	1	0	1	13	2	0	0	15	0	0	11	0	11	0	7	0	0	7	34
07:30 AM	0	0	0	0	0	7	3	0	0	10	0	0	9	0	9	0	3	1	0	4	23
07:45 AM	0	0	0	0	0	20	4	0	0	24	1	0	5	0	6	0	0	1	0	1	31
Total	0	0	1	0	1	47	11	0	0	58	1	0	35	0	36	0	18	2	0	20	115
08:00 AM	0	0	0	0	0	11	1	0	0	12	1	0	6	0	7	0	2	0	0	2	21
08:15 AM	0	4	0	0	4	15	4	0	0	19	1	0	21	0	22	0	1	2	0	3	48
08:30 AM	0	0	0	0	0	15	4	0	0	19	2	1	17	0	20	0	3	2	0	5	44
08:45 AM	0	0	0	1	1	16	2	1	0	19	0	0	17	0	17	0	0	0	0	0	37
Total	0	4	0	1	5	57	11	1	0	69	4	1	61	0	66	0	6	4	0	10	150
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	8	3	1	0	12	0	0	15	0	15	0	3	3	0	6	33
11:15 AM	0	0	0	0	0	7	1	0	0	8	1	0	20	0	21	0	2	4	0	6	35
11:30 AM	0	1	0	0	1	13	3	0	0	16	0	0	22	0	22	0	1	1	0	2	41
11:45 AM	0	0	0	0	0	12	3	0	0	15	0	0	18	0	18	0	3	1	0	4	37
Total	0	1	0	0	1	40	10	1	0	51	1	0	75	0	76	0	9	9	0	18	146
12:00 PM	2	0	0	0	2	13	4	0	0	17	0	0	12	0	12	0	1	0	0	1	32
12:15 PM	0	0	0	0	0	15	4	0	0	19	0	0	12	0	12	0	5	1	0	6	37
12:30 PM	0	0	0	0	0	14	6	0	0	20	1	0	16	0	17	0	3	1	0	4	41
12:45 PM	0	0	0	0	0	14	0	0	0	14	0	1	8	0	9	0	2	1	0	3	26
Total	2	0	0	0	2	56	14	0	0	70	1	1	48	0	50	0	11	3	0	14	136
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	1	0	1	2	10	2	0	0	12	0	0	13	0	13	0	3	2	0	5	32
02:15 PM	1	0	0	0	1	11	3	0	0	14	2	0	11	0	13	0	11	2	0	13	41
02:30 PM	0	0	0	0	0	6	7	0	0	13	0	0	6	0	6	0	1	0	0	1	20
02:45 PM	0	0	0	0	0	7	3	0	0	10	0	0	8	0	8	0	4	0	0	4	22
Total	1	1	0	1	3	34	15	0	0	49	2	0	38	0	40	0	19	4	0	23	115
03:00 PM	0	0	0	0	0	14	3	0	0	17	1	0	12	0	13	0	1	1	0	2	32
03:15 PM	0	0	0	0	0	15	2	0	0	17	1	0	16	0	17	0	3	0	0	3	37
03:30 PM	0	0	0	0	0	12	1	0	0	13	2	0	8	0	10	0	0	1	0	1	24
03:45 PM	0	0	0	0	0	4	5	0	0	9	0	0	7	0	7	0	1	0	0	1	17
Total	0	0	0	0	0	45	11	0	0	56	4	0	43	0	47	0	5	2	0	7	110
04:00 PM	0	1	0	0	1	12	3	0	0	15	2	0	6	0	8	0	6	0	0	6	30
04:15 PM	0	1	0	0	1	18	4	0	0	22	1	0	7	0	8	0	1	0	0	1	32
04:30 PM	0	0	0	0	0	9	0	0	0	9	1	0	9	0	10	0	1	0	0	1	20
04:45 PM	0	0	0	0	0	5	0	0	0	5	0	0	3	0	3	0	2	0	0	2	10
Total	0	2	0	0	2	44	7	0	0	51	4	0	25	0	29	0	10	0	0	10	92

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street

Tampa, FL 33602

File Name : SR 50\_Cortez Blvd\_Jasmine Dr\_Jefferson St

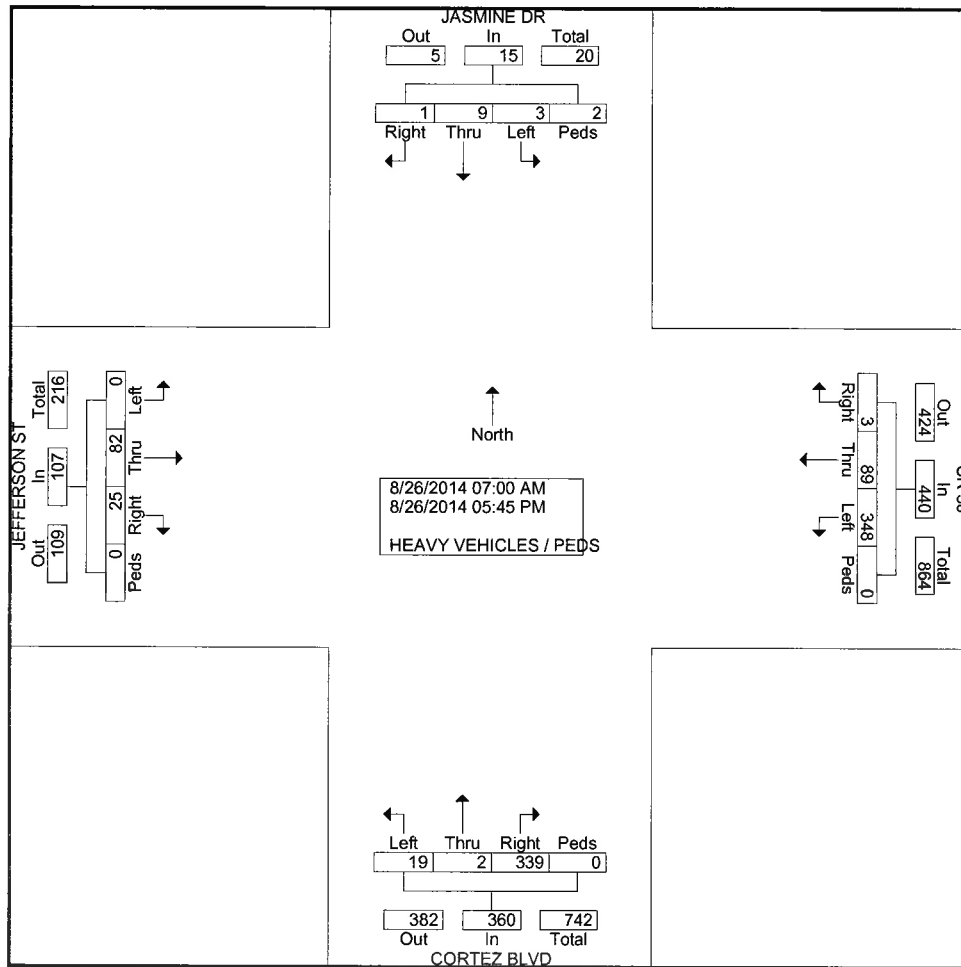
Site Code : 00000000

Start Date : 8/26/2014

Page No : 2

## Groups Printed- HEAVY VEHICLES / PEDS

Start Time	JASMINE DR Southbound					SR 50 Westbound					CORTEZ BLVD Northbound					JEFFERSON ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	0	0	0	7	1	1	0	9	2	0	6	0	8	0	3	1	0	4	21
05:15 PM	0	1	0	0	1	9	4	0	0	13	0	0	1	0	1	0	1	0	0	1	16
05:30 PM	0	0	0	0	0	5	3	0	0	8	0	0	2	0	2	0	0	0	0	0	10
05:45 PM	0	0	0	0	0	4	2	0	0	6	0	0	5	0	5	0	0	0	0	0	11
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>58</b>
<b>Grand Total</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>348</b>	<b>89</b>	<b>3</b>	<b>0</b>	<b>440</b>	<b>19</b>	<b>2</b>	<b>339</b>	<b>0</b>	<b>360</b>	<b>0</b>	<b>82</b>	<b>25</b>	<b>0</b>	<b>107</b>	<b>922</b>
<b>Apprch %</b>	<b>20</b>	<b>60</b>	<b>6.7</b>	<b>13.3</b>		<b>79.1</b>	<b>20.2</b>	<b>0.7</b>	<b>0</b>		<b>5.3</b>	<b>0.6</b>	<b>94.2</b>	<b>0</b>		<b>0</b>	<b>76.6</b>	<b>23.4</b>	<b>0</b>		
<b>Total %</b>	<b>0.3</b>	<b>1</b>	<b>0.1</b>	<b>0.2</b>	<b>1.6</b>	<b>37.7</b>	<b>9.7</b>	<b>0.3</b>	<b>0</b>	<b>47.7</b>	<b>2.1</b>	<b>0.2</b>	<b>36.8</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>8.9</b>	<b>2.7</b>	<b>0</b>	<b>11.6</b>	



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street

Tampa, FL 33602

File Name : SR 50\_Cortez Blvd\_Jasmine Dr\_Jefferson St

Site Code : 00000000

Start Date : 8/26/2014

Page No : 3

Start Time	JASMINE DR Southbound					SR 50 Westbound					CORTEZ BLVD Northbound					JEFFERSON ST Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	20	4	0	0	24	1	0	5	0	6	0	0	1	0	1	31
08:00 AM	0	0	0	0	0	11	1	0	0	12	1	0	6	0	7	0	2	0	0	2	21
08:15 AM	0	4	0	0	4	15	4	0	0	19	1	0	21	0	22	0	1	2	0	3	48
08:30 AM	0	0	0	0	0	15	4	0	0	19	2	1	17	0	20	0	3	2	0	5	44
Total Volume	0	4	0	0	4	61	13	0	0	74	5	1	49	0	55	0	6	5	0	11	144
% App. Total	0	100	0	0		82.4	17.6	0	0		9.1	1.8	89.1	0		0	54.5	45.5	0		
PHF	.000	.250	.000	.000	.250	.763	.813	.000	.000	.771	.625	.250	.583	.000	.625	.000	.500	.625	.000	.550	.750
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	12	3	0	0	15	0	0	18	0	18	0	3	1	0	4	37
12:00 PM	2	0	0	0	2	13	4	0	0	17	0	0	12	0	12	0	1	0	0	1	32
12:15 PM	0	0	0	0	0	15	4	0	0	19	0	0	12	0	12	0	5	1	0	6	37
12:30 PM	0	0	0	0	0	14	6	0	0	20	1	0	16	0	17	0	3	1	0	4	41
Total Volume	2	0	0	0	2	54	17	0	0	71	1	0	59	0	60	0	12	3	0	15	147
% App. Total	100	0	0	0		76.	23.	0	0		1.7	0	98.	0		0	80	20	0		
PHF	.25	.00	.00	.00	.250	.90	.70	.00	.00	.888	.25	.00	.80	.00	.819	.00	.60	.75	.00	.625	.896
	0	0	0	0		0	8	0	0		0	0	6	0		0	0	0	0		
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	12	1	0	0	13	2	0	8	0	10	0	0	1	0	1	24
03:45 PM	0	0	0	0	0	4	5	0	0	9	0	0	7	0	7	0	1	0	0	1	17
04:00 PM	0	1	0	0	1	12	3	0	0	15	2	0	6	0	8	0	6	0	0	6	30
04:15 PM	0	1	0	0	1	18	4	0	0	22	1	0	7	0	8	0	1	0	0	1	32
Total Volume	0	2	0	0	2	46	13	0	0	59	5	0	28	0	33	0	8	1	0	9	103
% App. Total	0	100	0	0		78	22	0	0		15.2	0	84.8	0		0	88.9	11.1	0		
PHF	.000	.500	.000	.000	.500	.639	.650	.000	.000	.670	.625	.000	.875	.000	.825	.000	.333	.250	.000	.375	.805



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street

Tampa, FL 33602

File Name : SR 50\_Cortez Blvd\_Jasmine Dr\_Jefferson St

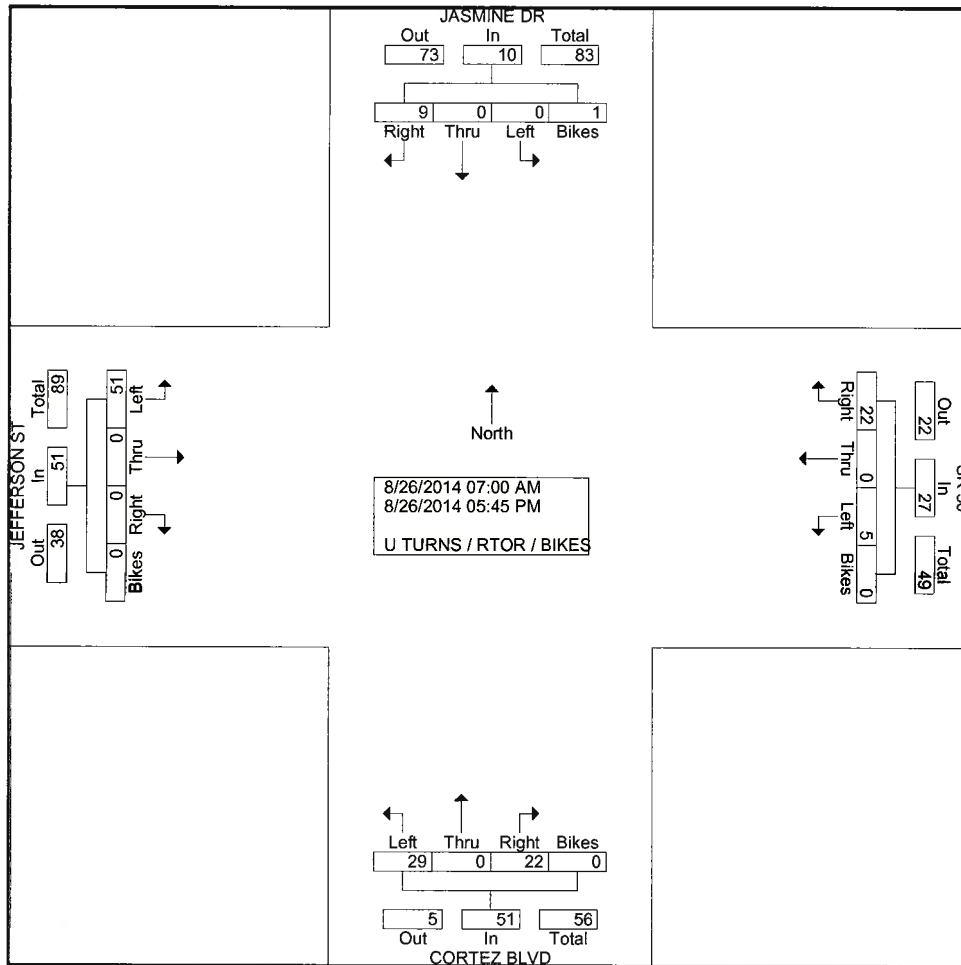
Site Code : 00000000

Start Date : 8/26/2014

Page No : 2

## Groups Printed- U TURNS / RTOR / BIKES

Start Time	JASMINE DR Southbound					SR 50 Westbound					CORTEZ BLVD Northbound					JEFFERSON ST Eastbound					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
05:00 PM	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	3	0	0	0	0	3
05:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2
05:45 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1
Total	0	0	1	1	2	0	0	4	0	4	4	0	0	0	4	6	0	0	0	0	6
Grand Total	0	0	9	1	10	5	0	22	0	27	29	0	22	0	51	51	0	0	0	0	51
Approch %	0	0	90	10		18.5	0	81.5	0		56.9	0	43.1	0		100	0	0	0		139
Total %	0	0	6.5	0.7	7.2	3.6	0	15.8	0	19.4	20.9	0	15.8	0	36.7	36.7	0	0	0	0	36.7



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street

Tampa, FL 33602

File Name : SR 50\_Cortez Blvd\_Jasmine Dr\_Jefferson St

Site Code : 00000000

Start Date : 8/26/2014

Page No : 3

Start Time	JASMINE DR Southbound					SR 50 Westbound					CORTEZ BLVD Northbound					JEFFERSON ST Eastbound					Int. Total	
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total		
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	5
08:00 AM	0	0	0	0	0	0	0	1	0	1	2	0	21	0	23	2	0	0	0	0	2	26
08:15 AM	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	1	0	0	0	0	1	4
08:30 AM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	2	0	0	0	0	2	5
Total Volume	0	0	2	0	2	0	0	4	0	4	4	0	21	0	25	9	0	0	0	0	9	40
% App. Total	0	0	100	0		0	0	100	0		16	0	84	0		100	0	0	0	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.500	.000	.500	.500	.000	.250	.000	.272	.563	.000	.000	.000	.563	.385	
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 11:45 AM																						
11:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3	
12:00 PM	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	1	0	0	0	1	4	
12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	4	
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	5	
Total Volume	0	0	0	0	0	1	0	2	0	3	6	0	0	0	6	7	0	0	0	7	16	
% App. Total	0	0	0	0		33.3	0	66.7	0		100	0	0	0		100	0	0	0			
PHF	.00	.00	.00	.00	.000	.25	.00	.25	.00	.375	.75	.00	.00	.00	.750	.58	.00	.00	.00	.583	.800	
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 03:30 PM																						
03:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	3	
03:45 PM	0	0	0	0	0	0	0	1	0	1	3	0	1	0	4	2	0	0	0	2	7	
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	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3	
Total Volume	0	0	0	0	0	1	0	2	0	3	5	0	1	0	6	5	0	0	0	5	14	
% App. Total	0	0	0	0		33.3	0	66.7	0		83.3	0	16.7	0		100	0	0	0			
PHF	.000	.000	.000	.000	.000	.250	.000	.500	.000	.750	.417	.000	.250	.000	.375	.625	.000	.000	.000	.625	.500	

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

Counted by : Ryan  
Weather : Hot/dry  
Board # : 1324

File Name : SR 50\_Griffin Rd\_Redbud Ln  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 1

### Groups Printed- ALL VEHICLES

Start Time	REDBUD LN Southbound					SR 50 Westbound					GRIFFIN RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	1	0	1	2	115	0	0	117	1	0	0	0	1	1	153	1	0	155	274
07:15 AM	0	0	0	0	0	3	136	0	0	139	2	0	3	0	5	0	149	1	0	150	294
07:30 AM	0	0	2	0	2	1	110	1	1	113	1	0	0	0	1	2	104	0	0	106	222
07:45 AM	1	0	1	0	2	2	156	8	0	166	1	0	0	0	1	2	105	0	0	107	276
Total	1	0	4	0	5	8	517	9	1	535	5	0	3	0	8	5	511	2	0	518	1066
08:00 AM	0	0	0	0	0	2	176	0	0	178	2	1	1	0	4	0	142	3	0	145	327
08:15 AM	0	0	0	0	0	1	201	0	0	202	6	0	1	0	7	1	119	1	0	121	330
08:30 AM	0	0	2	0	2	1	166	0	0	167	3	0	0	0	3	1	119	1	0	121	293
08:45 AM	1	0	1	0	2	1	147	0	0	148	2	0	0	0	2	1	130	0	0	131	283
Total	1	0	3	0	4	5	690	0	0	695	13	1	2	0	16	3	510	5	0	518	1233
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	1	0	3	0	4	3	141	0	0	144	0	0	0	0	0	4	119	3	0	126	274
11:15 AM	0	0	3	0	3	2	131	0	0	133	0	0	1	0	1	5	163	3	0	171	308
11:30 AM	0	0	0	0	0	2	135	2	0	139	4	0	0	0	4	6	147	2	0	155	298
11:45 AM	0	0	0	0	0	1	132	1	0	134	1	0	3	0	4	3	157	4	0	164	302
Total	1	0	6	0	7	8	539	3	0	550	5	0	4	0	9	18	586	12	0	616	1182
12:00 PM	1	0	5	0	6	3	158	0	0	161	0	1	2	0	3	5	149	0	0	154	324
12:15 PM	0	0	0	0	0	1	148	0	0	149	1	0	3	0	4	5	136	1	0	142	295
12:30 PM	0	1	1	0	2	1	168	1	0	170	2	0	0	0	2	2	157	0	0	159	333
12:45 PM	0	0	2	0	2	1	119	0	0	120	2	0	0	0	2	4	133	0	0	137	261
Total	1	1	8	0	10	6	593	1	0	600	5	1	5	0	11	16	575	1	0	592	1213
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	1	0	0	0	1	0	124	0	0	124	0	0	3	0	3	3	131	5	0	139	267
02:15 PM	1	0	0	0	1	1	136	1	0	138	2	0	1	0	3	2	147	4	0	153	295
02:30 PM	0	0	2	0	2	0	135	0	0	135	2	0	1	0	3	4	137	2	0	143	283
02:45 PM	0	0	0	0	0	4	148	2	0	154	2	0	0	0	2	2	149	7	0	158	314
Total	2	0	2	0	4	5	543	3	0	551	6	0	5	0	11	11	564	18	0	593	1159
03:00 PM	0	0	3	0	3	0	150	0	0	150	2	0	0	0	2	5	202	0	0	207	362
03:15 PM	1	0	1	0	2	0	195	0	0	195	0	0	3	0	3	4	190	3	0	197	397
03:30 PM	0	0	1	0	1	4	195	1	0	200	1	0	1	0	2	6	180	2	0	188	391
03:45 PM	0	0	1	0	1	0	212	1	0	213	6	0	2	0	8	4	144	1	0	149	371
Total	1	0	6	0	7	4	752	2	0	758	9	0	6	0	15	19	716	6	0	741	1521
04:00 PM	0	0	1	0	1	0	221	0	0	221	4	0	1	0	5	16	194	1	0	211	438
04:15 PM	0	0	0	0	0	2	186	0	0	188	4	0	0	0	4	4	203	3	0	210	402
04:30 PM	1	0	1	0	2	1	188	0	0	189	1	0	2	0	3	3	217	5	0	225	419
04:45 PM	3	0	1	0	4	4	179	0	0	183	1	0	0	0	1	2	186	2	0	190	378
Total	4	0	3	0	7	7	774	0	0	781	10	0	3	0	13	25	800	11	0	836	1637

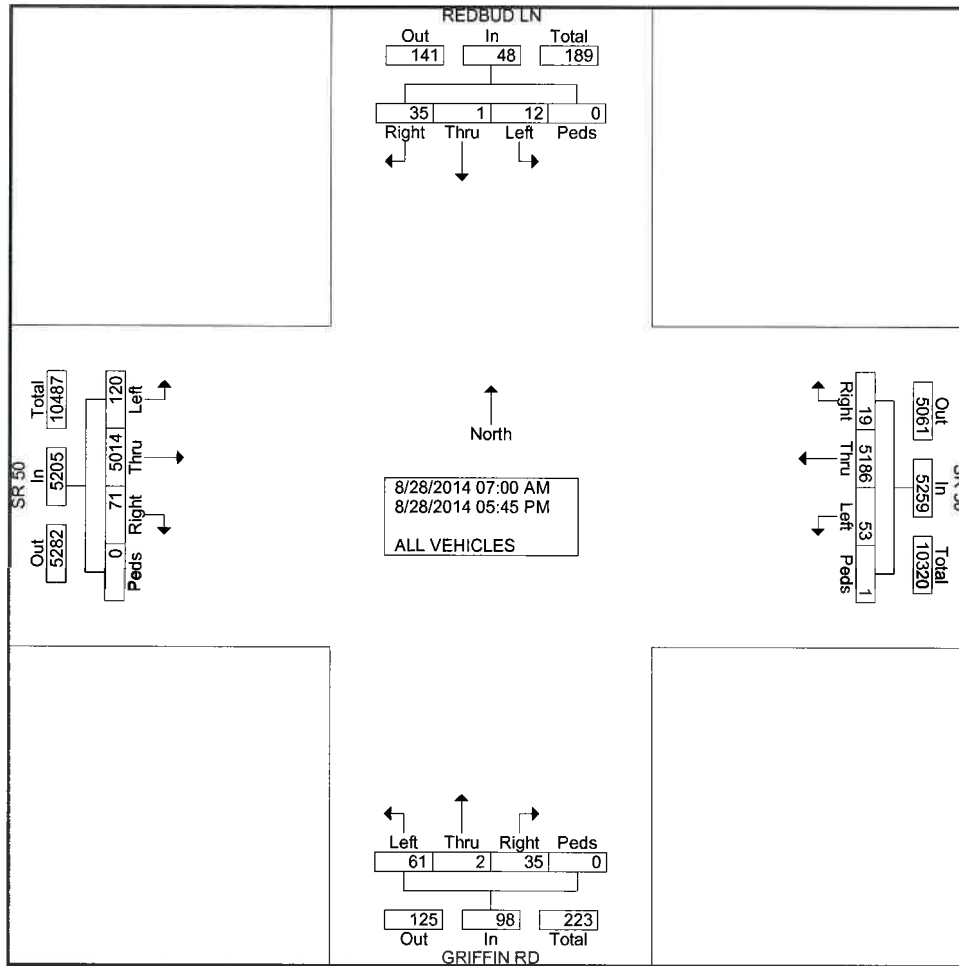
# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Griffin Rd\_Redbud Ln  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 2

## Groups Printed- ALL VEHICLES

Start Time	REDBUD LN Southbound					SR 50 Westbound					GRIFFIN RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	1	0	0	0	1	6	183	0	0	189	1	0	1	0	2	5	181	3	0	189	381
05:15 PM	0	0	2	0	2	1	197	1	0	199	2	0	1	0	3	5	203	4	0	212	416
05:30 PM	0	0	1	0	1	2	202	0	0	204	2	0	3	0	5	8	194	6	0	208	418
05:45 PM	0	0	0	0	0	1	196	0	0	197	3	0	2	0	5	5	174	3	0	182	384
Total	1	0	3	0	4	10	778	1	0	789	8	0	7	0	15	23	752	16	0	791	1599
Grand Total	12	1	35	0	48	53	5186	19	1	5259	61	2	35	0	98	120	5014	71	0	5205	10610
Apprch %	25	2.1	72.9	0		1	98.6	0.4	0		62.2	2	35.7	0		2.3	96.3	1.4	0		
Total %	0.1	0	0.3	0	0.5	0.5	48.9	0.2	0	49.6	0.6	0	0.3	0	0.9	1.1	47.3	0.7	0	49.1	





# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Griffin Rd\_Redbud Ln  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 3

Start Time	REDBUD LN Southbound					SR 50 Westbound					GRIFFIN RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	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	2	176	0	0	178	2	1	1	0	4	0	142	3	0	145	327
08:15 AM	0	0	0	0	0	1	201	0	0	202	6	0	1	0	7	1	119	1	0	121	330
08:30 AM	0	0	2	0	2	1	166	0	0	167	3	0	0	0	3	1	119	1	0	121	293
08:45 AM	1	0	1	0	2	1	147	0	0	148	2	0	0	0	2	1	130	0	0	131	283
Total Volume	1	0	3	0	4	5	690	0	0	695	13	1	2	0	16	3	510	5	0	518	1233
% App. Total	25	0	75	0		0.7	99.3	0	0		81.2	6.2	12.5	0		0.6	98.5	1	0		
PHF	.250	.000	.375	.000	.500	.625	.858	.000	.000	.860	.542	.250	.500	.000	.571	.750	.898	.417	.000	.893	.934

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	1	132	1	0	134	1	0	3	0	4	3	157	4	0	164	302
12:00 PM	1	0	5	0	6	3	158	0	0	161	0	1	2	0	3	5	149	0	0	154	324
12:15 PM	0	0	0	0	0	1	148	0	0	149	1	0	3	0	4	5	136	1	0	142	295
12:30 PM	0	1	1	0	2	1	168	1	0	170	2	0	0	0	2	2	157	0	0	159	333
Total Volume	1	1	6	0	8	6	606	2	0	614	4	1	8	0	13	15	599	5	0	619	1254
% App. Total	12.	12.	75	0		1	98.	0.3	0		30.	7.7	61.	0		2.4	96.	0.8	0		
	5	5				7					8		5			8					
PHF	.25	.25	.30	.00	.333	.50	.90	.50	.00	.903	.50	.25	.66	.00	.813	.75	.95	.31	.00	.944	.941
	0	0	0	0		0	2	0	0		0	0	7	0		0	4	3	0		

Peak Hour Analysis From 02:00 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	0	1	0	221	0	0	221	4	0	1	0	5	16	194	1	0	211	438
04:15 PM	0	0	0	0	0	2	186	0	0	188	4	0	0	0	4	4	203	3	0	210	402
04:30 PM	1	0	1	0	2	1	188	0	0	189	1	0	2	0	3	3	217	5	0	225	419
04:45 PM	3	0	1	0	4	4	179	0	0	183	1	0	0	0	1	2	186	2	0	190	378
Total Volume	4	0	3	0	7	7	774	0	0	781	10	0	3	0	13	25	800	11	0	836	1637
% App. Total	57.1	0	42.9	0		0.9	99.1	0	0		76.9	0	23.1	0		3	95.7	1.3	0		
PHF	.333	.000	.750	.000	.438	.438	.876	.000	.000	.883	.625	.000	.375	.000	.650	.391	.922	.550	.000	.929	.934

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

Counted by : Ryan  
Weather : Hot/dry  
Board # : 1324

File Name : SR 50\_Griffin Rd\_Redbud Ln  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 1

## Groups Printed- HEAVY VEHICLES / PEDS

Start Time	REDBUD LN Southbound					SR 50 Westbound					GRIFFIN RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	22	0	0	22	37
07:15 AM	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	13	0	0	13	30
07:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	22
07:45 AM	0	0	0	0	0	1	18	1	0	20	0	0	0	0	0	0	6	0	0	6	26
<b>Total</b>	0	0	0	0	0	2	57	1	0	60	0	0	0	0	0	0	55	0	0	55	115
08:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	26
08:15 AM	0	0	0	0	0	0	25	0	0	25	1	0	0	0	1	0	12	0	0	12	38
08:30 AM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	12	0	0	12	37
08:45 AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	18	0	0	18	37
<b>Total</b>	0	0	0	0	0	0	81	0	0	81	1	0	0	0	1	0	56	0	0	56	138
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	20	0	0	20	35
11:15 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	16	0	0	16	30
11:30 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	21	0	0	21	34
11:45 AM	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	23	0	0	23	38
<b>Total</b>	0	0	0	0	0	0	56	1	0	57	0	0	0	0	0	0	80	0	0	80	137
12:00 PM	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	0	18	0	0	18	31
12:15 PM	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	17	0	0	17	33
12:30 PM	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	0	15	0	0	15	46
12:45 PM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	24
<b>Total</b>	0	0	2	0	2	1	68	1	0	70	0	0	0	0	0	0	62	0	0	62	134
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	26
02:15 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	21	1	0	22	42
02:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	17	0	0	17	26
02:45 PM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	11	0	0	11	30
<b>Total</b>	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	0	62	1	0	63	124
03:00 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	27
03:15 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	17	0	0	17	39
03:30 PM	0	0	0	0	0	0	19	0	0	19	0	0	1	0	1	0	9	0	0	9	29
03:45 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	17
<b>Total</b>	0	0	0	0	0	0	61	0	0	61	0	0	1	0	1	0	50	0	0	50	112
04:00 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	10	0	0	10	30
04:15 PM	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	18	0	0	18	31
04:30 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	19	1	0	20	33
04:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	17
<b>Total</b>	0	0	0	0	0	1	55	0	0	56	0	0	0	0	0	0	54	1	0	55	111

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Griffin Rd\_Redbud Ln

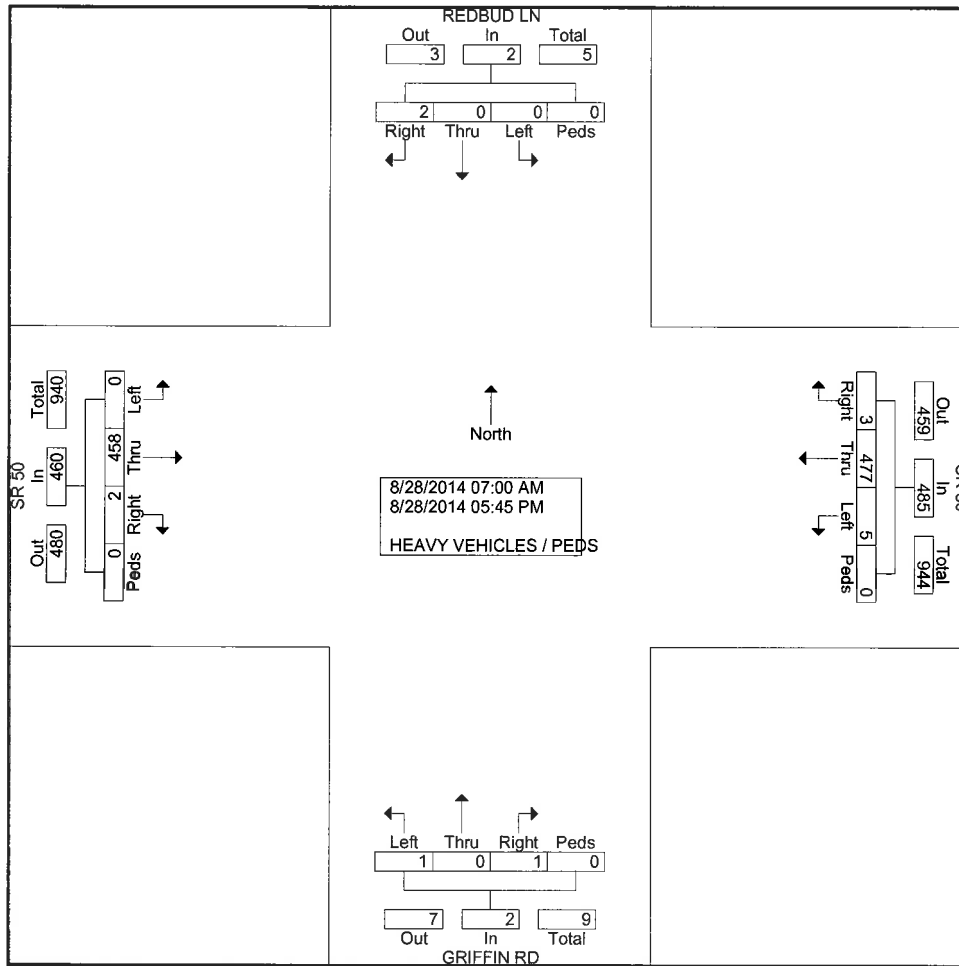
Site Code : 00000000

Start Date : 8/28/2014

Page No : 2

## Groups Printed- HEAVY VEHICLES / PEDS

Start Time	REDBUD LN Southbound					SR 50 Westbound					GRIFFIN RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	12	0	0	12	22
05:15 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	20
05:30 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	8	0	0	8	21
05:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	15
Total	0	0	0	0	0	1	38	0	0	39	0	0	0	0	0	0	39	0	0	39	78
Grand Total	0	0	2	0	2	5	477	3	0	485	1	0	1	0	2	0	458	2	0	460	949
Apprch %	0	0	100	0		1	98.4	0.6	0		50	0	50	0		0	99.6	0.4	0		
Total %	0	0	0.2	0	0.2	0.5	50.3	0.3	0	51.1	0.1	0	0.1	0	0.2	0	48.3	0.2	0	48.5	



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Griffin Rd\_Redbud Ln  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 3

Start Time	REDBUD LN Southbound					SR 50 Westbound					GRIFFIN RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 08:00 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	12	0	0	12	0	0	0	0	0	0	14	0	0	14	26
08:15 AM	0	0	0	0	0	0	25	0	0	25	1	0	0	0	1	0	12	0	0	12	38
08:30 AM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	12	0	0	12	37
08:45 AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	18	0	0	18	37
Total Volume	0	0	0	0	0	0	81	0	0	81	1	0	0	0	1	0	56	0	0	56	138
% App. Total	0	0	0	0	0	0	100	0	0	100	100	0	0	0	100	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.810	.000	.000	.810	.250	.000	.000	.000	.250	.000	.778	.000	.000	.778	.908

Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	23	0	0	23	38
12:00 PM	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	0	18	0	0	18	31
12:15 PM	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	17	0	0	17	33
12:30 PM	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	0	15	0	0	15	46
Total Volume	0	0	1	0	1	1	71	2	0	74	0	0	0	0	0	0	73	0	0	73	148
% App. Total	0	0	100	0		1.4	95.9	2.7	0		0	0	0	0		0	100	0	0		
PHF	.00	.00	.25	.00	.250	.25	.59	.50	.00	.597	.00	.00	.00	.00	.000	.00	.79	.00	.00	.793	.804
	0	0	0	0		0	2	0	0		0	0	0	0		0	3	0	0		

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	10	0	0	10	30
04:15 PM	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	18	0	0	18	31
04:30 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	19	1	0	20	33
04:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	17
Total Volume	0	0	0	0	0	1	55	0	0	56	0	0	0	0	0	0	54	1	0	55	111
% App. Total	0	0	0	0	0	1.8	98.2	0	0		0	0	0	0		0	98.2	1.8	0		
PHF	.000	.000	.000	.000	.000	.250	.688	.000	.000	.700	.000	.000	.000	.000	.000	.000	.711	.250	.000	.688	.841

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

Counted by : Ryan  
Weather : Hot/dry  
Board # : 1324

File Name : SR 50\_Griffin Rd\_Redbud Ln  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 1

### Groups Printed- U TURNS / RTOR / BIKES

Start Time	REDBUD LN Southbound					SR 50 Westbound					GRIFFIN RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
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	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8	0	0	0	0	12
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
12:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	4
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	9	0	0	0	0	11
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5	0	0	0	0	7
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
03:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	3	0	0	0	0	7
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	11	0	0	0	0	15
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	18

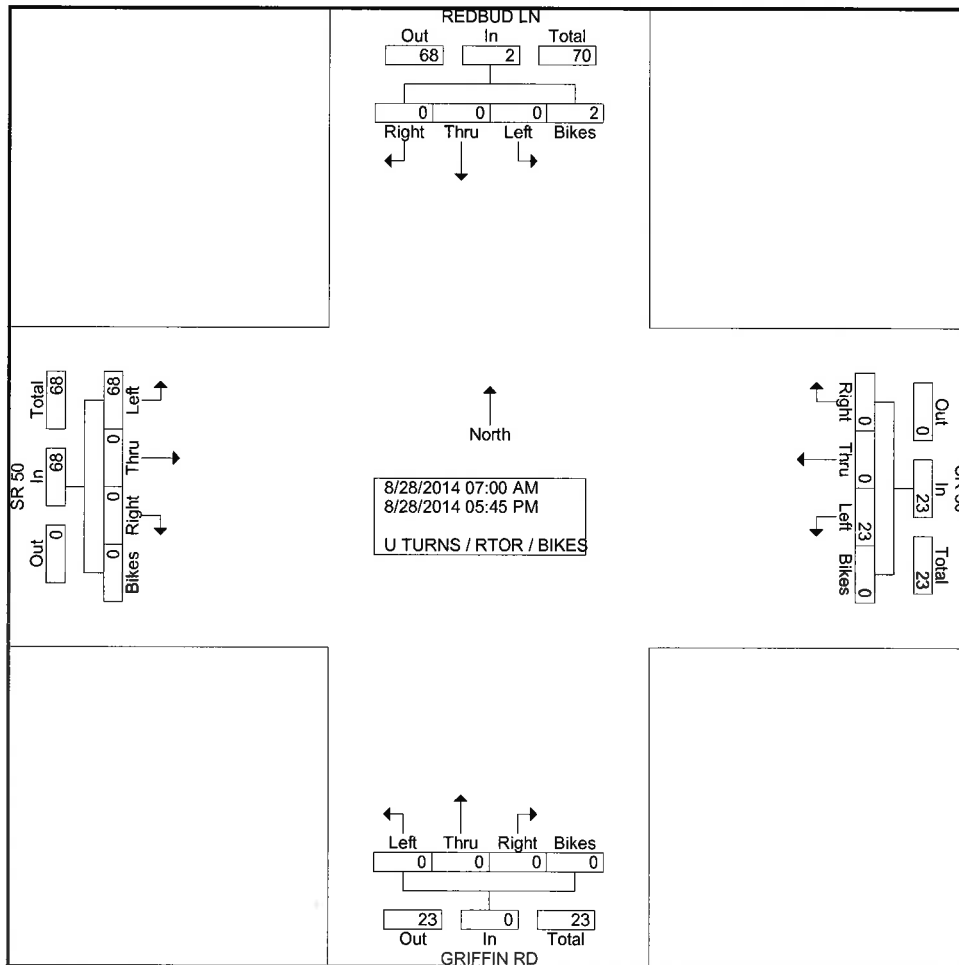
# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Griffin Rd\_Redbud Ln  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 2

## Groups Printed- U TURNS / RTOR / BIKES

Start Time	REDBUD LN Southbound					SR 50 Westbound					GRIFFIN RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
05:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>20</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>93</b>
<b>Apprch %</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>		<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Total %</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>2.2</b>	<b>24.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73.1</b>	



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Griffin Rd\_Redbud Ln  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 3

Start Time	REDBUD LN Southbound					SR 50 Westbound					GRIFFIN RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
Peak Hour Analysis From 08:00 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	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	1.000
Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
12:30 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	2	0	0	0	2	0	0	0	0	0	6	0	0	0	6	8
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.00	.00	.00	.00	.000	.50	.00	.00	.00	.500	.00	.00	.00	.00	.000	.75	.00	.00	.00	.750	.667
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Total Volume	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	18
% App. Total	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.364	.000	.000	.000	.364	.409

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

Counted by : Ron/Ryan  
Weather : Hot/dry  
Board # : 1320/1324

File Name : SR 50\_Spring Lake Hwy\_Mondon Hill Rd  
Site Code : 00000000  
Start Date : 8/27/2014  
Page No : 1

## Groups Printed- ALL VEHICLES

Start Time	MONDON HILL RD Southbound					SR 50 Westbound					SPRING LAKE HWY Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	7	13	11	0	31	11	85	5	0	101	16	4	7	0	27	3	112	19	0	134	293
07:15 AM	9	10	5	0	24	11	108	3	0	122	18	1	18	0	37	0	128	16	0	144	327
07:30 AM	7	13	5	0	25	13	118	4	0	135	39	6	19	0	64	2	126	23	0	151	375
07:45 AM	13	7	9	0	29	11	133	4	0	148	30	4	16	0	50	4	107	15	0	126	353
<b>Total</b>	<b>36</b>	<b>43</b>	<b>30</b>	<b>0</b>	<b>109</b>	<b>46</b>	<b>444</b>	<b>16</b>	<b>0</b>	<b>506</b>	<b>103</b>	<b>15</b>	<b>60</b>	<b>0</b>	<b>178</b>	<b>9</b>	<b>473</b>	<b>73</b>	<b>0</b>	<b>555</b>	<b>1348</b>
08:00 AM	8	8	9	0	25	14	122	8	0	144	34	4	25	0	63	2	84	15	0	101	333
08:15 AM	6	9	13	0	28	9	125	2	0	136	33	5	14	0	52	1	96	12	0	109	325
08:30 AM	8	11	4	0	23	12	108	8	0	128	24	1	17	0	42	3	94	15	0	112	305
08:45 AM	7	2	3	0	12	9	99	4	0	112	19	5	19	0	43	2	96	10	0	108	275
<b>Total</b>	<b>29</b>	<b>30</b>	<b>29</b>	<b>0</b>	<b>88</b>	<b>44</b>	<b>454</b>	<b>22</b>	<b>0</b>	<b>520</b>	<b>110</b>	<b>15</b>	<b>75</b>	<b>0</b>	<b>200</b>	<b>8</b>	<b>370</b>	<b>52</b>	<b>0</b>	<b>430</b>	<b>1238</b>
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 AM	9	1	3	0	13	13	92	10	0	115	16	5	23	0	44	6	76	11	0	93	265
11:15 AM	3	7	2	0	12	8	82	7	0	97	18	3	12	0	33	1	93	21	0	115	257
11:30 AM	3	9	3	0	15	8	96	10	0	114	22	2	12	0	36	3	84	9	0	96	261
11:45 AM	2	8	7	0	17	14	127	6	0	147	20	12	16	0	48	0	79	8	0	87	299
<b>Total</b>	<b>17</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>57</b>	<b>43</b>	<b>397</b>	<b>33</b>	<b>0</b>	<b>473</b>	<b>76</b>	<b>22</b>	<b>63</b>	<b>0</b>	<b>161</b>	<b>10</b>	<b>332</b>	<b>49</b>	<b>0</b>	<b>391</b>	<b>1082</b>
12:00 PM	6	3	3	0	12	10	89	2	0	101	18	2	12	0	32	3	71	11	0	85	230
12:15 PM	5	8	4	0	17	13	106	5	0	124	21	7	11	0	39	2	98	20	0	120	300
12:30 PM	4	3	0	0	7	13	113	12	0	138	18	4	19	0	41	3	85	18	0	106	292
12:45 PM	8	7	2	0	17	9	101	4	0	114	29	9	12	0	50	5	102	10	0	117	298
<b>Total</b>	<b>23</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>53</b>	<b>45</b>	<b>409</b>	<b>23</b>	<b>0</b>	<b>477</b>	<b>86</b>	<b>22</b>	<b>54</b>	<b>0</b>	<b>162</b>	<b>13</b>	<b>356</b>	<b>59</b>	<b>0</b>	<b>428</b>	<b>1120</b>
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
02:00 PM	3	5	2	0	10	19	73	8	0	100	21	6	10	0	37	2	81	10	0	93	240
02:15 PM	5	2	4	0	11	15	123	5	0	143	28	7	12	0	47	5	104	12	0	121	322
02:30 PM	9	8	5	0	22	9	95	7	0	111	19	8	21	0	48	9	107	15	0	131	312
02:45 PM	10	6	0	0	16	13	109	5	0	127	25	6	18	0	49	2	118	19	0	139	331
<b>Total</b>	<b>27</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>59</b>	<b>56</b>	<b>400</b>	<b>25</b>	<b>0</b>	<b>481</b>	<b>93</b>	<b>27</b>	<b>61</b>	<b>0</b>	<b>181</b>	<b>18</b>	<b>410</b>	<b>56</b>	<b>0</b>	<b>484</b>	<b>1205</b>
03:00 PM	2	3	4	0	9	18	104	7	0	129	24	7	17	0	48	7	119	19	0	145	331
03:15 PM	4	6	4	0	14	23	134	11	0	168	22	3	15	0	40	5	134	12	0	151	373
03:30 PM	4	7	8	0	19	20	140	10	0	170	27	6	21	0	54	8	127	20	0	155	398
03:45 PM	1	7	2	0	10	14	154	10	0	178	28	13	25	0	66	4	109	24	0	137	391
<b>Total</b>	<b>11</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>52</b>	<b>75</b>	<b>532</b>	<b>38</b>	<b>0</b>	<b>645</b>	<b>101</b>	<b>29</b>	<b>78</b>	<b>0</b>	<b>208</b>	<b>24</b>	<b>489</b>	<b>75</b>	<b>0</b>	<b>588</b>	<b>1493</b>
04:00 PM	4	4	5	0	13	15	148	7	0	170	30	11	18	0	59	4	138	25	0	167	409
04:15 PM	4	6	2	0	12	25	122	10	0	157	31	8	18	0	57	9	140	20	0	169	395
04:30 PM	5	5	4	0	14	31	142	6	0	179	28	8	31	0	67	6	135	22	0	163	423
04:45 PM	4	9	2	0	15	38	171	17	0	226	42	17	25	0	84	4	128	13	0	145	470
<b>Total</b>	<b>17</b>	<b>24</b>	<b>13</b>	<b>0</b>	<b>54</b>	<b>109</b>	<b>583</b>	<b>40</b>	<b>0</b>	<b>732</b>	<b>131</b>	<b>44</b>	<b>92</b>	<b>0</b>	<b>267</b>	<b>23</b>	<b>541</b>	<b>80</b>	<b>0</b>	<b>644</b>	<b>1697</b>



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Spring Lake Hwy\_Mondon Hill Rd

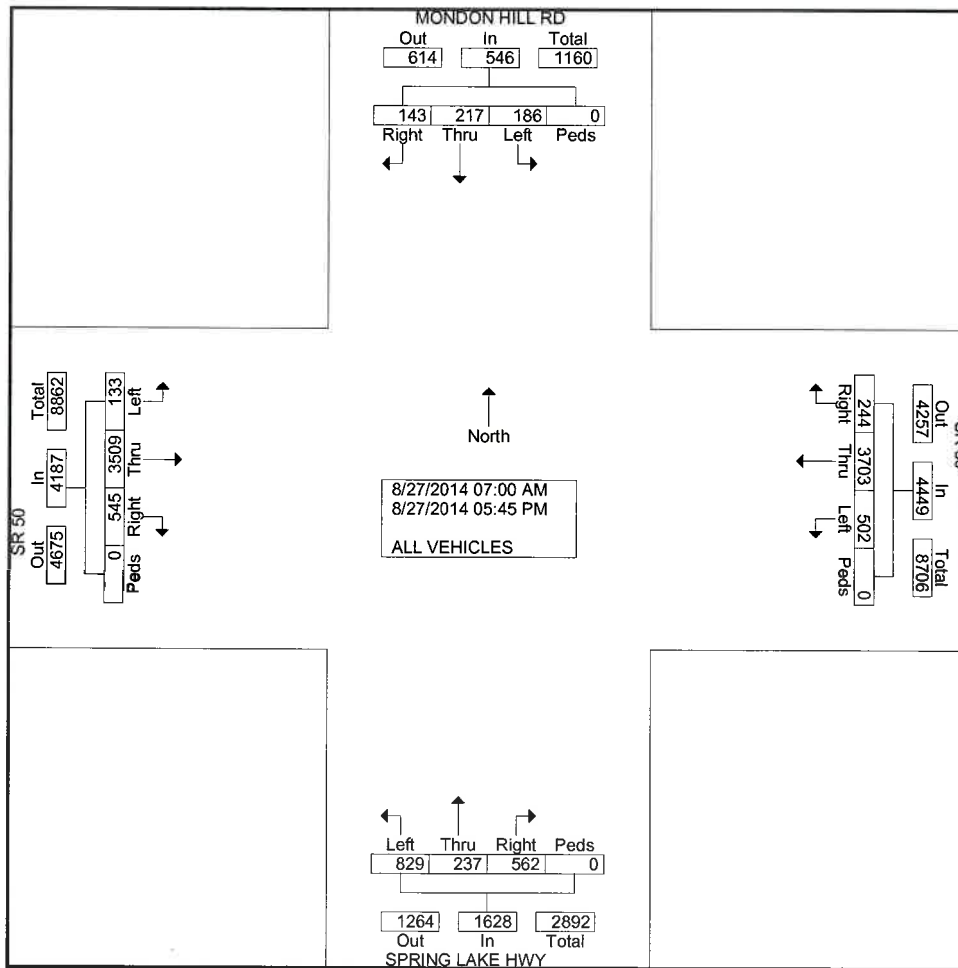
Site Code : 00000000

Start Date : 8/27/2014

Page No : 2

## Groups Printed- ALL VEHICLES

Start Time	MONDON HILL RD Southbound					SR 50 Westbound					SPRING LAKE HWY Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	2	5	4	0	11	28	128	17	0	173	29	11	19	0	59	8	127	31	0	166	409
05:15 PM	9	7	6	0	22	23	127	10	0	160	35	12	13	0	60	7	148	35	0	190	432
05:30 PM	10	12	3	0	25	20	108	9	0	137	39	24	27	0	90	9	131	17	0	157	409
05:45 PM	5	6	5	0	16	13	121	11	0	145	26	16	20	0	62	4	132	18	0	154	377
<b>Total</b>	<b>26</b>	<b>30</b>	<b>18</b>	<b>0</b>	<b>74</b>	<b>84</b>	<b>484</b>	<b>47</b>	<b>0</b>	<b>615</b>	<b>129</b>	<b>63</b>	<b>79</b>	<b>0</b>	<b>271</b>	<b>28</b>	<b>538</b>	<b>101</b>	<b>0</b>	<b>667</b>	<b>1627</b>
<b>Grand Total</b>	<b>186</b>	<b>217</b>	<b>143</b>	<b>0</b>	<b>546</b>	<b>502</b>	<b>3703</b>	<b>244</b>	<b>0</b>	<b>4449</b>	<b>829</b>	<b>237</b>	<b>562</b>	<b>0</b>	<b>1628</b>	<b>133</b>	<b>3509</b>	<b>545</b>	<b>0</b>	<b>4187</b>	<b>10810</b>
<b>Apprch %</b>	<b>34.1</b>	<b>39.7</b>	<b>26.2</b>	<b>0</b>		<b>11.3</b>	<b>83.2</b>	<b>5.5</b>	<b>0</b>		<b>50.9</b>	<b>14.6</b>	<b>34.5</b>	<b>0</b>		<b>3.2</b>	<b>83.8</b>	<b>13</b>	<b>0</b>		
<b>Total %</b>	<b>1.7</b>	<b>2</b>	<b>1.3</b>	<b>0</b>	<b>5.1</b>	<b>4.6</b>	<b>34.3</b>	<b>2.3</b>	<b>0</b>	<b>41.2</b>	<b>7.7</b>	<b>2.2</b>	<b>5.2</b>	<b>0</b>	<b>15.1</b>	<b>1.2</b>	<b>32.5</b>	<b>5</b>	<b>0</b>	<b>38.7</b>	



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street

Tampa, FL 33602

File Name : SR 50\_Spring Lake Hwy\_Mondon Hill Rd

Site Code : 00000000

Start Date : 8/27/2014

Page No : 3

Start Time	MONDON HILL RD Southbound					SR 50 Westbound					SPRING LAKE HWY Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	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	9	10	5	0	24	11	108	3	0	122	18	1	18	0	37	0	128	16	0	144	327
07:30 AM	7	13	5	0	25	13	118	4	0	135	39	6	19	0	64	2	126	23	0	151	375
07:45 AM	13	7	9	0	29	11	133	4	0	148	30	4	16	0	50	4	107	15	0	126	353
08:00 AM	8	8	9	0	25	14	122	8	0	144	34	4	25	0	63	2	84	15	0	101	333
Total Volume	37	38	28	0	103	49	481	19	0	549	121	15	78	0	214	8	445	69	0	522	1388
% App. Total	35.9	36.9	27.2	0		8.9	87.6	3.5	0		56.5	7	36.4	0		1.5	85.2	13.2	0		
PHF	.712	.731	.778	.000	.888	.875	.904	.594	.000	.927	.776	.625	.780	.000	.836	.500	.869	.750	.000	.864	.925

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	2	8	7	0	17	14	127	6	0	147	20	12	16	0	48	0	79	8	0	87	299
12:00 PM	6	3	3	0	12	10	89	2	0	101	18	2	12	0	32	3	71	11	0	85	230
12:15 PM	5	8	4	0	17	13	106	5	0	124	21	7	11	0	39	2	98	20	0	120	300
12:30 PM	4	3	0	0	7	13	113	12	0	138	18	4	19	0	41	3	85	18	0	106	292
Total Volume	17	22	14	0	53	50	435	25	0	510	77	25	58	0	160	8	333	57	0	398	1121
% App. Total	32.	41.	26.	0		9.8	85.	4.9	0		48.	15.	36.	0		2	83.	14.	0		
	1	5	4	0			3				1	6	2				7	3			
PHF	.70	.68	.50	.00	.779	.89	.85	.52	.00	.867	.91	.52	.76	.00	.833	.66	.84	.71	.00	.829	.934
	8	8	0	0		3	6	1	0		7	1	3	0		7	9	3	0		

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	5	5	4	0	14	31	142	6	0	179	28	8	31	0	67	6	135	22	0	163	423
04:45 PM	4	9	2	0	15	38	171	17	0	226	42	17	25	0	84	4	128	13	0	145	470
05:00 PM	2	5	4	0	11	28	128	17	0	173	29	11	19	0	59	8	127	31	0	166	409
05:15 PM	9	7	6	0	22	23	127	10	0	160	35	12	13	0	60	7	148	35	0	190	432
Total Volume	20	26	16	0	62	120	568	50	0	738	134	48	88	0	270	25	538	101	0	664	1734
% App. Total	32.3	41.9	25.8	0		16.3	77	6.8	0		49.6	17.8	32.6	0		3.8	81	15.2	0		
PHF	.556	.722	.667	.000	.705	.789	.830	.735	.000	.816	.798	.706	.710	.000	.804	.781	.909	.721	.000	.874	.922

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

Counted by : Ron/Ryan  
Weather : Hot/dry  
Board # : 1320/1324

File Name : SR 50\_Spring Lake Hwy\_Mondon Hill Rd  
Site Code : 00000000  
Start Date : 8/27/2014  
Page No : 1

### Groups Printed- HEAVY VEHICLES / PEDS

Start Time	MONDON HILL RD Southbound					SR 50 Westbound					SPRING LAKE HWY Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	1	6	1	0	8	1	0	1	0	2	0	16	0	0	16	26
07:15 AM	0	0	0	0	0	1	8	0	0	9	0	0	6	0	6	0	12	1	0	13	28
07:30 AM	0	0	0	0	0	1	15	0	0	16	6	0	0	0	6	1	14	0	0	15	37
07:45 AM	0	0	0	0	0	0	10	0	0	10	1	1	1	0	3	1	11	2	0	14	27
Total	0	0	0	0	0	3	39	1	0	43	8	1	8	0	17	2	53	3	0	58	118
08:00 AM	0	0	0	0	0	2	16	0	0	18	0	0	8	0	8	0	9	0	0	9	35
08:15 AM	0	0	0	0	0	2	22	0	0	24	2	0	0	0	2	0	12	0	0	12	38
08:30 AM	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	0	11	0	0	11	27
08:45 AM	0	0	0	0	0	1	19	0	0	20	1	0	2	0	3	0	13	1	0	14	37
Total	0	0	0	0	0	5	72	0	0	77	4	0	10	0	14	0	45	1	0	46	137
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	2	16	0	0	18	0	0	2	0	2	1	9	1	0	11	31
11:15 AM	0	2	1	0	3	0	10	1	0	11	2	0	1	0	3	0	12	0	0	12	29
11:30 AM	0	1	0	0	1	1	8	0	0	9	1	0	3	0	4	0	13	0	0	13	27
11:45 AM	0	0	0	0	0	1	13	0	0	14	2	0	1	0	3	0	18	0	0	18	35
Total	0	3	1	0	4	4	47	1	0	52	5	0	7	0	12	1	52	1	0	54	122
12:00 PM	1	0	0	0	1	0	9	0	0	9	1	0	1	0	2	1	11	1	0	13	25
12:15 PM	1	0	0	0	1	0	19	1	0	20	0	0	0	0	0	0	9	1	0	10	31
12:30 PM	0	0	0	0	0	1	18	1	0	20	0	0	1	0	1	0	7	1	0	8	29
12:45 PM	1	0	0	0	1	1	16	0	0	17	0	0	2	0	2	0	13	1	0	14	34
Total	3	0	0	0	3	2	62	2	0	66	1	0	4	0	5	1	40	4	0	45	119
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	0	9	0	0	9	20
02:15 PM	0	0	0	0	0	0	18	0	0	18	1	0	1	0	2	0	12	0	0	12	32
02:30 PM	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	1	20	0	0	21	34
02:45 PM	0	0	0	0	0	0	11	0	0	11	0	0	2	0	2	0	16	1	0	17	30
Total	0	0	0	0	0	0	51	1	0	52	1	0	4	0	5	1	57	1	0	59	116
03:00 PM	0	0	0	0	0	0	11	0	0	11	1	1	1	0	3	0	12	2	0	14	28
03:15 PM	0	0	0	0	0	1	12	0	0	13	2	0	2	0	4	0	13	1	0	14	31
03:30 PM	0	0	0	0	0	0	10	0	0	10	1	0	1	0	2	1	7	0	0	8	20
03:45 PM	0	0	0	0	0	2	13	0	0	15	0	0	1	0	1	0	16	2	0	18	34
Total	0	0	0	0	0	3	46	0	0	49	4	1	5	0	10	1	48	5	0	54	113
04:00 PM	0	0	0	0	0	1	18	0	0	19	1	0	2	0	3	0	7	0	0	7	29
04:15 PM	0	0	0	0	0	2	9	0	0	11	0	1	2	0	3	0	8	1	0	9	23
04:30 PM	0	0	0	0	0	1	9	0	0	10	0	0	2	0	2	0	8	0	0	8	20
04:45 PM	0	0	0	0	0	0	15	0	0	15	2	0	1	0	3	0	8	0	0	8	26
Total	0	0	0	0	0	4	51	0	0	55	3	1	7	0	11	0	31	1	0	32	98

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Spring Lake Hwy\_Mondon Hill Rd

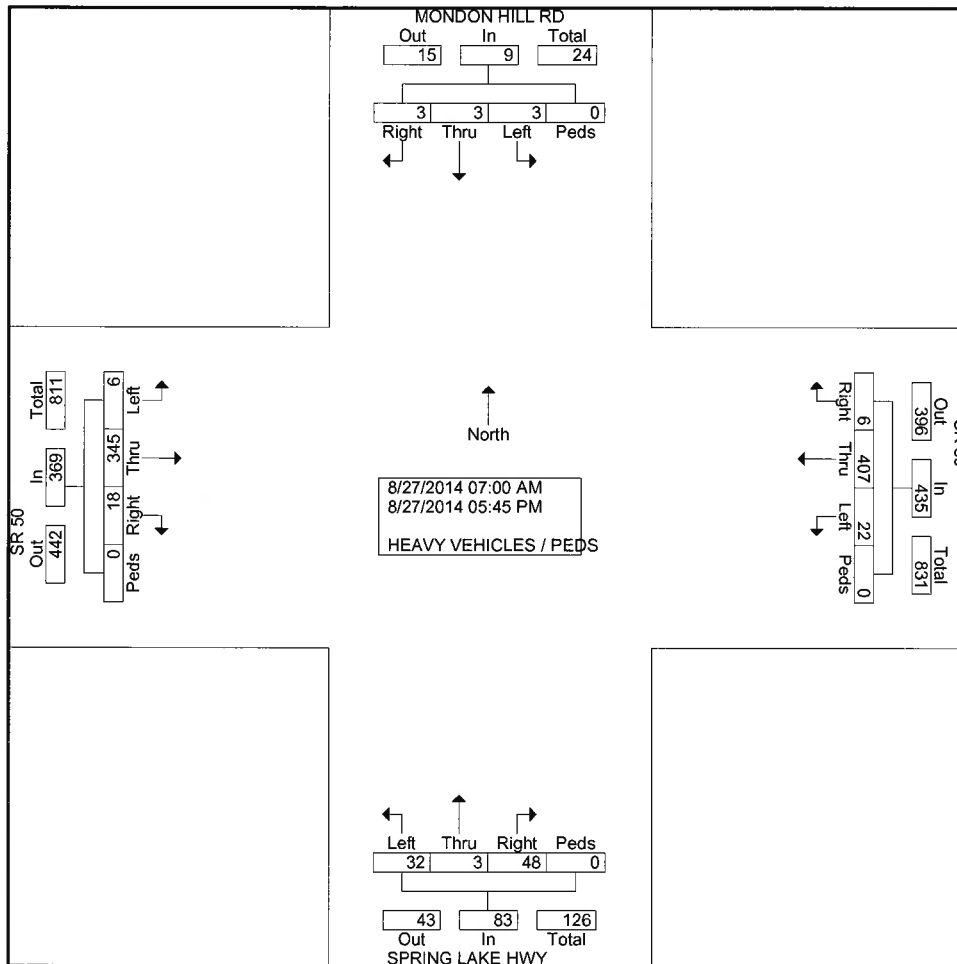
Site Code : 00000000

Start Date : 8/27/2014

Page No : 2

## Groups Printed- HEAVY VEHICLES / PEDS

Start Time	MONDON HILL RD Southbound					SR 50 Westbound					SPRING LAKE HWY Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	0	0	0	1	10	0	0	11	0	0	2	0	2	0	7	0	0	7	20
05:15 PM	0	0	1	0	1	0	11	0	0	11	3	0	0	0	3	0	4	1	0	5	20
05:30 PM	0	0	0	0	0	0	11	1	0	12	3	0	1	0	4	0	3	0	0	3	19
05:45 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	5	1	0	6	14
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>73</b>
<b>Grand Total</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>22</b>	<b>407</b>	<b>6</b>	<b>0</b>	<b>435</b>	<b>32</b>	<b>3</b>	<b>48</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>345</b>	<b>18</b>	<b>0</b>	<b>369</b>	<b>896</b>
<b>Apprch %</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0</b>		<b>5.1</b>	<b>93.6</b>	<b>1.4</b>	<b>0</b>		<b>38.6</b>	<b>3.6</b>	<b>57.8</b>	<b>0</b>		<b>1.6</b>	<b>93.5</b>	<b>4.9</b>	<b>0</b>		
<b>Total %</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>45.4</b>	<b>0.7</b>	<b>0</b>	<b>48.5</b>	<b>3.6</b>	<b>0.3</b>	<b>5.4</b>	<b>0</b>	<b>9.3</b>	<b>0.7</b>	<b>38.5</b>	<b>2</b>	<b>0</b>	<b>41.2</b>	



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street

Tampa, FL 33602

File Name : SR 50\_Spring Lake Hwy\_Mondon Hill Rd

Site Code : 00000000

Start Date : 8/27/2014

Page No : 3

Start Time	MONDON HILL RD Southbound					SR 50 Westbound					SPRING LAKE HWY Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	1	8	0	0	9	0	0	6	0	6	0	12	1	0	13	28
07:30 AM	0	0	0	0	0	1	15	0	0	16	6	0	0	0	6	1	14	0	0	15	37
07:45 AM	0	0	0	0	0	0	10	0	0	10	1	1	1	0	3	1	11	2	0	14	27
08:00 AM	0	0	0	0	0	2	16	0	0	18	0	0	8	0	8	0	9	0	0	9	35
Total Volume	0	0	0	0	0	4	49	0	0	53	7	1	15	0	23	2	46	3	0	51	127
% App. Total	0	0	0	0	0	7.5	92.5	0	0		30.4	4.3	65.2	0		3.9	90.2	5.9	0		
PHF	.000	.000	.000	.000	.000	.500	.766	.000	.000	.736	.292	.250	.469	.000	.719	.500	.821	.375	.000	.850	.858

Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	1	13	0	0	14	2	0	1	0	3	0	18	0	0	18	35
12:00 PM	1	0	0	0	1	0	9	0	0	9	1	0	1	0	2	1	11	1	0	13	25
12:15 PM	1	0	0	0	1	0	19	1	0	20	0	0	0	0	0	0	9	1	0	10	31
12:30 PM	0	0	0	0	0	1	18	1	0	20	0	0	1	0	1	0	7	1	0	8	29
Total Volume	2	0	0	0	2	2	59	2	0	63	3	0	3	0	6	1	45	3	0	49	120
% App. Total	100	0	0	0		3.2	93.7	3.2	0		50	0	50	0		2	91.8	6.1	0		
PHF	.50	.00	.00	.00	.500	.50	.77	.50	.00	.788	.37	.00	.75	.00	.500	.25	.62	.75	.00	.681	.857

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	1	9	0	0	10	0	0	2	0	2	0	8	0	0	8	20
04:45 PM	0	0	0	0	0	0	15	0	0	15	2	0	1	0	3	0	8	0	0	8	26
05:00 PM	0	0	0	0	0	1	10	0	0	11	0	0	2	0	2	0	7	0	0	7	20
05:15 PM	0	0	1	0	1	0	11	0	0	11	3	0	0	0	3	0	4	1	0	5	20
Total Volume	0	0	1	0	1	2	45	0	0	47	5	0	5	0	10	0	27	1	0	28	86
% App. Total	0	0	100	0		4.3	95.7	0	0		50	0	50	0		0	96.4	3.6	0		
PHF	.000	.000	.250	.000	.250	.500	.750	.000	.000	.783	.417	.000	.625	.000	.833	.000	.844	.250	.000	.875	.827

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

Counted by : Ron/Ryan  
Weather : Hot/dry  
Board # : 1320/1324

File Name : SR 50\_Spring Lake Hwy\_Mondon Hill Rd  
Site Code : 00000000  
Start Date : 8/27/2014  
Page No : 1

## Groups Printed- U TURNS / RTOR / BIKES

Start Time	MONDON HILL RD Southbound					SR 50 Westbound					SPRING LAKE HWY Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
07:00 AM	0	0	2	0	2	0	0	3	0	3	0	0	5	0	5	2	0	6	0	8	18
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	10	0	10	0	1	6	0	7	18
07:30 AM	0	0	2	0	2	0	0	1	0	1	0	0	15	0	15	0	0	7	0	7	25
07:45 AM	0	0	4	0	4	0	0	1	0	1	0	0	8	0	8	2	0	4	0	6	19
Total	0	0	9	0	9	0	0	5	0	5	0	0	38	0	38	4	1	23	0	28	80
08:00 AM	0	0	6	0	6	0	0	1	0	1	0	0	16	0	16	0	0	7	0	7	30
08:15 AM	0	0	9	0	9	1	0	2	0	3	0	0	7	0	7	0	0	3	0	3	22
08:30 AM	0	0	3	0	3	0	0	0	0	0	0	0	12	0	12	1	0	4	0	5	20
08:45 AM	0	0	3	0	3	0	0	1	0	1	0	0	13	0	13	0	0	4	0	4	21
Total	0	0	21	0	21	1	0	4	0	5	0	0	48	0	48	1	0	18	0	19	93
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	1	0	1	1	0	1	0	2	0	0	16	0	16	1	0	6	0	7	26
11:15 AM	0	0	1	0	1	1	0	1	0	2	0	0	4	0	4	0	0	5	0	5	12
11:30 AM	0	0	2	0	2	1	0	3	0	4	0	0	8	0	8	0	0	3	0	3	17
11:45 AM	0	0	3	0	3	0	0	5	0	5	0	0	5	0	5	0	0	3	0	3	16
Total	0	0	7	0	7	3	0	10	0	13	0	0	33	0	33	1	0	17	0	18	71
12:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	10	0	10	0	0	4	0	4	16
12:15 PM	0	0	3	0	3	0	0	3	0	3	0	0	6	0	6	0	0	7	0	7	19
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	3	0	3	17
12:45 PM	0	0	1	0	1	1	0	1	0	2	0	0	7	0	7	0	0	5	0	5	15
Total	0	0	6	0	6	1	0	4	0	5	0	0	37	0	37	0	0	19	0	19	67
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	1	0	1	1	0	3	0	4	0	0	8	0	8	0	0	1	0	1	14
02:15 PM	0	0	4	0	4	1	0	1	0	2	0	0	8	0	8	0	0	0	0	0	14
02:30 PM	0	0	2	0	2	0	0	3	0	3	0	0	9	0	9	0	0	0	0	0	14
02:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	12	0	12	0	0	4	0	4	18
Total	0	0	7	0	7	2	0	9	0	11	0	0	37	0	37	0	0	5	0	5	60
03:00 PM	0	0	3	0	3	0	0	5	0	5	0	0	9	0	9	0	0	2	0	2	19
03:15 PM	0	0	3	0	3	2	0	6	0	8	0	0	13	0	13	0	0	0	0	0	24
03:30 PM	0	0	5	0	5	0	0	6	0	6	0	0	17	0	17	1	0	3	0	4	32
03:45 PM	0	0	1	0	1	1	0	3	0	4	0	0	8	0	8	1	0	6	0	7	20
Total	0	0	12	0	12	3	0	20	0	23	0	0	47	0	47	2	0	11	0	13	95
04:00 PM	0	0	3	0	3	1	0	1	0	2	0	0	13	0	13	1	0	5	0	6	24
04:15 PM	0	0	0	0	0	1	0	6	0	7	0	0	10	1	11	0	0	6	0	6	24
04:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	12	0	12	0	0	6	0	6	20
04:45 PM	0	0	1	0	1	2	0	7	0	9	0	0	13	0	13	0	0	8	0	8	31
Total	0	0	5	0	5	5	0	14	0	19	0	0	48	1	49	1	0	25	0	26	99

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Spring Lake Hwy\_Mondon Hill Rd

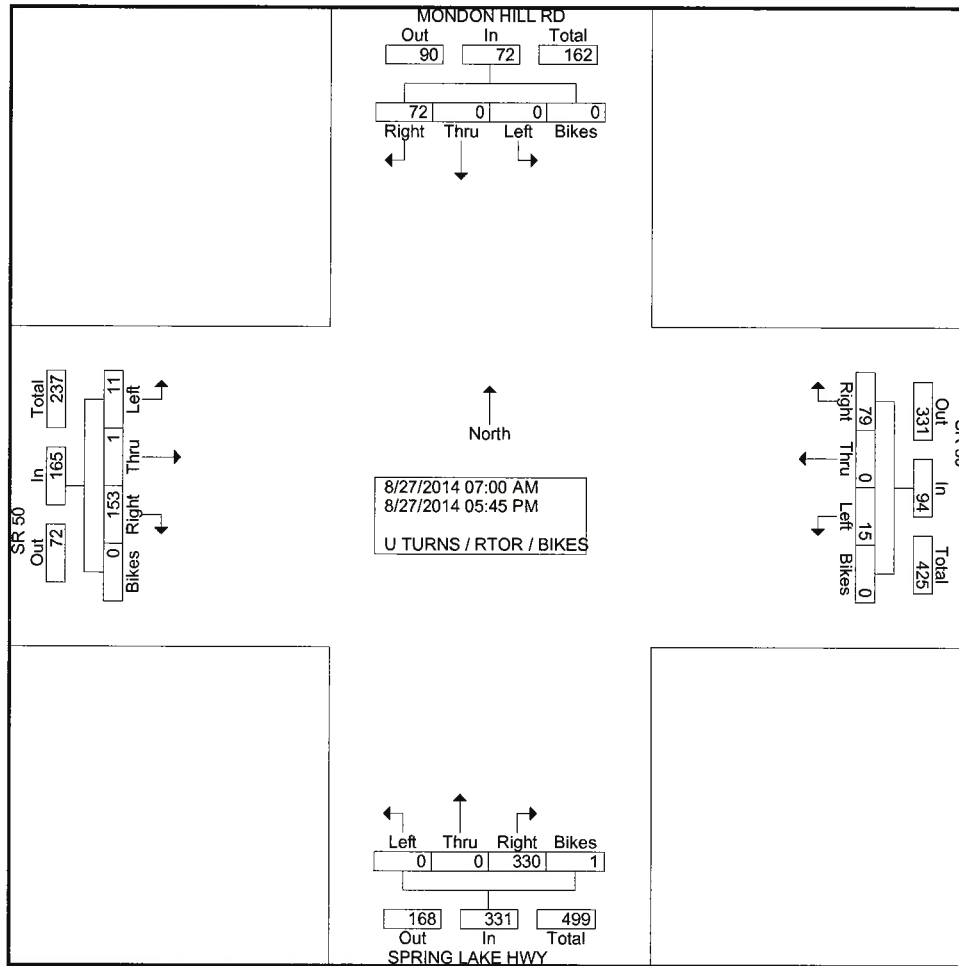
Site Code : 00000000

Start Date : 8/27/2014

Page No : 2

## Groups Printed- U TURNS / RTOR / BIKES

Start Time	MONDON HILL RD Southbound					SR 50 Westbound					SPRING LAKE HWY Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
05:00 PM	0	0	1	0	1	0	0	6	0	6	0	0	9	0	9	1	0	7	0	8	24
05:15 PM	0	0	2	0	2	0	0	3	0	3	0	0	7	0	7	1	0	12	0	13	25
05:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	13	0	13	0	0	6	0	6	21
05:45 PM	0	0	1	0	1	0	0	3	0	3	0	0	13	0	13	0	0	10	0	10	27
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>37</b>	<b>97</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>330</b>	<b>1</b>	<b>331</b>	<b>11</b>	<b>1</b>	<b>153</b>	<b>0</b>	<b>165</b>	<b>662</b>
<b>Apprch %</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>99.7</b>	<b>0.3</b>	<b>331</b>	<b>6.7</b>	<b>0.6</b>	<b>92.7</b>	<b>0</b>	<b>165</b>	
<b>Total %</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>0</b>	<b>10.9</b>	<b>2.3</b>	<b>0</b>	<b>11.9</b>	<b>0</b>	<b>14.2</b>	<b>0</b>	<b>0</b>	<b>49.8</b>	<b>0.2</b>	<b>50</b>	<b>1.7</b>	<b>0.2</b>	<b>23.1</b>	<b>0</b>	<b>24.9</b>	



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street

Tampa, FL 33602

File Name : SR 50\_Spring Lake Hwy\_Mondon Hill Rd

Site Code : 00000000

Start Date : 8/27/2014

Page No : 3

Start Time	MONDON HILL RD Southbound					SR 50 Westbound					SPRING LAKE HWY Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	10	0	10	0	1	6	0	7	18
07:30 AM	0	0	2	0	2	0	0	1	0	1	0	0	15	0	15	0	0	7	0	7	25
07:45 AM	0	0	4	0	4	0	0	1	0	1	0	0	8	0	8	2	0	4	0	6	19
08:00 AM	0	0	6	0	6	0	0	1	0	1	0	0	16	0	16	0	0	7	0	7	30
Total Volume	0	0	13	0	13	0	0	3	0	3	0	0	49	0	49	2	1	24	0	27	92
% App. Total	0	0	100	0		0	0	100	0		0	0	100	0		7.4	3.7	88.9	0		
PHF	.000	.000	.542	.000	.542	.000	.000	.750	.000	.750	.000	.000	.766	.000	.766	.250	.250	.857	.000	.964	.767

Peak Hour Analysis From 11:45 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	3	0	3	0	0	5	0	5	0	0	5	0	5	0	0	3	0	3	16
12:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	10	0	10	0	0	4	0	4	16
12:15 PM	0	0	3	0	3	0	0	3	0	3	0	0	6	0	6	0	0	7	0	7	19
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	3	0	3	17
Total Volume	0	0	8	0	8	0	0	8	0	8	0	0	35	0	35	0	0	17	0	17	68
% App. Total	0	0	100	0		0	0	100	0		0	0	100	0		0	0	100	0		
PHF	.00	.00	.66	.00	.667	.00	.00	.40	.00	.400	.00	.00	.62	.00	.625	.00	.00	.60	.00	.607	.895
	0	0	7	0		0	0	0	0		0	0	5	0		0	0	7	0		

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	12	0	12	0	0	6	0	6	20
04:45 PM	0	0	1	0	1	2	0	7	0	9	0	0	13	0	13	0	0	8	0	8	31
05:00 PM	0	0	1	0	1	0	0	6	0	6	0	0	9	0	9	1	0	7	0	8	24
05:15 PM	0	0	2	0	2	0	0	3	0	3	0	0	7	0	7	1	0	12	0	13	25
Total Volume	0	0	5	0	5	3	0	16	0	19	0	0	41	0	41	2	0	33	0	35	100
% App. Total	0	0	100	0		15.8	0	84.2	0		0	0	100	0		5.7	0	94.3	0		
PHF	.000	.000	.625	.000	.625	.375	.000	.571	.000	.528	.000	.000	.788	.000	.788	.500	.000	.688	.000	.673	.806



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

Counted by : Ron  
Weather : Hot/dry  
Board # : 1320

File Name : SR 50\_Lockhart Rd  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 1

### Groups Printed- ALL VEHICLES

Start Time	Southbound					SR 50 Westbound					LOCKHART RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	9	73	0	0	82	4	0	3	0	7	1	116	5	0	122	211
07:15 AM	0	0	0	0	0	7	109	0	0	116	3	0	1	0	4	0	126	4	0	130	250
07:30 AM	0	0	0	0	0	8	111	0	0	119	6	0	5	0	11	0	122	4	0	126	256
07:45 AM	0	0	0	0	0	2	128	0	0	130	3	0	5	0	8	0	145	8	0	153	291
<b>Total</b>	0	0	0	0	0	26	421	0	0	447	16	0	14	0	30	1	509	21	0	531	1008
08:00 AM	0	0	0	0	0	3	131	0	0	134	2	0	4	0	6	0	116	2	0	118	258
08:15 AM	0	0	0	0	0	0	121	0	0	121	8	0	3	0	11	0	147	3	0	150	282
08:30 AM	0	0	0	0	0	4	103	0	0	107	2	0	4	0	6	0	105	5	0	110	223
08:45 AM	0	0	0	0	0	5	96	0	0	101	1	0	1	0	2	0	119	4	0	123	226
<b>Total</b>	0	0	0	0	0	12	451	0	0	463	13	0	12	0	25	0	487	14	0	501	989
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	2	103	0	0	105	4	0	1	0	5	0	119	9	0	128	238
11:15 AM	0	0	0	0	0	2	103	0	0	105	1	0	10	0	11	0	100	1	0	101	217
11:30 AM	0	0	0	0	0	2	18	0	0	20	2	0	2	0	4	0	23	2	0	25	49
11:45 AM	0	0	0	0	0	3	86	0	0	89	3	0	3	0	6	0	97	1	0	98	193
<b>Total</b>	0	0	0	0	0	9	310	0	0	319	10	0	16	0	26	0	339	13	0	352	697
12:00 PM	0	0	0	0	0	4	84	0	0	88	1	0	3	0	4	0	68	7	0	75	167
12:15 PM	0	0	0	0	0	5	123	0	0	128	1	0	4	0	5	2	117	0	0	119	252
12:30 PM	0	0	0	0	0	9	100	0	0	109	0	0	6	0	6	0	115	5	0	120	235
12:45 PM	0	0	0	0	0	9	112	0	0	121	4	0	5	0	9	0	91	5	0	96	226
<b>Total</b>	0	0	0	0	0	27	419	0	0	446	6	0	18	0	24	2	391	17	0	410	880
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	2	109	0	0	111	2	0	4	0	6	1	118	4	0	123	240
02:15 PM	0	0	0	0	0	1	106	0	0	107	3	0	6	0	9	0	112	2	0	114	230
02:30 PM	0	0	0	0	0	3	152	0	0	155	7	0	3	0	10	1	128	4	0	133	298
02:45 PM	0	0	0	0	0	2	116	0	0	118	2	0	5	0	7	0	99	3	0	102	227
<b>Total</b>	0	0	0	0	0	8	483	0	0	491	14	0	18	0	32	2	457	13	0	472	995
03:00 PM	0	0	0	0	0	3	155	0	0	158	4	0	3	0	7	1	133	1	0	135	300
03:15 PM	0	0	0	0	0	4	146	0	0	150	0	0	6	0	6	0	156	5	0	161	317
03:30 PM	0	0	0	0	0	10	179	0	0	189	12	0	9	0	21	0	132	2	0	134	344
03:45 PM	0	0	0	0	0	6	163	0	0	169	8	0	4	0	12	0	127	3	0	130	311
<b>Total</b>	0	0	0	0	0	23	643	0	0	666	24	0	22	0	46	1	548	11	0	560	1272
04:00 PM	0	0	0	0	0	8	154	0	0	162	10	0	3	0	13	0	122	2	0	124	299
04:15 PM	0	0	0	0	0	1	167	0	0	168	5	0	4	0	9	1	174	3	0	178	355
04:30 PM	0	0	0	0	0	7	149	0	0	156	38	0	19	0	57	1	120	3	0	124	337
04:45 PM	0	0	0	0	0	6	137	0	0	143	10	0	9	0	19	0	147	4	0	151	313
<b>Total</b>	0	0	0	0	0	22	607	0	0	629	63	0	35	0	98	2	563	12	0	577	1304

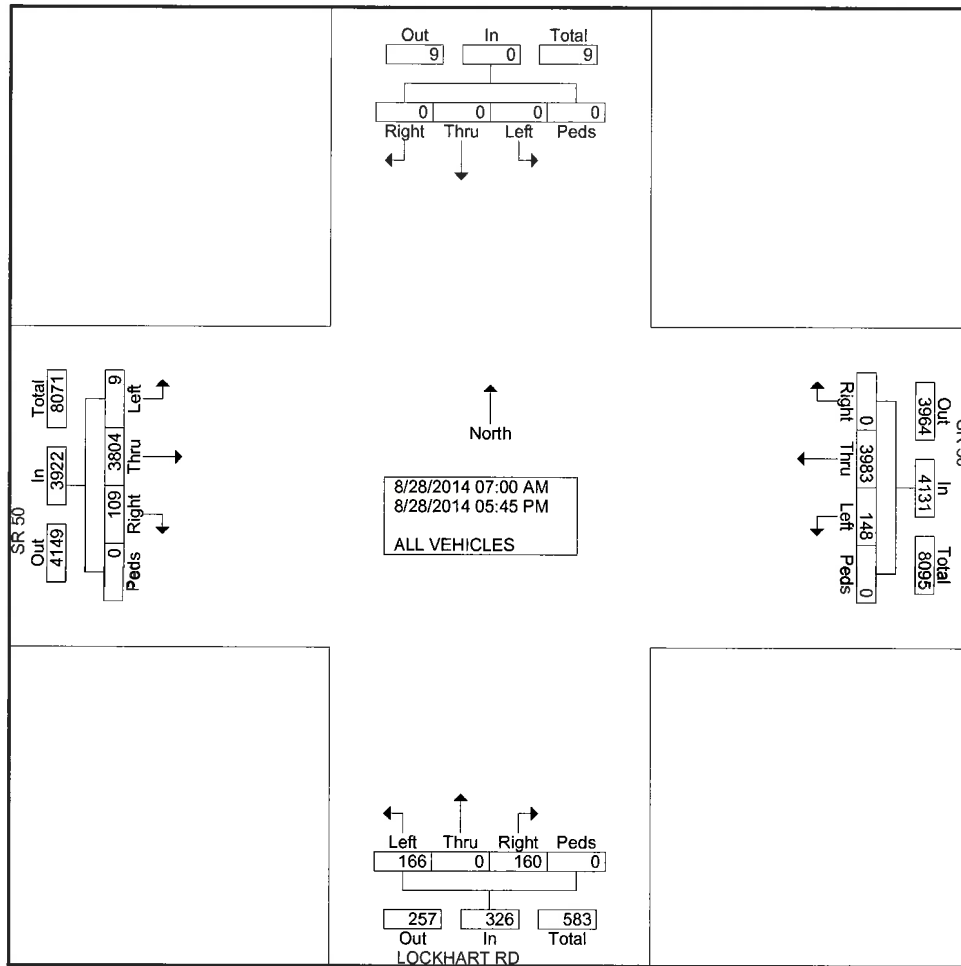
# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Lockhart Rd  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 2

## Groups Printed- ALL VEHICLES

Start Time	Southbound					SR 50 Westbound					LOCKHART RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	0	0	0	6	158	0	0	164	7	0	6	0	13	0	114	3	0	117	294
05:15 PM	0	0	0	0	0	7	176	0	0	183	6	0	8	0	14	0	145	3	0	148	345
05:30 PM	0	0	0	0	0	2	150	0	0	152	5	0	2	0	7	1	130	2	0	133	292
05:45 PM	0	0	0	0	0	6	165	0	0	171	2	0	9	0	11	0	121	0	0	121	303
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>649</b>	<b>0</b>	<b>0</b>	<b>670</b>	<b>20</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>45</b>	<b>1</b>	<b>510</b>	<b>8</b>	<b>0</b>	<b>519</b>	<b>1234</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>148</b>	<b>3983</b>	<b>0</b>	<b>0</b>	<b>4131</b>	<b>166</b>	<b>0</b>	<b>160</b>	<b>0</b>	<b>326</b>	<b>9</b>	<b>3804</b>	<b>109</b>	<b>0</b>	<b>3922</b>	<b>8379</b>
<b>Apprch %</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>96.4</b>	<b>0</b>	<b>0</b>	<b>49.3</b>	<b>50.9</b>	<b>0</b>	<b>49.1</b>	<b>0</b>	<b>3.9</b>	<b>0.2</b>	<b>97</b>	<b>2.8</b>	<b>0</b>	<b>46.8</b>	
<b>Total %</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>47.5</b>	<b>0</b>	<b>0</b>	<b>49.3</b>	<b>2</b>	<b>0</b>	<b>1.9</b>	<b>0</b>	<b>3.9</b>	<b>0.1</b>	<b>45.4</b>	<b>1.3</b>	<b>0</b>	<b>46.8</b>	



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Lockhart Rd  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 3

Start Time	Southbound					SR 50 Westbound					LOCKHART RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	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	8	111	0	0	119	6	0	5	0	11	0	122	4	0	126	256
07:45 AM	0	0	0	0	0	2	128	0	0	130	3	0	5	0	8	0	145	8	0	153	291
08:00 AM	0	0	0	0	0	3	131	0	0	134	2	0	4	0	6	0	116	2	0	118	258
08:15 AM	0	0	0	0	0	0	121	0	0	121	8	0	3	0	11	0	147	3	0	150	282
Total Volume	0	0	0	0	0	13	491	0	0	504	19	0	17	0	36	0	530	17	0	547	1087
% App. Total	0	0	0	0	0	2.6	97.4	0	0	0	52.8	0	47.2	0	0	0	96.9	3.1	0	0	
PHF	.000	.000	.000	.000	.000	.406	.937	.000	.000	.940	.594	.000	.850	.000	.818	.000	.901	.531	.000	.894	.934

