

# **FINAL TRAFFIC REPORT**

---

## **SR 50 (CORTEZ BOULEVARD) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY**

**SR 50 (Cortez Boulevard)  
from Lockhart Road to US 301 (SR 35/Treiman Boulevard)  
Hernando County, Florida**

**ETDM Project Number: 3391  
Work Program Item Segment Number: 416732-2  
Federal-Aid Project Number: TBD**

Prepared for:



**Florida Department of Transportation  
11201 North McKinley Drive  
Tampa  
Florida 33612**

**January 2014**

# **FINAL TRAFFIC REPORT**

---

## **SR 50 (CORTEZ BOULEVARD) PROJECT DEVELOPMENT AND ENVIRONMENT STUDY**

**SR 50 (Cortez Boulevard)  
from Lockhart Road to US 301 (SR 35/Treiman Boulevard)  
Hernando County, Florida**

**ETDM Project Number: 3391  
Work Program Item Segment Number: 416732-2  
Federal-Aid Project Number: TBD**

Prepared for:



**Florida Department of Transportation  
11201 North McKinley Drive  
Tampa, Florida 33612**

Prepared by:

**Atkins North America, Inc.  
4030 West Boy Scout Boulevard  
Suite 700  
Tampa, Florida 33607**

**January 2014**

The Florida Department of Transportation (FDOT), District Seven, conducted a Project Development and Environment (PD&E) Study to determine the engineering and environmental effects of the proposed improvement to State Road 50 (SR 50) [Cortez Boulevard] from Lockhart Road to US 301 (SR 35/Treiman Boulevard) in Hernando County, Florida. The Preferred Alternative involves widening SR 50 (Cortez Boulevard) from four to six lanes from west of I-75 to US 98 (SR 700/McKethan Road), and from two to four lanes from US 98 (SR 700/McKethan Road) to US 301 (SR 35/Treiman Boulevard).

Initially, there were no plans for federal funding of the project since it was developer-driven. The original project was to result in approval of a State Environmental Impact Report (SEIR) with study limits from Lockhart Road (west of I-75) to US 301 (SR 700/McKethan Road). However, the slowed economy has delayed the initiation of the planned developments, so developers will not be making roadway improvements. In addition, after the September 27, 2012 Public Hearing, the Hernando County Metropolitan Planning Organization (MPO) elevated this project in its list of priorities. As a result, FDOT is seeking approval from the Federal Highway Administration in order to qualify the project for federal funding. Therefore, in order to maintain logical termini, the western project limit was revised from Lockhart Road to west of I-75.

The portion of SR 50 (Cortez Boulevard) in the area of the I-75 interchange (from station 968+50 to station 1027+00) is exempt from this study, as it was evaluated under the I-75 PD&E Study (FPID 411014-1). The portion of SR 50 (Cortez Boulevard) west of I-75 that is not included in the I-75 PD&E Study will be evaluated under a future PD&E study from SR 50 from Brooksville Bypass/SR 50A (Eastern Intersection)/East Jefferson Street to I-75, currently programmed for fiscal year 2013/2014. Therefore, the proposed western study limit is now identified as west of I-75 (see Project Location Map).

Consequently, please note that supporting documents, including Traffic Report, Noise Study Report, Historic Resources Update Survey Technical Memorandum, Air Quality Technical Memorandum, Comments and Coordination Report, and Preliminary Stormwater Management Facility Report evaluated the original study limits.

# TABLE OF CONTENTS

---

<b>1.</b>	<b>INTRODUCTION .....</b>	<b>1-1</b>
1.1.	Purpose .....	1-1
1.2.	Project Description.....	1-1
1.3.	Traffic Study Methodology .....	1-1
<b>2.</b>	<b>Existing Traffic Conditions .....</b>	<b>2-1</b>
2.1.	Existing Traffic Data.....	2-2
2.1.1.	Traffic Count Data .....	2-2
2.1.2.	Annual Average Daily Traffic Volumes.....	2-3
2.1.3.	Existing Traffic Characteristics .....	2-3
2.1.4.	Peak Hour Volumes and Design Hour Volumes .....	2-6
2.1.5.	Peak Hour Factor.....	2-6
2.2.	Existing Roadway Characteristics.....	2-6
2.3.	Existing Operational Analyses.....	2-8
2.3.1.	Results of Existing Operational Analyses .....	2-8
2.4.	Crash Data Analysis .....	2-8
<b>3.</b>	<b>Future Traffic Conditions.....</b>	<b>3-1</b>
3.1.	Future Traffic Development.....	3-1
3.2.	Future Corridor Alternatives .....	3-1
3.3.	Annual Average Daily Traffic Projections.....	3-2
3.4.	Future Design Hour Projections .....	3-2
3.5.	Future Operational Analyses.....	3-5
3.5.1.	Results of Future Operational Analyses.....	3-5
3.5.2.	Queue Length Analysis.....	3-11
<b>4.</b>	<b>Summary and Conclusions .....</b>	<b>4-1</b>
4.1.	Summary of Existing Conditions .....	4-1
4.2.	Summary of Future Conditions .....	4-2
4.3.	Summary of Recommended Improvements.....	4-3
<b>5.</b>	<b>References.....</b>	<b>5-1</b>

# ***APPENDICES***

---

Appendix A	72-Hour Vehicle Classification Counts
Appendix B	48-Hour Volume Counts
Appendix C	6-Hour Turning Movement Counts
Appendix D	2010 FTI Seasonal Adjustment Factor
Appendix E	2011 Annual Average Daily Traffic Calculations
Appendix F	K <sub>30</sub> , D <sub>30</sub> & T <sub>24</sub> Factor Calculations
Appendix G	Existing (2011) DHV Calculations
Appendix H	Existing (2011) Peak Hour Factor Calculations
Appendix I	Signal Operation Plans
Appendix J	Existing (2011) Intersection Analysis
Appendix K	Existing (2011) Segment Analysis
Appendix L	Safety Ratios from Crash Analysis
Appendix M	Future Traffic Development Memo
Appendix N	I-75 PD&E Study Recommended Alternative
Appendix O	Future No-Build AADT & DHV Calculations
Appendix P	SR 50 (Cortez Boulevard) Frontage Road Traffic Percentage from TBRPM 7.0
Appendix Q	Opening Year (2015) and Design Year (2035) Intersection Analysis
Appendix R	Opening Year (2015) & Design Year (2035) Segment Analysis
Appendix S	Queue Length Analysis

## ***LIST OF TABLES***

---

Table 2-1:	Existing $K_{30}$ , $D_{30}$ and $T_{24}$ Values .....	2-3
Table 2-2:	Existing (2011) Intersection Operational Analyses.....	2-9
Table 2-3:	Study Area Crash Summary .....	2-15
Table 3-1:	Recommended Annual Growth Rates .....	3-1
Table 3-2:	Opening Year (2015) Intersection Operational Analyses .....	3-12
Table 3-3:	Design Year (2035) Intersection Operational Analyses.....	3-13