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	4	84	0	0	88	1	0	3	0	4	0	68	7	0	75	167
12:15 PM	0	0	0	0	0	5	123	0	0	128	1	0	4	0	5	2	117	0	0	119	252
12:30 PM	0	0	0	0	0	9	100	0	0	109	0	0	6	0	6	0	115	5	0	120	235
12:45 PM	0	0	0	0	0	9	112	0	0	121	4	0	5	0	9	0	91	5	0	96	226
Total Volume	0	0	0	0	0	27	419	0	0	446	6	0	18	0	24	2	391	17	0	410	880
% App. Total	0	0	0	0	0	6.1	93.9	0	0	0	25	0	75	0	0	0.5	95.4	4.1	0	0	
PHF	.00	.00	.00	.00	.000	.75	.85	.00	.00	.871	.37	.00	.75	.00	.667	.25	.83	.60	.00	.854	.873
	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0	5	7	0	0	0

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	10	179	0	0	189	12	0	9	0	21	0	132	2	0	134	344
03:45 PM	0	0	0	0	0	6	163	0	0	169	8	0	4	0	12	0	127	3	0	130	311
04:00 PM	0	0	0	0	0	8	154	0	0	162	10	0	3	0	13	0	122	2	0	124	299
04:15 PM	0	0	0	0	0	1	167	0	0	168	5	0	4	0	9	1	174	3	0	178	355
Total Volume	0	0	0	0	0	25	663	0	0	688	35	0	20	0	55	1	555	10	0	566	1309
% App. Total	0	0	0	0	0	3.6	96.4	0	0	0	63.6	0	36.4	0	0	0.2	98.1	1.8	0	0	
PHF	.000	.000	.000	.000	.000	.625	.926	.000	.000	.910	.729	.000	.556	.000	.655	.250	.797	.833	.000	.795	.922

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

Counted by : Ron  
Weather : Hot/dry  
Board # : 1320

File Name : SR 50\_Lockhart Rd  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 1

### Groups Printed- HEAVY VEHICLES / PEDS

Start Time	Southbound					SR 50 Westbound					LOCKHART RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
	07:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	0	21	0	0	
07:15 AM	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	18	0	0	18	32
07:30 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	12	0	0	12	32
07:45 AM	0	0	0	0	0	1	19	0	0	20	1	0	1	0	2	0	17	0	0	17	39
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>137</b>
08:00 AM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	15	0	0	15	38
08:15 AM	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	0	17	0	0	17	41
08:30 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	11	0	0	11	31
08:45 AM	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	17	0	0	17	38
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>148</b>
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	22	1	0	23	43
11:15 AM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	16	0	0	16	30
11:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	9
11:45 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	15	0	0	15	21
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>103</b>
12:00 PM	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	10	2	0	12	24
12:15 PM	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	25	0	0	25	53
12:30 PM	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	17	0	0	17	36
12:45 PM	0	0	0	0	0	0	14	0	0	14	2	0	0	0	2	0	11	0	0	11	27
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>140</b>
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
02:00 PM	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	23	0	0	23	38
02:15 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	24
02:30 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	24	0	0	24	47
02:45 PM	0	0	0	0	0	0	18	0	0	18	1	0	1	0	2	0	8	0	0	8	28
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>137</b>
03:00 PM	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	0	10	0	0	10	29
03:15 PM	0	0	0	0	0	1	22	0	0	23	0	0	0	0	0	0	21	1	0	22	45
03:30 PM	0	0	0	0	0	0	16	0	0	16	0	0	2	0	2	0	14	0	0	14	32
03:45 PM	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	0	5	0	0	5	18
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>124</b>
04:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	19
04:15 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	17	1	0	18	38
04:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	6	1	0	7	15
04:45 PM	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	12	0	0	12	26
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>98</b>

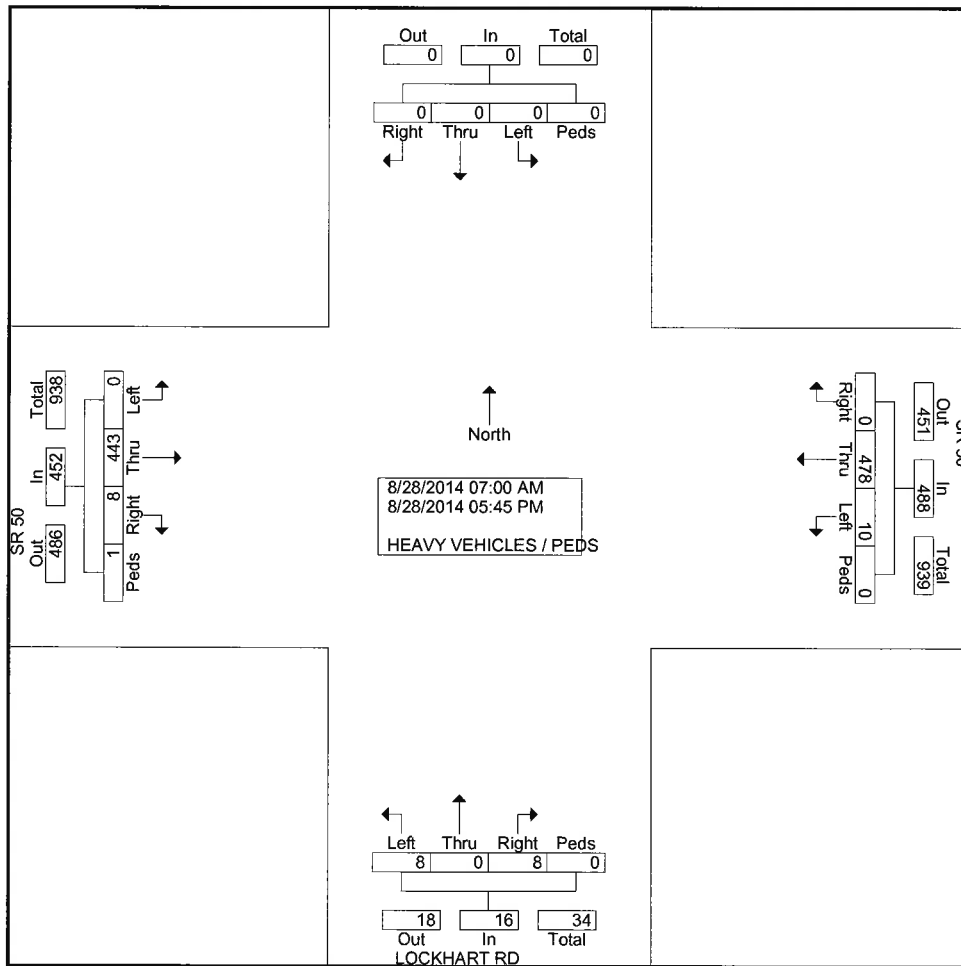
# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Lockhart Rd  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 2

## Groups Printed- HEAVY VEHICLES / PEDS

Start Time	Southbound					SR 50 Westbound					LOCKHART RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	1	1	11	16
05:15 PM	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	0	5	1	0	6	17
05:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	19
05:45 PM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	7	0	0	7	17
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>69</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>478</b>	<b>0</b>	<b>0</b>	<b>488</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>443</b>	<b>8</b>	<b>1</b>	<b>452</b>	<b>956</b>
<b>Apprch %</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>1.7</b>	<b>0</b>	<b>98</b>	<b>1.8</b>	<b>0.2</b>	<b>47.3</b>	
<b>Total %</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0.8</b>	<b>0</b>	<b>0.8</b>	<b>0</b>	<b>1.7</b>	<b>0</b>	<b>46.3</b>	<b>0.8</b>	<b>0.1</b>	<b>47.3</b>	



# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Lockhart Rd  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 3

Start Time	Southbound					SR 50 Westbound					LOCKHART RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	12	0	0	12	32
07:45 AM	0	0	0	0	0	1	19	0	0	20	1	0	1	0	2	0	17	0	0	17	39
08:00 AM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	15	0	0	15	38
08:15 AM	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	0	17	0	0	17	41
Total Volume	0	0	0	0	0	1	85	0	0	86	2	0	1	0	3	0	61	0	0	61	150
% App. Total	0	0	0	0	0	1.2	98.8	0	0	0	66.7	0	33.3	0	0	0	100	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.924	.000	.000	.935	.500	.000	.250	.000	.375	.000	.897	.000	.000	.897	.915

Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	10	2	0	12	24
12:15 PM	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	25	0	0	25	53
12:30 PM	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	17	0	0	17	36
12:45 PM	0	0	0	0	0	0	14	0	0	14	2	0	0	0	2	0	11	0	0	11	27
Total Volume	0	0	0	0	0	2	71	0	0	73	2	0	0	0	2	0	63	2	0	65	140
% App. Total	0	0	0	0	0	2.7	97.3	0	0	0	100	0	0	0	0	0	96.9	3.1	0	0	
PHF	.00	.00	.00	.00	.000	.50	.63	.00	.00	.652	.25	.00	.00	.00	.250	.00	.63	.25	.00	.650	.660

Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	16	0	0	16	0	0	2	0	2	0	14	0	0	14	32
03:45 PM	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	0	5	0	0	5	18
04:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	19
04:15 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	17	1	0	18	38
Total Volume	0	0	0	0	0	0	56	0	0	56	1	0	2	0	3	0	47	1	0	48	107
% App. Total	0	0	0	0	0	0	100	0	0	0	33.3	0	66.7	0	0	0	97.9	2.1	0	0	
PHF	.000	.000	.000	.000	.000	.000	.700	.000	.000	.700	.250	.000	.250	.000	.375	.000	.691	.250	.000	.667	.704

# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

Counted by : Ron  
Weather : Hot/dry  
Board # : 1320

File Name : SR 50\_Lockhart Rd  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 1

### Groups Printed- U TURNS / RTOR / BIKES

Start Time	Southbound					SR 50 Westbound					LOCKHART RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	5	0	0	0	5	1	0	0	0	1	1	0	0	0	1	7
08:00 AM	0	0	0	0	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	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
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	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	6

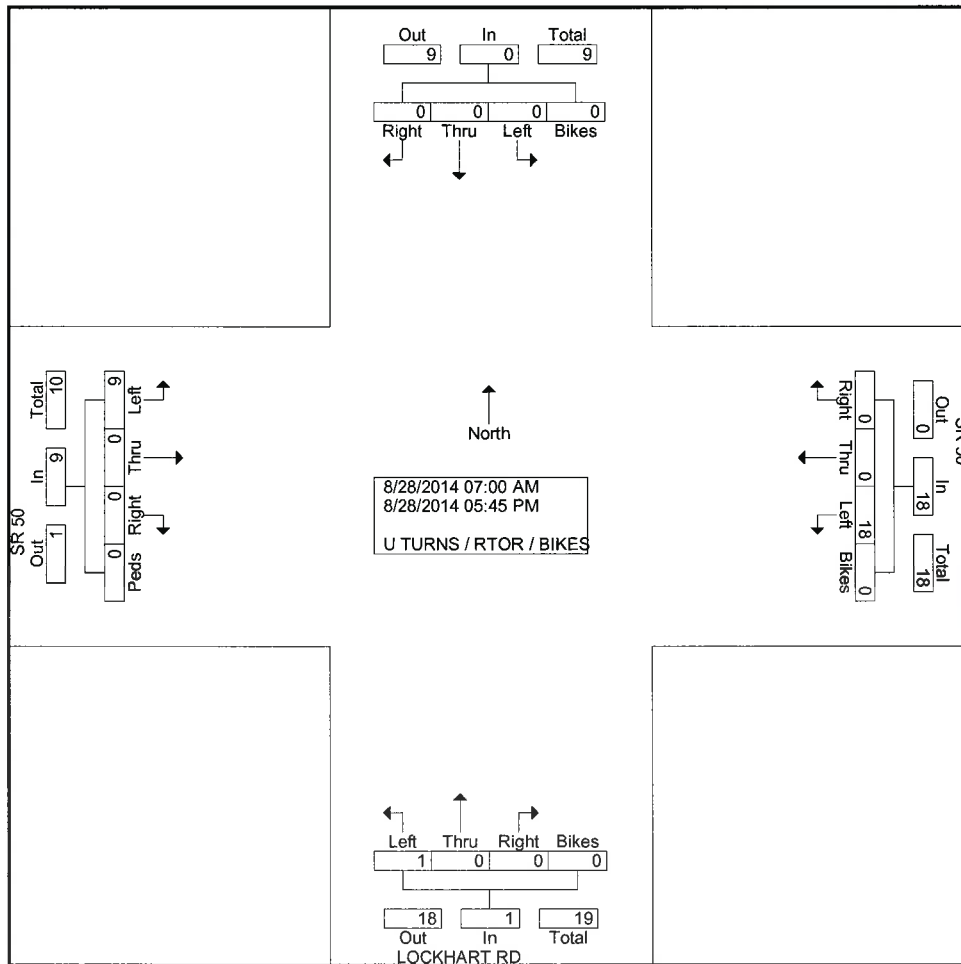
# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Lockhart Rd  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 2

## Groups Printed- U TURNS / RTOR / BIKES

Start Time	Southbound					SR 50 Westbound					LOCKHART RD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
<b>Grand Total</b>	0	0	0	0	0	18	0	0	0	18	1	0	0	0	1	9	0	0	0	9	28
<b>Apprch %</b>	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100	
<b>Total %</b>	0	0	0	0	0	64.3	0	0	0	64.3	3.6	0	0	0	3.6	32.1	0	0	0	32.1	





# BAYSIDE ENGINEERING, INC

1104 E Twiggs Street  
Tampa, FL 33602

File Name : SR 50\_Lockhart Rd  
Site Code : 00000000  
Start Date : 8/28/2014  
Page No : 3

Start Time	Southbound					SR 50 Westbound					LOCKHART RD Northbound					SR 50 Eastbound					Int. Total	
	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	4
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 12:00 PM																						
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	3
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	100
PHF	.00	.00	.00	.00	.000	.25	.00	.00	.00	.250	.00	.00	.00	.00	.000	.25	.00	.00	.00	.00	.250	.375
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 03:30 PM																						
03:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1	4
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.250	.500

NT

# TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

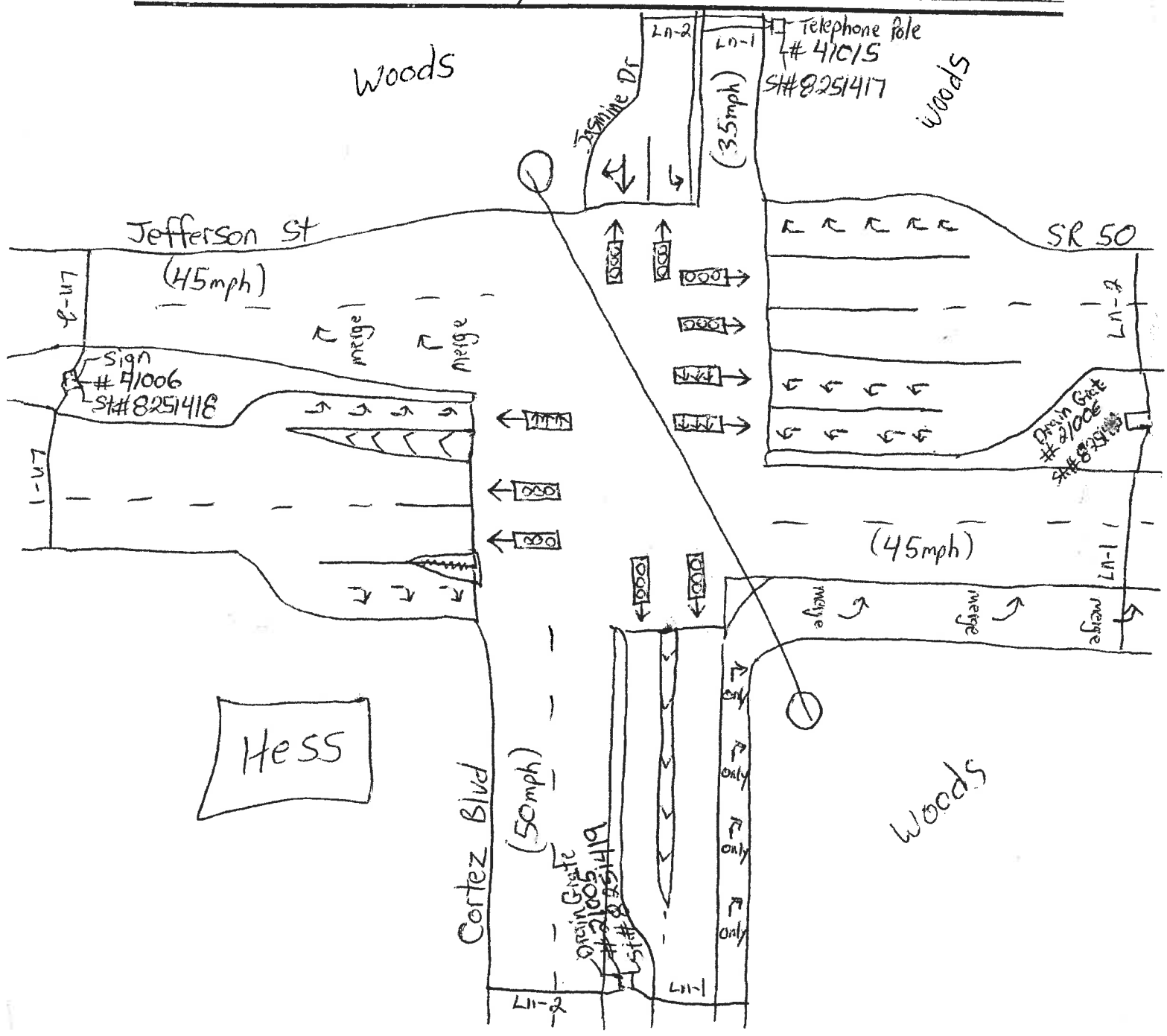
Location: SR 50 @ Cortez Blvd / Jasmine Dr  
 Station No: See Sketch Machine No: See Sketch  
 Speed Limit: \_\_\_\_\_ Machine attached to: See Sketch

---

SET Date: 8-25-14 Time: 6:45  
 Weather: Hot / dry

---

UP Date: 8-29-14 Time: 9:00  
 Weather: Hot / dry



City: Brooksville  
 County: Hernando

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 27-08-2014 00:00

Site ID: 21005  
 Station Num: 8251419

Description: NB Cortez Blvd south of SR 50/Jefferson St/Jasmine Dr

26-08-2014		Lane 1 (North)														
End Time	00	01	02	03	04	05	06	07	08	09	10	11				
15	11	14	9	4	34	73	67	115	100	123	117	134				
30	20	9	13	24	54	69	86	127	134	104	121	130				
45	3	6	16	22	54	107	102	124	141	107	124	139				
00	9	5	8	26	71	86	98	91	115	117	137	125				
<b>Hr Total</b>	43	34	46	76	213	335	353	457	490	451	499	528				
End Time	12	13	14	15	16	17	18	19	20	21	22	23				
15	140	132	130	157	190	163	106	93	63	59	34	18				
30	144	136	127	195	185	175	132	74	90	52	20	21				
45	122	123	115	146	171	138	107	77	68	50	21	14				
00	130	133	122	165	165	156	89	86	74	47	26	17				
<b>Hr Total</b>	536	524	494	663	711	632	434	330	295	208	101	70				
<b>24 Hour Total :</b>	8523															
<b>AM Peak Hour Begins :</b>	10:45			<b>AM Peak Volume :</b>				540				<b>AM Peak Hour Factor :</b>				0.96
<b>PM Peak Hour Begins :</b>	15:45			<b>PM Peak Volume :</b>				711				<b>PM Peak Hour Factor :</b>				0.91
26-08-2014		Lane 2 (South)														
End Time	00	01	02	03	04	05	06	07	08	09	10	11				
15	18	11	10	8	19	37	68	119	163	148	157	120				
30	10	9	9	11	28	55	90	160	176	176	138	109				
45	10	11	8	17	17	53	131	153	167	144	149	140				
00	21	7	12	18	22	55	101	206	186	155	106	120				
<b>Hr Total</b>	59	38	39	54	86	200	390	638	692	623	550	489				
End Time	12	13	14	15	16	17	18	19	20	21	22	23				
15	118	131	133	141	151	141	120	92	60	46	34	22				
30	120	135	140	162	176	138	107	83	47	37	25	17				
45	138	120	122	187	149	147	97	72	47	30	23	26				
00	134	132	138	147	161	130	75	60	52	35	31	16				
<b>Hr Total</b>	510	518	533	637	637	556	399	307	206	148	113	81				
<b>24 Hour Total :</b>	8503															
<b>AM Peak Hour Begins :</b>	07:45			<b>AM Peak Volume :</b>				712				<b>AM Peak Hour Factor :</b>				0.86
<b>PM Peak Hour Begins :</b>	15:30			<b>PM Peak Volume :</b>				661				<b>PM Peak Hour Factor :</b>				0.88

City: Brooksville  
 County: Hernando

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 28-08-2014 00:00

Site ID: 21005  
 Station Num: 8251419  
 Description: NB Cortez Blvd south of SR 50/Jefferson St/Jasmine Dr

27-08-2014		Lane 1 (North)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	13	6	8	23	48	64	81	118	94	132	80	114			
30	15	15	13	24	41	54	86	131	100	124	80	142			
45	16	14	17	26	35	98	113	118	102	101	127	102			
00	11	6	8	15	74	110	92	115	132	95	130	125			
<b>Hr Total</b>	55	41	46	88	198	326	372	482	428	452	417	483			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	108	143	128	176	183	187	133	90	74	72	35	15			
30	113	114	134	155	158	187	123	86	78	64	27	10			
45	135	133	158	153	174	172	105	82	76	54	30	12			
00	120	135	136	154	156	161	104	67	82	52	32	11			
<b>Hr Total</b>	476	525	556	638	671	707	465	325	310	242	124	48			
<b>24 Hour Total :</b>			8475												
<b>AM Peak Hour Begins :</b>			10:30			<b>AM Peak Volume :</b>			513			<b>AM Peak Hour Factor :</b>			0.90
<b>PM Peak Hour Begins :</b>			17:00			<b>PM Peak Volume :</b>			707			<b>PM Peak Hour Factor :</b>			0.95
27-08-2014		Lane 2 (South)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	18	12	11	21	24	36	71	126	154	154	137	149			
30	12	11	9	12	22	51	96	141	169	139	134	142			
45	11	6	14	19	25	52	118	154	156	121	146	113			
00	15	14	17	29	31	71	117	178	136	102	136	146			
<b>Hr Total</b>	56	43	51	81	102	210	402	599	615	516	553	550			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	118	142	131	148	168	156	100	91	78	47	39	17			
30	139	157	141	160	134	176	118	92	67	42	16	21			
45	163	131	122	149	139	162	101	76	70	42	31	26			
00	142	132	144	160	151	140	143	81	44	40	21	21			
<b>Hr Total</b>	562	562	538	617	592	634	462	340	259	171	107	85			
<b>24 Hour Total :</b>			8707												
<b>AM Peak Hour Begins :</b>			07:45			<b>AM Peak Volume :</b>			657			<b>AM Peak Hour Factor :</b>			0.92
<b>PM Peak Hour Begins :</b>			16:45			<b>PM Peak Volume :</b>			645			<b>PM Peak Hour Factor :</b>			0.92

City: Brooksville  
 County: Hernando

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 29-08-2014 00:00

Site ID: 21005  
 Station Num: 8251419  
 Description: NB Cortez Blvd south of SR 50/Jefferson St/Jasmine Dr

28-08-2014		Lane 1 (North)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	24	9	6	11	36	53	86	116	138	119	140	136		
30	9	11	16	20	41	69	100	141	105	127	108	135		
45	16	8	7	19	61	90	98	147	114	101	104	156		
00	12	9	16	16	65	84	116	116	127	123	131	136		
<b>Hr Total</b>	61	37	45	66	203	296	400	520	484	470	483	563		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	151	151	135	184	190	166	116	88	72	49	39	18		
30	146	160	147	172	154	209	144	93	64	62	36	20		
45	137	150	128	142	205	190	127	82	86	63	32	14		
00	128	161	153	151	167	147	91	87	48	52	26	14		
<b>Hr Total</b>	562	622	563	649	716	712	478	350	270	226	133	66		
<b>24 Hour Total :</b>			8975											
<b>AM Peak Hour Begins :</b>			10:45			<b>AM Peak Volume :</b>			558			<b>AM Peak Hour Factor :</b>		0.89
<b>PM Peak Hour Begins :</b>			16:30			<b>PM Peak Volume :</b>			747			<b>PM Peak Hour Factor :</b>		0.89
28-08-2014		Lane 2 (South)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	18	6	8	27	18	33	68	145	165	147	143	137		
30	16	9	10	12	17	35	94	140	178	172	146	142		
45	18	11	19	13	26	56	134	155	171	156	142	129		
00	7	18	21	48	33	56	149	187	140	161	156	140		
<b>Hr Total</b>	59	44	58	100	94	180	445	627	654	636	587	548		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	146	172	126	117	171	154	118	106	85	46	35	23		
30	156	129	147	171	173	162	122	110	65	44	39	16		
45	179	138	128	173	145	172	120	83	47	42	26	20		
00	118	140	164	181	151	149	113	70	66	32	29	18		
<b>Hr Total</b>	599	579	565	642	640	637	473	369	263	164	129	77		
<b>24 Hour Total :</b>			9169											
<b>AM Peak Hour Begins :</b>			07:45			<b>AM Peak Volume :</b>			701			<b>AM Peak Hour Factor :</b>		0.94
<b>PM Peak Hour Begins :</b>			15:30			<b>PM Peak Volume :</b>			698			<b>PM Peak Hour Factor :</b>		0.96

City: Brooksville  
 County: Hernando

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 27-08-2014 00:00

Site ID: 41015  
 Station Num: 8251417  
 Description: Jasmine Dr north of SR 50/Cortez Blvd/Jefferson St

26-08-2014 Lane 1 (North)																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	1	2	2	0	1	1	4	6	18	13	13	36					
30	0	1	1	0	1	2	3	10	14	11	20	26					
45	2	0	0	0	0	0	11	10	16	21	16	20					
00	1	0	0	2	3	5	8	11	15	22	17	16					
<b>Hr Total</b>	4	3	3	2	5	8	26	37	63	67	66	98					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	26	35	20	24	41	38	34	31	14	12	6	5					
30	20	27	21	32	45	42	31	24	17	10	7	3					
45	22	23	25	34	26	44	34	20	10	9	5	1					
00	33	27	26	25	39	48	23	23	10	9	1	1					
<b>Hr Total</b>	101	112	92	115	151	172	122	98	51	40	19	10					
<b>24 Hour Total :</b>			1465														
<b>AM Peak Hour Begins :</b>			10:45			<b>AM Peak Volume :</b>			99			<b>AM Peak Hour Factor :</b>			0.69		
<b>PM Peak Hour Begins :</b>			17:00			<b>PM Peak Volume :</b>			172			<b>PM Peak Hour Factor :</b>			0.90		
26-08-2014 Lane 2 (South)																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	1	1	1	0	0	8	16	35	29	36	30	21					
30	2	2	0	0	1	9	15	35	43	33	20	11					
45	0	0	0	2	2	14	36	43	29	28	26	31					
00	2	0	1	3	8	11	25	48	33	22	18	23					
<b>Hr Total</b>	5	3	2	5	11	42	92	161	134	119	94	86					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	24	21	32	26	22	24	15	13	8	9	2	0					
30	23	26	30	25	22	17	12	15	9	8	2	0					
45	22	27	23	24	18	21	21	9	6	4	2	0					
00	35	19	22	19	26	15	18	14	7	1	2	2					
<b>Hr Total</b>	104	93	107	94	88	77	66	51	30	22	8	2					
<b>24 Hour Total :</b>			1496														
<b>AM Peak Hour Begins :</b>			07:30			<b>AM Peak Volume :</b>			163			<b>AM Peak Hour Factor :</b>			0.85		
<b>PM Peak Hour Begins :</b>			12:45			<b>PM Peak Volume :</b>			109			<b>PM Peak Hour Factor :</b>			0.78		

City: Brooksville  
 County: Hernando

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 28-08-2014 00:00

Site ID: 41015  
 Station Num: 8251417  
 Description: Jasmine Dr north of SR 50/Cortez Blvd/Jefferson St

27-08-2014 Lane 1 (North)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	3	1	1	0	4	0	6	5	12	16	13	25			
30	0	0	2	0	0	3	5	11	15	15	19	25			
45	1	4	1	0	2	1	11	14	11	23	20	23			
00	3	1	2	1	1	1	10	13	11	13	15	14			
<b>Hr Total</b>	7	6	6	1	7	5	32	43	49	67	67	87			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	23	31	20	30	33	36	31	28	13	11	7	4			
30	30	20	25	28	41	40	30	22	14	9	5	2			
45	35	16	21	31	32	44	32	20	9	9	2	1			
00	19	24	28	26	37	46	26	22	12	8	3	0			
<b>Hr Total</b>	107	91	94	115	143	166	119	92	48	37	17	7			
<b>24 Hour Total :</b>			1413												
<b>AM Peak Hour Begins :</b>			10:45			<b>AM Peak Volume :</b>			88			<b>AM Peak Hour Factor :</b>			0.88
<b>PM Peak Hour Begins :</b>			17:00			<b>PM Peak Volume :</b>			166			<b>PM Peak Hour Factor :</b>			0.90
27-08-2014 Lane 2 (South)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	1	5	15	26	31	26	26	19			
30	2	2	0	0	1	10	19	37	32	18	16	12			
45	0	0	1	2	3	9	30	49	36	21	39	28			
00	2	0	3	1	9	11	24	42	33	20	16	22			
<b>Hr Total</b>	4	2	4	3	14	35	88	154	132	85	97	81			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	23	19	27	24	22	23	16	12	7	8	3	0			
30	26	34	23	22	21	15	15	16	10	7	2	1			
45	35	23	17	23	16	25	20	10	5	2	2	0			
00	31	22	31	26	29	13	16	12	4	2	1	1			
<b>Hr Total</b>	115	98	98	95	88	76	67	50	26	19	8	2			
<b>24 Hour Total :</b>			1441												
<b>AM Peak Hour Begins :</b>			07:15			<b>AM Peak Volume :</b>			159			<b>AM Peak Hour Factor :</b>			0.81
<b>PM Peak Hour Begins :</b>			12:30			<b>PM Peak Volume :</b>			119			<b>PM Peak Hour Factor :</b>			0.85

City: Brooksville  
 County: Hernando

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 29-08-2014 00:00

Site ID: 41015  
 Station Num: 8251417  
 Description: Jasmine Dr north of SR 50/Cortez Blvd/Jefferson St

28-08-2014 Lane 1 (North)																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	0	1	3	1	0	2	5	6	17	14	12	38					
30	1	1	1	0	1	2	3	10	15	11	19	27					
45	1	0	0	1	2	1	10	11	15	21	14	17					
00	3	1	0	0	2	4	9	11	16	20	18	14					
<b>Hr Total</b>	5	3	4	2	5	9	27	38	63	66	63	96					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	24	33	19	23	39	36	33	28	14	13	5	3					
30	19	26	22	29	44	44	30	22	15	11	5	4					
45	22	22	23	37	30	40	33	22	11	8	3	2					
00	31	26	27	26	34	47	18	21	9	8	2	1					
<b>Hr Total</b>	96	107	91	115	147	167	114	93	49	40	15	10					
<b>24 Hour Total :</b>			1425														
<b>AM Peak Hour Begins :</b>			10:45			<b>AM Peak Volume :</b>			100			<b>AM Peak Hour Factor :</b>			0.66		
<b>PM Peak Hour Begins :</b>			17:00			<b>PM Peak Volume :</b>			167			<b>PM Peak Hour Factor :</b>			0.89		
28-08-2014 Lane 2 (South)																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	0	0	1	0	0	7	13	36	40	33	24	20					
30	2	1	1	0	2	8	23	45	36	25	25	15					
45	3	0	0	1	2	8	29	51	39	33	19	36					
00	2	1	1	3	8	18	28	38	31	32	22	20					
<b>Hr Total</b>	7	2	3	4	12	41	93	170	146	123	90	91					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	25	22	30	25	19	23	13	12	9	8	3	0					
30	26	25	31	22	28	19	11	14	8	7	1	2					
45	23	30	26	26	24	22	11	11	7	3	2	0					
00	26	24	19	26	19	16	17	13	5	2	2	0					
<b>Hr Total</b>	100	101	106	99	90	80	52	50	29	20	8	2					
<b>24 Hour Total :</b>			1519														
<b>AM Peak Hour Begins :</b>			07:15			<b>AM Peak Volume :</b>			174			<b>AM Peak Hour Factor :</b>			0.85		
<b>PM Peak Hour Begins :</b>			13:30			<b>PM Peak Volume :</b>			115			<b>PM Peak Hour Factor :</b>			0.93		



City: Brooksville  
 County: Hernando

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 27-08-2014 00:00

Site ID: 21006  
 Station Num: 8251416  
 Description: SR 50 east of Cortez Blvd/Jasmine Dr/Jefferson St

26-08-2014		Lane 1 (East)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	16	20	12	6	44	98	99	171	117	149	139	147		
30	28	11	18	29	65	96	116	159	175	127	138	150		
45	9	10	15	28	78	143	142	166	178	126	133	168		
00	13	4	18	33	79	115	149	136	149	127	152	152		
<b>Hr Total</b>	66	45	63	96	266	452	506	632	619	529	562	617		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	159	159	161	196	230	211	141	118	91	70	44	23		
30	185	164	181	240	216	202	146	82	99	65	28	27		
45	147	149	176	183	197	170	124	86	89	61	25	20		
00	154	165	162	205	203	163	109	88	95	57	31	24		
<b>Hr Total</b>	645	637	680	824	846	746	520	374	374	253	128	94		
<b>24 Hour Total :</b>			10574											
<b>AM Peak Hour Begins :</b>			08:15			<b>AM Peak Volume :</b>			651			<b>AM Peak Hour Factor :</b>		0.91
<b>PM Peak Hour Begins :</b>			15:15			<b>PM Peak Volume :</b>			858			<b>PM Peak Hour Factor :</b>		0.89
26-08-2014		Lane 2 (West)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	25	17	13	14	17	45	82	125	213	175	178	152		
30	12	11	13	14	39	60	133	184	213	177	166	130		
45	18	10	10	16	15	47	179	192	224	156	176	173		
00	19	14	17	11	24	53	134	260	207	185	129	167		
<b>Hr Total</b>	74	52	53	55	95	205	528	761	857	693	649	622		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	151	162	167	176	188	179	141	118	75	50	47	37		
30	153	181	167	206	236	187	145	103	65	41	33	18		
45	150	150	154	215	206	219	117	92	65	52	33	30		
00	149	161	172	229	206	163	105	76	69	43	31	23		
<b>Hr Total</b>	603	654	660	826	836	748	508	389	274	186	144	108		
<b>24 Hour Total :</b>			10580											
<b>AM Peak Hour Begins :</b>			07:45			<b>AM Peak Volume :</b>			910			<b>AM Peak Hour Factor :</b>		0.88
<b>PM Peak Hour Begins :</b>			15:30			<b>PM Peak Volume :</b>			868			<b>PM Peak Hour Factor :</b>		0.92

Site ID: 21006  
 Station Num: 8251416  
 Description: SR 50 east of Cortez Blvd/Jasmine Dr/Jefferson St

27-08-2014		Lane 1 (East)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	12	7	8	36	51	78	117	168	120	159	100	127			
30	26	19	16	34	61	79	128	163	126	155	107	146			
45	21	13	22	41	72	127	151	163	157	119	153	129			
00	13	6	12	28	89	135	143	162	172	123	158	154			
<b>Hr Total</b>	72	45	58	139	273	419	539	656	575	556	518	556			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	149	157	142	216	221	226	149	106	90	73	34	19			
30	151	145	177	195	197	206	134	107	106	75	29	18			
45	153	170	195	194	193	205	119	95	78	61	34	17			
00	169	179	166	180	193	188	125	83	95	59	36	15			
<b>Hr Total</b>	622	651	680	785	804	825	527	391	369	268	133	69			
<b>24 Hour Total :</b>			10530												
<b>AM Peak Hour Begins :</b>			07:00			<b>AM Peak Volume :</b>			656			<b>AM Peak Hour Factor :</b>			0.95
<b>PM Peak Hour Begins :</b>			16:45			<b>PM Peak Volume :</b>			830			<b>PM Peak Hour Factor :</b>			0.92
27-08-2014		Lane 2 (West)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	28	13	14	28	33	33	79	139	192	192	168	164			
30	10	15	14	21	30	65	119	175	225	153	160	152			
45	13	14	21	22	31	41	177	172	177	152	157	135			
00	18	19	18	36	39	76	176	242	163	132	170	196			
<b>Hr Total</b>	69	61	67	107	133	215	551	728	757	629	655	647			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	144	182	147	176	219	192	139	120	94	60	49	27			
30	163	161	187	187	182	215	150	114	90	53	29	24			
45	172	165	152	214	193	179	131	89	78	52	38	28			
00	164	157	159	200	216	185	161	85	61	49	34	21			
<b>Hr Total</b>	643	665	645	777	810	771	581	408	323	214	150	100			
<b>24 Hour Total :</b>			10706												
<b>AM Peak Hour Begins :</b>			07:45			<b>AM Peak Volume :</b>			836			<b>AM Peak Hour Factor :</b>			0.86
<b>PM Peak Hour Begins :</b>			15:15			<b>PM Peak Volume :</b>			820			<b>PM Peak Hour Factor :</b>			0.94

City: Brooksville  
 County: Hernando

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 29-08-2014 00:00

Site ID: 21006  
 Station Num: 8251416  
 Description: SR 50 east of Cortez Blvd/Jasmine Dr/Jefferson St

28-08-2014		Lane 1 (East)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	29	14	8	11	31	79	120	162	162	142	164	164		
30	14	17	17	26	64	91	136	172	145	151	149	180		
45	20	10	12	29	76	116	138	186	141	139	132	189		
00	14	13	22	23	71	117	163	156	171	174	166	187		
<b>Hr Total</b>	77	54	59	89	242	403	557	676	619	606	611	720		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	176	179	159	222	220	192	145	112	92	68	48	20		
30	177	181	184	216	212	226	167	101	83	88	34	24		
45	165	169	154	184	244	212	145	93	98	92	40	19		
00	148	177	181	177	192	169	110	102	56	62	36	27		
<b>Hr Total</b>	666	706	678	799	868	799	567	408	329	310	158	90		
<b>24 Hour Total :</b>			11091											
<b>AM Peak Hour Begins :</b>			10:45			<b>AM Peak Volume :</b>			699			<b>AM Peak Hour Factor :</b>		0.92
<b>PM Peak Hour Begins :</b>			16:00			<b>PM Peak Volume :</b>			868			<b>PM Peak Hour Factor :</b>		0.89
28-08-2014		Lane 2 (West)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	26	9	15	34	26	39	75	137	203	176	162	161		
30	21	12	14	21	25	47	122	164	248	213	164	149		
45	17	12	15	15	21	62	214	173	184	180	181	160		
00	12	19	23	49	35	51	184	250	169	184	192	167		
<b>Hr Total</b>	76	52	67	119	107	199	595	724	804	753	699	637		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	175	206	150	161	246	204	146	135	96	67	48	31		
30	196	155	179	244	214	213	163	126	72	43	50	21		
45	189	178	167	198	213	221	166	111	77	57	50	27		
00	146	154	180	233	179	187	124	92	77	51	46	18		
<b>Hr Total</b>	706	693	676	836	852	825	599	464	322	218	194	97		
<b>24 Hour Total :</b>			11314											
<b>AM Peak Hour Begins :</b>			07:45			<b>AM Peak Volume :</b>			885			<b>AM Peak Hour Factor :</b>		0.89
<b>PM Peak Hour Begins :</b>			15:15			<b>PM Peak Volume :</b>			921			<b>PM Peak Hour Factor :</b>		0.94

Site ID: 41006  
 Station Num: 8251418  
 Description: Jefferson St west of SR 50/Cortez Blvd/Jasmine Dr

26-08-2014		Lane 1 (East)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	5	6	7	3	15	22	43	69	51	42	35	49			
30	8	2	4	9	13	31	32	51	62	32	47	56			
45	9	5	2	4	23	34	40	53	57	39	32	47			
00	6	0	5	17	8	46	52	51	53	45	49	47			
<b>Hr Total</b>	28	13	18	33	59	133	167	224	223	158	163	199			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	49	56	65	77	80	92	55	48	41	25	13	9			
30	67	59	76	79	70	78	45	35	30	23	15	11			
45	51	53	85	73	65	61	51	31	37	19	13	11			
00	66	59	79	63	74	68	50	26	37	21	10	7			
<b>Hr Total</b>	233	227	305	292	289	299	201	140	145	88	51	38			
<b>24 Hour Total :</b>			3726												
<b>AM Peak Hour Begins :</b>			06:45			<b>AM Peak Volume :</b>			225			<b>AM Peak Hour Factor :</b>			0.82
<b>PM Peak Hour Begins :</b>			14:30			<b>PM Peak Volume :</b>			320			<b>PM Peak Hour Factor :</b>			0.87
26-08-2014		Lane 2 (West)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	8	8	11	4	6	11	17	22	76	56	59	56			
30	6	2	2	6	9	10	47	62	86	42	56	44			
45	6	3	3	2	6	12	69	72	93	38	65	63			
00	2	3	6	2	5	15	76	112	78	56	48	70			
<b>Hr Total</b>	22	16	22	14	26	48	209	268	333	192	228	233			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	65	53	68	54	69	70	43	38	30	19	12	10			
30	48	77	52	68	70	70	37	31	31	14	9	8			
45	63	58	64	65	66	74	51	37	26	20	12	6			
00	42	62	60	87	75	66	39	21	26	24	7	9			
<b>Hr Total</b>	218	250	244	274	280	280	170	127	113	77	40	33			
<b>24 Hour Total :</b>			3717												
<b>AM Peak Hour Begins :</b>			07:45			<b>AM Peak Volume :</b>			367			<b>AM Peak Hour Factor :</b>			0.82
<b>PM Peak Hour Begins :</b>			15:45			<b>PM Peak Volume :</b>			292			<b>PM Peak Hour Factor :</b>			0.84

City: Brooksville  
 County: Hernando

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 28-08-2014 00:00

Site ID: 41006  
 Station Num: 8251418  
 Description: Jefferson St west of SR 50/Cortez Blvd/Jasmine Dr

27-08-2014 Lane 1 (East)																
End Time	00	01	02	03	04	05	06	07	08	09	10	11				
15	6	3	1	10	11	13	46	54	44	46	45	41				
30	6	2	2	12	19	26	40	52	47	48	52	48				
45	8	2	4	15	39	36	46	71	63	37	55	52				
00	2	0	5	15	14	37	55	61	57	37	48	48				
<b>Hr Total</b>	22	7	12	52	83	112	187	238	211	168	200	189				
End Time	12	13	14	15	16	17	18	19	20	21	22	23				
15	68	33	60	73	85	92	47	45	40	19	6	7				
30	66	64	91	78	71	81	46	37	51	21	7	11				
45	53	57	76	69	70	74	35	40	31	22	6	6				
00	71	64	63	71	74	66	39	35	34	16	7	6				
<b>Hr Total</b>	258	218	290	291	300	313	167	157	156	78	26	30				
<b>24 Hour Total :</b>	3765															
<b>AM Peak Hour Begins :</b>	07:00			<b>AM Peak Volume :</b>				238				<b>AM Peak Hour Factor :</b>				0.84
<b>PM Peak Hour Begins :</b>	16:45			<b>PM Peak Volume :</b>				321				<b>PM Peak Hour Factor :</b>				0.87
27-08-2014 Lane 2 (West)																
End Time	00	01	02	03	04	05	06	07	08	09	10	11				
15	11	0	6	8	10	4	18	38	93	57	55	59				
30	2	4	3	8	8	15	31	57	85	38	54	54				
45	1	6	5	3	11	9	84	68	60	56	58	58				
00	3	3	4	7	15	11	83	106	71	47	54	62				
<b>Hr Total</b>	17	13	18	26	44	39	216	269	309	198	221	233				
End Time	12	13	14	15	16	17	18	19	20	21	22	23				
15	45	55	53	50	83	61	46	40	32	20	12	8				
30	55	53	94	59	67	64	57	29	30	19	16	9				
45	57	70	59	77	62	65	49	28	23	14	9	11				
00	62	42	64	88	69	68	54	21	26	17	11	4				
<b>Hr Total</b>	219	220	270	274	281	258	206	118	111	70	48	32				
<b>24 Hour Total :</b>	3710															
<b>AM Peak Hour Begins :</b>	07:30			<b>AM Peak Volume :</b>				352				<b>AM Peak Hour Factor :</b>				0.83
<b>PM Peak Hour Begins :</b>	15:30			<b>PM Peak Volume :</b>				315				<b>PM Peak Hour Factor :</b>				0.84

City: Brooksville  
 County: Hernando

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 29-08-2014 00:00

Site ID: 41006

Station Num: 8251418

Description: Jefferson St west of SR 50/Cortez Blvd/Jasmine Dr

28-08-2014		Lane 1 (East)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	8	5	2	0	7	24	29	66	43	35	45	64			
30	6	7	4	3	19	17	45	42	39	47	44	75			
45	6	1	4	11	16	28	51	55	47	49	55	68			
00	2	4	9	12	7	38	52	49	57	65	52	70			
<b>Hr Total</b>	22	17	19	26	49	107	177	212	186	196	196	277			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	59	60	58	86	69	74	60	37	37	29	22	14			
30	58	56	66	80	89	74	58	47	32	41	11	6			
45	46	61	70	73	83	86	47	34	37	43	15	8			
00	70	55	82	60	73	60	49	42	28	21	11	15			
<b>Hr Total</b>	233	232	276	299	314	294	214	160	134	134	59	43			
<b>24 Hour Total :</b>			3876												
<b>AM Peak Hour Begins :</b>			10:45			<b>AM Peak Volume :</b>			259			<b>AM Peak Hour Factor :</b>			0.86
<b>PM Peak Hour Begins :</b>			14:45			<b>PM Peak Volume :</b>			321			<b>PM Peak Hour Factor :</b>			0.90
28-08-2014		Lane 2 (West)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	9	4	6	6	9	16	13	47	70	58	46	60			
30	5	2	1	8	12	9	37	49	87	66	44	47			
45	1	2	1	2	4	19	88	55	63	50	61	64			
00	4	3	4	6	10	7	78	107	66	65	66	47			
<b>Hr Total</b>	19	11	12	22	35	51	216	258	286	239	217	218			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	68	62	68	75	98	63	55	36	29	21	20	21			
30	52	56	60	80	72	72	48	44	22	14	17	4			
45	54	62	74	72	83	75	57	41	39	14	18	9			
00	56	64	68	74	66	68	45	36	18	25	15	4			
<b>Hr Total</b>	230	244	270	301	319	278	205	157	108	74	70	38			
<b>24 Hour Total :</b>			3878												
<b>AM Peak Hour Begins :</b>			07:45			<b>AM Peak Volume :</b>			327			<b>AM Peak Hour Factor :</b>			0.76
<b>PM Peak Hour Begins :</b>			15:45			<b>PM Peak Volume :</b>			327			<b>PM Peak Hour Factor :</b>			0.83

NT

# TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: SR 50 @ Griffin Rd / Redbud Ln

Station No: See Sketch Machine No: See Sketch

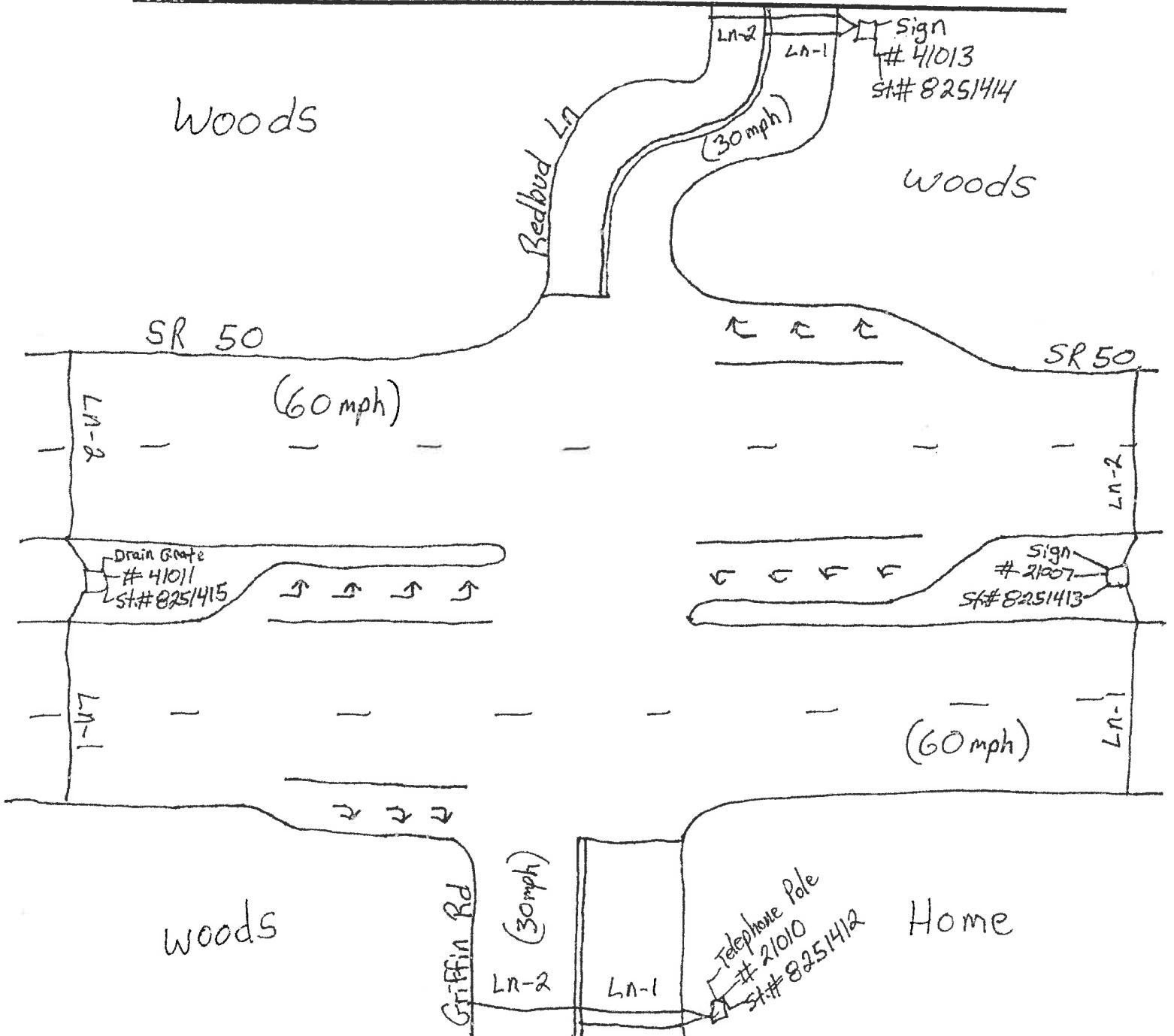
Speed Limit: \_\_\_\_\_ Machine attached to: See Sketch

SET Date: 8-25-14 Time: 5:00

Weather: Hot / dry

UP Date: 8-29-14 Time: 10:25

Weather: Hot / dry



City: Brooksville  
 County: Hernando

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 27-08-2014 00:00

Site ID: 21010  
 Station Num: 8251412  
 Description: Griffin Rd south of SR 50

26-08-2014 Lane 1 (North)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	2	2	5	2	2	1
30	0	0	0	0	0	0	0	3	2	3	2	2	5
45	0	0	2	1	0	1	1	1	4	4	4	1	2
00	0	0	0	0	0	1	3	2	1	6	3	3	
<b>Hr Total</b>	0	0	2	1	0	2	9	10	13	14	8	11	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	2	3	2	5	3	2	5	3	1	0	1	0	
30	3	5	3	5	6	2	0	2	0	0	0	0	
45	1	4	1	3	8	2	2	3	4	0	0	0	
00	2	0	4	1	6	1	4	0	1	0	0	0	
<b>Hr Total</b>	8	12	10	14	23	7	11	8	6	0	1	0	
<b>24 Hour Total :</b>	170												
<b>AM Peak Hour Begins :</b>	07:30			<b>AM Peak Volume :</b>	14				<b>AM Peak Hour Factor :</b>	0.58			
<b>PM Peak Hour Begins :</b>	16:00			<b>PM Peak Volume :</b>	23				<b>PM Peak Hour Factor :</b>	0.72			
26-08-2014 Lane 2 (South)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	1	0	5	3	3	0	3
30	0	1	0	0	0	1	1	1	0	2	1	2	5
45	0	0	1	0	0	1	0	1	1	0	0	1	1
00	0	0	0	0	1	1	2	3	2	0	3	2	
<b>Hr Total</b>	0	1	1	0	3	3	4	9	7	4	6	11	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	3	3	1	5	4	2	3	6	3	2	0	0	
30	2	1	6	1	3	10	2	3	2	1	1	0	
45	2	8	4	4	4	2	4	1	2	0	0	0	
00	3	1	1	3	7	3	1	1	1	0	0	0	
<b>Hr Total</b>	10	13	12	13	18	17	10	11	8	3	1	0	
<b>24 Hour Total :</b>	165												
<b>AM Peak Hour Begins :</b>	10:30			<b>AM Peak Volume :</b>	12				<b>AM Peak Hour Factor :</b>	0.60			
<b>PM Peak Hour Begins :</b>	16:30			<b>PM Peak Volume :</b>	23				<b>PM Peak Hour Factor :</b>	0.58			



City: Brooksville  
 County: Hernando

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 28-08-2014 00:00

Site ID: 21010  
 Station Num: 8251412  
 Description: Griffin Rd south of SR 50

27-08-2014		Lane 1 (North)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	0	0	0	0	1	0	1	4	3	1	2	
30	0	0	0	0	0	0	1	0	3	4	2	1	1	
45	0	0	1	2	0	0	1	2	5	2	2	0	0	
00	0	0	0	0	0	0	4	2	5	9	0	6	0	
<b>Hr Total</b>	0	0	1	2	0	2	5	8	18	16	4	9	0	
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	2	2	0	6	3	5	1	4	2	2	0	0		
30	2	2	2	3	3	1	3	6	1	1	0	0		
45	0	5	4	6	3	2	0	1	0	0	0	0		
00	4	2	0	6	2	3	4	2	0	1	0	0		
<b>Hr Total</b>	8	11	6	21	11	11	8	13	3	4	0	0		
<b>24 Hour Total :</b>			161											
<b>AM Peak Hour Begins :</b>			08:00			<b>AM Peak Volume :</b>			18			<b>AM Peak Hour Factor :</b>		0.50
<b>PM Peak Hour Begins :</b>			15:00			<b>PM Peak Volume :</b>			21			<b>PM Peak Hour Factor :</b>		0.88
27-08-2014		Lane 2 (South)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	0	0	1	1	0	6	4	3	2	3		
30	0	1	0	0	0	0	0	0	1	4	3	1		
45	0	0	1	0	0	0	1	0	3	0	2	2		
00	0	0	0	0	1	0	2	2	1	1	0	3		
<b>Hr Total</b>	0	1	1	0	2	1	3	8	9	8	7	9		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	7	1	2	1	6	1	2	2	1	1	0	1		
30	4	2	4	6	1	6	1	5	4	3	1	0		
45	5	1	1	5	9	1	4	0	1	0	0	0		
00	2	2	5	2	2	4	2	1	1	4	0	1		
<b>Hr Total</b>	18	6	12	14	18	12	9	8	7	8	1	2		
<b>24 Hour Total :</b>			164											
<b>AM Peak Hour Begins :</b>			08:30			<b>AM Peak Volume :</b>			11			<b>AM Peak Hour Factor :</b>		0.46
<b>PM Peak Hour Begins :</b>			15:15			<b>PM Peak Volume :</b>			19			<b>PM Peak Hour Factor :</b>		0.53

City: Brooksville  
 County: Hernando

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 29-08-2014 00:00

Site ID: 21010  
 Station Num: 8251412  
 Description: Griffin Rd south of SR 50

28-08-2014 Lane 1 (North)														
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	0	0	0	0	0	1	5	7	5	2	1	
30	1	0	1	0	0	0	1	0	3	4	2	2	0	
45	0	0	1	1	0	0	0	3	1	4	1	2	4	
00	0	3	0	1	0	0	0	3	3	2	1	3	4	
<b>Hr Total</b>	1	3	2	2	0	0	1	7	12	17	9	9	9	
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	4	1	2	2	6	4	2	1	0	1	1	0		
30	3	2	3	3	4	3	2	0	1	0	0	0		
45	3	1	1	6	2	2	0	2	4	0	0	0		
00	2	3	2	5	2	7	2	0	2	1	0	0		
<b>Hr Total</b>	12	7	8	16	14	16	6	3	7	2	1	0		
<b>24 Hour Total :</b>	164													
<b>AM Peak Hour Begins :</b>	07:45			<b>AM Peak Volume :</b>				18				<b>AM Peak Hour Factor :</b>		0.64
<b>PM Peak Hour Begins :</b>	15:30			<b>PM Peak Volume :</b>				21				<b>PM Peak Hour Factor :</b>		0.75
28-08-2014 Lane 2 (South)														
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	1	0	1	1	0	2	2	2	2	5		
30	0	0	1	0	0	0	1	1	2	2	3	2		
45	0	0	0	0	0	1	1	0	2	0	0	3		
00	1	0	0	0	1	0	5	3	1	2	1	4		
<b>Hr Total</b>	1	0	2	0	2	2	7	6	7	7	7	14		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	3	5	1	0	2	7	0	1	2	3	1	0		
30	2	5	5	4	2	5	2	2	3	2	0	0		
45	2	2	6	2	8	7	2	2	1	2	0	0		
00	0	3	5	1	2	3	0	0	1	1	0	0		
<b>Hr Total</b>	7	15	17	7	14	22	4	5	7	8	1	0		
<b>24 Hour Total :</b>	162													
<b>AM Peak Hour Begins :</b>	10:45			<b>AM Peak Volume :</b>				11				<b>AM Peak Hour Factor :</b>		0.55
<b>PM Peak Hour Begins :</b>	16:30			<b>PM Peak Volume :</b>				22				<b>PM Peak Hour Factor :</b>		0.69

City: Brooksville  
 County: Hernando

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 27-08-2014 00:00

Site ID: 41013  
 Station Num: 8251414  
 Description: Redbud Ln north of SR 50

26-08-2014		Lane 1 (North)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	0	2	0	0	0	2	2	2	4		
30	0	0	0	0	0	0	0	1	0	2	0	7	0		
45	0	0	0	0	0	0	0	0	3	1	5	2	0		
00	1	0	0	0	0	0	1	0	3	3	3	1	5		
<b>Hr Total</b>	1	0	0	0	0	2	1	1	6	8	10	12	9		
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	4	7	3	2	3	2	2	0	2	2	0	0			
30	4	9	2	7	3	1	1	2	3	3	0	0			
45	3	5	5	2	2	1	1	7	1	0	0	0			
00	3	6	0	4	3	2	0	0	0	0	0	0			
<b>Hr Total</b>	14	27	10	15	11	6	4	9	6	5	0	0			
<b>24 Hour Total :</b>			157												
<b>AM Peak Hour Begins :</b>			09:30			<b>AM Peak Volume :</b>			17			<b>AM Peak Hour Factor :</b>			0.61
<b>PM Peak Hour Begins :</b>			13:00			<b>PM Peak Volume :</b>			27			<b>PM Peak Hour Factor :</b>			0.75
26-08-2014		Lane 2 (South)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	0	0	0	0	0	5	3	5	4		
30	0	0	0	0	0	0	0	0	0	4	2	1	1		
45	0	0	0	0	0	0	0	0	2	0	6	4	3		
00	0	0	0	0	1	0	0	1	2	2	7	3	5		
<b>Hr Total</b>	0	0	0	0	1	0	0	1	4	11	18	13	13		
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	2	3	1	2	2	1	0	1	1	0	0	0			
30	2	8	1	2	2	1	0	1	2	1	0	0			
45	3	2	1	1	3	1	0	2	0	0	0	0			
00	1	6	3	2	2	3	1	1	1	0	0	0			
<b>Hr Total</b>	8	19	6	7	9	6	1	5	4	1	0	0			
<b>24 Hour Total :</b>			127												
<b>AM Peak Hour Begins :</b>			09:15			<b>AM Peak Volume :</b>			20			<b>AM Peak Hour Factor :</b>			0.71
<b>PM Peak Hour Begins :</b>			13:00			<b>PM Peak Volume :</b>			19			<b>PM Peak Hour Factor :</b>			0.59

City: Brooksville  
 County: Hernando

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 28-08-2014 00:00

Site ID: 41013  
 Station Num: 8251414  
 Description: Redbud Ln north of SR 50

27-08-2014 Lane 1 (North)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	1	0	0	1	0	0	1	2	1	3	7			
30	0	0	0	0	0	0	0	0	0	1	3	2			
45	0	0	0	0	0	0	0	3	2	1	1	2			
00	0	0	0	1	0	0	1	2	1	2	3	1			
<b>Hr Total</b>	0	1	0	1	1	0	1	6	5	5	10	12			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	2	2	1	3	4	1	1	1	2	2	0	0			
30	0	5	5	2	2	3	2	1	0	0	0	0			
45	3	2	3	3	1	2	1	2	1	0	0	0			
00	2	1	0	2	4	2	0	3	1	1	0	0			
<b>Hr Total</b>	7	10	9	10	11	8	4	7	4	3	0	0			
<b>24 Hour Total :</b>			115												
<b>AM Peak Hour Begins :</b>			10:15			<b>AM Peak Volume :</b>			14			<b>AM Peak Hour Factor :</b>			0.50
<b>PM Peak Hour Begins :</b>			12:30			<b>PM Peak Volume :</b>			12			<b>PM Peak Hour Factor :</b>			0.60
27-08-2014 Lane 2 (South)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	1	0	0	0	1	0	0	1	3	3	2	2			
30	0	0	0	0	0	0	0	2	1	3	4	2			
45	0	0	0	0	0	0	1	1	2	4	1	0			
00	0	0	0	0	0	0	1	2	4	3	1	2			
<b>Hr Total</b>	1	0	0	0	1	0	2	6	10	13	8	6			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	2	2	4	4	3	1	4	1	0	0	0	0			
30	1	3	3	1	2	1	2	0	0	0	0	0			
45	2	1	1	1	2	1	7	0	0	0	0	0			
00	2	2	3	2	1	2	4	0	0	0	0	0			
<b>Hr Total</b>	7	8	11	8	8	5	17	1	0	0	0	0			
<b>24 Hour Total :</b>			112												
<b>AM Peak Hour Begins :</b>			08:45			<b>AM Peak Volume :</b>			14			<b>AM Peak Hour Factor :</b>			0.88
<b>PM Peak Hour Begins :</b>			18:00			<b>PM Peak Volume :</b>			17			<b>PM Peak Hour Factor :</b>			0.61

City: Brooksville  
 County: Hernando

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 29-08-2014 00:00

Site ID: 41013  
 Station Num: 8251414  
 Description: Redbud Ln north of SR 50

28-08-2014		Lane 1 (North)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	0	0	1	0	0	1	1	4	0	0		
30	0	0	0	0	0	0	0	0	0	0	1	4		
45	1	0	0	0	0	0	0	2	0	0	4	5		
00	1	0	0	0	0	0	0	2	1	2	1	5		
<b>Hr Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>14</b>		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	4	4	3	3	2	1	2	1	1	0	1	1		
30	2	0	3	1	2	4	0	1	1	1	2	1		
45	3	2	1	5	1	2	4	1	1	0	1	0		
00	0	1	1	4	0	0	2	1	0	0	0	0		
<b>Hr Total</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>		
<b>24 Hour Total :</b>			<b>107</b>											
<b>AM Peak Hour Begins :</b>			<b>10:45</b>			<b>AM Peak Volume :</b>			<b>10</b>			<b>AM Peak Hour Factor :</b>		<b>0.50</b>
<b>PM Peak Hour Begins :</b>			<b>15:00</b>			<b>PM Peak Volume :</b>			<b>13</b>			<b>PM Peak Hour Factor :</b>		<b>0.65</b>
28-08-2014		Lane 2 (South)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	0	0	0	0	1	0	0	1	0	1	3	1		
30	0	0	0	0	1	0	0	0	1	4	1	3		
45	1	0	0	0	0	0	0	2	1	4	5	0		
00	0	0	0	0	0	0	2	3	2	2	3	1		
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>11</b>	<b>12</b>	<b>5</b>		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	4	2	2	5	0	2	3	0	2	0	0	0		
30	0	1	2	1	0	1	2	1	0	0	0	0		
45	2	0	2	0	2	1	0	0	0	0	0	0		
00	1	0	0	2	3	0	0	0	0	1	0	0		
<b>Hr Total</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>		
<b>24 Hour Total :</b>			<b>85</b>											
<b>AM Peak Hour Begins :</b>			<b>09:15</b>			<b>AM Peak Volume :</b>			<b>13</b>			<b>AM Peak Hour Factor :</b>		<b>0.65</b>
<b>PM Peak Hour Begins :</b>			<b>14:15</b>			<b>PM Peak Volume :</b>			<b>9</b>			<b>PM Peak Hour Factor :</b>		<b>0.45</b>

Site ID: 21007  
 Station Num: 8251413  
 Description: SR 50 east of Griffin Rd/Redbud Ln

26-08-2014 Lane 1 (East)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	16	19	10	9	48	96	97	175	118	145	138	151	
30	22	11	15	29	60	101	126	160	186	118	125	144	
45	14	11	19	27	74	139	136	170	167	133	131	164	
00	11	4	14	29	80	123	141	129	143	130	152	144	
<b>Hr Total</b>	63	45	58	94	262	459	500	634	614	526	546	603	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	149	155	160	187	214	221	129	109	83	64	42	24	
30	181	143	169	217	215	189	135	83	92	69	31	28	
45	148	158	173	197	201	164	125	81	88	58	26	20	
00	136	152	169	190	189	177	114	86	92	55	31	23	
<b>Hr Total</b>	614	608	671	791	819	751	503	359	355	246	130	95	
<b>24 Hour Total :</b>	10346												
<b>AM Peak Hour Begins :</b>	06:45			<b>AM Peak Volume :</b>				646				<b>AM Peak Hour Factor :</b>	0.87
<b>PM Peak Hour Begins :</b>	16:15			<b>PM Peak Volume :</b>				826				<b>PM Peak Hour Factor :</b>	0.93
26-08-2014 Lane 2 (West)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	23	18	13	15	18	50	82	132	188	163	178	147	
30	13	11	12	14	40	62	129	177	212	173	159	126	
45	16	10	8	15	18	47	178	199	222	161	168	164	
00	19	14	16	11	25	52	127	269	203	175	121	163	
<b>Hr Total</b>	71	53	49	55	101	211	516	777	825	672	626	600	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	149	159	164	177	185	168	132	113	74	49	49	38	
30	150	171	161	201	224	187	142	97	61	40	32	18	
45	145	140	160	211	197	205	117	85	60	51	33	31	
00	145	151	165	222	202	170	97	75	65	41	31	22	
<b>Hr Total</b>	589	621	650	811	808	730	488	370	260	181	145	109	
<b>24 Hour Total :</b>	10318												
<b>AM Peak Hour Begins :</b>	07:45			<b>AM Peak Volume :</b>				891				<b>AM Peak Hour Factor :</b>	0.83
<b>PM Peak Hour Begins :</b>	15:30			<b>PM Peak Volume :</b>				842				<b>PM Peak Hour Factor :</b>	0.94

City: Brooksville  
 County: Hernando

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 28-08-2014 00:00

Site ID: 21007  
 Station Num: 8251413  
 Description: SR 50 east of Griffin Rd/Redbud Ln

27-08-2014		Lane 1 (East)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	14	9	6	35	47	74	118	172	116	155	112	120			
30	18	17	14	38	62	78	129	163	124	138	108	149			
45	27	16	23	42	73	128	152	168	148	136	149	126			
00	10	6	10	31	90	144	136	156	180	107	152	140			
<b>Hr Total</b>	69	48	53	146	272	424	535	659	568	536	521	535			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	138	152	153	204	219	238	162	109	93	74	40	21			
30	156	140	174	207	213	211	131	116	106	72	33	17			
45	146	174	195	190	195	218	109	105	81	61	33	18			
00	160	165	175	189	190	188	126	87	101	53	37	14			
<b>Hr Total</b>	600	631	697	790	817	855	528	417	381	260	143	70			
<b>24 Hour Total :</b>			10555												
<b>AM Peak Hour Begins :</b>			07:00			<b>AM Peak Volume :</b>			659			<b>AM Peak Hour Factor :</b>			0.92
<b>PM Peak Hour Begins :</b>			16:45			<b>PM Peak Volume :</b>			857			<b>PM Peak Hour Factor :</b>			0.90
27-08-2014		Lane 2 (West)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	24	13	16	30	34	34	82	137	196	181	167	159			
30	10	15	12	19	29	65	123	182	221	152	160	147			
45	14	15	20	21	28	45	170	174	184	150	162	135			
00	17	18	18	39	41	73	176	244	151	121	166	195			
<b>Hr Total</b>	65	61	66	109	132	217	551	737	752	604	655	636			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	134	175	135	170	221	166	135	113	75	59	50	28			
30	166	159	185	177	169	217	152	110	84	49	30	25			
45	170	167	136	203	190	177	136	92	81	55	39	31			
00	160	149	163	199	226	178	163	75	66	45	31	22			
<b>Hr Total</b>	630	650	619	749	806	738	586	390	306	208	150	106			
<b>24 Hour Total :</b>			10523												
<b>AM Peak Hour Begins :</b>			07:45			<b>AM Peak Volume :</b>			845			<b>AM Peak Hour Factor :</b>			0.87
<b>PM Peak Hour Begins :</b>			16:00			<b>PM Peak Volume :</b>			806			<b>PM Peak Hour Factor :</b>			0.89

Site ID: 21007  
 Station Num: 8251413  
 Description: SR 50 east of Griffin Rd/Redbud Ln

28-08-2014 Lane 1 (East)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	29	15	10	17	31	75	126	182	195	144	168	158	
30	14	17	14	29	67	91	151	207	152	158	145	187	
45	19	10	14	30	77	140	145	207	143	144	135	193	
00	14	16	17	26	79	120	170	161	179	182	176	183	
<b>Hr Total</b>	76	58	55	102	254	426	592	757	669	628	624	721	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	185	176	166	219	217	235	162	110	91	75	39	22	
30	177	165	186	209	212	210	130	114	104	73	33	18	
45	171	178	149	191	194	218	107	103	80	62	34	17	
00	156	169	182	188	189	189	125	88	97	54	36	13	
<b>Hr Total</b>	689	688	683	807	812	852	524	415	372	264	142	70	
<b>24 Hour Total :</b>	11280												
<b>AM Peak Hour Begins :</b>	07:15			<b>AM Peak Volume :</b>				770				<b>AM Peak Hour Factor :</b>	0.93
<b>PM Peak Hour Begins :</b>	16:45			<b>PM Peak Volume :</b>				852				<b>PM Peak Hour Factor :</b>	0.91
28-08-2014 Lane 2 (West)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	24	9	14	34	28	40	76	133	207	171	149	169	
30	20	12	15	21	24	46	120	169	232	217	157	144	
45	20	12	13	15	24	69	224	181	185	174	180	153	
00	13	21	22	50	36	52	185	259	176	188	184	167	
<b>Hr Total</b>	77	54	64	120	112	207	605	742	800	750	670	633	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	166	199	143	163	250	189	148	136	97	61	46	31	
30	191	153	178	241	195	211	157	127	77	40	52	22	
45	187	178	168	195	219	210	161	104	73	59	49	26	
00	150	154	166	229	182	189	115	91	72	51	45	18	
<b>Hr Total</b>	694	684	655	828	846	799	581	458	319	211	192	97	
<b>24 Hour Total :</b>	11198												
<b>AM Peak Hour Begins :</b>	07:45			<b>AM Peak Volume :</b>				883				<b>AM Peak Hour Factor :</b>	0.85
<b>PM Peak Hour Begins :</b>	15:15			<b>PM Peak Volume :</b>				915				<b>PM Peak Hour Factor :</b>	0.92



Site ID: 41011  
 Station Num: 8251415  
 Description: SR 50 west of Griffin Rd/Redbud Ln

26-08-2014 Lane 1 (East)																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	15	19	12	6	44	100	100	177	128	152	141	151					
30	27	11	19	29	66	99	118	165	174	129	138	150					
45	9	9	16	27	79	142	143	168	176	122	132	169					
00	14	5	18	33	79	118	150	131	145	130	149	151					
<b>Hr Total</b>	65	44	65	95	268	459	511	641	623	533	560	621					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	156	157	162	203	234	217	141	120	87	72	44	24					
30	185	169	179	236	216	199	144	80	106	67	28	26					
45	143	157	177	193	199	169	128	88	86	60	25	21					
00	159	159	164	195	207	167	116	93	95	59	32	25					
<b>Hr Total</b>	643	642	682	827	856	752	529	381	374	258	129	96					
<b>24 Hour Total :</b>			10654														
<b>AM Peak Hour Begins :</b>			06:45			<b>AM Peak Volume :</b>			660			<b>AM Peak Hour Factor :</b>			0.93		
<b>PM Peak Hour Begins :</b>			15:15			<b>PM Peak Volume :</b>			858			<b>PM Peak Hour Factor :</b>			0.91		
26-08-2014 Lane 2 (West)																	
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	22	21	14	17	23	51	89	146	208	173	183	145					
30	14	12	14	14	42	62	136	174	224	175	175	136					
45	14	11	11	19	16	52	192	214	225	170	172	177					
00	19	13	18	9	25	53	127	269	205	184	130	167					
<b>Hr Total</b>	69	57	57	59	106	218	544	803	862	702	660	625					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	152	169	163	186	193	194	142	117	72	51	51	41					
30	161	178	180	213	234	188	139	106	63	42	33	21					
45	154	161	165	216	205	199	125	96	67	52	32	31					
00	151	162	175	229	196	171	110	79	66	45	32	26					
<b>Hr Total</b>	618	670	683	844	828	752	516	398	268	190	148	119					
<b>24 Hour Total :</b>			10796														
<b>AM Peak Hour Begins :</b>			07:45			<b>AM Peak Volume :</b>			926			<b>AM Peak Hour Factor :</b>			0.86		
<b>PM Peak Hour Begins :</b>			15:30			<b>PM Peak Volume :</b>			872			<b>PM Peak Hour Factor :</b>			0.93		

Site ID: 41011  
 Station Num: 8251415  
 Description: SR 50 west of Griffin Rd/Redbud Ln

27-08-2014		Lane 1 (East)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	12	7	9	38	54	80	124	169	123	164	102	130					
30	26	20	15	36	63	78	127	160	121	154	111	147					
45	23	15	23	40	71	137	155	162	156	124	152	127					
00	11	6	12	29	91	134	149	161	171	122	157	150					
<b>Hr Total</b>	72	48	59	143	279	429	555	652	571	564	522	554					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	150	149	148	215	223	233	159	113	97	76	35	19					
30	153	150	178	203	199	211	136	106	105	75	30	18					
45	148	171	198	191	199	209	124	95	80	60	37	18					
00	165	174	170	181	186	183	125	90	95	61	35	16					
<b>Hr Total</b>	616	644	694	790	807	836	544	404	377	272	137	71					
<b>24 Hour Total :</b>			10640														
<b>AM Peak Hour Begins :</b>			07:00			<b>AM Peak Volume :</b>			652			<b>AM Peak Hour Factor :</b>			0.95		
<b>PM Peak Hour Begins :</b>			16:45			<b>PM Peak Volume :</b>			839			<b>PM Peak Hour Factor :</b>			0.90		
27-08-2014		Lane 2 (West)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	26	14	18	30	32	41	86	147	209	186	171	168					
30	10	17	11	19	32	69	129	185	226	159	177	149					
45	16	14	22	24	32	44	182	189	193	159	163	141					
00	14	18	20	44	42	80	179	232	166	136	172	206					
<b>Hr Total</b>	66	63	71	117	138	234	576	753	794	640	683	664					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	147	180	161	185	190	196	141	122	69	67	51	32					
30	169	167	180	211	233	189	169	113	83	51	37	21					
45	181	175	166	214	204	201	152	94	83	49	35	34					
00	166	160	173	230	199	170	180	84	69	47	30	22					
<b>Hr Total</b>	663	682	680	840	826	756	642	413	304	214	153	109					
<b>24 Hour Total :</b>			11081														
<b>AM Peak Hour Begins :</b>			07:45			<b>AM Peak Volume :</b>			860			<b>AM Peak Hour Factor :</b>			0.93		
<b>PM Peak Hour Begins :</b>			15:30			<b>PM Peak Volume :</b>			867			<b>PM Peak Hour Factor :</b>			0.93		

City: Brooksville  
 County: Hernando

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 29-08-2014 00:00

Site ID: 41011  
 Station Num: 8251415  
 Description: SR 50 west of Griffin Rd/Redbud Ln

28-08-2014 Lane 1 (East)														
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	31	14	9	13	31	79	122	161	163	143	169	163		
30	13	17	17	26	65	93	139	178	143	157	145	184		
45	19	10	12	31	76	115	136	188	145	142	134	189		
00	14	14	23	22	73	119	167	153	169	175	168	183		
<b>Hr Total</b>	77	55	61	92	245	406	564	680	620	617	616	719		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	183	173	160	223	224	201	148	111	95	71	46	20		
30	175	186	184	214	204	220	171	104	83	91	36	25		
45	162	172	153	180	251	218	140	100	97	95	41	20		
00	154	175	184	180	190	167	113	102	55	64	36	26		
<b>Hr Total</b>	674	706	681	797	869	806	572	417	330	321	159	91		
<b>24 Hour Total :</b>	11175													
<b>AM Peak Hour Begins :</b>	10:45			<b>AM Peak Volume :</b>				704				<b>AM Peak Hour Factor :</b>		0.93
<b>PM Peak Hour Begins :</b>	16:00			<b>PM Peak Volume :</b>				869				<b>PM Peak Hour Factor :</b>		0.87
28-08-2014 Lane 2 (West)														
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	25	12	13	34	33	46	79	138	207	173	163	166		
30	20	10	15	21	22	47	116	169	244	237	169	163		
45	21	13	14	20	28	75	240	179	202	181	194	151		
00	12	23	25	49	33	58	189	271	181	194	190	179		
<b>Hr Total</b>	78	58	67	124	116	226	624	757	834	785	716	659		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	172	208	157	173	250	211	154	134	96	64	43	32		
30	199	165	177	244	202	213	162	135	78	46	57	22		
45	190	181	177	222	219	227	164	108	78	60	45	26		
00	148	166	165	239	184	192	121	92	71	57	44	20		
<b>Hr Total</b>	709	720	676	878	855	843	601	469	323	227	189	100		
<b>24 Hour Total :</b>	11634													
<b>AM Peak Hour Begins :</b>	07:45			<b>AM Peak Volume :</b>				924				<b>AM Peak Hour Factor :</b>		0.85
<b>PM Peak Hour Begins :</b>	15:15			<b>PM Peak Volume :</b>				955				<b>PM Peak Hour Factor :</b>		0.96



# TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: SR 50 west of Mondon Hill Rd / Spring Lake Hwy

Station No: See sketch Machine No: See sketch

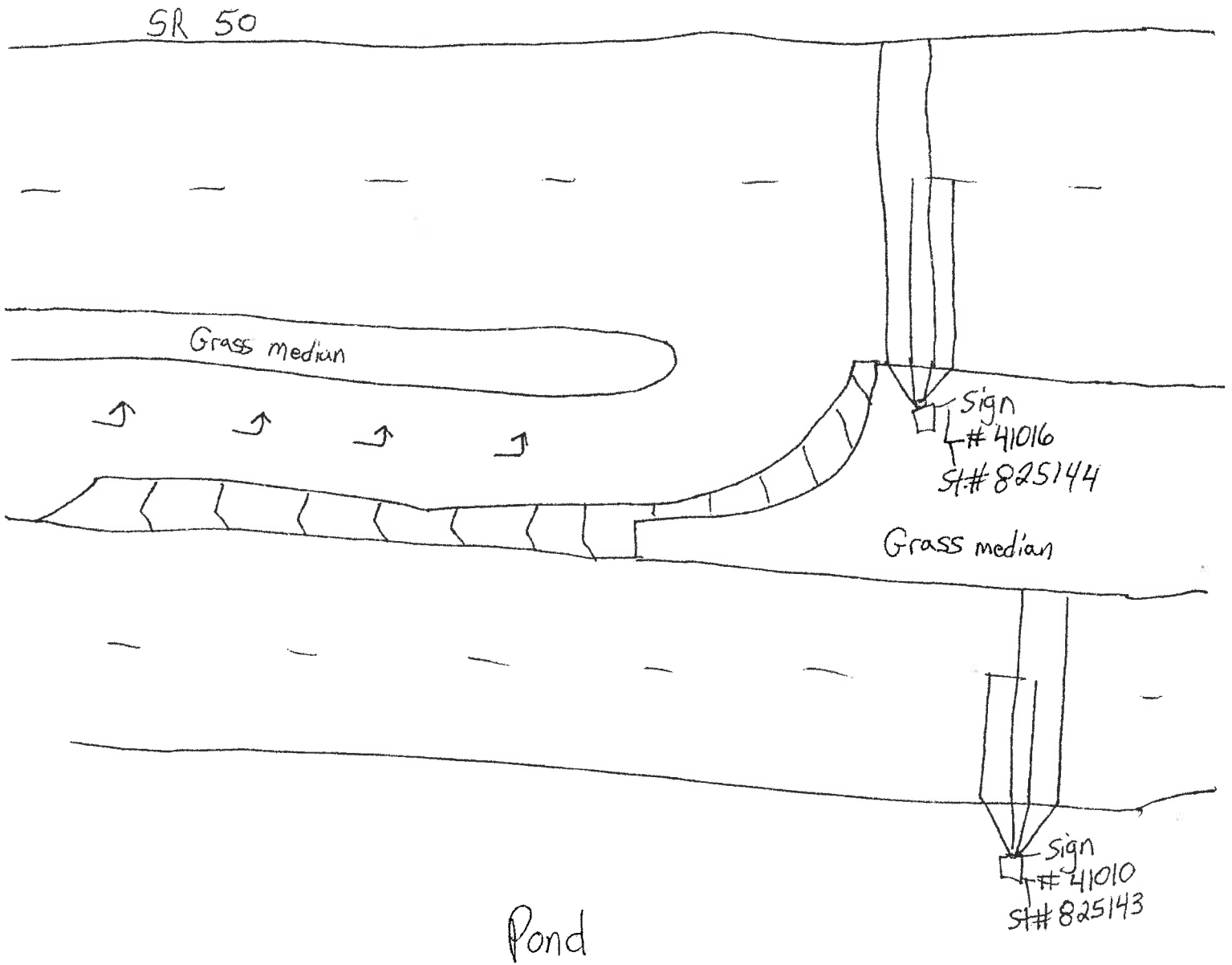
Speed Limit: 60 Machine attached to: See sketch

SET Date: 8-25-14 Time: 11:30

Weather: Hot / dry

UP Date: 8-29-14 Time: 11:38

Weather: Hot / dry





Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

Site ID: 41010  
 Station Num: 825143

8/26/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	2	34	27	1	7	1	0	0	3	0	0	0	0	0	0	75
20:30	1	46	22	1	3	1	0	0	2	0	1	0	0	0	0	77
20:45	1	33	21	0	8	1	0	0	1	0	0	0	0	0	0	65
21:00	2	27	23	1	4	1	0	1	1	0	0	0	0	0	0	60
21:15	0	26	22	1	7	0	0	1	1	0	0	0	0	0	0	58
21:30	1	31	16	0	3	0	0	1	0	0	0	0	0	0	0	52
21:45	1	26	21	1	1	0	0	0	1	0	1	0	0	0	0	52
22:00	0	21	9	0	5	0	0	0	1	0	0	0	0	0	0	36
22:15	3	16	8	0	2	3	0	0	1	0	0	0	0	0	0	33
22:30	0	8	9	0	4	0	0	0	0	0	0	0	0	0	0	21
22:45	2	12	3	0	4	1	0	0	2	0	0	0	0	0	0	24
23:00	0	10	6	0	3	0	0	0	0	0	0	0	0	0	0	19
23:15	1	10	4	0	1	1	0	0	1	0	0	0	0	0	0	18
23:30	0	9	5	0	2	0	0	0	2	0	0	0	0	0	0	18
23:45	1	13	5	0	1	1	0	0	1	0	0	0	0	0	0	22
<b>Total</b>	<b>208</b>	<b>4362</b>	<b>2547</b>	<b>229</b>	<b>895</b>	<b>290</b>	<b>130</b>	<b>179</b>	<b>328</b>	<b>49</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>120</b>	<b>9428</b>
<b>Percentages</b>	<b>2.21%</b>	<b>46.27%</b>	<b>27.02%</b>	<b>2.43%</b>	<b>9.49%</b>	<b>3.08%</b>	<b>1.38%</b>	<b>1.90%</b>	<b>3.48%</b>	<b>0.52%</b>	<b>0.03%</b>	<b>0.00%</b>	<b>0.02%</b>	<b>0.91%</b>	<b>1.27%</b>	<b>100.00%</b>



Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

Site ID: 41010  
 Station Num: 825143

8/27/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	2	50	20	0	10	0	0	0	0	0	0	0	0	0	0	82
20:30	0	40	29	0	5	0	0	0	2	0	1	0	0	0	0	77
20:45	0	43	16	0	6	0	0	0	2	0	0	0	0	0	0	67
21:00	0	42	20	0	6	0	0	0	1	0	0	0	0	0	0	69
21:15	0	33	12	0	4	0	0	0	0	0	0	0	0	0	0	49
21:30	3	38	19	0	3	2	0	0	2	0	0	0	0	0	0	67
21:45	0	18	14	0	3	0	0	0	3	0	0	0	0	0	0	38
22:00	3	18	12	0	3	2	0	1	0	0	0	0	0	0	0	39
22:15	1	14	7	0	4	0	0	0	1	0	0	0	0	0	0	27
22:30	2	13	6	0	4	2	0	0	1	0	0	0	0	0	0	28
22:45	2	15	12	0	0	2	0	1	1	0	0	0	0	0	0	33
23:00	0	14	5	0	0	0	0	0	1	0	0	0	0	0	0	20
23:15	1	9	3	0	0	1	0	0	0	0	0	0	0	0	0	14
23:30	0	10	7	0	3	0	0	0	1	0	0	0	0	0	0	21
23:45	1	13	3	0	2	0	0	0	1	0	0	0	0	0	0	20
<b>Total</b>	<b>230</b>	<b>4246</b>	<b>2611</b>	<b>143</b>	<b>833</b>	<b>203</b>	<b>20</b>	<b>193</b>	<b>282</b>	<b>60</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>8833</b>
<b>Percentages</b>	<b>2.60%</b>	<b>48.07%</b>	<b>29.56%</b>	<b>1.62%</b>	<b>9.43%</b>	<b>2.30%</b>	<b>0.23%</b>	<b>2.18%</b>	<b>3.19%</b>	<b>0.68%</b>	<b>0.01%</b>	<b>0.00%</b>	<b>0.05%</b>	<b>0.00%</b>	<b>0.08%</b>	<b>100.00%</b>





Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

Site ID: 41010  
 Station Num: 825143

8/28/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	0	44	21	0	6	0	0	3	1	0	0	0	0	0	0	75
20:30	1	43	21	1	5	1	0	1	0	0	1	0	0	0	0	74
20:45	3	36	18	0	6	0	0	0	1	0	0	0	0	0	0	64
21:00	1	25	15	0	2	0	1	0	0	0	0	0	0	0	0	44
21:15	1	44	24	1	3	0	0	2	0	0	0	0	0	0	0	75
21:30	0	42	26	1	3	0	0	1	1	0	1	0	0	0	0	75
21:45	0	34	17	2	4	0	0	0	1	0	0	0	0	0	0	58
22:00	0	16	18	0	3	0	0	0	0	0	0	0	0	0	0	37
22:15	2	14	13	2	5	2	0	0	0	0	0	0	0	0	0	38
22:30	0	15	10	0	0	0	0	0	0	0	0	0	0	0	0	25
22:45	1	20	10	0	1	1	0	1	2	0	0	0	0	0	0	36
23:00	0	14	7	0	1	0	0	0	1	0	0	0	0	0	0	23
23:15	2	12	4	0	2	3	0	0	0	0	0	0	0	0	0	23
23:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
23:45	0	12	6	0	2	0	0	0	1	0	0	0	0	0	0	21
<b>Total</b>	209	4609	2659	154	771	194	14	217	312	73	3	1	1	0	12	9229
<b>Percentages</b>	2.26%	49.94%	28.81%	1.67%	8.35%	2.10%	0.15%	2.35%	3.38%	0.79%	0.03%	0.01%	0.01%	0.00%	0.13%	100.00%



Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

Site ID: 41016  
 Station Num: 825144

8/26/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	2	29	19	0	10	0	0	0	0	0	0	0	0	0	0	60
20:30	1	32	11	1	7	1	0	3	0	0	0	0	0	0	0	56
20:45	0	29	22	0	7	0	0	1	2	0	0	0	0	0	0	61
21:00	2	23	14	0	3	2	0	0	1	0	0	0	0	0	0	45
21:15	1	21	14	0	2	1	0	0	1	0	0	0	0	0	0	40
21:30	2	18	19	0	2	1	0	0	2	0	0	0	0	0	0	44
21:45	1	21	18	1	1	1	0	0	0	0	0	0	0	0	0	43
22:00	1	25	15	0	2	1	0	0	2	0	0	0	0	0	0	46
22:15	0	18	11	0	7	0	0	0	0	0	0	0	0	0	0	36
22:30	1	20	9	0	4	0	0	0	1	0	0	0	0	0	0	35
22:45	0	14	15	0	1	0	0	0	2	0	0	0	0	0	0	32
23:00	3	14	9	1	2	2	0	0	2	0	0	0	0	0	0	33
23:15	1	9	2	1	1	0	0	0	2	0	0	0	0	0	0	16
23:30	2	7	9	1	0	1	0	0	3	0	0	0	0	0	0	23
23:45	1	12	6	0	2	1	0	0	0	0	0	0	0	0	0	22
<b>Total</b>	214	4063	2693	131	828	184	21	205	313	57	2	1	10	0	18	8740
<b>Percentages</b>	2.45%	46.49%	30.81%	1.50%	9.47%	2.11%	0.24%	2.35%	3.58%	0.65%	0.02%	0.01%	0.11%	0.00%	0.21%	100.00%



Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

Site ID: 41016  
 Station Num: 825144

8/27/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	1	37	29	2	9	1	0	0	0	0	0	0	0	0	0	80
20:30	2	39	16	0	5	2	0	0	2	1	0	0	0	0	0	67
20:45	0	24	29	0	2	0	0	0	1	0	0	0	0	0	0	56
21:00	3	28	23	0	5	2	0	0	2	0	0	0	0	0	0	63
21:15	3	23	15	0	4	2	0	0	0	0	0	0	0	0	0	47
21:30	2	25	14	0	2	2	0	0	1	0	0	0	0	0	0	46
21:45	0	23	12	0	4	0	0	0	2	0	0	0	0	0	0	41
22:00	2	28	15	0	1	2	0	1	0	0	0	0	0	0	0	49
22:15	0	20	7	1	2	0	0	1	1	0	0	0	0	0	0	32
22:30	1	14	10	0	1	1	0	2	1	0	0	0	0	0	0	30
22:45	0	15	12	0	4	0	0	0	0	0	0	0	0	0	0	31
23:00	0	21	6	0	3	0	0	0	2	0	0	0	0	0	0	32
23:15	0	10	6	0	1	0	0	1	1	0	0	0	0	0	0	19
23:30	2	19	2	0	3	2	0	0	2	0	0	0	0	0	0	30
23:45	0	7	8	0	2	0	0	0	0	0	0	0	0	0	0	17
<b>Total</b>	204	4216	2708	116	877	197	14	178	309	73	4	1	10	0	12	8919
<b>Percentages</b>	2.29%	47.27%	30.36%	1.30%	9.83%	2.21%	0.16%	2.00%	3.46%	0.82%	0.04%	0.01%	0.11%	0.00%	0.13%	100.00%



Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

Site ID: 41016  
 Station Num: 825144

8/28/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	2	47	23	0	3	1	0	1	0	0	0	0	0	0	0	77
20:30	1	31	28	0	10	0	0	2	0	0	0	0	0	0	0	72
20:45	1	35	20	1	5	2	0	0	0	0	0	0	0	0	0	64
21:00	0	30	15	1	5	0	0	1	1	0	0	0	0	0	0	53
21:15	1	29	9	0	3	1	0	0	0	0	0	0	0	0	0	43
21:30	1	24	18	0	10	1	0	0	0	0	0	0	0	0	0	54
21:45	1	19	17	1	7	1	0	1	0	0	0	0	0	0	0	47
22:00	2	15	16	0	4	1	0	1	1	0	0	0	0	0	0	40
22:15	1	22	17	0	3	1	0	1	4	0	0	0	0	0	0	49
22:30	0	26	12	0	4	0	0	1	0	0	0	0	0	0	0	43
22:45	1	27	9	1	6	0	0	0	1	0	0	0	0	0	0	45
23:00	0	10	8	0	4	0	0	0	1	0	0	0	0	0	0	23
23:15	0	14	7	0	0	0	0	0	1	0	0	0	0	0	0	22
23:30	0	10	8	0	1	0	0	0	2	0	0	0	0	0	0	21
23:45	1	6	8	2	0	0	0	0	1	0	0	0	0	0	0	18
<b>Total</b>	227	4306	2969	155	924	192	14	240	275	90	6	0	8	0	15	9421
<b>Percentages</b>	2.41%	45.71%	31.51%	1.65%	9.81%	2.04%	0.15%	2.55%	2.92%	0.96%	0.06%	0.00%	0.08%	0.00%	0.16%	100.00%



Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41010  
 Station Num: 825143

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

8/26/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	0	0	1	5	7	3	0	0	0	16	61.25
00:15	0	0	0	1	1	2	4	0	1	0	9	64.72
00:30	0	0	0	2	1	9	7	0	0	0	19	63.03
00:45	0	0	0	0	0	4	3	0	0	0	7	64.64
01:00	0	0	1	1	3	4	9	0	2	0	20	64.25
01:15	0	0	1	1	0	4	3	0	0	0	9	61.39
01:30	0	0	0	1	0	3	3	0	0	1	8	63.21
01:45	0	0	0	0	4	2	2	0	0	0	8	61.25
02:00	0	0	0	0	0	3	2	0	0	0	5	64.50
02:15	0	0	1	0	2	6	4	0	0	0	13	62.12
02:30	0	0	0	0	1	7	5	0	0	0	13	64.04
02:45	0	0	0	0	0	8	2	0	1	0	11	64.77
03:00	0	0	0	1	1	3	6	0	0	0	11	63.86
03:15	0	0	0	0	5	5	5	0	0	0	15	62.50
03:30	0	0	0	0	0	10	5	0	3	0	18	66.39
03:45	0	0	0	0	1	10	10	0	4	0	25	66.70
04:00	0	0	0	1	2	19	10	0	0	0	32	63.44
04:15	0	0	0	0	2	15	22	0	2	1	42	65.67
04:30	0	0	1	4	3	24	26	0	4	0	62	64.44
04:45	0	0	0	3	8	29	32	0	4	0	76	64.47
05:00	0	0	0	2	5	30	37	0	6	0	80	65.38
05:15	0	0	0	1	5	27	42	0	4	0	79	65.47
05:30	0	0	0	0	7	45	51	0	14	0	117	66.18
05:45	0	0	1	1	13	35	64	0	14	0	128	65.94
06:00	0	0	0	2	9	36	43	0	10	0	100	65.50
06:15	0	0	1	2	12	30	40	0	11	0	96	65.31
06:30	0	0	1	4	11	51	55	0	6	0	128	64.49
06:45	0	0	0	4	11	43	47	0	10	0	115	65.02
07:00	0	0	0	1	15	42	62	0	17	0	137	66.00
07:15	0	0	1	4	22	66	65	0	15	0	173	64.73
07:30	0	0	2	1	10	44	77	0	15	3	152	65.99
07:45	0	0	0	3	13	38	58	0	20	3	135	66.25
08:00	0	0	0	0	8	35	46	0	9	0	98	65.82
08:15	0	1	1	3	10	54	64	0	11	0	144	64.96
08:30	0	0	3	3	10	60	62	0	14	0	152	65.10
08:45	0	0	1	4	6	46	67	0	10	0	134	65.49
09:00	0	0	0	0	6	33	49	0	15	0	103	66.77
09:15	0	0	2	2	16	254	47	0	11	197	529	63.31
09:30	0	0	205	1	9	47	33	0	8	2	305	53.11
09:45	0	0	1	2	6	37	53	0	8	0	107	65.49
10:00	1	0	0	1	16	49	40	0	5	0	112	63.63
10:15	0	0	0	3	16	25	39	0	15	0	98	65.66
10:30	0	0	1	4	20	46	51	0	1	0	123	63.43
10:45	0	0	0	1	11	45	39	0	7	0	103	64.78
11:00	0	0	2	5	19	61	40	0	3	1	131	63.04
11:15	0	0	0	1	13	54	49	0	12	1	130	65.21
11:30	0	0	0	3	14	43	49	0	9	0	118	64.87
11:45	0	0	3	2	13	39	69	0	16	1	143	65.70
12:00	0	0	1	3	9	35	59	0	16	0	123	66.12
12:15	0	0	1	2	11	45	60	0	6	1	126	64.90
12:30	0	0	1	1	6	47	63	0	8	1	127	65.52
12:45	0	0	2	1	13	32	40	0	15	2	105	65.61
13:00	0	0	1	1	9	41	51	0	7	1	111	65.14
13:15	0	0	0	1	9	48	51	0	9	1	119	65.34
13:30	0	0	2	1	15	41	44	0	10	1	114	64.76
13:45	0	0	1	3	10	47	51	0	14	5	131	65.44
14:00	0	0	1	2	12	41	43	0	19	0	118	65.93
14:15	0	0	0	3	18	51	66	0	11	0	149	65.02
14:30	0	1	1	3	13	52	56	0	19	0	145	65.39
14:45	0	0	1	4	16	45	62	0	10	1	139	64.86
15:00	0	0	0	0	21	39	66	0	26	0	152	66.55
15:15	0	0	4	5	21	66	71	0	18	0	185	64.72
15:30	0	0	1	3	9	45	73	0	18	2	151	66.16

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41010  
 Station Num: 825143

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

8/26/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	0	2	5	15	48	80	0	16	1	167	65.42
16:00	0	1	3	1	18	70	72	0	8	2	175	64.23
16:15	0	0	0	4	18	51	85	0	18	2	178	65.71
16:30	0	0	1	1	19	61	78	0	16	3	179	65.40
16:45	0	0	1	3	12	55	69	0	25	2	167	66.23
17:00	0	0	0	2	28	75	64	0	20	0	189	64.93
17:15	0	0	0	6	11	60	76	0	21	2	176	65.83
17:30	0	0	0	0	4	46	79	0	27	2	158	67.50
17:45	1	1	0	2	12	44	69	0	23	7	159	65.90
18:00	0	0	2	2	8	32	61	0	17	0	122	66.35
18:15	0	0	0	1	15	44	66	0	13	0	139	65.67
18:30	0	0	0	0	17	42	37	0	15	3	114	65.43
18:45	0	0	0	0	8	23	43	0	14	1	89	66.88
19:00	0	0	1	1	6	29	53	0	15	2	107	66.64
19:15	0	1	0	0	6	24	38	0	8	0	77	65.68
19:30	0	0	0	6	10	20	27	0	6	0	69	64.17
19:45	0	0	0	3	3	26	25	0	15	1	73	66.74
20:00	0	0	0	0	4	20	35	0	16	1	76	67.77
20:15	0	1	2	2	8	26	27	0	9	0	75	64.43
20:30	0	0	0	2	7	33	31	0	4	0	77	64.58
20:45	0	0	3	0	5	25	29	0	3	0	65	64.35
21:00	0	0	0	3	6	18	26	0	5	2	60	65.00
21:15	0	0	0	1	6	19	20	0	11	1	58	66.45
21:30	0	0	0	1	4	19	17	0	8	3	52	66.07
21:45	0	0	1	2	10	14	22	0	1	2	52	63.30
22:00	0	0	0	1	5	15	12	0	3	0	36	64.44
22:15	0	0	0	0	2	9	16	0	4	2	33	66.69
22:30	0	0	1	1	4	6	7	0	2	0	21	63.45
22:45	0	0	0	1	3	4	11	0	5	0	24	66.88
23:00	0	0	0	1	2	4	10	0	2	0	19	65.66
23:15	0	0	0	1	4	8	4	0	1	0	18	62.78
23:30	0	0	0	0	5	6	6	0	1	0	18	63.61
23:45	0	0	0	0	1	11	7	0	3	0	22	65.91
<b>Total</b>	2	6	263	162	843	3251	3759	0	878	264	9428	
<b>Percentages</b>	0.02%	0.06%	2.79%	1.72%	8.94%	34.48%	39.87%	0.00%	9.31%	2.80%	100.00%	

Site ID: 41010  
 Station Num: 825143

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
Channel 1	64.88 MPH	6.18	9428	9164	100.00%	60.15 MPH	65.07 MPH	69.34 MPH
All Channels	64.88 MPH	6.18	9428	9164	100.00%	60.15 MPH	65.07 MPH	69.34 MPH

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41010  
 Station Num: 825143

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

8/27/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	0	0	1	2	6	2	0	0	0	11	61.59
00:15	0	1	1	0	2	4	2	0	1	0	11	59.27
00:30	0	0	0	0	0	7	14	0	3	0	24	67.29
00:45	0	0	0	0	2	1	5	0	2	0	10	67.00
01:00	0	0	0	1	3	3	2	0	1	0	10	62.50
01:15	0	0	0	0	1	3	5	0	0	0	9	64.72
01:30	0	0	0	0	0	4	6	0	0	0	10	65.50
01:45	0	0	0	1	4	0	1	0	1	0	7	61.07
02:00	0	0	0	0	1	1	2	0	2	0	6	68.33
02:15	0	0	0	0	1	5	4	0	0	0	10	64.00
02:30	0	0	0	0	2	2	5	0	2	0	11	66.59
02:45	0	0	0	2	3	5	2	0	0	0	12	60.42
03:00	0	0	0	0	1	6	7	0	1	0	15	65.50
03:15	0	0	0	0	3	13	7	0	5	0	28	65.89
03:30	0	0	0	0	2	22	7	0	0	0	31	63.31
03:45	0	0	0	1	2	9	10	0	0	0	22	63.86
04:00	0	0	0	1	4	15	12	0	0	0	32	63.44
04:15	0	0	0	0	0	21	23	0	3	0	47	65.90
04:30	0	0	1	4	3	23	28	0	4	0	63	64.56
04:45	0	0	0	1	5	15	32	0	12	2	67	67.19
05:00	0	0	0	0	6	25	29	0	7	0	67	65.78
05:15	0	0	1	2	9	24	28	0	10	1	75	65.34
05:30	0	0	1	1	7	27	47	0	17	1	101	66.80
05:45	0	0	0	1	12	46	57	0	22	2	140	66.45
06:00	0	0	0	0	4	24	62	0	21	0	111	67.95
06:15	0	0	0	1	4	38	53	0	20	2	118	67.11
06:30	0	0	0	1	13	48	64	0	15	2	143	65.83
06:45	0	0	0	2	2	24	51	0	15	1	95	67.29
07:00	0	0	0	1	9	42	58	0	29	2	141	67.32
07:15	0	0	3	2	8	42	77	0	28	3	163	66.88
07:30	0	0	0	2	6	57	74	0	25	2	166	66.74
07:45	0	0	0	3	12	51	54	0	23	2	145	66.17
08:00	0	1	0	1	4	35	53	0	23	0	117	67.15
08:15	0	0	0	1	14	32	48	0	23	1	119	66.78
08:30	0	2	0	3	9	32	56	0	20	0	122	66.06
08:45	0	0	0	2	8	32	62	0	14	3	121	66.40
09:00	0	0	0	1	7	43	65	0	20	0	136	66.76
09:15	0	0	0	3	10	38	62	0	14	2	129	65.96
09:30	0	0	0	0	10	46	41	0	14	0	111	65.79
09:45	0	0	3	2	12	24	46	0	12	2	101	65.38
10:00	0	0	0	1	10	31	32	0	12	0	86	65.76
10:15	0	0	1	4	11	32	39	0	7	0	94	64.52
10:30	0	0	1	1	9	42	58	0	7	0	118	65.25
10:45	0	0	0	6	17	52	49	0	10	0	134	64.37
11:00	0	0	1	5	14	40	45	0	4	0	109	63.88
11:15	0	2	1	1	9	47	50	0	11	0	121	64.76
11:30	0	0	1	4	14	40	33	0	12	0	104	64.62
11:45	0	1	1	1	11	39	37	0	10	0	100	64.70
12:00	0	0	1	1	12	31	43	0	11	0	99	65.48
12:15	0	0	1	0	13	46	50	0	14	2	126	65.56
12:30	0	1	1	1	8	38	54	0	20	0	123	66.32
12:45	0	0	1	2	16	50	46	0	9	2	126	64.52
13:00	0	1	0	2	16	64	35	0	13	1	132	64.29
13:15	0	0	1	0	10	35	57	0	12	1	116	65.98
13:30	0	0	0	1	15	53	46	0	11	0	126	64.96
13:45	0	0	0	4	19	44	66	0	13	1	147	65.17
14:00	0	0	1	1	16	34	44	0	13	1	110	65.34
14:15	0	0	1	0	21	45	66	0	11	2	146	65.10
14:30	0	1	0	1	17	48	64	0	18	2	151	65.58
14:45	0	2	1	1	11	59	53	0	19	1	147	65.23
15:00	0	0	1	2	12	49	82	0	14	2	162	65.78
15:15	0	0	0	4	16	40	80	0	11	0	151	65.45
15:30	0	1	2	11	15	52	54	0	19	0	154	64.48

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41010  
 Station Num: 825143

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

8/27/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	0	2	4	15	55	72	0	24	1	173	65.84
16:00	0	0	0	2	20	63	74	0	18	3	180	65.44
16:15	0	1	2	2	16	55	82	0	13	1	172	65.07
16:30	0	0	0	4	18	55	76	0	26	5	184	66.08
16:45	0	0	0	1	14	43	73	0	20	2	153	66.37
17:00	0	1	0	1	11	55	83	0	14	3	168	65.68
17:15	0	0	0	0	14	60	102	0	23	0	199	66.44
17:30	0	0	1	1	8	60	89	0	25	2	186	66.60
17:45	0	0	1	2	11	48	60	0	22	5	149	66.25
18:00	0	0	0	3	11	38	83	0	22	0	157	66.70
18:15	0	0	1	2	9	38	46	0	17	0	113	66.08
18:30	0	0	0	4	7	39	37	0	16	0	103	65.90
18:45	0	0	1	1	2	39	48	0	11	1	103	66.13
19:00	0	0	0	1	12	34	29	0	16	2	94	65.92
19:15	0	0	0	5	7	30	40	0	5	0	87	64.68
19:30	0	0	0	2	5	22	33	0	15	1	78	66.98
19:45	0	0	1	1	3	15	40	1	13	0	74	67.43
20:00	0	0	0	4	6	21	31	0	8	0	70	65.43
20:15	0	0	1	8	11	37	19	0	6	0	82	62.93
20:30	0	1	1	1	15	24	32	0	3	0	77	63.40
20:45	0	0	2	5	7	31	18	0	4	0	67	63.02
21:00	0	0	0	2	5	27	28	0	7	0	69	65.40
21:15	0	1	1	3	6	17	18	0	3	0	49	63.00
21:30	0	0	0	2	9	19	31	0	6	0	67	65.19
21:45	0	0	0	2	4	16	12	0	4	0	38	64.61
22:00	0	0	0	0	5	20	13	0	1	0	39	63.91
22:15	0	0	0	2	2	9	12	0	2	0	27	64.72
22:30	0	0	0	0	5	6	14	0	3	0	28	65.71
22:45	0	0	1	0	3	11	14	0	2	2	33	64.76
23:00	0	0	0	2	3	10	4	0	1	0	20	62.50
23:15	0	0	0	0	1	5	7	0	1	0	14	65.71
23:30	0	0	0	3	0	10	7	0	1	0	21	63.45
23:45	0	0	1	1	2	11	5	0	0	0	20	62.00
<b>Total</b>	0	17	43	166	786	2929	3778	1	1042	71	8833	
<b>Percentages</b>	0.00%	0.19%	0.49%	1.88%	8.90%	33.16%	42.77%	0.01%	11.80%	0.80%	100.00%	

Site ID: 41010  
Station Num: 825143

Start Date/Time: 27-08-2014 00:00  
End Date/Time: 27-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
Channel 1	65.66 MPH	5.94	8833	8762	100.00%	60.52 MPH	65.58 MPH	69.64 MPH
All Channels	65.66 MPH	5.94	8833	8762	100.00%	60.52 MPH	65.58 MPH	69.64 MPH

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41010  
 Station Num: 825143

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

8/28/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	0	0	0	5	7	5	0	1	0	18	63.33
00:15	0	0	1	1	2	7	5	0	0	0	16	61.88
00:30	0	0	0	0	4	3	6	0	2	0	15	65.17
00:45	0	0	0	0	4	2	5	0	1	0	12	64.17
01:00	0	0	0	0	4	3	3	0	1	0	11	63.41
01:15	0	0	0	0	0	9	3	0	2	0	14	65.71
01:30	0	1	0	0	0	5	1	0	0	0	7	58.14
01:45	0	0	0	1	2	2	4	0	0	0	9	62.50
02:00	0	0	1	0	1	5	3	0	0	0	10	62.00
02:15	0	0	0	0	1	4	4	0	0	0	9	64.17
02:30	0	0	0	0	3	5	7	0	0	0	15	63.83
02:45	0	0	0	0	2	4	7	0	0	0	13	64.42
03:00	0	0	0	0	3	2	6	0	1	1	13	65.00
03:15	0	0	0	0	0	4	9	0	1	0	14	66.79
03:30	0	0	0	0	4	11	11	0	0	0	26	63.85
03:45	0	0	1	1	2	5	9	0	2	0	20	64.50
04:00	0	0	0	1	2	6	12	0	3	0	24	66.04
04:15	0	0	0	1	3	17	15	0	2	1	39	64.61
04:30	0	0	0	4	2	24	30	0	5	0	65	65.19
04:45	0	0	1	0	5	14	33	0	7	0	60	66.33
05:00	0	0	0	1	11	22	30	0	7	1	72	65.18
05:15	0	0	0	2	4	21	30	0	6	0	63	65.67
05:30	0	0	1	5	7	32	50	0	13	1	109	65.69
05:45	0	0	0	0	2	33	52	0	12	1	100	66.84
06:00	0	0	1	1	5	33	55	0	22	0	117	67.24
06:15	0	0	0	1	12	38	49	0	14	1	115	65.88
06:30	0	0	0	5	10	39	50	0	15	2	121	65.65
06:45	0	0	1	4	8	34	58	0	21	1	127	66.55
07:00	0	0	0	1	11	47	72	0	18	2	151	66.29
07:15	0	0	0	7	23	51	71	0	13	1	166	64.71
07:30	0	0	1	2	15	52	83	0	22	3	178	66.13
07:45	0	0	0	0	10	40	67	1	36	2	156	67.92
08:00	0	0	0	1	6	34	63	0	26	3	133	67.62
08:15	0	0	0	0	7	35	64	0	24	4	134	67.46
08:30	0	2	1	2	12	32	55	0	16	0	120	65.41
08:45	0	0	1	1	7	47	60	0	25	3	144	66.86
09:00	0	0	1	0	9	42	54	0	16	1	123	66.19
09:15	0	0	0	1	16	44	52	0	12	1	126	65.30
09:30	0	0	1	1	14	34	51	0	5	3	109	64.72
09:45	0	2	1	3	16	43	55	0	16	2	138	64.85
10:00	0	0	1	4	14	51	61	0	9	0	140	64.75
10:15	0	0	0	2	12	38	54	0	16	1	123	66.02
10:30	1	0	3	1	11	58	40	0	8	0	122	63.75
10:45	0	0	0	1	12	49	48	0	9	0	119	65.06
11:00	0	0	1	0	9	36	64	0	10	0	120	65.92
11:15	0	1	0	0	11	39	83	0	12	0	146	65.96
11:30	0	0	1	7	13	63	41	0	11	2	138	64.12
11:45	0	0	2	5	14	52	59	0	26	2	160	65.89
12:00	0	0	1	3	17	44	58	0	13	0	136	65.11
12:15	0	0	0	4	14	37	58	0	12	2	127	65.38
12:30	0	0	0	0	9	45	57	0	13	2	126	66.01
12:45	0	1	1	1	11	55	58	0	4	1	132	64.29
13:00	0	0	2	2	15	44	47	0	9	1	120	64.56
13:15	1	0	0	0	11	53	53	0	18	0	136	65.60
13:30	0	0	0	1	12	44	68	0	13	0	138	65.87
13:45	0	0	4	4	14	42	50	0	10	0	124	64.35
14:00	0	1	3	3	14	45	57	0	14	1	138	64.80
14:15	0	0	1	2	8	47	66	0	11	2	137	65.61
14:30	0	0	1	4	29	49	50	0	16	0	149	64.45
14:45	0	0	1	1	12	41	72	0	22	2	151	66.56
15:00	0	0	1	2	17	44	73	0	31	1	169	66.73
15:15	0	1	1	2	9	52	83	0	22	2	172	66.20
15:30	0	0	5	8	10	47	66	0	15	2	153	64.82

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41010  
 Station Num: 825143

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

8/28/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	0	0	1	10	56	63	0	17	0	147	65.97
16:00	0	0	3	3	16	57	55	0	13	4	151	64.64
16:15	0	0	2	2	16	87	91	0	15	1	214	65.08
16:30	0	0	0	1	12	47	89	0	24	5	178	66.75
16:45	0	1	2	3	12	37	84	0	34	0	173	66.98
17:00	0	0	1	2	11	54	71	0	28	2	169	66.60
17:15	0	1	0	2	7	50	88	0	19	3	170	66.30
17:30	0	0	0	0	11	54	88	0	31	0	184	67.12
17:45	0	0	0	1	10	42	65	0	24	2	144	66.90
18:00	0	0	2	2	8	41	68	0	17	1	139	66.16
18:15	0	0	0	0	9	42	67	0	28	1	147	67.36
18:30	0	0	0	1	3	30	63	0	30	0	127	68.33
18:45	0	0	0	0	4	36	41	0	8	2	91	65.93
19:00	0	0	0	2	12	34	29	0	10	0	87	64.97
19:15	0	0	0	5	6	38	47	0	9	4	109	65.26
19:30	0	0	1	3	6	32	26	0	6	1	75	64.46
19:45	0	0	0	2	12	29	24	0	11	0	78	65.13
20:00	0	0	0	1	9	19	39	0	10	0	78	66.22
20:15	0	0	1	1	9	26	33	0	4	1	75	64.59
20:30	0	0	0	0	4	27	32	0	11	0	74	66.62
20:45	0	0	0	0	8	19	33	0	3	1	64	65.20
21:00	0	0	1	0	5	20	16	0	2	0	44	64.09
21:15	0	0	0	2	12	28	28	0	5	0	75	64.30
21:30	0	0	0	3	12	33	20	0	6	1	75	63.85
21:45	0	0	2	1	4	20	25	0	5	1	58	64.96
22:00	0	0	0	1	2	15	11	0	8	0	37	66.69
22:15	0	0	0	0	7	14	16	0	1	0	38	64.08
22:30	0	0	0	1	6	5	11	0	2	0	25	64.30
22:45	0	0	1	2	5	15	9	0	3	1	36	63.36
23:00	0	0	0	1	4	10	6	0	2	0	23	63.80
23:15	0	0	0	0	3	7	7	0	6	0	23	67.28
23:30	0	0	0	0	1	5	5	0	1	0	12	65.42
23:45	0	0	1	0	4	8	7	0	1	0	21	63.21
<b>Total</b>	<b>2</b>	<b>11</b>	<b>59</b>	<b>147</b>	<b>812</b>	<b>3004</b>	<b>4022</b>	<b>1</b>	<b>1085</b>	<b>86</b>	<b>9229</b>	
<b>Percentages</b>	<b>0.02%</b>	<b>0.12%</b>	<b>0.64%</b>	<b>1.59%</b>	<b>8.80%</b>	<b>32.55%</b>	<b>43.58%</b>	<b>0.01%</b>	<b>11.76%</b>	<b>0.93%</b>	<b>100.00%</b>	



Site ID: 41010  
Station Num: 825143

Start Date/Time: 28-08-2014 00:00  
End Date/Time: 28-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
Channel 1	65.72 MPH	5.90	9229	9143	100.00%	60.57 MPH	65.67 MPH	69.65 MPH
All Channels	65.72 MPH	5.90	9229	9143	100.00%	60.57 MPH	65.67 MPH	69.65 MPH

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41016  
 Station Num: 825144

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

8/26/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	0	0	1	1	6	10	0	4	0	22	66.82
00:15	0	0	0	0	3	5	3	0	3	1	15	65.71
00:30	0	0	0	0	0	2	7	0	3	0	12	69.17
00:45	0	0	0	0	2	4	4	0	4	0	14	67.50
01:00	0	0	0	0	3	4	7	0	0	0	14	63.93
01:15	0	0	0	1	3	3	2	0	0	0	9	60.83
01:30	0	0	0	1	2	1	4	0	2	0	10	65.50
01:45	0	0	0	0	0	6	4	0	1	1	12	65.68
02:00	0	0	0	0	0	4	7	0	3	0	14	68.21
02:15	0	0	0	0	1	3	4	0	1	0	9	65.83
02:30	0	0	0	0	1	2	3	0	0	0	6	64.17
02:45	0	0	0	0	1	4	6	0	0	0	11	64.77
03:00	0	0	0	0	2	3	5	0	1	0	11	65.23
03:15	0	0	0	0	0	3	5	0	1	0	9	66.94
03:30	0	0	0	0	0	5	6	0	1	0	12	66.25
03:45	0	0	1	0	0	1	5	0	0	0	7	63.93
04:00	0	0	0	0	2	5	9	0	2	0	18	66.11
04:15	0	0	0	0	0	6	8	0	8	1	23	69.77
04:30	0	0	0	0	2	1	12	0	1	1	17	66.56
04:45	0	0	1	1	1	8	6	0	4	0	21	65.36
05:00	0	0	0	0	0	8	18	0	2	0	28	66.79
05:15	0	0	0	1	6	9	25	0	5	1	47	65.98
05:30	0	0	0	2	2	7	15	0	9	1	36	67.64
05:45	0	0	0	0	4	9	23	0	9	0	45	67.61
06:00	0	0	1	3	5	15	40	0	14	1	79	66.86
06:15	0	0	1	1	8	22	54	0	15	1	102	66.76
06:30	0	0	0	2	6	35	64	3	25	1	136	67.50
06:45	0	0	0	3	9	22	56	0	23	3	116	67.37
07:00	0	0	0	2	11	25	42	0	12	1	93	65.92
07:15	0	0	1	1	6	29	64	0	36	1	138	68.38
07:30	0	0	3	5	9	33	105	0	32	2	189	67.13
07:45	0	0	2	3	7	44	100	0	44	3	203	67.83
08:00	0	0	0	0	6	40	88	0	25	1	160	67.44
08:15	0	0	0	0	13	36	83	1	41	6	180	68.10
08:30	0	0	0	4	10	36	102	6	41	3	202	68.00
08:45	1	0	1	1	3	25	91	6	27	4	159	67.80
09:00	0	0	0	0	6	30	61	0	32	0	129	68.35
09:15	0	0	0	2	14	42	68	0	19	1	146	66.19
09:30	0	0	0	2	13	29	52	0	17	1	114	66.31
09:45	0	0	0	1	11	29	68	3	24	4	140	67.39
10:00	0	0	1	3	6	42	64	0	15	1	132	66.09
10:15	0	0	0	2	12	33	66	0	17	1	131	66.38
10:30	0	0	0	7	13	42	46	0	13	2	123	64.90
10:45	0	0	0	1	6	25	49	0	24	0	105	67.88
11:00	0	1	1	2	10	38	41	0	24	1	118	66.30
11:15	0	0	0	1	7	27	51	0	18	1	105	67.12
11:30	0	0	0	1	5	23	59	0	30	5	123	68.52
11:45	0	1	2	2	2	30	67	0	18	1	123	66.68
12:00	0	0	0	2	6	35	61	1	28	2	135	67.65
12:15	0	1	1	1	5	27	64	0	20	1	120	66.99
12:30	0	0	1	0	5	24	60	0	25	3	118	68.02
12:45	0	0	1	1	3	37	56	1	26	1	126	67.62
13:00	0	0	0	4	7	26	68	1	21	0	127	67.15
13:15	0	0	0	2	8	36	64	1	16	0	127	66.52
13:30	0	0	0	1	9	34	45	3	31	4	127	67.91
13:45	0	0	0	2	9	31	61	3	31	5	142	67.86
14:00	0	0	0	0	3	33	68	0	22	3	129	67.70
14:15	0	0	0	1	5	22	77	0	32	2	139	68.56
14:30	0	0	0	0	9	17	70	0	29	6	131	68.42
14:45	0	0	0	1	4	37	62	0	34	1	139	68.22
15:00	0	0	0	3	7	28	75	0	28	3	144	67.68
15:15	0	0	0	2	14	34	86	0	33	3	172	67.44
15:30	0	0	0	3	6	41	88	0	41	2	181	68.06

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41016  
 Station Num: 825144

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

8/26/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	0	1	3	5	33	97	1	52	2	194	68.78
16:00	0	0	1	3	11	44	58	2	45	3	167	67.90
16:15	0	0	0	1	6	43	101	3	38	2	194	68.05
16:30	0	0	0	1	6	52	97	1	26	2	185	67.12
16:45	0	0	0	0	5	36	95	0	39	2	177	68.41
17:00	0	0	0	0	5	42	81	1	30	3	162	67.78
17:15	0	0	0	5	6	28	87	0	33	1	160	67.85
17:30	0	0	0	1	6	21	98	0	40	3	169	68.83
17:45	0	0	0	1	4	27	88	1	45	1	167	69.10
18:00	0	0	0	1	3	29	59	1	30	1	124	68.43
18:15	0	0	1	1	7	20	66	0	24	2	121	67.79
18:30	0	0	0	1	5	19	53	0	28	4	110	68.63
18:45	0	0	0	0	4	17	48	1	22	1	93	68.59
19:00	0	0	0	1	4	21	46	0	24	3	99	68.33
19:15	0	0	0	1	5	17	44	0	10	1	78	66.85
19:30	0	0	0	1	8	18	37	0	16	1	81	67.19
19:45	0	0	0	2	3	14	34	0	19	0	72	68.33
20:00	0	0	0	1	4	16	33	0	14	2	70	67.57
20:15	0	0	0	1	7	16	29	0	7	0	60	65.92
20:30	0	0	0	0	3	27	15	0	10	1	56	66.32
20:45	0	2	0	1	2	14	33	0	8	1	61	65.73
21:00	0	0	1	1	7	14	13	0	8	1	45	65.34
21:15	0	0	0	2	3	8	18	0	9	0	40	67.25
21:30	0	0	0	0	3	14	20	0	7	0	44	66.82
21:45	0	0	0	1	3	10	17	0	10	2	43	67.62
22:00	0	0	1	2	4	11	24	0	4	0	46	65.22
22:15	0	0	0	0	2	7	15	0	11	1	36	69.07
22:30	1	0	0	0	5	5	16	0	8	0	35	65.84
22:45	0	0	2	0	2	6	15	0	5	2	32	66.17
23:00	0	0	0	0	3	9	16	0	3	2	33	66.05
23:15	0	0	0	0	3	6	5	0	1	1	16	64.17
23:30	0	0	0	0	1	7	9	0	6	0	23	68.15
23:45	0	0	0	0	2	7	8	0	5	0	22	67.27
<b>Total</b>	<b>2</b>	<b>5</b>	<b>25</b>	<b>111</b>	<b>481</b>	<b>1981</b>	<b>4259</b>	<b>40</b>	<b>1704</b>	<b>132</b>	<b>8740</b>	
<b>Percentages</b>	<b>0.02%</b>	<b>0.06%</b>	<b>0.29%</b>	<b>1.27%</b>	<b>5.50%</b>	<b>22.67%</b>	<b>48.73%</b>	<b>0.46%</b>	<b>19.50%</b>	<b>1.51%</b>	<b>100.00%</b>	

Site ID: 41016  
Station Num: 825144

Start Date/Time: 26-08-2014 00:00  
End Date/Time: 26-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
Channel 1	67.50 MPH	6.10	8740	8608	100.00%	61.68 MPH	66.99 MPH	76.21 MPH
All Channels	67.50 MPH	6.10	8740	8608	100.00%	61.68 MPH	66.99 MPH	76.21 MPH

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41016  
 Station Num: 825144

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

8/27/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	0	0	0	1	3	12	0	7	0	23	69.46
00:15	0	0	0	1	2	0	5	0	0	0	8	63.13
00:30	0	0	0	1	0	3	7	0	2	0	13	66.73
00:45	0	0	0	2	2	2	9	0	0	0	15	63.50
01:00	0	0	0	0	3	5	5	0	1	0	14	64.29
01:15	0	0	1	1	0	3	1	0	2	0	8	63.75
01:30	0	0	1	0	1	3	10	0	1	0	16	65.31
01:45	0	0	0	0	1	4	4	0	1	1	11	65.50
02:00	0	0	0	0	0	7	5	0	4	0	16	67.81
02:15	0	0	0	0	1	4	4	0	0	0	9	64.17
02:30	0	0	0	0	1	6	4	0	1	0	12	65.00
02:45	0	0	0	0	2	2	7	0	4	0	15	68.17
03:00	0	0	0	0	1	8	14	0	3	0	26	66.73
03:15	0	0	0	1	1	3	10	0	1	1	17	65.63
03:30	0	0	0	0	3	4	9	0	3	0	19	66.45
03:45	0	0	1	0	1	6	14	0	5	0	27	67.13
04:00	0	0	0	1	1	7	11	0	5	2	27	67.10
04:15	0	0	1	1	2	5	12	0	4	0	25	65.90
04:30	0	0	0	1	3	6	4	0	5	0	19	66.18
04:45	0	0	0	0	2	8	10	0	3	0	23	66.20
05:00	0	0	0	1	4	3	15	0	3	0	26	65.96
05:15	0	0	0	0	4	6	25	0	8	1	44	67.73
05:30	0	0	0	0	1	10	17	0	5	0	33	67.20
05:45	0	0	0	3	6	20	24	0	8	0	61	65.45
06:00	0	0	0	0	3	20	30	0	20	2	75	68.46
06:15	0	0	1	0	2	26	48	0	17	3	97	67.50
06:30	0	0	0	1	6	39	78	0	31	1	156	67.76
06:45	0	0	0	1	9	32	68	0	19	0	129	66.92
07:00	0	0	1	1	4	30	50	0	18	4	108	67.07
07:15	0	0	1	2	6	27	75	1	32	3	147	68.06
07:30	0	1	1	2	12	47	87	0	22	0	172	66.19
07:45	0	0	0	3	8	32	91	1	41	2	178	68.24
08:00	0	0	0	1	11	30	88	0	25	0	155	67.34
08:15	0	0	0	2	17	44	90	0	32	2	187	66.96
08:30	0	0	0	1	6	42	73	1	27	0	150	67.43
08:45	0	0	0	6	10	16	56	1	26	1	116	67.46
09:00	0	0	0	4	6	29	71	0	28	3	141	67.61
09:15	0	0	0	3	10	30	58	0	24	1	126	67.06
09:30	0	0	0	0	5	20	53	1	27	1	107	68.68
09:45	0	0	0	5	6	33	50	0	20	1	115	66.62
10:00	1	0	0	3	6	24	52	1	33	3	123	67.89
10:15	0	0	0	0	13	39	67	0	16	0	135	66.28
10:30	0	0	0	2	8	44	58	0	25	2	139	66.92
10:45	0	0	1	0	9	32	61	0	20	1	124	66.93
11:00	0	0	0	3	8	24	52	1	22	2	112	67.32
11:15	0	0	0	1	3	38	54	0	21	5	122	67.29
11:30	0	0	0	2	9	33	54	1	23	2	124	67.09
11:45	0	0	0	3	9	40	79	0	26	1	158	67.02
12:00	0	0	1	1	10	28	48	0	18	3	109	66.60
12:15	0	1	2	2	9	48	53	0	21	2	138	65.81
12:30	0	1	3	2	12	27	49	1	34	3	132	67.19
12:45	0	0	0	3	5	36	72	0	20	1	137	66.95
13:00	0	3	2	2	4	31	64	0	20	7	133	66.02
13:15	0	0	0	0	9	31	77	0	31	3	151	67.94
13:30	0	1	5	6	10	36	61	0	20	2	141	65.27
13:45	0	0	1	0	2	31	57	2	23	2	118	67.89
14:00	0	0	0	1	5	18	57	0	26	1	108	68.48
14:15	0	0	3	1	13	38	72	6	31	5	169	67.16
14:30	0	0	0	1	7	21	61	0	22	4	116	67.77
14:45	0	0	1	1	10	36	66	0	20	2	136	66.64
15:00	0	0	1	2	7	35	81	0	22	1	149	66.99
15:15	0	0	2	4	9	33	69	0	39	1	157	67.72
15:30	0	0	1	8	19	42	88	4	22	0	184	65.87

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41016  
 Station Num: 825144

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

8/27/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	0	0	3	14	42	81	3	43	5	191	67.77
16:00	0	1	1	4	12	42	84	0	32	1	177	66.76
16:15	0	1	0	1	14	51	62	0	27	2	158	66.34
16:30	0	0	0	1	9	51	96	0	31	1	189	67.23
16:45	0	0	0	4	14	40	90	3	41	6	198	67.63
17:00	0	0	0	4	5	41	75	0	35	5	165	67.72
17:15	0	0	0	0	7	41	81	1	31	5	166	67.75
17:30	0	0	1	2	5	37	79	4	37	3	168	68.14
17:45	0	0	0	0	6	25	78	3	34	4	150	68.66
18:00	0	0	0	0	8	29	47	0	35	4	123	68.55
18:15	0	0	0	3	7	28	74	0	15	3	130	66.67
18:30	0	2	0	0	3	14	54	0	35	6	114	69.06
18:45	0	0	0	1	3	33	69	4	38	1	149	68.78
19:00	0	0	0	0	2	15	52	1	25	3	98	69.18
19:15	0	0	2	1	5	14	49	1	20	1	93	67.83
19:30	0	0	0	2	5	27	41	0	18	3	96	67.12
19:45	0	0	0	3	1	14	33	0	16	1	68	68.02
20:00	0	0	0	1	5	22	30	0	7	0	65	65.88
20:15	0	0	0	0	10	24	36	0	10	0	80	66.00
20:30	0	0	0	1	6	15	31	0	12	2	67	67.04
20:45	0	0	0	1	6	17	23	0	9	0	56	66.25
21:00	0	0	0	0	2	18	27	0	15	1	63	68.15
21:15	0	0	1	1	2	12	20	0	11	0	47	67.39
21:30	0	0	0	0	5	14	23	0	4	0	46	65.76
21:45	0	0	0	0	4	14	20	0	3	0	41	65.55
22:00	0	0	0	1	2	13	24	0	8	1	49	67.08
22:15	0	0	0	1	5	8	15	0	3	0	32	65.16
22:30	0	0	0	1	2	5	16	0	6	0	30	67.50
22:45	0	0	0	0	7	8	7	0	6	3	31	65.71
23:00	0	0	1	1	0	8	19	0	3	0	32	66.09
23:15	0	1	0	2	1	2	10	0	3	0	19	64.32
23:30	0	0	1	1	2	11	11	0	4	0	30	65.17
23:45	0	0	0	1	2	4	7	0	2	1	17	65.31
<b>Total</b>	1	12	38	134	541	2129	4220	41	1659	144	8919	
<b>Percentages</b>	0.01%	0.13%	0.43%	1.50%	6.07%	23.87%	47.31%	0.46%	18.60%	1.61%	100.00%	

Site ID: 41016  
 Station Num: 825144

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
Channel 1	67.21 MPH	6.25	8919	8775	100.00%	61.39 MPH	66.82 MPH	76.03 MPH
All Channels	67.21 MPH	6.25	8919	8775	100.00%	61.39 MPH	66.82 MPH	76.03 MPH

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41016  
 Station Num: 825144

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

8/28/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	0	1	0	2	13	10	0	0	1	27	63.46
00:15	0	0	0	0	1	2	10	0	1	0	14	66.79
00:30	0	0	0	0	0	1	10	0	3	1	15	69.29
00:45	0	0	0	0	4	1	6	0	2	0	13	65.58
01:00	0	0	1	1	0	6	6	0	0	0	14	62.86
01:15	0	0	1	0	1	1	3	0	2	0	8	65.63
01:30	0	0	0	0	1	6	6	0	0	0	13	64.42
01:45	0	0	0	1	5	7	3	0	0	0	16	61.25
02:00	0	0	0	0	2	1	6	0	4	0	13	68.65
02:15	0	0	0	0	0	0	5	0	4	0	9	71.94
02:30	0	0	0	0	3	3	4	0	1	0	11	64.32
02:45	0	0	0	0	1	7	14	0	2	0	24	66.46
03:00	0	0	0	1	0	9	9	0	5	0	24	67.08
03:15	0	0	0	0	0	3	14	0	3	0	20	68.25
03:30	0	0	0	0	0	8	10	0	2	1	21	66.50
03:45	0	0	0	1	5	6	15	0	1	1	29	64.46
04:00	0	0	0	0	2	7	12	0	5	0	26	67.31
04:15	0	0	0	1	1	2	13	0	0	0	17	65.44
04:30	0	0	0	0	1	7	8	0	5	1	22	67.74
04:45	0	0	0	0	1	4	15	0	5	0	25	68.30
05:00	0	0	0	1	0	6	14	0	4	0	25	67.30
05:15	0	0	0	0	3	11	10	0	9	0	33	67.65
05:30	0	0	0	2	1	17	25	0	7	3	55	66.44
05:45	0	0	0	0	1	9	25	0	2	0	37	66.55
06:00	0	0	1	1	9	16	31	1	11	0	70	66.21
06:15	0	0	0	1	10	21	40	0	25	4	101	67.81
06:30	0	0	0	4	11	48	86	0	30	2	181	66.89
06:45	0	0	1	1	14	30	70	0	21	3	140	66.66
07:00	0	0	0	1	3	13	56	0	24	1	98	68.84
07:15	0	0	2	1	3	26	78	0	26	1	137	67.83
07:30	0	0	1	1	11	30	76	1	27	3	150	67.36
07:45	0	0	0	4	8	57	86	4	35	5	199	67.22
08:00	0	0	1	0	8	48	88	0	18	4	167	66.52
08:15	0	0	0	1	7	53	78	0	49	2	190	68.24
08:30	0	0	3	3	9	37	77	1	24	2	156	66.62
08:45	0	0	0	4	4	29	75	0	16	3	131	66.84
09:00	1	1	1	2	10	23	64	2	36	1	141	67.51
09:15	0	0	1	4	10	38	74	0	26	3	156	66.78
09:30	0	0	0	3	14	34	61	0	24	3	139	66.65
09:45	0	0	1	1	5	31	65	0	32	2	137	68.09
10:00	0	0	0	1	8	30	53	1	28	1	122	67.83
10:15	1	0	0	1	5	32	54	0	26	5	124	67.26
10:30	0	1	0	4	11	40	73	0	25	2	156	66.46
10:45	0	0	1	3	16	47	65	0	16	2	150	65.47
11:00	0	0	0	0	7	31	56	0	23	5	122	67.54
11:15	0	0	1	2	10	31	61	0	18	0	123	66.48
11:30	0	0	0	2	13	25	62	0	24	1	127	67.14
11:45	0	0	0	2	11	26	67	1	27	0	134	67.54
12:00	0	1	1	3	9	30	64	0	32	4	144	67.32
12:15	0	0	1	6	15	44	59	0	11	1	137	64.78
12:30	0	0	1	0	9	51	52	0	24	3	140	66.59
12:45	0	0	0	0	16	32	54	1	19	3	125	66.48
13:00	0	0	0	4	10	38	85	0	34	2	173	67.44
13:15	0	0	0	1	5	30	54	1	33	3	127	68.47
13:30	0	0	2	1	10	36	73	1	23	1	147	66.82
13:45	0	0	1	1	14	43	54	0	14	1	128	65.53
14:00	0	0	0	2	4	34	55	0	25	1	121	67.58
14:15	0	0	0	3	3	30	60	1	35	0	132	68.48
14:30	1	0	1	0	9	21	85	0	28	6	151	67.51
14:45	0	0	2	1	2	29	65	0	33	1	133	68.33
15:00	0	0	1	2	5	37	84	1	25	1	156	67.31
15:15	0	0	0	4	9	47	115	0	35	3	213	67.33
15:30	0	0	0	1	13	41	87	1	44	2	189	68.01



Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41016  
 Station Num: 825144

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

8/28/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	0	0	2	8	41	110	0	34	2	197	67.63
16:00	0	0	3	5	14	36	98	1	28	8	193	66.58
16:15	0	0	1	3	11	47	91	0	30	1	184	66.90
16:30	0	0	1	0	4	33	86	6	66	4	200	69.87
16:45	0	0	0	0	3	24	69	6	46	8	156	69.80
17:00	0	1	0	1	14	20	85	2	53	4	180	68.89
17:15	0	0	0	0	6	46	80	1	37	5	175	68.00
17:30	0	0	0	0	9	31	87	8	51	5	191	69.14
17:45	0	0	0	0	2	36	58	9	52	4	161	69.82
18:00	0	0	0	0	4	33	59	2	43	5	146	69.17
18:15	0	0	3	0	4	25	66	3	37	2	140	68.66
18:30	0	0	0	0	3	25	66	1	41	3	139	69.41
18:45	0	0	0	0	5	21	58	0	30	1	115	68.77
19:00	0	0	1	1	2	25	70	0	22	1	122	67.83
19:15	0	0	0	0	2	19	65	2	24	2	114	68.71
19:30	0	4	0	0	1	27	45	0	18	2	97	66.16
19:45	0	1	0	4	3	13	37	0	22	3	83	67.81
20:00	0	0	0	1	6	27	35	0	5	5	79	65.34
20:15	0	0	1	1	6	24	35	0	9	1	77	65.86
20:30	0	0	1	0	2	18	37	0	12	2	72	67.36
20:45	0	0	0	1	3	13	37	0	9	1	64	67.18
21:00	0	0	0	1	4	12	26	0	9	1	53	67.02
21:15	0	0	0	1	5	9	16	0	11	1	43	67.50
21:30	0	0	0	0	4	11	26	0	11	2	54	67.79
21:45	0	0	0	1	1	9	21	0	11	4	47	68.43
22:00	0	0	0	1	2	8	22	0	6	1	40	67.12
22:15	0	0	0	3	4	13	22	0	6	1	49	65.63
22:30	0	0	0	0	1	12	20	0	10	0	43	68.20
22:45	0	0	0	1	3	14	17	0	9	1	45	66.93
23:00	0	0	0	2	2	7	8	0	4	0	23	65.54
23:15	0	0	0	0	1	3	14	0	4	0	22	68.18
23:30	0	0	0	1	1	4	11	0	4	0	21	67.26
23:45	0	0	0	0	2	3	7	0	6	0	18	68.89
<b>Total</b>	3	9	38	114	527	2165	4479	58	1853	175	9421	
<b>Percentages</b>	0.03%	0.10%	0.40%	1.21%	5.59%	22.98%	47.54%	0.62%	19.67%	1.86%	100.00%	

Site ID: 41016  
Station Num: 825144

Start Date/Time: 28-08-2014 00:00  
End Date/Time: 28-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
Channel 1	67.47 MPH	6.25	9421	9246	100.00%	61.61 MPH	66.97 MPH	76.26 MPH
All Channels	67.47 MPH	6.25	9421	9246	100.00%	61.61 MPH	66.97 MPH	76.26 MPH



# TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: SR 50 @ Mondon Hill Rd / Spring Lake Hwy

Station No: See sketch Machine No: See sketch

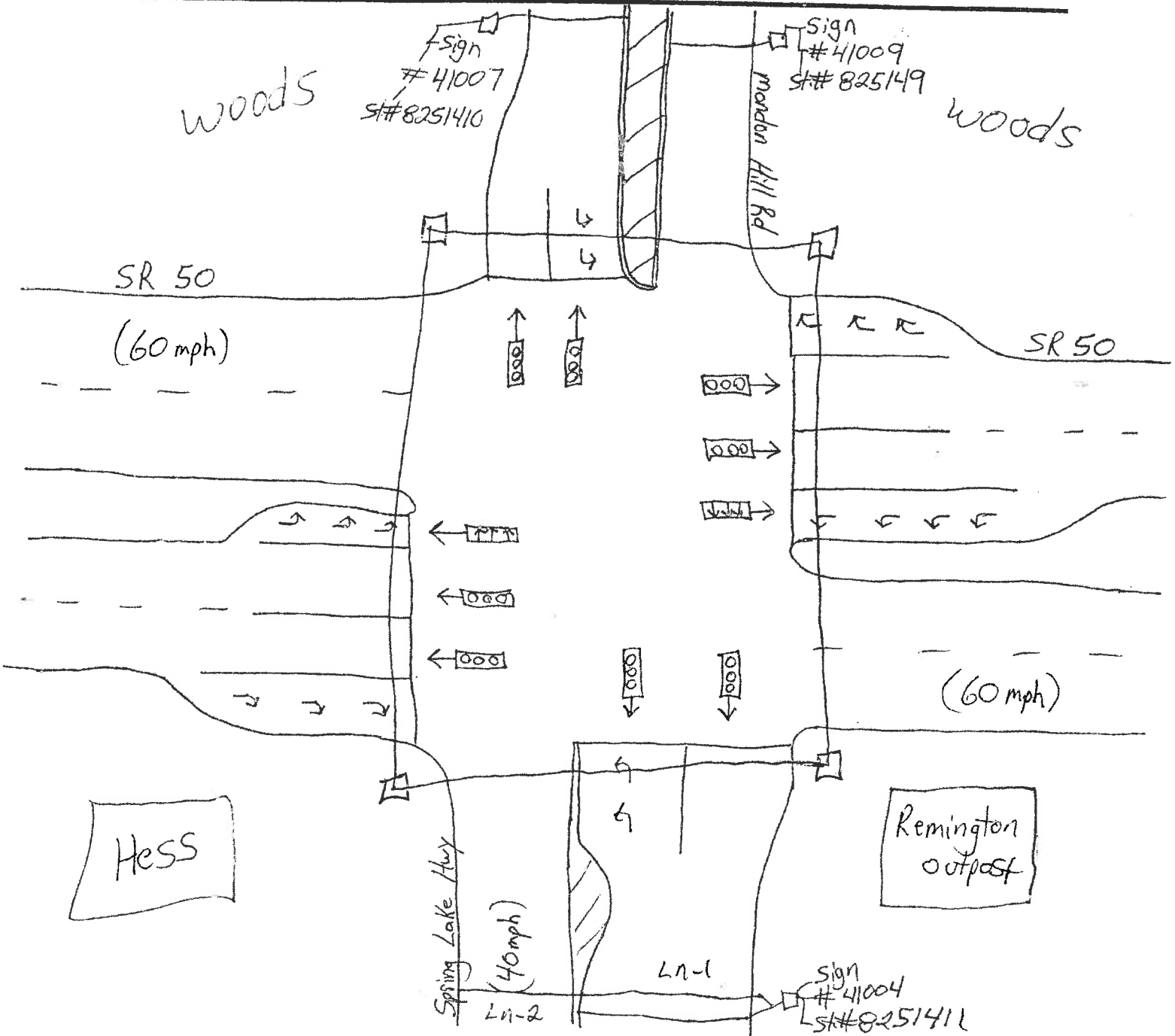
Speed Limit:          Machine attached to: See sketch

SET Date: 8-25-14 Time: 3:59

Weather: Hot / dry

UP Date: 8-29-14 Time: 12:30

Weather: Hot / dry



Site ID: 41009  
 Station Num: 825149  
 Description: NB Mondon Hill Rd north of SR 50

26-08-2014		Lane 1 (North)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	6	4	0	2	0	1	3	9	12	10	12	18			
30	2	2	2	1	1	1	4	4	7	9	11	10			
45	2	0	0	1	2	1	13	18	15	5	12	14			
00	1	2	1	1	0	2	6	9	15	17	8	14			
<b>Hr Total</b>	11	8	3	5	3	5	26	40	49	41	43	56			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	14	17	12	25	27	39	26	22	10	13	7	1			
30	13	14	18	28	16	29	34	15	24	13	3	3			
45	13	25	23	31	39	32	25	17	13	7	7	2			
00	25	17	17	27	34	36	14	17	11	13	5	2			
<b>Hr Total</b>	65	73	70	111	116	136	99	71	58	46	22	8			
<b>24 Hour Total :</b>			1165												
<b>AM Peak Hour Begins :</b>			09:45			<b>AM Peak Volume :</b>			52			<b>AM Peak Hour Factor :</b>			0.72
<b>PM Peak Hour Begins :</b>			16:30			<b>PM Peak Volume :</b>			141			<b>PM Peak Hour Factor :</b>			0.90

27-08-2014		Lane 1 (North)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	4	1	1	2	0	2	4	8	14	8	14	21					
30	6	1	2	1	1	2	6	4	7	18	8	13					
45	4	2	2	0	2	3	8	12	11	12	6	16					
00	1	3	0	1	2	4	2	10	12	10	14	19					
<b>Hr Total</b>	15	7	5	4	5	11	20	34	44	48	42	69					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	8	10	14	23	24	38	33	12	16	12	6	2					
30	13	11	19	21	26	33	25	25	21	16	12	3					
45	21	14	28	27	24	35	28	23	11	8	8	2					
00	18	9	11	23	36	37	19	15	10	10	3	2					
<b>Hr Total</b>	60	44	72	94	110	143	105	75	58	46	29	9					
<b>24 Hour Total :</b>			1149														
<b>AM Peak Hour Begins :</b>			10:45			<b>AM Peak Volume :</b>			64			<b>AM Peak Hour Factor :</b>			0.76		
<b>PM Peak Hour Begins :</b>			17:00			<b>PM Peak Volume :</b>			143			<b>PM Peak Hour Factor :</b>			0.94		

Site ID: 41009  
 Station Num: 825149  
 Description: NB Mondon Hill Rd north of SR 50

28-08-2014 Lane 1 (North)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	3	1	1	2	0	0	3	9	6	11	16	10	
30	4	3	1	1	0	3	3	13	8	10	13	17	
45	5	2	1	2	1	1	7	13	10	15	15	14	
00	1	1	0	1	4	2	5	14	12	15	15	15	
<b>Hr Total</b>	13	7	3	6	5	6	18	49	36	51	59	56	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	14	8	15	24	25	23	26	21	14	9	6	8	
30	11	15	22	21	34	32	32	20	9	12	11	6	
45	13	16	15	21	23	39	33	18	19	10	5	3	
00	22	15	19	24	32	39	24	20	15	14	9	6	
<b>Hr Total</b>	60	54	71	90	114	133	115	79	57	45	31	23	
<b>24 Hour Total :</b>	1181												
<b>AM Peak Hour Begins :</b>	09:30		<b>AM Peak Volume :</b>				59				<b>AM Peak Hour Factor :</b>		0.87
<b>PM Peak Hour Begins :</b>	17:15		<b>PM Peak Volume :</b>				136				<b>PM Peak Hour Factor :</b>		0.87

Site ID: 41007  
 Station Num: 8251410  
 Description: SB Mondon Hill Rd north of SR 50

26-08-2014		Lane 1 (South)										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	2	2	11	27	26	23	12	22	22
30	1	3	1	1	7	17	31	33	27	17	20	13
45	1	0	1	2	9	15	24	34	26	19	11	11
00	1	0	3	2	5	22	18	29	17	25	16	17
<b>Hr Total</b>	4	5	6	7	23	65	100	122	93	73	69	63
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	23	19	16	19	17	19	11	11	11	3	2
30	16	20	12	13	15	19	7	13	18	4	3	3
45	20	11	11	22	17	19	16	6	6	7	4	3
00	17	10	23	22	6	16	14	9	6	10	0	1
<b>Hr Total</b>	72	64	65	73	57	71	56	39	41	32	10	9
<b>24 Hour Total :</b>	1219											
<b>AM Peak Hour Begins :</b>	07:00	<b>AM Peak Volume :</b>		122				<b>AM Peak Hour Factor :</b>				0.90
<b>PM Peak Hour Begins :</b>	12:30	<b>PM Peak Volume :</b>		80				<b>PM Peak Hour Factor :</b>				0.87

Site ID: 41007  
 Station Num: 8251410  
 Description: SB Mondon Hill Rd north of SR 50

27-08-2014		Lane 1 (South)												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	1	1	1	2	2	10	21	29	27	15	17	10		
30	2	0	1	1	7	16	27	28	25	21	18	14		
45	1	1	3	1	3	12	18	23	25	16	19	16		
00	0	0	3	3	11	21	24	28	14	13	12	17		
<b>Hr Total</b>	4	2	8	7	23	59	90	108	91	65	66	57		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	12	20	8	11	13	16	14	7	12	5	6	4		
30	18	15	15	13	13	23	25	16	6	5	5	1		
45	9	9	19	20	10	23	13	8	10	9	2	2		
00	16	19	17	17	13	14	13	10	5	5	4	1		
<b>Hr Total</b>	55	63	59	61	49	76	65	41	33	24	17	8		
<b>24 Hour Total :</b>			1131											
<b>AM Peak Hour Begins :</b>			07:00		<b>AM Peak Volume :</b>			108		<b>AM Peak Hour Factor :</b>			0.93	
<b>PM Peak Hour Begins :</b>			17:00		<b>PM Peak Volume :</b>			76		<b>PM Peak Hour Factor :</b>			0.76	



Site ID: 41007  
 Station Num: 8251410  
 Description: SB Mondon Hill Rd north of SR 50

28-08-2014		Lane 1 (South)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	3	1	2	2	7	27	27	24	13	18	16	
30	0	0	0	3	3	14	22	22	27	17	18	11	
45	0	1	1	0	2	17	22	21	28	19	17	17	
00	0	2	2	4	12	25	24	23	19	17	11	16	
<b>Hr Total</b>	0	6	4	9	19	63	95	93	98	66	64	60	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	11	17	10	12	12	11	13	11	3	6	4	0	
30	15	13	14	23	12	27	10	11	13	9	4	5	
45	8	18	23	21	16	15	17	10	14	8	4	1	
00	16	5	16	16	12	20	19	7	5	13	6	3	
<b>Hr Total</b>	50	53	63	72	52	73	59	39	35	36	18	9	
<b>24 Hour Total :</b>		1136											
<b>AM Peak Hour Begins :</b>			07:45		<b>AM Peak Volume :</b>			102		<b>AM Peak Hour Factor :</b>			0.91
<b>PM Peak Hour Begins :</b>			17:15		<b>PM Peak Volume :</b>			75		<b>PM Peak Hour Factor :</b>			0.69

Site ID: 41017  
 Station Num: 825141  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

26-08-2014		All Lanes													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	18	17	5	10	32	76	82	136	97	105	119	117			
30	9	11	14	13	47	76	90	170	137	120	108	142			
45	20	10	16	17	62	110	115	138	127	100	101	117			
00	10	8	13	25	69	106	116	129	138	109	113	132			
<b>Hr Total</b>	57	46	48	65	210	368	403	573	499	434	441	508			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	116	120	118	138	153	173	116	97	77	55	34	19			
30	127	122	136	162	178	155	129	84	74	51	29	18			
45	125	104	137	147	162	164	115	67	70	51	28	22			
00	105	117	145	161	159	144	94	70	66	49	25	19			
<b>Hr Total</b>	473	463	536	608	652	636	454	318	287	206	116	78			
<b>24 Hour Total :</b>			8479												
<b>AM Peak Hour Begins :</b>			07:00			<b>AM Peak Volume :</b>			573			<b>AM Peak Hour Factor :</b>			0.84
<b>PM Peak Hour Begins :</b>			16:15			<b>PM Peak Volume :</b>			672			<b>PM Peak Hour Factor :</b>			0.94

Site ID: 41017  
 Station Num: 825141  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

27-08-2014		All Lanes												
End Time	00	01	02	03	04	05	06	07	08	09	10	11		
15	14	10	8	15	29	63	98	129	125	127	99	109		
30	14	8	11	23	45	69	119	161	123	128	94	114		
45	25	8	14	31	63	86	140	154	129	99	109	97		
00	10	8	12	20	71	134	96	141	127	93	140	115		
<b>Hr Total</b>	63	34	45	89	208	352	453	585	504	447	442	435		
End Time	12	13	14	15	16	17	18	19	20	21	22	23		
15	88	110	112	146	159	141	149	90	74	75	34	25		
30	111	111	138	146	161	171	120	89	77	44	27	15		
45	118	115	155	146	184	192	112	84	70	67	24	19		
00	125	139	150	168	141	145	103	72	60	33	31	15		
<b>Hr Total</b>	442	475	555	606	645	649	484	335	281	219	116	74		
<b>24 Hour Total :</b>	8538													
<b>AM Peak Hour Begins :</b>	07:00		<b>AM Peak Volume :</b>				585		<b>AM Peak Hour Factor :</b>				0.91	
<b>PM Peak Hour Begins :</b>	15:45		<b>PM Peak Volume :</b>				672		<b>PM Peak Hour Factor :</b>				0.88	

Site ID: 41017  
 Station Num: 825141  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

28-08-2014		All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	19	13	8	13	24	62	99	120	143	106	141	119	
30	18	13	10	13	43	57	101	153	136	132	115	131	
45	13	5	14	21	58	100	117	157	120	108	123	121	
00	11	7	14	21	59	91	119	159	145	141	116	143	
<b>Hr Total</b>	61	38	46	68	184	310	436	589	544	487	495	514	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	137	118	130	180	160	134	134	84	71	47	34	24	
30	112	126	130	163	184	178	136	119	79	74	35	25	
45	112	149	151	157	157	162	113	72	74	69	28	12	
00	137	127	123	125	171	155	107	91	67	59	37	22	
<b>Hr Total</b>	498	520	534	625	672	629	490	366	291	249	134	83	
<b>24 Hour Total :</b>			8863										
<b>AM Peak Hour Begins :</b>			07:15		<b>AM Peak Volume :</b>			612		<b>AM Peak Hour Factor :</b>			0.96
<b>PM Peak Hour Begins :</b>			16:00		<b>PM Peak Volume :</b>			672		<b>PM Peak Hour Factor :</b>			0.91

City: Brooksville  
 County: Hernando

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 27-08-2014 00:00

Site ID: 41001  
 Station Num: 825142  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

26-08-2014		All Lanes										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	10	8	10	14	29	80	111	136	132	104	95
30	19	10	11	12	17	43	85	114	171	115	132	95
45	7	14	6	8	22	36	125	166	163	110	116	124
00	14	7	10	10	19	46	100	172	138	153	94	112
<b>Hr Total</b>	58	41	35	40	72	154	390	563	608	510	446	426
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	127	131	124	168	161	134	95	77	39	38	25
30	114	115	137	185	174	158	118	89	55	44	32	15
45	117	125	138	182	198	164	108	81	71	45	38	27
00	120	128	130	200	178	140	94	71	51	39	38	22
<b>Hr Total</b>	495	495	536	691	718	623	454	336	254	167	146	89
<b>24 Hour Total :</b>			8347									
<b>AM Peak Hour Begins :</b>			07:30	<b>AM Peak Volume :</b>			645	<b>AM Peak Hour Factor :</b>				0.94
<b>PM Peak Hour Begins :</b>			15:45	<b>PM Peak Volume :</b>			740	<b>PM Peak Hour Factor :</b>				0.93

Site ID: 41001  
 Station Num: 825142  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

27-08-2014		All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	23	16	14	23	21	27	69	109	155	131	120	118	
30	13	8	11	16	16	35	93	138	134	113	113	94	
45	19	16	11	18	21	44	141	142	148	99	124	122	
00	12	15	22	28	26	43	107	151	99	104	133	144	
<b>Hr Total</b>	67	55	58	85	84	149	410	540	536	447	490	478	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	109	125	128	158	180	178	124	88	68	68	38	33	
30	132	125	134	169	143	156	126	105	87	54	32	19	
45	131	135	123	180	213	145	128	97	73	45	31	23	
00	132	111	126	171	196	141	127	67	65	42	30	20	
<b>Hr Total</b>	504	496	511	678	732	620	505	357	293	209	131	95	
<b>24 Hour Total :</b>			8530										
<b>AM Peak Hour Begins :</b>			07:45		<b>AM Peak Volume :</b>			588		<b>AM Peak Hour Factor :</b>			0.95
<b>PM Peak Hour Begins :</b>			16:30		<b>PM Peak Volume :</b>			743		<b>PM Peak Hour Factor :</b>			0.87

Site ID: 41001  
 Station Num: 825142  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

28-08-2014		All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	24	14	10	24	20	22	61	98	141	141	102	117	
30	16	7	8	22	14	47	100	130	172	129	126	117	
45	16	15	14	19	19	40	169	152	125	136	131	125	
00	12	12	25	32	23	44	103	179	111	119	149	128	
<b>Hr Total</b>	68	48	57	97	76	153	433	559	549	525	508	487	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	138	149	128	167	202	158	133	115	81	50	42	28	
30	143	128	116	183	192	174	158	124	77	51	49	28	
45	113	124	156	190	181	187	115	86	84	49	43	27	
00	130	125	132	198	151	160	121	85	62	46	41	19	
<b>Hr Total</b>	524	526	532	738	726	679	527	410	304	196	175	102	
<b>24 Hour Total :</b>			8999										
<b>AM Peak Hour Begins :</b>			07:30		<b>AM Peak Volume :</b>			644		<b>AM Peak Hour Factor :</b>			0.90
<b>PM Peak Hour Begins :</b>			15:30		<b>PM Peak Volume :</b>			782		<b>PM Peak Hour Factor :</b>			0.97

City: Brooksville  
 County: Hernando

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 27-08-2014 00:00

Site ID: 41010  
 Station Num: 825143  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

26-08-2014		All Lanes															
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	16	20	5	11	32	80	100	137	98	103	112	131					
30	9	9	13	15	42	79	96	173	144	529	98	130					
45	19	8	13	18	62	117	128	152	152	305	123	118					
00	7	8	11	25	76	128	115	135	134	107	103	143					
<b>Hr Total</b>	51	45	42	69	212	404	439	597	528	1044	436	522					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	123	111	118	152	175	189	122	107	76	60	36	19					
30	126	119	149	185	178	176	139	77	75	58	33	18					
45	127	114	145	151	179	158	114	69	77	52	21	18					
00	105	131	139	167	167	159	89	73	65	52	24	22					
<b>Hr Total</b>	481	475	551	655	699	682	464	326	293	222	114	77					
<b>24 Hour Total :</b>			9428														
<b>AM Peak Hour Begins :</b>			08:45			<b>AM Peak Volume :</b>			1071			<b>AM Peak Hour Factor :</b>			0.51		
<b>PM Peak Hour Begins :</b>			16:15			<b>PM Peak Volume :</b>			713			<b>PM Peak Hour Factor :</b>			0.94		



City: Brooksville  
 County: Hernando

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 28-08-2014 00:00

Site ID: 41010  
 Station Num: 825143  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

27-08-2014		All Lanes													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	11	10	6	15	32	67	111	141	117	136	86	109			
30	11	9	10	28	47	75	118	163	119	129	94	121			
45	24	10	11	31	63	101	143	166	122	111	118	104			
00	10	7	12	22	67	140	95	145	121	101	134	100			
<b>Hr Total</b>	56	36	39	96	209	383	467	615	479	477	432	434			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	99	132	110	162	180	168	157	94	70	69	39	20			
30	126	116	146	151	172	199	113	87	82	49	27	14			
45	123	126	151	154	184	186	103	78	77	67	28	21			
00	126	147	147	173	153	149	103	74	67	38	33	20			
<b>Hr Total</b>	474	521	554	640	689	702	476	333	296	223	127	75			
<b>24 Hour Total :</b>			8833												
<b>AM Peak Hour Begins :</b>				07:00			<b>AM Peak Volume :</b>			615			<b>AM Peak Hour Factor :</b>		0.93
<b>PM Peak Hour Begins :</b>				15:45			<b>PM Peak Volume :</b>			709			<b>PM Peak Hour Factor :</b>		0.89

Site ID: 41010  
 Station Num: 825143  
 Description: EB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

28-08-2014		All Lanes													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	18	11	10	13	24	72	117	151	133	123	140	120			
30	16	14	9	14	39	63	115	166	134	126	123	146			
45	15	7	15	26	65	109	121	178	120	109	122	138			
00	12	9	13	20	60	100	127	156	144	138	119	160			
<b>Hr Total</b>	61	41	47	73	188	344	480	651	531	496	504	564			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	136	120	138	169	151	169	139	87	78	44	37	23			
30	127	136	137	172	214	170	147	109	75	75	38	23			
45	126	138	149	153	178	184	127	75	74	75	25	12			
00	132	124	151	147	173	144	91	78	64	58	36	21			
<b>Hr Total</b>	521	518	575	641	716	667	504	349	291	252	136	79			
<b>24 Hour Total :</b>			9229												
<b>AM Peak Hour Begins :</b>			07:00			<b>AM Peak Volume :</b>			651			<b>AM Peak Hour Factor :</b>			0.91
<b>PM Peak Hour Begins :</b>			16:15			<b>PM Peak Volume :</b>			734			<b>PM Peak Hour Factor :</b>			0.86

City: Brooksville  
 County: Hernando

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 27-08-2014 00:00

Site ID: 41016  
 Station Num: 825144  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

26-08-2014		All Lanes										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	14	14	11	18	28	79	93	160	129	132	118
30	15	9	9	9	23	47	102	138	180	146	131	105
45	12	10	6	12	17	36	136	189	202	114	123	123
00	14	12	11	7	21	45	116	203	159	140	105	123
<b>Hr Total</b>	63	45	40	39	79	156	433	623	701	529	491	469
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	127	129	144	167	162	124	99	70	45	46	33
30	120	127	139	172	194	160	121	78	60	40	36	16
45	118	127	131	181	185	169	110	81	56	44	35	23
00	126	142	139	194	177	167	93	72	61	43	32	22
<b>Hr Total</b>	499	523	538	691	723	658	448	330	247	172	149	94
<b>24 Hour Total :</b>			8740									
<b>AM Peak Hour Begins :</b>			07:45	<b>AM Peak Volume :</b>			745	<b>AM Peak Hour Factor :</b>			0.92	
<b>PM Peak Hour Begins :</b>			15:45	<b>PM Peak Volume :</b>			740	<b>PM Peak Hour Factor :</b>			0.95	

Site ID: 41016  
 Station Num: 825144  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

27-08-2014		All Lanes										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	14	16	26	27	26	75	108	155	141	123	112
30	8	8	9	17	25	44	97	147	187	126	135	122
45	13	16	12	19	19	33	156	172	150	107	139	124
00	15	11	15	27	23	61	129	178	116	115	124	158
<b>Hr Total</b>	59	49	52	89	94	164	457	605	608	489	521	516
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	133	108	149	177	165	123	98	65	63	49	32
30	138	151	169	157	158	166	130	93	80	47	32	19
45	132	141	116	184	189	168	114	96	67	46	30	30
00	137	118	136	191	198	150	149	68	56	41	31	17
<b>Hr Total</b>	516	543	529	681	722	649	516	355	268	197	142	98
<b>24 Hour Total :</b>			8919									
<b>AM Peak Hour Begins :</b>			07:30	<b>AM Peak Volume :</b>			692	<b>AM Peak Hour Factor :</b>			0.93	
<b>PM Peak Hour Begins :</b>			16:00	<b>PM Peak Volume :</b>			722	<b>PM Peak Hour Factor :</b>			0.91	

City: Brooksville  
 County: Hernando

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 29-08-2014 00:00

Site ID: 41016  
 Station Num: 825144  
 Description: WB SR 50 west of Spring Lake Hwy/Mondon Hill Rd

28-08-2014		All Lanes										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	14	13	24	26	25	70	98	167	141	122	122
30	14	8	9	20	17	33	101	137	190	156	124	123
45	15	13	11	21	22	55	181	150	156	139	156	127
00	13	16	24	29	25	37	140	199	131	137	150	134
<b>Hr Total</b>	69	51	57	94	90	150	492	584	644	573	552	506
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	173	121	156	193	180	146	122	79	53	40	23
30	137	127	132	213	184	175	140	114	77	43	49	22
45	140	147	151	189	200	191	139	97	72	54	43	21
00	125	128	133	197	156	161	115	83	64	47	45	18
<b>Hr Total</b>	546	575	537	755	733	707	540	416	292	197	177	84
<b>24 Hour Total :</b>			9421									
<b>AM Peak Hour Begins :</b>			07:45	<b>AM Peak Volume :</b>			712	<b>AM Peak Hour Factor :</b>			0.89	
<b>PM Peak Hour Begins :</b>			15:15	<b>PM Peak Volume :</b>			792	<b>PM Peak Hour Factor :</b>			0.93	



# TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: SR 50 east of Mondon Hill Rd/Spring Lake Hwy

Station No: See sketch Machine No: See sketch

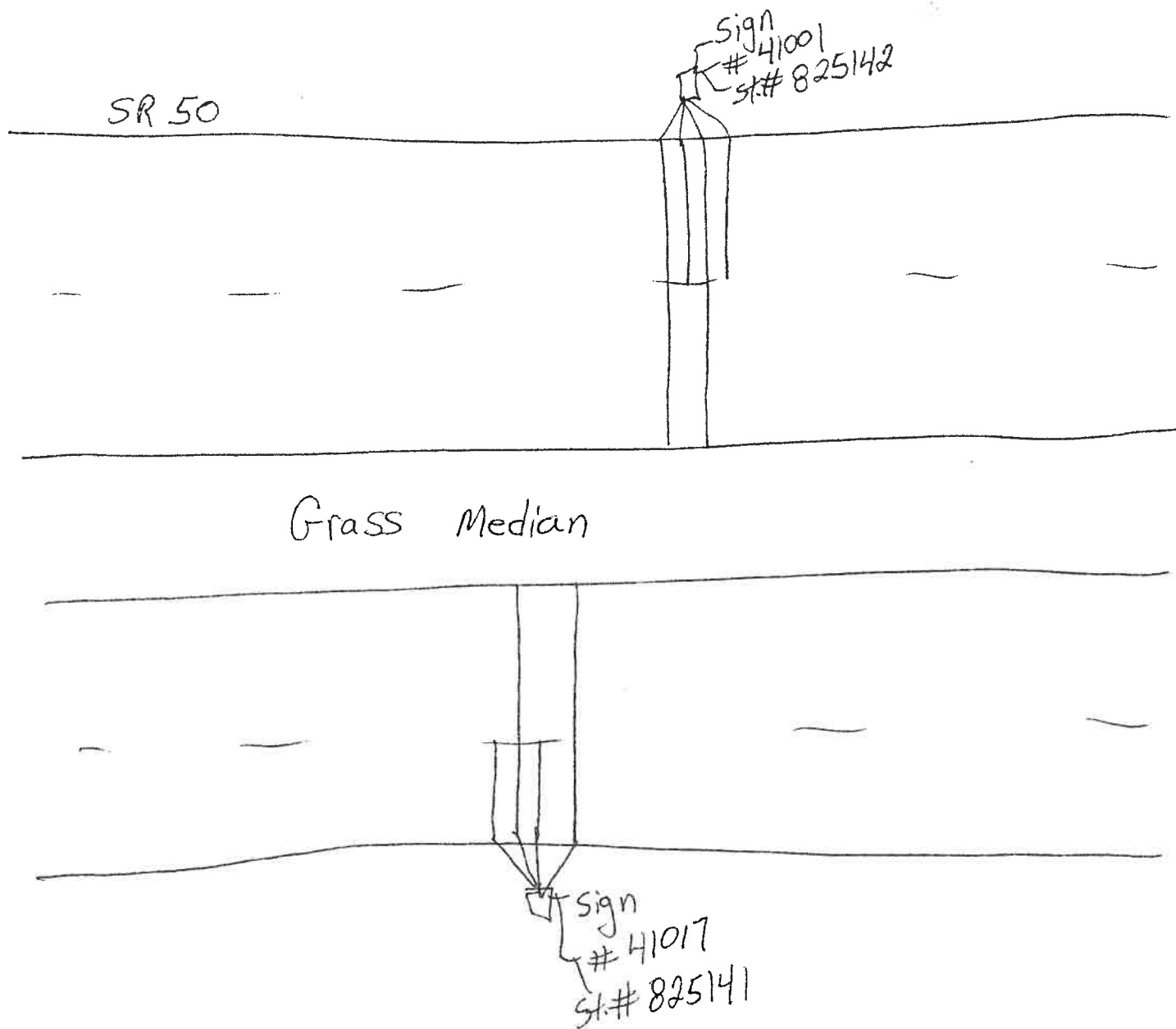
Speed Limit: 50 Machine attached to: See sketch

SET Date: 8-25-14 Time: 9:00

Weather: Hot / dry

UP Date: 8-29-14 Time: 1:30

Weather: Hot / dry





Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

Site ID: 41017  
 Station Num: 825141

8/26/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	2	39	18	0	2	1	0	0	3	0	0	0	0	0	9	74
20:30	0	38	19	0	4	0	0	0	2	0	1	0	0	0	6	70
20:45	1	29	28	0	2	1	0	1	0	0	0	0	0	0	4	66
21:00	3	29	15	0	1	2	0	0	2	0	0	0	0	0	3	55
21:15	0	26	19	0	3	0	0	1	1	0	0	0	0	0	1	51
21:30	1	34	12	0	2	0	1	1	0	0	0	0	0	0	0	51
21:45	1	27	16	0	1	1	0	0	1	0	1	0	0	0	1	49
22:00	0	20	11	0	1	0	0	1	1	0	0	0	0	0	0	34
22:15	1	11	8	0	1	1	0	1	2	1	0	0	0	0	3	29
22:30	0	16	7	0	3	0	0	2	0	0	0	0	0	0	0	28
22:45	3	11	6	0	2	2	0	0	1	0	0	0	0	0	0	25
23:00	0	7	12	0	0	0	0	0	0	0	0	0	0	0	0	19
23:15	0	10	6	0	0	0	0	0	2	0	0	0	0	0	0	18
23:30	0	11	7	0	1	0	0	1	2	0	0	0	0	0	0	22
23:45	0	11	6	0	0	0	0	0	2	0	0	0	0	0	0	19
<b>Total</b>	186	3847	2508	54	511	197	12	185	322	40	4	0	5	0	608	8479
<b>Percentages</b>	2.19%	45.37%	29.58%	0.64%	6.03%	2.32%	0.14%	2.18%	3.80%	0.47%	0.05%	0.00%	0.06%	0.00%	7.17%	100.00%





Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

Site ID: 41017  
 Station Num: 825141

8/27/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes	
20:15	0	41	23	0	4	1	0	0	0	0	0	0	0	0	0	8	77
20:30	0	38	27	0	0	0	0	1	1	0	1	0	0	0	0	2	70
20:45	0	35	16	0	4	1	0	1	2	0	0	0	0	0	0	1	60
21:00	0	42	22	0	4	1	0	2	1	0	0	0	0	0	0	3	75
21:15	0	30	12	0	2	0	0	0	0	0	0	0	0	0	0	0	44
21:30	2	36	21	0	3	2	0	0	1	0	1	0	0	0	0	1	67
21:45	0	17	13	0	0	0	0	0	2	0	0	1	0	0	0	0	33
22:00	2	20	8	0	1	1	0	1	1	0	0	0	0	0	0	0	34
22:15	2	15	7	0	2	0	0	0	1	0	0	0	0	0	0	0	27
22:30	1	11	9	0	0	1	0	0	2	0	0	0	0	0	0	0	24
22:45	1	15	11	0	1	1	0	0	2	0	0	0	0	0	0	0	31
23:00	0	18	6	0	0	0	0	0	1	0	0	0	0	0	0	0	25
23:15	1	11	2	0	0	1	0	0	0	0	0	0	0	0	0	0	15
23:30	0	12	6	0	0	0	0	0	1	0	0	0	0	0	0	0	19
23:45	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	1	15
<b>Total</b>	167	4015	2437	52	526	197	12	164	296	56	2	1	5	0	608	8538	
<b>Percentages</b>	1.96%	47.03%	28.54%	0.61%	6.16%	2.31%	0.14%	1.92%	3.47%	0.66%	0.02%	0.01%	0.06%	0.00%	7.12%	100.00%	



Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

Site ID: 41017  
 Station Num: 825141

8/28/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	0	45	23	0	5	1	0	2	1	0	0	0	0	0	2	79
20:30	0	45	23	0	3	0	0	1	0	0	1	0	0	0	1	74
20:45	1	40	17	0	5	2	0	0	1	0	0	0	0	0	1	67
21:00	1	29	13	0	3	0	0	1	0	0	0	0	0	0	0	47
21:15	1	38	21	0	3	2	0	4	0	0	0	0	0	0	5	74
21:30	0	40	24	0	2	0	0	0	0	0	1	1	0	0	1	69
21:45	0	40	13	0	2	0	0	0	2	0	0	0	0	0	2	59
22:00	0	19	12	0	1	0	0	0	0	0	0	0	0	0	2	34
22:15	2	20	8	0	2	2	0	0	0	0	0	0	0	0	1	35
22:30	0	21	7	0	0	0	0	0	0	0	0	0	0	0	0	28
22:45	1	17	13	1	0	0	0	1	2	0	0	0	0	0	2	37
23:00	0	17	6	0	0	0	0	0	1	0	0	0	0	0	0	24
23:15	3	16	3	0	0	3	0	0	0	0	0	0	0	0	0	25
23:30	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
23:45	0	14	5	0	1	0	0	1	1	0	0	0	0	0	0	22
<b>Total</b>	166	4334	2373	48	517	184	8	207	311	64	3	1	11	0	636	8863
<b>Percentages</b>	1.87%	48.90%	26.77%	0.54%	5.83%	2.08%	0.09%	2.34%	3.51%	0.72%	0.03%	0.01%	0.12%	0.00%	7.18%	100.00%



Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

Site ID: 41001  
 Station Num: 825142

8/26/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	0	30	17	0	2	1	0	3	0	0	0	0	0	0	2	55
20:30	1	42	21	0	4	0	0	1	2	0	0	0	0	0	0	71
20:45	0	30	16	0	2	0	0	1	0	0	0	0	0	0	2	51
21:00	0	21	9	0	2	0	0	2	3	0	0	0	0	0	2	39
21:15	0	24	12	0	0	0	0	2	3	0	0	0	0	0	3	44
21:30	2	25	13	0	1	1	0	0	2	0	0	0	0	0	1	45
21:45	2	22	11	0	1	1	0	0	1	0	0	0	0	0	1	39
22:00	0	24	10	0	1	0	0	1	2	0	0	0	0	0	0	38
22:15	0	17	12	0	2	0	0	0	0	0	0	0	0	0	1	32
22:30	1	23	12	0	1	0	0	0	1	0	0	0	0	0	0	38
22:45	0	16	17	0	1	0	0	0	3	0	0	0	0	0	1	38
23:00	1	15	5	0	0	0	0	0	4	0	0	0	0	0	0	25
23:15	1	6	3	0	0	1	0	0	4	0	0	0	0	0	0	15
23:30	1	14	9	0	1	0	0	0	2	0	0	0	0	0	0	27
23:45	1	14	6	0	0	1	0	0	0	0	0	0	0	0	0	22
<b>Total</b>	128	3949	2544	39	533	135	14	188	417	43	2	1	6	0	348	8347
<b>Percentages</b>	1.53%	47.31%	30.48%	0.47%	6.39%	1.62%	0.17%	2.25%	5.00%	0.52%	0.02%	0.01%	0.07%	0.00%	4.17%	100.00%



Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

Site ID: 41001  
 Station Num: 825142

8/27/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	0	43	37	0	5	0	0	0	1	0	0	0	0	0	1	87
20:30	1	40	17	0	4	0	0	2	3	1	0	0	0	0	5	73
20:45	0	32	25	0	3	0	0	1	1	0	0	0	0	0	3	65
21:00	3	37	21	0	2	2	0	1	2	0	0	0	0	0	0	68
21:15	2	31	14	0	3	2	0	2	0	0	0	0	0	0	0	54
21:30	0	27	15	0	0	0	0	0	3	0	0	0	0	0	0	45
21:45	1	26	9	1	2	0	0	0	1	0	0	0	0	0	2	42
22:00	1	19	13	0	0	1	0	1	1	0	0	0	0	0	2	38
22:15	0	20	6	0	2	1	0	1	1	0	0	0	0	0	1	32
22:30	1	17	8	0	1	1	0	2	1	0	0	0	0	0	0	31
22:45	0	15	10	0	4	0	0	0	0	0	0	0	0	0	1	30
23:00	0	26	5	0	0	0	0	0	2	0	0	0	0	0	0	33
23:15	0	12	3	0	0	0	0	0	4	0	0	0	0	0	0	19
23:30	0	15	5	0	1	0	0	0	2	0	0	0	0	0	0	23
23:45	0	11	8	0	1	0	0	0	0	0	0	0	0	0	0	20
<b>Total</b>	130	4094	2548	41	531	152	10	193	399	51	4	1	6	0	370	8530
<b>Percentages</b>	1.52%	48.00%	29.87%	0.48%	6.23%	1.78%	0.12%	2.26%	4.68%	0.60%	0.05%	0.01%	0.07%	0.00%	4.34%	100.00%





Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

Site ID: 41001  
 Station Num: 825142

8/28/2014	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
20:15	2	43	22	0	5	1	0	1	0	0	0	0	0	0	3	77
20:30	2	48	22	0	6	1	0	3	0	0	0	0	0	0	2	84
20:45	1	29	26	1	2	2	0	0	0	0	0	0	0	0	1	62
21:00	0	33	12	0	2	1	0	0	1	0	0	0	0	0	1	50
21:15	0	34	13	0	2	0	0	0	2	0	0	0	0	0	0	51
21:30	1	29	11	0	4	0	0	1	0	0	0	0	0	0	3	49
21:45	0	26	16	0	3	0	0	0	1	0	0	0	0	0	0	46
22:00	3	19	14	0	0	2	0	1	2	0	0	0	0	0	1	42
22:15	1	26	15	0	1	1	0	1	1	0	0	0	0	0	3	49
22:30	0	29	10	0	3	0	0	1	0	0	0	0	0	0	0	43
22:45	1	24	13	1	1	0	0	0	1	0	0	0	0	0	0	41
23:00	0	15	7	0	3	0	0	1	2	0	0	0	0	0	0	28
23:15	0	19	7	0	1	0	0	0	1	0	0	0	0	0	0	28
23:30	0	15	10	0	0	0	0	0	2	0	0	0	0	0	0	27
23:45	1	11	3	0	1	0	0	1	2	0	0	0	0	0	0	19
<b>Total</b>	152	4251	2725	44	608	162	10	213	352	77	6	1	1	0	397	8999
<b>Percentages</b>	1.69%	47.24%	30.28%	0.49%	6.76%	1.80%	0.11%	2.37%	3.91%	0.86%	0.07%	0.01%	0.01%	0.00%	4.41%	100.00%

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41017  
 Station Num: 825141

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

8/26/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	0	4	6	5	1	2	0	0	0	18	55.00
00:15	0	1	0	1	5	1	1	0	0	0	9	55.22
00:30	0	0	1	3	6	8	2	0	0	0	20	59.25
00:45	0	1	0	2	3	3	1	0	0	0	10	55.95
01:00	0	0	0	3	4	5	4	0	1	0	17	61.62
01:15	0	1	6	0	3	1	0	0	0	0	11	49.73
01:30	0	0	0	1	6	2	0	0	0	1	10	58.06
01:45	0	0	0	2	3	3	0	0	0	0	8	58.13
02:00	0	1	2	0	2	0	0	0	0	0	5	47.40
02:15	0	1	3	0	3	3	4	0	0	0	14	57.11
02:30	0	3	0	2	3	6	2	0	0	0	16	54.28
02:45	0	0	1	2	4	5	1	0	0	0	13	58.65
03:00	0	0	1	0	3	4	2	0	0	0	10	60.50
03:15	0	0	0	5	2	4	2	0	0	0	13	58.65
03:30	0	2	0	1	6	4	4	0	0	0	17	57.15
03:45	0	1	0	2	7	10	4	0	1	0	25	60.28
04:00	0	4	1	3	11	8	4	0	1	0	32	56.03
04:15	0	0	6	8	5	16	11	0	1	0	47	59.84
04:30	0	0	9	5	15	19	13	0	1	0	62	59.60
04:45	0	5	3	9	18	24	9	0	1	0	69	57.54
05:00	0	6	7	7	24	22	9	0	1	0	76	56.61
05:15	0	9	3	9	15	27	11	0	2	0	76	56.65
05:30	0	3	18	13	28	34	13	0	1	0	110	57.35
05:45	0	2	5	8	25	47	18	0	1	0	106	60.18
06:00	0	4	4	14	24	23	10	0	3	0	82	58.02
06:15	0	8	11	15	21	25	9	0	1	0	90	55.34
06:30	0	8	14	14	28	37	13	0	1	0	115	56.47
06:45	0	5	13	18	45	27	8	0	0	0	116	56.14
07:00	0	7	19	13	41	42	11	0	3	0	136	56.85
07:15	0	6	20	39	52	46	7	0	0	0	170	55.86
07:30	0	2	11	35	28	46	13	0	3	0	138	58.04
07:45	0	0	10	25	44	35	9	0	6	0	129	58.74
08:00	0	7	7	16	28	26	12	0	1	0	97	56.54
08:15	0	9	22	31	32	30	11	0	2	0	137	54.95
08:30	0	4	17	18	36	30	21	0	1	0	127	57.48
08:45	0	17	20	29	28	30	14	0	0	0	138	53.34
09:00	0	13	7	20	25	32	6	0	2	0	105	54.58
09:15	0	9	15	22	33	28	12	0	1	0	120	55.38
09:30	0	9	19	25	22	20	4	0	1	0	100	53.21
09:45	0	5	20	22	32	22	6	0	2	0	109	55.18
10:00	0	14	17	29	26	22	11	0	0	0	119	53.11
10:15	0	3	9	9	42	30	14	0	1	0	108	58.27
10:30	0	3	12	19	31	28	8	0	0	0	101	56.64
10:45	0	7	11	21	31	31	11	0	1	0	113	56.23
11:00	0	11	14	17	26	32	17	0	0	0	117	55.53
11:15	0	5	24	19	38	42	14	0	0	0	142	56.53
11:30	0	5	11	27	37	27	10	0	0	0	117	56.11
11:45	0	6	11	28	43	31	12	0	1	0	132	56.45
12:00	0	6	19	34	30	17	10	0	0	0	116	54.41
12:15	0	9	15	28	40	19	13	0	3	0	127	55.30
12:30	0	5	11	28	32	37	12	0	0	0	125	56.72
12:45	0	8	7	14	33	25	17	0	1	0	105	56.84
13:00	0	1	10	29	46	21	13	0	0	0	120	57.16
13:15	0	4	10	21	42	32	13	0	0	0	122	57.20
13:30	0	5	11	14	41	18	14	0	1	0	104	56.71
13:45	0	4	10	26	36	31	10	0	0	0	117	56.67
14:00	0	7	15	20	36	29	11	0	0	0	118	55.73
14:15	0	4	15	27	47	25	15	0	3	0	136	56.97
14:30	0	6	31	39	31	26	4	0	0	0	137	53.72
14:45	0	4	33	25	42	23	13	0	4	1	145	55.75
15:00	0	10	14	28	34	35	15	0	2	0	138	55.91
15:15	0	9	32	42	39	35	5	0	0	0	162	53.92
15:30	0	3	16	21	42	36	23	0	6	0	147	58.68

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41017  
 Station Num: 825141

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

8/26/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	9	26	41	44	29	12	0	0	0	161	54.55
16:00	0	5	16	35	49	37	11	0	0	0	153	56.24
16:15	0	3	19	24	66	49	14	0	2	1	178	57.63
16:30	0	5	23	37	57	34	6	0	0	0	162	55.42
16:45	0	1	18	29	44	46	19	0	2	0	159	58.16
17:00	0	1	32	34	51	38	14	0	3	0	173	56.75
17:15	0	4	8	43	51	32	15	0	2	0	155	57.07
17:30	0	5	19	36	62	26	13	0	3	0	164	56.27
17:45	0	1	17	24	47	39	12	0	4	0	144	58.02
18:00	0	0	13	31	21	34	16	0	1	0	116	58.06
18:15	0	3	14	18	52	34	8	0	0	0	129	56.95
18:30	0	4	24	19	30	27	10	0	1	0	115	55.74
18:45	0	6	17	14	28	24	3	0	2	0	94	55.02
19:00	0	3	19	15	32	17	9	0	2	0	97	56.04
19:15	0	5	11	18	21	16	11	0	2	0	84	56.04
19:30	0	3	11	11	20	18	4	0	0	0	67	55.61
19:45	0	2	9	15	22	10	8	0	4	0	70	57.27
20:00	0	2	17	11	28	12	6	0	1	0	77	55.60
20:15	0	3	17	19	19	11	5	0	0	0	74	54.10
20:30	0	4	17	12	21	14	2	0	0	0	70	53.76
20:45	0	1	7	15	25	14	4	0	0	0	66	56.51
21:00	0	5	9	14	14	11	1	0	0	1	55	52.92
21:15	0	1	12	8	9	12	8	0	1	0	51	56.90
21:30	0	1	5	13	17	9	4	0	2	0	51	57.10
21:45	0	1	7	11	17	12	1	0	0	0	49	55.76
22:00	0	3	5	7	10	8	1	0	0	0	34	53.78
22:15	0	1	5	2	5	10	3	0	3	0	29	59.21
22:30	0	1	4	4	10	6	3	0	0	0	28	56.41
22:45	0	0	2	2	9	10	2	0	0	0	25	59.10
23:00	0	0	0	5	4	6	4	0	0	0	19	59.87
23:15	0	1	3	4	4	5	0	0	1	0	18	55.53
23:30	0	1	4	5	8	3	1	0	0	0	22	54.30
23:45	0	0	1	2	7	3	4	0	1	1	19	60.56
<b>Total</b>	0	377	1068	1591	2474	2064	802	0	98	5	8479	
<b>Percentages</b>	0.00%	4.45%	12.60%	18.76%	29.18%	24.34%	9.46%	0.00%	1.16%	0.06%	100.00%	

Site ID: 41017  
Station Num: 825141

Start Date/Time: 26-08-2014 00:00  
End Date/Time: 26-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
<b>Channel 1</b>	56.34 MPH	8.80	8479	8474	100.00%	49.19 MPH	57.43 MPH	64.10 MPH
<b>All Channels</b>	56.34 MPH	8.80	8479	8474	100.00%	49.19 MPH	57.43 MPH	64.10 MPH

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41017  
 Station Num: 825141

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

8/27/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	0	3	2	4	4	1	0	0	0	14	56.79
00:15	0	2	2	3	4	1	2	0	0	0	14	52.43
00:30	0	0	1	2	8	7	6	0	1	0	25	61.30
00:45	0	1	2	1	0	4	2	0	0	0	10	55.95
01:00	0	0	2	4	3	0	1	0	0	0	10	54.50
01:15	0	0	1	0	3	1	2	0	1	0	8	61.88
01:30	0	1	1	1	1	4	0	0	0	0	8	54.31
01:45	0	2	3	0	1	1	0	0	1	0	8	49.25
02:00	0	1	0	0	3	2	2	0	0	0	8	57.44
02:15	0	0	2	0	4	3	1	0	1	0	11	59.77
02:30	0	2	1	1	3	4	2	0	1	0	14	56.36
02:45	0	2	0	1	4	4	1	0	0	0	12	54.50
03:00	0	0	3	1	2	7	2	0	0	0	15	58.83
03:15	0	2	0	3	8	8	1	0	1	0	23	57.24
03:30	0	1	1	2	11	13	3	0	0	0	31	58.94
03:45	0	0	3	3	5	5	4	0	0	0	20	58.50
04:00	0	2	4	2	8	10	3	0	0	0	29	56.43
04:15	0	4	4	2	18	11	5	0	1	0	45	56.46
04:30	0	3	8	7	21	15	8	0	1	0	63	57.00
04:45	0	6	4	6	19	22	11	0	3	0	71	57.88
05:00	0	4	3	16	17	16	7	0	0	0	63	56.20
05:15	0	3	4	8	14	21	19	0	0	0	69	59.29
05:30	0	5	2	12	31	23	13	0	0	0	86	57.65
05:45	0	5	14	24	31	42	18	0	0	0	134	57.33
06:00	0	5	9	11	33	27	11	0	2	0	98	57.37
06:15	0	1	15	18	37	33	15	0	0	0	119	57.87
06:30	0	1	15	20	54	31	17	0	2	0	140	58.10
06:45	0	3	7	30	27	24	5	0	0	0	96	56.03
07:00	0	2	15	20	47	35	9	0	1	0	129	57.30
07:15	0	6	16	34	51	40	13	0	1	0	161	56.49
07:30	0	4	15	30	58	36	9	0	2	0	154	56.77
07:45	0	4	15	29	40	33	16	0	3	1	141	57.27
08:00	0	8	20	24	38	26	9	0	0	0	125	54.75
08:15	0	2	12	23	42	28	10	0	6	0	123	58.02
08:30	0	6	13	26	43	33	8	0	0	0	129	55.97
08:45	0	4	17	17	25	51	12	0	1	0	127	57.64
09:00	0	10	9	21	27	37	21	0	2	0	127	56.99
09:15	0	12	16	18	33	39	9	0	1	0	128	55.07
09:30	0	8	16	22	26	19	8	0	0	0	99	54.08
09:45	0	4	12	16	32	19	9	0	1	0	93	56.24
10:00	0	1	11	26	31	21	9	0	0	0	99	56.74
10:15	0	2	15	21	25	22	7	0	2	0	94	56.48
10:30	0	2	10	22	28	31	16	0	0	0	109	57.90
10:45	0	13	16	27	36	34	13	0	1	0	140	54.85
11:00	0	10	7	21	35	30	4	0	2	0	109	55.21
11:15	0	6	14	23	31	25	12	0	3	0	114	56.33
11:30	0	8	13	24	25	18	7	0	2	0	97	54.47
11:45	0	7	17	25	39	20	7	0	0	0	115	54.56
12:00	0	6	16	14	24	17	10	0	1	0	88	55.14
12:15	0	6	13	27	36	20	8	0	1	0	111	55.27
12:30	0	2	8	20	31	39	18	0	0	0	118	58.64
12:45	0	1	19	32	35	26	11	0	1	0	125	56.54
13:00	0	3	18	26	30	24	8	0	1	0	110	55.85
13:15	0	3	12	27	35	20	14	0	0	0	111	56.54
13:30	0	0	24	29	24	24	13	0	1	0	115	56.50
13:45	0	4	18	34	32	29	22	0	0	0	139	56.73
14:00	0	6	18	20	36	21	8	0	2	1	112	55.36
14:15	0	3	18	24	40	31	18	0	4	0	138	57.67
14:30	0	11	13	25	41	46	16	0	3	0	155	56.59
14:45	0	4	24	27	33	43	12	0	7	0	150	57.35
15:00	1	2	20	28	37	46	9	0	2	1	146	56.85
15:15	0	7	20	35	44	28	11	0	1	0	146	55.32
15:30	0	6	20	31	40	37	11	0	1	0	146	55.97

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41017  
 Station Num: 825141

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

8/27/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	18	16	36	38	35	21	0	2	2	168	54.70
16:00	0	2	29	39	42	28	12	0	6	1	159	56.45
16:15	0	5	30	43	42	34	6	0	1	0	161	54.91
16:30	0	9	33	52	48	28	14	0	0	0	184	54.32
16:45	0	7	31	41	31	18	13	0	0	0	141	53.89
17:00	0	6	36	32	38	23	5	0	1	0	141	53.83
17:15	0	2	20	32	56	40	20	0	1	0	171	57.49
17:30	0	3	19	66	33	54	17	0	0	0	192	56.61
17:45	0	3	30	28	34	31	15	0	4	0	145	56.49
18:00	0	10	18	28	33	44	12	0	4	0	149	56.12
18:15	0	3	16	19	44	25	12	0	1	0	120	56.82
18:30	0	1	16	20	40	23	10	0	2	0	112	57.18
18:45	0	3	15	27	21	27	9	0	1	0	103	56.22
19:00	0	2	12	13	24	22	15	0	0	2	90	57.66
19:15	0	2	19	20	24	17	7	0	0	0	89	55.30
19:30	0	3	17	24	17	15	6	0	2	0	84	55.04
19:45	0	4	6	7	20	20	12	0	3	0	72	58.38
20:00	0	7	13	16	16	17	4	0	1	0	74	53.74
20:15	0	2	16	18	22	14	4	0	1	0	77	55.15
20:30	0	3	14	17	20	11	5	0	0	0	70	54.48
20:45	0	4	12	18	9	10	7	0	0	0	60	53.97
21:00	0	4	14	18	20	15	3	0	1	0	75	54.47
21:15	0	2	8	9	12	10	3	0	0	0	44	55.09
21:30	0	1	16	10	17	17	5	0	0	1	67	55.90
21:45	0	2	7	3	11	9	1	0	0	0	33	54.74
22:00	0	1	6	9	9	7	2	0	0	0	34	55.13
22:15	0	0	3	5	7	8	4	0	0	0	27	58.43
22:30	0	1	3	4	4	8	3	0	1	0	24	57.90
22:45	0	3	5	6	9	7	0	0	1	0	31	53.74
23:00	0	3	3	3	9	4	3	0	0	0	25	54.04
23:15	0	2	4	2	2	4	0	0	1	0	15	52.77
23:30	0	1	4	3	3	4	4	0	0	0	19	56.16
23:45	0	1	2	2	6	2	2	0	0	0	15	55.47
<b>Total</b>	<b>1</b>	<b>359</b>	<b>1147</b>	<b>1718</b>	<b>2365</b>	<b>2022</b>	<b>815</b>	<b>0</b>	<b>102</b>	<b>9</b>	<b>8538</b>	
<b>Percentages</b>	<b>0.01%</b>	<b>4.20%</b>	<b>13.43%</b>	<b>20.12%</b>	<b>27.70%</b>	<b>23.68%</b>	<b>9.55%</b>	<b>0.00%</b>	<b>1.19%</b>	<b>0.11%</b>	<b>100.00%</b>	

Site ID: 41017  
Station Num: 825141

Start Date/Time: 27-08-2014 00:00  
End Date/Time: 27-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
Channel 1	56.24 MPH	8.76	8538	8529	100.00%	49.01 MPH	57.20 MPH	64.10 MPH
All Channels	56.24 MPH	8.76	8538	8529	100.00%	49.01 MPH	57.20 MPH	64.10 MPH



Agency Name: BAYSIDE ENGINEERING, INC  
 Description: EB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41017  
 Station Num: 825141

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

8/28/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	1	4	4	6	3	1	0	0	0	19	54.05
00:15	0	0	1	4	3	9	1	0	0	0	18	58.89
00:30	0	0	3	2	3	3	2	0	0	0	13	57.12
00:45	0	0	1	2	3	3	2	0	0	0	11	58.86
01:00	0	1	1	3	4	3	1	0	0	0	13	55.15
01:15	0	0	2	3	2	4	1	0	1	0	13	58.65
01:30	0	1	0	0	1	3	0	0	0	0	5	54.40
01:45	0	0	1	2	0	4	0	0	0	0	7	57.50
02:00	0	0	1	1	1	5	0	0	0	0	8	58.75
02:15	0	1	1	1	1	3	3	0	0	0	10	57.45
02:30	0	0	0	3	0	7	4	0	0	0	14	61.79
02:45	0	1	2	1	6	4	0	0	0	0	14	54.96
03:00	0	0	1	1	4	6	1	0	0	0	13	59.42
03:15	0	1	1	0	1	5	5	0	0	0	13	60.15
03:30	0	0	1	2	7	11	0	0	0	0	21	59.17
03:45	0	2	3	3	5	6	2	0	0	0	21	54.83
04:00	0	1	2	5	8	7	1	0	0	0	24	56.23
04:15	0	1	3	4	8	17	10	0	0	0	43	59.93
04:30	0	0	2	5	11	30	10	0	0	0	58	61.03
04:45	0	2	6	5	18	20	8	0	0	0	59	58.08
05:00	0	5	6	6	19	19	6	0	1	0	62	56.41
05:15	0	2	3	6	16	15	14	0	1	0	57	59.50
05:30	0	3	8	11	34	24	20	0	0	0	100	58.44
05:45	0	5	12	7	29	25	12	0	0	1	91	56.81
06:00	0	7	6	15	37	27	5	0	2	0	99	56.25
06:15	0	7	18	18	19	29	9	0	1	0	101	55.24
06:30	0	14	9	24	31	27	9	0	2	1	117	54.29
06:45	0	20	18	19	30	26	6	0	0	0	119	51.66
07:00	0	3	18	14	30	41	14	0	0	0	120	57.53
07:15	0	11	13	31	52	33	10	0	3	0	153	55.57
07:30	0	10	28	30	42	31	14	0	2	0	157	54.95
07:45	0	11	25	21	54	33	14	0	1	0	159	55.20
08:00	0	10	18	23	37	30	20	0	3	2	143	56.15
08:15	0	4	19	21	41	31	19	0	1	0	136	57.12
08:30	0	5	10	27	44	21	13	0	0	0	120	56.23
08:45	0	9	11	28	54	29	11	0	2	1	145	55.91
09:00	0	8	7	17	36	30	8	0	0	0	106	55.91
09:15	0	4	10	29	49	33	5	0	2	0	132	56.65
09:30	0	6	19	25	25	28	5	0	0	0	108	54.65
09:45	0	1	9	28	43	45	12	0	2	1	141	58.39
10:00	0	6	13	22	49	38	11	0	2	0	141	56.91
10:15	0	4	16	20	35	24	12	0	4	0	115	56.96
10:30	0	11	13	18	32	37	11	0	1	0	123	55.54
10:45	0	6	12	21	30	31	15	0	1	0	116	56.78
11:00	0	3	9	17	25	38	23	0	4	0	119	59.46
11:15	0	1	11	21	30	46	17	0	5	0	131	59.44
11:30	0	6	19	21	22	35	18	0	0	0	121	56.48
11:45	0	8	13	36	44	26	16	0	0	0	143	55.65
12:00	0	6	13	18	43	40	17	0	0	0	137	57.26
12:15	0	1	15	23	33	27	11	0	2	0	112	57.41
12:30	0	2	16	14	19	44	16	0	1	0	112	58.47
12:45	0	5	23	32	44	23	9	0	1	0	137	55.18
13:00	0	2	9	11	43	34	16	0	3	0	118	59.06
13:15	1	7	13	22	37	31	14	0	1	0	126	55.98
13:30	0	8	15	42	46	31	7	0	0	0	149	54.96
13:45	0	10	13	33	35	25	10	0	1	0	127	54.70
14:00	0	5	11	25	51	25	13	0	0	0	130	56.48
14:15	0	4	15	31	45	29	5	0	1	0	130	55.87
14:30	0	8	28	21	43	38	12	0	1	0	151	55.52
14:45	0	5	14	24	29	33	16	0	2	0	123	57.11
15:00	0	2	31	43	46	42	13	0	3	0	180	56.47
15:15	0	4	15	31	39	47	24	0	3	0	163	58.16
15:30	0	11	23	33	51	31	8	0	0	0	157	54.34

Site ID: 41017  
 Station Num: 825141

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

8/28/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	3	15	20	40	29	14	0	4	0	125	57.69
16:00	0	4	34	39	44	29	10	0	0	0	160	54.93
16:15	0	1	28	49	61	33	10	0	2	0	184	56.14
16:30	0	5	16	40	57	25	13	0	0	1	157	55.85
16:45	0	4	31	46	45	32	9	0	4	0	171	55.56
17:00	0	3	24	25	41	29	10	0	2	0	134	56.22
17:15	0	2	19	42	53	48	13	0	1	0	178	57.10
17:30	0	6	31	36	45	27	15	0	2	0	162	55.35
17:45	0	6	20	36	48	34	10	0	1	0	155	55.74
18:00	0	4	25	36	35	27	5	0	2	0	134	55.06
18:15	0	6	20	47	38	22	3	0	0	0	136	53.99
18:30	0	3	6	17	43	35	8	0	1	0	113	57.84
18:45	0	0	14	23	42	22	5	0	1	0	107	56.80
19:00	0	1	11	15	19	22	16	0	0	0	84	58.15
19:15	0	2	19	23	37	24	8	0	5	1	119	56.94
19:30	0	3	15	11	23	16	3	0	0	1	72	54.87
19:45	0	4	18	16	28	17	8	0	0	0	91	55.12
20:00	0	3	2	12	22	21	8	0	3	0	71	58.54
20:15	0	3	9	20	22	18	7	0	0	0	79	55.96
20:30	0	4	14	16	16	18	4	0	2	0	74	55.18
20:45	0	2	13	18	13	16	4	0	1	0	67	55.40
21:00	0	5	5	5	15	15	2	0	0	0	47	54.68
21:15	0	6	14	23	17	14	0	0	0	0	74	52.53
21:30	0	1	12	18	20	13	4	0	1	0	69	55.83
21:45	0	3	20	10	12	8	5	0	1	0	59	53.58
22:00	0	0	11	7	8	6	1	0	1	0	34	55.00
22:15	0	3	6	8	8	8	1	0	1	0	35	54.03
22:30	0	1	7	5	9	4	2	0	0	0	28	54.45
22:45	0	1	7	7	14	6	1	0	1	0	37	55.46
23:00	0	6	2	6	5	4	1	0	0	0	24	49.04
23:15	0	1	7	4	8	5	0	0	0	0	25	53.68
23:30	0	0	5	1	1	5	0	0	0	0	12	55.00
23:45	0	5	6	2	3	5	1	0	0	0	22	48.98
<b>Total</b>	1	383	1149	1713	2577	2142	793	0	96	9	8863	
<b>Percentages</b>	0.01%	4.32%	12.96%	19.33%	29.08%	24.17%	8.95%	0.00%	1.08%	0.10%	100.00%	

Site ID: 41017  
 Station Num: 825141

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
<b>Channel 1</b>	56.23 MPH	8.72	8863	8854	100.00%	49.11 MPH	57.29 MPH	63.98 MPH
<b>All Channels</b>	56.23 MPH	8.72	8863	8854	100.00%	49.11 MPH	57.29 MPH	63.98 MPH

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41001  
 Station Num: 825142

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

8/26/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	0	1	5	7	1	4	0	0	0	18	58.06
00:15	0	0	2	4	6	2	5	0	0	0	19	58.55
00:30	0	0	1	1	3	0	2	0	0	0	7	58.21
00:45	0	0	2	1	3	7	1	0	0	0	14	58.93
01:00	0	1	2	2	2	1	2	0	0	0	10	53.95
01:15	0	0	3	4	0	3	0	0	0	0	10	54.00
01:30	0	0	2	4	4	3	1	0	0	0	14	56.43
01:45	0	0	0	2	4	1	0	0	0	0	7	56.79
02:00	0	0	0	1	4	2	1	0	0	0	8	59.38
02:15	0	1	3	1	1	5	0	0	0	0	11	53.82
02:30	0	0	1	1	3	1	0	0	0	0	6	55.83
02:45	0	0	0	1	4	5	0	0	0	0	10	59.50
03:00	0	0	1	4	3	2	0	0	0	0	10	55.50
03:15	0	0	0	2	5	5	0	0	0	0	12	58.75
03:30	0	0	0	1	2	4	1	0	0	0	8	60.63
03:45	0	0	3	1	2	3	1	0	0	0	10	56.50
04:00	0	1	1	3	3	5	1	0	0	0	14	56.04
04:15	0	0	3	4	5	4	0	0	1	0	17	56.91
04:30	0	2	1	2	10	4	1	0	2	0	22	57.00
04:45	0	1	1	2	5	7	3	0	0	0	19	58.26
05:00	0	0	2	7	9	9	1	0	1	0	29	58.19
05:15	0	2	9	7	14	9	2	0	0	0	43	54.69
05:30	0	0	7	5	7	13	4	0	0	0	36	57.78
05:45	0	4	8	13	9	10	2	0	0	0	46	53.22
06:00	0	7	9	12	22	25	3	0	2	0	80	55.39
06:15	0	4	12	11	22	23	12	0	1	0	85	57.01
06:30	0	6	12	25	35	37	9	0	1	0	125	56.44
06:45	0	5	9	17	28	30	8	0	3	0	100	57.13
07:00	0	3	10	14	30	39	13	0	2	0	111	58.43
07:15	0	4	7	14	38	31	19	0	1	0	114	58.40
07:30	0	10	14	17	58	52	13	0	2	0	166	56.90
07:45	0	8	12	24	48	48	25	0	7	0	172	58.35
08:00	0	2	19	14	39	43	18	0	1	0	136	58.19
08:15	0	6	19	21	40	53	28	0	4	0	171	58.36
08:30	0	8	18	24	51	39	21	0	2	0	163	56.89
08:45	0	2	13	18	33	40	31	0	1	0	138	59.30
09:00	0	3	11	19	35	42	20	0	2	0	132	58.66
09:15	0	0	9	22	35	36	11	0	1	1	115	58.46
09:30	0	7	12	18	31	28	12	0	2	0	110	56.38
09:45	0	6	20	26	46	44	11	0	0	0	153	56.30
10:00	0	2	6	16	37	35	8	0	0	0	104	58.02
10:15	0	5	14	24	45	29	15	0	0	0	132	56.61
10:30	0	5	13	19	33	33	12	0	1	0	116	56.88
10:45	0	2	8	14	27	35	7	0	1	0	94	58.07
11:00	0	1	11	17	26	29	9	0	2	0	95	58.02
11:15	0	3	9	17	22	29	11	0	4	0	95	58.22
11:30	0	4	7	23	44	30	15	0	1	0	124	57.60
11:45	0	3	11	21	37	28	12	0	0	0	112	57.08
12:00	0	6	20	36	36	33	12	0	1	0	144	55.71
12:15	0	3	19	13	39	32	8	0	0	0	114	56.57
12:30	0	3	12	24	32	30	13	0	3	0	117	57.57
12:45	0	8	12	20	28	38	12	0	1	1	120	56.37
13:00	0	3	10	14	35	45	17	0	3	0	127	59.02
13:15	0	3	12	18	38	31	11	0	2	0	115	57.53
13:30	0	0	14	20	30	47	11	0	3	0	125	58.82
13:45	0	4	8	12	34	48	18	0	4	0	128	59.36
14:00	0	7	12	16	36	48	11	0	1	0	131	57.17
14:15	0	7	9	24	28	45	22	0	2	0	137	57.95
14:30	0	4	7	20	31	43	27	0	6	0	138	59.77
14:45	0	6	10	19	36	40	15	0	4	0	130	57.90
15:00	0	3	7	15	17	52	26	0	3	1	124	60.29
15:15	0	2	22	23	48	66	21	0	3	0	185	58.60
15:30	0	5	12	23	71	49	21	0	1	0	182	57.98

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41001  
 Station Num: 825142

Start Date/Time: 26-08-2014 00:00  
 End Date/Time: 26-08-2014 23:59

8/26/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	5	31	38	56	41	22	0	7	0	200	57.06
16:00	0	6	23	25	39	41	28	0	6	0	168	57.90
16:15	0	4	11	25	65	46	22	0	1	0	174	58.15
16:30	0	7	17	38	64	46	24	0	2	0	198	57.18
16:45	0	2	13	21	43	70	26	0	3	0	178	59.60
17:00	0	7	10	29	39	54	18	0	4	0	161	57.94
17:15	0	1	13	22	40	53	24	0	5	0	158	59.62
17:30	0	4	14	22	50	48	22	0	4	0	164	58.52
17:45	0	5	13	10	35	47	27	0	3	0	140	59.16
18:00	0	6	11	21	42	38	13	0	3	0	134	57.37
18:15	0	2	7	13	38	47	11	0	0	0	118	58.76
18:30	0	5	12	11	23	39	14	0	4	0	108	58.31
18:45	0	2	10	16	25	26	14	0	1	0	94	58.02
19:00	0	6	17	10	28	24	8	0	2	0	95	55.78
19:15	0	2	11	16	26	23	11	0	0	0	89	57.21
19:30	0	2	8	11	28	21	11	0	0	0	81	57.73
19:45	0	2	14	9	19	16	10	0	1	0	71	56.85
20:00	0	3	14	18	22	14	5	0	1	0	77	55.14
20:15	1	5	11	11	16	10	1	0	0	0	55	51.85
20:30	0	6	12	14	21	9	7	0	2	0	71	54.43
20:45	0	1	12	6	16	10	5	0	1	0	51	56.31
21:00	0	1	7	6	16	7	2	0	0	0	39	55.56
21:15	0	1	8	9	15	8	3	0	0	0	44	55.56
21:30	0	1	7	13	10	9	5	0	0	0	45	55.93
21:45	0	1	11	3	12	11	1	0	0	0	39	55.18
22:00	0	2	10	8	7	8	3	0	0	0	38	54.05
22:15	0	2	2	7	9	9	3	0	0	0	32	56.22
22:30	0	2	5	8	10	11	2	0	0	0	38	55.50
22:45	0	0	5	11	11	5	6	0	0	0	38	56.97
23:00	0	2	5	4	2	9	3	0	0	0	25	55.26
23:15	0	2	1	0	4	7	1	0	0	0	15	55.77
23:30	0	1	1	4	10	7	2	0	2	0	27	58.78
23:45	0	1	2	4	4	9	2	0	0	0	22	57.25
<b>Total</b>	1	281	872	1285	2361	2434	976	0	134	3	8347	
<b>Percentages</b>	0.01%	3.37%	10.45%	15.39%	28.29%	29.16%	11.69%	0.00%	1.61%	0.04%	100.00%	

Site ID: 41001  
Station Num: 825142

Start Date/Time: 26-08-2014 00:00  
End Date/Time: 26-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
<b>Channel 1</b>	57.60 MPH	8.45	8347	8344	100.00%	50.38 MPH	58.67 MPH	64.71 MPH
<b>All Channels</b>	57.60 MPH	8.45	8347	8344	100.00%	50.38 MPH	58.67 MPH	64.71 MPH

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41001  
 Station Num: 825142

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

8/27/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	0	2	4	8	4	4	0	1	0	23	59.24
00:15	0	0	1	3	6	3	0	0	0	0	13	56.73
00:30	0	2	1	2	5	8	1	0	0	0	19	55.87
00:45	0	0	1	3	5	2	1	0	0	0	12	57.08
01:00	0	3	3	2	3	3	2	0	0	0	16	51.47
01:15	0	1	0	3	2	2	0	0	0	0	8	53.06
01:30	0	0	3	1	7	4	1	0	0	0	16	57.19
01:45	0	1	2	3	5	3	1	0	0	0	15	54.80
02:00	0	0	1	2	5	4	2	0	0	0	14	58.93
02:15	0	1	0	5	0	5	0	0	0	0	11	54.73
02:30	0	0	1	4	2	4	0	0	0	0	11	56.59
02:45	0	0	0	2	4	10	6	0	0	0	22	62.05
03:00	0	0	2	6	2	9	4	0	0	0	23	59.02
03:15	0	0	1	2	6	5	2	0	0	0	16	59.06
03:30	0	1	1	1	7	6	2	0	0	0	18	57.75
03:45	0	0	1	3	9	10	5	0	0	0	28	60.18
04:00	0	0	2	4	7	5	3	0	0	0	21	58.21
04:15	0	1	2	4	4	1	4	0	0	0	16	55.91
04:30	0	3	3	1	5	9	0	0	0	0	21	53.62
04:45	0	2	4	3	8	7	2	0	0	0	26	55.15
05:00	0	2	6	3	8	4	4	0	0	0	27	54.69
05:15	0	4	1	8	7	11	3	0	1	0	35	55.59
05:30	0	2	7	8	10	10	6	0	1	0	44	56.57
05:45	0	2	10	3	10	10	8	0	0	0	43	56.43
06:00	0	5	10	3	17	20	13	0	1	0	69	57.25
06:15	0	7	12	13	22	24	12	0	3	0	93	56.44
06:30	0	6	12	25	38	45	15	0	0	0	141	57.12
06:45	0	3	14	19	34	27	10	0	0	0	107	56.64
07:00	0	12	8	13	26	30	19	0	1	0	109	56.11
07:15	0	5	16	24	45	38	9	0	1	0	138	56.54
07:30	0	8	14	30	50	32	8	0	0	0	142	55.43
07:45	0	9	9	33	38	40	19	0	3	0	151	56.97
08:00	0	7	20	34	43	39	11	0	1	0	155	55.83
08:15	0	12	18	27	30	29	15	0	3	0	134	55.07
08:30	0	12	15	33	40	33	12	0	3	0	148	55.23
08:45	0	10	11	9	31	28	8	0	2	0	99	55.48
09:00	0	4	8	18	39	49	12	0	1	0	131	58.21
09:15	0	8	11	13	36	28	16	0	0	1	113	56.44
09:30	0	1	5	10	29	31	22	0	1	0	99	60.17
09:45	0	5	15	20	23	28	13	0	0	0	104	56.23
10:00	0	6	10	18	40	33	12	0	1	0	120	56.93
10:15	0	4	14	20	37	27	10	0	1	0	113	56.55
10:30	0	3	11	27	47	28	7	0	1	0	124	56.64
10:45	0	7	25	15	20	49	15	0	2	0	133	56.72
11:00	0	5	11	23	38	27	12	0	2	0	118	56.80
11:15	0	5	11	16	18	32	11	0	1	0	94	56.94
11:30	0	7	10	23	34	38	10	0	0	0	122	56.36
11:45	1	5	17	20	47	42	11	0	1	0	144	56.56
12:00	0	4	13	18	30	25	15	0	4	0	109	57.62
12:15	0	4	14	24	44	39	7	0	0	0	132	56.61
12:30	0	5	12	27	36	31	19	0	0	1	131	57.02
12:45	0	3	16	17	47	34	12	0	3	0	132	57.60
13:00	1	2	6	21	33	40	19	0	3	0	125	58.87
13:15	0	7	10	12	43	31	21	0	1	0	125	57.59
13:30	0	3	13	23	47	33	13	0	3	0	135	57.64
13:45	0	5	8	9	40	35	11	0	3	0	111	58.11
14:00	0	4	17	18	30	40	18	0	1	0	128	57.64
14:15	0	5	12	20	36	42	16	0	2	1	134	57.78
14:30	0	4	14	18	39	38	7	0	3	0	123	57.24
14:45	0	4	15	19	41	31	14	0	2	0	126	57.25
15:00	0	3	27	16	52	41	15	0	4	0	158	57.46
15:15	0	11	24	22	43	48	20	0	1	0	169	56.17
15:30	0	8	21	25	50	54	18	0	4	0	180	57.23

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41001  
 Station Num: 825142

Start Date/Time: 27-08-2014 00:00  
 End Date/Time: 27-08-2014 23:59

8/27/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	6	20	25	42	46	24	0	8	0	171	58.21
16:00	0	14	10	21	43	58	31	0	3	0	180	57.66
16:15	0	5	32	37	44	19	6	0	0	0	143	53.99
16:30	0	9	19	49	65	47	22	0	1	1	213	56.39
16:45	0	15	34	38	49	49	9	0	1	1	196	54.26
17:00	0	6	20	35	71	35	10	0	0	1	178	55.90
17:15	0	5	14	28	36	47	24	0	2	0	156	58.03
17:30	0	1	15	18	42	44	25	0	0	0	145	58.88
17:45	0	4	10	10	37	56	21	0	3	0	141	59.47
18:00	0	2	14	20	43	34	10	0	1	0	124	57.41
18:15	0	5	14	18	36	36	15	0	2	0	126	57.40
18:30	0	7	14	31	32	27	16	0	1	0	128	55.99
18:45	0	2	8	22	36	39	19	0	1	0	127	58.71
19:00	0	6	8	6	27	29	9	0	3	0	88	57.52
19:15	0	5	6	8	32	31	23	0	0	0	105	58.76
19:30	0	9	15	21	28	19	5	0	0	0	97	53.54
19:45	0	4	5	9	21	20	7	0	1	0	67	57.10
20:00	0	3	9	16	25	10	5	0	0	0	68	55.13
20:15	0	4	14	11	23	31	4	0	0	0	87	56.10
20:30	0	2	13	18	21	16	2	0	1	0	73	55.29
20:45	0	2	7	10	26	16	4	0	0	0	65	56.56
21:00	0	4	7	6	22	19	8	0	2	0	68	57.40
21:15	0	3	5	14	22	7	3	0	0	0	54	54.79
21:30	0	2	7	6	12	14	4	0	0	0	45	56.37
21:45	0	2	9	11	8	9	3	0	0	0	42	54.38
22:00	0	2	4	3	13	10	6	0	0	0	38	57.34
22:15	0	0	6	8	10	5	3	0	0	0	32	56.09
22:30	0	3	4	5	10	5	3	0	1	0	31	54.87
22:45	0	3	3	5	13	5	1	0	0	0	30	53.78
23:00	0	0	4	6	14	6	3	0	0	0	33	57.20
23:15	0	2	2	3	8	4	0	0	0	0	19	53.50
23:30	0	2	1	4	8	4	3	0	1	0	23	56.59
23:45	0	1	3	3	9	3	1	0	0	0	20	54.98
<b>Total</b>	2	393	940	1380	2496	2298	917	0	98	6	8530	
<b>Percentages</b>	0.02%	4.61%	11.02%	16.18%	29.26%	26.94%	10.75%	0.00%	1.15%	0.07%	100.00%	



Site ID: 41001  
Station Num: 825142

Start Date/Time: 27-08-2014 00:00  
End Date/Time: 27-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
<b>Channel 1</b>	56.82 MPH	8.96	8530	8524	100.00%	49.70 MPH	58.10 MPH	64.43 MPH
<b>All Channels</b>	56.82 MPH	8.96	8530	8524	100.00%	49.70 MPH	58.10 MPH	64.43 MPH

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41001  
 Station Num: 825142

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

8/28/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
00:00	0	1	1	3	8	6	5	0	0	0	24	58.52
00:15	0	0	1	5	7	0	3	0	0	0	16	57.19
00:30	0	0	2	4	2	6	2	0	0	0	16	58.13
00:45	0	0	3	5	1	2	1	0	0	0	12	54.58
01:00	0	0	4	0	3	7	0	0	0	0	14	57.14
01:15	0	1	2	1	1	0	2	0	0	0	7	52.43
01:30	0	1	0	4	4	4	2	0	0	0	15	56.80
01:45	0	0	2	2	3	3	2	0	0	0	12	57.92
02:00	0	0	2	2	2	2	2	0	0	0	10	57.50
02:15	0	0	0	1	3	2	2	0	0	0	8	60.63
02:30	0	0	3	2	3	4	2	0	0	0	14	57.50
02:45	0	0	2	2	6	7	6	0	2	0	25	61.70
03:00	0	0	3	2	8	9	0	0	2	0	24	59.38
03:15	0	0	1	2	8	6	5	0	0	0	22	60.23
03:30	0	0	1	2	6	9	1	0	0	0	19	59.34
03:45	0	0	5	4	11	10	2	0	0	0	32	57.50
04:00	0	2	1	2	11	4	0	0	0	0	20	54.45
04:15	0	2	1	1	3	4	2	0	1	0	14	56.36
04:30	0	1	4	1	3	7	3	0	0	0	19	56.95
04:45	0	0	1	5	10	5	2	0	0	0	23	57.93
05:00	0	0	6	2	6	6	0	0	2	0	22	57.50
05:15	0	2	2	12	19	9	3	0	0	0	47	56.10
05:30	0	0	6	8	10	11	4	0	1	0	40	57.88
05:45	0	2	6	7	11	15	3	0	0	0	44	56.34
06:00	0	7	12	8	17	9	8	0	0	0	61	53.43
06:15	0	5	11	16	25	23	17	0	2	1	100	57.32
06:30	0	5	24	31	50	36	21	0	2	0	169	56.80
06:45	0	5	20	25	30	14	9	0	0	0	103	54.42
07:00	0	4	8	24	20	26	15	0	1	0	98	57.28
07:15	0	1	12	19	28	41	25	0	4	0	130	59.73
07:30	0	9	18	25	38	50	10	0	2	0	152	56.25
07:45	0	7	13	34	47	50	24	0	4	0	179	57.82
08:00	0	8	26	16	43	33	14	0	0	1	141	55.51
08:15	0	9	24	21	38	55	22	0	3	0	172	57.13
08:30	0	4	23	20	33	29	14	0	2	0	125	56.48
08:45	0	6	11	19	27	35	11	0	2	0	111	56.93
09:00	0	7	23	24	50	29	8	0	0	0	141	55.10
09:15	0	5	14	22	46	32	10	0	0	0	129	56.40
09:30	0	3	12	16	39	52	12	0	1	1	136	58.30
09:45	0	7	12	9	37	40	13	0	1	0	119	57.26
10:00	0	5	8	21	31	26	11	0	0	0	102	56.54
10:15	0	2	17	27	35	32	13	0	0	0	126	56.90
10:30	0	7	20	22	34	34	13	0	1	0	131	55.95
10:45	0	5	22	30	42	32	16	0	1	1	149	56.27
11:00	0	2	16	6	35	40	16	0	2	0	117	58.77
11:15	0	6	15	17	40	32	7	0	0	0	117	55.89
11:30	0	5	8	15	36	38	21	0	2	0	125	58.56
11:45	0	3	11	28	39	39	8	0	0	0	128	56.98
12:00	0	1	15	28	38	44	8	0	4	0	138	57.93
12:15	0	12	14	22	40	40	11	0	4	0	143	55.92
12:30	0	1	16	17	33	38	8	0	0	0	113	57.45
12:45	0	10	14	28	30	35	11	0	1	1	130	55.33
13:00	0	7	17	25	41	42	13	0	3	1	149	56.77
13:15	0	1	4	14	50	41	17	0	1	0	128	59.49
13:30	0	4	13	19	36	41	10	0	1	0	124	57.32
13:45	1	5	7	21	42	36	12	0	1	0	125	57.02
14:00	0	2	16	26	35	31	18	0	0	0	128	57.38
14:15	0	6	11	25	30	34	9	0	1	0	116	56.31
14:30	0	4	27	30	49	30	16	0	0	0	156	56.01
14:45	0	6	16	25	34	39	11	0	1	0	132	56.42
15:00	0	5	21	34	46	40	19	0	2	0	167	56.89
15:15	0	15	17	22	55	50	22	0	2	0	183	56.26
15:30	0	5	17	24	62	48	33	0	1	0	190	58.28

Agency Name: BAYSIDE ENGINEERING, INC  
 Description: WB SR 50 east of Spring Lake Hwy/Mondon Hill Rd

Site ID: 41001  
 Station Num: 825142

Start Date/Time: 28-08-2014 00:00  
 End Date/Time: 28-08-2014 23:59

8/28/2014	9 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	80 MPH	> 80 MPH	All Speeds	Mean Speed
15:45	0	6	20	31	65	52	21	0	3	0	198	57.46
16:00	0	17	27	32	43	56	20	0	6	1	202	55.77
16:15	0	6	22	36	44	59	20	0	5	0	192	57.56
16:30	0	1	9	17	44	71	35	0	3	1	181	60.61
16:45	0	5	6	20	43	55	19	0	3	0	151	58.91
17:00	0	4	13	19	42	46	26	0	7	1	158	59.30
17:15	0	3	25	25	50	46	23	0	2	0	174	57.69
17:30	0	6	22	36	44	56	22	0	0	1	187	57.05
17:45	0	3	17	31	44	48	16	0	1	0	160	57.52
18:00	1	4	19	30	32	29	16	0	2	0	133	56.22
18:15	0	5	25	20	49	38	20	0	1	0	158	56.91
18:30	0	3	13	17	37	30	13	0	2	0	115	57.62
18:45	0	6	21	16	40	23	13	0	2	0	121	55.95
19:00	0	5	8	11	33	39	19	0	0	0	115	58.35
19:15	0	8	9	18	33	39	14	0	2	1	124	57.10
19:30	0	3	13	16	24	19	9	0	2	0	86	56.61
19:45	0	2	9	9	38	21	5	0	1	0	85	57.25
20:00	0	4	9	16	32	16	3	0	1	0	81	55.50
20:15	0	1	17	24	17	15	3	0	0	0	77	54.70
20:30	0	5	15	21	20	17	6	0	0	0	84	54.38
20:45	0	3	8	6	22	16	6	0	1	0	62	56.83
21:00	0	0	5	13	15	13	4	0	0	0	50	57.30
21:15	0	4	3	9	17	15	3	0	0	0	51	55.70
21:30	0	3	12	9	10	12	2	0	1	0	49	54.31
21:45	0	2	5	9	15	12	3	0	0	0	46	56.07
22:00	0	3	10	4	11	10	3	0	1	0	42	54.85
22:15	0	4	7	11	13	12	2	0	0	0	49	54.09
22:30	0	0	5	10	13	10	5	0	0	0	43	57.50
22:45	0	0	9	10	14	6	2	0	0	0	41	55.30
23:00	0	3	2	3	8	10	2	0	0	0	28	55.48
23:15	0	0	4	5	8	7	3	0	1	0	28	58.21
23:30	0	2	0	6	5	8	5	0	1	0	27	58.20
23:45	0	1	1	4	7	6	0	0	0	0	19	55.89
<b>Total</b>	<b>2</b>	<b>345</b>	<b>1054</b>	<b>1478</b>	<b>2562</b>	<b>2466</b>	<b>973</b>	<b>0</b>	<b>108</b>	<b>11</b>	<b>8999</b>	
<b>Percentages</b>	<b>0.02%</b>	<b>3.83%</b>	<b>11.71%</b>	<b>16.42%</b>	<b>28.47%</b>	<b>27.40%</b>	<b>10.81%</b>	<b>0.00%</b>	<b>1.20%</b>	<b>0.12%</b>	<b>100.00%</b>	

Site ID: 41001  
Station Num: 825142

Start Date/Time: 28-08-2014 00:00  
End Date/Time: 28-08-2014 23:59

	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Channels	15th Percentile	50th Percentile	85th Percentile
Channel 1	57.02 MPH	8.63	8999	8988	100.00%	49.75 MPH	58.15 MPH	64.46 MPH
All Channels	57.02 MPH	8.63	8999	8988	100.00%	49.75 MPH	58.15 MPH	64.46 MPH



# TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: Lockhart © SR 50

Station No: See sketch Machine No: See sketch

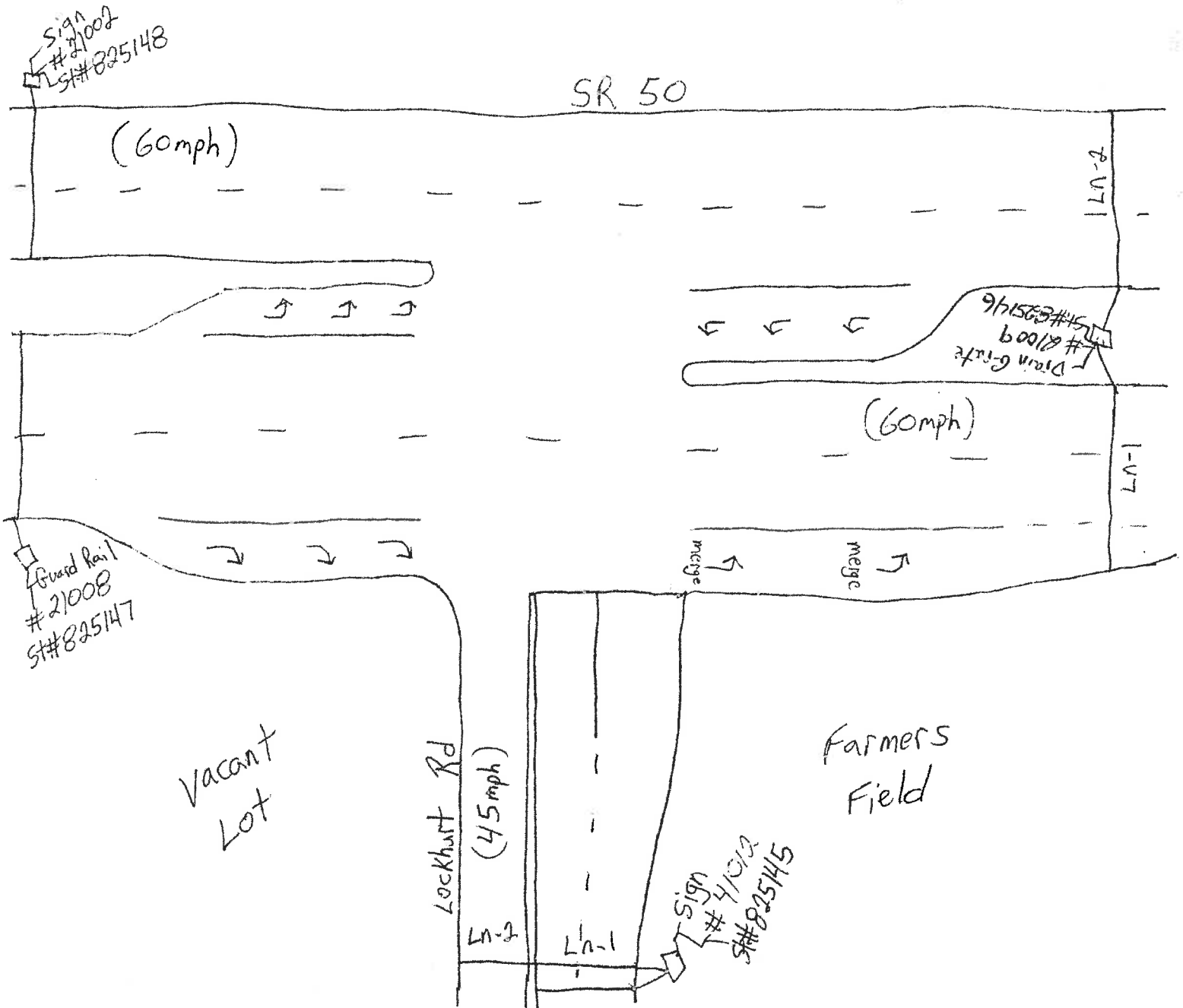
Speed Limit: \_\_\_\_\_ Machine attached to: See sketch

SET Date: 8-25-14 Time: 2:30

Weather: Hot/dry

UP Date: 8-29-14 Time: 2:30

Weather: Hot/dry



Site ID: 41012  
 Station Num: 825145  
 Description: Lockhart Rd south of SR 50

26-08-2014		Lane 1 (North)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	1	0	1	3	0	1	4	4	8	5	3	6			
30	0	0	0	2	1	3	9	7	8	5	8	10			
45	1	0	0	0	1	1	6	6	9	4	3	10			
00	0	0	1	1	2	5	6	6	3	12	7	12			
<b>Hr Total</b>	2	0	2	6	4	10	25	23	28	26	21	38			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	10	10	11	7	15	20	7	4	2	0	0	1			
30	16	7	7	8	17	11	4	2	3	2	0	0			
45	9	6	5	28	44	3	4	6	3	1	0	1			
00	6	4	7	9	42	7	6	4	5	3	2	0			
<b>Hr Total</b>	41	27	30	52	118	41	21	16	13	6	2	2			
<b>24 Hour Total :</b>			554												
<b>AM Peak Hour Begins :</b>			10:45			<b>AM Peak Volume :</b>			33			<b>AM Peak Hour Factor :</b>			0.69
<b>PM Peak Hour Begins :</b>			16:15			<b>PM Peak Volume :</b>			123			<b>PM Peak Hour Factor :</b>			0.70
26-08-2014		Lane 2 (South)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	2	0	0	0	2	6	3	15	9	11	6	4			
30	0	0	1	2	2	12	5	11	1	9	4	9			
45	1	1	3	0	3	31	10	8	7	5	6	12			
00	1	0	3	0	4	30	14	7	7	3	11	11			
<b>Hr Total</b>	4	1	7	2	11	79	32	41	24	28	27	36			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	6	9	7	5	5	3	11	1	4	3	1	3			
30	7	6	6	3	5	10	5	5	3	1	0	1			
45	14	4	3	6	7	10	7	6	9	6	1	1			
00	15	9	4	9	8	11	7	2	2	6	1	2			
<b>Hr Total</b>	42	28	20	23	25	34	30	14	18	16	3	7			
<b>24 Hour Total :</b>			552												
<b>AM Peak Hour Begins :</b>			05:00			<b>AM Peak Volume :</b>			79			<b>AM Peak Hour Factor :</b>			0.64
<b>PM Peak Hour Begins :</b>			12:15			<b>PM Peak Volume :</b>			45			<b>PM Peak Hour Factor :</b>			0.75

Site ID: 41012  
 Station Num: 825145  
 Description: Lockhart Rd south of SR 50

27-08-2014 Lane 1 (North)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	1	0	0	0	0	0	0	5	7	12	10	6	7		
30	0	0	0	0	3	0	1	8	3	3	5	6	12		
45	0	0	0	0	2	1	3	7	12	3	5	12	4		
00	0	0	0	0	0	3	3	7	8	9	6	11	5		
<b>Hr Total</b>	1	0	0	0	5	4	7	27	30	27	26	35	28		
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	5	6	4	7	12	14	5	4	2	0	0	1			
30	9	8	4	8	10	11	2	4	1	2	0	0			
45	8	5	6	33	57	7	4	0	2	4	0	1			
00	12	6	12	14	27	5	3	7	3	2	1	0			
<b>Hr Total</b>	34	25	26	62	106	37	14	15	8	8	1	2			
<b>24 Hour Total :</b>			528												
<b>AM Peak Hour Begins :</b>			10:30			<b>AM Peak Volume :</b>			42			<b>AM Peak Hour Factor :</b>			0.88
<b>PM Peak Hour Begins :</b>			16:30			<b>PM Peak Volume :</b>			109			<b>PM Peak Hour Factor :</b>			0.48
27-08-2014 Lane 2 (South)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	0	2	3	4	9	4	7	8	5			
30	2	0	0	2	2	11	13	8	7	4	5	7			
45	1	0	0	1	0	23	21	8	6	7	2	8			
00	1	0	3	0	9	35	16	9	10	8	8	2			
<b>Hr Total</b>	4	0	3	3	13	72	54	34	27	26	23	22			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	16	12	2	3	5	9	3	4	3	2	2	3			
30	4	5	2	6	10	13	6	9	8	1	2	0			
45	7	3	4	5	5	9	6	3	3	1	1	0			
00	9	7	4	1	4	5	2	5	2	5	1	1			
<b>Hr Total</b>	36	27	12	15	24	36	17	21	16	9	6	4			
<b>24 Hour Total :</b>			504												
<b>AM Peak Hour Begins :</b>			05:30			<b>AM Peak Volume :</b>			75			<b>AM Peak Hour Factor :</b>			0.54
<b>PM Peak Hour Begins :</b>			12:00			<b>PM Peak Volume :</b>			36			<b>PM Peak Hour Factor :</b>			0.56

Site ID: 41012  
 Station Num: 825145  
 Description: Lockhart Rd south of SR 50

28-08-2014		Lane 1 (North)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	1	3	0	0	2	0	5	6	7	2	7	5			
30	0	0	0	1	0	2	5	4	11	6	3	13			
45	0	0	0	0	1	2	10	10	7	5	6	13			
00	0	0	0	1	3	3	3	10	2	6	8	8			
<b>Hr Total</b>	1	3	0	2	6	7	23	30	27	19	24	39			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	12	7	6	9	14	14	5	2	3	1	0	0			
30	7	6	9	7	11	14	8	5	1	1	0	1			
45	7	12	10	21	61	7	5	2	4	2	0	1			
00	11	10	7	14	19	16	4	3	2	0	0	0			
<b>Hr Total</b>	37	35	32	51	105	51	22	12	10	4	0	2			
<b>24 Hour Total :</b>			542												
<b>AM Peak Hour Begins :</b>			10:45			<b>AM Peak Volume :</b>			39			<b>AM Peak Hour Factor :</b>			0.75
<b>PM Peak Hour Begins :</b>			16:30			<b>PM Peak Volume :</b>			108			<b>PM Peak Hour Factor :</b>			0.44
28-08-2014		Lane 2 (South)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	0	0	0	1	1	3	7	12	4	6	3	12			
30	3	0	0	0	2	9	3	13	3	2	2	4			
45	0	0	0	3	5	29	9	10	9	6	5	14			
00	0	0	1	0	7	34	11	11	10	10	3	7			
<b>Hr Total</b>	3	0	1	4	15	75	30	46	26	24	13	37			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	4	9	6	2	9	8	11	1	2	4	6	0			
30	5	6	3	11	5	9	6	6	4	5	2	1			
45	16	8	6	9	8	3	3	13	3	8	1	0			
00	13	3	5	10	9	4	10	4	2	1	1	1			
<b>Hr Total</b>	38	26	20	32	31	24	30	24	11	18	10	2			
<b>24 Hour Total :</b>			540												
<b>AM Peak Hour Begins :</b>			05:15			<b>AM Peak Volume :</b>			79			<b>AM Peak Hour Factor :</b>			0.58
<b>PM Peak Hour Begins :</b>			12:30			<b>PM Peak Volume :</b>			44			<b>PM Peak Hour Factor :</b>			0.69



Site ID: 21009  
 Station Num: 825146  
 Description: SR 50 east of Lockhart Rd

26-08-2014 Lane 1 (East)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	18	16	5	15	39	88	112	134	96	118	128	145	
30	15	12	9	14	51	99	109	187	156	131	127	148	
45	18	8	26	22	76	102	153	143	165	119	118	134	
00	6	8	15	35	108	137	130	140	161	127	117	147	
<b>Hr Total</b>	57	44	55	86	274	426	504	604	578	495	490	574	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	136	112	133	143	152	151	110	93	56	54	29	23	
30	139	105	130	201	179	141	102	70	56	34	35	12	
45	125	120	137	162	142	134	113	61	85	43	22	19	
00	132	123	115	123	166	119	89	74	54	42	23	18	
<b>Hr Total</b>	532	460	515	629	639	545	414	298	251	173	109	72	
<b>24 Hour Total :</b>	8824												
<b>AM Peak Hour Begins :</b>	06:30			<b>AM Peak Volume :</b>	604				<b>AM Peak Hour Factor :</b>	0.81			
<b>PM Peak Hour Begins :</b>	16:00			<b>PM Peak Volume :</b>	639				<b>PM Peak Hour Factor :</b>	0.79			
26-08-2014 Lane 2 (West)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	24	14	16	11	30	40	70	93	168	134	121	116	
30	19	12	14	16	23	54	77	127	142	149	151	93	
45	10	14	12	14	18	43	97	158	145	131	118	125	
00	17	11	18	14	29	53	87	145	154	142	101	133	
<b>Hr Total</b>	70	51	60	55	100	190	331	523	609	556	491	467	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	132	124	123	144	160	167	142	85	87	45	37	27	
30	121	139	131	191	200	156	109	103	62	48	32	23	
45	132	134	149	204	164	154	135	85	67	54	30	25	
00	131	131	153	177	150	169	112	75	61	41	48	25	
<b>Hr Total</b>	516	528	556	716	674	646	498	348	277	188	147	100	
<b>24 Hour Total :</b>	8697												
<b>AM Peak Hour Begins :</b>	07:30			<b>AM Peak Volume :</b>	613				<b>AM Peak Hour Factor :</b>	0.91			
<b>PM Peak Hour Begins :</b>	15:30			<b>PM Peak Volume :</b>	741				<b>PM Peak Hour Factor :</b>	0.91			

Site ID: 21009  
 Station Num: 825146  
 Description: SR 50 east of Lockhart Rd

27-08-2014		Lane 1 (East)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	10	6	12	17	27	89	134	120	127	162	102	128					
30	20	5	15	36	56	87	128	160	137	150	97	141					
45	15	12	15	44	91	71	157	162	133	125	127	111					
00	15	9	17	34	85	140	126	143	148	122	141	132					
<b>Hr Total</b>	60	32	59	131	259	387	545	585	545	559	467	512					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	117	116	121	137	161	132	122	75	68	69	28	21					
30	98	127	126	189	149	154	106	76	66	37	15	13					
45	118	109	123	145	171	142	88	77	65	52	35	12					
00	123	134	154	155	151	134	89	59	41	36	25	7					
<b>Hr Total</b>	456	486	524	626	632	562	405	287	240	194	103	53					
<b>24 Hour Total :</b>			8709														
<b>AM Peak Hour Begins :</b>			08:30			<b>AM Peak Volume :</b>			593			<b>AM Peak Hour Factor :</b>			0.92		
<b>PM Peak Hour Begins :</b>			15:15			<b>PM Peak Volume :</b>			650			<b>PM Peak Hour Factor :</b>			0.86		
27-08-2014		Lane 2 (West)															
End Time	00	01	02	03	04	05	06	07	08	09	10	11					
15	30	17	19	22	27	24	66	90	170	115	130	132					
30	15	12	17	17	25	44	87	137	143	116	130	102					
45	18	16	18	36	26	51	118	132	125	99	145	136					
00	19	15	30	33	45	56	80	129	116	121	139	141					
<b>Hr Total</b>	82	60	84	108	123	175	351	488	554	451	544	511					
End Time	12	13	14	15	16	17	18	19	20	21	22	23					
15	142	126	141	151	176	182	128	99	78	74	41	36					
30	134	122	133	161	163	156	133	121	76	45	34	24					
45	146	145	134	177	169	157	131	86	75	50	40	26					
00	131	121	153	174	173	149	124	73	61	42	26	19					
<b>Hr Total</b>	553	514	561	663	681	644	516	379	290	211	141	105					
<b>24 Hour Total :</b>			8789														
<b>AM Peak Hour Begins :</b>			07:30			<b>AM Peak Volume :</b>			574			<b>AM Peak Hour Factor :</b>			0.84		
<b>PM Peak Hour Begins :</b>			15:30			<b>PM Peak Volume :</b>			690			<b>PM Peak Hour Factor :</b>			0.95		

Site ID: 21009

Station Num: 825146

Description: SR 50 east of Lockhart Rd

28-08-2014		Lane 1 (East)										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	7	17	35	74	125	138	144	138	179	142
30	19	11	12	16	43	76	141	152	173	125	124	142
45	16	6	15	32	74	76	148	147	130	125	140	157
00	11	10	16	30	91	114	150	184	161	134	128	154
<b>Hr Total</b>	67	39	50	95	243	340	564	621	608	522	571	595
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	125	139	151	131	128	116	81	77	41	21	21
30	155	133	135	177	188	156	127	86	64	50	29	19
45	137	139	149	164	156	147	106	69	68	57	20	10
00	127	143	108	138	174	142	84	71	48	44	38	11
<b>Hr Total</b>	551	540	531	630	649	573	433	307	257	192	108	61
<b>24 Hour Total :</b>			9147									
<b>AM Peak Hour Begins :</b>			07:30	<b>AM Peak Volume :</b>			648	<b>AM Peak Hour Factor :</b>			0.88	
<b>PM Peak Hour Begins :</b>			16:00	<b>PM Peak Volume :</b>			649	<b>PM Peak Hour Factor :</b>			0.86	
28-08-2014		Lane 2 (West)										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	16	10	25	22	28	65	91	151	147	109	130
30	24	4	15	23	17	52	87	149	155	156	128	124
45	24	22	18	30	31	52	139	138	119	124	134	138
00	17	12	32	39	35	58	100	165	136	132	137	149
<b>Hr Total</b>	93	54	75	117	105	190	391	543	561	559	508	541
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	143	156	129	166	179	172	128	109	86	57	47	33
30	150	132	120	177	199	185	148	126	74	60	49	28
45	140	133	164	199	160	172	120	93	83	53	36	26
00	132	122	155	181	161	175	115	87	63	48	44	24
<b>Hr Total</b>	565	543	568	723	699	704	511	415	306	218	176	111
<b>24 Hour Total :</b>			9276									
<b>AM Peak Hour Begins :</b>			07:30	<b>AM Peak Volume :</b>			609	<b>AM Peak Hour Factor :</b>			0.92	
<b>PM Peak Hour Begins :</b>			15:30	<b>PM Peak Volume :</b>			758	<b>PM Peak Hour Factor :</b>			0.95	

Site ID: 21008  
 Station Num: 825147  
 Description: SR 50 west of Lockhart Rd

26-08-2014		Lane 1 (East)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	18	17	3	12	40	97	113	136	95	112	128	146	
30	15	11	12	16	60	101	110	187	167	140	125	134	
45	20	10	24	20	80	131	150	147	149	110	113	137	
00	6	9	18	36	95	146	138	134	171	125	126	144	
<b>Hr Total</b>	59	47	57	84	275	475	511	604	582	487	492	561	
End Time	12	13	14	15	16	17	18	19	20	21	22	23	
15	127	125	139	132	157	139	107	93	56	43	27	21	
30	123	100	136	201	162	152	108	72	63	41	32	13	
45	136	119	123	143	136	136	112	61	75	38	24	18	
00	114	124	123	129	146	114	84	65	63	46	20	21	
<b>Hr Total</b>	500	468	521	605	601	541	411	291	257	168	103	73	
<b>24 Hour Total :</b>	8773												
<b>AM Peak Hour Begins :</b>	06:30			<b>AM Peak Volume :</b>				611		<b>AM Peak Hour Factor :</b>			0.82
<b>PM Peak Hour Begins :</b>	15:15			<b>PM Peak Volume :</b>				630		<b>PM Peak Hour Factor :</b>			0.78

Site ID: 21008  
 Station Num: 825147  
 Description: SR 50 west of Lockhart Rd

27-08-2014		Lane 1 (East)																					
End Time	00	01	02	03	04	05	06	07	08	09	10	11											
15	10	6	10	17	39	94	129	115	126	155	100	115											
30	22	5	18	41	55	93	136	177	135	152	92	140											
45	17	13	15	37	87	90	163	142	131	120	119	106											
00	12	10	14	34	84	165	124	148	154	116	146	118											
<b>Hr Total</b>	61	34	57	129	265	442	552	582	546	543	457	479											
End Time	12	13	14	15	16	17	18	19	20	21	22	23											
15	117	123	118	148	149	128	140	76	67	72	27	17											
30	105	126	124	169	159	149	89	73	77	32	16	13											
45	106	107	124	150	157	147	90	73	62	52	33	12											
00	119	138	146	149	134	125	91	59	38	35	28	9											
<b>Hr Total</b>	447	494	512	616	599	549	410	281	244	191	104	51											
<b>24 Hour Total :</b>			8645																				
<b>AM Peak Hour Begins :</b>				05:45				<b>AM Peak Volume :</b>				593				<b>AM Peak Hour Factor :</b>				0.84			
<b>PM Peak Hour Begins :</b>				15:15				<b>PM Peak Volume :</b>				617				<b>PM Peak Hour Factor :</b>				0.91			

Site ID: 21008

Station Num: 825147

Description: SR 50 west of Lockhart Rd

28-08-2014		Lane 1 (East)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	18	10	7	17	32	83	125	136	140	140	177	158			
30	18	11	12	17	44	74	135	157	176	137	120	132			
45	18	6	15	33	79	111	149	145	132	121	127	144			
00	9	10	17	32	84	125	146	176	156	138	132	145			
<b>Hr Total</b>	63	37	51	99	239	393	555	614	604	536	556	579			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	139	129	146	152	137	119	111	81	71	44	24	23			
30	145	133	129	172	187	158	116	81	69	49	27	20			
45	141	138	149	156	137	143	105	69	59	56	22	11			
00	121	128	111	127	164	136	81	75	51	42	35	12			
<b>Hr Total</b>	546	528	535	607	625	556	413	306	250	191	108	66			
<b>24 Hour Total :</b>			9057												
<b>AM Peak Hour Begins :</b>			07:30			<b>AM Peak Volume :</b>			637			<b>AM Peak Hour Factor :</b>			0.90
<b>PM Peak Hour Begins :</b>			16:00			<b>PM Peak Volume :</b>			625			<b>PM Peak Hour Factor :</b>			0.84

Site ID: 21002  
 Station Num: 825148  
 Description: SR 50 west of Lockhart Rd

26-08-2014		Lane 1 (West)													
End Time	00	01	02	03	04	05	06	07	08	09	10	11			
15	26	14	16	11	29	42	77	100	141	148	114	108			
30	19	14	14	20	23	44	86	106	161	128	139	87			
45	10	12	10	13	15	33	87	165	152	123	119	134			
00	17	11	17	10	29	49	77	156	137	160	105	118			
<b>Hr Total</b>	72	51	57	54	96	168	327	527	591	559	477	447			
End Time	12	13	14	15	16	17	18	19	20	21	22	23			
15	135	124	108	150	180	166	135	92	77	43	34	22			
30	126	130	140	187	187	168	116	93	56	49	31	26			
45	119	136	163	186	198	156	119	78	63	48	33	23			
00	135	134	147	178	175	155	111	86	61	41	44	23			
<b>Hr Total</b>	515	524	558	701	740	645	481	349	257	181	142	94			
<b>24 Hour Total :</b>			8613												
<b>AM Peak Hour Begins :</b>			07:30			<b>AM Peak Volume :</b>			623			<b>AM Peak Hour Factor :</b>			0.94
<b>PM Peak Hour Begins :</b>			15:45			<b>PM Peak Volume :</b>			743			<b>PM Peak Hour Factor :</b>			0.94

Site ID: 21002  
 Station Num: 825148  
 Description: SR 50 west of Lockhart Rd

27-08-2014		Lane 1 (West)										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	15	18	23	23	28	66	105	165	125	150	115
30	16	12	18	16	25	40	86	114	146	117	102	110
45	18	19	20	38	25	39	102	142	111	88	156	128
00	19	12	25	33	41	50	79	133	110	120	147	131
<b>Hr Total</b>	83	58	81	110	114	157	333	494	532	450	555	484
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	143	129	151	188	164	137	107	68	74	40	34
30	134	107	136	174	153	151	132	96	83	52	42	25
45	143	157	148	197	209	169	121	86	74	49	27	27
00	135	117	149	172	195	130	133	80	56	34	25	20
<b>Hr Total</b>	546	524	562	694	745	614	523	369	281	209	134	106
<b>24 Hour Total :</b>	8758											
<b>AM Peak Hour Begins :</b>	07:30			<b>AM Peak Volume :</b>	586			<b>AM Peak Hour Factor :</b>	0.89			
<b>PM Peak Hour Begins :</b>	16:00			<b>PM Peak Volume :</b>	745			<b>PM Peak Hour Factor :</b>	0.89			



Site ID: 21002  
 Station Num: 825148  
 Description: SR 50 west of Lockhart Rd

28-08-2014		Lane 1 (West)										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	18	11	30	22	31	64	88	148	153	119	129
30	21	3	19	19	18	48	93	136	159	160	121	129
45	26	23	15	28	25	42	135	146	136	112	133	139
00	16	11	29	36	30	45	93	164	115	131	145	137
<b>Hr Total</b>	87	55	74	113	95	166	385	534	558	556	518	534
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	157	121	180	188	160	124	112	81	59	43	35
30	160	124	122	180	183	189	146	113	71	53	47	26
45	119	123	188	194	192	189	115	84	83	49	37	28
00	141	137	133	189	171	164	111	95	58	45	42	22
<b>Hr Total</b>	555	541	564	743	734	702	496	404	293	206	169	111
<b>24 Hour Total :</b>			9193									
<b>AM Peak Hour Begins :</b>	07:30		<b>AM Peak Volume :</b>				617	<b>AM Peak Hour Factor :</b>				0.94
<b>PM Peak Hour Begins :</b>	15:30		<b>PM Peak Volume :</b>				754	<b>PM Peak Hour Factor :</b>				0.97

## **Appendix B**

### **Recommended Design Hour Traffic Factors**

**Financial Project ID: 430051-1-22-01**

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Recommended K-Factor:**

9.0% (Standard per 2014 Project Traffic Forecasting Handbook)

**Calculation of D-Factor for SR 50**

Location along SR 50	D-Factor*	D-Factor along SR 50 within project limits from 2013 FTI DVD	Acceptable Range of D-Factor from 2014 Project Traffic Forecasting Handbook for Rural Other Principal Arterial	Recommended D-Factor
Between Brooksville Bypass/SR 50A and Spring Lake Highway/Mondon Hill Road	51.50%	51.30%	51.1% - 79.6% (Median Value is 58.1%)	52.35% (Based on the classification counts conducted)
Between Spring Lake Highway/Mondon Hill Road and Lockhart Road	53.20%			
Average	52.35%			

\* Based on 72-Hour Classification Counts conducted

**Peak Direction:**

For AM - Westbound (WB) is the peak direction along SR 50 between Brooksville Bypass/SR 50A and I-75.

For PM - Eastbound (EB) along SR 50 (Reverse of AM) will be used.

***Summary of Historical D-Factors along SR 50 within Project Limits***

<b>Location of Count</b>	<b>Count Station</b>	<b>Year</b>	<b>D-Factor</b>	<b>Recommended D-Factor</b>
SR 50 – West of CR 484	080019	2013	51.30%	52.35%
		2012	55.00%	
		2011	55.00%	
		2010	54.68%	
		2009	55.47%	
<i>Average</i>		-	<b>54.29%</b>	<b>52.35%</b>

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**D-factor for Side-Streets**

<b>Traffic Count Location</b>	<b>D for AM Peak</b>	<b>D for PM Peak</b>	<b>Peak Direction for AM</b>	<b>Peak Direction for PM</b>
<b><i>Cortez Boulevard/Jasmine Drive</i></b>				
South of Brooksville Bypass/SR 50A/East Jefferson Street	63.05%	51.22%	SB	NB
North of Brooksville Bypass/SR 50A/East Jefferson Street	72.91%	65.42%	SB	NB
<b><i>Griffin Road/Redbud Lane</i></b>				
South of SR 50	56.52%	58.06%	NB	SB
North of SR 50	78.95%	78.12%	NB	NB
<b><i>Spring Lake Highway/Mondon Hill Road</i></b>				
South of SR 50	60.58%	55.63%	NB	NB
North of SR 50	69.93%	66.46%	SB	NB
<b><i>Lockhart Road</i></b>				
South of SR 50	54.55%	74.24%	NB	NB

Source - From Existing Turning Movement Counts conducted.

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Design Hour Truck (DHT)-factor for Side-Streets**

Study Intersections	AM Peak		PM Peak	
	Northbound	Southbound	Northbound	Southbound
Cortez Boulevard/Jasmine Drive	14.6%	2.9%	4.7%	2.2%
Griffin Road/Redbud Lane	6.3%	0.0%	0.0%	0.0%
Spring Lake Highway/Mondon Hill Road	10.7%	0.0%	3.7%	1.6%
Lockhart Road	8.3%	-	5.5%	-

Source - From Existing Turning Movement Counts conducted.

## **Appendix C**

### **Approved Traffic Methodology**

**American Consulting Professionals, LLC**  
**American Consulting Engineers of Florida, LLC**

2818 Cypress Ridge Blvd, Suite 200  
Wesley Chapel, Florida 33544  
Tel 813.435.2600 • Fax 813.435.2601  
american@acp-fl.com • www.acp-americas.com

**MEMORANDUM**

**Date:** September 18, 2014  
**To:** Waddah Farah, Florida Department of Transportation (FDOT), District Seven  
**From:** Akram Hussein, PE, PTOE and Arpita Guha, PE  
**Cc:** Stephanie Pierce (FDOT PD&E Project Manager); Peter Maass PE, PTOE;  
David Winkle, AICP; Jeff Novotny, PE, AICP; Chris Salicco  
**Subject:** Final Traffic Methodology Statement for:  
FPID: 430051-1-22-01 SR 50 PD&E Study from Brooksville Bypass/SR 50A  
(Eastern Intersection)/ East Jefferson Street to Interstate 75  
**American Project No:** 5147050

1. Traffic data collection including 72-hour vehicle classification counts, 72-hour bi-directional counts at intersection approaches and at the same time 8-hour turning movement counts at the study intersections will be conducted in August 2014 as shown below:
  - A. 72-hour vehicle classification counts (bi-directional approach volumes) at the following locations:
    - (1) SR 50 – West of Spring Lake Highway/Mondon Hill Road
    - (2) SR 50 – East of Spring Lake Highway/Mondon Hill Road
  - B. 72-hour machine counts (bi-directional approach volumes) and at the same time, 8-hour manual vehicle turning movement counts will be performed for peak hours at the following intersections:
    - (1) Cortez Boulevard (signalized)
    - (2) Griffin Road/Redbud Lane (unsignalized)
    - (3) Spring Lake Highway/Mondon Hill Road (signalized)
    - (4) Lockhart Road (unsignalized)

The 8-hours for the turning movement counts at the study intersections based on the FDOT counts from Florida Transportation Information (FTI) 2013 CD are 7:00–9:00am; 11:00–1:00pm; and, 2:00–6:00pm.
2. The project will use the standard K factor of 9% for this area. Recommendations will be made for the D-factor and the truck percentages to be used for this study. A memorandum on the recommended design traffic factors will be submitted to FDOT for review and approval.
3. Existing year 2014 design hour traffic volumes will be developed by applying the recommended K and D factors to the annual average daily traffic (AADT) on the intersection approaches to determine the



- directional design hour volumes (DDHV) and then distributing the DDHV in the proportion of the existing turning traffic at the intersections to derive the design hour volumes.
4. K and D factors along with existing turning percentages will be used for the development of the existing and the future design hour volumes. The TURNS program will not be used.
  5. The Tampa Bay Regional Planning (TBRPM) Version 7.2 Base year (2006) model will be checked for reasonableness and if necessary for accuracy, adjustments will be made as needed.
  6. The opening year will be 2020, the design year will be 2040 and the interim year will be 2030.
  7. 2035 model traffic projections will be extrapolated to derive 2040 AADTs.
  8. The opening (2020), interim (2030) and design year (2040) AADTs will be developed through interpolation/extrapolation in between the existing year (2014) AADT volumes and 2035 Build Model traffic volumes.
  9. Future design hour traffic volumes will be developed by applying the recommended K and D factors to the annual average daily traffic (AADT) on the intersection approaches to determine the directional design hour volumes (DDHV) and then distributing the DDHV in the proportion of the existing turning traffic at the intersections to derive the future design hour volumes.
  10. The traffic volumes will not be balanced exactly from one intersection departure to the next intersection approach. Reasonableness checks will be done based on access (driveways) and land uses that occur between intersections.
  11. The future AADTs and therefore, the AM and PM design hour volumes for the no-build and the build conditions will be considered to be the same.
  12. All existing and future traffic volumes will be reviewed and approved by FDOT.
  13. AM and PM design hour volumes will both be developed to insure adequate lane geometry.
  14. Existing, No-Build and Build intersection will be conducted using SYNCHRO 8 and HCS+ Version 5.6.
  15. Future analysis of No Build condition will be conducted for the opening year 2020 and the design year 2040. Future analysis of Build condition will be conducted for opening year 2020, interim year 2030 and design year 2040.
  16. Queue length analysis will be conducted for the design year AM and PM peak hours for build conditions.
  17. Arterial analysis will be conducted using SYNCHRO 8 within the intersections shown in number 1. Arterial analysis will only include intersections within the study limits and/or roadway segment analysis will be conducted using HCS 2010 Multilane as the segment lengths are greater than 2.0 miles.
  18. Acceptable LOS will be considered to be "D" at the intersections and along the study corridor in the urbanized area between Brooksville Bypass/SR 50A (Eastern Intersection)/East Jefferson Street to Singer

Lane. For the remaining of the study corridor within the project limits which is between Singer Lane and I-75, the area is transitioning and therefore, acceptable LOS will be considered to be "C" at the intersections and along the study corridor. These LOS criteria are based on the Planning Boundaries for LOS Standards for Hernando County and Page 123 of the 2013 FDOT Quality/Level of Service Handbook.

# 10 FLORIDA'S LOS STANDARDS FOR THE STATE

It is the Department's intent to plan, design, and operate the State Highway System at an acceptable level of service for the traveling public. Level of service standards for the State Highway System during peak travel hours are D in urbanized areas and C outside urbanized areas. For additional information, refer to FDOT's Procedure on **Level of Service Standards and Highway Capacity Analysis for the State Highway System (Topic No. 525-000-006)**.

## 10.1. Application of Standards

The use of standard LOS is intended to promote public safety and general welfare, ensure the mobility of people and goods, and preserve the facilities on the State Highway System. The standards are to be applied to FDOT's planning activities. Unless otherwise provided by law, the minimum LOS standards for the State Highway System will be used by FDOT in review of local government comprehensive plans, assessing impacts related to developments of regional impact (DRI), and assessing other developments affecting the State Highway System.

The standards require all LOS determinations be based on the latest edition of the HCM, this FDOT Q/LOS Handbook or a methodology determined by FDOT as having comparable reliability. There are only two FDOT supported highway capacity and LOS analysis tools for generalized and conceptual planning: FDOT's Generalized Service Volume Tables and FDOT's LOSPLAN software. These two tools form the core for all FDOT's highway capacity and LOS analyses and reviews in planning stages.

### 10.1.1. Area Type

The area and roadway types in the LOS standards match well with FDOT's Generalized Service Volume Tables appearing at the end of this Q/LOS Handbook; however, subtleties exist on delineation of areas, as discussed in **Chapter 4**.

While the standards are applicable at the facility and section levels, there may be small lengths of roadways (e.g., 2 miles) between area types that from a logical and analytical perspective should be combined into one area type or another. This situation typically happens in transitioning areas, but may also occur elsewhere. FDOT District LOS Coordinators should be consulted for applicable boundaries within their districts.