## ***LIST OF FIGURES***

---

Figure 1-1:	Project Location Map .....	1-2
Figure 2-1:	Count Locations.....	2-4
Figure 2-2:	2011 Existing Annual Average Daily Traffic.....	2-5
Figure 2-3:	2011 Existing AM and PM Turning Movement Volumes .....	2-7
Figure 2-4:	2011 Existing Intersection Geometries .....	2-10
Figure 2-5:	2011 Existing AM and PM Intersection Level of Service.....	2-11
Figure 2-6:	Existing 2011 AM and PM Segment Level of Service .....	2-12
Figure 2-7:	Crash Summary .....	2-14
Figure 3-1:	2015 Annual Average Daily Traffic.....	3-3
Figure 3-2:	2035 Average Annual Daily Traffic.....	3-4
Figure 3-3:	2015 No-Build AM and PM Turning Movement Volumes .....	3-6
Figure 3-4:	2015 Build AM and PM Turning Movement Volumes .....	3-7
Figure 3-5:	2035 No-Build AM and PM Turning Movement Volumes .....	3-8
Figure 3-6:	2035 Build AM and PM Turning Movement Volumes .....	3-9
Figure 3-7:	Recommended Future Intersection Geometries .....	3-10
Figure 3-8:	2015 No-Build AM and PM Intersection Level of Service .....	3-14
Figure 3-9:	2015 Build AM and PM Intersection Level of Service .....	3-15
Figure 3-10:	2035 No-Build AM and PM Intersection Level of Service .....	3-16
Figure 3-11:	2035 Build AM and PM Intersection Level of Service .....	3-17
Figure 3-12:	2015 No-Build AM and PM Segment Level of Service .....	3-18
Figure 3-13:	2015 Build AM and PM Segment Level of Service .....	3-19
Figure 3-14:	2035 No-Build AM and PM Segment Level of Service .....	3-20
Figure 3-15:	2035 Build AM and PM Segment Level of Service .....	3-21

# **1. INTRODUCTION**

The Florida Department of Transportation (FDOT) District Seven conducted a Project Development and Environment (PD&E) Study to determine the engineering and environmental effects of the proposed improvement to State Road 50 (SR 50) [Cortez Boulevard] from Lockhart Road to US 301 (Treiman Boulevard) in Hernando County, Florida.

## **1.1. PURPOSE**

The purpose of the study was to provide documented environmental and engineering analyses to assist FDOT in reaching a decision on the type, location, and conceptual design of the necessary improvements in order to accommodate future traffic demand in a safe and efficient manner. The study also satisfied the requirements of FDOT and followed the process outlined in the FDOT *Project Development and Environment Manual*.<sup>1</sup>