Urban State Highway System LOS Standard = LOS D

Outside Urban Areas = LOS C

## **Appendix D**

### **Development of Existing Traffic Volumes**

## **AADTS AND ADJUSTMENT FACTORS**

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Calculation of AADTs from Approach Counts**

Traffic Count Location	Date of Count	Year 2014 ADTCount	Seasonal Factor <sup>(1)</sup>	Axle Factor <sup>(1)</sup>	2014 AADT	Rounded 2014 AADT
<b>SR 50</b>						
West of Cortez Boulevard/Jasmine Drive	8/28/2014	7754	1.07	0.93	7716	7720
East of Cortez Boulevard/Jasmine Drive	8/28/2014	22405	1.07	0.93	22295	22300
West of Griffin Road/Redbud Lane	8/28/2014	22809	1.07	0.93	22697	<b>22700</b>
East of Griffin Road/Redbud Lane	8/28/2014	22478	1.07	0.93	22368	<b>22350</b>
West of Spring Lake Highway/Mondon Hill Road	8/28/2014	18650	1.07	0.93	18559	18550
East of Spring Lake Highway/Mondon Hill Road	8/28/2014	17862	1.07	0.93	17774	17750
West of Lockhart Road	8/28/2014	18250	1.07	0.93	18161	<b>18150</b>
East of Lockhart Road	8/28/2014	18423	1.07	0.93	18333	18350
<b>Cortez Boulevard/Jasmine Drive</b>						
South of Brooksville Bypass/SR 50A/East Jefferson Street	8/28/2014	18144	1.07	0.93	18055	18050
North of Brooksville Bypass/SR 50A/East Jefferson Street	8/26/2014	2961	1.07	0.93	2946	2950
<b>Griffin Road/Redbud Lane</b>						
South of SR 50	8/26/2014	335	1.07	0.93	333	330
North of SR 50	8/26/2014	284	1.07	0.93	283	280
<b>Spring Lake Highway/Mondon Hill Road</b>						
South of SR 50	9/18/2014	4887	1.06	0.93	4818	4820
North of SR 50	8/26/2014	2384	1.07	0.93	2372	2370
<b>Lockhart Road</b>						
South of SR 50	8/26/2014	1106	1.07	0.93	1101	1100

(1) Source: 2013 Florida Traffic Information DVD

2013 Peak Season Factor Category Report - Report Type: ALL  
 Category: 0800 HERNANDO COUNTYWIDE

Week	Dates	SF	MOCF: 0.93 PSCF
1	01/01/2013 - 01/05/2013	1.01	1.09
2	01/06/2013 - 01/12/2013	1.01	1.09
3	01/13/2013 - 01/19/2013	1.00	1.08
4	01/20/2013 - 01/26/2013	0.99	1.06
5	01/27/2013 - 02/02/2013	0.97	1.04
* 6	02/03/2013 - 02/09/2013	0.96	1.03
* 7	02/10/2013 - 02/16/2013	0.94	1.01
* 8	02/17/2013 - 02/23/2013	0.93	1.00
* 9	02/24/2013 - 03/02/2013	0.92	0.99
*10	03/03/2013 - 03/09/2013	0.92	0.99
*11	03/10/2013 - 03/16/2013	0.91	0.98
*12	03/17/2013 - 03/23/2013	0.90	0.97
*13	03/24/2013 - 03/30/2013	0.91	0.98
*14	03/31/2013 - 04/06/2013	0.93	1.00
*15	04/07/2013 - 04/13/2013	0.94	1.01
*16	04/14/2013 - 04/20/2013	0.95	1.02
*17	04/21/2013 - 04/27/2013	0.96	1.03
*18	04/28/2013 - 05/04/2013	0.97	1.04
19	05/05/2013 - 05/11/2013	0.98	1.05
20	05/12/2013 - 05/18/2013	0.99	1.06
21	05/19/2013 - 05/25/2013	1.00	1.08
22	05/26/2013 - 06/01/2013	1.01	1.09
23	06/02/2013 - 06/08/2013	1.02	1.10
24	06/09/2013 - 06/15/2013	1.03	1.11
25	06/16/2013 - 06/22/2013	1.04	1.12
26	06/23/2013 - 06/29/2013	1.04	1.12
27	06/30/2013 - 07/06/2013	1.04	1.12
28	07/07/2013 - 07/13/2013	1.04	1.12
29	07/14/2013 - 07/20/2013	1.04	1.12
30	07/21/2013 - 07/27/2013	1.05	1.13
31	07/28/2013 - 08/03/2013	1.05	1.13
32	08/04/2013 - 08/10/2013	1.06	1.14
33	08/11/2013 - 08/17/2013	1.06	1.14
34	08/18/2013 - 08/24/2013	1.07	1.15
35	08/25/2013 - 08/31/2013	1.07	1.15
36	09/01/2013 - 09/07/2013	1.07	1.15
37	09/08/2013 - 09/14/2013	1.06	1.14
38	09/15/2013 - 09/21/2013	1.06	1.14
39	09/22/2013 - 09/28/2013	1.05	1.13
40	09/29/2013 - 10/05/2013	1.05	1.13
41	10/06/2013 - 10/12/2013	1.04	1.12
42	10/13/2013 - 10/19/2013	1.03	1.11
43	10/20/2013 - 10/26/2013	1.02	1.10
44	10/27/2013 - 11/02/2013	1.01	1.09
45	11/03/2013 - 11/09/2013	1.01	1.09
46	11/10/2013 - 11/16/2013	1.00	1.08
47	11/17/2013 - 11/23/2013	0.99	1.06
48	11/24/2013 - 11/30/2013	1.00	1.08
49	12/01/2013 - 12/07/2013	1.00	1.08
50	12/08/2013 - 12/14/2013	1.01	1.09
51	12/15/2013 - 12/21/2013	1.01	1.09
52	12/22/2013 - 12/28/2013	1.01	1.09
53	12/29/2013 - 12/31/2013	1.00	1.08

\* Peak Season

2013 Weekly Axle Factor Category Report - Report Type: ALL

County: 08 - HERNANDO

Week	Dates	SR700, BRKSVLE-CITRU	HERNANDO COUNTYWIDE	SR50 BYPASS	SR45, PASCO-CR 480	0806
1	01/01/2013 - 01/05/2013	0.91	0.93	0.89	0.96	0.96
2	01/06/2013 - 01/12/2013	0.91	0.93	0.89	0.96	0.96
3	01/13/2013 - 01/19/2013	0.91	0.93	0.89	0.96	0.96
4	01/20/2013 - 01/26/2013	0.91	0.93	0.89	0.96	0.96
5	01/27/2013 - 02/02/2013	0.91	0.93	0.89	0.96	0.96
6	02/03/2013 - 02/09/2013	0.91	0.93	0.89	0.96	0.96
7	02/10/2013 - 02/16/2013	0.91	0.93	0.89	0.96	0.96
8	02/17/2013 - 02/23/2013	0.91	0.93	0.89	0.96	0.96
9	02/24/2013 - 03/02/2013	0.91	0.93	0.89	0.96	0.96
10	03/03/2013 - 03/09/2013	0.91	0.93	0.89	0.96	0.96
11	03/10/2013 - 03/16/2013	0.91	0.93	0.89	0.96	0.96
12	03/17/2013 - 03/23/2013	0.91	0.93	0.89	0.96	0.96
13	03/24/2013 - 03/30/2013	0.91	0.93	0.89	0.96	0.96
14	03/31/2013 - 04/06/2013	0.91	0.93	0.89	0.96	0.96
15	04/07/2013 - 04/13/2013	0.91	0.93	0.89	0.96	0.96
16	04/14/2013 - 04/20/2013	0.91	0.93	0.89	0.96	0.96
17	04/21/2013 - 04/27/2013	0.91	0.93	0.89	0.96	0.96
18	04/28/2013 - 05/04/2013	0.91	0.93	0.89	0.96	0.96
19	05/05/2013 - 05/11/2013	0.91	0.93	0.89	0.96	0.96
20	05/12/2013 - 05/18/2013	0.91	0.93	0.89	0.96	0.96
21	05/19/2013 - 05/25/2013	0.91	0.93	0.89	0.96	0.96
22	05/26/2013 - 06/01/2013	0.91	0.93	0.89	0.96	0.96
23	06/02/2013 - 06/08/2013	0.91	0.93	0.89	0.96	0.96
24	06/09/2013 - 06/15/2013	0.91	0.93	0.89	0.96	0.96
25	06/16/2013 - 06/22/2013	0.91	0.93	0.89	0.96	0.96
26	06/23/2013 - 06/29/2013	0.91	0.93	0.89	0.96	0.96
27	06/30/2013 - 07/06/2013	0.91	0.93	0.89	0.96	0.96
28	07/07/2013 - 07/13/2013	0.91	0.93	0.89	0.96	0.96
29	07/14/2013 - 07/20/2013	0.91	0.93	0.89	0.96	0.96
30	07/21/2013 - 07/27/2013	0.91	0.93	0.89	0.96	0.96
31	07/28/2013 - 08/03/2013	0.91	0.93	0.89	0.96	0.96
32	08/04/2013 - 08/10/2013	0.91	0.93	0.89	0.96	0.96
33	08/11/2013 - 08/17/2013	0.91	0.93	0.89	0.96	0.96
34	08/18/2013 - 08/24/2013	0.91	0.93	0.89	0.96	0.96
35	08/25/2013 - 08/31/2013	0.91	0.93	0.89	0.96	0.96
36	09/01/2013 - 09/07/2013	0.91	0.93	0.89	0.96	0.96
37	09/08/2013 - 09/14/2013	0.91	0.93	0.89	0.96	0.96
38	09/15/2013 - 09/21/2013	0.91	0.93	0.89	0.96	0.96
39	09/22/2013 - 09/28/2013	0.91	0.93	0.89	0.96	0.96
40	09/29/2013 - 10/05/2013	0.91	0.93	0.89	0.96	0.96
41	10/06/2013 - 10/12/2013	0.91	0.93	0.89	0.96	0.96
42	10/13/2013 - 10/19/2013	0.91	0.93	0.89	0.96	0.96
43	10/20/2013 - 10/26/2013	0.91	0.93	0.89	0.96	0.96
44	10/27/2013 - 11/02/2013	0.91	0.93	0.89	0.96	0.96
45	11/03/2013 - 11/09/2013	0.91	0.93	0.89	0.96	0.96
46	11/10/2013 - 11/16/2013	0.91	0.93	0.89	0.96	0.96
47	11/17/2013 - 11/23/2013	0.91	0.93	0.89	0.96	0.96
48	11/24/2013 - 11/30/2013	0.91	0.93	0.89	0.96	0.96
49	12/01/2013 - 12/07/2013	0.91	0.93	0.89	0.96	0.96
50	12/08/2013 - 12/14/2013	0.91	0.93	0.89	0.96	0.96
51	12/15/2013 - 12/21/2013	0.91	0.93	0.89	0.96	0.96
52	12/22/2013 - 12/28/2013	0.91	0.93	0.89	0.96	0.96
53	12/29/2013 - 12/31/2013	0.91	0.93	0.89	0.96	0.96



**CALCULATION OF DIRECTIONAL DESIGN  
HOUR VOLUMES AND AM AND PM TURNING  
TRAFFIC VOLUMES**

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Calculation of DDHVs from AADTs - AM Peak**

Traffic Count Location	2014 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
<b>SR 50</b>						
West of Cortez Boulevard/Jasmine Drive	7720	9.00%	52.35%	47.65%	364	331
Cortez Boulevard/Jasmine Drive - Griffin Road/Redbud Lane	22700	9.00%	52.35%	47.65%	1070	973
Griffin Road/Redbud Lane - Spring Lake Highway/Mondon Hill Road	22350	9.00%	52.35%	47.65%	1053	958
Spring Lake Highway/Mondon Hill Road - Lockhart Road	18150	9.00%	52.35%	47.65%	855	778
East of Lockhart Road	18350	9.00%	52.35%	47.65%	865	787
<b>Cortez Boulevard/Jasmine Drive</b>						
South of Brooksville Bypass/SR 50A/East Jefferson Street	18050	9.00%	63.05%	36.95%	1024	600
North of Brooksville Bypass/SR 50A/East Jefferson Street	2950	9.00%	72.91%	27.09%	194	72
<b>Griffin Road/Redbud Lane</b>						
South of SR 50	330	9.00%	56.52%	43.48%	17	13
North of SR 50	280	9.00%	78.95%	21.05%	20	5
<b>Spring Lake Highway/Mondon Hill Road</b>						
South of SR 50	4820	9.00%	60.58%	39.42%	263	171
North of SR 50	2370	9.00%	69.93%	30.07%	149	64
<b>Lockhart Road</b>						
South of SR 50	1100	9.00%	54.55%	45.45%	54	45

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Calculation of DDHVs from AADTs - PM Peak**

Traffic Count Location	2014 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
<b>SR 50</b>						
West of Cortez Boulevard/Jasmine Drive	7720	9.00%	52.35%	47.65%	364	331
Cortez Boulevard/Jasmine Drive - Griffin Road/Redbud Lane	22700	9.00%	52.35%	47.65%	1070	973
Griffin Road/Redbud Lane - Spring Lake Highway/Mondon Hill Road	22350	9.00%	52.35%	47.65%	1053	958
Spring Lake Highway/Mondon Hill Road - Lockhart Road	18150	9.00%	52.35%	47.65%	855	778
East of Lockhart Road	18350	9.00%	52.35%	47.65%	865	787
<b>Cortez Boulevard/Jasmine Drive</b>						
South of Brooksville Bypass/SR 50A/East Jefferson Street	18050	9.00%	51.22%	48.78%	832	792
North of Brooksville Bypass/SR 50A/East Jefferson Street	2950	9.00%	65.42%	34.58%	174	92
<b>Griffin Road/Redbud Lane</b>						
South of SR 50	330	9.00%	58.06%	41.94%	17	12
North of SR 50	280	9.00%	78.12%	21.88%	20	6
<b>Spring Lake Highway/Mondon Hill Road</b>						
South of SR 50	4820	9.00%	55.63%	44.37%	241	192
North of SR 50	2370	9.00%	66.46%	33.54%	142	72
<b>Lockhart Road</b>						
South of SR 50	1100	9.00%	74.24%	25.76%	73	26

SR 50 - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75  
 Estimation of AM Peak Hour Traffic Volumes  
 WB Peak Direction

Recommended AM Peak: 7:30am - 8:30am considered

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2014 AM DDHV	2014 AM Turning Volume			
Brooksville Bypass/SR 50A @ SR 50/Cortez Boulevard/Jasmine Drive	EBLT	18	197	9%	331	30			
	EBTH	169		86%		284			
	EBRT	10		5%		17			
	SR 50 @ Griffin Road/Redbud Lane	NBLT	15	388	4%	600	23		
		NBTH	29		7%		45		
		NBRT	344	89%	532				
		WBLT	524	846	62%		1070	663	
		WBTH	314		37%			397	
		WBRT	8		1%			10	
		SBLT	11	148	7%		194	14	
SBTH		128	86%		168				
SBRT	9	6%	12						
SR 50 @ Spring Lake Highway/Mondon Hill Road	EBLT	5	479	1%	973	10			
	EBTH	470		98%		955			
	EBRT	4		1%		8			
	SR 50 @ Lockhart Road	NBLT	10	13		77%	17	13	
		NBTH	1			8%		1	
		NBRT	2	15%		3			
		WBLT	6	658		1%		1053	10
		WBTH	643			98%			1029
		WBRT	9			1%			14
		SBLT	1	4		25%		5	1
SBTH		0	0%		0				
SBRT	3	75%	4						
SR 50 @ Spring Lake Highway/Mondon Hill Road	EBLT	9	487	2%	958	18			
	EBTH	413		85%		812			
	EBRT	65		13%		128			
	SR 50 @ Lockhart Road	NBLT	136	229		59%	263	156	
		NBTH	19			8%		22	
		NBRT	74	32%		85			
		WBLT	47	563		8%		855	71
		WBTH	498			88%			756
		WBRT	18			3%			27
		SBLT	34	107		32%		149	47
SBTH		37	35%		52				
SBRT	36	34%	50						
SR 50 @ Lockhart Road	EBLT	0	547	0%	778	0			
	EBTH	530		97%		754			
	EBRT	17		3%		24			
	SR 50 @ Lockhart Road	NBLT	19	36		53%	54	29	
		NBRT	17			47%		26	
		WBLT	13			3%		22	
SR 50 @ Lockhart Road	WBTH	491	504	97%	865	843			

SR 50 - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75  
 Estimation of PM Peak Hour Traffic Volumes  
 EB Peak Direction

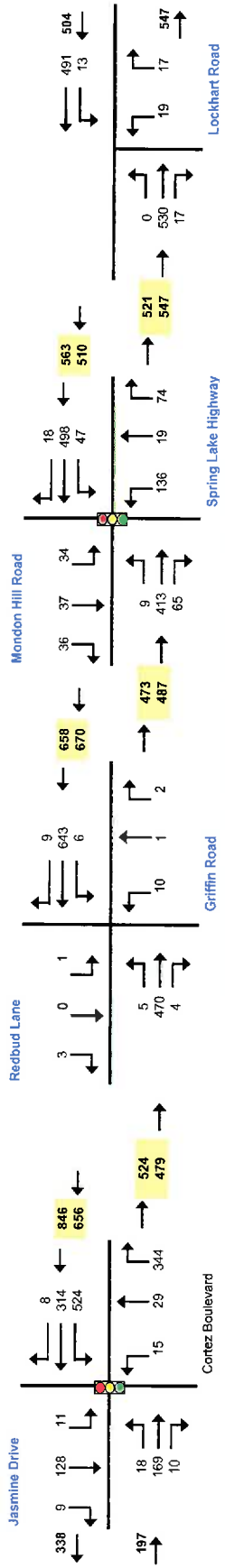
Recommended PM Peak: 4:00pm - 5:00pm considered

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)
Brooksville Bypass/SR 50A @ SR 50/Cortez Boulevard/Jasmine Drive	EBLT	10	267	4%
	EBTH	246		92%
	EBRT	11		4%
	NBLT	10	716	1%
	NBTH	127		18%
	NBRT	579		81%
	WBLT	600	860	70%
	WBTH	240		28%
	WBRT	20		2%
	SBLT	10	83	12%
SBTH	71	86%		
SBRT	2	2%		
SR 50 @ Griffin Road/Redbud Lane	EBLT	25	836	3%
	EBTH	800		96%
	EBRT	11		1%
	NBLT	10	13	77%
	NBTH	0		0%
	NBRT	3		23%
	WBLT	7	781	1%
	WBTH	774		99%
	WBRT	0		0%
	SBLT	4	7	57%
SBTH	0	0%		
SBRT	3	43%		
SR 50 @ Spring Lake Highway/Mondon Hill Road	EBLT	23	644	4%
	EBTH	541		84%
	EBRT	80		12%
	NBLT	131	267	49%
	NBTH	44		16%
	NBRT	92		34%
	WBLT	109	732	15%
	WBTH	583		80%
	WBRT	40		5%
	SBLT	17	54	31%
SBTH	24	44%		
SBRT	13	24%		
SR 50 @ Lockhart Road	EBLT	2	577	0%
	EBTH	563		98%
	EBRT	12		2%
	NBLT	63	98	64%
	NBRT	35		36%
	WBLT	22		3%
WBTH	607	629	97%	

2014 PM DDHV	2014 PM Turning Volume
364	14
	335
	15
832	12
	148
	673
973	679
	272
	23
92	11
	79
	2
1070	32
	1024
	14
12	9
	0
	3
958	9
	949
	0
6	3
	0
	3
1053	38
	885
	131
241	118
	40
	83
778	116
	620
	43
72	23
	32
	17
855	3
	834
	18
73	47
	26
	28
787	28
	759

**DEVELOPMENT OF EXISTING AM AND PM  
PEAK HOUR VOLUMES**

SR 50 MAINLINE



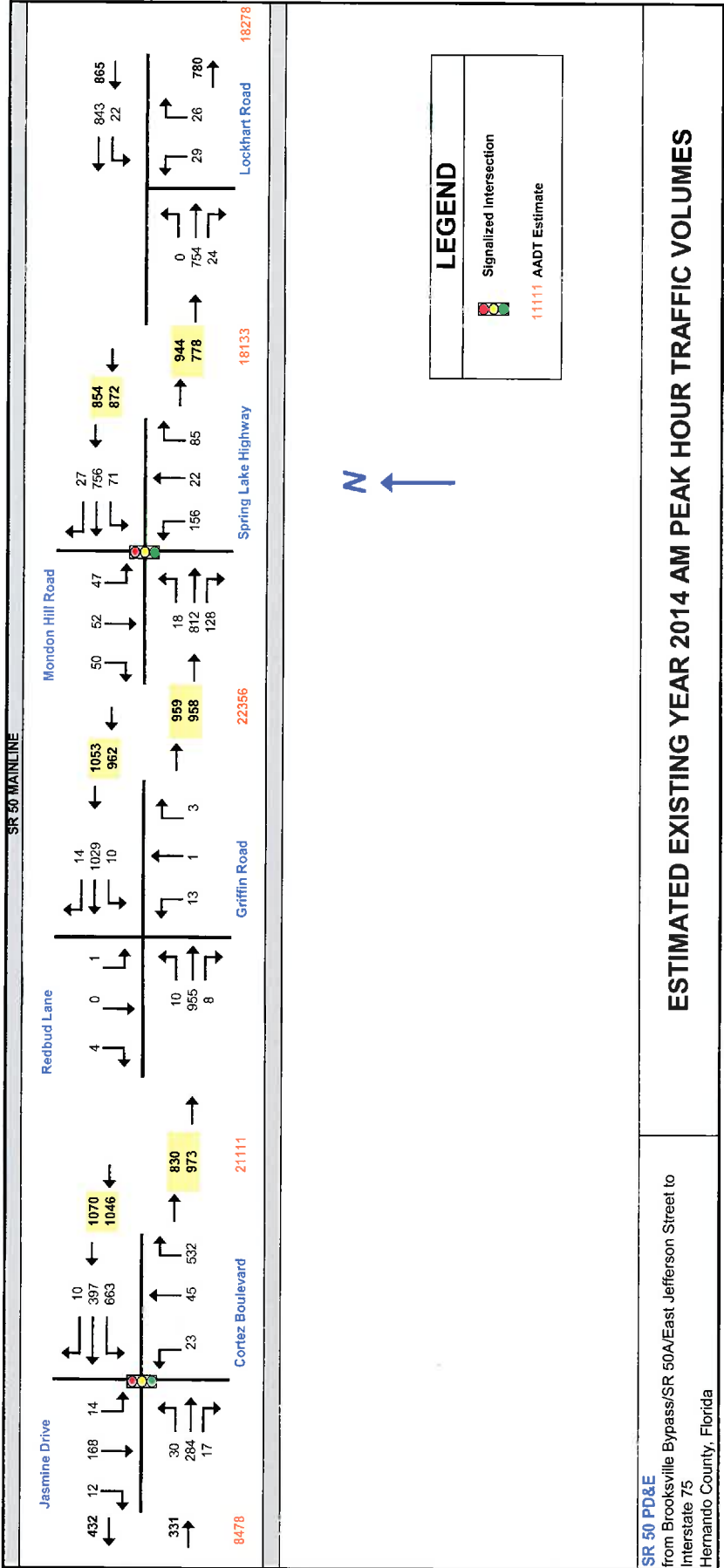
**LEGEND**

Signalized Intersection

Proposed AM Peak: 7:30am - 8:30am

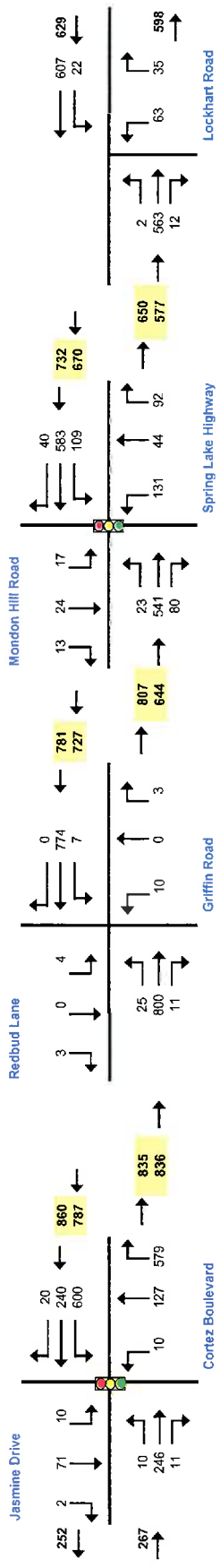
RAW EXISTING YEAR 2014 AM PEAK HOUR TRAFFIC COUNTS

SR 50 PD&E  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida





SR 50 MAINLINE



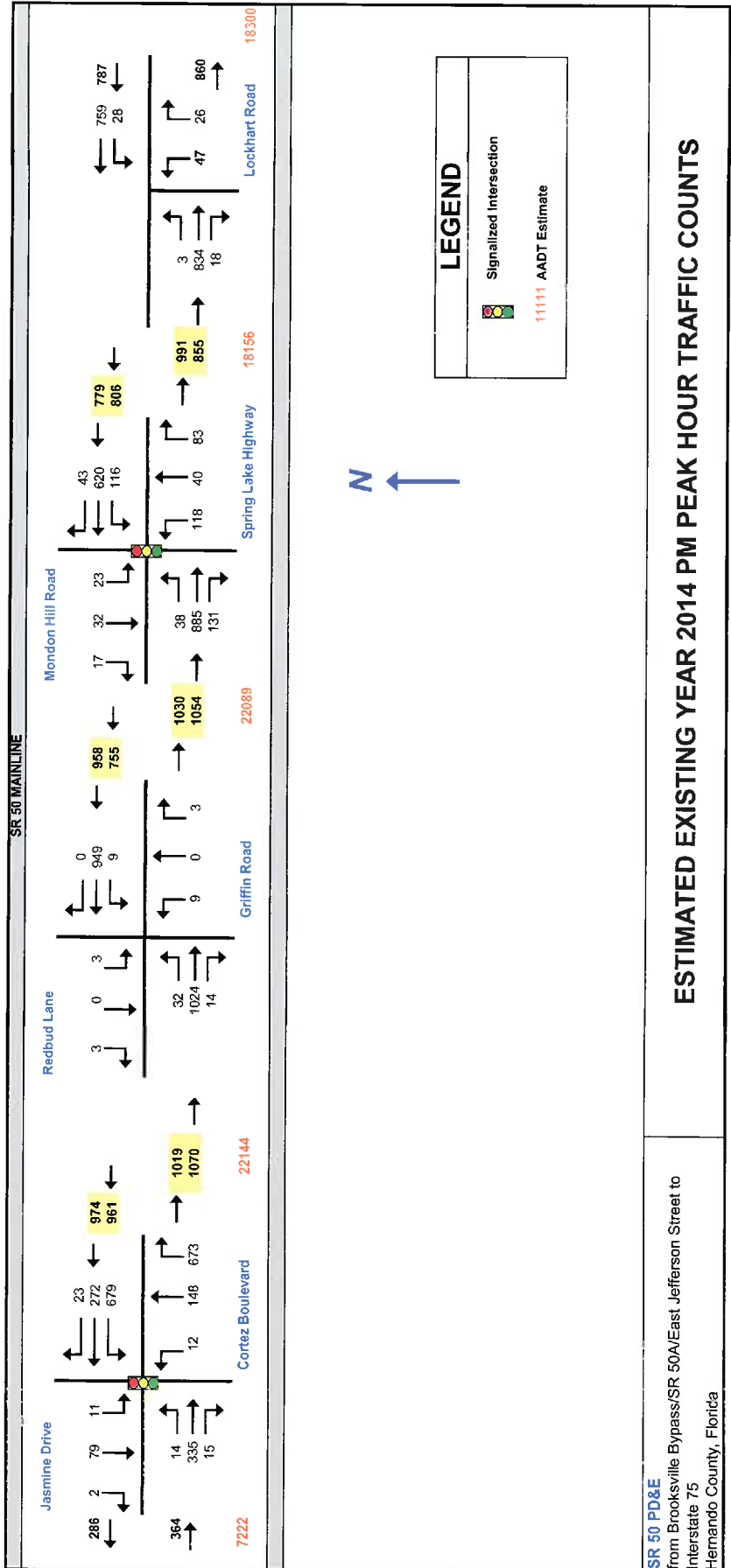
**LEGEND**

 Signalized Intersection

Proposed PM Peak: 4:00pm - 5:00pm

RAW EXISTING YEAR 2014 PM PEAK HOUR TRAFFIC COUNTS

SR 50 PD&E  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida



**SR 50 PD&E**  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida

**ESTIMATED EXISTING YEAR 2014 PM PEAK HOUR TRAFFIC COUNTS**

# **Appendix E**

## **Existing Signal Timings**

TOD Program Steps

Step No.	Pgm	Time	COS	Special Function				Maint Call		Auto		NIC Mode	XRT ENA	SAM	SMLG	SDLG
				1	2	3	4	TRP	TOD	ENA	OVRD					
1	1	0700	211										0	0	0	
2	0	0000	CLR										0	0	0	
3	1	0745	112										0	0	0	
4	1	0900	211										0	0	0	
5	1	1500	112										0	0	0	
6	1	1545	211										0	0	0	
7	1	2130	FREE										0	0	0	
8	2	0900	112										0	0	0	
9	2	1800	FREE										0	0	0	
10	0	0000	CLR										0	0	0	
11	0	0000	CLR										0	0	0	
12	0	0000	CLR										0	0	0	
13	0	0000	CLR										0	0	0	
14	0	0000	CLR										0	0	0	
15	0	0000	CLR										0	0	0	
16	0	0000	CLR										0	0	0	
17	0	0000	CLR										0	0	0	
18	0	0000	CLR										0	0	0	
19	0	0000	CLR										0	0	0	
20	0	0000	CLR										0	0	0	
21	0	0000	CLR										0	0	0	
22	0	0000	CLR										0	0	0	
23	0	0000	CLR										0	0	0	
24	0	0000	CLR										0	0	0	
25	0	0000	CLR										0	0	0	
26	0	0000	CLR										0	0	0	
27	0	0000	CLR										0	0	0	
28	0	0000	CLR										0	0	0	
29	0	0000	CLR										0	0	0	
30	0	0000	CLR										0	0	0	
31	0	0000	CLR										0	0	0	
32	0	0000	CLR										0	0	0	
33	0	0000	CLR										0	0	0	
34	0	0000	CLR										0	0	0	
35	0	0000	CLR										0	0	0	
36	0	0000	CLR										0	0	0	
37	0	0000	CLR										0	0	0	
38	0	0000	CLR										0	0	0	
39	0	0000	CLR										0	0	0	
40	0	0000	CLR										0	0	0	
41	0	0000	CLR										0	0	0	
42	0	0000	CLR										0	0	0	
43	0	0000	CLR										0	0	0	
44	0	0000	CLR										0	0	0	
45	0	0000	CLR										0	0	0	
46	0	0000	CLR										0	0	0	
47	0	0000	CLR										0	0	0	
48	0	0000	CLR										0	0	0	
49	0	0000	CLR										0	0	0	
50	0	0000	CLR										0	0	0	



Coordination Patterns

Pattern 1

Cycle Length . . . 90 COS . . . . . 111  
 Offset . . . . . 55  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 15 2- 25 3- 0 4- 30  
           Phase 5- 35 6- 25 7- 0 8- 30  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
     Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . X . . . . .  
 Veh Recall . . . . .  
 Veh Max Recall . . . . .  
 Ped Recall . . . . .  
 Veh Omit . . . . .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 2

Cycle Length . . . 90 COS . . . . . 112  
 Offset . . . . . 55  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 15 2- 25 3- 0 4- 30  
           Phase 5- 35 6- 25 7- 0 8- 30  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
     Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . X . . . . .  
 Veh Recall . . . . .  
 Veh Max Recall . . . . .  
 Ped Recall . . . . .  
 Veh Omit . . . . .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 3

Cycle Length . . . 60 COS . . . . . 211  
 Offset . . . . . 45  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 15 2- 20 3- 0 4- 20  
           Phase 5- 20 6- 20 7- 0 8- 20  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
     Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . X . . . . .  
 Veh Recall . . . . .  
 Veh Max Recall . . . . .  
 Ped Recall . . . . .  
 Veh Omit . . . . .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

NIC Program Steps

---

Step	Program	Step Begins	Pattern	Override
1	1	0000	1	NO

## Isolated Intersections - SR50/Cortez Blvd.@Mondon Hill Road

## Controller Timing Plan (MM)2-1

## Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



## **Appendix F**

### **Existing Year 2014 Level of Service**

HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

12/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	30	284	17	663	397	10	23	45	0	14	168	12
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	172.7	172.7	172.7	165.2	165.2	0.0	184.5	184.5	190.0
Adj Flow Rate, veh/h	32	299	0	698	418	11	24	47	0	15	177	13
Adj No. of Lanes	1	2	1	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	15	15	0	3	3	3
Cap, veh/h	52	1086	486	831	1836	821	151	257	0	266	264	19
Arrive On Green	0.03	0.33	0.00	0.26	0.56	0.56	0.16	0.16	0.00	0.16	0.16	0.16
Sat Flow, veh/h	1645	3282	1468	3191	3282	1468	1054	1652	0	1340	1698	125
Grp Volume(v), veh/h	32	299	0	698	418	11	24	47	0	15	0	190
Grp Sat Flow(s), veh/h/ln	1645	1641	1468	1596	1641	1468	1054	1652	0	1340	0	1823
Q Serve(g_s), s	1.5	5.3	0.0	16.4	5.1	0.3	1.7	2.0	0.0	0.8	0.0	7.8
Cycle Q Clear(g_c), s	1.5	5.3	0.0	16.4	5.1	0.3	9.5	2.0	0.0	2.7	0.0	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.07
Lane Grp Cap(c), veh/h	52	1086	486	831	1836	821	151	257	0	266	0	283
V/C Ratio(X)	0.61	0.28	0.00	0.84	0.23	0.01	0.16	0.18	0.00	0.06	0.00	0.67
Avail Cap(c_a), veh/h	124	1086	486	1287	1836	821	246	406	0	387	0	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.9	19.6	0.0	27.8	8.8	7.8	36.1	29.1	0.0	30.3	0.0	31.6
Incr Delay (d2), s/veh	10.9	0.6	0.0	3.1	0.3	0.0	0.5	0.3	0.0	0.1	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.5	0.0	7.5	2.3	0.1	0.5	0.9	0.0	0.3	0.0	4.1
LnGrp Delay(d),s/veh	48.9	20.2	0.0	30.8	9.1	7.8	36.6	29.5	0.0	30.4	0.0	34.3
LnGrp LOS	D	C		C	A	A	D	C		C		C
Approach Vol, veh/h		331			1127			71				205
Approach Delay, s/veh		23.0			22.6			31.9				34.1
Approach LOS		C			C			C				C
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	51.0		19.8	26.7	32.9		19.8				
Change Period (Y+Rc), s	6.0	6.6		7.5	6.6	5.999999		7.5				
Max Green Setting (Gmax), s	6.0	44.4		19.5	32.0	*18.4		19.5				
Max Q Clear Time (g_c+I1), s	3.5	7.1		11.5	18.4	7.3		9.8				
Green Ext Time (p_c), s	0.0	7.2		0.8	2.2	4.3		0.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
4: SR 50 & Jasmine Dr

12/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	14	335	15	679	272	23	12	148	0	11	79	2
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	172.7	172.7	172.7	181.0	181.0	0.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	15	353	0	715	286	24	13	156	0	12	83	2
Adj No. of Lanes	1	2	1	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	5	5	0	2	2	2
Cap, veh/h	31	802	359	808	1573	704	251	245	0	197	245	6
Arrive On Green	0.02	0.24	0.00	0.25	0.48	0.48	0.14	0.14	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1645	3282	1468	3191	3282	1468	1270	1810	0	1226	1811	44
Grp Volume(v), veh/h	15	353	0	715	286	24	13	156	0	12	0	85
Grp Sat Flow(s), veh/h/ln	1645	1641	1468	1596	1641	1468	1270	1810	0	1226	0	1855
Q Serve(g_s), s	0.5	5.0	0.0	11.8	2.7	0.5	0.5	4.5	0.0	0.5	0.0	2.3
Cycle Q Clear(g_c), s	0.5	5.0	0.0	11.8	2.7	0.5	2.8	4.5	0.0	5.0	0.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	31	802	359	808	1573	704	251	245	0	197	0	251
V/C Ratio(X)	0.49	0.44	0.00	0.88	0.18	0.03	0.05	0.64	0.00	0.06	0.00	0.34
Avail Cap(c_a), veh/h	270	802	359	815	1573	704	368	413	0	311	0	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	17.5	0.0	19.7	8.1	7.6	22.7	22.4	0.0	24.8	0.0	21.5
Incr Delay (d2), s/veh	11.6	1.7	0.0	11.3	0.3	0.1	0.1	2.7	0.0	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.5	0.0	6.4	1.3	0.2	0.2	2.4	0.0	0.2	0.0	1.2
LnGrp Delay(d),s/veh	38.2	19.3	0.0	31.0	8.4	7.6	22.8	25.1	0.0	24.9	0.0	22.3
LnGrp LOS	D	B		C	A	A	C	C		C		C
Approach Vol, veh/h		368			1025			169				97
Approach Delay, s/veh		20.0			24.1			25.0				22.6
Approach LOS		C			C			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	32.9		14.9	19.9	20.0		14.9				
Change Period (Y+Rc), s	6.0	6.6		7.5	6.6	5.999999		7.5				
Max Green Setting (Gmax), s	9.0	18.4		12.5	14.0	*13.4		12.5				
Max Q Clear Time (g_c+l1), s	2.5	4.7		6.5	13.8	7.0		7.0				
Green Ext Time (p_c), s	0.0	4.4		0.6	0.1	2.6		0.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			23.2									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: 2014  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		10	955	8	10	1029	14
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		10	1005	8	10	1083	14
Percent Heavy Vehicles		10	--	--	10	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No			No		
Lanes		1	2	1	1	2	1
Configuration		L	T	R	L	T	R
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		13	1	3	1	0	4
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		13	1	3	1	0	4
Percent Heavy Vehicles		6	6	6	0	0	0
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/ No		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L	L	LTR			LTR		
v (vph)	10	10	17			5		
C(m) (vph)	587	634	192			374		
v/c	0.02	0.02	0.09			0.01		
95% queue length	0.05	0.05	0.29			0.04		
Control Delay	11.2	10.8	25.6			14.8		
LOS	B	B	D			B		
Approach Delay			25.6			14.8		
Approach LOS			D			B		

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

TWO-WAY STOP CONTROL (TWSC) ANALYSIS

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: 2014  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	10	955	8	10	1029	14
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	3	251	2	3	271	4
Hourly Flow Rate, HFR	10	1005	8	10	1083	14
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	13	1	3	1	0	4
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	3	0	1	0	0	1
Hourly Flow Rate, HFR	13	1	3	1	0	4
Percent Heavy Vehicles	6	6	6	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage	No		/		No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	6	6	6	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.6	6.6	6.3	7.5	6.5	6.2
2-stage	4.3	4.3	6.6	5.6	6.3	6.5	5.5	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	6	6	6	0	0	0
t(f)	2.3	2.3	3.6	4.1	3.4	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

V prog	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1)	(2)	(3)
	Single-stage Process	Two-Stage Process	
		Stage I	Stage II

---

p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
V c, x	1097	1013	1586	2142	502	1625	2136	542
s								
Px								
V c, u, x								

---

C r, x								
C plat, x								

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1025	561	1025	1117	1103	522	1103	1033
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					502		542	
Potential Capacity					556		544	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					556		544	
Probability of Queue free St.					0.99		0.99	
Step 2: LT from Major St.					4		1	
Conflicting Flows					1013		1097	
Potential Capacity					634		587	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					634		587	
Probability of Queue free St.					0.98		0.98	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows					2142		2136	
Potential Capacity					46		50	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.97		0.97	
Movement Capacity					45		48	
Probability of Queue free St.					0.99		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					1586		1625	
Potential Capacity					70		69	
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor					0.97		0.96	
Maj. L, Min T Adj. Imp Factor.					0.98		0.97	
Cap. Adj. factor due to Impeding mvmnt					0.97		0.96	
Movement Capacity					68		67	

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows					1025		1103	
Potential Capacity					302		290	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.98		0.98	
Movement Capacity					297		285	
Probability of Queue free St.					1.00		1.00	



---

Part 2 - Second Stage		
Conflicting Flows	1117	1033
Potential Capacity	273	312
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.98
Movement Capacity	269	307

---

Part 3 - Single Stage		
Conflicting Flows	2142	2136
Potential Capacity	46	50
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.97
Movement Capacity	45	48

---

Result for 2 stage process:		
a	0.91	0.91
Y	1.18	0.95
C t	147	155
Probability of Queue free St.	0.99	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	1025	1103
Potential Capacity	244	229
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.98
Movement Capacity	240	225

---

Part 2 - Second Stage		
Conflicting Flows	561	522
Potential Capacity	470	511
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.97
Movement Capacity	459	498

---

Part 3 - Single Stage		
Conflicting Flows	1586	1625
Potential Capacity	70	69
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.97	0.96
Maj. L, Min T Adj. Imp Factor.	0.98	0.97
Cap. Adj. factor due to Impeding mvmnt	0.97	0.96
Movement Capacity	68	67

---

Results for Two-stage process:		
a	0.91	0.91
y	0.45	0.38
C t	170	166

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	13	1	3	1	0	4
Movement Capacity (vph)	170	147	556	166	155	544
Shared Lane Capacity (vph)		192			374	

---

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	170	147	556	166	155	544
Volume	13	1	3	1	0	4
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		192			374	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	10	10		17			5	
C(m) (vph)	587	634		192			374	
v/c	0.02	0.02		0.09			0.01	
95% queue length	0.05	0.05		0.29			0.04	
Control Delay	11.2	10.8		25.6			14.8	
LOS	B	B		D			B	
Approach Delay				25.6			14.8	
Approach LOS				D			B	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.98	0.98
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	11.2	10.8
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: 2014  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		32	1024	14	9	949	0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		33	1077	14	9	998	0
Percent Heavy Vehicles		10	--	--	10	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No			No		
Lanes		1	2	1	1	2	1
Configuration		L	T	R	L	T	R
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		9	0	3	3	0	3
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		9	0	3	3	0	3
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L	L	LTR			LTR		
v (vph)	33	9	12			6		
C(m) (vph)	643	591	187			266		
v/c	0.05	0.02	0.06			0.02		
95% queue length	0.16	0.05	0.20			0.07		
Control Delay	10.9	11.2	25.6			18.8		
LOS	B	B	D			C		
Approach Delay			25.6			18.8		
Approach LOS			D			C		

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL(TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: 2014  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	32	1024	14	9	949	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	8	269	4	2	250	0
Hourly Flow Rate, HFR	33	1077	14	9	998	0
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9	0	3	3	0	3
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	2	0	1	1	0	1
Hourly Flow Rate, HFR	9	0	3	3	0	3
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage	No		/		No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.5	6.5	6.2	7.5	6.5	6.2
2-stage	4.3	4.3	6.5	5.5	6.2	6.5	5.5	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	0	0	0	0	0	0
t(f)	2.3	2.3	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
V prog	V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha  
 beta  
 Travel time, t(a) (sec)  
 Smoothing Factor, F  
 Proportion of conflicting flow, f  
 Max platooned flow, V(c,max)  
 Min platooned flow, V(c,min)  
 Duration of blocked period, t(p)  
 Proportion time blocked, p

	0.000	0.000
--	-------	-------

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
--	-----------------------------	-------------------------------------	-----------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c, x	998	1091	1660	2159	538	1620	2173	499
s								
Px								
V c, u, x								

---

C r, x  
 C plat, x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1143	517	1143	1016	1016	604	1016	1157
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

### Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9			12
Conflicting Flows					538			499
Potential Capacity					547			576
Pedestrian Impedance Factor					1.00			1.00
Movement Capacity					547			576
Probability of Queue free St.					0.99			0.99
Step 2: LT from Major St.					4			1
Conflicting Flows					1091			998
Potential Capacity					591			643
Pedestrian Impedance Factor					1.00			1.00
Movement Capacity					591			643
Probability of Queue free St.					0.98			0.95
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8			11
Conflicting Flows					2159			2173
Potential Capacity					48			47
Pedestrian Impedance Factor					1.00			1.00
Cap. Adj. factor due to Impeding mvmnt					0.93			0.93
Movement Capacity					45			44
Probability of Queue free St.					1.00			1.00
Step 4: LT from Minor St.					7			10
Conflicting Flows					1660			1620
Potential Capacity					65			70
Pedestrian Impedance Factor					1.00			1.00
Maj. L, Min T Impedance factor					0.93			0.93
Maj. L, Min T Adj. Imp Factor.					0.95			0.95
Cap. Adj. factor due to Impeding mvmnt					0.94			0.94
Movement Capacity					61			66

### Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8			11
Part 1 - First Stage								
Conflicting Flows					1143			1016
Potential Capacity					277			318
Pedestrian Impedance Factor					1.00			1.00
Cap. Adj. factor due to Impeding mvmnt					0.95			0.98
Movement Capacity					263			313
Probability of Queue free St.					1.00			1.00

---

Part 2 - Second Stage		
Conflicting Flows	1016	1157
Potential Capacity	318	273
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.95
Movement Capacity	313	259

---

Part 3 - Single Stage		
Conflicting Flows	2159	2173
Potential Capacity	48	47
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.93	0.93
Movement Capacity	45	44

---

Result for 2 stage process:		
a	0.91	0.91
y	0.93	1.31
C t	144	147
Probability of Queue free St.	1.00	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	1143	1016
Potential Capacity	216	259
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	0.98
Movement Capacity	205	255

---

Part 2 - Second Stage		
Conflicting Flows	517	604
Potential Capacity	515	457
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.94
Movement Capacity	505	431

---

Part 3 - Single Stage		
Conflicting Flows	1660	1620
Potential Capacity	65	70
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.93	0.93
Maj. L, Min T Adj. Imp Factor.	0.95	0.95
Cap. Adj. factor due to Impeding mvmnt	0.94	0.94
Movement Capacity	61	66

---

Results for Two-stage process:		
a	0.91	0.91
y	0.35	0.53
C t	153	173

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	9	0	3	3	0	3
Movement Capacity (vph)	153	144	547	173	147	576
Shared Lane Capacity (vph)		187			266	

---



Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	153	144	547	173	147	576
Volume	9	0	3	3	0	3
Delay						
Q sep						
Q sep +1 round (Qsep +1)						
n max						
C sh		187			266	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	33	9		12			6	
C(m) (vph)	643	591		187			266	
v/c	0.05	0.02		0.06			0.02	
95% queue length	0.16	0.05		0.20			0.07	
Control Delay	10.9	11.2		25.6			18.8	
LOS	B	B		D			C	
Approach Delay				25.6			18.8	
Approach LOS				D			C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.95	0.98
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	10.9	11.2
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

12/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	812	128	71	756	27	156	22	85	47	52	50
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	171.2	171.2	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	19	855	135	75	796	28	164	23	89	49	55	53
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	11	11	11	0	0	0
Cap, veh/h	95	1427	639	96	1454	650	464	112	432	492	323	311
Arrive On Green	0.06	0.43	0.43	0.06	0.43	0.43	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1645	3282	1468	1675	3343	1495	1177	308	1193	1301	890	858
Grp Volume(v), veh/h	19	855	135	75	796	28	164	0	112	49	0	108
Grp Sat Flow(s), veh/h/ln	1645	1641	1468	1675	1671	1495	1177	0	1501	1301	0	1749
Q Serve(g_s), s	0.9	16.5	4.7	3.7	14.6	0.9	9.1	0.0	4.3	2.2	0.0	3.5
Cycle Q Clear(g_c), s	0.9	16.5	4.7	3.7	14.6	0.9	12.6	0.0	4.3	6.5	0.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		0.49
Lane Grp Cap(c), veh/h	95	1427	639	96	1454	650	464	0	544	492	0	634
V/C Ratio(X)	0.20	0.60	0.21	0.78	0.55	0.04	0.35	0.00	0.21	0.10	0.00	0.17
Avail Cap(c_a), veh/h	239	1427	639	243	1454	650	464	0	544	492	0	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.2	17.9	14.5	38.5	17.3	13.5	22.2	0.0	18.2	20.4	0.0	17.9
Incr Delay (d2), s/veh	2.2	1.9	0.8	24.3	1.5	0.1	2.1	0.0	0.9	0.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.7	2.0	2.3	7.0	0.4	3.2	0.0	1.9	0.9	0.0	1.8
LnGrp Delay(d),s/veh	39.4	19.7	15.3	62.8	18.8	13.6	24.3	0.0	19.0	20.8	0.0	18.5
LnGrp LOS	D	B	B	E	B	B	C		B	C		B
Approach Vol, veh/h		1009			899			276				157
Approach Delay, s/veh		19.5			22.3			22.2				19.2
Approach LOS		B			C			C				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	40.0		34.0	8.8	40.0		34.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	12.0	36.0		30.0	12.0	36.0		30.0				
Max Q Clear Time (g_c+I1), s	2.9	16.6		14.6	5.7	18.5		8.5				
Green Ext Time (p_c), s	5.8	8.5		3.4	0.1	9.3		4.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			20.9									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

12/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	885	131	116	620	43	118	40	83	23	32	17
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	182.7	182.7	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	40	932	138	122	653	45	124	42	87	24	34	18
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	4	4	4	2	2	2
Cap, veh/h	151	1376	616	153	1401	627	519	186	385	453	401	212
Arrive On Green	0.09	0.42	0.42	0.09	0.42	0.42	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1645	3282	1468	1675	3343	1495	1321	532	1101	1256	1148	608
Grp Volume(v), veh/h	40	932	138	122	653	45	124	0	129	24	0	52
Grp Sat Flow(s), veh/h/ln	1645	1641	1468	1675	1671	1495	1321	0	1633	1256	0	1756
Q Serve(g_s), s	1.9	19.8	5.2	6.1	12.1	1.5	6.0	0.0	4.8	1.2	0.0	1.7
Cycle Q Clear(g_c), s	1.9	19.8	5.2	6.1	12.1	1.5	7.7	0.0	4.8	6.0	0.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.35
Lane Grp Cap(c), veh/h	151	1376	616	153	1401	627	519	0	570	453	0	613
V/C Ratio(X)	0.27	0.68	0.22	0.79	0.47	0.07	0.24	0.00	0.23	0.05	0.00	0.08
Avail Cap(c_a), veh/h	230	1376	616	234	1401	627	519	0	570	453	0	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	20.2	16.0	38.2	18.0	14.9	21.3	0.0	19.7	21.8	0.0	18.7
Incr Delay (d2), s/veh	2.0	2.7	0.8	18.4	1.1	0.2	1.1	0.0	0.9	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.0	9.4	2.2	3.6	5.7	0.7	2.3	0.0	2.3	0.4	0.0	0.9
LnGrp Delay(d),s/veh	38.3	22.9	16.8	56.6	19.1	15.2	22.4	0.0	20.7	22.1	0.0	19.0
LnGrp LOS	D	C	B	E	B	B	C		C	C		B
Approach Vol, veh/h		1110			820			253				76
Approach Delay, s/veh		22.7			24.5			21.5				20.0
Approach LOS		C			C			C				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	40.0		34.0	11.9	40.0		34.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	12.0	36.0		30.0	12.0	36.0		30.0				
Max Q Clear Time (g_c+I1), s	3.9	14.1		9.7	8.1	21.8		8.0				
Green Ext Time (p_c), s	5.6	7.4		2.8	0.2	8.8		2.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			23.1									
HCM 2010 LOS			C									

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: 2014  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		0	754	24	22	843	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		0	793	25	23	887	
Percent Heavy Vehicles		8	--	--	8	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No					
Lanes		1	2	1	1	2	
Configuration		L	T	R	L	T	
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		29		26			
Peak Hour Factor, PHF		0.95		0.95			
Hourly Flow Rate, HFR		30		27			
Percent Heavy Vehicles		8		8			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes		1		1			
Configuration		L		R			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound					
			1 L	4 L	7 L	8 R	9 R	10 L	11 T	12 R	
Lane Config	L	L	L		R						
v (vph)	0	23	30		27						
C(m) (vph)	722	768	272		634						
v/c	0.00	0.03	0.11		0.04						
95% queue length	0.00	0.09	0.37		0.13						
Control Delay	10.0-	9.8	19.9		10.9						
LOS	A	A	C		B						
Approach Delay					15.6						
Approach LOS					C						

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL(TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: 2014  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW  
 Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	754	24	22	843	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	
Peak-15 Minute Volume	0	198	6	6	222	
Hourly Flow Rate, HFR	0	793	25	23	887	
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?				No		
Lanes	1	2	1	1	2	
Configuration	L	T	R	L	T	
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	29		26			
Peak Hour Factor, PHF	0.95		0.95			
Peak-15 Minute Volume	8		7			
Hourly Flow Rate, HFR	30		27			
Percent Heavy Vehicles	8		8			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/ /		
RT Channelized?				No		
Lanes	1		1			
Configuration	L		R			

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5		6.2			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	8	8	8		8			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.70		0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.0		6.4			
2-stage	4.3	4.3	6.0		6.4			

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50		3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	8	8	8		8			
t(f)	2.3	2.3	3.6		3.4			

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

V prog	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha  
 beta  
 Travel time, t(a) (sec)  
 Smoothing Factor, F  
 Proportion of conflicting flow, f  
 Max platooned flow, V(c,max)  
 Min platooned flow, V(c,min)  
 Duration of blocked period, t(p)  
 Proportion time blocked, p

	0.000	0.000
--	-------	-------

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
--	-----------------------------	-------------------------------------	-----------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
V c, x	887	818	1282		396			

---

s  
 Px  
 V c, u, x

---

C r, x  
 C plat, x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	793	489						
s		3000						
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

### Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					396			
Potential Capacity					634			
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					634			
Probability of Queue free St.					0.96		1.00	
Step 2: LT from Major St.					4		1	
Conflicting Flows					818		887	
Potential Capacity					768		722	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					768		722	
Probability of Queue free St.					0.97		1.00	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows								
Potential Capacity								
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.97		0.97	
Movement Capacity								
Probability of Queue free St.					1.00		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					1282			
Potential Capacity					149			
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor							0.97	
Maj. L, Min T Adj. Imp Factor.							0.98	
Cap. Adj. factor due to Impeding mvmnt					0.97		0.94	
Movement Capacity					145			

### Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows								
Potential Capacity					403		348	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					1.00		0.97	
Movement Capacity					403		338	
Probability of Queue free St.					1.00		1.00	



Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity	348	393
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	1.00
Movement Capacity	338	393

Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.97
Movement Capacity		

Result for 2 stage process:		
a	0.91	0.91
Y		
C t		
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
---------------------------	---	----

Part 1 - First Stage		
Conflicting Flows	793	
Potential Capacity	391	348
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	1.00	0.97
Movement Capacity	391	338

Part 2 - Second Stage		
Conflicting Flows	489	
Potential Capacity	565	655
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.96
Movement Capacity	548	627

Part 3 - Single Stage		
Conflicting Flows	1282	
Potential Capacity	149	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.97
Maj. L, Min T Adj. Imp Factor.		0.98
Cap. Adj. factor due to Impeding mvmnt	0.97	0.94
Movement Capacity	145	

Results for Two-stage process:		
a	0.91	0.91
Y	0.61	
C t	272	

#### Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	30		27			
Movement Capacity (vph)	272		634			
Shared Lane Capacity (vph)						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	272		634			
Volume	30		27			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		R			
v (vph)	0	23	30		27			
C(m) (vph)	722	768	272		634			
v/c	0.00	0.03	0.11		0.04			
95% queue length	0.00	0.09	0.37		0.13			
Control Delay	10.0-	9.8	19.9		10.9			
LOS	A	A	C		B			
Approach Delay				15.6				
Approach LOS				C				

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.97
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	10.0-	9.8
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

## TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: 2014  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW

Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		3	834	18	28	759	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		3	877	18	29	798	
Percent Heavy Vehicles		8	--	--	8	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No					
Lanes		1	2	1	1	2	
Configuration		L	T	R	L	T	
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		47		26			
Peak Hour Factor, PHF		0.95		0.95			
Hourly Flow Rate, HFR		49		27			
Percent Heavy Vehicles		6		6			
Percent Grade (%)			0			0	
Flared Approach: Exists?/Storage					/		/
Lanes		1		1			
Configuration		L		R			

## Delay, Queue Length, and Level of Service

Approach Movement	EB 1 L	WB 4 L	Northbound			Southbound		
			7 L	8 R	9 R	10 L	11 T	12 R
Lane Config								
v (vph)	3	29	49		27			
C(m) (vph)	782	717	255		605			
v/c	0.00	0.04	0.19		0.04			
95% queue length	0.01	0.13	0.69		0.14			
Control Delay	9.6	10.2	22.4		11.2			
LOS	A	B	C		B			
Approach Delay				18.5				
Approach LOS				C				

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

----- TWO-WAY STOP CONTROL (TWSC) ANALYSIS -----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: 2014  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW Study period (hrs): 0.25

----- Vehicle Volumes and Adjustments -----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	834	18	28	759	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	
Peak-15 Minute Volume	1	219	5	7	200	
Hourly Flow Rate, HFR	3	877	18	29	798	
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No					
Lanes	1	2	1	1	2	
Configuration	L	T	R	L	T	
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	47		26			
Peak Hour Factor, PHF	0.95		0.95			
Peak-15 Minute Volume	12		7			
Hourly Flow Rate, HFR	49		27			
Percent Heavy Vehicles	6		6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
RT Channelized?	No					
Lanes	1		1			
Configuration	L		R			

----- Pedestrian Volumes and Adjustments -----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

Movement 2                      Movement 5

Shared ln volume, major th vehicles:  
 Shared ln volume, major rt vehicles:  
 Sat flow rate, major th vehicles:  
 Sat flow rate, major rt vehicles:  
 Number of major street through lanes:

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5		6.2			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	8	8	6		6			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.70		0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	6.9		6.3			
2-stage	4.3	4.3	5.9		6.3			

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50		3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	8	8	6		6			
t(f)	2.3	2.3	3.6		3.4			

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

Movement 2                      Movement 5  
 V(t)    V(l,prot)    V(t)    V(l,prot)

V prog

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1)	(2)	(3)
	Single-stage Process	Two-Stage Process Stage I      Stage II	

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

---

V c, x	798	895	1340		438			
--------	-----	-----	------	--	-----	--	--	--

---

s  
 Px  
 V c, u, x

---

C r, x  
 C plat, x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	883	457						
s		3000						
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					438			
Potential Capacity					605			
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					605			
Probability of Queue free St.					0.96		1.00	
Step 2: LT from Major St.					4		1	
Conflicting Flows					895		798	
Potential Capacity					717		782	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					717		782	
Probability of Queue free St.					0.96		1.00	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows								
Potential Capacity								
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.96		0.96	
Movement Capacity								
Probability of Queue free St.					1.00		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					1340			
Potential Capacity					139			
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor							0.96	
Maj. L, Min T Adj. Imp Factor.							0.97	
Cap. Adj. factor due to Impeding mvmnt					0.96		0.92	
Movement Capacity					133			

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows								
Potential Capacity					367		377	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					1.00		0.96	
Movement Capacity					366		362	
Probability of Queue free St.					1.00		1.00	

---

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity	377	360
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	1.00
Movement Capacity	362	359

---

Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.96
Movement Capacity		

---

Result for 2 stage process:		
a	0.91	0.91
Y		
C t		
Probability of Queue free St.	1.00	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	883	
Potential Capacity	355	382
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	1.00	0.96
Movement Capacity	354	367

---

Part 2 - Second Stage		
Conflicting Flows	457	
Potential Capacity	593	619
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.95
Movement Capacity	569	589

---

Part 3 - Single Stage		
Conflicting Flows	1340	
Potential Capacity	139	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.96
Maj. L, Min T Adj. Imp Factor.		0.97
Cap. Adj. factor due to Impeding mvmnt	0.96	0.92
Movement Capacity	133	

---

Results for Two-stage process:		
a	0.91	0.91
Y	0.51	
C t	255	

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	49		27			
Movement Capacity (vph)	255		605			
Shared Lane Capacity (vph)						

---



Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	255		605			
Volume	49		27			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		R			
v (vph)	3	29	49		27			
C(m) (vph)	782	717	255		605			
v/c	0.00	0.04	0.19		0.04			
95% queue length	0.01	0.13	0.69		0.14			
Control Delay	9.6	10.2	22.4		11.2			
LOS	A	B	C		B			
Approach Delay				18.5				
Approach LOS				C				

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.96
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	9.6	10.2
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

# **Appendix G**

## **Crash Data**

Florida Average Crash Rates for Suburban Segments							
Crash Rates Per Million Vehicle Miles							
CC	Category	2012	2013	2014	2015	2016	5 Year Average
41	One Way	2.937	2.137	2.045	2.464	2.507	2.311
13	2-3 Lanes 2wy Div Rasd	2.512	2.601	3.572	3.642	4.309	3.308
14	2-3 Lanes 2wy Div Pavd	2.140	2.480	2.614	2.722	2.874	2.582
15	2-3 Lanes 2wy Undivided	0.906	1.023	1.081	1.236	1.308	1.118
23	4-5 Lanes 2wy Div Rasd	1.448	1.647	1.610	1.769	1.779	1.669
24	4-5 Lanes 2wy Div Pavd	1.971	2.036	2.140	2.606	2.820	2.304
25	4-5 Lanes 2wy Undivided	1.449	1.178	1.927	1.622	2.057	1.622
33	6+ Lanes 2wy Div Rasd	2.133	2.425	2.540	2.905	2.831	2.586
34	6+ Lanes 2wy Div Pavd	1.660	1.181	0.826	0.842	1.226	1.086
35	6+ Lanes 2wy Undivided	0.000	0.000	0.000	0.000	0.000	0.000

LEGEND	
Rasd	Raised Median
Pavd	Painted Median
OLA	Other Limited access
INT	Interstate
TOL	Toll Road

# **Appendix H**

## **SUBAREA VALIDATION**

**NCHRP 255 ADJUSTMENTS, MODEL  
PLOTS, HISTORICAL DATA**

**DEVELOPMENT OF FUTURE AADTS**

**SR 50 PD&E STUDY**

**From Brooksville Bypass/SR 50A (Eastern Intersection)/East  
Jefferson Street to I-75**

**Hernando County, Florida**

**SUBAREA VALIDATION**

**FOR THE BASE YEAR 2006 TAMPA BAY REGIONAL  
PLANNING MODEL (TBRPM Version 7.2)**

**FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT 7**

**October 2014**

**Base Year Model Validation**

A base year (2006) model validation (reasonableness check) of the Tampa Bay Regional Planning Model (TBRPM) Version 7.2 was performed for the study area along SR 50 from Brooksville Bypass/SR 50A/East Jefferson Street to I-75 as shown in **Table 1** below. Several model volumes (shown as highlighted) were not found to be within acceptable accuracy levels (deviation from NCHRP 255 procedure).

**TABLE 1: 2006 Model Volume Comparison with 2006 Traffic Counts**

Links	2006 Count ©	2006 Model Volume (V)	V/C Ratio	% Deviation <sup>(2)</sup>	Acceptable % Deviation from NCHRP 255 <sup>(1)</sup>
<b>SR 50</b>					
West of Spring Lake Highway/Mondon Hill Road	11500	8560	0.74	(-)26%	35%
	11500	8727	0.76	(-)24%	35%
	23000	17287	0.75	(-)25%	28%
East of Lockhart Road	10500	14923	1.42	42%	36%
	10500	14719	1.40	40%	36%
	21000	29642	1.41	41%	29%
<b>Cortez Boulevard/Jasmine Drive</b>					
South of SR 50	10250	7842	0.77	(-)23%	36%
	10250	7663	0.75	(-)25%	36%
	20500	15505	0.76	(-)24%	29%
North of SR 50	2550	4085	1.60	60%	55%
	2550	3830	1.50	50%	55%
	5100	7915	1.55	55%	45%
<b>Cedar Lane</b>					
South of SR 50	1050	1932	1.84	84%	60%
	1050	1932	1.84	84%	60%
	2100	3864	1.84	84%	55%
<b>Spring Lake Highway/Mondon Hill Road</b>					
South of SR 50	2600	1083	0.42	(-)58%	55%
	2600	1587	0.61	(-)39%	55%
	5200	2670	0.51	(-)49%	45%
North of SR 50	1750	4875	2.79	179%	53%
	1750	4774	2.73	173%	53%
	3500	9649	2.76	176%	44%
<b>Lockhart Road</b>					
South of SR 50	650	1473	2.27	127%	60%
	650	1475	2.27	127%	60%
	1300	2943	2.27	127%	60%

<sup>(1)</sup> National Cooperative Highway Research Program (NCHRP) Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design.

<sup>(2)</sup> Highlighted values exceed the acceptable % deviation from NCHRP 255.

The plots for the model volume-over-count ratios for the original base year 2006 TBRPM model have been provided in **Attachment A**.

The highway network within the project limits was reviewed including centroid connectors, facility types and area types, in order to improve the accuracy level of the base year model. The following modifications/refinements were made to the base year model as a part of the subarea validation.

- Area type on all the links along SR 50 on the western end from Cortez Boulevard/Jasmine Drive to Singer Lane has been revised to 42 (Other OBD) to reflect the urbanized area instead of 33 (transitioning) to reflect the 2010 Planning Boundary updates.
- Area type on all the links along SR 50 on the eastern end from Lockhart Road to Singer Lane has been revised to 33 (transitioning) to reflect the transitioning area instead of 42 (OBD) to reflect the 2010 Planning Boundary updates.
- Facility Type for Jasmine Drive north of SR 50 changed from 42 (Major Undivided Collector) to 45 (Other Undivided Collector) and north of Mondon Hill Road changed from 45 (Other Undivided Collector) to 42 (Major Undivided Collector) so that more trips are not attracted south along Jasmine Drive to reflect existing conditions.
- Facility Type for Cedar Lane south of SR 50 changed from 43 (Major Undivided Collector) to 45 (Other Undivided Collector).
- Traffic Analysis Zones (TAZs) 2489 and 2492 moved to the east of their original positions in the base year model.
- Centroid connector 2602 – 16475 connecting to Lockhart Road has been removed based on the review. There is already an existing centroid connector to Lockhart Road from the southwestern quadrant at this intersection.
- In the Base year 2006 model of TBRPM 7.2, County Road 480W is an external link to the model. This road is connected to Mondon Hill Road by Weatherly Road. Being an external link to the east, all the trips from or to is directed to/from the west or along Weatherly Road thereby to/from Mondon Hill Road which leads to overloading of the Mondon Hill Road. Thus, certain modifications and restrictions have been applied to prevent overloading of Mondon Hill Road. They are listed below:
  - TAZ 2487 moved to the north of its original position and connected to node 16580 so that the trips from this TAZ do not load towards the south only.
  - Node 16500 moved to the north of its original position along Mondon Hill Road.
  - Area Type for the link 16572 – 16574 changed from 51 (rural developed) to 33 (transitioning).

- Facility Type for Weatherly Road changed from 43 (Major Undivided Collector) to 46 (Other Undivided Collector).
- Turn penalties have been added to the following links to divert traffic appropriately.
  - i. 16580 – 16574 – 16557
  - ii. 16557 – 16509 – 16518
  - iii. 16539 – 16536 – 16489
  - iv. 16452 – 16426 – 16451

The base year 2006 model was re-run with the above mentioned modifications/refinements and the resulting model volume-over-count ratios are provided in **Table 2**.

The plots for the model volume-over-count ratios resulting from the re-run of the base year 2006 TBRPM model with modifications/refinements have also been provided in **Attachment A**.



**TABLE 2: Revised 2006 Model Volume Comparison with 2006 Traffic Counts**

Links	2006 Count ©	2006 Model Volume (V)	V/C Ratio	% Deviation <sup>(2)</sup>	Acceptable % Deviation from NCHRP 255 <sup>(1)</sup>
<b>SR 50</b>					
West of Spring Lake Highway/Mondon Hill Road	11500	10439	0.91	(-)9%	35%
	11500	9388	0.82	(-)18%	35%
	23000	19827	0.86	(-)14%	28%
East of Lockhart Road	10500	13889	1.32	32%	36%
	10500	14254	1.36	36%	36%
	21000	28143	1.34	34%	29%
<b>Cortez Boulevard/Jasmine Drive</b>					
South of SR 50	10250	8213	0.80	(-)20%	36%
	10250	7012	0.68	(-)32%	36%
	20500	15225	0.74	(-)26%	29%
North of SR 50	2550	2117	0.83	(-)17%	55%
	2550	2987	1.17	17%	55%
	5100	5104	1.00	0%	45%
<b>Cedar Lane</b>					
South of SR 50	1050	903	0.86	(-)14%	60%
	1050	1380	1.31	31%	60%
	2100	2283	1.09	9%	55%
<b>Spring Lake Highway/Mondon Hill Road</b>					
South of SR 50	2600	2577	0.99	(-)1%	55%
	2600	1877	0.72	(-)28%	55%
	5200	4454	0.86	(-)14%	45%
North of SR 50	1750	3642	2.08	108%	53%
	1750	2904	1.66	66%	53%
	3500	6546	1.87	87%	44%
<b>Lockhart Road</b>					
South of SR 50	650	1193	1.84	84%	60%
	650	1391	2.14	114%	60%
	1300	2584	1.99	99%	60%

<sup>(1)</sup> National Cooperative Highway Research Program (NCHRP) Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design.

<sup>(2)</sup> Highlighted values exceed the acceptable % deviation from NCHRP 255.

A comparison of the model volume-over-count ratios listed in **Table 1** and **Table 2** indicates that the network coding revisions resulted in improvement in the 2006 model validation accuracy. The revised base year model run showed that fewer links are not within the desired level of accuracy. This was discussed with Florida Department of Transportation (FDOT) – District 7 in a meeting on October 14, 2014.

These subarea refinements were made as applicable to the future year 2035 build model with 6 lanes along SR 50. The 2035 model volumes were adjusted using NCHRP 255 Ratio and

Difference Method techniques for the links where the desired accuracy level was not met. The 2035 model volumes or the adjusted volumes (as appropriate) along with the existing year 2014 annual average daily traffic (AADT) was used for traffic forecasting for the different future analysis years. This was also discussed with FDOT on October 14, 2014.

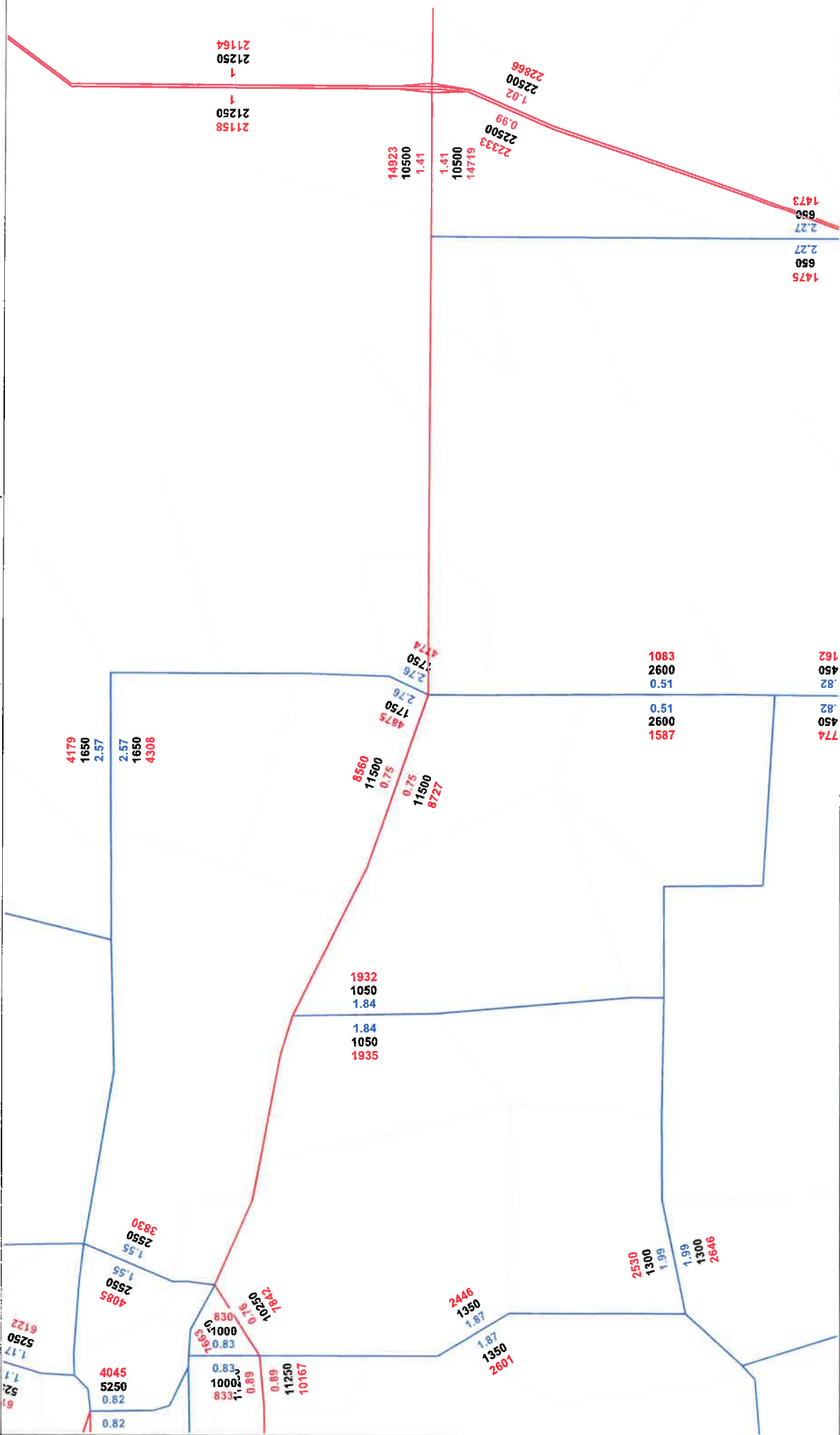
**ATTACHMENT A**  
**ORIGINAL AND SUBAREA VALIDATION MODEL PLOTS**

Tampa Bay Regional Planning Model 7.2

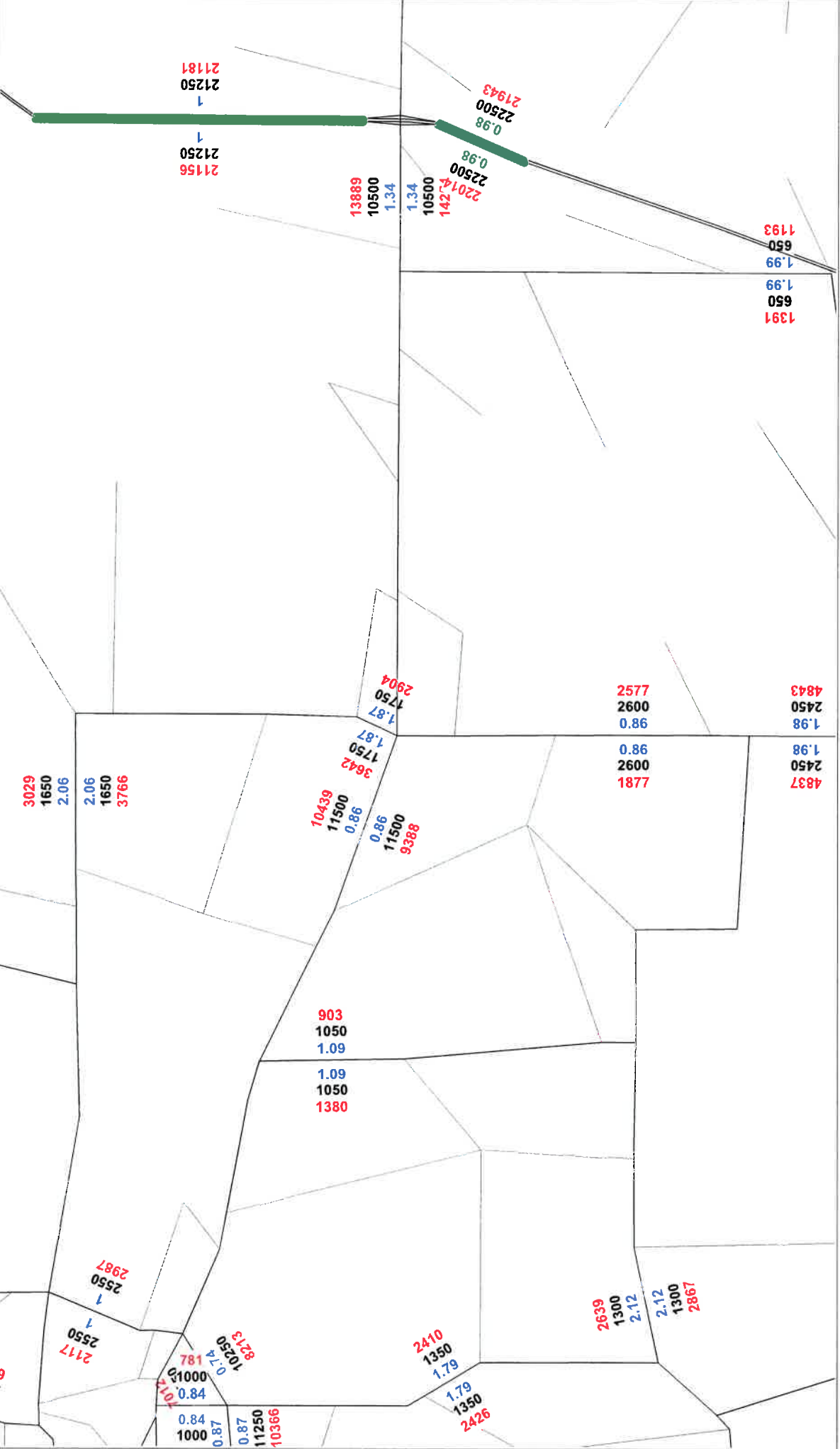
Original Base Year 2006

SR 50 PD&E Study

(RED-Model Volume; BLACK-Counts; BLUE-Volume/Count Ratio)



Tampa Bay Regional Planning Model 7.2  
 Subarea Validated Base Year 2006  
 SR 50 PD&E Study  
 (RED-Model Volume; BLACK-Counts; BLUE-Volume/Count Ratio)



SR 50 PD&E Study From Brooksville Bypass/SR 50A/East Jefferson Street to I-75  
Adjustment of 2035 Model Volumes per NCHRP 255 (Ratio and Difference) Method

Segment along SR 50	2006 Counts	2006 Model Volume (PSWADT)	2006 Model AADT (=PSWADT*MOCF) MOCF=0.93	2006 Count/2006 Model AADT (2)	2006 Count - 2006 Model AADT (2)	2035 Model Volume (PSWADT)	2035 Model AADT (=PSWADT*MOCF) MOCF=0.93 (3)	Ratio Method Adjusted 2035 Future Traffic (4)	Difference Method Adjusted 2035 Future Traffic (5)	NCHRP 255 Adjusted Future 2035 AADT (1)
West of Cortez Boulevard/Jasmine Drive	-	11712	10892	NA	NA	14698	13669	NA	NA	NA
Cortez Boulevard/Jasmine Drive to Redbud Lane/Griffin Road	-	26819	24942	NA	NA	49394	45936	NA	NA	NA
Redbud Lane/Griffin Road - Mondon Hill Road/Spring Lake Highway	23000	19828	18440			45787	42582			
Mondon Hill Road/Spring Lake Highway - Lockhart Road	-	24959	23212	0.8024	-5173	64187	59694	47896	54521	51208
East of Lockhart Road	21000	28143	26173			81939	76203	61142	71030	66086

(1) Is Average of (4) and (5)

(4) = (3) X (2006 Count/2006 Model AADT)

(5) = (3) + (2006 Count - 2006 Model AADT)

Note: NCHRP 255 Adjustment applied to the segment where subareas validated results are not within acceptable limits. This is SR 50 east of Lockhart Road. As existing traffic shows same traffic characteristics between Mondon Hill Road/Spring Lake Highway and Lockhart Road, this adjustment has been applied to this segment too.

SR 50 PD&E Study From Brooksville Bypass/SR 50A/East Jefferson Street to I-75  
 Major Side-Streets - Adjustment of 2035 Model Volumes per NCHRP 255 (Ratio and Difference) Method

Segment along Major Side-Streets on SR 50	2006 Counts	2006 Model Volume (PSWADT)	2006 Model AADT (=PSWADT*MOCF) MOCF=0.93	2006 Count/2006 Model AADT (2)	2006 Count - 2006 Model AADT (2)	2035 Model Volume (PSWADT)	2035 Model AADT (=PSWADT*MOCF) MOCF=0.93 (3)	Ratio Method Adjusted 2035 Future Traffic (4)	Difference Method Adjusted 2035 Future Traffic (5)	NCHRP 255 Adjusted Future 2035 AADT (1)
Cortez Boulevard - South of SR 50A	20500	15225	14159	NA	NA	27423	25503	NA	NA	NA
Jasmine Drive - North of SR 50	5100	5105	4748	NA	NA	13607	12655	NA	NA	NA
Spring Lake Highway - South of SR 50	5200	4454	4142	NA	NA	7767	7223	NA	NA	NA
Mondon Hill Road - North of SR 50	3500	6546	6088	0.5749	-2588	13825	12857	7392	10269	8831
Lockhart Road - South of SR 50	1500	2584	2403	0.5410	-1103	11690	10872	5881	9769	7825

(1) Is Average of (4) and (5)

(2) Ratios and Differences

(4) = (3) X (2006 Count/2006 Model AADT)

(5) = (3) + (2006 Count - 2006 Model AADT)

Note: NCHRP 255 Adjustment applied to the segment where subarea validated results are not within acceptable limits.

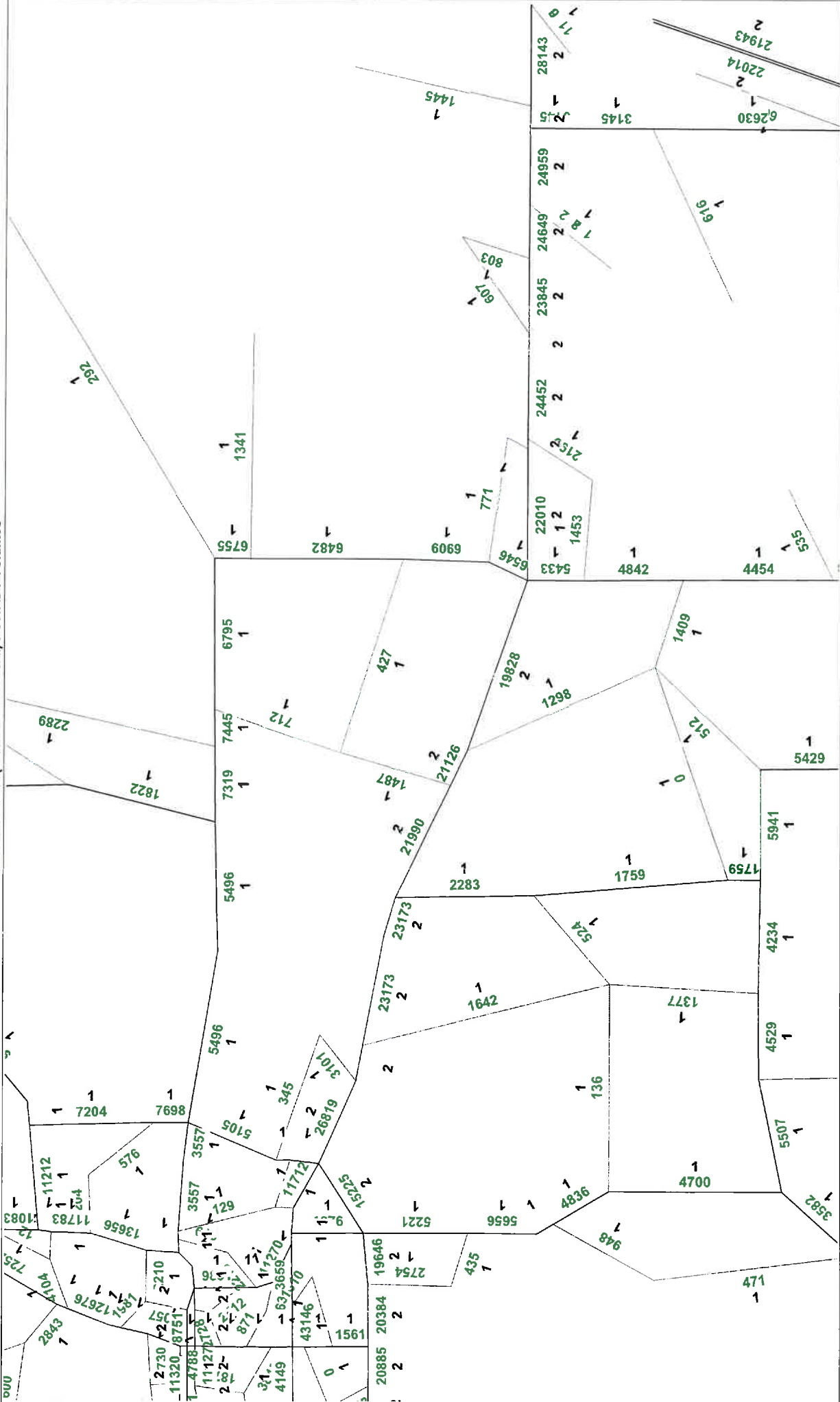
SR 50 PD&E Study From Brooksville Bypass/SR 50A/East Jefferson Street to I-75  
Growth Rate for Minor Side-Street along SR 50

	TAZ	2006			2035			Growth Rate			Combined Growth Rate
		Dwelling Unit	Population	Total Employment	Dwelling Unit	Population	Total Employment	Dwelling Unit	Population	Total Employment	
Minor Side-streets along SR 50	2489	500	925	179	1100	2036	518	4.14%	4.14%	6.53%	4.94%
Redbud Lane	2599	250	513	178	700	1435	453	6.21%	6.20%	5.33%	5.91%
Griffin Road											
										<b>Average</b>	<b>5.42%</b>

Recommended Growth Rate for Minor Side-Street Redbud Lane/Griffin Road for Future Traffic Forecasting = 5.42%



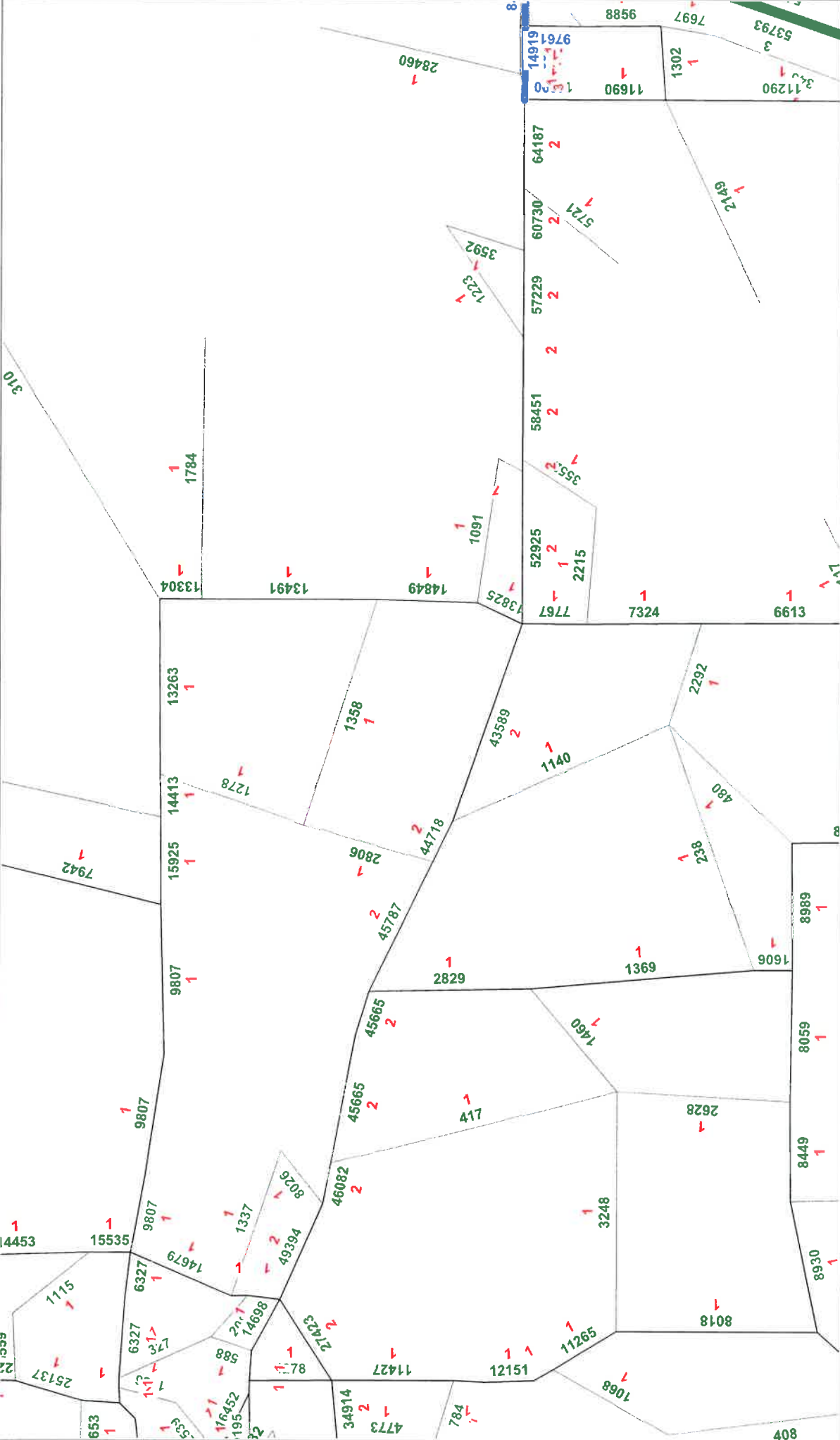
Tampa Bay Regional Planning Model 7.2  
 Base Year 2006 (Subarea Validated) PSWADT Volumes



Volume and Counts



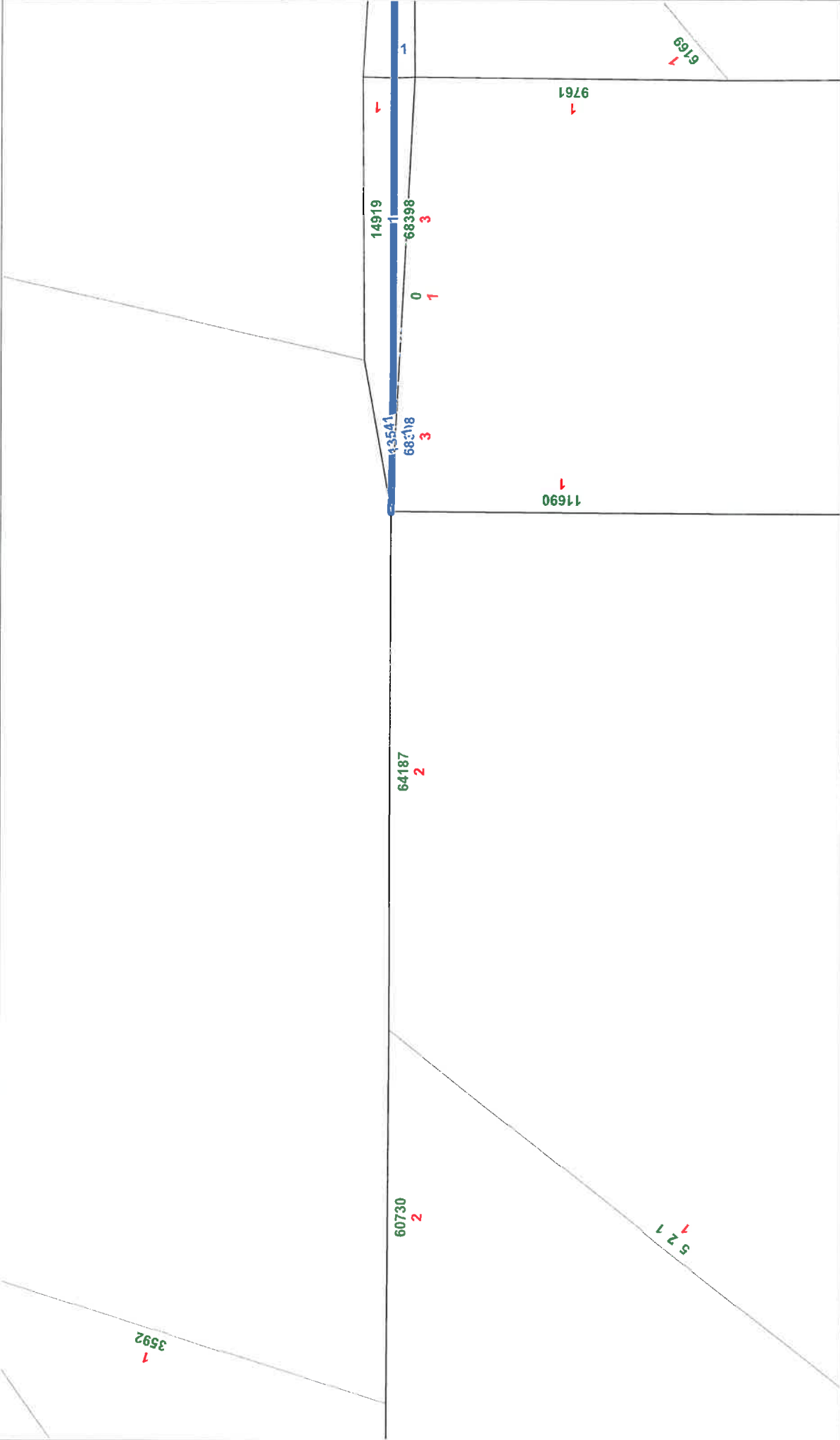
Tampa Bay Regional Planning Model 7.2  
 SR 50 PD&E Study  
 2035 Cost Affordable PSWADT Volumes with Subarea Refinements



Volume and Counts



Tampa Bay Regional Planning Model 7.2  
SR 50 PD&E Study  
2035 Cost Affordable PSWADT Volumes with Subarea Refinements



Volume and Counts



Florida Department of Transportation  
 Transportation Statistics Office  
 2013 Historical AADT Report

County: 08 - HERNANDO

Site: 0019 - SR 50/SR 700/US 98/CORTEZ BLVD, WEST OF CR 484

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor	
2013	17500	C	E 8800	W 8700	9.00	51.30	16.10
2012	18000	C	E 9100	W 8900	9.00	55.00	13.20
2011	18500	C	E 9400	W 9100	9.00	55.00	13.50
2010	19900	C	E 10000	W 9900	9.74	54.68	13.60
2009	19500	C	E 9800	W 9700	9.60	55.47	14.60
2008	20000	C	E 10000	W 10000	9.72	54.99	16.40
2007	22000	F	E 11000	W 11000	9.34	56.51	17.40
2006	22000	C	E 11000	W 11000	9.54	55.83	17.40
2005	25000	C	E 12500	W 12500	9.60	54.50	6.50
2004	20000	F	E 10000	W 10000	9.60	56.50	18.50
2003	20000	C	E 10000	W 10000	9.60	56.50	18.50
2002	20500	C	E 10000	W 10500	9.60	56.70	18.50
2001	19600	C	E 9800	W 9800	9.60	56.40	15.70
2000	16300	C	E 8200	W 8100	9.90	53.30	7.10
1999	15100	C	E 7300	W 7800	10.00	53.50	21.60
1998	18100	C	E 8900	W 9200	9.70	57.10	15.90

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; P = 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  
 2013 Historical AADT Report

County: 08 - HERNANDO

Site: 0046 - SR 50/SR 700/US 98/CORTEZ BLVD, WEST OF SR 93/I-75

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor	
2013	15700	C	E 7800	W 7900	9.00	51.30	15.50
2012	16000	C	E 8000	W 8000	9.00	55.00	14.90
2011	15800	C	E 7900	W 7900	9.00	55.00	15.50
2010	16800	C	E 8400	W 8400	9.74	54.68	14.60
2009	17600	C	E 8900	W 8700	9.60	55.47	15.40
2008	18800	C	E 9400	W 9400	9.72	54.99	16.90
2007	19900	F	E 10000	W 9900	9.34	56.51	20.60
2006	19900	C	E 10000	W 9900	9.54	55.83	20.60
2005	25000	C	E 12500	W 12500	9.60	54.50	15.50
2004	30500	C	E 19000	W 11500	9.60	56.50	15.50
2003	18000	C	E 9000	W 9000	9.60	56.50	15.50
2002	18800	C	E 9400	W 9400	9.60	56.70	15.50
2001	16200	C	E 7700	W 8500	9.60	56.40	19.90
2000	15900	C	E 7700	W 8200	9.90	53.30	5.50
1999	15600	C	E 7900	W 7700	10.00	53.50	14.60
1998	17400	C	E 8700	W 8700	9.70	57.10	17.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = 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  
 2013 Historical AADT Report

County: 08 - HERNANDO

Site: 9014 - JASMINE DR, N OF SR50A/E JEFFERSON ST

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	2800	S	0	9.00	58.40	13.30
2012	2800	F	0	9.00	55.00	12.10
2011	2800	C	N	9.00	55.00	12.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = 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  
 2013 Historical AADT Report

County: 08 - HERNANDO

Site: 0041 - SR 50, SW OF SR 50A/ US 98, EAST OF BROOKSVILLE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	15900 C	E 8100	W 7800	9.00	57.90	13.80
2012	16500 C	E 8400	W 8100	9.00	55.00	11.50
2011	17700 C	E 9000	W 8700	9.00	55.00	7.10
2010	17900 C	E 9000	W 8900	9.74	54.68	7.30
2009	18500 C	E 9500	W 9000	9.60	55.47	14.30
2008	18700 C	E 9400	W 9300	9.72	54.99	14.30
2007	19500 C	E 9700	W 9800	9.34	56.51	14.30
2006	19400 C	E 9700	W 9700	9.54	55.83	16.30
2005	19700 C	E 9900	W 9800	9.60	54.50	19.50
2004	15200 C	E 7700	W 7500	9.60	56.50	19.50
2003	16100 C	E 8100	W 8000	9.60	56.50	7.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = 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  
 2013 Historical AADT Report

County: 08 - HERNANDO

Site: 9027 - OLYMPIA ROAD, S OF CORTEZ BLVD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	250 S	0	0	9.50	57.60	13.30
2012	250 F	0	0	9.50	55.00	12.10
2011	250 C N	0	S 0	9.50	55.00	12.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; F = 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  
 2013 Historical AADT Report

County: 08 - HERNANDO

Site: 9006 - LOCKHART DR, S OF CORTEZ

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	1100 C	N 550	S 550	9.50	57.60	13.30
2012	850 F	0	0	9.50	55.00	12.10
2011	850 C	N 0	S 0	9.50	55.00	12.40

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

SR 50 PD&E Study From Brooksville Bypass/SR 50A/East Jefferson Street to I-75

Future Year AADTs based on Interpolation and Extrapolation between Existing Year 2014 AADTs and Future Year 2035 Model Adjusted AADTs

Segment along SR 50	2014 AADT	Future 2035 AADT*	2020 AADT	Rounded 2020 AADT	2030 AADT	Rounded 2030 AADT	2040 AADT	Rounded 2040 AADT
West of Cortez Boulevard/Jasmine Drive	7720	13669	9420	9420	12253	12250	15086	15100
Cortez Boulevard/Jasmine Drive to Redbud Lane/Griffin Road	22700	45936	29339	29350	40404	40400	51469	51450
Redbud Lane/Griffin Road - Mondon Hill Road/Spring Lake Highway	22350	42582	28131	28150	37765	37750	47399	47400
Mondon Hill Road/Spring Lake Highway - Lockhart Road	18150	51208	27595	27600	43337	43350	59079	59100
East of Lockhart Road	18350	66086	31989	32000	54720	54700	77452	77450
<b>Major Side-Streets</b>								
Cortez Boulevard - South of SR 50A	18050	25503	20180	20200	23729	23750	27278	27300
Jasmine Drive - North of SR 50	2950	12655	5723	5700	10344	10350	14965	14950
Spring Lake Highway - South of SR 50	4820	7223	5507	5500	6651	6650	7796	7800
Mondon Hill Road - North of SR 50	2370	8831	4216	4200	7292	7300	10369	10350
Lockhart Road - South of SR 50	1100	7825	3021	3000	6224	6200	9426	9450

\*Based on Adjusted 2035 Model Volumes

SR 50 PD&E Study From Brooksville Bypass/SR 50A/East Jefferson Street to I-75

Future Year AADTs along Minor Side-Street using annual growth rate

Side-Streets	2014 AADT	2020 AADT	Rounded 2020 AADT	2030 AADT	Rounded 2030 AADT	2040 AADT	Rounded 2040 AADT
Redbud Lane - North of SR 50	280	371	370	523	520	675	680
Griffin Road - South of SR 50	330	437	440	616	620	795	800

Annual Growth Rate for Minor Side-Street

= 5.42%

# **Appendix I**

## **Development of Future Traffic Volumes**

**CALCULATION OF FUTURE YEAR  
DIRECTIONAL DESIGN HOUR VOLUMES**

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Calculation of DDHVs from AADTs - 2020 AM Peak**

Traffic Count Location	2020 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
<b>SR 50</b>						
West of Cortez Boulevard/Jasmine Drive	9420	9.00%	52.35%	47.65%	444	404
Cortez Boulevard/Jasmine Drive - Griffin Road/Redbud Lane	29350	9.00%	52.35%	47.65%	1383	1259
Griffin Road/Redbud Lane - Spring Lake Highway/Mondon Hill Road	28150	9.00%	52.35%	47.65%	1326	1207
Spring Lake Highway/Mondon Hill Road - Lockhart Road	27600	9.00%	52.35%	47.65%	1300	1184
East of Lockhart Road	32000	9.00%	52.35%	47.65%	1508	1372
<b>Cortez Boulevard/Jasmine Drive</b>						
South of Brooksville Bypass/SR 50A/East Jefferson Street	20200	9.00%	63.05%	36.95%	1146	672
North of Brooksville Bypass/SR 50A/East Jefferson Street	5700	9.00%	72.91%	27.09%	374	139
<b>Griffin Road/Redbud Lane</b>						
South of SR 50	440	9.00%	56.52%	43.48%	22	17
North of SR 50	370	9.00%	78.95%	21.05%	26	7
<b>Spring Lake Highway/Mondon Hill Road</b>						
South of SR 50	5500	9.00%	60.58%	39.42%	300	195
North of SR 50	4200	9.00%	69.93%	30.07%	264	114
<b>Lockhart Road</b>						
South of SR 50	3000	9.00%	54.55%	45.45%	147	123

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Calculation of DDHVs from AADTs - 2020 PM Peak**

Traffic Count Location	2020 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
<b>SR 50</b>						
West of Cortez Boulevard/Jasmine Drive	9420	9.00%	52.35%	47.65%	444	404
Cortez Boulevard/Jasmine Drive - Griffin Road/Redbud Lane	29350	9.00%	52.35%	47.65%	1383	1259
Griffin Road/Redbud Lane - Spring Lake Highway/Mondon Hill Road	28150	9.00%	52.35%	47.65%	1326	1207
Spring Lake Highway/Mondon Hill Road - Lockhart Road	27600	9.00%	52.35%	47.65%	1300	1184
East of Lockhart Road	32000	9.00%	52.35%	47.65%	1508	1372
<b>Cortez Boulevard/Jasmine Drive</b>						
South of Brooksville Bypass/SR 50A/East Jefferson Street	20200	9.00%	51.22%	48.78%	931	887
North of Brooksville Bypass/SR 50A/East Jefferson Street	5700	9.00%	65.42%	34.58%	336	177
<b>Griffin Road/Redbud Lane</b>						
South of SR 50	440	9.00%	58.06%	41.94%	23	17
North of SR 50	370	9.00%	78.12%	21.88%	26	7
<b>Spring Lake Highway/Mondon Hill Road</b>						
South of SR 50	5500	9.00%	55.63%	44.37%	275	220
North of SR 50	4200	9.00%	66.46%	33.54%	251	127
<b>Lockhart Road</b>						
South of SR 50	3000	9.00%	74.24%	25.76%	200	70

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Calculation of DDHVs from AADTs - 2030 AM Peak**

Traffic Count Location	2030 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
<b>SR 50</b>						
West of Cortez Boulevard/Jasmine Drive	12250	9.00%	52.35%	47.65%	577	525
Cortez Boulevard/Jasmine Drive - Griffin Road/Redbud Lane	40400	9.00%	52.35%	47.65%	1903	1733
Griffin Road/Redbud Lane - Spring Lake Highway/Mondon Hill Road	37750	9.00%	52.35%	47.65%	1779	1619
Spring Lake Highway/Mondon Hill Road - Lockhart Road	43350	9.00%	52.35%	47.65%	2042	1859
East of Lockhart Road	54700	9.00%	52.35%	47.65%	2577	2346
<b>Cortez Boulevard/Jasmine Drive</b>						
South of Brooksville Bypass/SR 50A/East Jefferson Street	23750	9.00%	63.05%	36.95%	1348	790
North of Brooksville Bypass/SR 50A/East Jefferson Street	10350	9.00%	72.91%	27.09%	679	252
<b>Griffin Road/Redbud Lane</b>						
South of SR 50	620	9.00%	56.52%	43.48%	32	24
North of SR 50	520	9.00%	78.95%	21.05%	37	10
<b>Spring Lake Highway/Mondon Hill Road</b>						
South of SR 50	6650	9.00%	60.58%	39.42%	363	236
North of SR 50	7300	9.00%	69.93%	30.07%	459	198
<b>Lockhart Road</b>						
South of SR 50	6200	9.00%	54.55%	45.45%	304	254



**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Calculation of DDHVs from AADTs - 2030 PM Peak**

Traffic Count Location	2030 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
<b>SR 50</b>						
West of Cortez Boulevard/Jasmine Drive	12250	9.00%	52.35%	47.65%	577	525
Cortez Boulevard/Jasmine Drive - Griffin Road/Redbud Lane	40400	9.00%	52.35%	47.65%	1903	1733
Griffin Road/Redbud Lane - Spring Lake Highway/Mondon Hill Road	37750	9.00%	52.35%	47.65%	1779	1619
Spring Lake Highway/Mondon Hill Road - Lockhart Road	43350	9.00%	52.35%	47.65%	2042	1859
East of Lockhart Road	54700	9.00%	52.35%	47.65%	2577	2346
<b>Cortez Boulevard/Jasmine Drive</b>						
South of Brooksville Bypass/SR 50A/East Jefferson Street	23750	9.00%	51.22%	48.78%	1095	1043
North of Brooksville Bypass/SR 50A/East Jefferson Street	10350	9.00%	65.42%	34.58%	609	322
<b>Griffin Road/Redbud Lane</b>						
South of SR 50	620	9.00%	58.06%	41.94%	32	23
North of SR 50	520	9.00%	78.12%	21.88%	37	10
<b>Spring Lake Highway/Mondon Hill Road</b>						
South of SR 50	6650	9.00%	55.63%	44.37%	333	266
North of SR 50	7300	9.00%	66.46%	33.54%	437	220
<b>Lockhart Road</b>						
South of SR 50	6200	9.00%	74.24%	25.76%	414	144

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Calculation of DDHVs from AADTs - 2040 AM Peak**

Traffic Count Location	2040 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
<b>SR 50</b>						
West of Cortez Boulevard/Jasmine Drive	15100	9.00%	52.35%	47.65%	711	648
Cortez Boulevard/Jasmine Drive - Griffin Road/Redbud Lane	51450	9.00%	52.35%	47.65%	2424	2206
Griffin Road/Redbud Lane - Spring Lake Highway/Mondon Hill Road	47400	9.00%	52.35%	47.65%	2233	2033
Spring Lake Highway/Mondon Hill Road - Lockhart Road	59100	9.00%	52.35%	47.65%	2784	2535
East of Lockhart Road*	64650	9.00%	52.35%	47.65%	3046	2773
<b>Cortez Boulevard/Jasmine Drive</b>						
South of Brooksville Bypass/SR 50A/East Jefferson Street	27300	9.00%	63.05%	36.95%	1549	908
North of Brooksville Bypass/SR 50A/East Jefferson Street	14950	9.00%	72.91%	27.09%	981	364
<b>Griffin Road/Redbud Lane</b>						
South of SR 50	800	9.00%	56.52%	43.48%	41	31
North of SR 50	680	9.00%	78.95%	21.05%	48	13
<b>Spring Lake Highway/Mondon Hill Road</b>						
South of SR 50	7800	9.00%	60.58%	39.42%	425	277
North of SR 50	10350	9.00%	69.93%	30.07%	651	280
<b>Lockhart Road</b>						
South of SR 50	9450	9.00%	54.55%	45.45%	464	387

\*12,800 traffic shifted on frontage road to the north of SR 50 using the same split in traffic from 2035 Cost Affordable TBRPM 7.2.

**SR 50 PD&E - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75**

**Calculation of DDHVs from AADTs - 2040 PM Peak**

Traffic Count Location	2040 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
<b>SR 50</b>						
West of Cortez Boulevard/Jasmine Drive	15100	9.00%	52.35%	47.65%	711	648
Cortez Boulevard/Jasmine Drive - Griffin Road/Redbud Lane	51450	9.00%	52.35%	47.65%	2424	2206
Griffin Road/Redbud Lane - Spring Lake Highway/Mondon Hill Road	47400	9.00%	52.35%	47.65%	2233	2033
Spring Lake Highway/Mondon Hill Road - Lockhart Road	59100	9.00%	52.35%	47.65%	2784	2535
East of Lockhart Road*	64650	9.00%	52.35%	47.65%	3046	2773
<b>Cortez Boulevard/Jasmine Drive</b>						
South of Brooksville Bypass/SR 50A/East Jefferson Street	27300	9.00%	51.22%	48.78%	1258	1199
North of Brooksville Bypass/SR 50A/East Jefferson Street	14950	9.00%	65.42%	34.58%	880	465
<b>Griffin Road/Redbud Lane</b>						
South of SR 50	800	9.00%	58.06%	41.94%	42	30
North of SR 50	680	9.00%	78.12%	21.88%	48	13
<b>Spring Lake Highway/Mondon Hill Road</b>						
South of SR 50	7800	9.00%	55.63%	44.37%	391	311
North of SR 50	10350	9.00%	66.46%	33.54%	619	312
<b>Lockhart Road</b>						
South of SR 50	9450	9.00%	74.24%	25.76%	631	219

\*12,800 traffic shifted on frontage road to the north of SR 50 using the same split in traffic from 2035 Cost Affordable TBRPM 7.2.

SR 50 - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75  
 Estimation of AM Peak Hour Traffic Volumes  
 WB Peak Direction

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2020 AM DDHV	2020 AM Turning Volume		
Brooksville Bypass/SR 50A @ SR 50/Cortez Boulevard/Jasmine Drive	EBLT	18	197	9%	404	37		
	EBTH	169		86%		347		
	EBRT	10		5%		21		
	SR 50 @ Griffin Road/Redbud Lane	NBLT	15	388	4%	672	26	
		NBTH	29		7%		50	
		NBRT	344		89%		596	
		SR 50 @ Spring Lake Highway/Mondon Hill Road	WBLT	524	846	62%	1383	857
			WBTH	314		37%		513
			WBRT	8		1%		13
			SR 50 @ Lockhart Road	SBLT	11	148	7%	374
SBTH				128	86%		323	
SBRT				9	6%		23	
SR 50 @ Griffin Road/Redbud Lane				EBLT	5	479	1%	1259
	EBTH			470	98%		1235	
	EBRT			4	1%		11	
	SR 50 @ Spring Lake Highway/Mondon Hill Road			NBLT	10	13	77%	22
		NBTH		1	8%		2	
		NBRT		2	15%		3	
		SR 50 @ Lockhart Road		WBLT	6	658	1%	1326
			WBTH	643	98%		1296	
			WBRT	9	1%		18	
			SR 50 @ Spring Lake Highway/Mondon Hill Road	SBLT	1	4	25%	7
SBTH				0	0%		0	
SBRT				3	75%		5	
SR 50 @ Spring Lake Highway/Mondon Hill Road				EBLT	9	487	2%	1207
	EBTH			413	85%		1024	
	EBRT			65	13%		161	
	SR 50 @ Lockhart Road			NBLT	136	229	59%	300
		NBTH		19	8%		25	
		NBRT		74	32%		97	
		SR 50 @ Spring Lake Highway/Mondon Hill Road		WBLT	47	563	8%	1300
			WBTH	498	88%		1150	
			WBRT	18	3%		42	
			SR 50 @ Lockhart Road	SBLT	34	107	32%	264
SBTH				37	35%		91	
SBRT				36	34%		89	
SR 50 @ Lockhart Road				EBLT	0	547	0%	1184
	EBTH			530	97%		1147	
	EBRT			17	3%		37	
	SR 50 @ Lockhart Road			NBLT	19	36	53%	147
		NBRT		17	47%		69	
		WBLT		13	504	3%	1508	39
WBTH		491		97%		1469		

SR 50 - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75  
 Estimation of PM Peak Hour Traffic Volumes  
 EB Peak Direction

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2020 PM DDHV	2020 PM Turning Volume		
Brooksville Bypass/SR 50A @ SR 50/Cortez Boulevard/Jasmine Drive	EBLT	10	267	4%	444	17		
	EBTH	246		92%		409		
	EBRT	11		4%		18		
	SR 50 @ Griffin Road/Redbud Lane	NBLT	10	716	1%	931	13	
		NBTH	127		18%		165	
		NBRT	579		81%		753	
		WBLT	600		70%		878	
		SR 50 @ Spring Lake Highway/Mondon Hill Road	WBTH	240	860	28%	1259	351
			WBRT	20		2%		29
			SBLT	10	83	12%	177	21
SBTH			71	86%		151		
SBRT	2		2%	4				
SR 50 @ Lockhart Road	EBLT		25	836	3%	1383	41	
	EBTH		800		96%		1323	
	EBRT		11		1%		18	
	SR 50 @ Lockhart Road		NBLT	10	13	77%	17	13
			NBTH	0		0%		0
		NBRT	3	23%		4		
		WBLT	7	1%		11		
		SR 50 @ Lockhart Road	WBTH	774	781	99%	1207	1196
			WBRT	0		0%		0
			SBLT	4	7	57%	7	4
SBTH			0	0%		0		
SBRT			3	43%		3		
SR 50 @ Lockhart Road			EBLT	23	644	4%	1326	47
	EBTH		541	84%		1114		
	EBRT		80	12%		165		
	SR 50 @ Lockhart Road		NBLT	131	267	49%	275	135
			NBTH	44		16%		45
		NBRT	92	34%		95		
		WBLT	109	15%		176		
		SR 50 @ Lockhart Road	WBTH	583	732	80%	1184	943
			WBRT	40		5%		65
			SBLT	17	54	31%	127	40
SBTH			24	44%		56		
SBRT			13	24%		31		
SR 50 @ Lockhart Road			EBLT	2	577	0%	1300	5
	EBTH		563	98%		1268		
	EBRT		12	2%		27		
	SR 50 @ Lockhart Road		NBLT	63	98	64%	200	129
			NBRT	35		36%		71
		WBLT	22	3%	48			
SR 50 @ Lockhart Road	WBTH	607	629	97%	1372	1324		

SR 50 - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75  
 Estimation of AM Peak Hour Traffic Volumes  
 WB Peak Direction

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2030 AM DDHV	2030 AM Turning Volume		
Brooksville Bypass/SR 50A @ SR 50/Cortez Boulevard/Jasmine Drive	EBLT	18	197	9%	525	48		
	EBTH	169		86%		450		
	EBRT	10		5%		27		
	SR 50 @ Griffin Road/Redbud Lane	NBLT	15	388	4%	790	31	
		NBTH	29		7%		59	
		NBRT	344		89%		700	
		SR 50 @ Spring Lake Highway/Mondon Hill Road	WBLT	524	846	62%	1903	1179
			WBTH	314		37%		706
			WBRT	8		1%		18
			SR 50 @ Lockhart Road	SBLT	11	148	7%	679
SBTH				128	86%		587	
SBRT				9	6%		41	
SR 50 @ Griffin Road/Redbud Lane				EBLT	5	479	1%	1733
	EBTH			470	98%		1700	
	EBRT			4	1%		14	
	SR 50 @ Spring Lake Highway/Mondon Hill Road			NBLT	10	13	77%	32
		NBTH		1	8%		2	
		NBRT		2	15%		5	
		SR 50 @ Lockhart Road		WBLT	6	658	1%	1779
			WBTH	643	98%		1738	
			WBRT	9	1%		24	
			SR 50 @ Spring Lake Highway/Mondon Hill Road	SBLT	1	4	25%	10
SBTH				0	0%		0	
SBRT				3	75%		8	
SR 50 @ Spring Lake Highway/Mondon Hill Road				EBLT	9	487	2%	1619
	EBTH			413	85%		1373	
	EBRT			65	13%		216	
	SR 50 @ Lockhart Road			NBLT	136	229	59%	363
		NBTH		19	8%		30	
		NBRT		74	32%		117	
		SR 50 @ Lockhart Road		WBLT	47	563	8%	2042
			WBTH	498	88%		1806	
			WBRT	18	3%		65	
			SR 50 @ Lockhart Road	SBLT	34	107	32%	459
SBTH				37	35%		159	
SBRT				36	34%		154	
SR 50 @ Lockhart Road				EBLT	0	547	0%	1859
	EBTH			530	97%		1801	
	EBRT			17	3%		58	
	SR 50 @ Lockhart Road			NBLT	19	36	53%	304
		NBRT		17	47%		144	
		WBLT		13	3%		66	
SR 50 @ Lockhart Road	WBTH	491		504	97%	2577	2511	

SR 50 - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75  
 Estimation of PM Peak Hour Traffic Volumes  
 EB Peak Direction

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2030 PM DDHV	2030 PM Turning Volume
Brooksville Bypass/SR 50A @ SR 50/Cortez Boulevard/Jasmine Drive	EBLT	10	267	4%	577	22
	EBTH	246		92%		532
	EBRT	11		4%		24
	NBLT	10	716	1%	1095	15
	NBTH	127		18%		194
	NBRT	579		81%		885
	WBLT	600		70%		1209
	WBTH	240	860	28%	1733	484
	WBRT	20		2%		40
	SBLT	10		12%		39
SBTH	71	83	86%	322	275	
SBRT	2		2%		8	
SR 50 @ Griffin Road/Redbud Lane	EBLT	25	836	3%	1903	57
	EBTH	800		96%		1821
	EBRT	11		1%		25
	NBLT	10	13	77%	23	18
	NBTH	0		0%		0
	NBRT	3		23%		5
	WBLT	7		1%		15
	WBTH	774	781	99%	1619	1604
	WBRT	0		0%		0
	SBLT	4		57%		6
SBTH	0	7	0%	10	0	
SBRT	3		43%		4	
SR 50 @ Spring Lake Highway/Mondon Hill Road	EBLT	23	644	4%	1779	64
	EBTH	541		84%		1494
	EBRT	80		12%		221
	NBLT	131	267	49%	333	163
	NBTH	44		16%		55
	NBRT	92		34%		115
	WBLT	109		15%		277
	WBTH	583	732	80%	1859	1481
	WBRT	40		5%		102
	SBLT	17		31%		69
SBTH	24	54	44%	220	98	
SBRT	13		24%		53	
SR 50 @ Lockhart Road	EBLT	2	577	0%	2042	7
	EBTH	563		98%		1992
	EBRT	12		2%		42
	NBLT	63	98	64%	414	266
	NBRT	35		36%		148
	WBLT	22		3%		82
WBTH	607	629	97%	2346	2264	

SR 50 - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75  
 Estimation of AM Peak Hour Traffic Volumes  
 WB Peak Direction

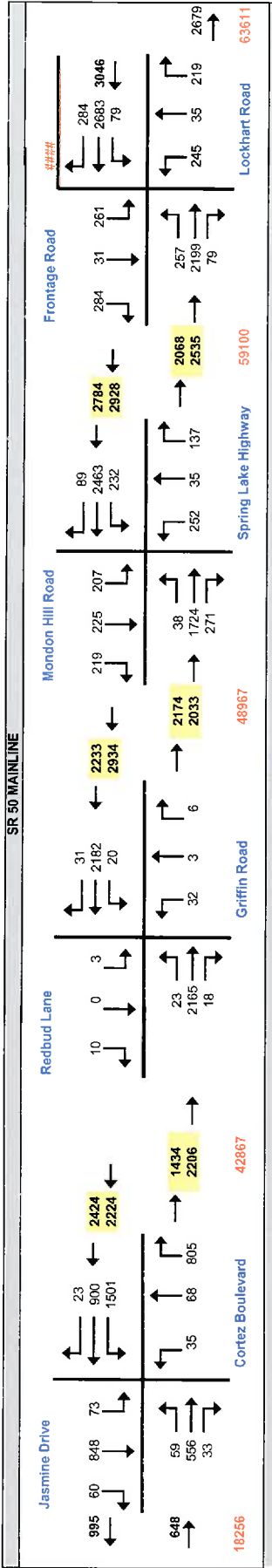
Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2040 AM DDHV	2040 AM Turning Volume
Brooksville Bypass/SR 50A @ SR 50/Cortez Boulevard/Jasmine Drive	EBLT	18	197	9%	648	59
	EBTH	169		86%		556
	EBRT	10		5%		33
	NBLT	15	388	4%	908	35
	NBTH	29		7%		68
	NBRT	344		89%		805
	WBLT	524	846	62%	2424	1501
	WBTH	314		37%		900
	WBRT	8		1%		23
	SBLT	11	148	7%	981	73
SBTH	128	86%		848		
SBRT	9	6%		60		
SR 50 @ Griffin Road/Redbud Lane	EBLT	5	479	1%	2206	23
	EBTH	470		98%		2165
	EBRT	4		1%		18
	NBLT	10	13	77%	41	32
	NBTH	1		8%		3
	NBRT	2		15%		6
	WBLT	6	658	1%	2233	20
	WBTH	643		98%		2182
	WBRT	9		1%		31
	SBLT	1	4	25%	13	3
SBTH	0	0%		0		
SBRT	3	75%		10		
SR 50 @ Spring Lake Highway/Mondon Hill Road	EBLT	9	487	2%	2033	38
	EBTH	413		85%		1724
	EBRT	65		13%		271
	NBLT	136	229	59%	425	252
	NBTH	19		8%		35
	NBRT	74		32%		137
	WBLT	47	563	8%	2784	232
	WBTH	498		88%		2463
	WBRT	18		3%		89
	SBLT	34	107	32%	651	207
SBTH	37	35%		225		
SBRT	36	34%		219		
SR 50 @ Lockhart Road	EBLT	0	547	0%	2535	0
	EBTH	530		97%		2456
	EBRT	17		3%		79
	NBLT	19	36	53%	464	245
	NBRT	17		47%		219
	WBLT	13		3%		79
WBTH	491	504	97%	3046	2967	



SR 50 - From Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75  
 Estimation of PM Peak Hour Traffic Volumes  
 EB Peak Direction

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2040 PM	2040 PM
					DDHV	Turning Volume
Brooksville Bypass/SR 50A @ SR 50/Cortez Boulevard/Jasmine Drive	EBLT	10	267	4%	711	27
	EBTH	246		92%		655
	EBRT	11		4%		29
	NBLT	10	716	1%	1258	18
	NBTH	127		18%		223
	NBRT	579		81%		1017
	WBLT	600		70%		1539
	WBTH	240	860	28%	2206	616
	WBRT	20		2%		51
	SBLT	10		12%		56
SBTH	71	83	86%	465	398	
SBRT	2		2%		11	
SR 50 @ Griffin Road/Redbud Lane	EBLT	25	836	3%	2424	72
	EBTH	800		96%		2320
	EBRT	11		1%		32
	NBLT	10	13	77%	30	23
	NBTH	0		0%		0
	NBRT	3		23%		7
	WBLT	7		1%		18
	WBTH	774	781	99%	2033	2015
	WBRT	0		0%		0
	SBLT	4		57%		7
SBTH	0	7	0%	13	0	
SBRT	3		43%		6	
SR 50 @ Spring Lake Highway/Mondon Hill Road	EBLT	23	644	4%	2233	80
	EBTH	541		84%		1876
	EBRT	80		12%		277
	NBLT	131	267	49%	391	192
	NBTH	44		16%		64
	NBRT	92		34%		135
	WBLT	109		15%		377
	WBTH	583	732	80%	2535	2019
	WBRT	40		5%		139
	SBLT	17		31%		98
SBTH	24	54	44%	312	139	
SBRT	13		24%		75	
SR 50 @ Lockhart Road	EBLT	2	577	0%	2784	10
	EBTH	563		98%		2716
	EBRT	12		2%		58
	NBLT	63	98	64%	631	406
	NBRT	35		36%		225
	WBLT	22		3%		97
WBTH	607	629	97%	2773	2676	

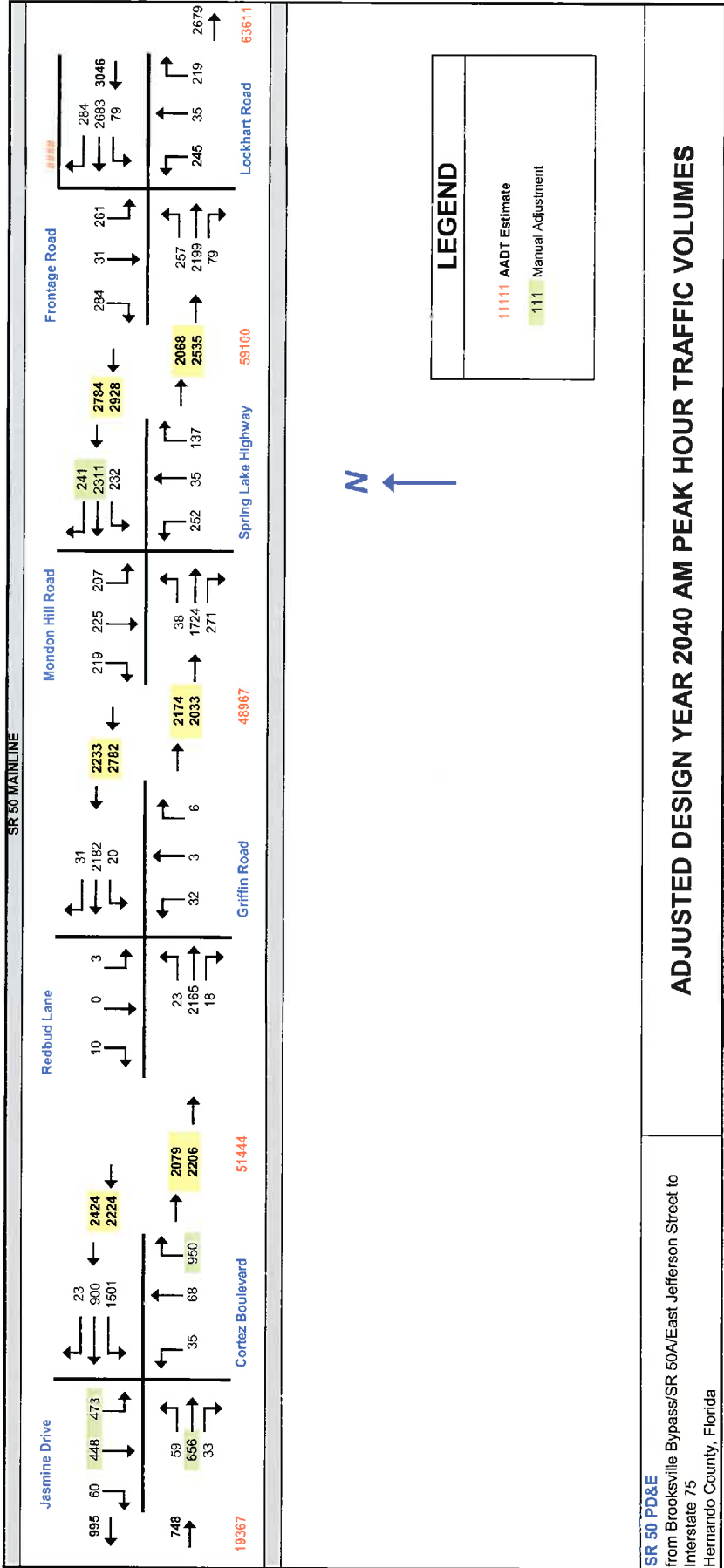
**CALCULATION OF FUTURE AM AND PM  
TURNING TRAFFIC VOLUMES**



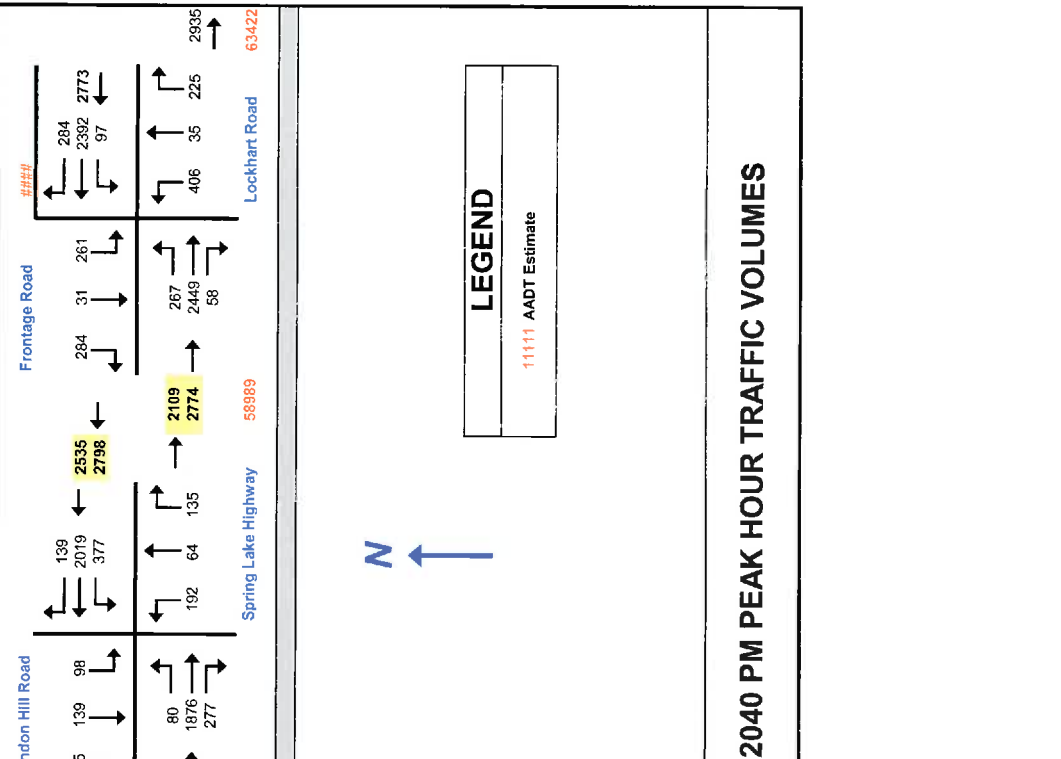
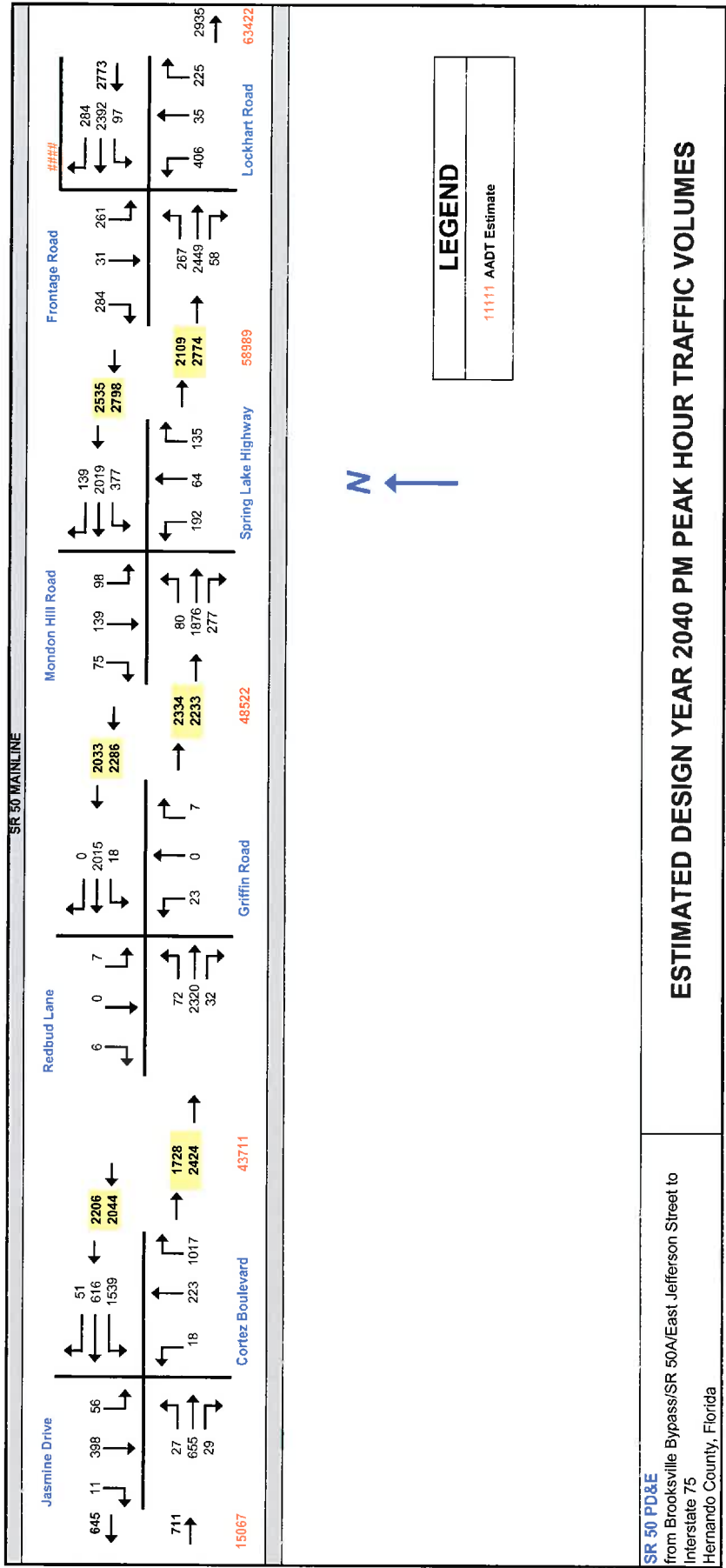
LEGEND	
	11111 AADT Estimate

**SR 50 PD&E**  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida

**ESTIMATED DESIGN YEAR 2040 AM PEAK HOUR TRAFFIC VOLUMES**



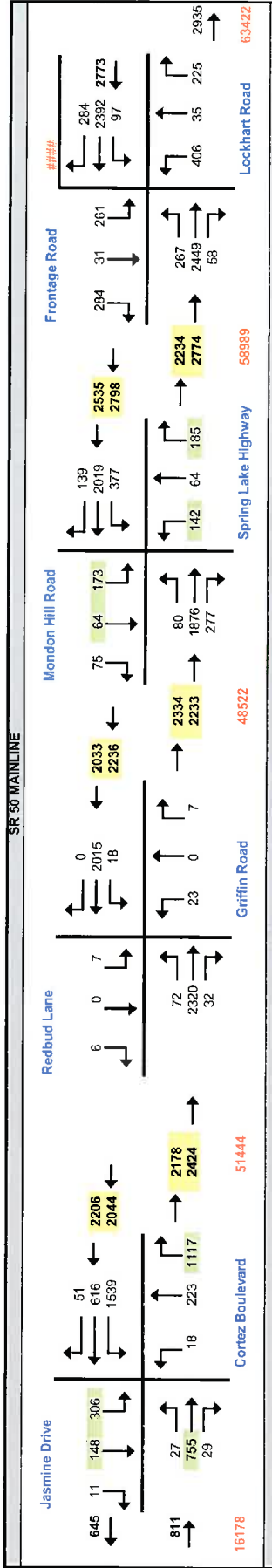
**SR 50 PD&E**  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida



<b>LEGEND</b>
111111 AADT Estimate

**SR 50 PD&E**  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida

**ESTIMATED DESIGN YEAR 2040 PM PEAK HOUR TRAFFIC VOLUMES**

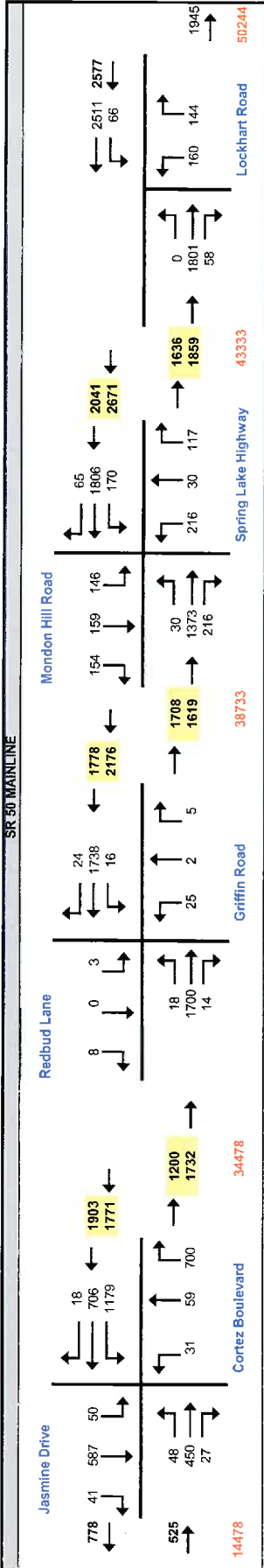


**LEGEND**

	111	AAADT Estimate
	111	Manual Adjustment

**SR 50 PD&E**  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida

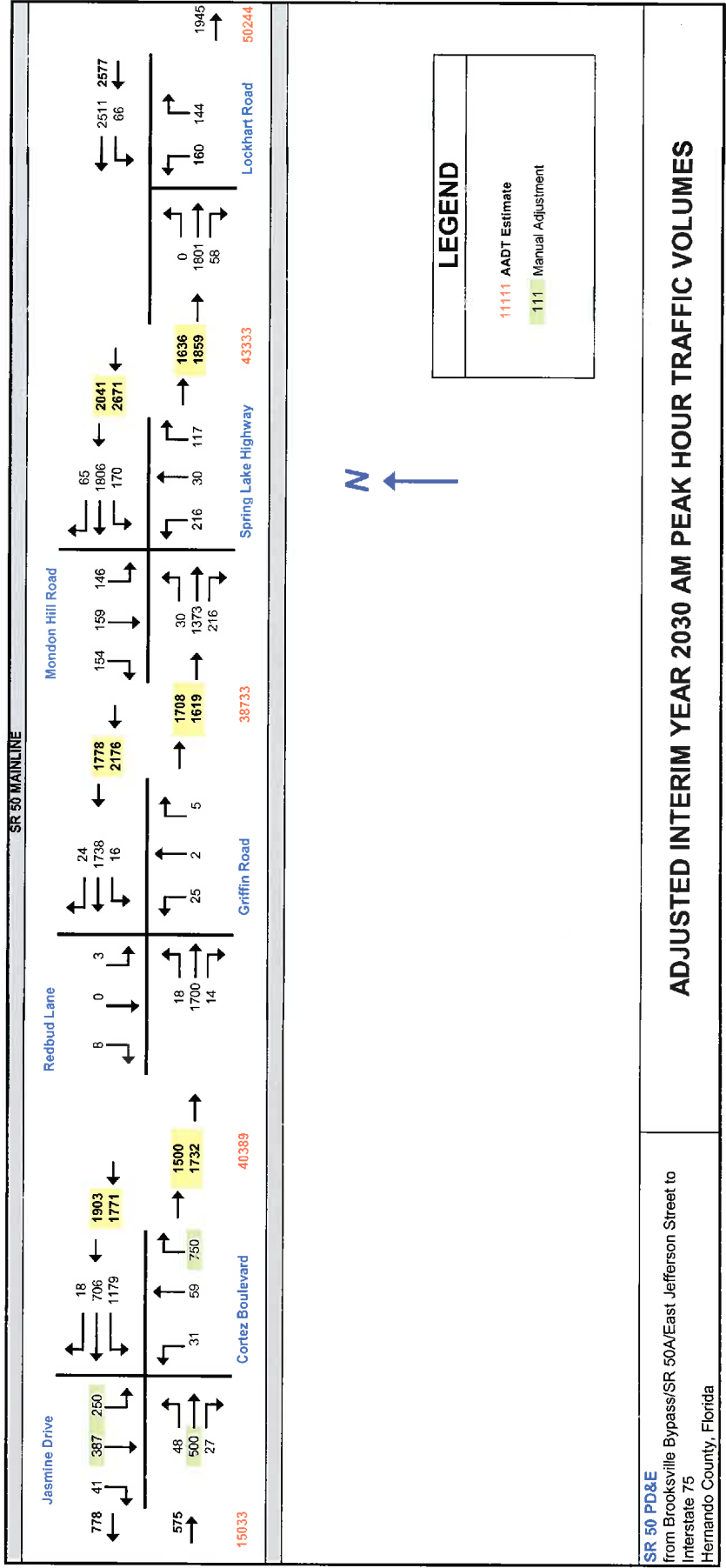
**ADJUSTED DESIGN YEAR 2040 PM PEAK HOUR TRAFFIC VOLUMES**



<b>LEGEND</b>
11111 AADT Estimate

**SR 50 PD&E**  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida

**ESTIMATED INTERIM YEAR 2030 AM PEAK HOUR TRAFFIC VOLUMES**



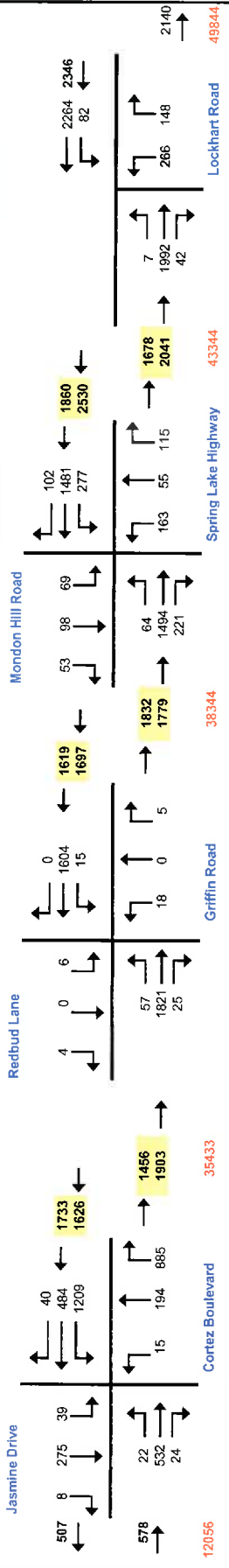
LEGEND	
	AADT Estimate
	Manual Adjustment

**SR 50 PD&E**  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida

**ADJUSTED INTERIM YEAR 2030 AM PEAK HOUR TRAFFIC VOLUMES**



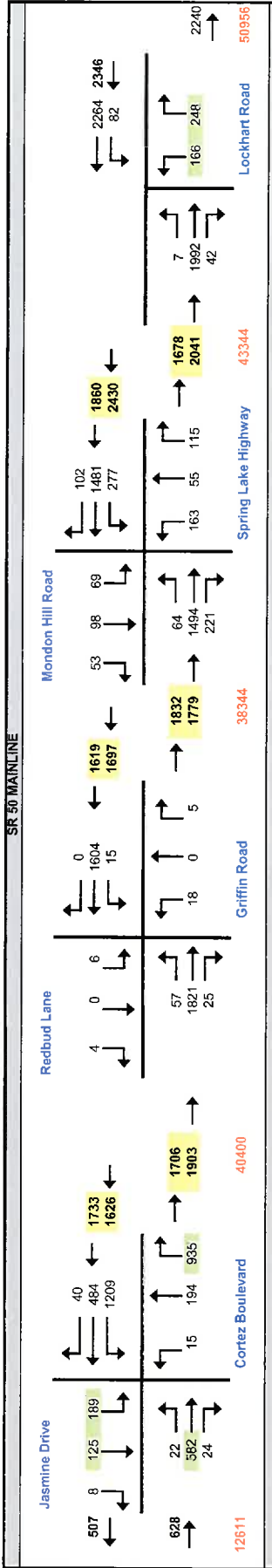
SR 50 MAINLINE



<b>LEGEND</b>
111111 AADT Estimate

SR 50 PD&E  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida

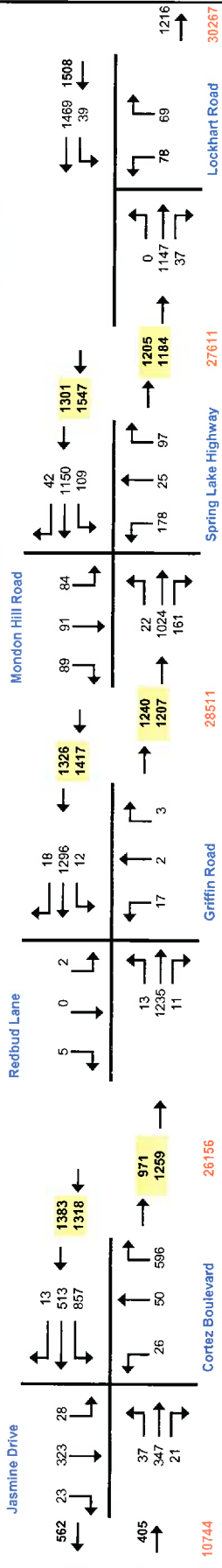
ESTIMATED INTERIM YEAR 2030 PM PEAK HOUR TRAFFIC VOLUMES



**SR 50 PD&E**  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida

**ADJUSTED INTERIM YEAR 2030 PM PEAK HOUR TRAFFIC VOLUMES**

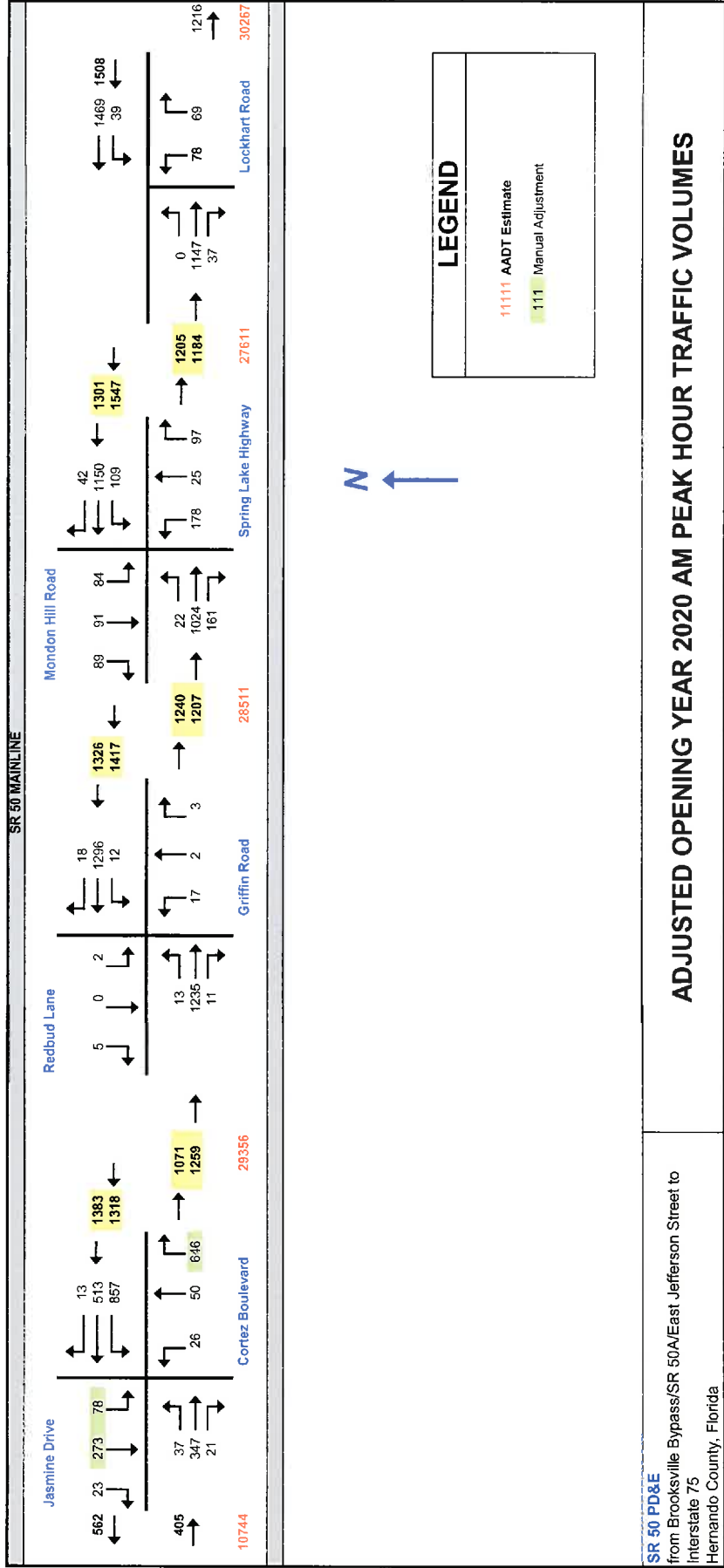
SR 50 MAINLINE

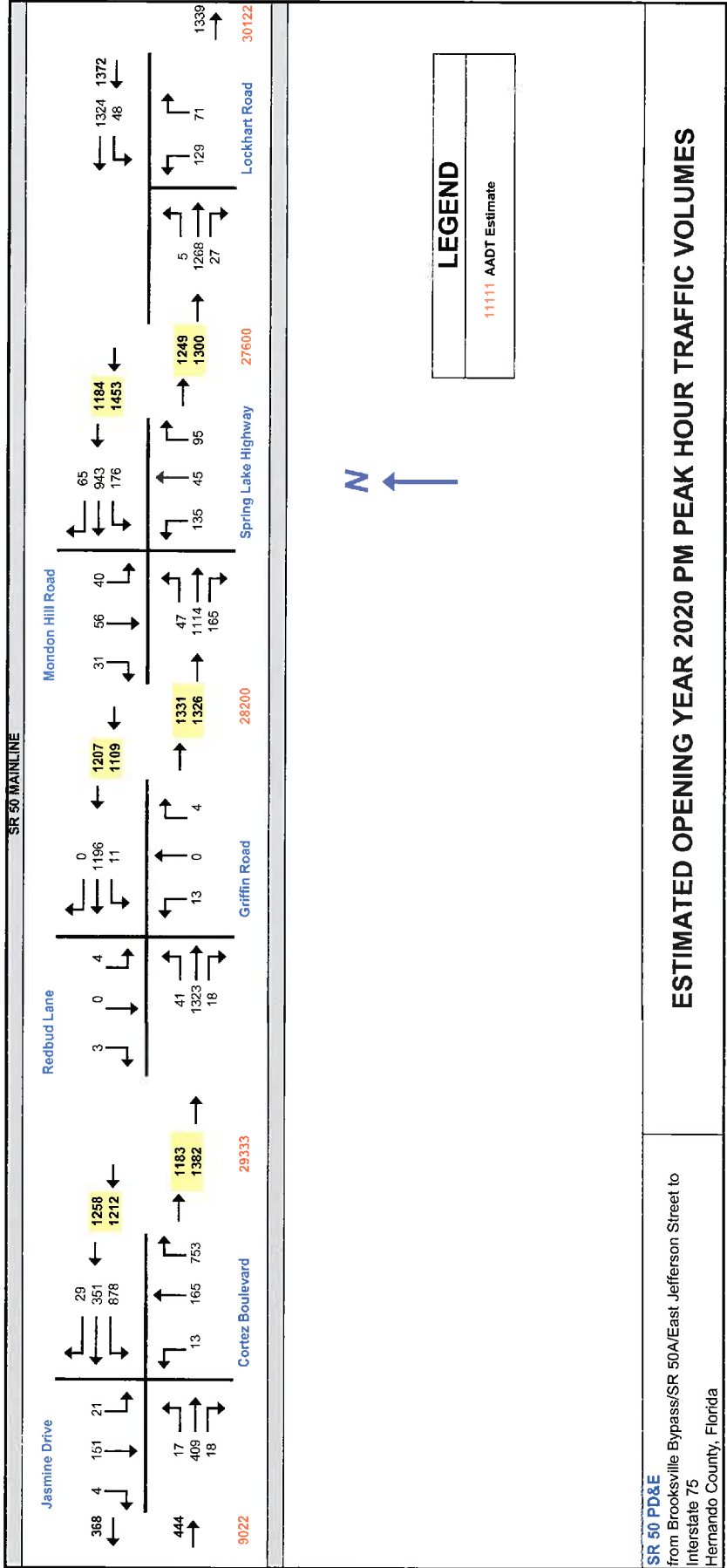


<b>LEGEND</b>
11111 AADT Estimate

SR 50 PD&E  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida

ESTIMATED OPENING YEAR 2020 AM PEAK HOUR TRAFFIC VOLUMES





**SR 50 PD&E**  
 from Brooksville Bypass/SR 50A/East Jefferson Street to  
 Interstate 75  
 Hernando County, Florida

**ESTIMATED OPENING YEAR 2020 PM PEAK HOUR TRAFFIC VOLUMES**

## **Appendix J**

### **Design Year 2040 No-Build and Build Level of Service**

HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

12/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	59	656	33	1501	900	23	35	68	0	473	448	60
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	172.7	172.7	172.7	165.2	165.2	0.0	184.5	184.5	190.0
Adj Flow Rate, veh/h	62	691	0	1580	947	24	37	72	0	498	472	63
Adj No. of Lanes	1	2	1	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh. %	10	10	10	10	10	10	15	15	0	3	3	3
Cap. veh/h	77	599	268	1234	1714	767	49	490	0	395	473	63
Arrive On Green	0.05	0.18	0.00	0.39	0.52	0.52	0.30	0.30	0.00	0.30	0.30	0.30
Sat Flow, veh/h	1645	3282	1468	3191	3282	1468	768	1652	0	1310	1594	213
Grp Volume(v), veh/h	62	691	0	1580	947	24	37	72	0	498	0	535
Grp Sat Flow(s),veh/h/ln	1645	1641	1468	1596	1641	1468	768	1652	0	1310	0	1807
Q Serve(g_s), s	5.6	27.4	0.0	58.0	29.1	1.2	0.1	4.8	0.0	39.7	0.0	44.4
Cycle Q Clear(g_c), s	5.6	27.4	0.0	58.0	29.1	1.2	44.5	4.8	0.0	44.5	0.0	44.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.12
Lane Grp Cap(c), veh/h	77	599	268	1234	1714	767	49	490	0	395	0	536
V/C Ratio(X)	0.80	1.15	0.00	1.28	0.55	0.03	0.76	0.15	0.00	1.26	0.00	1.00
Avail Cap(c_a), veh/h	132	599	268	1234	1714	767	49	490	0	395	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.8	61.3	0.0	46.0	24.1	17.4	75.0	38.8	0.0	57.6	0.0	52.7
Incr Delay (d2), s/veh	17.0	86.7	0.0	132.5	1.3	0.1	50.0	0.1	0.0	136.8	0.0	38.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	19.6	0.0	48.2	13.5	0.5	2.2	2.2	0.0	31.3	0.0	27.8
LnGrp Delay(d),s/veh	87.8	148.0	0.0	178.5	25.3	17.5	125.0	38.9	0.0	194.4	0.0	91.0
LnGrp LOS	F	F		F	C	B	F	D		F		F
Approach Vol, veh/h		753			2551			109			1033	
Approach Delay, s/veh		143.0			120.1			68.1			140.8	
Approach LOS		F			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	84.9		52.0	64.0	34.0		52.0				
Change Period (Y+Rc), s	6.0	6.6		7.5	6.6	5.999999		7.5				
Max Green Setting (Gmax), s	12.0	73.4		44.5	58.0	* 27.4		44.5				
Max Q Clear Time (g_c+l1), s	7.6	31.1		46.5	60.0	29.4		46.5				
Green Ext Time (p_c), s	0.0	21.9		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 2010 Ctrl Delay	127.6
HCM 2010 LOS	F

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

12/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	27	755	29	1539	616	51	18	223	0	306	148	11
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	172.7	172.7	172.7	181.0	181.0	0.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	28	795	0	1620	648	54	19	235	0	322	156	12
Adj No. of Lanes	1	2	1	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	5	5	0	2	2	2
Cap, veh/h	38	687	307	1213	1859	832	288	501	0	240	473	36
Arrive On Green	0.02	0.21	0.00	0.38	0.57	0.57	0.28	0.28	0.00	0.28	0.28	0.28
Sat Flow, veh/h	1645	3282	1468	3191	3282	1468	1178	1810	0	1141	1708	131
Grp Volume(v), veh/h	28	795	0	1620	648	54	19	235	0	322	0	168
Grp Sat Flow(s),veh/h/ln	1645	1641	1468	1596	1641	1468	1178	1810	0	1141	0	1840
Q Serve(g_s), s	2.5	31.4	0.0	57.0	16.0	2.5	2.0	16.2	0.0	25.3	0.0	10.9
Cycle Q Clear(g_c), s	2.5	31.4	0.0	57.0	16.0	2.5	12.9	16.2	0.0	41.5	0.0	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.07
Lane Grp Cap(c), veh/h	38	687	307	1213	1859	832	288	501	0	240	0	509
V/C Ratio(X)	0.74	1.16	0.00	1.34	0.35	0.06	0.07	0.47	0.00	1.34	0.00	0.33
Avail Cap(c_a), veh/h	77	687	307	1213	1859	832	288	501	0	240	0	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.8	59.3	0.0	46.5	17.6	14.6	48.3	45.1	0.0	64.9	0.0	43.2
Incr Delay (d2), s/veh	24.4	86.5	0.0	156.8	0.5	0.2	0.1	0.7	0.0	178.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	22.5	0.0	51.5	7.3	1.0	0.6	8.2	0.0	21.8	0.0	5.6
LnGrp Delay(d),s/veh	97.3	145.8	0.0	203.3	18.1	14.8	48.4	45.8	0.0	242.9	0.0	43.6
LnGrp LOS	F	F		F	B	B	D	D		F		D
Approach Vol, veh/h		823			2322			254			490	
Approach Delay, s/veh		144.2			147.2			46.0			174.5	
Approach LOS		F			F			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	91.6		49.0	63.0	38.0		49.0				
Change Period (Y+Rc), s	6.0	6.6		7.5	6.6	5.9999999		7.5				
Max Green Setting (Gmax), s	7.0	81.4		41.5	57.0	* 31.4		41.5				
Max Q Clear Time (g_c+I1), s	4.5	18.0		18.2	59.0	33.4		43.5				
Green Ext Time (p_c), s	0.0	21.5		3.6	0.0	0.0		0.0				

Intersection Summary		
HCM 2010 Ctrl Delay		143.4
HCM 2010 LOS		F

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	23	2165	18	20	2182	31
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	24	2278	18	21	2296	32
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	32	3	6	3	0	10
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	33	3	6	3	0	10
Percent Heavy Vehicles	6	6	6	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/ No		
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 L	4 L	7 	8 LTR	9 	10 	11 LTR	12
v (vph)	24	21	42			13		
C(m) (vph)	186	192	27			81		
v/c	0.13	0.11	1.56			0.16		
95% queue length	0.44	0.36	5.02			0.54		
Control Delay	27.2	26.0	593.4			57.8		
LOS	D	D	F			F		
Approach Delay	593.4			57.8				
Approach LOS	F			F				

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL (TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	23	2165	18	20	2182	31
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	6	570	5	5	574	8
Hourly Flow Rate, HFR	24	2278	18	21	2296	32
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	32	3	6	3	0	10
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	8	1	2	1	0	3
Hourly Flow Rate, HFR	33	3	6	3	0	10
Percent Heavy Vehicles	6	6	6	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/ No /		
RT Channelized?	No			No		
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	6	6	6	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.6	6.6	6.3	7.5	6.5	6.2
2-stage	4.3	4.3	6.6	5.6	6.3	6.5	5.5	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	6	6	6	0	0	0
t(f)	2.3	2.3	3.6	4.1	3.4	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
V prog	V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha  
 beta  
 Travel time, t(a) (sec)  
 Smoothing Factor, F  
 Proportion of conflicting flow, f  
 Max platooned flow, V(c,max)  
 Min platooned flow, V(c,min)  
 Duration of blocked period, t(p)  
 Proportion time blocked, p

	0.000	0.000
--	-------	-------

---

Computation 3-Platoon Event Periods      Result

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
--	-----------------------------	-------------------------------------	-----------------

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	2328	2296	3516	4696	1139	3526	4682	1148
s								
Px								
V c,u,x								

---

C r,x  
 C plat,x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	2326	1190	2326	2370	2338	1188	2338	2344
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					1139		1148	
Potential Capacity					236		244	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					236		244	
Probability of Queue free St.					0.97		0.96	
Step 2: LT from Major St.					4		1	
Conflicting Flows					2296		2328	
Potential Capacity					192		186	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					192		186	
Probability of Queue free St.					0.89		0.87	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows					4696		4682	
Potential Capacity					1		1	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.78		0.78	
Movement Capacity					1		1	
Probability of Queue free St.					0.84		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					3516		3526	
Potential Capacity					2		2	
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor					0.78		0.65	
Maj. L, Min T Adj. Imp Factor.					0.83		0.73	
Cap. Adj. factor due to Impeding mvmnt					0.79		0.71	
Movement Capacity					2		1	

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows					2326		2338	
Potential Capacity					66		71	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.87		0.89	
Movement Capacity					57		63	
Probability of Queue free St.					0.95		1.00	

---

Part 2 - Second Stage		
Conflicting Flows	2370	2344
Potential Capacity	63	70
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.89	0.87
Movement Capacity	56	61

---

Part 3 - Single Stage		
Conflicting Flows	4696	4682
Potential Capacity	1	1
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.78	0.78
Movement Capacity	1	1

---

Result for 2 stage process:		
a	0.91	0.91
y	1.81	1.59
C t	19	23
Probability of Queue free St.	0.84	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	2326	2338
Potential Capacity	36	38
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.87	0.89
Movement Capacity	31	34

---

Part 2 - Second Stage		
Conflicting Flows	1190	1188
Potential Capacity	193	203
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.85	0.80
Movement Capacity	165	163

---

Part 3 - Single Stage		
Conflicting Flows	3516	3526
Potential Capacity	2	2
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.78	0.65
Maj. L, Min T Adj. Imp Factor.	0.83	0.73
Cap. Adj. factor due to Impeding mvmnt	0.79	0.71
Movement Capacity	2	1

---

Results for Two-stage process:		
a	0.91	0.91
y	0.21	0.23
C t	24	25

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	33	3	6	3	0	10
Movement Capacity (vph)	24	19	236	25	23	244
Shared Lane Capacity (vph)		27			81	

---

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	24	19	236	25	23	244
Volume	33	3	6	3	0	10
Delay						
Q sep						
Q sep +1 round (Qsep +1)						
n max						
C sh		27			81	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	24	21		42			13	
C(m) (vph)	186	192		27			81	
v/c	0.13	0.11		1.56			0.16	
95% queue length	0.44	0.36		5.02			0.54	
Control Delay	27.2	26.0		593.4			57.8	
LOS	D	D		F			F	
Approach Delay				593.4			57.8	
Approach LOS				F			F	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.87	0.89
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	27.2	26.0
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

## TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R

Volume	72	2320	32	18	2015	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	75	2442	33	18	2121	0
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R

Volume	23	0	7	7	0	6
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	24	0	7	7	0	6
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/ No		
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

## Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12

Lane Config	L	L	LTR			LTR			
v (vph)	75	18	31			13			
C(m) (vph)	227	162	18			46			
v/c	0.33	0.11	1.72			0.28			
95% queue length	1.38	0.37	4.32			0.96			
Control Delay	28.5	30.0	793.4			111.6			
LOS	D	D	F			F			
Approach Delay				793.4			111.6		
Approach LOS				F			F		



HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL (TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	72	2320	32	18	2015	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	19	611	8	5	530	0
Hourly Flow Rate, HFR	75	2442	33	18	2121	0
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	23	0	7	7	0	6
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	6	0	2	2	0	2
Hourly Flow Rate, HFR	24	0	7	7	0	6
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage	No		/		No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

Movement 2                      Movement 5

Shared ln volume, major th vehicles:  
 Shared ln volume, major rt vehicles:  
 Sat flow rate, major th vehicles:  
 Sat flow rate, major rt vehicles:  
 Number of major street through lanes:

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.5	6.5	6.2	7.5	6.5	6.2
2-stage	4.3	4.3	6.5	5.5	6.2	6.5	5.5	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	0	0	0	0	0	0
t(f)	2.3	2.3	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
V prog	V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
--	-----------------------------	-------------------------------------	-----------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

---

V c,x	2121	2475	3688	4749	1221	3528	4782	1060
s								
Px								
V c,u,x								

---

C r,x  
 C plat,x

---

Two-Stage Process

	7	8	10	11
--	---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	2592	1096	2592	2157	2157	1371	2157	2625
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					1221		1060	
Potential Capacity					221		275	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					221		275	
Probability of Queue free St.					0.97		0.98	
Step 2: LT from Major St.					4		1	
Conflicting Flows					2475		2121	
Potential Capacity					162		227	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					162		227	
Probability of Queue free St.					0.89		0.67	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows					4749		4782	
Potential Capacity					1		1	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.60		0.60	
Movement Capacity					1		1	
Probability of Queue free St.					1.00		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					3688		3528	
Potential Capacity					2		2	
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor					0.60		0.60	
Maj. L, Min T Adj. Imp Factor.					0.68		0.68	
Cap. Adj. factor due to Impeding mvmnt					0.67		0.66	
Movement Capacity					1		1	

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows					2592		2157	
Potential Capacity					52		88	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.67		0.89	
Movement Capacity					35		78	
Probability of Queue free St.					1.00		1.00	

---

Part 2 - Second Stage		
Conflicting Flows	2157	2625
Potential Capacity	88	50
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.89	0.67
Movement Capacity	78	33

---

Part 3 - Single Stage		
Conflicting Flows	4749	4782
Potential Capacity	1	1
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.60	0.60
Movement Capacity	1	1

---

Result for 2 stage process:		
a	0.91	0.91
y	17.00	5.50
C t	3	12
Probability of Queue free St.	1.00	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	2592	2157
Potential Capacity	26	50
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.67	0.89
Movement Capacity	17	44

---

Part 2 - Second Stage		
Conflicting Flows	1096	1371
Potential Capacity	231	157
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.87	0.65
Movement Capacity	201	102

---

Part 3 - Single Stage		
Conflicting Flows	3688	3528
Potential Capacity	2	2
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.60	0.60
Maj. L, Min T Adj. Imp Factor.	0.68	0.68
Cap. Adj. factor due to Impeding mvmnt	0.67	0.66
Movement Capacity	1	1

---

Results for Two-stage process:		
a	0.91	0.91
y	0.13	0.52
C t	14	27

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	24	0	7	7	0	6
Movement Capacity (vph)	14	3	221	27	12	275
Shared Lane Capacity (vph)		18			46	

---

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	14	3	221	27	12	275
Volume	24	0	7	7	0	6
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		18			46	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	75	18		31			13	
C(m) (vph)	227	162		18			46	
v/c	0.33	0.11		1.72			0.28	
95% queue length	1.38	0.37		4.32			0.96	
Control Delay	28.5	30.0		793.4			111.6	
LOS	D	D		F			F	
Approach Delay				793.4			111.6	
Approach LOS				F			F	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.67	0.89
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	28.5	30.0
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

12/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	1724	271	232	2311	241	252	35	137	207	225	219
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	171.2	171.2	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	40	1815	285	244	2433	254	265	37	144	218	237	231
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	11	11	11	0	0	0
Cap, veh/h	50	1524	682	156	1760	788	155	110	426	380	316	308
Arrive On Green	0.03	0.46	0.46	0.09	0.53	0.53	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1645	3282	1468	1675	3343	1495	847	307	1194	1222	885	863
Grp Volume(v), veh/h	40	1815	285	244	2433	254	265	0	181	218	0	468
Grp Sat Flow(s), veh/h/ln	1645	1641	1468	1675	1671	1495	847	0	1501	1222	0	1748
Q Serve(g_s), s	3.4	65.0	18.1	13.0	73.7	13.6	17.1	0.0	12.3	22.2	0.0	32.9
Cycle Q Clear(g_c), s	3.4	65.0	18.1	13.0	73.7	13.6	50.0	0.0	12.3	34.6	0.0	32.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.49
Lane Grp Cap(c), veh/h	50	1524	682	156	1760	788	155	0	536	380	0	624
V/C Ratio(X)	0.80	1.19	0.42	1.57	1.38	0.32	1.71	0.00	0.34	0.57	0.00	0.75
Avail Cap(c_a), veh/h	106	1524	682	156	1760	788	155	0	536	380	0	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.4	37.5	24.9	63.5	33.1	18.9	64.3	0.0	32.9	45.5	0.0	39.5
Incr Delay (d2), s/veh	44.0	92.9	1.9	284.4	175.6	1.1	346.5	0.0	1.7	6.2	0.0	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.2	49.1	7.6	18.3	76.7	5.8	20.9	0.0	5.4	8.2	0.0	17.3
LnGrp Delay(d),s/veh	111.4	130.4	26.8	347.9	208.7	20.0	410.8	0.0	34.6	51.7	0.0	47.6
LnGrp LOS	F	F	C	F	F	B	F		C	D		D
Approach Vol, veh/h		2140			2931			446				686
Approach Delay, s/veh		116.2			204.0			258.1				48.9
Approach LOS		F			F			F				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	77.7		54.0	17.0	69.0		54.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	9.0	69.0		50.0	13.0	65.0		50.0				
Max Q Clear Time (g_c+I1), s	5.4	75.7		52.0	15.0	67.0		36.6				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		8.7				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			160.4									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

12/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1876	277	377	2019	139	142	64	185	173	64	75
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	182.7	182.7	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	84	1975	292	397	2125	146	149	67	195	182	67	79
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	4	4	4	2	2	2
Cap. veh/h	77	1619	724	313	2117	947	253	99	288	151	187	221
Arrive On Green	0.05	0.49	0.49	0.19	0.63	0.63	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1645	3282	1468	1675	3343	1495	1213	413	1202	1113	780	920
Grp Volume(v), veh/h	84	1975	292	397	2125	146	149	0	262	182	0	146
Grp Sat Flow(s), veh/h/ln	1645	1641	1468	1675	1671	1495	1213	0	1615	1113	0	1700
Q Serve(g_s), s	7.0	74.0	18.9	28.0	95.0	6.0	17.5	0.0	22.1	13.9	0.0	10.7
Cycle Q Clear(g_c), s	7.0	74.0	18.9	28.0	95.0	6.0	28.2	0.0	22.1	36.0	0.0	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.74	1.00		0.54
Lane Grp Cap(c), veh/h	77	1619	724	313	2117	947	253	0	388	151	0	408
V/C Ratio(X)	1.09	1.22	0.40	1.27	1.00	0.15	0.59	0.00	0.68	1.20	0.00	0.36
Avail Cap(c_a), veh/h	77	1619	724	313	2117	947	253	0	388	151	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.5	38.0	24.0	61.0	27.5	11.2	59.1	0.0	51.7	70.2	0.0	47.4
Incr Delay (d2), s/veh	130.7	104.8	1.7	144.0	20.5	0.3	9.7	0.0	9.1	138.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	57.1	8.0	25.5	49.5	2.5	6.6	0.0	10.8	12.1	0.0	5.3
LnGrp Delay(d),s/veh	202.7	142.8	25.7	205.0	48.0	11.5	68.8	0.0	60.8	208.3	0.0	49.8
LnGrp LOS	F	F	C	F	F	B	E		E	F		D
Approach Vol, veh/h		2351			2668			411				328
Approach Delay, s/veh		130.4			69.3			63.7				137.7
Approach LOS		F			E			E				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	99.0		40.0	32.0	78.0		40.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	95.0		36.0	28.0	74.0		36.0				
Max Q Clear Time (g_c+I1), s	9.0	97.0		30.2	30.0	76.0		38.0				
Green Ext Time (p_c), s	0.0	0.0		3.0	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			97.8									
HCM 2010 LOS			F									



TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		0	2456	79	79	2967	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		0	2585	83	83	3123	
Percent Heavy Vehicles		8	--	--	8	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No					
Lanes		1	2	1	1	2	
Configuration		L	T	R	L	T	
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		245		219			
Peak Hour Factor, PHF		0.95		0.95			
Hourly Flow Rate, HFR		257		230			
Percent Heavy Vehicles		8		8			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage					/ /		
Lanes		1		1			
Configuration		L		R			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7 L	8 R	9 R	10 L	11 T	12 R
Lane Config	L	L	L		R			
v (vph)	0	83	257		230			
C(m) (vph)	90	139	20		188			
v/c	0.00	0.60	12.85		1.22			
95% queue length	0.00	3.09	32.58		12.28			
Control Delay	45.0	63.4	5706		188.7			
LOS	E	F	F		F			
Approach Delay				3100				
Approach LOS				F				

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

----- TWO-WAY STOP CONTROL (TWSC) ANALYSIS -----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW Study period (hrs): 0.25

----- Vehicle Volumes and Adjustments -----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	2456	79	79	2967	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	
Peak-15 Minute Volume	0	646	21	21	781	
Hourly Flow Rate, HFR	0	2585	83	83	3123	
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No					
Lanes	1	2	1	1	2	
Configuration	L	T	R	L	T	
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	245		219			
Peak Hour Factor, PHF	0.95		0.95			
Peak-15 Minute Volume	64		58			
Hourly Flow Rate, HFR	257		230			
Percent Heavy Vehicles	8		8			
Percent Grade (%)	0				0	
Flared Approach: Exists?/Storage			/		/	
RT Channelized?	No					
Lanes	1	1				
Configuration	L	R				

----- Pedestrian Volumes and Adjustments -----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5		6.2			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	8	8	8		8			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.70		0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.0		6.4			
2-stage	4.3	4.3	6.0		6.4			

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50		3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	8	8	8		8			
t(f)	2.3	2.3	3.6		3.4			

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
--	-----------------------------	-------------------------------------	-----------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

---

V c, x	3123	2668	4312		1292			
--------	------	------	------	--	------	--	--	--

---

s  
 Px  
 V c, u, x

---

C r, x  
 C plat, x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	2585	1727						
s		3000						
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					1292			
Potential Capacity					188			
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					188			
Probability of Queue free St.					0.00		1.00	
Step 2: LT from Major St.					4		1	
Conflicting Flows					2668		3123	
Potential Capacity					139		90	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					139		90	
Probability of Queue free St.					0.40		1.00	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows								
Potential Capacity								
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.40		0.40	
Movement Capacity								
Probability of Queue free St.					1.00		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					4312			
Potential Capacity					1			
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor							0.40	
Maj. L, Min T Adj. Imp Factor.							0.52	
Cap. Adj. factor due to Impeding mvmnt					0.40		0.00	
Movement Capacity					0			

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows								
Potential Capacity					53		22	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					1.00		0.40	
Movement Capacity					53		9	
Probability of Queue free St.					1.00		1.00	

---

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity	22	48
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.40	1.00
Movement Capacity	9	48

---

Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.40	0.40
Movement Capacity		

---

Result for 2 stage process:		
a	0.91	0.91
y		
C t		
Probability of Queue free St.	1.00	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	2585	
Potential Capacity	39	17
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	1.00	0.40
Movement Capacity	39	7

---

Part 2 - Second Stage		
Conflicting Flows	1727	
Potential Capacity	121	225
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.40	0.00
Movement Capacity	49	0

---

Part 3 - Single Stage		
Conflicting Flows	4312	
Potential Capacity	1	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.40
Maj. L, Min T Adj. Imp Factor.		0.52
Cap. Adj. factor due to Impeding mvmnt	0.40	0.00
Movement Capacity	0	

---

Results for Two-stage process:		
a	0.91	0.91
y	0.80	
C t	20	

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	257		230			
Movement Capacity (vph)	20		188			
Shared Lane Capacity (vph)						

---

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	20		188			
Volume	257		230			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		R			
v (vph)	0	83	257		230			
C(m) (vph)	90	139	20		188			
v/c	0.00	0.60	12.85		1.22			
95% queue length	0.00	3.09	32.58		12.28			
Control Delay	45.0	63.4	5706		188.7			
LOS	E	F	F		F			
Approach Delay				3100				
Approach LOS				F				

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.40
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	45.0	63.4
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		





HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL (TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	10	2716	58	97	2676	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	
Peak-15 Minute Volume	3	715	15	26	704	
Hourly Flow Rate, HFR	10	2858	61	102	2816	
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No					
Lanes	1	2	1	1	2	
Configuration	L	T	R	L	T	
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	406		225			
Peak Hour Factor, PHF	0.95		0.95			
Peak-15 Minute Volume	107		59			
Hourly Flow Rate, HFR	427		236			
Percent Heavy Vehicles	6		6			
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage				/		/
RT Channelized?	No					
Lanes	1		1			
Configuration	L		R			

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5		6.2			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	8	8	6		6			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.70		0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	6.9		6.3			
2-stage	4.3	4.3	5.9		6.3			

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50		3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	8	8	6		6			
t(f)	2.3	2.3	3.6		3.4			

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
--	-----------------------------	-------------------------------------	--------------------------------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

---

V c, x	2816	2919	4490		1429			
s								
Px								
V c, u, x								

---

C r, x  
 C plat, x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	2878	1612						
s		3000						
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					1429			
Potential Capacity					158			
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					158			
Probability of Queue free St.					0.00		1.00	
Step 2: LT from Major St.					4		1	
Conflicting Flows					2919		2816	
Potential Capacity					110		121	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					110		121	
Probability of Queue free St.					0.07		0.92	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows								
Potential Capacity								
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.07		0.07	
Movement Capacity								
Probability of Queue free St.					1.00		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					4490			
Potential Capacity					1			
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor							0.07	
Maj. L, Min T Adj. Imp Factor.							0.18	
Cap. Adj. factor due to Impeding mvmnt					0.07		0.00	
Movement Capacity					0			

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows								
Potential Capacity					37		31	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.92		0.07	
Movement Capacity					34		2	
Probability of Queue free St.					1.00		1.00	

---

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity	31	34
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.07	0.92
Movement Capacity	2	31

---

Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.07	0.07
Movement Capacity		

---

Result for 2 stage process:		
a	0.91	0.91
y		
C t		
Probability of Queue free St.	1.00	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	2878	
Potential Capacity	27	25
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.07
Movement Capacity	25	2

---

Part 2 - Second Stage		
Conflicting Flows	1612	
Potential Capacity	143	186
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.07	0.00
Movement Capacity	10	0

---

Part 3 - Single Stage		
Conflicting Flows	4490	
Potential Capacity	1	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.07
Maj. L, Min T Adj. Imp Factor.		0.18
Cap. Adj. factor due to Impeding mvmnt	0.07	0.00
Movement Capacity	0	

---

Results for Two-stage process:		
a	0.91	0.91
y	0.00	
C t	0	

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	427		236			
Movement Capacity (vph)	0		158			
Shared Lane Capacity (vph)						

---

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	0		158			
Volume	427		236			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		R			
v (vph)	10	102	427		236			
C(m) (vph)	121	110	0		158			
v/c	0.08	0.93			1.49			
95% queue length	0.27	5.70			15.47			
Control Delay	37.4	139.4			305.2			
LOS	E	F	F		F			
Approach Delay								
Approach LOS								

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.92	0.07
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	37.4	139.4
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

1/5/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	59	656	33	1501	900	23	35	68	950	473	448	60
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	190.0	172.7	172.7	172.7	165.2	165.2	165.2	184.5	184.5	190.0
Adj Flow Rate, veh/h	62	691	35	1580	947	24	37	72	1000	498	472	63
Adj No. of Lanes	1	3	0	3	2	1	1	1	2	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	15	15	15	3	3	3
Cap, veh/h	78	746	38	1574	1503	673	103	219	1165	511	542	72
Arrive On Green	0.05	0.16	0.16	0.34	0.46	0.46	0.13	0.13	0.13	0.15	0.34	0.34
Sat Flow, veh/h	1645	4598	232	4639	3282	1468	768	1652	2472	3408	1594	213
Grp Volume(v), veh/h	62	472	254	1580	947	24	37	72	1000	498	0	535
Grp Sat Flow(s),veh/h/ln	1645	1572	1686	1546	1641	1468	768	1652	1236	1704	0	1807
Q Serve(g_s), s	4.9	19.2	19.4	44.1	28.6	1.2	6.2	5.1	17.2	18.9	0.0	36.1
Cycle Q Clear(g_c), s	4.9	19.2	19.4	44.1	28.6	1.2	15.3	5.1	17.2	18.9	0.0	36.1
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	78	510	274	1574	1503	673	103	219	1165	511	0	614
V/C Ratio(X)	0.80	0.92	0.93	1.00	0.63	0.04	0.36	0.33	0.86	0.97	0.00	0.87
Avail Cap(c_a), veh/h	134	510	274	1574	1503	673	103	219	1165	511	0	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.3	53.7	53.7	43.0	26.8	19.4	60.0	51.2	10.2	55.0	0.0	40.2
Incr Delay (d2), s/veh	16.6	24.9	39.0	23.7	2.0	0.1	2.1	0.9	6.6	33.1	0.0	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	10.1	12.0	22.2	13.3	0.5	1.4	2.4	13.7	11.3	0.0	20.2
LnGrp Delay(d),s/veh	77.9	78.5	92.7	66.6	28.8	19.5	62.1	52.0	16.8	88.1	0.0	53.1
LnGrp LOS	E	E	F	F	C	B	E	D	B	F		D
Approach Vol, veh/h		788			2551			1109				1033
Approach Delay, s/veh		83.1			52.1			20.6				70.0
Approach LOS		F			D			C				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	66.2	27.0	24.7	50.7	27.6		51.7				
Change Period (Y+Rc), s	6.0	6.6	7.5	7.5	6.6	*6.5		7.5				
Max Green Setting (Gmax), s	10.6	55.1	19.5	17.2	44.1	*21.1		44.2				
Max Q Clear Time (g_c+I1), s	6.9	30.6	20.9	19.2	46.1	21.4		38.1				
Green Ext Time (p_c), s	0.0	17.2	0.0	0.0	0.0	0.0		4.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			53.6									
HCM 2010 LOS			D									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

1/5/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	27	755	29	1539	616	51	18	223	1117	306	148	11
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	190.0	172.7	172.7	172.7	181.0	181.0	181.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	28	795	31	1620	648	54	19	235	1176	322	156	12
Adj No. of Lanes	1	3	0	3	2	1	1	1	2	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	5	5	5	2	2	2
Cap, veh/h	42	897	35	1562	1667	746	224	252	1288	336	511	39
Arrive On Green	0.03	0.19	0.19	0.34	0.51	0.51	0.14	0.14	0.14	0.10	0.30	0.30
Sat Flow, veh/h	1645	4658	181	4639	3282	1468	1178	1810	2707	3442	1708	131
Grp Volume(v), veh/h	28	536	290	1620	648	54	19	235	1176	322	0	168
Grp Sat Flow(s),veh/h/ln	1645	1572	1695	1546	1641	1468	1178	1810	1354	1721	0	1840
Q Serve(g_s), s	2.0	19.9	20.0	40.4	14.5	2.3	1.7	15.4	14.7	11.2	0.0	8.5
Cycle Q Clear(g_c), s	2.0	19.9	20.0	40.4	14.5	2.3	1.7	15.4	14.7	11.2	0.0	8.5
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	42	605	326	1562	1667	746	224	252	1288	336	0	550
V/C Ratio(X)	0.67	0.89	0.89	1.04	0.39	0.07	0.08	0.93	0.91	0.96	0.00	0.31
Avail Cap(c_a), veh/h	82	605	326	1562	1667	746	224	252	1288	336	0	550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.0	47.2	47.2	39.8	18.1	15.1	45.2	51.1	9.2	53.9	0.0	32.4
Incr Delay (d2), s/veh	17.2	17.3	28.2	33.1	0.7	0.2	0.2	38.9	10.1	38.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	10.1	11.9	22.0	6.7	1.0	0.6	10.4	10.1	7.1	0.0	4.3
LnGrp Delay(d),s/veh	75.2	64.4	75.4	72.9	18.8	15.3	45.4	90.0	19.2	92.3	0.0	32.7
LnGrp LOS	E	E	E	F	B	B	D	F	B	F		C
Approach Vol, veh/h		854			2322			1430				490
Approach Delay, s/veh		68.5			56.4			31.2				71.9
Approach LOS		E			E			C				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	67.6	19.2	24.2	47.0	29.6		43.4				
Change Period (Y+Rc), s	6.0	6.6	7.5	7.5	6.6	*6.5		7.5				
Max Green Setting (Gmax), s	6.0	58.0	11.7	16.7	40.4	*23.1		35.9				
Max Q Clear Time (g_c+I1), s	4.0	16.5	13.2	17.4	42.4	22.0		10.5				
Green Ext Time (p_c), s	0.0	19.4	0.0	0.0	0.0	0.7		8.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			52.9									
HCM 2010 LOS			D									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street:  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		23	1443	18	20	1455	31
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		24	1518	18	21	1531	32
Percent Heavy Vehicles		10	--	--	10	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No			No		
Lanes		1	2	1	1	2	1
Configuration		L	T	R	L	T	R
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		32	3	6	3	0	10
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		33	3	6	3	0	10
Percent Heavy Vehicles		6	6	6	0	0	0
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		1	1	0	0	1	0
Configuration		L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7 L	8	9 TR	10	11 LTR	12
v (vph)	24	21	33		9		13	
C(m) (vph)	383	392	63		125		185	
v/c	0.06	0.05	0.52		0.07		0.07	
95% queue length	0.20	0.17	2.11		0.23		0.22	
Control Delay	15.0+	14.7	113.0		36.0		25.9	
LOS	C	B	F		E		D	
Approach Delay				96.5			25.9	
Approach LOS				F			D	

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL(TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street:  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	23	1443	18	20	1455	31
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	6	380	5	5	383	8
Hourly Flow Rate, HFR	24	1518	18	21	1531	32
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	32	3	6	3	0	10
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	8	1	2	1	0	3
Hourly Flow Rate, HFR	33	3	6	3	0	10
Percent Heavy Vehicles	6	6	6	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage	No		/		No /	
RT Channelized?						
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
--	------------	------------

Shared ln volume, major th vehicles:  
 Shared ln volume, major rt vehicles:  
 Sat flow rate, major th vehicles:  
 Sat flow rate, major rt vehicles:  
 Number of major street through lanes:

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	6	6	6	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.6	6.6	6.3	7.5	6.5	6.2
2-stage	4.3	4.3	7.1*	6.1*	6.3	7.0*	6.0*	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	6	6	6	0	0	0
t(f)	2.3	2.3	3.6	4.1	3.4	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha  
 beta  
 Travel time, t(a) (sec)  
 Smoothing Factor, F  
 Proportion of conflicting flow, f  
 Max platooned flow, V(c,max)  
 Min platooned flow, V(c,min)  
 Duration of blocked period, t(p)  
 Proportion time blocked, p

	0.000	0.000
--	-------	-------

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
--	-----------------------------	-------------------------------------	-----------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	1563	1536	2373	3171	759	2381	3157	766
s								
Px								
V c,u,x								

---

C r,x  
 C plat,x

---

Two-Stage Process	7	8	10	11
-------------------	---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1566	807	1566	1605	1573	808	1573	1584
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9			12
Conflicting Flows					759			766
Potential Capacity					395			406
Pedestrian Impedance Factor					1.00			1.00
Movement Capacity					395			406
Probability of Queue free St.					0.98			0.98
Step 2: LT from Major St.					4			1
Conflicting Flows					1536			1563
Potential Capacity					392			383
Pedestrian Impedance Factor					1.00			1.00
Movement Capacity					392			383
Probability of Queue free St.					0.95			0.94
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8			11
Conflicting Flows					3171			3157
Potential Capacity					10			11
Pedestrian Impedance Factor					1.00			1.00
Cap. Adj. factor due to Impeding mvmnt					0.89			0.89
Movement Capacity					9			10
Probability of Queue free St.					0.94			1.00
Step 4: LT from Minor St.					7			10
Conflicting Flows					2373			2381
Potential Capacity					17			19
Pedestrian Impedance Factor					1.00			1.00
Maj. L, Min T Impedance factor					0.89			0.84
Maj. L, Min T Adj. Imp Factor.					0.91			0.87
Cap. Adj. factor due to Impeding mvmnt					0.89			0.86
Movement Capacity					15			16

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8			11
Part 1 - First Stage								
Conflicting Flows					1566			1573
Potential Capacity					133			138
Pedestrian Impedance Factor					1.00			1.00
Cap. Adj. factor due to Impeding mvmnt					0.94			0.95
Movement Capacity					125			131
Probability of Queue free St.					0.98			1.00

---

Part 2 - Second Stage		
Conflicting Flows	1605	1584
Potential Capacity	126	137
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	0.94
Movement Capacity	119	128

---

Part 3 - Single Stage		
Conflicting Flows	3171	3157
Potential Capacity	10	11
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.89	0.89
Movement Capacity	9	10

---

Result for 2 stage process:		
a	0.91	0.91
Y	1.35	1.25
C t	53	58
Probability of Queue free St.	0.94	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	1566	1573
Potential Capacity	91	94
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.94	0.95
Movement Capacity	85	89

---

Part 2 - Second Stage		
Conflicting Flows	807	808
Potential Capacity	299	309
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.90
Movement Capacity	276	278

---

Part 3 - Single Stage		
Conflicting Flows	2373	2381
Potential Capacity	17	19
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.89	0.84
Maj. L, Min T Adj. Imp Factor.	0.91	0.87
Cap. Adj. factor due to Impeding mvmnt	0.89	0.86
Movement Capacity	15	16

---

Results for Two-stage process:		
a	0.91	0.91
Y	0.30	0.30
C t	63	66

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	33	3	6	3	0	10
Movement Capacity (vph)	63	53	395	66	58	406
Shared Lane Capacity (vph)			125		185	

---

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	63	53	395	66	58	406
Volume	33	3	6	3	0	10
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh			125		185	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		TR		LTR	
v (vph)	24	21	33		9		13	
C(m) (vph)	383	392	63		125		185	
v/c	0.06	0.05	0.52		0.07		0.07	
95% queue length	0.20	0.17	2.11		0.23		0.22	
Control Delay	15.0+	14.7	113.0		36.0		25.9	
LOS	C	B	F		E		D	
Approach Delay				96.5			25.9	
Approach LOS				F			D	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.94	0.95
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	15.0+	14.7
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		72	1547	32	18	1343	0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		75	1628	33	18	1413	0
Percent Heavy Vehicles		10	--	--	10	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No			No		
Lanes		1	2	1	1	2	1
Configuration		L	T	R	L	T	R
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		23	0	7	7	0	6
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		24	0	7	7	0	6
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		1	1	0	0	1	0
Configuration		L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7 L	8	9 TR	10	11 LTR	12
v (vph)	75	18	24		7		13	
C(m) (vph)	440	349	45		381		111	
v/c	0.17	0.05	0.53		0.02		0.12	
95% queue length	0.61	0.16	1.96		0.06		0.39	
Control Delay	14.9	15.9	153.9		14.6		41.7	
LOS	B	C	F		B		E	
Approach Delay				122.4			41.7	
Approach LOS				F			E	



HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL (TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Design Year 2040 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	72	1547	32	18	1343	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	19	407	8	5	353	0
Hourly Flow Rate, HFR	75	1628	33	18	1413	0
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	23	0	7	7	0	6
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	6	0	2	2	0	2
Hourly Flow Rate, HFR	24	0	7	7	0	6
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage	No		/		No /	
RT Channelized?						
Lanes	1	1	0	0	1	0
Configuration	L	TR	LTR			

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.5	6.5	6.2	7.5	6.5	6.2
2-stage	4.3	4.3	7.0*	6.0*	6.2	7.0*	6.0*	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	0	0	0	0	0	0
t(f)	2.3	2.3	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

V prog	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

---

Computation 3-Platoon Event Periods Result

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1)	(2)	(3)
	Single-stage Process	Two-Stage Process Stage I	Two-Stage Process Stage II

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
V c, x	1413	1661	2520	3227	814	2413	3260	706
s								
Px								
V c, u, x								

---

C r, x  
 C plat, x

---

Two-Stage Process

7 8 10 11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1778	742	1778	1449	1449	964	1449	1811
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

### Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9			12
Conflicting Flows					814			706
Potential Capacity					381			439
Pedestrian Impedance Factor					1.00			1.00
Movement Capacity					381			439
Probability of Queue free St.					0.98			0.99
Step 2: LT from Major St.					4			1
Conflicting Flows					1661			1413
Potential Capacity					349			440
Pedestrian Impedance Factor					1.00			1.00
Movement Capacity					349			440
Probability of Queue free St.					0.95			0.83
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8			11
Conflicting Flows					3227			3260
Potential Capacity					10			9
Pedestrian Impedance Factor					1.00			1.00
Cap. Adj. factor due to Impeding mvmnt					0.79			0.79
Movement Capacity					8			7
Probability of Queue free St.					1.00			1.00
Step 4: LT from Minor St.					7			10
Conflicting Flows					2520			2413
Potential Capacity					14			17
Pedestrian Impedance Factor					1.00			1.00
Maj. L, Min T Impedance factor					0.79			0.79
Maj. L, Min T Adj. Imp Factor.					0.84			0.84
Cap. Adj. factor due to Impeding mvmnt					0.82			0.82
Movement Capacity					12			14

### Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8			11
Part 1 - First Stage								
Conflicting Flows					1778			1449
Potential Capacity					107			162
Pedestrian Impedance Factor					1.00			1.00
Cap. Adj. factor due to Impeding mvmnt					0.83			0.95
Movement Capacity					89			154
Probability of Queue free St.					1.00			1.00

---

Part 2 - Second Stage		
Conflicting Flows	1449	1811
Potential Capacity	162	102
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	0.83
Movement Capacity	154	85

---

Part 3 - Single Stage		
Conflicting Flows	3227	3260
Potential Capacity	10	9
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.79	0.79
Movement Capacity	8	7

---

Result for 2 stage process:		
a	0.91	0.91
Y	1.14	2.45
C t	42	45
Probability of Queue free St.	1.00	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	1778	1449
Potential Capacity	68	115
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.83	0.95
Movement Capacity	56	109

---

Part 2 - Second Stage		
Conflicting Flows	742	964
Potential Capacity	341	243
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.94	0.81
Movement Capacity	319	198

---

Part 3 - Single Stage		
Conflicting Flows	2520	2413
Potential Capacity	14	17
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.79	0.79
Maj. L, Min T Adj. Imp Factor.	0.84	0.84
Cap. Adj. factor due to Impeding mvmnt	0.82	0.82
Movement Capacity	12	14

---

Results for Two-stage process:		
a	0.91	0.91
Y	0.19	0.57
C t	45	68

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	24	0	7	7	0	6
Movement Capacity (vph)	45	42	381	68	45	439
Shared Lane Capacity (vph)			381		111	

---

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	45	42	381	68	45	439
Volume	24	0	7	7	0	6
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh			381		111	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

























Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		TR		LTR	
v (vph)	75	18	24		7		13	
C(m) (vph)	440	349	45		381		111	
v/c	0.17	0.05	0.53		0.02		0.12	
95% queue length	0.61	0.16	1.96		0.06		0.39	
Control Delay	14.9	15.9	153.9		14.6		41.7	
LOS	B	C	F		B		E	
Approach Delay				122.4			41.7	
Approach LOS				F			E	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.83	0.95
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	14.9	15.9
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

1/5/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	1724	271	232	2311	241	252	35	137	207	225	219
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus. Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	171.2	171.2	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	40	1815	285	244	2433	254	265	37	144	218	237	231
Adj No. of Lanes	1	3	1	2	3	1	2	1	0	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	11	11	11	0	0	0
Cap, veh/h	50	2282	855	296	2616	931	311	68	266	274	384	375
Arrive On Green	0.03	0.48	0.48	0.09	0.54	0.54	0.10	0.22	0.22	0.08	0.20	0.20
Sat Flow, veh/h	1645	4715	1468	3250	4803	1495	3163	307	1194	3510	1900	1615
Grp Volume(v), veh/h	40	1815	285	244	2433	254	265	0	181	218	237	231
Grp Sat Flow(s), veh/h/ln	1645	1572	1468	1625	1601	1495	1581	0	1501	1755	1900	1615
Q Serve(g_s), s	3.1	41.5	12.9	9.5	60.1	9.9	10.6	0.0	13.7	7.8	14.6	16.5
Cycle Q Clear(g_c), s	3.1	41.5	12.9	9.5	60.1	9.9	10.6	0.0	13.7	7.8	14.6	16.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	50	2282	855	296	2616	931	311	0	334	274	384	375
V/C Ratio(X)	0.81	0.80	0.33	0.83	0.93	0.27	0.85	0.00	0.54	0.79	0.62	0.62
Avail Cap(c_a), veh/h	64	2282	855	324	2616	931	320	0	334	355	384	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.9	27.8	13.9	57.4	27.0	11.0	57.0	0.0	44.2	58.2	46.7	44.2
Incr Delay (d2), s/veh	54.9	3.0	1.0	17.4	7.4	0.7	19.0	0.0	6.2	9.1	7.2	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.2	18.6	5.4	5.0	28.2	4.2	5.5	0.0	6.3	4.2	8.5	8.1
LnGrp Delay(d),s/veh	116.9	30.8	15.0	74.8	34.4	11.7	76.0	0.0	50.4	67.3	53.9	51.5
LnGrp LOS	F	C	B	E	C	B	E		D	E	D	D
Approach Vol, veh/h		2140			2931			446			686	
Approach Delay, s/veh		30.3			35.8			65.6			57.4	
Approach LOS		C			D			E			E	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	74.0	14.0	32.6	15.7	66.2	16.6	30.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	5.0	70.0	13.0	26.0	12.8	62.2	13.0	26.0				
Max Q Clear Time (g_c+l1), s	5.1	62.1	9.8	15.7	11.5	43.5	12.6	18.5				
Green Ext Time (p_c), s	0.0	7.9	0.2	4.2	0.2	18.7	0.0	3.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			38.4									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

1/5/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	1876	277	377	2019	139	142	64	185	173	64	75
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	182.7	182.7	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	84	1975	292	397	2125	146	149	67	195	182	67	79
Adj No. of Lanes	1	3	1	2	3	1	2	1	0	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	4	4	4	2	2	2
Cap, veh/h	103	2281	796	445	2679	934	197	80	233	230	376	419
Arrive On Green	0.06	0.48	0.48	0.14	0.56	0.56	0.06	0.19	0.19	0.07	0.20	0.20
Sat Flow, veh/h	1645	4715	1468	3250	4803	1495	3375	413	1202	3442	1863	1583
Grp Volume(v), veh/h	84	1975	292	397	2125	146	149	0	262	182	67	79
Grp Sat Flow(s), veh/h/ln	1645	1572	1468	1625	1601	1495	1688	0	1615	1721	1863	1583
Q Serve(g_s), s	6.8	50.0	15.3	16.1	47.2	5.5	5.8	0.0	21.0	7.0	4.0	5.2
Cycle Q Clear(g_c), s	6.8	50.0	15.3	16.1	47.2	5.5	5.8	0.0	21.0	7.0	4.0	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	103	2281	796	445	2679	934	197	0	312	230	376	419
V/C Ratio(X)	0.81	0.87	0.37	0.89	0.79	0.16	0.75	0.00	0.84	0.79	0.18	0.19
Avail Cap(c_a), veh/h	122	2281	796	460	2679	934	226	0	312	231	376	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.2	30.8	17.6	57.0	23.6	10.5	62.3	0.0	52.2	61.8	44.4	38.2
Incr Delay (d2), s/veh	35.5	4.7	1.3	20.2	2.5	0.4	11.8	0.0	22.8	16.8	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	22.6	6.5	8.5	21.3	2.3	3.1	0.0	11.4	3.9	2.2	2.4
LnGrp Delay(d),s/veh	97.7	35.5	18.9	77.2	26.1	10.8	74.1	0.0	75.0	78.5	45.4	39.2
LnGrp LOS	F	D	B	E	C	B	E		E	E	D	D
Approach Vol, veh/h		2351			2668			411			328	
Approach Delay, s/veh		35.7			32.9			74.6			62.3	
Approach LOS		D			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	79.0	13.0	30.0	22.4	69.0	11.9	31.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	10.0	74.0	9.0	26.0	19.0	65.0	9.0	26.0				
Max Q Clear Time (g_c+I1), s	8.8	49.2	9.0	23.0	18.1	52.0	7.8	7.2				
Green Ext Time (p_c), s	0.0	24.8	0.0	1.0	0.3	13.0	0.0	3.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			38.7									
HCM 2010 LOS			D									



HCM 2010 Signalized Intersection Summary  
 14: Lockhart Rd/Frontage Road & SR 50

1/5/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	257	2199	79	79	2683	284	245	35	219	261	31	284
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	175.9	175.9	175.9	175.9	175.9	175.9	175.9	175.9	175.9	186.3	186.3	186.3
Adj Flow Rate, veh/h	271	2315	83	83	2824	299	258	37	231	275	33	299
Adj No. of Lanes	2	3	1	2	3	1	2	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	2	2	2
Cap, veh/h	282	2984	929	122	2748	995	302	200	226	321	212	317
Arrive On Green	0.09	0.62	0.62	0.04	0.57	0.57	0.09	0.11	0.11	0.09	0.11	0.11
Sat Flow, veh/h	3250	4803	1495	3250	4803	1495	3250	1759	1495	3442	1863	1583
Grp Volume(v), veh/h	271	2315	83	83	2824	299	258	37	231	275	33	299
Grp Sat Flow(s),veh/h/ln	1625	1601	1495	1625	1601	1495	1625	1759	1495	1721	1863	1583
Q Serve(g_s), s	12.4	52.4	3.3	3.8	85.1	12.4	11.6	2.8	16.9	11.7	2.4	16.9
Cycle Q Clear(g_c), s	12.4	52.4	3.3	3.8	85.1	12.4	11.6	2.8	16.9	11.7	2.4	16.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	2984	929	122	2748	995	302	200	226	321	212	317
V/C Ratio(X)	0.96	0.78	0.09	0.68	1.03	0.30	0.85	0.19	1.02	0.86	0.16	0.94
Avail Cap(c_a), veh/h	282	2984	929	153	2748	995	350	200	226	349	212	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.7	20.6	11.3	70.7	31.8	10.4	66.5	59.7	63.1	66.5	59.5	58.6
Incr Delay (d2), s/veh	43.0	1.3	0.0	8.4	24.8	0.2	16.4	0.4	65.7	17.7	0.3	35.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	23.3	1.4	1.8	43.7	5.2	5.9	1.4	13.4	6.4	1.2	15.2
LnGrp Delay(d),s/veh	110.7	21.9	11.3	79.1	56.6	10.6	82.8	60.1	129.0	84.2	59.8	94.1
LnGrp LOS	F	C	B	E	F	B	F	E	F	F	E	F
Approach Vol, veh/h		2669			3206			526			607	
Approach Delay, s/veh		30.6			52.9			101.5			87.7	
Approach LOS		C			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	90.1	18.9	21.9	10.6	97.4	18.8	21.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	12.9	85.1	15.1	16.9	7.0	91.0	16.0	16.0				
Max Q Clear Time (g_c+l1), s	14.4	87.1	13.7	18.9	5.8	54.4	13.6	18.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	36.3	0.2	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			51.1									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary  
 14: Lockhart Rd/Frontage Road & SR 50

1/5/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	267	2449	58	97	2392	284	406	35	225	261	31	284
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	175.9	175.9	175.9	175.9	186.3	179.2	186.3	179.2	186.3	186.3	186.3
Adj Flow Rate, veh/h	281	2578	61	102	2518	299	427	37	237	275	33	299
Adj No. of Lanes	2	3	1	2	3	1	2	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	8	8	8	8	2	6	2	6	2	2	2
Cap, veh/h	303	2793	870	148	2589	1001	427	268	289	321	202	311
Arrive On Green	0.09	0.58	0.58	0.05	0.54	0.54	0.13	0.14	0.14	0.09	0.11	0.11
Sat Flow, veh/h	3442	4803	1495	3250	4803	1583	3312	1863	1524	3442	1863	1583
Grp Volume(v), veh/h	281	2578	61	102	2518	299	427	37	237	275	33	299
Grp Sat Flow(s),veh/h/ln	1721	1601	1495	1625	1601	1583	1656	1863	1524	1721	1863	1583
Q Serve(g_s), s	12.0	71.5	2.6	4.6	74.9	12.6	19.0	2.6	21.2	11.6	2.4	16.0
Cycle Q Clear(g_c), s	12.0	71.5	2.6	4.6	74.9	12.6	19.0	2.6	21.2	11.6	2.4	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	2793	870	148	2589	1001	427	268	289	321	202	311
V/C Ratio(X)	0.93	0.92	0.07	0.69	0.97	0.30	1.00	0.14	0.82	0.86	0.16	0.96
Avail Cap(c_a), veh/h	303	2793	870	353	2669	1028	427	268	289	350	202	311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.8	27.9	13.5	69.4	32.9	12.3	64.3	55.1	57.4	65.9	59.7	58.7
Incr Delay (d2), s/veh	33.1	5.8	0.0	5.6	11.6	0.2	43.9	0.2	16.9	17.5	0.4	40.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	33.0	1.1	2.2	35.7	5.5	11.2	1.3	10.6	6.3	1.2	15.6
LnGrp Delay(d),s/veh	99.9	33.7	13.5	75.0	44.5	12.5	108.1	55.4	74.3	83.5	60.1	99.1
LnGrp LOS	F	C	B	E	D	B	F	E	E	F	E	F
Approach Vol, veh/h		2920			2919			701			607	
Approach Delay, s/veh		39.6			42.3			93.9			89.9	
Approach LOS		D			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	84.5	18.8	26.2	11.7	90.8	24.0	21.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	13.0	82.0	15.0	20.0	16.0	79.0	19.0	16.0				
Max Q Clear Time (g_c+l1), s	14.0	76.9	13.6	23.2	6.6	73.5	21.0	18.0				
Green Ext Time (p_c), s	0.0	2.6	0.1	0.0	0.2	5.5	0.0	0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			50.3									
HCM 2010 LOS			D									

## **Appendix K**

### **Interim Year 2030 Build Level of Service**

HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

1/13/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	48	500	27	1179	706	18	31	59	750	250	387	41
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	190.0	172.7	172.7	172.7	165.2	165.2	165.2	184.5	184.5	190.0
Adj Flow Rate, veh/h	51	526	28	1241	743	19	33	62	789	263	407	43
Adj No. of Lanes	1	3	0	3	2	1	1	1	2	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	15	15	15	3	3	3
Cap, veh/h	67	772	41	1377	1394	624	146	201	1035	337	502	53
Arrive On Green	0.04	0.17	0.17	0.30	0.42	0.42	0.12	0.12	0.12	0.10	0.31	0.31
Sat Flow, veh/h	1645	4586	243	4639	3282	1468	831	1652	2472	3408	1641	173
Grp Volume(v), veh/h	51	360	194	1241	743	19	33	62	789	263	0	450
Grp Sat Flow(s), veh/h/ln	1645	1572	1684	1546	1641	1468	831	1652	1236	1704	0	1814
Q Serve(g_s), s	2.7	9.4	9.5	22.6	14.8	0.7	3.4	3.0	10.7	6.6	0.0	20.1
Cycle Q Clear(g_c), s	2.7	9.4	9.5	22.6	14.8	0.7	7.3	3.0	10.7	6.6	0.0	20.1
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	67	529	284	1377	1394	624	146	201	1035	337	0	555
V/C Ratio(X)	0.77	0.68	0.69	0.90	0.53	0.03	0.23	0.31	0.76	0.78	0.00	0.81
Avail Cap(c_a), veh/h	137	529	284	1446	1394	624	146	201	1035	368	0	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.7	34.3	34.3	29.7	18.8	14.7	39.0	35.2	21.8	38.7	0.0	28.1
Incr Delay (d2), s/veh	16.5	6.9	12.7	7.9	1.5	0.1	0.8	0.9	3.4	9.5	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.6	5.4	10.7	7.0	0.3	0.8	1.4	8.6	3.6	0.0	11.3
LnGrp Delay(d),s/veh	58.2	41.2	47.0	37.5	20.3	14.8	39.7	36.1	25.2	48.2	0.0	36.6
LnGrp LOS	E	D	D	D	C	B	D	D	C	D		D
Approach Vol, veh/h		605			2003			884				713
Approach Delay, s/veh		44.5			30.9			26.5				40.8
Approach LOS		D			C			C				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	43.9	16.2	18.2	32.1	21.4		34.4				
Change Period (Y+Rc), s	6.0	6.6	7.5	7.5	6.6	5.999999		7.5				
Max Green Setting (Gmax), s	7.3	34.9	9.5	10.7	27.4	7.999999		27.7				
Max Q Clear Time (g_c+I1), s	4.7	16.8	8.6	12.7	24.6	11.5		22.1				
Green Ext Time (p_c), s	0.0	10.2	0.1	0.0	1.5	2.5		3.2				

Intersection Summary

HCM 2010 Ctrl Delay	33.6
HCM 2010 LOS	C

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

1/13/2015

<b>Movement</b>	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	22	582	24	1209	484	40	15	194	935	189	125	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	190.0	172.7	172.7	172.7	181.0	181.0	181.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	23	613	25	1273	509	42	16	204	984	199	132	8
Adj No. of Lanes	1	3	0	3	2	1	1	1	2	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	5	5	5	2	2	2
Cap, veh/h	40	899	37	1340	1503	672	248	251	1158	249	512	31
Arrive On Green	0.02	0.19	0.19	0.29	0.46	0.46	0.14	0.14	0.14	0.07	0.29	0.29
Sat Flow, veh/h	1645	4649	189	4639	3282	1468	1208	1810	2707	3442	1739	105
Grp Volume(v), veh/h	23	414	224	1273	509	42	16	204	984	199	0	140
Grp Sat Flow(s), veh/h/ln	1645	1572	1694	1546	1641	1468	1208	1810	1354	1721	0	1844
Q Serve(g_s), s	1.2	11.0	11.1	24.2	9.0	1.4	1.0	9.8	12.5	5.1	0.0	5.2
Cycle Q Clear(g_c), s	1.2	11.0	11.1	24.2	9.0	1.4	1.0	9.8	12.5	5.1	0.0	5.2
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	40	608	327	1340	1503	672	248	251	1158	249	0	543
V/C Ratio(X)	0.58	0.68	0.68	0.95	0.34	0.06	0.06	0.81	0.85	0.80	0.00	0.26
Avail Cap(c_a), veh/h	91	608	327	1340	1503	672	248	251	1158	249	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.4	33.7	33.8	31.4	15.7	13.6	33.8	37.6	23.1	41.1	0.0	24.2
Incr Delay (d2), s/veh	12.4	6.1	11.1	14.3	0.6	0.2	0.1	18.0	6.2	16.8	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.7	5.3	6.2	12.0	4.2	0.6	0.4	6.2	11.9	3.0	0.0	2.7
LnGrp Delay(d), s/veh	55.8	39.8	44.8	45.7	16.3	13.8	33.9	55.6	29.3	57.9	0.0	24.5
LnGrp LOS	E	D	D	D	B	B	C	E	C	E		C
Approach Vol, veh/h		661			1824			1204				339
Approach Delay, s/veh		42.1			36.8			33.8				44.1
Approach LOS		D			D			C				D
<b>Timer</b>	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	47.8	14.0	20.0	32.0	24.0		34.0				
Change Period (Y+Rc), s	6.0	6.6	7.5	7.5	6.6	5.999999		7.5				
Max Green Setting (Gmax), s	5.0	38.4	6.5	12.5	26.0	17.4		26.5				
Max Q Clear Time (g_c+l1), s	3.2	11.0	7.1	14.5	26.2	13.1		7.2				
Green Ext Time (p_c), s	0.0	11.3	0.0	0.0	0.0	3.0		6.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			37.4									
HCM 2010 LOS			D									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

## TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Interim Year 2030 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street:  
 Intersection Orientation: EW Study period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		18	1133	14	16	1159	24
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		18	1192	14	16	1220	25
Percent Heavy Vehicles		10	--	--	10	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No			No		
Lanes		1	2	1	1	2	1
Configuration		L	T	R	L	T	R
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		25	2	5	3	0	8
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		26	2	5	3	0	8
Percent Heavy Vehicles		6	6	6	0	0	0
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		1	1	0	0	1	0
Configuration		L		TR		LTR	

## Delay, Queue Length, and Level of Service

Approach Movement	EB 1 L	WB 4 L	Northbound			Southbound		
			7 L	8 R	9 TR	10 L	11 L	12 R
Lane Config	L	L	L		TR		LTR	
v (vph)	18	16	26		7		11	
C(m) (vph)	513	532	110		223		257	
v/c	0.04	0.03	0.24		0.03		0.04	
95% queue length	0.11	0.09	0.86		0.10		0.13	
Control Delay	12.3	12.0	47.6		21.7		19.6	
LOS	B	B	E		C		C	
Approach Delay				42.1			19.6	
Approach LOS				E			C	

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL(TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Interim Year 2030 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street:  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	18	1133	14	16	1159	24
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	5	298	4	4	305	6
Hourly Flow Rate, HFR	18	1192	14	16	1220	25
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	25	2	5	3	0	8
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	7	1	1	1	0	2
Hourly Flow Rate, HFR	26	2	5	3	0	8
Percent Heavy Vehicles	6	6	6	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/ No /		
RT Channelized?	No			No		
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared in volume, major th vehicles:		
Shared in volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	6	6	6	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.6	6.6	6.3	7.5	6.5	6.2
2-stage	4.3	4.3	7.1*	6.1*	6.3	7.0*	6.0*	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	6	6	6	0	0	0
t(f)	2.3	2.3	3.6	4.1	3.4	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
V prog	V(t)	V(l,prot)	V(t)	V(l,prot)

V prog



Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha  
 beta  
 Travel time, t(a) (sec)  
 Smoothing Factor, F  
 Proportion of conflicting flow, f  
 Max platooned flow, V(c,max)  
 Min platooned flow, V(c,min)  
 Duration of blocked period, t(p)  
 Proportion time blocked, p

	0.000	0.000
--	-------	-------

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Process Stage II
--	-----------------------------	-------------------------------------	----------------------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c, x	1245	1206	1870	2505	596	1885	2494	610
s								
Px								
V c, u, x								

---

C r, x  
 C plat, x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1228	642	1228	1277	1252	633	1252	1242
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					596		610	
Potential Capacity					491		498	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					491		498	
Probability of Queue free St.					0.99		0.98	
Step 2: LT from Major St.					4		1	
Conflicting Flows					1206		1245	
Potential Capacity					532		513	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					532		513	
Probability of Queue free St.					0.97		0.96	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows					2505		2494	
Potential Capacity					27		29	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.94		0.94	
Movement Capacity					25		27	
Probability of Queue free St.					0.98		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					1870		1885	
Potential Capacity					42		44	
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor					0.94		0.92	
Maj. L, Min T Adj. Imp Factor.					0.95		0.94	
Cap. Adj. factor due to Impeding mvmnt					0.94		0.93	
Movement Capacity					39		41	

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows					1228		1252	
Potential Capacity					204		207	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.96		0.97	
Movement Capacity					197		201	
Probability of Queue free St.					0.99		1.00	

Part 2 - Second Stage		
Conflicting Flows	1277	1242
Potential Capacity	192	209
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.96
Movement Capacity	186	202

Part 3 - Single Stage		
Conflicting Flows	2505	2494
Potential Capacity	27	29
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.94	0.94
Movement Capacity	25	27

Result for 2 stage process:		
a	0.91	0.91
Y	1.20	1.09
C t	94	100
Probability of Queue free St.	0.98	1.00

Step 4: LT from Minor St.	7	10
---------------------------	---	----

Part 1 - First Stage		
Conflicting Flows	1228	1252
Potential Capacity	155	156
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.97
Movement Capacity	150	151

Part 2 - Second Stage		
Conflicting Flows	642	633
Potential Capacity	385	402
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	0.95
Movement Capacity	367	380

Part 3 - Single Stage		
Conflicting Flows	1870	1885
Potential Capacity	42	44
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.94	0.92
Maj. L, Min T Adj. Imp Factor.	0.95	0.94
Cap. Adj. factor due to Impeding mvmnt	0.94	0.93
Movement Capacity	39	41

Results for Two-stage process:		
a	0.91	0.91
Y	0.36	0.34
C t	110	112

Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	26	2	5	3	0	8
Movement Capacity (vph)	110	94	491	112	100	498
Shared Lane Capacity (vph)			223		257	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	110	94	491	112	100	498
Volume	26	2	5	3	0	8
Delay						
Q sep						
Q sep +1 round (Qsep +1)						
n max						
C sh			223		257	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		TR		LTR	
v (vph)	18	16	26		7		11	
C(m) (vph)	513	532	110		223		257	
v/c	0.04	0.03	0.24		0.03		0.04	
95% queue length	0.11	0.09	0.86		0.10		0.13	
Control Delay	12.3	12.0	47.6		21.7		19.6	
LOS	B	B	E		C		C	
Approach Delay				42.1			19.6	
Approach LOS				E			C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.96	0.97
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	12.3	12.0
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Interim Year 2030 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	57	1214	25	15	1069	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	60	1277	26	15	1125	0
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	18	0	5	6	0	4
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	18	0	5	6	0	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/ No /		
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 L	4 L	7 L	8	9 TR	10	11 LTR	12
v (vph)	60	15	18		5		10	
C(m) (vph)	572	486	87		480		166	
v/c	0.10	0.03	0.21		0.01		0.06	
95% queue length	0.35	0.10	0.72		0.03		0.19	
Control Delay	12.0	12.6	56.9		12.6		28.1	
LOS	B	B	F		B		D	
Approach Delay				47.2			28.1	
Approach LOS				E			D	

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL (TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Interim Year 2030 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	57	1214	25	15	1069	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	15	319	7	4	281	0
Hourly Flow Rate, HFR	60	1277	26	15	1125	0
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	18	0	5	6	0	4
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	5	0	1	2	0	1
Hourly Flow Rate, HFR	18	0	5	6	0	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage	No		/		No /	
RT Channelized?						
Lanes	1	1	0	0	1	0
Configuration	L	TR	LTR			

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.5	6.5	6.2	7.5	6.5	6.2
2-stage	4.3	4.3	7.0*	6.0*	6.2	7.0*	6.0*	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	0	0	0	0	0	0
t(f)	2.3	2.3	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
V prog	V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha  
 beta  
 Travel time, t(a) (sec)  
 Smoothing Factor, F  
 Proportion of conflicting flow, f  
 Max platooned flow, V(c,max)  
 Min platooned flow, V(c,min)  
 Duration of blocked period, t(p)  
 Proportion time blocked, p 0.000 0.000

---

Computation 3-Platoon Event Periods Result

---

p(2) 0.000  
 p(5) 0.000  
 p(dom)  
 p(subo)  
 Constrained or unconstrained?

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
--	-----------------------------	-------------------------------------	-----------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c, x	1125	1303	1989	2552	638	1913	2578	562
s								
Px								
V c, u, x								

---

C r, x  
 C plat, x

---

Two-Stage Process

	7		8		10		11
--	---	--	---	--	----	--	----



	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1397	592	1397	1155	1155	758	1155	1423
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					638		562	
Potential Capacity					480		530	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					480		530	
Probability of Queue free St.					0.99		0.99	
Step 2: LT from Major St.					4		1	
Conflicting Flows					1303		1125	
Potential Capacity					486		572	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					486		572	
Probability of Queue free St.					0.97		0.90	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows					2552		2578	
Potential Capacity					27		26	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.87		0.87	
Movement Capacity					23		23	
Probability of Queue free St.					1.00		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					1989		1913	
Potential Capacity					37		42	
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor					0.87		0.87	
Maj. L, Min T Adj. Imp Factor.					0.90		0.90	
Cap. Adj. factor due to Impeding mvmnt					0.89		0.89	
Movement Capacity					33		37	

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows					1397		1155	
Potential Capacity					173		233	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.90		0.97	
Movement Capacity					155		226	
Probability of Queue free St.					1.00		1.00	

Part 2 - Second Stage		
Conflicting Flows	1155	1423
Potential Capacity	233	167
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.90
Movement Capacity	226	149

Part 3 - Single Stage		
Conflicting Flows	2552	2578
Potential Capacity	27	26
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.87	0.87
Movement Capacity	23	23

Result for 2 stage process:		
a	0.91	0.91
Y	0.92	1.83
C t	84	86
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
---------------------------	---	----

Part 1 - First Stage		
Conflicting Flows	1397	1155
Potential Capacity	124	181
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.97
Movement Capacity	111	175

Part 2 - Second Stage		
Conflicting Flows	592	758
Potential Capacity	428	333
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.89
Movement Capacity	412	295

Part 3 - Single Stage		
Conflicting Flows	1989	1913
Potential Capacity	37	42
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.87	0.87
Maj. L, Min T Adj. Imp Factor.	0.90	0.90
Cap. Adj. factor due to Impeding mvmnt	0.89	0.89
Movement Capacity	33	37

Results for Two-stage process:		
a	0.91	0.91
Y	0.24	0.57
C t	87	114

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	18	0	5	6	0	4
Movement Capacity (vph)	87	84	480	114	86	530
Shared Lane Capacity (vph)			480		166	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	87	84	480	114	86	530
Volume	18	0	5	6	0	4
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh			480		166	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		TR		LTR	
v (vph)	60	15	18		5		10	
C(m) (vph)	572	486	87		480		166	
v/c	0.10	0.03	0.21		0.01		0.06	
95% queue length	0.35	0.10	0.72		0.03		0.19	
Control Delay	12.0	12.6	56.9		12.6		28.1	
LOS	B	B	F		B		D	
Approach Delay				47.2			28.1	
Approach LOS				E			D	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.90	0.97
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	12.0	12.6
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

1/13/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	1373	216	170	1806	65	216	30	117	146	159	154
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	171.2	171.2	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	32	1445	227	179	1901	68	227	32	123	154	167	162
Adj No. of Lanes	1	3	1	2	3	1	2	1	0	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	11	11	11	0	0	0
Cap, veh/h	48	1983	753	248	2245	795	293	88	337	225	483	458
Arrive On Green	0.03	0.42	0.42	0.08	0.47	0.47	0.09	0.28	0.28	0.06	0.25	0.25
Sat Flow, veh/h	1645	4715	1468	3250	4803	1495	3163	310	1191	3510	1900	1615
Grp Volume(v), veh/h	32	1445	227	179	1901	68	227	0	155	154	167	162
Grp Sat Flow(s), veh/h/ln	1645	1572	1468	1625	1601	1495	1581	0	1501	1755	1900	1615
Q Serve(g_s), s	2.0	26.2	9.1	5.5	35.7	2.3	7.2	0.0	8.4	4.4	7.3	8.2
Cycle Q Clear(g_c), s	2.0	26.2	9.1	5.5	35.7	2.3	7.2	0.0	8.4	4.4	7.3	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	48	1983	753	248	2245	795	293	0	424	225	483	458
V/C Ratio(X)	0.67	0.73	0.30	0.72	0.85	0.09	0.77	0.00	0.37	0.68	0.35	0.35
Avail Cap(c_a), veh/h	129	1983	753	350	2245	795	433	0	424	481	483	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	24.8	14.3	46.2	24.0	11.8	45.4	0.0	29.3	46.8	31.2	29.2
Incr Delay (d2), s/veh	29.0	2.4	1.0	8.5	4.2	0.2	5.1	0.0	2.4	3.6	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	11.8	3.9	2.8	16.5	1.0	3.3	0.0	3.8	2.3	4.1	3.9
LnGrp Delay(d),s/veh	78.2	27.1	15.4	54.6	28.2	12.0	50.5	0.0	31.8	50.5	33.1	31.3
LnGrp LOS	E	C	B	D	C	B	D		C	D	C	C
Approach Vol, veh/h		1704			2148			382			483	
Approach Delay, s/veh		26.5			29.9			42.9			38.1	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	51.8	10.6	32.9	11.8	47.0	13.5	30.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	8.0	46.0	14.0	26.0	11.0	43.0	14.0	26.0				
Max Q Clear Time (g_c+I1), s	4.0	37.7	6.4	10.4	7.5	28.2	9.2	10.2				
Green Ext Time (p_c), s	0.0	8.3	0.3	4.0	0.3	14.7	0.3	4.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			30.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

1/13/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	1494	221	277	1481	102	163	55	115	69	98	53
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	182.7	182.7	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	67	1573	233	292	1559	107	172	58	121	73	103	56
Adj No. of Lanes	1	3	1	2	3	1	2	1	0	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	4	4	4	2	2	2
Cap, veh/h	85	1775	657	369	2105	710	240	162	339	124	506	512
Arrive On Green	0.05	0.38	0.38	0.11	0.44	0.44	0.07	0.31	0.31	0.04	0.27	0.27
Sat Flow, veh/h	1645	4715	1468	3250	4803	1495	3375	529	1103	3442	1863	1583
Grp Volume(v), veh/h	67	1573	233	292	1559	107	172	0	179	73	103	56
Grp Sat Flow(s), veh/h/ln	1645	1572	1468	1625	1601	1495	1688	0	1632	1721	1863	1583
Q Serve(g_s), s	3.9	29.9	10.0	8.4	25.8	3.9	4.8	0.0	8.2	2.0	4.1	2.4
Cycle Q Clear(g_c), s	3.9	29.9	10.0	8.4	25.8	3.9	4.8	0.0	8.2	2.0	4.1	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	85	1775	657	369	2105	710	240	0	501	124	506	512
V/C Ratio(X)	0.79	0.89	0.35	0.79	0.74	0.15	0.72	0.00	0.36	0.59	0.20	0.11
Avail Cap(c_a), veh/h	155	1775	657	442	2105	710	318	0	501	252	506	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.9	27.9	17.4	41.3	22.3	14.2	43.5	0.0	25.8	45.4	26.9	22.7
Incr Delay (d2), s/veh	28.7	7.0	1.5	10.6	2.4	0.4	5.1	0.0	2.0	4.3	0.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.4	14.1	4.3	4.3	11.9	1.7	2.4	0.0	4.0	1.0	2.2	1.1
LnGrp Delay(d), s/veh	73.6	34.9	18.9	51.9	24.7	14.7	48.6	0.0	27.8	49.7	27.8	23.1
LnGrp LOS	E	C	B	D	C	B	D		C	D	C	C
Approach Vol, veh/h		1873			1958			351			232	
Approach Delay, s/veh		34.3			28.2			38.0			33.6	
Approach LOS		C			C			D			C	
Turner	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	45.9	7.5	33.4	14.9	40.0	10.8	30.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	40.0	7.0	28.0	13.0	36.0	9.0	26.0				
Max Q Clear Time (g_c+I1), s	5.9	27.8	4.0	10.2	10.4	31.9	6.8	6.1				
Green Ext Time (p_c), s	0.1	12.1	0.0	3.0	0.5	4.1	0.1	3.2				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			31.9									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 14: Lockhart Rd & SR 50

1/13/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑↑	↘	↙	↑↑↑	↘	↙		↑	↘	↙	↘
Volume (veh/h)	0	1801	58	66	2511	0	160	0	144	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	186.3	175.9	175.9	175.9	175.9	0.0	175.9	0.0	175.9			
Adj Flow Rate, veh/h	0	1896	61	69	2643	0	168	0	152			
Adj No. of Lanes	1	3	1	2	3	0	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	8	8	8	8	0	8	0	8			
Cap, veh/h	2	3063	954	130	3566	0	415	0	251			
Arrive On Green	0.00	0.64	0.64	0.04	0.74	0.00	0.13	0.00	0.13			
Sat Flow, veh/h	1774	4803	1495	3250	4961	0	3250	0	1495			
Grp Volume(v), veh/h	0	1896	61	69	2643	0	168	0	152			
Grp Sat Flow(s), veh/h/ln	1774	1601	1495	1625	1601	0	1625	0	1495			
Q Serve(g_s), s	0.0	18.2	1.2	1.6	24.3	0.0	3.7	0.0	7.3			
Cycle Q Clear(g_c), s	0.0	18.2	1.2	1.6	24.3	0.0	3.7	0.0	7.3			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	2	3063	954	130	3566	0	415	0	251			
V/C Ratio(X)	0.00	0.62	0.06	0.53	0.74	0.00	0.40	0.00	0.61			
Avail Cap(c_a), veh/h	104	3363	1047	211	3566	0	674	0	370			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.4	5.3	36.3	5.7	0.0	30.9	0.0	29.7			
Incr Delay (d2), s/veh	0.0	0.3	0.0	3.3	0.9	0.0	0.6	0.0	2.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	8.0	1.8	0.8	10.8	0.0	1.7	0.0	6.1			
LnGrp Delay(d),s/veh	0.0	8.7	5.3	39.6	6.5	0.0	31.6	0.0	32.1			
LnGrp LOS		A	A	D	A		C		C			
Approach Vol, veh/h	1957			2712			320					
Approach Delay, s/veh	8.6			7.4			31.8					
Approach LOS	A			A			C					
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	62.3		14.9	8.1	54.2						
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0						
Max Green Setting (Gmax), s	4.5	54.5		16.0	5.0	54.0						
Max Q Clear Time (g_c+10), s	26.3			9.3	3.6	20.2						
Green Ext Time (p_c), s	0.0	27.6		0.6	0.0	29.0						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			9.4									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary  
 14: Lockhart Rd & SR 50

1/13/2015



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘↗	↑↑↑		↘↗		↗			
Volume (veh/h)	7	1992	42	82	2264	0	166	0	248	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	186.3	175.9	175.9	175.9	175.9	0.0	179.2	0.0	179.2			
Adj Flow Rate, veh/h	7	2097	44	86	2383	0	175	0	261			
Adj No. of Lanes	1	3	1	2	3	0	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	8	8	8	8	0	6	0	6			
Cap, veh/h	13	3024	942	169	3298	0	446	0	285			
Arrive On Green	0.01	0.63	0.63	0.05	0.69	0.00	0.13	0.00	0.13			
Sat Flow, veh/h	1774	4803	1495	3250	4961	0	3312	0	1524			
Grp Volume(v), veh/h	7	2097	44	86	2383	0	175	0	261			
Grp Sat Flow(s), veh/h/ln	1774	1601	1495	1625	1601	0	1656	0	1524			
Q Serve(g_s), s	0.3	23.4	0.9	2.1	25.2	0.0	3.9	0.0	11.0			
Cycle Q Clear(g_c), s	0.3	23.4	0.9	2.1	25.2	0.0	3.9	0.0	11.0			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	13	3024	942	169	3298	0	446	0	285			
V/C Ratio(X)	0.55	0.69	0.05	0.51	0.72	0.00	0.39	0.00	0.92			
Avail Cap(c_a), veh/h	109	3024	942	637	3528	0	446	0	285			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	40.4	9.9	5.8	37.7	8.0	0.0	32.3	0.0	32.6			
Incr Delay (d2), s/veh	32.0	0.7	0.0	2.3	0.7	0.0	0.6	0.0	32.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	10.5	1.4	1.0	11.0	0.0	1.8	0.0	13.3			
LnGrp Delay(d),s/veh	72.4	10.6	5.8	40.0	8.6	0.0	32.8	0.0	65.2			
LnGrp LOS	E	B	A	D	A		C		E			

Approach Vol, veh/h	2148			2469			436					
Approach Delay, s/veh	10.7			9.7			52.2					
Approach LOS	B			A			D					

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	4.6	61.1		16.0	9.3	56.4		
Change Period (Y+Rc), s	4.0	5.0		5.0	5.0	5.0		
Max Green Setting (Gmax), s	5.6	60.0		11.0	16.0	48.0		
Max Q Clear Time (g_c+1), s	12.3	27.2		13.0	4.1	25.4		
Green Ext Time (p_c), s	0.0	28.9		0.0	0.1	22.1		

Intersection Summary		
HCM 2010 Ctrl Delay		13.8
HCM 2010 LOS		B

## **Appendix L**

### **Opening Year 2020 No-Build and Build Level of Service**



HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

12/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	37	347	21	857	513	13	26	50	0	78	273	23
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	172.7	172.7	172.7	165.2	165.2	0.0	184.5	184.5	190.0
Adj Flow Rate, veh/h	39	365	0	902	540	14	27	53	0	82	287	24
Adj No. of Lanes	1	2	1	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	15	15	0	3	3	3
Cap, veh/h	58	729	326	1012	1653	739	144	367	0	347	373	31
Arrive On Green	0.04	0.22	0.00	0.32	0.50	0.50	0.22	0.22	0.00	0.22	0.22	0.22
Sat Flow, veh/h	1645	3282	1468	3191	3282	1468	944	1652	0	1333	1679	140
Grp Volume(v), veh/h	39	365	0	902	540	14	27	53	0	82	0	311
Grp Sat Flow(s), veh/h/ln	1645	1641	1468	1596	1641	1468	944	1652	0	1333	0	1820
Q Serve(g_s), s	2.0	8.2	0.0	22.7	8.2	0.4	2.3	2.2	0.0	4.4	0.0	13.5
Cycle Q Clear(g_c), s	2.0	8.2	0.0	22.7	8.2	0.4	15.8	2.2	0.0	6.6	0.0	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.08
Lane Grp Cap(c), veh/h	58	729	326	1012	1653	739	144	367	0	347	0	404
V/C Ratio(X)	0.67	0.50	0.00	0.89	0.33	0.02	0.19	0.14	0.00	0.24	0.00	0.77
Avail Cap(c_a), veh/h	117	729	326	1175	1653	739	175	422	0	392	0	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	28.7	0.0	27.4	12.4	10.5	38.1	26.3	0.0	29.0	0.0	30.7
Incr Delay (d2), s/veh	12.3	2.4	0.0	8.0	0.5	0.0	0.6	0.2	0.0	0.3	0.0	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.9	0.0	11.0	3.8	0.2	0.6	1.0	0.0	1.7	0.0	7.5
LnGrp Delay(d),s/veh	52.4	31.1	0.0	35.3	12.9	10.5	38.8	26.5	0.0	29.3	0.0	37.4
LnGrp LOS	D	C		D	B	B	D	C		C		D
Approach Vol, veh/h		404			1456			80			393	
Approach Delay, s/veh		33.2			26.8			30.6			35.8	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	49.0		26.2	32.7	25.3		26.2				
Change Period (Y+Rc), s	6.0	6.6		7.5	6.6	5.999999		7.5				
Max Green Setting (Gmax), s	6.0	42.4		21.5	31.0	*17.4		21.5				
Max Q Clear Time (g_c+I1), s	4.0	10.2		17.8	24.7	10.2		15.5				
Green Ext Time (p_c), s	0.0	9.2		0.9	2.0	3.9		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			29.5									
HCM 2010 LOS			C									
Notes												

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

12/31/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	17	409	18	878	351	29	13	165	0	21	151	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	172.7	172.7	172.7	181.0	181.0	0.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	18	431	0	924	369	31	14	174	0	22	159	4
Adj No. of Lanes	1	2	1	2	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	5	5	0	2	2	2
Cap, veh/h	34	927	415	1056	1945	870	159	259	0	150	259	7
Arrive On Green	0.02	0.28	0.00	0.33	0.59	0.59	0.14	0.14	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1645	3282	1468	3191	3282	1468	1183	1810	0	1206	1809	46
Grp Volume(v), veh/h	18	431	0	924	369	31	14	174	0	22	0	163
Grp Sat Flow(s),veh/h/ln	1645	1641	1468	1596	1641	1468	1183	1810	0	1206	0	1855
Q Serve(g_s), s	0.9	8.9	0.0	22.5	4.3	0.7	0.9	7.5	0.0	1.5	0.0	6.8
Cycle Q Clear(g_c), s	0.9	8.9	0.0	22.5	4.3	0.7	7.7	7.5	0.0	9.0	0.0	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	34	927	415	1056	1945	870	159	259	0	150	0	265
V/C Ratio(X)	0.53	0.47	0.00	0.88	0.19	0.04	0.09	0.67	0.00	0.15	0.00	0.61
Avail Cap(c_a), veh/h	100	927	415	1354	1945	870	219	351	0	211	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	24.4	0.0	26.0	7.7	7.0	36.8	33.5	0.0	37.8	0.0	33.2
Incr Delay (d2), s/veh	12.5	1.7	0.0	5.5	0.2	0.1	0.2	3.0	0.0	0.4	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50th Pile BackOfQ(50%),veh/ln	0.5	4.2	0.0	10.7	2.0	0.3	0.3	4.0	0.0	0.5	0.0	3.7
LnGrp Delay(d),s/veh	52.5	26.1	0.0	31.5	7.9	7.1	37.1	36.5	0.0	38.2	0.0	35.5
LnGrp LOS	D	C		C	A	A	D	D		D		D
Approach Vol, veh/h		449			1324			188				185
Approach Delay, s/veh		27.2			24.3			36.6				35.8
Approach LOS		C			C			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	55.5		19.3	33.3	29.9		19.3				
Change Period (Y+Rc), s	6.0	6.6		7.5	6.6	5.999999		7.5				
Max Green Setting (Gmax), s	5.0	48.9		16.0	35.0	* 18.9		16.0				
Max Q Clear Time (g_c+I1), s	2.9	6.3		9.7	24.5	10.9		11.0				
Green Ext Time (p_c), s	0.0	8.5		1.0	2.8	3.8		0.8				

Intersection Summary												
HCM 2010 Ctrl Delay				27.0								
HCM 2010 LOS				C								

Notes

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		13	1235	11	12	1296	18
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		13	1300	11	12	1364	18
Percent Heavy Vehicles		10	--	--	10	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No			No		
Lanes		1	2	1	1	2	1
Configuration		L	T	R	L	T	R
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		17	2	3	2	0	5
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		17	2	3	2	0	5
Percent Heavy Vehicles		6	6	6	0	0	0
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L	L	LTR			LTR		
v (vph)	13	12	22			7		
C(m) (vph)	452	483	120			238		
v/c	0.03	0.02	0.18			0.03		
95% queue length	0.09	0.08	0.64			0.09		
Control Delay	13.2	12.6	41.6			20.6		
LOS	B	B	E			C		
Approach Delay			41.6			20.6		
Approach LOS			E			C		

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL(TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	13	1235	11	12	1296	18
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	3	325	3	3	341	5
Hourly Flow Rate, HFR	13	1300	11	12	1364	18
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	17	2	3	2	0	5
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	4	1	1	1	0	1
Hourly Flow Rate, HFR	17	2	3	2	0	5
Percent Heavy Vehicles	6	6	6	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage	No		/		No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

Movement 2                      Movement 5

Shared ln volume, major th vehicles:  
 Shared ln volume, major rt vehicles:  
 Sat flow rate, major th vehicles:  
 Sat flow rate, major rt vehicles:  
 Number of major street through lanes:

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	6	6	6	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.6	6.6	6.3	7.5	6.5	6.2
2-stage	4.3	4.3	6.6	5.6	6.3	6.5	5.5	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	6	6	6	0	0	0
t(f)	2.3	2.3	3.6	4.1	3.4	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

Movement 2                      Movement 5  
 V(t)    V(l,prot)    V(t)    V(l,prot)

V prog

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha  
 beta  
 Travel time, t(a) (sec)  
 Smoothing Factor, F  
 Proportion of conflicting flow, f  
 Max platooned flow, V(c,max)  
 Min platooned flow, V(c,min)  
 Duration of blocked period, t(p)  
 Proportion time blocked, p

	0.000	0.000
--	-------	-------

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
--	-----------------------------	-------------------------------------	--------------------------------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
V c, x	1382	1311	2032	2732	650	2065	2725	682

---

s  
 Px  
 V c, u, x

---

C r, x  
 C plat, x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1326	706	1326	1406	1388	677	1388	1337
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					650		682	
Potential Capacity					457		453	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					457		453	
Probability of Queue free St.					0.99		0.99	
Step 2: LT from Major St.					4		1	
Conflicting Flows					1311		1382	
Potential Capacity					483		452	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					483		452	
Probability of Queue free St.					0.98		0.97	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows					2732		2725	
Potential Capacity					19		21	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.95		0.95	
Movement Capacity					18		20	
Probability of Queue free St.					0.98		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					2032		2065	
Potential Capacity					32		32	
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor					0.95		0.93	
Maj. L, Min T Adj. Imp Factor.					0.96		0.94	
Cap. Adj. factor due to Impeding mvmnt					0.95		0.94	
Movement Capacity					30		30	

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows					1326		1388	
Potential Capacity					216		212	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.97		0.98	
Movement Capacity					210		207	
Probability of Queue free St.					0.99		1.00	

Part 2 - Second Stage		
Conflicting Flows	1406	1337
Potential Capacity	197	224
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.97
Movement Capacity	192	218

Part 3 - Single Stage		
Conflicting Flows	2732	2725
Potential Capacity	19	21
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.95	0.95
Movement Capacity	18	20

Result for 2 stage process:		
a	0.91	0.91
Y	1.19	1.01
C t	96	103
Probability of Queue free St.	0.98	1.00

Step 4: LT from Minor St.	7	10
---------------------------	---	----

Part 1 - First Stage		
Conflicting Flows	1326	1388
Potential Capacity	158	153
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.98
Movement Capacity	153	149

Part 2 - Second Stage		
Conflicting Flows	706	677
Potential Capacity	384	414
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.96
Movement Capacity	370	396

Part 3 - Single Stage		
Conflicting Flows	2032	2065
Potential Capacity	32	32
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.95	0.93
Maj. L, Min T Adj. Imp Factor.	0.96	0.94
Cap. Adj. factor due to Impeding mvmnt	0.95	0.94
Movement Capacity	30	30

Results for Two-stage process:		
a	0.91	0.91
Y	0.38	0.34
C t	109	109

#### Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	17	2	3	2	0	5
Movement Capacity (vph)	109	96	457	109	103	453
Shared Lane Capacity (vph)		120			238	



Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	109	96	457	109	103	453
Volume	17	2	3	2	0	5
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		120			238	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	13	12		22			7	
C(m) (vph)	452	483		120			238	
v/c	0.03	0.02		0.18			0.03	
95% queue length	0.09	0.08		0.64			0.09	
Control Delay	13.2	12.6		41.6			20.6	
LOS	B	B		E			C	
Approach Delay				41.6			20.6	
Approach LOS				E			C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.97	0.98
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	13.2	12.6
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		41	1323	18	11	1196	0
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		43	1392	18	11	1258	0
Percent Heavy Vehicles		10	--	--	10	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No			No		
Lanes		1	2	1	1	2	1
Configuration		L	T	R	L	T	R
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		13	0	4	4	0	3
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		13	0	4	4	0	3
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/ No		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	L	L	LTR			LTR		
v (vph)	43	11	17			7		
C(m) (vph)	507	441	114			170		
v/c	0.08	0.02	0.15			0.04		
95% queue length	0.28	0.08	0.50			0.13		
Control Delay	12.8	13.4	42.0			27.1		
LOS	B	B	E			D		
Approach Delay			42.0			27.1		
Approach LOS			E			D		

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

----- TWO-WAY STOP CONTROL (TWSC) ANALYSIS -----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

----- Vehicle Volumes and Adjustments -----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	41	1323	18	11	1196	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	11	348	5	3	315	0
Hourly Flow Rate, HFR	43	1392	18	11	1258	0
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	13	0	4	4	0	3
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	3	0	1	1	0	1
Hourly Flow Rate, HFR	13	0	4	4	0	3
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage	No		/		No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

----- Pedestrian Volumes and Adjustments -----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2	Left-Turn						
	Through						
S5	Left-Turn						
	Through						

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
--	------------	------------

Shared ln volume, major th vehicles:  
 Shared ln volume, major rt vehicles:  
 Sat flow rate, major th vehicles:  
 Sat flow rate, major rt vehicles:  
 Number of major street through lanes:

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.5	6.5	6.2	7.5	6.5	6.2
2-stage	4.3	4.3	6.5	5.5	6.2	6.5	5.5	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	0	0	0	0	0	0
t(f)	2.3	2.3	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
V prog	V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
--	-----------------------------	-------------------------------------	--------------------------------------

---

p(1)  
p(4)  
p(7)  
p(8)  
p(9)  
p(10)  
p(11)  
p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

---

V c, x	1258	1410	2129	2758	696	2062	2776	629
s								
Px								
V c, u, x								

---

C r, x  
 C plat, x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1478	651	1478	1280	1280	782	1280	1496
S		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					696		629	
Potential Capacity					445		486	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					445		486	
Probability of Queue free St.					0.99		0.99	
Step 2: LT from Major St.					4		1	
Conflicting Flows					1410		1258	
Potential Capacity					441		507	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					441		507	
Probability of Queue free St.					0.98		0.92	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows					2758		2776	
Potential Capacity					20		19	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.89		0.89	
Movement Capacity					18		17	
Probability of Queue free St.					1.00		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					2129		2062	
Potential Capacity					29		32	
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor					0.89		0.89	
Maj. L, Min T Adj. Imp Factor.					0.92		0.92	
Cap. Adj. factor due to Impeding mvmnt					0.91		0.91	
Movement Capacity					26		29	

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows					1478		1280	
Potential Capacity					192		239	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.92		0.98	
Movement Capacity					176		233	
Probability of Queue free St.					1.00		1.00	

Part 2 - Second Stage		
Conflicting Flows	1280	1496
Potential Capacity	239	188
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.92
Movement Capacity	233	172

Part 3 - Single Stage		
Conflicting Flows	2758	2776
Potential Capacity	20	19
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.89	0.89
Movement Capacity	18	17

Result for 2 stage process:		
a	0.91	0.91
y	0.92	1.50
C t	92	94
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
---------------------------	---	----

Part 1 - First Stage		
Conflicting Flows	1478	1280
Potential Capacity	134	178
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.98
Movement Capacity	123	174

Part 2 - Second Stage		
Conflicting Flows	651	782
Potential Capacity	429	358
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.91
Movement Capacity	416	325

Part 3 - Single Stage		
Conflicting Flows	2129	2062
Potential Capacity	29	32
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.89	0.89
Maj. L, Min T Adj. Imp Factor.	0.92	0.92
Cap. Adj. factor due to Impeding mvmnt	0.91	0.91
Movement Capacity	26	29

Results for Two-stage process:		
a	0.91	0.91
y	0.28	0.51
C t	93	114

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	13	0	4	4	0	3
Movement Capacity (vph)	93	92	445	114	94	486
Shared Lane Capacity (vph)		114			170	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	93	92	445	114	94	486
Volume	13	0	4	4	0	3
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		114			170	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	43	11		17			7	
C(m) (vph)	507	441		114			170	
v/c	0.08	0.02		0.15			0.04	
95% queue length	0.28	0.08		0.50			0.13	
Control Delay	12.8	13.4		42.0			27.1	
LOS	B	B		E			D	
Approach Delay				42.0			27.1	
Approach LOS				E			D	

























Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.92	0.98
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	12.8	13.4
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		



























HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

12/31/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	1024	161	109	1150	42	178	25	97	84	91	89
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	171.2	171.2	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	23	1078	169	115	1211	44	187	26	102	88	96	94
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	11	11	11	0	0	0
Cap, veh/h	40	1480	662	145	1714	767	347	99	387	418	286	280
Arrive On Green	0.02	0.45	0.45	0.09	0.51	0.51	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1645	3282	1468	1675	3343	1495	1092	305	1196	1282	883	865
Grp Volume(v), veh/h	23	1078	169	115	1211	44	187	0	128	88	0	190
Grp Sat Flow(s), veh/h/ln	1645	1641	1468	1675	1671	1495	1092	0	1501	1282	0	1747
Q Serve(g_s), s	1.2	23.2	6.2	5.8	23.9	1.3	13.6	0.0	5.5	4.7	0.0	7.1
Cycle Q Clear(g_c), s	1.2	23.2	6.2	5.8	23.9	1.3	20.7	0.0	5.5	10.2	0.0	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		0.49
Lane Grp Cap(c), veh/h	40	1480	662	145	1714	767	347	0	486	418	0	566
V/C Ratio(X)	0.57	0.73	0.26	0.79	0.71	0.06	0.54	0.00	0.26	0.21	0.00	0.34
Avail Cap(c_a), veh/h	114	1480	662	213	1714	767	347	0	486	418	0	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.7	19.4	14.7	38.7	16.1	10.6	30.0	0.0	21.6	25.4	0.0	22.2
Incr Delay (d2), s/veh	24.3	3.2	0.9	20.0	2.5	0.1	5.9	0.0	1.3	1.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	11.1	2.7	3.5	11.5	0.6	4.6	0.0	2.4	1.8	0.0	3.7
LnGrp Delay(d),s/veh	66.0	22.6	15.7	58.8	18.6	10.7	35.9	0.0	22.9	26.5	0.0	23.8
LnGrp LOS	E	C	B	E	B	B	D		C	C		C
Approach Vol, veh/h		1270			1370			315				278
Approach Delay, s/veh		22.4			21.7			30.6				24.6
Approach LOS		C			C			C				C
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	48.3		32.0	11.5	43.0		32.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	6.0	44.0		28.0	11.0	39.0		28.0				
Max Q Clear Time (g_c+I1), s	3.2	25.9		22.7	7.8	25.2		12.2				
Green Ext Time (p_c), s	0.0	17.0		2.3	0.1	13.1		5.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			23.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

12/31/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	47	1114	165	176	943	65	135	45	95	40	56	31
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	182.7	182.7	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	49	1173	174	185	993	68	142	47	100	42	59	33
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	4	4	4	2	2	2
Cap, veh/h	65	1424	637	221	1759	787	411	155	330	363	334	187
Arrive On Green	0.04	0.43	0.43	0.13	0.53	0.53	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1645	3282	1468	1675	3343	1495	1274	522	1110	1236	1123	628
Grp Volume(v), veh/h	49	1173	174	185	993	68	142	0	147	42	0	92
Grp Sat Flow(s), veh/h/ln	1645	1641	1468	1675	1671	1495	1274	0	1631	1236	0	1752
Q Serve(g_s), s	2.6	27.6	6.7	9.4	17.5	2.0	8.1	0.0	6.1	2.4	0.0	3.4
Cycle Q Clear(g_c), s	2.6	27.6	6.7	9.4	17.5	2.0	11.6	0.0	6.1	8.5	0.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		0.36
Lane Grp Cap(c), veh/h	65	1424	637	221	1759	787	411	0	484	363	0	520
V/C Ratio(X)	0.75	0.82	0.27	0.84	0.56	0.09	0.35	0.00	0.30	0.12	0.00	0.18
Avail Cap(c_a), veh/h	132	1424	637	268	1759	787	411	0	484	363	0	520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.6	21.8	15.9	37.1	14.0	10.3	27.1	0.0	23.8	27.1	0.0	22.8
Incr Delay (d2), s/veh	30.0	5.5	1.1	21.6	1.3	0.2	2.3	0.0	1.6	0.6	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.7	13.5	2.9	5.7	8.3	0.9	3.1	0.0	3.0	0.9	0.0	1.7
LnGrp Delay(d), s/veh	71.6	27.3	17.0	58.7	15.3	10.5	29.4	0.0	25.4	27.7	0.0	23.6
LnGrp LOS	E	C	B	E	B	B	C		C	C		C
Approach Vol, veh/h		1396			1246			289			134	
Approach Delay, s/veh		27.6			21.5			27.4			24.9	
Approach LOS		C			C			C			C	
<b>Timer</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	50.1		30.0	15.5	42.0		30.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	7.0	45.0		26.0	14.0	38.0		26.0				
Max Q Clear Time (g_c+l1), s	4.6	19.5		13.6	11.4	29.6		10.5				
Green Ext Time (p_c), s	0.0	23.1		2.9	0.2	8.1		3.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			25.0									
HCM 2010 LOS			C									

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		0	1147	37	39	1469	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		0	1207	38	41	1546	
Percent Heavy Vehicles		8	--	--	8	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No					
Lanes		1	2	1	1	2	
Configuration		L	T	R	L	T	
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		78		69			
Peak Hour Factor, PHF		0.95		0.95			
Hourly Flow Rate, HFR		82		72			
Percent Heavy Vehicles		8		8			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage					/ /		
Lanes		1		1			
Configuration		L		R			

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			4	7	8	9	10	11
Lane Config	L	L	L		R			
v (vph)	0	41	82		72			
C(m) (vph)	397	523	144		480			
v/c	0.00	0.08	0.57		0.15			
95% queue length	0.00	0.25	2.89		0.52			
Control Delay	14.1	12.5	58.8		13.8			
LOS	B	B	F		B			
Approach Delay				37.8				
Approach LOS				E				

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL (TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	0	1147	37	39	1469	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	
Peak-15 Minute Volume	0	302	10	10	387	
Hourly Flow Rate, HFR	0	1207	38	41	1546	
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No					
Lanes	1	2	1	1	2	
Configuration	L	T	R	L	T	
Upstream Signal?	No			No		

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	78		69			
Peak Hour Factor, PHF	0.95		0.95			
Peak-15 Minute Volume	21		18			
Hourly Flow Rate, HFR	82		72			
Percent Heavy Vehicles	8		8			
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage				/		/
RT Channelized?	No					
Lanes	1		1			
Configuration	L		R			

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

Movement 2                      Movement 5

Shared ln volume, major th vehicles:  
 Shared ln volume, major rt vehicles:  
 Sat flow rate, major th vehicles:  
 Sat flow rate, major rt vehicles:  
 Number of major street through lanes:

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5		6.2			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	8	8	8		8			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.70		0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.0		6.4			
2-stage	4.3	4.3	6.0		6.4			

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50		3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	8	8	8		8			
t(f)	2.3	2.3	3.6		3.4			

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
V prog	V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1)	(2)	(3)
	Single-stage Process	Two-Stage Process Stage I	Two-Stage Process Stage II

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

---

V c, x	1546	1245	2062	604				
--------	------	------	------	-----	--	--	--	--

---

s  
 Px  
 V c, u, x

---

C r, x  
 C plat, x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1207	855						
s		3000						
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

### Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.			9				12	
Conflicting Flows			604					
Potential Capacity			480					
Pedestrian Impedance Factor			1.00				1.00	
Movement Capacity			480					
Probability of Queue free St.			0.85				1.00	
Step 2: LT from Major St.			4				1	
Conflicting Flows			1245				1546	
Potential Capacity			523				397	
Pedestrian Impedance Factor			1.00				1.00	
Movement Capacity			523				397	
Probability of Queue free St.			0.92				1.00	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.			8				11	
Conflicting Flows								
Potential Capacity								
Pedestrian Impedance Factor			1.00				1.00	
Cap. Adj. factor due to Impeding mvmnt			0.92				0.92	
Movement Capacity								
Probability of Queue free St.			1.00				1.00	
Step 4: LT from Minor St.			7				10	
Conflicting Flows			2062					
Potential Capacity			44					
Pedestrian Impedance Factor			1.00				1.00	
Maj. L, Min T Impedance factor							0.92	
Maj. L, Min T Adj. Imp Factor.							0.94	
Cap. Adj. factor due to Impeding mvmnt			0.92				0.80	
Movement Capacity			41					

### Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.			8				11	
Part 1 - First Stage								
Conflicting Flows								
Potential Capacity			259				162	
Pedestrian Impedance Factor			1.00				1.00	
Cap. Adj. factor due to Impeding mvmnt			1.00				0.92	
Movement Capacity			259				149	
Probability of Queue free St.			1.00				1.00	

---

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity	162	248
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	1.00
Movement Capacity	149	248

---

Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.92
Movement Capacity		

---

Result for 2 stage process:		
a	0.91	0.91
Y		
C t		
Probability of Queue free St.	1.00	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	1207	
Potential Capacity	234	149
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	1.00	0.92
Movement Capacity	234	137

---

Part 2 - Second Stage		
Conflicting Flows	855	
Potential Capacity	362	515
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.85
Movement Capacity	334	438

---

Part 3 - Single Stage		
Conflicting Flows	2062	
Potential Capacity	44	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.92
Maj. L, Min T Adj. Imp Factor.		0.94
Cap. Adj. factor due to Impeding mvmnt	0.92	0.80
Movement Capacity	41	

---

Results for Two-stage process:		
a	0.91	0.91
Y	0.66	
C t	144	

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	82		72			
Movement Capacity (vph)	144		480			
Shared Lane Capacity (vph)						

---



Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	144		480			
Volume	82		72			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		R			
v (vph)	0	41	82		72			
C(m) (vph)	397	523	144		480			
v/c	0.00	0.08	0.57		0.15			
95% queue length	0.00	0.25	2.89		0.52			
Control Delay	14.1	12.5	58.8		13.8			
LOS	B	B	F		B			
Approach Delay				37.8				
Approach LOS				E				

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.92
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	14.1	12.5
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		5	1268	27	48	1324	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		5	1334	28	50	1393	
Percent Heavy Vehicles		8	--	--	8	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No					
Lanes		1	2	1	1	2	
Configuration		L	T	R	L	T	
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		129		71			
Peak Hour Factor, PHF		0.95		0.95			
Hourly Flow Rate, HFR		135		74			
Percent Heavy Vehicles		6		6			
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage					/ /		
Lanes		1		1			
Configuration		L		R			

Delay, Queue Length, and Level of Service

Approach Movement	EB 1 L	WB 4 L	Northbound			Southbound		
			7 L	8 R	9 R	10 L	11 T	12 R
v (vph)	5	50	135		74			
C(m) (vph)	457	470	130		446			
v/c	0.01	0.11	1.04		0.17			
95% queue length	0.03	0.35	7.43		0.59			
Control Delay	13.0	13.6	155.4		14.7			
LOS	B	B	F		B			
Approach Delay					105.6			
Approach LOS					F			

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL(TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Lockhart Rd  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 No Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Lockhart Rd  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	1268	27	48	1324	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	
Peak-15 Minute Volume	1	334	7	13	348	
Hourly Flow Rate, HFR	5	1334	28	50	1393	
Percent Heavy Vehicles	8	--	--	8	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No					
Lanes	1	2	1	1	2	
Configuration	L	T	R	L	T	
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	129		71			
Peak Hour Factor, PHF	0.95		0.95			
Peak-15 Minute Volume	34		19			
Hourly Flow Rate, HFR	135		74			
Percent Heavy Vehicles	6		6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
RT Channelized?	No					
Lanes	1		1			
Configuration	L		R			

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5		6.2			
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	8	8	6		6			
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.70		0.00			
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	6.9		6.3			
2-stage	4.3	4.3	5.9		6.3			

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50		3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	8	8	6		6			
t(f)	2.3	2.3	3.6		3.4			

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha  
 beta  
 Travel time, t(a) (sec)  
 Smoothing Factor, F  
 Proportion of conflicting flow, f  
 Max platooned flow, V(c,max)  
 Min platooned flow, V(c,min)  
 Duration of blocked period, t(p)  
 Proportion time blocked, p

	0.000	0.000
--	-------	-------

---

Computation 3-Platoon Event Periods      Result

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
--	-----------------------------	-------------------------------------	-----------------

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

---

V c,x	1393	1362	2140	667
-------	------	------	------	-----

s  
 Px  
 V c,u,x

---

C r,x  
 C plat,x

---

Two-Stage Process	7	8	10	11
-------------------	---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1344	796						
s		3000						
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					667			
Potential Capacity					446			
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					446			
Probability of Queue free St.					0.83		1.00	
Step 2: LT from Major St.					4		1	
Conflicting Flows					1362		1393	
Potential Capacity					470		457	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					470		457	
Probability of Queue free St.					0.89		0.99	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows								
Potential Capacity								
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.88		0.88	
Movement Capacity								
Probability of Queue free St.					1.00		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					2140			
Potential Capacity					40			
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor							0.88	
Maj. L, Min T Adj. Imp Factor.							0.91	
Cap. Adj. factor due to Impeding mvmnt					0.88		0.76	
Movement Capacity					35			

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows								
Potential Capacity					222		188	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.99		0.89	
Movement Capacity					220		168	
Probability of Queue free St.					1.00		1.00	

---

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity	188	216
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.89	0.99
Movement Capacity	168	214

---

Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.88	0.88
Movement Capacity		

---

Result for 2 stage process:		
a	0.91	0.91
y		
C t		
Probability of Queue free St.	1.00	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	1344	
Potential Capacity	200	176
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.99	0.89
Movement Capacity	198	157

---

Part 2 - Second Stage		
Conflicting Flows	796	
Potential Capacity	395	472
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.89	0.82
Movement Capacity	353	389

---

Part 3 - Single Stage		
Conflicting Flows	2140	
Potential Capacity	40	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.88
Maj. L, Min T Adj. Imp Factor.		0.91
Cap. Adj. factor due to Impeding mvmnt	0.88	0.76
Movement Capacity	35	

---

Results for Two-stage process:		
a	0.91	0.91
y	0.52	
C t	130	

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	135		74			
Movement Capacity (vph)	130		446			
Shared Lane Capacity (vph)						

---

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	130		446			
Volume	135		74			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		R			
v (vph)	5	50	135		74			
C(m) (vph)	457	470	130		446			
v/c	0.01	0.11	1.04		0.17			
95% queue length	0.03	0.35	7.43		0.59			
Control Delay	13.0	13.6	155.4		14.7			
LOS	B	B	F		B			
Approach Delay				105.6				
Approach LOS				F				

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.99	0.89
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	13.0	13.6
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		



HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

1/13/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	37	347	21	857	513	13	26	50	646	78	273	23
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	190.0	172.7	172.7	172.7	165.2	165.2	165.2	184.5	184.5	190.0
Adj Flow Rate, veh/h	39	365	22	902	540	14	27	53	680	82	287	24
Adj No. of Lanes	1	3	0	3	2	1	1	1	2	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	15	15	15	3	3	3
Cap, veh/h	58	960	57	1092	1348	603	250	306	1040	139	529	44
Arrive On Green	0.04	0.21	0.21	0.24	0.41	0.41	0.19	0.19	0.19	0.04	0.31	0.31
Sat Flow, veh/h	1645	4551	271	4639	3282	1468	944	1652	2472	3408	1679	140
Grp Volume(v), veh/h	39	251	136	902	540	14	27	53	680	82	0	311
Grp Sat Flow(s), veh/h/ln	1645	1572	1679	1546	1641	1468	944	1652	1236	1704	0	1820
Q Serve(g_s), s	2.0	5.8	5.9	15.5	9.8	0.5	2.0	2.3	15.6	2.0	0.0	11.9
Cycle Q Clear(g_c), s	2.0	5.8	5.9	15.5	9.8	0.5	3.0	2.3	15.6	2.0	0.0	11.9
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	58	663	354	1092	1348	603	250	306	1040	139	0	573
V/C Ratio(X)	0.67	0.38	0.38	0.83	0.40	0.02	0.11	0.17	0.65	0.59	0.00	0.54
Avail Cap(c_a), veh/h	129	663	354	1377	1348	603	250	306	1040	227	0	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	28.5	28.5	30.6	17.5	14.8	29.6	28.9	19.5	39.7	0.0	23.8
Incr Delay (d2), s/veh	12.3	1.6	3.1	3.4	0.9	0.1	0.2	0.3	1.5	4.0	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.7	3.0	6.9	4.6	0.2	0.5	1.1	6.5	1.0	0.0	6.1
LnGrp Delay(d),s/veh	52.5	30.1	31.7	34.0	18.4	14.8	29.8	29.1	21.0	43.7	0.0	24.6
LnGrp LOS	D	C	C	C	B	B	C	C	C	D		C
Approach Vol, veh/h		426			1456			760			393	
Approach Delay, s/veh		32.7			28.0			21.9			28.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	41.2	10.9	23.1	25.8	24.4		34.0				
Change Period (Y+Rc), s	6.0	6.6	7.5	7.5	6.6	5.999999		7.5				
Max Green Setting (Gmax), s	6.6	34.6	5.6	15.6	25.06	19.99999		28.7				
Max Q Clear Time (g_c+I1), s	4.0	11.8	4.0	17.6	17.5	7.9		13.9				
Green Ext Time (p_c), s	0.0	8.2	0.0	0.0	2.3	4.4		4.6				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			27.2									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 4: SR 50/Cortez Blvd/Jasmine Dr & SR 50

1/13/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	17	409	18	878	351	29	13	165	753	21	151	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	190.0	172.7	172.7	172.7	181.0	181.0	181.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	18	431	19	924	369	31	14	174	793	22	159	4
Adj No. of Lanes	1	3	0	3	2	1	1	1	2	2	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	10	10	10	5	5	5	2	2	2
Cap, veh/h	34	936	41	1135	1399	626	316	347	1182	66	550	14
Arrive On Green	0.02	0.20	0.20	0.24	0.43	0.43	0.19	0.19	0.19	0.02	0.30	0.30
Sat Flow, veh/h	1645	4632	203	4639	3282	1468	1183	1810	2707	3442	1809	46
Grp Volume(v), veh/h	18	292	158	924	369	31	14	174	793	22	0	163
Grp Sat Flow(s),veh/h/ln	1645	1572	1691	1546	1641	1468	1183	1810	1354	1721	0	1855
Q Serve(g_s), s	0.9	6.6	6.7	15.2	5.9	1.0	0.8	6.9	15.5	0.5	0.0	5.4
Cycle Q Clear(g_c), s	0.9	6.6	6.7	15.2	5.9	1.0	0.8	6.9	15.5	0.5	0.0	5.4
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	34	635	342	1135	1399	626	316	347	1182	66	0	564
V/C Ratio(X)	0.53	0.46	0.46	0.81	0.26	0.05	0.04	0.50	0.67	0.33	0.00	0.29
Avail Cap(c_a), veh/h	102	635	342	1494	1399	626	316	347	1182	320	0	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.1	28.3	28.3	28.8	15.0	13.6	26.7	29.2	18.1	39.1	0.0	21.4
Incr Delay (d2), s/veh	12.3	2.4	4.5	2.7	0.5	0.1	0.1	1.1	1.5	2.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.0	3.5	6.7	2.8	0.4	0.3	3.6	7.2	0.3	0.0	2.8
LnGrp Delay(d),s/veh	51.5	30.7	32.8	31.5	15.4	13.7	26.7	30.3	19.6	41.9	0.0	21.7
LnGrp LOS	D	C	C	C	B	B	C	C	B	D		C
Approach Vol, veh/h		468			1324			981			185	
Approach Delay, s/veh		32.2			26.6			21.6			24.1	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	41.0	9.1	23.0	25.7	22.9		32.1				
Change Period (Y+Rc), s	6.0	6.6	7.5	7.5	6.0	5.999999		7.5				
Max Green Setting (Gmax), s	5.0	34.4	7.5	15.5	26.0	* 13.4		30.5				
Max Q Clear Time (g_c+I1), s	2.9	7.9	2.5	17.5	17.2	8.7		7.4				
Green Ext Time (p_c), s	0.0	7.6	0.0	0.0	2.6	2.6		5.4				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			25.7									
HCM 2010 LOS			C									
<b>Notes</b>												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		13	823	11	12	864	18
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		13	866	11	12	909	18
Percent Heavy Vehicles		10	--	--	10	--	--
Median Type/Storage		Raised curb			/ 1		
RT Channelized?		No			No		
Lanes		1	2	1	1	2	1
Configuration		L	T	R	L	T	R
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		17	2	3	2	0	5
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		17	2	3	2	0	5
Percent Heavy Vehicles		6	6	6	0	0	0
Percent Grade (%)		0			0		
Flared Approach: Exists?/Storage		No			/ No		
Lanes		1	1	0	0	1	0
Configuration		L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7 L	8	9 TR	10	11 LTR	12
Lane Config	L	L	L		TR		LTR	
v (vph)	13	12	17		5		7	
C(m) (vph)	685	717	191		289		375	
v/c	0.02	0.02	0.09		0.02		0.02	
95% queue length	0.06	0.05	0.29		0.05		0.06	
Control Delay	10.4	10.1	25.7		17.7		14.8	
LOS	B	B	D		C		B	
Approach Delay				23.9			14.8	
Approach LOS				C			B	

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL (TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: AM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	13	823	11	12	864	18
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	3	217	3	3	227	5
Hourly Flow Rate, HFR	13	866	11	12	909	18
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	17	2	3	2	0	5
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	4	1	1	1	0	1
Hourly Flow Rate, HFR	17	2	3	2	0	5
Percent Heavy Vehicles	6	6	6	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage	No		/		No /	
RT Channelized?						
Lanes	1	1	0	0	1	0
Configuration	L	TR	LTR			

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
--	----------------------	--------------------	-----------------	----------------------	------------------------	-----------------------	-------------------------------

S2 Left-Turn  
Through  
S5 Left-Turn  
Through

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

Movement 2                      Movement 5

Shared ln volume, major th vehicles:  
 Shared ln volume, major rt vehicles:  
 Sat flow rate, major th vehicles:  
 Sat flow rate, major rt vehicles:  
 Number of major street through lanes:

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	6	6	6	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.6	6.6	6.3	7.5	6.5	6.2
2-stage	4.3	4.3	7.1*	6.1*	6.3	7.0*	6.0*	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	6	6	6	0	0	0
t(f)	2.3	2.3	3.6	4.1	3.4	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

Movement 2                      Movement 5  
 V(t)    V(l,prot)    V(t)    V(l,prot)

V prog

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha  
 beta  
 Travel time, t(a) (sec)  
 Smoothing Factor, F  
 Proportion of conflicting flow, f  
 Max platooned flow, V(c,max)  
 Min platooned flow, V(c,min)  
 Duration of blocked period, t(p)  
 Proportion time blocked, p

	0.000	0.000
--	-------	-------

---

Computation 3-Platoon Event Periods      Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
--	-----------------------------	-------------------------------------	-----------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c, x	927	877	1370	1843	433	1393	1836	454

---

s  
 Px  
 V c, u, x

---

C r, x  
 C plat, x

---

Two-Stage Process

7	8	10	11
---	---	----	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	892	478	892	951	933	460	933	903
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

### Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9		12	
Conflicting Flows					433		454	
Potential Capacity					609		610	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					609		610	
Probability of Queue free St.					1.00		0.99	
Step 2: LT from Major St.					4		1	
Conflicting Flows					877		927	
Potential Capacity					717		685	
Pedestrian Impedance Factor					1.00		1.00	
Movement Capacity					717		685	
Probability of Queue free St.					0.98		0.98	
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8		11	
Conflicting Flows					1843		1836	
Potential Capacity					71		77	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.96		0.96	
Movement Capacity					68		74	
Probability of Queue free St.					0.99		1.00	
Step 4: LT from Minor St.					7		10	
Conflicting Flows					1370		1393	
Potential Capacity					102		103	
Pedestrian Impedance Factor					1.00		1.00	
Maj. L, Min T Impedance factor					0.96		0.95	
Maj. L, Min T Adj. Imp Factor.					0.97		0.96	
Cap. Adj. factor due to Impeding mvmnt					0.96		0.96	
Movement Capacity					98		99	

### Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8		11	
Part 1 - First Stage								
Conflicting Flows					892		933	
Potential Capacity					310		305	
Pedestrian Impedance Factor					1.00		1.00	
Cap. Adj. factor due to Impeding mvmnt					0.98		0.98	
Movement Capacity					304		300	
Probability of Queue free St.					0.99		1.00	

Part 2 - Second Stage		
Conflicting Flows	951	903
Potential Capacity	289	317
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.98
Movement Capacity	284	311

Part 3 - Single Stage		
Conflicting Flows	1843	1836
Potential Capacity	71	77
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.96
Movement Capacity	68	74

Result for 2 stage process:		
a	0.91	0.91
Y	1.16	1.00
C t	162	170
Probability of Queue free St.	0.99	1.00

Step 4: LT from Minor St.	7	10
---------------------------	---	----

Part 1 - First Stage		
Conflicting Flows	892	933
Potential Capacity	262	255
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.98
Movement Capacity	257	251

Part 2 - Second Stage		
Conflicting Flows	478	460
Potential Capacity	494	522
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.97
Movement Capacity	482	506

Part 3 - Single Stage		
Conflicting Flows	1370	1393
Potential Capacity	102	103
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.96	0.95
Maj. L, Min T Adj. Imp Factor.	0.97	0.96
Cap. Adj. factor due to Impeding mvmnt	0.96	0.96
Movement Capacity	98	99

Results for Two-stage process:		
a	0.91	0.91
Y	0.43	0.38
C t	191	191

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	17	2	3	2	0	5
Movement Capacity (vph)	191	162	609	191	170	610
Shared Lane Capacity (vph)			289		375	



Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	191	162	609	191	170	610
Volume	17	2	3	2	0	5
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh			289		375	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		TR		LTR	
v (vph)	13	12	17		5		7	
C(m) (vph)	685	717	191		289		375	
v/c	0.02	0.02	0.09		0.02		0.02	
95% queue length	0.06	0.05	0.29		0.05		0.06	
Control Delay	10.4	10.1	25.7		17.7		14.8	
LOS	B	B	D		C		B	
Approach Delay				23.9			14.8	
Approach LOS				C			B	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.98	0.98
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	10.4	10.1
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

TWO-WAY STOP CONTROL SUMMARY

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R

Volume	41	882	18	11	797	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	43	928	18	11	838	0
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R

Volume	13	0	4	4	0	3
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	13	0	4	4	0	3
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach: Exists?/Storage	No			/ No		
Lanes	1	1	0	0	1	0
Configuration	L		TR		LTR	

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound		
	1 L	4 L	7 L	8	9 TR	10	11 LTR	12
v (vph)	43	11	13		4		7	
C(m) (vph)	743	674	166		602		275	
v/c	0.06	0.02	0.08		0.01		0.03	
95% queue length	0.18	0.05	0.25		0.02		0.08	
Control Delay	10.1	10.4	28.5		11.0		18.4	
LOS	B	B	D		B		C	
Approach Delay				24.4			18.4	
Approach LOS				C			C	

HCS+: Unsignalized Intersections Release 5.6

Phone:  
E-Mail:

Fax:

-----TWO-WAY STOP CONTROL(TWSC) ANALYSIS-----

Analyst: AG  
 Agency/Co.:  
 Date Performed: 9/11/2014  
 Analysis Time Period: PM Peak  
 Intersection: SR 50 @ Griffin Rd/Redbud Ln  
 Jurisdiction: D7  
 Units: U. S. Customary  
 Analysis Year: Opening Year 2020 Build  
 Project ID: SR 50 PD&E Study  
 East/West Street: SR 50  
 North/South Street: Griffin Rd/Redbud Ln  
 Intersection Orientation: EW Study period (hrs): 0.25

-----Vehicle Volumes and Adjustments-----

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	41	882	18	11	797	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	11	232	5	3	210	0
Hourly Flow Rate, HFR	43	928	18	11	838	0
Percent Heavy Vehicles	10	--	--	10	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?	No			No		
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	13	0	4	4	0	3
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Peak-15 Minute Volume	3	0	1	1	0	1
Hourly Flow Rate, HFR	13	0	4	4	0	3
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0		0			
Flared Approach: Exists?/Storage	No		/		No /	
RT Channelized?						
Lanes	1	1	0	0	1	0
Configuration	L	TR	LTR			

-----Pedestrian Volumes and Adjustments-----

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn Through							
S5 Left-Turn Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.5	6.5	6.2	7.5	6.5	6.2
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	10	10	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.3	4.3	7.5	6.5	6.2	7.5	6.5	6.2
2-stage	4.3	4.3	7.0*	6.0*	6.2	7.0*	6.0*	6.2

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	10	10	0	0	0	0	0	0
t(f)	2.3	2.3	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
V prog	V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Rate, s (vph)  
 Arrival Type  
 Effective Green, g (sec)  
 Cycle Length, C (sec)  
 Rp (from Exhibit 16-11)  
 Proportion vehicles arriving on green P  
 g(q1)  
 g(q2)  
 g(q)

---

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)

---

alpha  
 beta  
 Travel time, t(a) (sec)  
 Smoothing Factor, F  
 Proportion of conflicting flow, f  
 Max platooned flow, V(c,max)  
 Min platooned flow, V(c,min)  
 Duration of blocked period, t(p)  
 Proportion time blocked, p 0.000 0.000

---

Computation 3-Platoon Event Periods Result

---

p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

---

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Process Stage II
--	-----------------------------	-------------------------------------	----------------------------

---

p(1)  
 p(4)  
 p(7)  
 p(8)  
 p(9)  
 p(10)  
 p(11)  
 p(12)

---

Computation 4 and 5  
 Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
V c,x	838	946	1455	1874	464	1410	1892	419
s								
Px								
V c,u,x								

---

C r,x  
 C plat,x

---

Two-Stage Process

	7		8		10		11
--	---	--	---	--	----	--	----

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)	1014	441	1014	860	860	550	860	1032
s		3000		3000		3000		3000
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.					9			12
Conflicting Flows					464			419
Potential Capacity					602			638
Pedestrian Impedance Factor					1.00			1.00
Movement Capacity					602			638
Probability of Queue free St.					0.99			1.00
Step 2: LT from Major St.					4			1
Conflicting Flows					946			838
Potential Capacity					674			743
Pedestrian Impedance Factor					1.00			1.00
Movement Capacity					674			743
Probability of Queue free St.					0.98			0.94
Maj L-Shared Prob Q free St.								
Step 3: TH from Minor St.					8			11
Conflicting Flows					1874			1892
Potential Capacity					73			71
Pedestrian Impedance Factor					1.00			1.00
Cap. Adj. factor due to Impeding mvmnt					0.93			0.93
Movement Capacity					68			66
Probability of Queue free St.					1.00			1.00
Step 4: LT from Minor St.					7			10
Conflicting Flows					1455			1410
Potential Capacity					93			100
Pedestrian Impedance Factor					1.00			1.00
Maj. L, Min T Impedance factor					0.93			0.93
Maj. L, Min T Adj. Imp Factor.					0.94			0.94
Cap. Adj. factor due to Impeding mvmnt					0.94			0.94
Movement Capacity					87			94

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.					8			11
Part 1 - First Stage								
Conflicting Flows					1014			860
Potential Capacity					277			333
Pedestrian Impedance Factor					1.00			1.00
Cap. Adj. factor due to Impeding mvmnt					0.94			0.98
Movement Capacity					261			328
Probability of Queue free St.					1.00			1.00

---

Part 2 - Second Stage		
Conflicting Flows	860	1032
Potential Capacity	333	271
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.94
Movement Capacity	328	255

---

Part 3 - Single Stage		
Conflicting Flows	1874	1892
Potential Capacity	73	71
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.93	0.93
Movement Capacity	68	66

---

Result for 2 stage process:		
a	0.91	0.91
Y	0.89	1.47
C t	155	157
Probability of Queue free St.	1.00	1.00

---

Step 4: LT from Minor St.	7	10
---------------------------	---	----

---

Part 1 - First Stage		
Conflicting Flows	1014	860
Potential Capacity	225	285
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.94	0.98
Movement Capacity	212	280

---

Part 2 - Second Stage		
Conflicting Flows	441	550
Potential Capacity	537	456
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.94
Movement Capacity	526	427

---

Part 3 - Single Stage		
Conflicting Flows	1455	1410
Potential Capacity	93	100
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.93	0.93
Maj. L, Min T Adj. Imp Factor.	0.94	0.94
Cap. Adj. factor due to Impeding mvmnt	0.94	0.94
Movement Capacity	87	94

---

Results for Two-stage process:		
a	0.91	0.91
Y	0.32	0.58
C t	166	193

---

Worksheet 8-Shared Lane Calculations

---

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	13	0	4	4	0	3
Movement Capacity (vph)	166	155	602	193	157	638
Shared Lane Capacity (vph)			602		275	

---

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	166	155	602	193	157	638
Volume	13	0	4	4	0	3
Delay						
Q sep						
Q sep +1 round (Qsep +1)						
n max						
C sh			602		275	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L		TR		LTR	
v (vph)	43	11	13		4		7	
C(m) (vph)	743	674	166		602		275	
v/c	0.06	0.02	0.08		0.01		0.03	
95% queue length	0.18	0.05	0.25		0.02		0.08	
Control Delay	10.1	10.4	28.5		11.0		18.4	
LOS	B	B	D		B		C	
Approach Delay				24.4			18.4	
Approach LOS				C			C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.94	0.98
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	10.1	10.4
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		



HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

1/13/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	1024	161	109	1150	42	178	25	97	84	91	89
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	171.2	171.2	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	23	1078	169	115	1211	44	187	26	102	88	96	94
Adj No. of Lanes	1	3	1	2	3	1	2	1	0	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	11	11	11	0	0	0
Cap, veh/h	41	1706	652	181	1886	651	260	107	421	149	594	545
Arrive On Green	0.02	0.36	0.36	0.06	0.39	0.39	0.08	0.35	0.35	0.04	0.31	0.31
Sat Flow, veh/h	1645	4715	1468	3250	4803	1495	3163	305	1196	3510	1900	1615
Grp Volume(v), veh/h	23	1078	169	115	1211	44	187	0	128	88	96	94
Grp Sat Flow(s), veh/h/ln	1645	1572	1468	1625	1601	1495	1581	0	1501	1755	1900	1615
Q Serve(g_s), s	1.2	16.1	6.2	2.9	17.4	1.5	4.9	0.0	5.1	2.1	3.1	3.5
Cycle Q Clear(g_c), s	1.2	16.1	6.2	2.9	17.4	1.5	4.9	0.0	5.1	2.1	3.1	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	41	1706	652	181	1886	651	260	0	529	149	594	545
V/C Ratio(X)	0.57	0.63	0.26	0.64	0.64	0.07	0.72	0.00	0.24	0.59	0.16	0.17
Avail Cap(c_a), veh/h	97	1706	652	275	1886	651	371	0	529	247	594	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	22.5	14.9	39.4	21.0	14.0	38.1	0.0	19.5	40.0	21.2	19.9
incr Delay (d2), s/veh	24.0	18	1.0	7.7	1.7	0.2	3.8	0.0	1.1	3.7	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.8	7.3	2.7	1.5	7.9	0.6	2.3	0.0	2.3	1.1	1.7	1.7
LnGrp Delay(d),s/veh	65.1	24.3	15.8	47.1	22.7	14.2	42.0	0.0	20.6	43.7	21.8	20.5
LnGrp LOS	E	C	B	D	C	B	D		C	D	C	C
Approach Vol, veh/h	1270			1370			315			278		
Approach Delay, s/veh	23.9			24.5			33.3			28.3		
Approach LOS	C			C			C			C		
Phs	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	37.4	7.6	34.0	8.7	34.8	11.0	30.6				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	5.0	33.0	6.0	30.0	7.2	30.8	10.0	26.0				
Max Q Clear Time (g_c+I1), s	3.2	19.4	4.1	7.1	4.9	18.1	6.9	5.5				
Green Ext Time (p_c), s	0.0	12.8	0.0	3.0	0.1	12.1	0.2	2.9				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay	25.4											
HCM 2010 LOS	C											

HCM 2010 Signalized Intersection Summary  
 10: Spring Lake Hwy/Mondon Hill Rd & SR 50

1/13/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	47	1114	165	176	943	65	135	45	95	40	56	31
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	172.7	172.7	172.7	175.9	175.9	175.9	182.7	182.7	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	49	1173	174	185	993	68	142	47	100	42	59	33
Adj No. of Lanes	1	3	1	2	3	1	2	1	0	2	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	4	4	4	2	2	2
Cap, veh/h	66	1690	619	261	1915	640	213	181	385	101	583	559
Arrive On Green	0.04	0.36	0.36	0.08	0.40	0.40	0.06	0.35	0.35	0.03	0.31	0.31
Sat Flow, veh/h	1645	4715	1468	3250	4803	1495	3375	522	1110	3442	1863	1583
Grp Volume(v), veh/h	49	1173	174	185	993	68	142	0	147	42	59	33
Grp Sat Flow(s),veh/h/ln	1645	1572	1468	1625	1601	1495	1688	0	1631	1721	1863	1583
Q Serve(g_s), s	2.5	18.4	6.7	4.8	13.6	2.4	3.6	0.0	5.6	1.0	1.9	1.2
Cycle Q Clear(g_c), s	2.5	18.4	6.7	4.8	13.6	2.4	3.6	0.0	5.6	1.0	1.9	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	66	1690	619	261	1915	640	213	0	566	101	583	559
V/C Ratio(X)	0.74	0.69	0.28	0.71	0.52	0.11	0.67	0.00	0.26	0.42	0.10	0.06
Avail Cap(c_a), veh/h	133	1690	619	338	1915	640	312	0	566	159	583	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	23.7	16.4	38.8	19.7	14.8	39.6	0.0	20.3	41.2	21.1	18.5
Incr Delay (d2), s/veh	29.4	2.4	1.1	8.1	1.0	0.3	3.6	0.0	1.1	2.7	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	8.3	2.9	2.5	6.2	1.0	1.8	0.0	2.7	0.5	1.1	0.6
LnGrp Delay(d),s/veh	70.5	26.1	17.5	46.9	20.7	15.1	43.2	0.0	21.4	43.9	21.4	18.7
LnGrp LOS	E	C	B	D	C	B	D		C	D	C	B
Approach Vol, veh/h		1396			1246			289			134	
Approach Delay, s/veh		26.6			24.3			32.1			27.8	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	38.5	6.5	34.0	10.9	35.0	9.5	31.1				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	33.0	4.0	30.0	9.0	31.0	8.0	26.0				
Max Q Clear Time (g_c+I1), s	4.5	15.6	3.0	7.6	6.8	20.4	5.6	3.9				
Green Ext Time (p_c), s	0.0	16.1	0.0	2.3	0.2	10.1	0.1	2.3				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			26.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary  
 14: Lockhart Rd & SR 50

1/13/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖	↖	↖↖	↖↖↖		↖↖		↖			
Volume (veh/h)	0	1147	37	39	1469	0	78	0	69	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus. Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	186.3	175.9	175.9	175.9	175.9	0.0	175.9	0.0	175.9			
Adj Flow Rate, veh/h	0	1207	39	41	1546	0	82	0	73			
Adj No. of Lanes	1	3	1	2	3	0	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	8	8	8	8	0	8	0	8			
Cap, veh/h	3	3057	952	107	3610	0	273	0	175			
Arrive On Green	0.00	0.64	0.64	0.03	0.75	0.00	0.08	0.00	0.08			
Sat Flow, veh/h	1774	4803	1495	3250	4961	0	3250	0	1495			
Grp Volume(v), veh/h	0	1207	39	41	1546	0	82	0	73			
Grp Sat Flow(s),veh/h/ln	1774	1601	1495	1625	1601	0	1625	0	1495			
Q Serve(g_s), s	0.0	7.4	0.6	0.8	7.2	0.0	1.4	0.0	2.8			
Cycle Q Clear(g_c), s	0.0	7.4	0.6	0.8	7.2	0.0	1.4	0.0	2.8			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	3	3057	952	107	3610	0	273	0	175			
V/C Ratio(X)	0.00	0.39	0.04	0.38	0.43	0.00	0.30	0.00	0.42			
Avail Cap(c_a), veh/h	131	4029	1254	321	4148	0	962	0	492			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.4	4.1	28.8	2.8	0.0	26.2	0.0	24.9			
Incr Delay (d2), s/veh	0.0	0.1	0.0	2.2	0.1	0.0	0.6	0.0	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.9	0.4	3.0	0.0	0.7	0.0	2.4			
LnGrp Delay(d),s/veh	0.0	5.4	4.1	31.0	2.8	0.0	26.8	0.0	26.5			
LnGrp LOS		A	A	C	A		C		C			
Approach Vol, veh/h		1246			1587			155				
Approach Delay, s/veh		5.4			3.6			26.7				
Approach LOS		A			A			C				
Phs	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	50.7		10.1	7.0	43.7						
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0						
Max Green Setting (Gmax), s	5.0	52.5		18.0	6.0	51.0						
Max Q Clear Time (g_c+10), s	0.0	9.2		4.8	2.8	9.4						
Green Ext Time (p_c), s	0.0	30.1		0.3	0.0	29.3						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay					5.5							
HCM 2010 LOS					A							

HCM 2010 Signalized Intersection Summary  
 14: Lockhart Rd & SR 50

1/13/2015

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
<b>Movement</b>												
Lane Configurations	↖	↑↑↑	↗	↖↗	↑↑↑		↖↗		↑			
Volume (veh/h)	5	1268	27	48	1324	0	129	0	71	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	186.3	175.9	175.9	175.9	175.9	0.0	179.2	0.0	179.2			
Adj Flow Rate, veh/h	5	1335	28	51	1394	0	136	0	75			
Adj No. of Lanes	1	3	1	2	3	0	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	8	8	8	8	0	6	0	6			
Cap, veh/h	9	2952	919	209	3235	0	264	0	219			
Arrive On Green	0.01	0.61	0.61	0.06	0.67	0.00	0.08	0.00	0.08			
Sat Flow, veh/h	1774	4803	1495	3250	4961	0	3312	0	1524			
Grp Volume(v), veh/h	5	1335	28	51	1394	0	136	0	75			
Grp Sat Flow(s), veh/h/ln	1774	1601	1495	1625	1601	0	1656	0	1524			
Q Serve(g_s), s	0.2	9.2	0.5	0.9	8.3	0.0	2.4	0.0	2.8			
Cycle Q Clear(g_c), s	0.2	9.2	0.5	0.9	8.3	0.0	2.4	0.0	2.8			
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	9	2952	919	209	3235	0	264	0	219			
V/C Ratio(X)	0.53	0.45	0.03	0.24	0.43	0.00	0.52	0.00	0.34			
Avail Cap(c_a), veh/h	171	3711	1155	837	4484	0	586	0	368			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.8	6.4	4.7	27.6	4.7	0.0	27.4	0.0	23.9			
Incr Delay (d2), s/veh	39.1	0.1	0.0	0.6	0.1	0.0	1.6	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2	4.0	0.7	0.4	3.6	0.0	1.2	0.0	2.5			
LnGrp Delay(d),s/veh	69.9	6.5	4.7	28.2	4.8	0.0	29.0	0.0	24.9			
LnGrp LOS	E	A	A	C	A		C		C			
Approach Vol, veh/h		1368			1445			211				
Approach Delay, s/veh		6.7			5.6			27.5				
Approach LOS		A			A			C				
<b>Timer</b>	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	5.3	46.8		9.9	9.0	43.2						
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0						
Max Green Setting (Gmax), s	5.0	58.0		11.0	16.0	48.0						
Max Q Clear Time (g_c+I), s	5.0	10.3		4.8	2.9	11.2						
Green Ext Time (p_c), s	0.0	31.6		0.3	0.1	26.4						
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				7.6								
HCM 2010 LOS				A								

## **Appendix M**

### **Intersection Turn Lane Storage Lengths**

**RECOMMENDED STORAGE LANE LENGTHS**  
(Based on Year 2040 - AM Peak - Directional Design Hour Volumes)

Intersection Approach & Lane Group	(1) AM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1-g/c)	(4) No. of Prop Lanes	(5) Percent Trucks	(6) Req Queue (ft) From ITE Formula	(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths <sup>1</sup> (ft)	Foot Notes
<b>SR 50 &amp; Cortez Boulevard/Jasmine Drive Intersection</b>										
EB Left	59	130	0.93	1	10.00%	109	240	349	350	4
Thru-Right	689	130	0.84	3	10.00%	383	0	383	400	-
WB Left	1501	130	0.66	3	10.00%	656	240	896	900	4
Thru	900	130	0.55	2	10.00%	492	0	492	500	-
Right	23	130	0.55	1	10.00%	25	240	265	275	4
NB Left	35	130	0.87	1	15.00%	63	350	413	425	5
Thru	68	130	0.87	1	15.00%	123	0	123	125	-
Right	950	130	0.54	2	15.00%	533	350	883	900	5
SB Left	473	130	0.85	2	3.00%	374	155	529	550	2
Thru-Right	508	130	0.66	1	3.00%	624	0	624	625	-
<b>SR 50 &amp; Spring Lake Highway/Mondon Hill Road Intersection</b>										
EB Left	38	130	0.96	1	10.00%	72	460	532	550	6
Thru	1724	130	0.52	3	10.00%	594	0	594	600	-
Right	271	130	0.39	1	10.00%	210	460	670	675	6
WB Left	232	130	0.90	2	8.00%	204	460	664	675	6
Thru	2311	130	0.46	3	8.00%	691	0	691	700	-
Right	241	130	0.34	1	8.00%	150	460	620	625	6
NB Left	252	130	0.90	2	11.00%	227	185	412	425	3
Thru-Right	172	130	0.79	1	11.00%	272	0	272	275	-
SB Left	207	130	0.91	2	0.00%	170	155	325	350	2
Thru	225	130	0.80	1	0.00%	325	0	325	325	-
Right	219	130	0.73	1	0.00%	289	155	444	450	2
<b>SR 50 &amp; Lockhart Road Intersection</b>										
EB Left	257	150	0.91	2	8.00%	263	460	723	725	6
Thru	2199	150	0.39	3	8.00%	643	0	643	650	-
Right	79	150	0.39	1	8.00%	69	460	529	550	6
WB Left	79	150	0.95	2	8.00%	84	240	324	325	4
Thru	2683	150	0.43	3	8.00%	865	0	865	875	-
Right	284	150	0.30	1	8.00%	192	240	432	450	4
NB Left	245	150	0.90	2	8.00%	248	240	488	500	4
Thru	35	150	0.89	1	8.00%	70	0	70	75	-
Right	219	150	0.81	1	8.00%	399	240	639	650	4
SB Left	261	150	0.90	2	2.00%	250	155	405	425	2
Thru	31	150	0.89	1	2.00%	59	0	59	75	-
Right	284	150	0.77	1	2.00%	465	155	620	625	2

Notes: 1. The distance "L" in column 7 is the total deceleration distance.  
 2. The 155 ft from Index 301, based on design speed of 40 mph.  
 3. The 185 ft from Index 301, based on design speed of 45 mph.  
 4. All recommendations rounded to nearest 25 ft.  
 5. The 155 ft from Index 301, based on design speed of 50 mph.  
 6. The 350 ft from Index 301, based on design speed of 55 mph.  
 7. The 460 ft from Index 301, based on design speed of 60 mph.  
 8. The 460 ft from Index 301, based on design speed of 65 mph.  
 9. The 460 ft from Index 301, based on design speed of 65 mph.  
 10. The 460 ft from Index 301, based on design speed of 65 mph.

The ITE "red-time" formula is:  $L = \frac{(1-G)(Volume)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$  where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

Source: ITE's Traffic Engineering Handbook, 1999.

**RECOMMENDED STORAGE LANE LENGTHS**  
(Based on Year 2040 - PM Peak - Directional Design Hour Volumes)

Intersection Approach & Lane Group	(1) PM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Percent Trucks	(6) Req Queue (ft) From ITE Formula		(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths <sup>1</sup> (ft.)	Foot Notes
						Req Queue (ft) From	ITE Formula				
<b>SR 50 &amp; Cortez Boulevard/Jasmine Drive Intersection</b>											
EB Left	27	120	0.95	1	10.00%	47	240	287	300	4	
Thru-Right	784	120	0.81	3	10.00%	388	0	388	400	-	
WB Left	1539	120	0.66	3	10.00%	621	240	861	875	4	
Thru Right	616	120	0.48	2	10.00%	271	0	271	275	-	
Right	51	120	0.48	1	10.00%	45	240	285	300	4	
Left	18	120	0.86	1	5.00%	27	350	377	400	5	
Thru	223	120	0.86	1	5.00%	336	0	336	350	-	
Right	1117	120	0.53	2	5.00%	518	350	868	875	5	
Left	306	120	0.90	2	2.00%	234	155	389	400	2	
Thru-Right	159	120	0.70	1	2.00%	189	0	189	200	-	
<b>SR 50 &amp; Spring Lake Highway/Mondon Hill Road Intersection</b>											
EB Left	80	135	0.93	1	10.00%	153	460	613	625	6	
Thru Right	1876	135	0.52	3	10.00%	671	0	671	675	-	
Right	277	135	0.42	1	10.00%	240	460	700	700	6	
WB Left	377	135	0.86	2	8.00%	328	460	788	800	6	
Thru Right	2019	135	0.45	3	8.00%	613	0	613	625	-	
Right	139	135	0.36	1	8.00%	101	460	561	575	6	
Left	142	135	0.93	2	4.00%	129	185	314	325	3	
Thru-Right	249	135	0.81	1	4.00%	393	0	393	400	-	
Left	173	135	0.93	2	2.00%	154	155	309	325	2	
Thru Right	64	135	0.81	1	2.00%	93	0	99	100	-	
Right	75	135	0.70	1	2.00%	100	155	255	275	2	
<b>SR 50 &amp; Lockhart Road Intersection</b>											
EB Left	267	150	0.91	2	8.00%	273	460	733	750	6	
Thru Right	2449	150	0.44	3	8.00%	808	0	808	825	-	
Right	58	150	0.44	1	8.00%	57	460	517	525	6	
WB Left	97	150	0.93	2	8.00%	101	240	341	350	4	
Thru Right	2392	150	0.45	3	8.00%	807	0	807	825	-	
Right	284	150	0.32	1	8.00%	204	240	444	450	4	
Left	406	150	0.87	2	6.00%	390	240	630	650	4	
Thru Right	35	150	0.86	1	6.00%	66	0	66	75	-	
Right	225	150	0.76	1	6.00%	378	240	618	625	4	
Left	261	150	0.90	2	2.00%	250	155	405	425	2	
Thru Right	31	150	0.89	1	2.00%	59	0	59	75	-	
Right	284	150	0.77	1	2.00%	465	155	620	625	2	

Notes: 1. The distance "L" in column 7 is the total deceleration distance  
 1 All recommendations rounded to nearest 25 ft. 2 The 155 ft from Index 301, based on design speed of 40 mph. 3 The 185 ft from Index 301, based on design speed of 45 mph.  
 4 The 240 ft from Index 301, based on design speed of 50 mph. 5 The 350 ft from Index 301, based on design speed of 55 mph. 6 The 460 ft from Index 301, based on design speed of 65 mph.  
 The ITE "ped-times" formula is:  $L = \frac{(1-G)(\text{Volume})^{(1+\% \text{ trucks})}(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$  where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

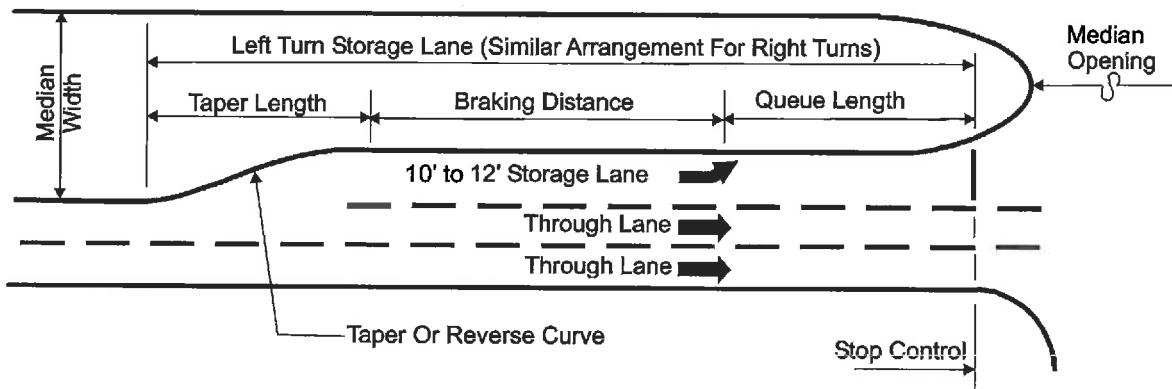
**RECOMMENDED STORAGE LANE LENGTHS ALONG SR 50 AT UNSIGNALIZED INTERSECTION**  
 (Based on Year 2040 - AM/PM Peak - Directional Design Hour Volumes)

Intersection Approach & Lane Group	(1) AM/PM Peak Hour Traffic (VPH)	(2) Storage Queue Length (feet)	(3) Taper Length (feet)	(4) Brake To Stop (feet)	(5) Column (2) + Column (3) + Column (4) (feet)	(6) Recommended Lane Lengths <sup>1</sup> (feet)
<b>SR 50 &amp; Griffin Road/Redbud Lane Intersection</b>						
EB Left	23/72	100	105	135	340	350
EB Right	18/32	50	105	135	290	300
WB Left	20/18	25	170	350	545	550
WB Right	31/0	25	170	350	545	550
NB Left	32/23	50	70	75	195	200

Notes: <sup>1</sup> All recommendations rounded to nearest 25 ft.



**Figure 3 – 16  
 Typical Storage Lane**



**Storage Queue Length - Unsignalized Intersections**

Turning Vehicles Per Hour	30	60	100	200	300
Required Storage Length (feet)	25	50	100	175	250

At signalized intersections, the required queue length depends on the signal cycle length, the signal phasing arrangement, and rate of arrivals and departures of turning vehicles.

In absence of a turning movement study, it is recommended that 100 ft. of queue length be provided in urban/suburban areas and 50 ft. of queue length be provided in rural/town areas as a minimum.

**Taper Length And Braking Distance (feet)**

Highway Design Speed (mph)	Storage Entry Speed* (mph)	Taper Length	Brake To Stop	
			Urban**	Rural***
35	25	70	75	---
40	30	80	75	---
45	35	85	100	---
50	40/44	105	135	215
55	48	125	---	260
60	52	145	---	310
65	55	170	---	350

\* Reaction Precedes Entry  
 \*\* Minimum Braking Distance, Wet Conditions  
 \*\*\* Customary Braking Distance, Wet Conditions

The storage lane may be in place of or in addition to deceleration length (See Section C.9.c.3).

# **Appendix N**

## **FDOT Generalized LOS Tables**

**Generalized Annual Average Daily Volumes for Florida's  
Urbanized Areas**

**TABLE 1**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
<b>Class I (40 mph or higher posted speed limit)</b>						<b>Core Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
<b>Class II (35 mph or slower posted speed limit)</b>						<b>Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						<b>Freeway Adjustments</b> Auxiliary Lanes Present in Both Directions + 20,000 Ramp Metering + 5%					
<b>Median &amp; Turn Lane Adjustments</b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%		<b>Uninterrupted Flow Highway Adjustments</b>					
<b>One-Way Facility Adjustment</b> Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<sup>1</sup> Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
<b>Paved Shoulder/Bicycle Lane Coverage</b>						<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
Lane Coverage	B	C	D	E		<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	2,900	7,600	19,700		* Cannot be achieved using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%	9,300	19,700	>19,700	**							
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	2,800	9,500							
50-84%	*	1,600	8,700	15,800							
85-100%	3,800	10,700	17,400	>19,700							
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							
						<i>Source:</i> Florida Department of Transportation Systems Planning Office <a href="http://www.dot.state.fl.us/planning/systems/sm/los/default.shtm">www.dot.state.fl.us/planning/systems/sm/los/default.shtm</a>					

**Generalized Annual Average Daily Volumes for Florida's  
Transitioning Areas and  
Areas Over 5,000 Not In Urbanized Areas<sup>1</sup>**

**TABLE 2**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>						
<b>Class I (40 mph or higher posted speed limit)</b>						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	44,100	57,600	68,900	71,700		
2	Undivided	*	14,400	16,200	**	6	65,100	85,600	102,200	111,000		
4	Divided	*	34,000	35,500	**	8	85,100	113,700	135,200	150,000		
6	Divided	*	52,100	53,500	**	10	106,200	141,700	168,800	189,000		
<b>Class II (35 mph or slower posted speed limit)</b>						<b>Freeway Adjustments</b>						
Lanes	Median	B	C	D	E	Auxiliary Lanes			Ramp			
2	Undivided	*	6,500	13,300	14,200	Present in Both Directions			Metering			
4	Divided	*	9,900	28,800	31,600	+ 20,000			+ 5%			
6	Divided	*	16,000	44,900	47,600							
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
<b>Median &amp; Turn Lane Adjustments</b>												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
2	Divided	Yes	No	+5%								
2	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
<b>One-Way Facility Adjustment</b> Multiply the corresponding two-directional volumes in this table by 0.6												
<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E			
0-49%						*	2,600	6,100	19,500			
50-84%						1,900	5,500	18,400	>19,500			
85-100%						7,500	19,500	>19,500	**			
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage						B	C	D	E			
0-49%						*	*	2,800	9,400			
50-84%						*	1,600	8,600	15,600			
85-100%						3,800	10,500	17,100	>19,500			
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)												
Sidewalk Coverage						B	C	D	E			
0-84%						> 5	≥ 4	≥ 3	≥ 2			
85-100%						> 4	≥ 3	≥ 2	≥ 1			
						<b>UNINTERRUPTED FLOW HIGHWAYS</b>						
Lanes	Median	B	C	D	E							
2	Undivided	9,200	17,300	24,400	33,300							
4	Divided	35,300	49,600	62,900	69,600							
6	Divided	52,800	74,500	94,300	104,500							
<b>Uninterrupted Flow Highway Adjustments</b>												
Lanes	Median	Exclusive left lanes		Adjustment factors								
2	Divided	Yes		+5%								
Multi	Undivided	Yes		-5%								
Multi	Undivided	No		-25%								
<sup>1</sup> Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.												
<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.												
<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.												
* Cannot be achieved using table input value defaults.												
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.												
Source: Florida Department of Transportation Systems Planning Office <a href="http://www.dot.state.fl.us/planning/systems/sml/los/default.shtml">www.dot.state.fl.us/planning/systems/sml/los/default.shtml</a>												

# **Appendix O**

## **FDOT Comment-Responses**

## Submittal Report

Financial Project:	430051-1-22-01	Submittal Type:	OTHER
Submittal Phase:	PD&E	Submittal Staff Type:	CONSULTANT
Received Date:	1/28/2015	Response Due Date:	3/4/2015
Grace Period:	0	District:	SEVENTH
Status:	OPEN	Create Date:	1/28/2015
Create User Id:	PD701SP	Last Update:	1/28/2015
		Last Update User Id:	PD701SP

Description:

SR 50 from Brooksville Bypass to I-75  
Hernando County  
Draft Traffic Technical Memorandum(TTM) - Revised

## Threads:

No	Status	Current Holder	Reference	Categories
3	COMMENT SUBMITTED FOR RESPONSE	JEFFERY NOVOTNY		TRAFFIC ANALYSIS
Created By	Created On	Version	Delegate For	
Elaine Martino	2/18/2015	1		
<p>Page 1-2, 2nd Paragraph, 2nd Sentence: Please clarify or reword the second sentence: "This PD&amp;E study will assist the MPO to consider this project for future LRTP updates."</p> <p>Page 1-3, 1st Paragraph, 1st full Sentence: Please re-phrase the sentence; possibly to: "In the future year of 2035, the TBRPM Version 7.2 Cost Affordable Plan model indicates that shows the area type along the corridor has been revised to reflect Outlying Business District (OBD) which indicates the study corridor will be urbanized with as the result of very large growth in all the forecasted socioeconomic development within the project limits."</p> <p>Page 1-3, 2nd Paragraph: Please re-phrase the sentence; possibly to: "The no-build condition considered the existing lane geometry with the future traffic volumes to be generated by all the socioeconomic growth projected to occur along the study corridor."</p> <p>Page 2-2, 1st Paragraph, 3rd Sentence: Please revise the sentence to include the western portion as an urban other principal arterial (Bypass to Singer Lane). The urbanized area was described accurately on page 1-2 in the 4th paragraph.</p> <p>Page 2-5, last Paragraph, 2nd Sentence: Please insert "the" before "No-Build".</p> <p>Page 4-2, 1st paragraph of Section 4.2, 1st Sentence: Please re-phrase the sentence; possibly to: "The opening year (2020), interim year (2030) and design year (2040) AADT were obtained by interpolation and extrapolation between the existing (2014) AADT and the established 2035 future model volumes to determine for the SR 50 volumes and the major side-streets volumes within the project limits."</p> <p>Page 5-1, 1st Paragraph, 4th Sentence: Please see the comment above for Page 1-3, 1st Paragraph, 1st Sentence.</p>				

Response: Responses to the comments stated above are provided below:

1. Page 1-2, 2nd paragraph, 2nd sentence will be removed in the revised report.

2. Page 1-3, 1st paragraph, 1st full sentence will be revised as shown below:

"In the future year of 2035, the TBRPM Version 7.2 Cost Affordable Plan model indicates the area type along the corridor has been revised to reflect Outlying Business District (OBD) which indicates the study corridor will be urbanized with as the result of very large growth in all the forecasted socioeconomic development within the project limits."

3. The first sentence on page 1-3, 2nd paragraph will be revised as shown below:

"The no-build condition considered the existing lane geometry with the future traffic volumes which will be generated by all the socioeconomic growth projected to occur along the study corridor."

4. Page 1-2, 4th paragraph of the report describes the study area; however, page 2-2, 1st paragraph 3rd sentence describes the functional classification of the study corridor. The functional classification of the study corridor was obtained to be "Rural Other Principal Arterial" from the Straight Line Diagram (SLD) for almost the entire length of the project. However, the SLD shows that SR 50 is classified as an "Urban Other Principal Arterial" from approximately 500 feet east of Cortez Boulevard/Jasmine Drive to further west of the project limit. Thus, for the purpose of this study, SR 50 within the project limits has been considered to be "Rural Other Principal Arterial".

Page 2-2, 1st paragraph, 3rd sentence will however, be revised as shown below:

"Within the project limits, the existing roadway is a rural other principal arterial with the exception of the 500 foot section at the western end of the study limit which is functionally classified as urban other principal arterial according to the straight line diagram."

5. "the" will be inserted before "No-Build" in 2nd sentence of last paragraph on page 2-5.

6. "to determine" and "volumes" will be inserted in the 1st sentence of 1st paragraph under Section 4.2 on page 4-2.

7. Page 5-1, 1st paragraph, 4th sentence will be revised as shown below:

"However, in the future year of 2035, the TBRPM Version 7.2 Cost Affordable Plan model indicates the area type along the corridor has been revised to reflect Outlying Business District (OBD) which indicates the study corridor will be urbanized with as the result of very large growth in all the forecasted socioeconomic development within the project limits."

## Submittal Report

Financial Project:	430051-1-22-01	Submittal Type:	OTHER
Submittal Phase:	PD&E	Submittal Staff Type:	CONSULTANT
Received Date:	1/28/2015	Response Due Date:	3/4/2015
Grace Period:	0	District:	SEVENTH
Status:	OPEN	Create Date:	1/28/2015
Create User Id:	PD701SP	Last Update:	1/28/2015
		Last Update User Id:	PD701SP

Description:

SR 50 from Brooksville Bypass to I-75

## Assignments:

Name	Assignment	Due Date	Status	Comments
Daniel Lamb	LEAD REVIEWER	2/18/2015	ACTIVE	
David Winkle	REVIEWER	2/18/2015	ACTIVE	

No	Status	Current Holder	Reference	Categories
2	COMMENT SUBMITTED FOR RESPONSE	JEFFERY NOVOTNY		TRAFFIC ANALYSIS

Created By	Created On	Version	Delegate For
David Winkle	2/13/2015	1	

SR 50 PD&E Study from Brooksville Bypass/SR 50A (Eastern Intersection)/East Jefferson Street to Interstate 75 Traffic Technical Memorandum dated January 2015 was reviewed for reasonableness and consistency with area transportation plans, and traffic engineering best practices. Please note these observations/comments are not intended to be inclusive of all omissions and errors, it remains the responsibility of the Consultant to ensure the quality of the report.

- Executive Summary, Page 1-1, second paragraph. Please define the acronym LRTP in the second paragraph on Page 1-1, and remove its definition from the second paragraph on Page 1-2.
- Table 5-11, Generalized Level of Service analysis, is not consistent with the results of the Synchro arterial analysis shown throughout Section 5. Since the signals along the corridor are over 3 miles apart, please use uninterrupted flow volumes from the Generalized Tables or remove Section 5.6 and Table 5-11. If the more detailed Synchro analysis does not show a need, then that is what should be stated in the report.
- Page 1-1, 2nd Paragraph. The third sentence states that the corridor will be LOS F by 2035, however this does not match what is shown in Table 5-2: Design Year 2040 No-Build.
- Page 2-4, 1st Paragraph. The sixth sentence states that the corridor will be LOS F by 2035, however this does not match what is shown in Table 5-2: Design Year 2040 No-Build.
- Page 3-1, 3.1 Roadway and Intersection Characteristics, second sentence. Please correct the roadway id 80-050-00 to 08-050-000.
- Page 3-12, Table 3-5. Please subtract the four (4) "Run-off-the-Road" crashes from the number of "Other" crashes so that the overall number of crashes remains at 201, not 205.
- Page 4-1, 4.1 Travel Demand Model, third paragraph, second sentence. Please consider documenting in the DTTM that the minor streets of Griffin Road/Redbud Lane were not identified the TBRPM network that represents Hernando County's 2035 Cost Affordable LRTP. Please also state that an alternative travel demand forecasting methodology was employed to estimate future traffic volumes for the subject streets by using the growth rate in socioeconomic data for traffic analysis zone (TAZs) adjacent to the project corridor.
- Page 5-12, third sentence. Change "do" to "does".



Response: Responses to the comments stated above are provided below:

1. These revisions will be made in the revised report.
2. Table 5-11 in Section 5.6 will be revised using the uninterrupted flow volumes from FDOT Generalized LOS Tables. The Synchro arterial analysis tables will be removed from the report as the signals along the corridor are over 3 miles apart. This was agreed upon with FDOT.
3. It will be clearly stated in the revised report that the 2035 LOS for the corridor was based on the 2013 FDOT Generalized Quality/Level Of Service Handbook Tables. Table 5-2 will be removed from the revised report. This was agreed upon with FDOT.
4. It will be clearly stated in the revised report that the 2035 LOS for the corridor was based on the 2013 FDOT Generalized Quality/Level Of Service Handbook Tables. Table 5-2 will be removed from the revised report. This was agreed upon with FDOT.
5. This correction will be made in the revised report.
6. "Run-off-the-Road" crashes will be subtracted from the "Other" crashes in Table 3-5 of the revised report.
7. The last paragraph on page 4-1 will be revised to include the following in the revised report.  
  
 "The minor side-streets of Griffin Road/Redbud Lane were not identified in the TBRPM network that represents Hernando County's 2035 Cost Affordable LRTP. Thus, an alternative travel demand forecasting methodology was employed to estimate future traffic volumes for the subject streets by using the growth rate (5.42%) in the socioeconomic data between the base year (2006) and future year (2035) for the traffic analysis zones adjacent to this road."
8. This revision will be made in the revised report.

<b>Elaine Martino</b>	REVIEWER	2/18/2015	ACTIVE
<b>JEFFERY NOVOTNY</b>	CONSULTANT PROJECT MANAGER	3/4/2015	ACTIVE
<b>Kirk Bogen</b>	LEAD REVIEWER	2/18/2015	ACTIVE
<b>Menna Yassin</b>	REVIEWER	2/18/2015	ACTIVE
<b>Rick Adair</b>	REVIEWER	2/18/2015	ACTIVE

No	Status	Current Holder	Reference	Categories
1	COMMENT SUBMITTED FOR RESPONSE	JEFFERY NOVOTNY		ENVIRONMENTAL MANAGEMENT OFF.
Created By	Created On	Version	Delegate For	
Rick Adair	2/5/2015	1		
Draft TTM comments usign WORD track changes				

See attached responses in the word document.

<b>Robin Rhinesmith</b>	LEAD REVIEWER	2/18/2015	ACTIVE
<b>Stephanie Pierce</b>	IN-HOUSE PROJECT MANAGER	2/18/2015	ACTIVE
<b>Todd Bogner</b>	REVIEWER	2/18/2015	ACTIVE
<b>Waddah Farah</b>	LEAD REVIEWER	2/18/2015	ACTIVE

# Project Development & Environment Study

## SR 50 PD&E Study

*From Brooksville Bypass/SR 50A (Eastern Intersection)/East Jefferson Street to Interstate 75*

# **Design** Traffic Technical Memorandum

WPI Segment No.: 430051-1  
Hernando County

Comment [AR1]: Did the scope for a D (Design) TTM instead of a TTM?

Design Traffic Technical Memorandum. Will revise.

Prepared for the

**Florida Department of Transportation  
District Seven**



January 2015

Stephanie Pierce  
FDOT Project Manager

# Project Development & Environment Study

## SR 50 PD&E Study

*From Brooksville Bypass/SR 50A (Eastern Intersection)/East Jefferson Street to Interstate 75*

# Design Traffic Technical Memorandum

WPI Segment No.: 430051-1  
Hernando County

Prepared for the

**Florida Department of Transportation  
District Seven**



**January 2015**

**Stephanie Pierce  
FDOT Project Manager**

## CERTIFICATION OF PROJECTED TRAFFIC VOLUMES

PROJECT: SR 50 PD&E Study from Brooksville Bypass/SR 50A (Eastern Intersection)/East Jefferson Street to Interstate 75

WPI Segment No: 430051-1

COUNTY: Hernando County

CLIENT: Florida Department of Transportation, District 7

This memorandum includes a summary of data collection efforts, traffic demand projection calculations, and capacity/level of service analysis for the SR 50 Design Traffic Technical Memorandum.

“I have followed the Project Traffic Forecasting Procedures adopted by the Florida Department of Transportation to arrive at the project traffic volumes. I have found these to be consistent with the historical traffic data and other available information.”

SIGNATURE: \_\_\_\_\_

NAME: Akram M. Hussein, PE / PTOE  
Florida P.E. # 58069  
American Consulting Engineers of Florida, LLC

DATE: January 2015

## Acronyms

ADT means Average Daily Traffic

AADT means Annual Average Daily Traffic

CCC means Chairs Coordinating Committee

DDHV means Directional Design Hour Volumes

Department refers to the Florida Department of Transportation

DHV means Design Hour Volume

DHT means Design Hour Truck

DTTM means Design Traffic Technical Memorandum

ETDM means Efficient Transportation Decision Making

FDOT means Florida Department of Transportation

FTI means Florida Transportation Information

HCS means Highway Capacity Software

ITE means Institute of Transportation Engineers

LOS means Level of Service

LRTP means Long Range Transportation Plan

MPH means Miles per Hour

MPO means Metropolitan Planning Organization

NCHRP means National Cooperative Highway Research Program

OBD means Outlying Business District

PD&E means Project Development & Environment

ROW means Right of Way

SIS means Strategic Intermodal System

SR means State Road

US means United States Highway

TAZ means Traffic Analysis Zone

TBRPM means Tampa Bay Regional Planning Model

~~TTM means Traffic Technical Memorandum~~

VPD means Vehicles per Day

## SECTION 1 EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study to evaluate multi-lane roadway improvement for SR 50 between the Brooksville Bypass/SR 50A/East Jefferson Street and Interstate 75 in Hernando County. SR 50 is a Strategic Intermodal System (SIS) highway facility, a hurricane evacuation route, as well as a regional freight corridor for goods movement. The study limits length is approximately 8.2 miles. Another prior PD&E study project evaluated improvements at the I-75 interchange, so this study only extends to Lockhart Road on the east end of the project for an effective length of 7.2 miles. The section along SR 50 to the east of Lockhart Road has been studied as a part of a separate FHWA approved PD&E Study – SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (SR 35/Treiman Boulevard), WPI Segment No.: 416732-2.

Comment [GA2]: Will revise.

Comment [GA3]: Will revise.

The Hernando County Metropolitan Planning Organization's 2035 LRTP Socioeconomic Projections estimate an employment increase of 117% and a population increase of 100% for Hernando County between 2006 and 2035. The population estimate for Hernando County is 154,245 for the year 2006 and 308,584 for future year 2035 and the countywide employment estimate is 55,900 for the year 2006 and 121,576 for future year 2035. Based on the growth projected to occur within the county, SR 50 is projected by the Tampa Bay Regional Planning Model (TBRPM Version 7.2) – Cost Feasible Network to have future traffic volumes ranging from approximately 42,600 vehicles to 76,200 vehicles per day (VPD) within the project limits by 2035, which would yield a LOS F for the corridor with the current roadway configuration. These volumes would exceed roadway capacity at the adopted standards of LOS for SR 50 within the project limits per FDOT. Thus, widening of SR 50 needs to be evaluated in order to meet future transportation demand.

Formatted: Highlight

Comment [AR4]: Is this now superseded by the MPO's 2040 LRTP?

2040 LRTP is now being finalized. Moreover, TBRPM is being worked on to update these and have not been adopted yet. This was confirmed with Elaine Martino. No changes will be made.

Formatted: Highlight

Study objectives include: determine proposed typical sections and develop preliminary conceptual design plans for proposed improvements, 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. The highway is expected to be improved from an existing, four-lane divided rural facility to a six-lane divided facility. The proposed improvements will include construction of stormwater management and floodplain compensation facilities and various intersection improvements, in addition to multimodal facilities (pedestrian, bicycle and transit accommodations). Improvement alternatives will be identified which will improve safety, consider cost and capacity needs and meet future transportation demand.

The proposed project is not currently included in the Hernando County Metropolitan Planning Organization (MPO) 2035 Cost Affordable Long Range Transportation Plan (LRTP). This PD&E study will assist the MPO to consider this project for future LRTP updates. However, the project is included in the Capital Improvements Element of the Hernando County Comprehensive Plan.

This *Design Traffic Technical Memorandum* has been prepared for the proposed project. Analysis was performed as a part of this study for the existing year (2014) and the future years – opening year (2020), interim year (2030) and design year (2040) with the existing and the future traffic volumes.

The operational analysis was performed for existing conditions with the existing lane geometry and 2014 traffic. The acceptable Level of Service (LOS) standard for the study corridor of SR 50 in the urbanized area from Brooksville Bypass/SR 50A/East Jefferson Street to Singer Lane is 'LOS D' and along SR 50 in the transitioning area between Singer Lane and I-75 is 'LOS C' based on the Planning Boundaries for LOS standards for Hernando County and Page 123 of the 2013 FDOT Quality/Level of Service Handbook. The existing intersection analysis showed that all of the study intersections operate at an acceptable level of service or better during both AM and PM peak periods. The existing roadway segment analysis showed that SR 50 within the study limits operates at an acceptable level of service in the both directions during the AM and PM peak periods.

Operational analyses of future conditions for opening year 2020 and design year 2040 were conducted for both the no-build and the build conditions. Only the build condition was

Formatted: Highlight

Comment [AR5]: Update to refer to the 2040 LRTP?  
2040 LRTP is now being finalized. Moreover, TBRPM is being worked on to update these and have not been adopted yet. This was confirmed with Elaine Martino. No changes will be made.

Formatted: Highlight

Formatted: Font: Italic

## SECTION 2 INTRODUCTION

### 2.1 PD&E STUDY PURPOSE

The objective of this Project Development and Environment (PD&E) study is to assist the Florida Department of Transportation (FDOT) in reaching a decision on the type, location, and conceptual design of the proposed improvements for widening SR 50 between the Brooksville Bypass/SR 50A/East Jefferson Street and Interstate 75 in Hernando County.

The PD&E study satisfies all applicable requirements in order for this project to qualify for federal funding of subsequent development phases (design, right of way [ROW] acquisition, and construction). This project was screened through FDOT's Efficient Transportation Decision Making (ETDM) process as Project #13980. A *Final Programming Screen Summary Report* was published on January 7, 2014. A *Type 2 Categorical Exclusion* will be prepared as part of this study.

### 2.2 PROJECT DESCRIPTION

SR 50 is a major east-west rural principal arterial that spans central Florida from coast to coast. In Hernando County, SR 50 connects to several regionally significant corridors, including US 19, SR 589 (Suncoast Parkway), US 41, I-75, and US 301. SR 50 is also a hurricane evacuation route, a designated truck route, part of the Strategic Intermodal System (SIS) and is part of the West Central Florida Metropolitan Planning Organization Chairs Coordinating Committee's (CCC) Regional Roadway Network. This segment of SR 50 connects the City of Brooksville to I-75.

In order to accommodate projected traffic increases along SR 50, the FDOT is conducting a ~~Project Development and Environment (PD&E)~~ study to consider the proposed widening of a portion of SR 50 and evaluate alternative capacity and operational improvements from the Brooksville Bypass/SR 50A/East Jefferson Street to I-75.

Comment [GA6]: Will revise.



Located in Hernando County, the limits of this study are from Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75, a distance of approximately 8.2 miles as shown in **Figure 2-1**. Another prior project evaluated improvements at the I-75 interchange, so this study only extends to Lockhart Road on the east end of the project for an effective length of 7.2 miles. Within the project limits, the existing roadway is a rural other principal arterial. The highway is expected to be improved from an existing, four-lane divided rural facility to a six-lane divided facility. The proposed improvements will include construction of stormwater management and floodplain compensation facilities and various intersection improvements, in addition to multimodal facilities (pedestrian, bicycle and transit accommodations).

The proposed project is not currently included in the Hernando County Metropolitan Planning Organization (MPO) 2035 Cost Affordable Long Range Transportation Plan (L RTP). This PD&E study will assist the MPO to consider this project for future LRTP updates. However, the project is included in the Capital Improvements Element of the Hernando County Comprehensive Plan.

Formatted: Highlight

**Comment [AR7]:** Update reference to the 2040 LRTP?  
2040 LRTP is now being finalized. Moreover, TBRPM is being worked on to update these and have not been adopted yet. This was confirmed with Elaine Martino. No changes will be made.

Formatted: Highlight

### 2.3 PURPOSE AND NEED

The purpose of this project is to address projected roadway congestion for SR 50 due to future growth along the project corridor and within Hernando County. Increasing roadway capacity along this segment of SR 50 will accommodate future growth, provide for enhanced emergency response times and emergency evacuation, and work in conjunction with other projects planned or underway to increase the capacity of SR 50. The existing annual average daily traffic (AADT) within the study limits varied between 18,150 and 22,700 vehicles per day (VPD) in 2014. **The Hernando County Metropolitan Planning Organization's 2035 LRTP Socioeconomic Projections estimate an employment increase of 117% and a population increase of 100% for Hernando County between 2006 and 2035. The population estimate for Hernando County is 154,245 for the year 2006 and 308,584 for future year 2035 and the countywide employment estimate is 55,900 for the year 2006 and 121,576 for future year 2035.** Based on the growth projected to occur within the corridor, **SR 50 is projected by the Tampa Bay Regional Planning Model (TBRPM Version 7.2) – Cost Feasible Network to have future traffic volumes ranging from approximately 42,600 vehicles to 76,200 vehicles per day (VPD) within the project limits by 2035,** which would yield a LOS F for the corridor with the current roadway configuration. These volumes would exceed roadway capacity at the adopted standards of LOS for SR 50 within the project limits per FDOT. Proposed future laneage will be based on the results of the traffic study being conducted as part of this PD&E study.

**The 2035 LRTP lists improving SR 50 to 8 lanes as a need, but it only shows expansion to 6 lanes between Lockhart and I-75 in the *Cost Affordable Plan*.**

A more detailed discussion of the project's purpose and need is included in the *ETDM Programming Screen Summary Report*, and a shorter version will be provided in the *Type 2 Categorical Exclusion* prepared as part of this study.

Formatted: Highlight

Comment [AR8]: Dated reference and data?

No. 2040 LRTP is now being finalized. This is the best available data. Detailed data for 2040 not yet available. No changes will be made.

Formatted: Highlight

Formatted: Highlight

Comment [AR9]: Is this now dated too?

No. 2040 LRTP is now being finalized. Moreover, TBRPM is being worked on to update these and have not been adopted yet. TBRPM 7.2 is still the latest model. This was confirmed with Elaine Martino. No changes will be made.

Formatted: Highlight

Comment [AR10]: See above comments regarding recent references and data.

No. 2040 LRTP is now being finalized. This was confirmed with Elaine Martino. No changes will be made.

Formatted: Highlight

## 2.4 PURPOSE OF REPORT

This Design Traffic Technical Memorandum (DTTM) is one of the several documents being prepared as a part of this PD&E study. The purpose of this report is to document the need for future widening of the SR 50 project corridor and identify the roadway improvements required within the project limits from Brooksville Bypass/SR 50A/East Jefferson Street to Lockhart Road for improved traffic operation. The analyses performed in this TTM are to support decisions related to project alternatives. In addition, this TTM summarizes existing conditions, development of existing and future traffic projections and analysis of existing and future traffic conditions along with proposed recommendations.

Comment [AR11]: DTTM title instead?

Will revise.

## 2.4 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

Within the project limits, SR 50 is currently a four-lane rural highway with 4-ft paved outside shoulders and typically a 46-ft grassed median. The existing right of way (ROW) is 200 feet wide. The posted speed limits vary from 45 mph to 60 mph. Major intersections within the project limits occur at Cortez Boulevard/Jasmine Drive, Griffin Road/Redbud Lane, CR 484/Spring Lake Highway and Lockhart Road (west of I-75). There is a short segment with existing sidewalk located near the west end of the project. There is a bridge culvert within the project limits located over the Bystream Overflow. This 53-ft bridge culvert was constructed in 1997 and has a sufficiency rating of 80 and a health index of 80.3 (inspected January 31, 2013).

Typical section alternatives will include rural and suburban typical sections. A “No-Build” Alternative is also being evaluated. Future phases for this proposed project are not currently included in FDOT’s current adopted 5-year work program. A separate PD&E study has been conducted approved by the FHWA for the segment directly to the east, between Lockhart Road and US 301/SR 35, which includes the SR 50/I-75 interchange, and improvements are planned at this interchange as part of a separate design-build project.

Comment [GA12]: Will revise.

Expected improvements include widening SR 50 to six lanes as well as intersection improvements and bicycle and pedestrian facilities. As stated earlier, the “No-Build” Alternative where no widening is proposed will also be considered during the PD&E study.

Formatted: Highlight

Comment [AR13]: Which piece of SR 50 is this sentence talking about? Clarify?

Within project limits.

Formatted: Highlight

Comment [GA14]: Will revise.

As a part of the widening project of SR 50 to six lanes, the design speed may be reduced to 50 mph from beginning of the project to Griffin Road/Redbud Lane and from Lockhart Road to I-75; and, remain 65 mph for the section of the project from Griffin Road/Redbud Lane to Lockhart Road. Pedestrian crosswalks, pedestrian ramps, pedestrian signals will be provided per FDOT standards as a part of the design for the widening project. Also, crosswalks will be provided at all un-signalized intersections per FDOT- District Seven standards.

Formatted: Highlight

**Comment [AR15]:** Again, which piece of SR 50 is this really talking about? Clarify?

Within project limits.

Formatted: Highlight

## SECTION 3      **EXISTING CONDITIONS & TRAFFIC**

### **3.1      ROADWAY AND INTERSECTION CHARACTERISTICS**

SR 50 from Brooksville Bypass/SR 50A/East Jefferson Street to Interstate 75 is a four-lane divided arterial roadway. The posted speed limit on SR 50 (Roadway ID No. 80-050-000 and 08-070-000) within the project limit varies between 45 mph and 60 mph. The existing year (2014) SR 50 arterial signalized intersection locations and primary un-signalized intersection locations along with intersection lane geometry are shown on **Figure 3-1**.

### **3.2      TRAFFIC CHARACTERISTICS**

A comprehensive traffic count program was performed for the SR 50 study corridor. The counts were collected ~~by Bayside Engineering during~~ the months of August and September of 2014. The traffic count data included 72-hour classification counts performed at two locations, 72-hour approach machine counts performed at approaches of the study intersections, and 8-hour turning movement counts performed at four key study intersections along the study corridor. The collected field traffic count data is included in **Appendix A**.

Comment [GA16]: Will revise.

The 72-hour bi-directional classification counts were conducted at the following locations:

- SR 50 – West of Spring Lake Highway/Mondon Hill Road
- SR 50 – East of Spring Lake Highway/Mondon Hill Road

The 72-hour bi-directional volume counts were conducted at the following locations:

- SR 50A – West of Cortez Boulevard/Jasmine Drive
- SR 50 – East of Cortez Boulevard/Jasmine Drive
- Cortez Boulevard – South of SR 50
- Jasmine Drive – North of SR 50
- SR 50 – West of Griffin Road/Redbud Lane
- SR 50 – East of Griffin Road/Redbud Lane
- Griffin Road – South of SR 50
- Redbud Lane – North of SR 50

crash rates for similar roadway segments. Statewide crash rates obtained from FDOT has been included in **Appendix G** along with the crash data information.

**Table 3-4 Summary of Crash Analysis along SR 50**

SR 50 from Brooksville Bypass/SR 50A/E Jefferson St (MP 10.312) to I-75 (MP 4.020) in Hernando County	Year					Five Year Total
	2009	2010	2011	2012	2013	
No. of Fatal Crashes	1	1	0	0	0	2
No. of Injury Crashes	30	22	22	17	12	103
No. of Property Damage Only Crashes	20	16	20	23	17	96
<b>Total Crashes</b>	<b>51</b>	<b>39</b>	<b>42</b>	<b>40</b>	<b>29</b>	<b>201</b>
Night-time crashes	18	14	12	14	11	69
<i>Average Crash Rate with Average AADT of 20,400</i>						<i>0.66</i>
<i>Statewide 5-Year Average Crash Rate for Suburban Segments*</i>						<i>1.303</i>

\*Obtained from FDOT – District Seven

The table above shows that the average crash rate over the study corridor of SR 50 is 0.66 which is lower compared to the statewide 5-year average crash rate for 4-5 lanes two-way divided raised suburban segments of 1.303. Approximately 34% of the total crashes along SR 50 are night-time crashes. The lighting along the study corridor within the project limits should be reviewed to ensure that they meet FDOT standards.

Comment [GA17]: Will revise

The distribution of the crashes by mile post is shown in **Figure 3-4**. The plot indicates that the majority of the crashes occurred at Spring Lake Highway/Mondon Hill Road and at or in the vicinity of La Rose Road/Nature Coast Boulevard and I-75 Southbound Ramps.

NCHRP 255 adjustment and the model plots for the base year (2006) and future year (2035) are provided as a part of **Appendix H**. Also, the calculations of the minor side-street growth rate based on comparison of socioeconomic data and the historical data within the project limits have been included in **Appendix H**.

#### 4.2 DEVELOPMENT OF FUTURE YEAR ANNUAL AVERAGE DAILY TRAFFIC (AADT) AND DESIGN HOUR TRAFFIC VOLUMES

The opening year (2020), interim year (2030) and design year (2040) AADT were obtained by interpolation and extrapolation between the existing (2014) AADT and the established 2035 future model volumes for the SR 50 volumes and the major side-streets within the project limits. For the minor side-street, future year AADTs were calculated by applying an annual growth rate of 5.42% on the existing (2014) AADT. The future year no-build and build AADT are shown in **Figure 4-1**. These future AADTs were approved by FDOT – District 7 on October 20, 2014. These have also been provided in **Appendix H**.

The future year AM and PM peak hour directional traffic volumes (DDHV) were obtained by multiplying the future year AADT volumes by the recommended K and D factors, respectively. These estimated DDHVs were then distributed at the study intersections by applying the existing turning percentages from the existing traffic counts. As in the existing year (2014), westbound is considered to be the peak direction along SR 50 within the project limits during the AM peak period and eastbound is considered to be the peak direction during the PM peak period in the development of the peak hour turning volumes. Peak direction for each side-street was obtained from the existing traffic counts and has been included in **Appendix B**.

Calculation of the DDHV and the future AM and PM peak hour turning movements are provided as a part of **Appendix I**. The spreadsheets illustrating the development of the AM and PM peak hour traffic volumes for the opening year, interim year and design year are also included in **Appendix I**. The future no-build and build AM and PM peak hour volumes for the opening year (2020), interim year (2030) and design year (2040) are shown in **Figures 4-2, 4-3 and 4-4**, respectively.

Formatted: Highlight

Comment [AR18]: Is this dated now since the MPO adopted their 2040 Plan?

Latest TBRPM has 2035 as future year. No changes will be made.

**Table 5-4 Design Year (2040) Build AM/PM Roadway Segment Speed and Level of Service Summary**

Roadway	Segment	Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
SR 50 EB	Cortez Boulevard/Jasmine Drive to Spring Lake Highway/Mondon Hill Road	4.23	50.9/50.2	A/A
	Spring Lake Highway/Mondon Hill Road to Lockhart Road	3.05	50.9/46.9	A/A
SR 50 WB	Lockhart Road to Spring Lake Highway/Mondon Hill Road	3.05	49.4/51.4	A/A
	Spring Lake Highway/Mondon Hill Road to Cortez Boulevard/Jasmine Drive	4.23	51.3/53.5	A/A

Based on the results of the 2040 build roadway segment analysis, all the segments along SR 50 operate at an acceptable level of service during both peak periods in both the eastbound and the westbound directions.

### 5.3 INTERIM YEAR (2030) BUILD LEVEL OF SERVICE ANALYSIS

The levels of service (LOS) for the study intersections and roadway segments for the interim year 2030 have been calculated using the design hour volumes shown in **Figure 4-3** and the proposed build geometry shown in **Figure 5-1**. The proposed build geometry including signalization at the intersection of SR 50 and Lockhart Road is obtained from the [FHWA approved](#) SR 50 PD&E Study to the east (WPI Segment No.: 416732-2). The 2030 build calculated LOS for signalized and un-signalized intersections and the SR 50 roadway segment within the project limits are summarized in **Tables 5-5** and **5-6**. The interim year build LOS analysis details (SYNCHRO and HCS intersection analysis worksheets and roadway segment outputs) are also provided in **Appendix K**.

Comment [GA19]: Will revise.



Based on the results of the 2020 no-build roadway segment analysis, SR 50 operates at an acceptable level of service in both the eastbound and westbound directions during both the peak periods.

**5.5 OPENING YEAR (2020) BUILD LEVEL OF SERVICE ANALYSIS**

The LOS for the study intersections and roadway segments for the opening year 2020 have been calculated using the design hour volumes shown in **Figure 4-2** and the design year build geometry shown in **Figure 5-1**. The proposed build geometry including signalization at the intersection of SR 50 and Lockhart Road is obtained from the FHWA approved SR 50 PD&E Study to the east (WPI Segment No.: 416732-2). The 2020 build calculated LOS for signalized and un-signalized intersections and the SR 50 roadway segment within the project limits are summarized in **Tables 5-9** and **5-10**. The opening year build LOS analysis details (SYNCHRO and HCS intersection analysis worksheets and roadway segment outputs) are also provided in **Appendix L**.

Comment [GA20]: Ok. Will revise.

**Table 5-9 Opening Year (2020) Build AM/PM Intersection Delay and Level of Service Summary**

Intersection	Overall Average Delay (seconds/vehicle)	Overall Intersection LOS
SR 50A/SR 50 at Cortez Boulevard/Jasmine Drive (signalized)	27.2/25.7	C/C
SR 50 at Griffin Road/Redbud Lane <sup>(1)</sup> (un-signalized)	23.9/24.4	C/C
SR 50 at Spring Lake Highway/Mondon Hill Road (signalized)	25.4/26.2	C/C
SR 50 at Lockhart Road (signalized)	5.5/7.6	A/A

(1) Un-signalized Intersection – Delay/LOS along worst minor approach.

Based on the results of the 2020 build intersection analysis shown in the table above, all the study intersections along SR 50 operate at an acceptable level of service during both the peak periods.

**Table 5-11 Roadway Segment Sensitivity Analysis Summary**

Roadway Segment along SR 50	Annual Average Daily Traffic (AADT)	No-Build (4-Lanes) LOS	Build (6-Lanes) LOS	Reference Tables from 2013 FDOT Quality/LOS Handbook	
				No-Build	Build
<b>Year 2020</b>					
Cortez Boulevard/Jasmine Drive to Griffin Road/Redbud Lane	29,350	C	C	Table 1 Class I	Table 1 Class I
Griffin Road/Redbud Lane to Spring Lake Highway/Mondon Hill Road	28,150	C	C	Table 2 Class I	Table 1 Class I
Spring Lake Highway/Mondon Hill Road to Lockhart Road	27,600	C	C	Table 2 Class I	Table 1 Class I
East of Lockhart Road	32,000	C	C	Table 2 Class I	Table 1 Class I
<b>Year 2030</b>					
Cortez Boulevard/Jasmine Drive to Griffin Road/Redbud Lane	40,400	F	C	Table 1 Class I	Table 1 Class I
Griffin Road/Redbud Lane to Spring Lake Highway/Mondon Hill Road	37,750	F	C	Table 2 Class I	Table 1 Class I
Spring Lake Highway/Mondon Hill Road to Lockhart Road	43,350	F	C	Table 2 Class I	Table 1 Class I
East of Lockhart Road	54,700	F	C	Table 2 Class I	Table 1 Class I
<b>Year 2040</b>					
Cortez Boulevard/Jasmine Drive to Griffin Road/Redbud Lane	51,450	F	C	Table 1 Class I	Table 1 Class I
Griffin Road/Redbud Lane to Spring Lake Highway/Mondon Hill Road	47,400	F	C	Table 2 Class I	Table 1 Class I
Spring Lake Highway/Mondon Hill Road to Lockhart Road	59,100	F	D	Table 2 Class I	Table 1 Class I
East of Lockhart Road (For 2040 Build Scenario with the Frontage Road per SR 50 PD&E Study WPID: 416732-2)*	77,450 (64,650)	F	F	Table 2 Class I	Table 1 Class I

The roadway segment sensitivity analysis shows that SR 50 within the project limits will fail to operate at the acceptable level of service by the future year 2030. Thus, widening of the study corridor from four lanes to six lanes is needed to achieve roadway segment operation at an acceptable level of service. It should be noted that in the design year 2040, the segment along SR 50 east of Lockhart Road do not operate at an acceptable level of service with six lanes. But this segment has been studied as a part of the [FHWA approved SR 50 PD&E Study](#) from Lockhart Road to US 301/SR 35 (WPID: 416732-2).

Comment [GA21]: Ok. Will revise.

December 12, 2014

Waddah Farah  
Florida Department of Transportation  
District 7  
11201 N. McKinley Drive  
Tampa, Florida 33612

Re: SR 50 PD&E Study from Brooksville Bypass/SR 50A (Eastern Intersection)/East Jefferson Street to Interstate 75  
FPN: 430056-1-22-01  
Draft Design Traffic Technical Memorandum  
Response to FDOT Comments (11-25-2014)

Dear Mr. Farah:

American has reviewed the FDOT comments for the Draft Design Traffic Technical Memorandum (DTTM) received on November 25, 2014 and we offer the following responses:

General Comments:

Comment 1: The results of the arterial analysis presented in Table 5-2 for the 2040 No-Build Alternative do not support the widening of SR 50 from an existing four-lane to a proposed six-lane roadway facility. The results show that the existing four-lane SR 50 is projected to provide an acceptable Level of Service (LOS) C or better in both the a.m. and p.m. peak hours of the design year (2040). As such, the analyst may want to compare this analysis to an alternative methodology (such as the FDOT Generalized Quality/LOS tables or ARTPLAN) to analyze arterial operations for the SR 50 study corridor.

***Response: Analysis for the segments along SR 50 will be conducted using FDOT Generalized Quality/LOS Tables to justify the widening of SR 50 from an existing four-lane to a proposed six-lane roadway facility and this will be included in the revised report.***

Comment 2: The Highway Capacity Software (HCS) 2010 is the standard analysis tool that FDOT District Seven employs for reporting vehicle delay and LOS. The HCS 2010 module within Synchro may be used to report Highway Capacity Manual (HCM) 2010 Control Delay that is comparable to HCS's output. Percentile Delay from Synchro differs from HCM Control Delay. As such, please revise the signalized analyses to provide HCM Control Delay.

**Response:** *The HCS 2010 module within SYNCHRO supports speed limit in the range of 25 mph and 55 mph. As under the proposed build condition, the speed limit is 60 mph between Griffin Road/Redbud Lane and Lockhart Road, for consistency purposes, percentile delay from SYNCHRO was reported.*

*The HCS 2010 output from SYNCHRO will be included in the revised report by modifying the speed limit to 55 mph where needed.*

Comment 3: Please consider adding to the Executive Summary the need for the project, including reference to SR 50 as a Strategic Intermodal System (SIS) highway facility, a hurricane evacuation route, as well as the importance of SR 50 as a regional freight corridor for goods movement. With the projected No-Build arterial LOS found to be acceptable, there is a lack of justification for widening of SR 50 to six lanes unless other factors can be considered as noted above.

**Response:** *The following sentence will be added in the first paragraph of the Executive Summary after the first sentence.*

*“SR 50 is a Strategic Intermodal System (SIS) highway facility, a hurricane evacuation route, as well as a regional freight corridor for goods movement.”*

*Also, the following paragraph addressing the need for the project will be added after the first paragraph in the Executive Summary.*

*“The Hernando County Metropolitan Planning Organization’s 2035 LRTP Socioeconomic Projections estimate an employment increase of 117% and a population increase of 100% for Hernando County between 2006 and 2035. The population estimate for Hernando County is 154,245 for the year 2006 and 308,584 for future year 2035 and the countywide employment estimate is 55,900 for the year 2006 and 121,576 for future year 2035. Based on the growth projected to occur within the county, SR 50 is projected by the Tampa Bay Regional Planning Model (TBRPM Version 7.2) – Cost Feasible Network to have future traffic volumes ranging from approximately 42,600 vehicles to 76,200 vehicles per day (VPD) within the project limits by 2035, which would yield a LOS F for the corridor with the current roadway configuration. These volumes would exceed roadway capacity at the adopted standards of LOS for SR 50 within the project limits per FDOT. Thus, widening of SR 50 needs to be evaluated in order to meet future transportation demand.”*

Comment 4: Please consider providing a failure threshold analysis to determine the analysis years that the proposed six-lane widening is needed to meet adopted LOS standards on a segment-by-segment basis.

**Response:** *A failure threshold analysis to determine the analysis years that the proposed six-lane widening is needed to meet adopted LOS standards on a segment-by-segment basis will be included in the revised report.*

Comment 5: The northbound-to-eastbound right-turn movement at the SR 50/Cortez Boulevard-Jasmine Drive intersection currently operates free-flow (i.e., a dedicated lane is provided on the departure approach of the eastbound SR 50 mainline to receive right-turning traffic). Please revise existing and No-Build Alternative traffic operational analyses to reflect this right-turn treatment and discuss the analysis year that dual right-turn operated under signal control are recommended in lieu of the existing single free flow right-turn.

**Response:** *The study intersection of the SR 50/Cortez Boulevard-Jasmine Drive will be revised to reflect the northbound to eastbound free-flow right turn for the existing and no-build traffic operational analysis.*

*Also, in the revised report it will be indicated that under the build condition, dual right-turn operated under signal control are recommended in lieu of the existing single free flow right-turn at this intersection. This improvement is needed by design year 2040. However, in this context, it should be noted that the build geometry is built in order to provide adequate level of operation through a twenty year period. Therefore, this improvement is considered from the opening year 2020 through design year 2040.*

Section Specific Comments:

Comment 1: Page 2-4, 2.3 Purpose and Need, first paragraph, last sentence. Please consider revising to read, “These volumes would exceed roadway capacity at the adopted...”

**Response:** *This revision will be made in the revised report.*

Comment 2: Page 3-3, 3.3 Traffic Parameters, first paragraph, second sentence. It is stated that the recommended D factor along SR 50 is based on the 72-hour classification counts. The typical process employed to arrive at the D factor is to review historical D factors along the study corridor over a set period of time (i.e., 5 years or more) and compare it to the recent count data. Please document if this process was employed in developing the D factor used for the existing and future conditions traffic operational analyses.

**Response:** *Review of D-factor from FDOT Count Station 080019 from 2013 Florida Transportation Information (FTI) DVD was conducted in developing the D-factor for existing and future conditions as indicated in Appendix B. However, historical D-factors over a set period of time (i.e., 5 years or more) were not conducted.*

*The table provided below summarizing the 5 years of D-factor within the study corridor will be added to Appendix B to show that the recommended D-factor for existing and future conditions are in line with the historical data. Also, this methodology will be discussed under Section 3.3 of the revised report.*

***Summary of Historical D-Factors along SR 50 within Project Limits***

Location of Count	Count Station	Year	D-Factor	Recommended D-Factor
SR 50 – West of CR 484	080019	2013	51.30%	52.35%
		2012	55.00%	
		2011	55.00%	
		2010	54.68%	
		2009	55.47%	
<b><i>Average</i></b>		-	<b><i>54.29%</i></b>	<b><i>52.35%</i></b>

Comment 3: Page 3-5, 3.4 Development of Existing Year (2014) Design Hour Traffic Volumes, second paragraph, last sentence. Please correct the formatting error.

***Response:*** *This revision will be made in the revised report.*

Comment 4: Page 3-8, 3.5 Existing Year (2014) Intersection Level of Service Analysis, first paragraph. In addition to reducing the input volume by 2/3 to reflect the analysis of a six-lane roadway in the Highway Capacity Software (HCS) for a Two Way Stop Control (TWSC) intersection, please adjust the critical gap according to Chapter C.9 of the Manual of Uniform Standards for Design, Construction and Maintenance for Streets and Highways (Commonly known as the “Florida Greenbook”; Topic No. 625-000-015, May 2011) to account for the additional time needed by motorists to traverse a greater number of lanes in a six-lane Build scenario.

***Response:*** *For Two Way Stop Control (TWSC) intersection analysis in Highway Capacity Software (HCS) for a six-lane roadway, along with reducing the input volume to 2/3, the critical gap for the left and the through movement from the minor street will be increased by 0.5 seconds for each additional lane to be crossed (more than two lanes) for passenger cars (the higher percentage of traffic being passenger cars along the*

*minor street) according to Section C.9.B.4 © and (d) from Florida Greenbook, Topic No. 625-000-015, May 2011. This will be stated in the revised report.*

Comment 5: Page 3-8, 3.5 Existing Year (2014) Intersection Level of Service Analysis, first paragraph. HCS+ Version 5.6 is an outdated version of the HCS software (several versions behind and implements the HCM 2000 methodology – not the required HCM 2010 methodology). Please update the unsignalized intersection analyses using the latest version of HCS 2010 (Version 6.60).

**Response:** *The stop-controlled module of the latest version of HCS 2010 (Version 6.60) has not been updated and this was confirmed by McTrans. It redirects to HCS+ version 5.6. Thus, this version has been referred to in Section 3.5.*

Comment 6: Page 3-9, Table 3-3 Existing Year (2014) AM/PM Roadway Segment Speed and Level of Service Summary. It is stated in Item 17 of the Methodology Statement in Appendix C that the arterial analysis will use the HCS 2010 Multilane methodology for segment lengths greater than 2.0 miles. Please explain if this methodology was employed instead of Synchro, given that all segment lengths in Table 3-3 are greater than 2.0 miles.

**Response:** *Arterial analysis was only performed using SYNCHRO 8. Item 17 of the Methodology Statement stated HCS 2010 Multilane as optional. However, HCS 2010 Multilane was not used for arterial analysis.*

Comment 7: Page 3-10, 3.7 Crash Analysis, first paragraph, fourth sentence. Please discuss the reason for referencing the number of nighttime crashes in the body of text, and state what can be concluded about the nighttime crashes from the summarized data shown in Table 3-4.

**Response:** *Nighttime crashes are always included as a part of the crash data summary. The purpose of this is to determine the percentage of total crashes that occurs in dark conditions so that it can be ensured that the lighting along the study corridor is adequate and that crashes do not occur due to insufficiency of lighting.*

*The following will be discussed in Section 3.7 under Table 3-4.*

*“Approximately 34% of the total crashes along SR 50 are night-time crashes. The lighting along the study corridor within the project limits should be reviewed to ensure that they meet FDOT standards.”*

Comment 8: Page 3-10 Table 3-4 Summary of Crash Analysis along SR 50. The safety ratio is not calculated properly, it should be the actual crash rate over the critical crash rate (not actual crash rate divided by the statewide average crash rate). Please revise accordingly.

**Response:** *It is agreed that the safety ratio for a study site or corridor is actual crash rate over the critical crash rate. Safety ratio will be removed from Table 3-4 in the revised report.*

*The primary purpose of comparing the actual crash rate for a study corridor to the critical crash rate is to make a comparison with crash rates that have been statistically adjusted, based on other roads with similar characteristics (i.e. all sub-urban sections of 4-5 lanes divided raised state roads in the entire state), to remove the elements of chance and randomness. Thus, for the computation of the safety ratio, statewide average crash rate was considered to be the critical crash rate, especially in this case where real statewide data is available for similar roadways.*

Comment 9: Page 3-19, 3.7 Crash Analysis, second paragraph, first sentence. The first sentence references the average crash rate for the corridor being 0.51 when it is shown as 0.66 in Table 3-4. In addition, the text in the body of the report references a statewide average crash rate of 1.303 for a suburban segment, but this differs from the urban segment reference shown in Table 3-4. As such, please revise these discrepancies.

**Response:** *This revision will be made in the revised report.*

Comment 10: Page 3-11, Figure 3-4 Distribution of Crashes (2009-2013) by Milepost along SR 50 from Brooksville Bypass/SR 50A/East Jefferson Street to I-75. Please label in Figure 3-4 all study intersections at their appropriate milepost.

**Response:** *All the study intersections will be labeled at their appropriate milepost in Figure 3-4 of the revised report.*

Comment 11: Page 3-12, Table 3-5 Summary of Crash Analysis along SR 50 by Crash Types. Please consider specifying the number of run-off the road crashes, as geometric or traffic control features can be incorporated into the proposed six-lane widening to lessen the propensity for these crash types.

**Response:** *Run-off the road crashes will be added to Table 3-5 in the revised report.*

Comment 12: Page 4-1, 4.1 Travel Demand Model, third paragraph, second sentence. Please specify why a different methodology was employed for forecasting traffic volumes on Griffin Road/Redbud Lane; did the Tampa Bay Regional Transportation Model (TBRPM) under predict traffic volumes and an alternative method was needed for reasonableness of the projected volumes? Please discuss.



**Response:** *Minor side-streets are not always coded in the Tampa Bay Regional Planning Model (TBRPM) model network. In such cases, a different methodology like comparison of the socioeconomic data between base and future years are utilized for the traffic analysis zones adjacent to or in proximity of the minor streets to assess a reasonable growth rate for these roads. Griffin Road/Redbud Lane is a similar minor street that is not coded in the TBRPM model network. Thus, a different methodology was used for forecasting traffic volumes on Griffin Road/Redbud Lane. This methodology was also coordinated and agreed upon by FDOT - District Seven on October 14, 2014.*

Comment 13: Page 5-3, Table 5-1 Design Year (2040) No-Build AM/PM Intersection Delay and Level of Service Summary. In lieu of reporting unrealistic values for side street approach delay at the TWSC intersections (i.e., 3100 seconds/vehicle), please consider referencing a delay of “>50” seconds which is representative of failing (LOS F) conditions according to HCM Exhibit 17-2.

**Response:** *All the side-street approach delay at the TWSC intersections with LOS F will be referenced as “>50” seconds in the revised report.*

Comment 14: Page 5-4, Table 5-3 Design Year (2040) Build AM/PM Intersection Delay and Level of Service Summary. Failing LOS is reported for the side street approach at the SR 50/Griffin Road-Redbud Lane intersection under the Build Alternative. Please consider documenting the projected 2040 a.m. and p.m. volumes for the failing approach relative to the volume thresholds from Signal Warrant 3 – Peak Hour Warrant from the Manual On Uniform Traffic Control Devices (MUTCD). In addition, if the median width on SR 50 is wide enough to accommodate a stored vehicle perpendicular or at an acute angle to the travel direction, a two-stage TWSC analysis could be employed. The first stage involves the driver selecting a gap in the near side mainline vehicle stream (i.e., gap selection on the left side) and progressing from the side street to the median. The second phase involves the driver selecting a gap in the far side mainline vehicle stream (i.e., gap selection on the right side) and progressing from the median onto or across the mainline.

**Response:** *The following will be added to the last paragraph on page 5-4 of the revised report.*

*“The 2040 AM and PM peak hour volumes for the worst failing approach along Griffin Road/Redbud Lane is 41 vehicles per hour and 30 vehicles per hour, respectively which is low compared even the 70% volume threshold of 70 vehicles per hour for one lane approach from Signal Warrant 3 – Peak Hour Warrant from MUTCD 2009 Edition.”*

*In this context, it should be noted that Signal Warrant 3 from MUTCD 2009 Edition is applied in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers*

*of vehicles over a short time. This is not an appropriate case for Griffin Road/Redbud Lane.*

*A two-stage TWSC analysis was conducted at the intersection of SR 50 and Griffin Road/Redbud Lane with a median storage of one vehicle. The results reported in Table 5-3 at this intersection are from the two-stage TWSC analysis conducted.*

Comment 15: Page 5-5, Figure 5-1 Proposed Build Lane Geometry. Please consider revising the proposed geometry on the westbound approach to the SR 50/Cortez Boulevard-Jasmine Drive intersection to show two westbound through lanes instead of three. The projected 2040 traffic volume for the westbound through movement does not warrant three through lanes, and currently there only exists one lane in each direction of SR 50A (Jefferson Street) west of Cortez Boulevard/Jasmine Drive. The third westbound through lane could be dropped into the westbound-to-northbound right turn lane or the outside lane of the proposed triple westbound-to-southbound left-turn lanes.

**Response:** *The proposed geometry shown in Figure 5-1 will be revised for the westbound approach of the SR 50/Cortez Boulevard-Jasmine Drive intersection to show two westbound through lanes instead of three.*

Comment 16: Page 5-5, Figure 5-1 Proposed Build Lane Geometry. Please show on Figure 5-1 the number of existing and proposed approach/departure lanes at all intersections.

**Response:** *The number of existing and proposed approach lanes is shown in Figure 5-1 for all intersections. The number of existing and proposed departure lanes at all intersections will be added to Figure 5-1 in the revised report.*

Comment 17: Page 5-8, Table 5-8 Opening Year (2020) No-Build AM/PM Roadway Segment Speed and Level of Service. Please confirm the accuracy of the reported arterial speeds for the westbound direction of SR 50, as the 2020 values are greater than existing (2014) vehicle speeds even though traffic is expected to grow by 2020 and there are no improvements to be made in the No-Build Alternative.

**Response:** *The reported arterial speed for the westbound direction of SR 50 for opening year 2020 no-build is slightly greater than existing year 2014 speeds because of the signal timing optimization as a part of the future analysis.*

Comment 18: Appendix B. Please consider providing a table in Appendix B that summarizes the historical D factors on SR 50 obtained from the Florida Traffic Information (FTI) DVD,

and compare the 5-year historical average to the D-factor calculated from the raw count data.

**Response:** *The following table will be added to Appendix B to show the comparison of the 5-year historical average of D-factor for SR 50 from 2013 FTI DVD to the D-factor calculated from the raw count data.*

***Summary of Historical D-Factors along SR 50 within Project Limits***

Location of Count	Count Station	Year	D-Factor	Recommended D-Factor
SR 50 – West of CR 484	080019	2013	51.30%	52.35%
		2012	55.00%	
		2011	55.00%	
		2010	54.68%	
		2009	55.47%	
<b><i>Average</i></b>		-	<b><i>54.29%</i></b>	<b><i>52.35%</i></b>

If you have any questions, please feel free to contact me at 813-435-2565 or Arpita Guha at 813-435-2618.

Sincerely,  
*American Consulting Engineers of Florida, LLC*

Akram Hussein, P.E., PTOE

cc: Stephanie Pierce, FDOT-D7  
 Kirk Bogen, FDOT-D7  
 Peter Maass, FDOT-D7  
 David Winkle, FDOT-D7  
 Jeff Novotny, American  
 Arpita Guha, American