## **1.2. PROJECT DESCRIPTION**

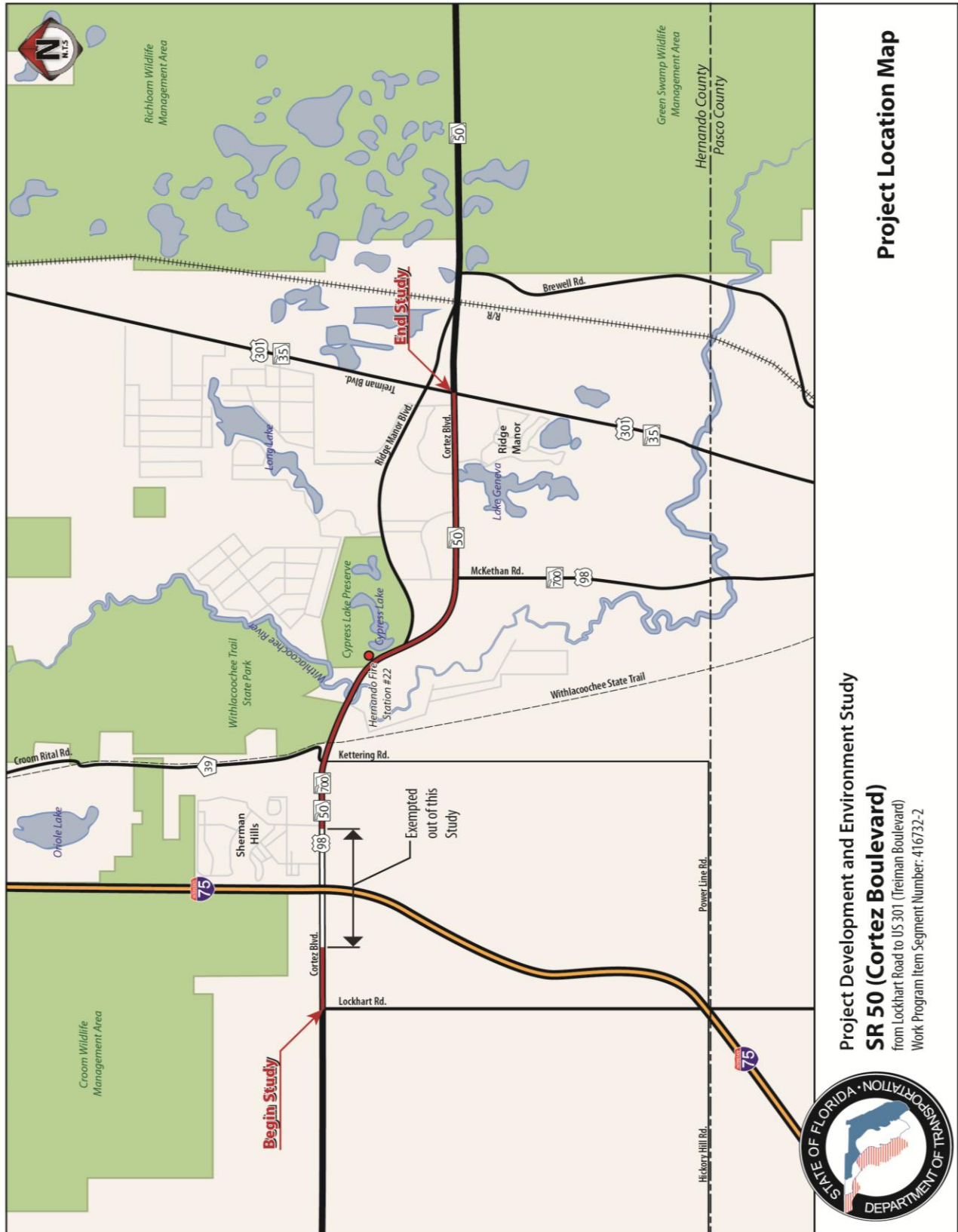
SR 50 (Cortez Boulevard) is proposed to be widened from four to six lanes from west of Lockhart Road to US 98 (SR 700/Treiman Boulevard) and from two to four lanes from US 98 (SR 700/Treiman Boulevard) to US 301 (SR 35/Treiman Boulevard) within Hernando County, Florida (Roadway ID 08 070 000). The study limits extend from Lockhart Road (milepost (MP) 3.031) west of Interstate 75 (I-75), easterly to US 301 (Treiman Boulevard) (MP 8.543), as shown in **Figure 1-1**. The interstate, the ramp terminal intersections, and its approaching segments were exempted out of this study since these were analyzed as part of the I-75 PD&E Study, Work Program Item Segment: 411014-1. The total length of the project is approximately 6.3 miles (mi).

## **1.3. TRAFFIC STUDY METHODOLOGY**

This Final Traffic Report presents the analyses of existing and future traffic conditions for the SR 50 (Cortez Boulevard) study corridor from Lockhart Road to US 301 (Treiman Boulevard). The existing traffic analyses were performed with the existing roadway geometries and the peak hour volumes developed using the existing traffic count data. The future traffic analyses were performed for future No-Build conditions and one Build alternative under both opening year (2015) and design year (2035) traffic conditions.

Once the parameters of the study area were defined, the first step was evaluating the existing conditions. This required a data collection effort that included field reviews of the study area, performing traffic counts, and summarizing traffic count data. The existing analyses information is presented in Section 2, Existing Conditions. Once existing conditions were evaluated, the next stage in the study methodology was to evaluate future traffic conditions. The development of traffic projections was required to evaluate the future conditions within the study corridor, which was then used to perform future operational analyses of the study area. This information is presented in Section 3, Future Conditions. The final step of the methodology includes summarizing the results determined in Sections 2 and 3, respectively, and presenting these results in Section 4, Summary and Recommendations.

Figure 1-1: Project Location Map



**Project Location Map**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2





## 2. EXISTING TRAFFIC CONDITIONS

This section summarizes the type of data and resources used to evaluate existing traffic conditions within the study area. The data collected were used to describe the physical roadway conditions and traffic characteristics of the study area. The study area focused on the following intersections and the corresponding roadway segments.

### Existing Intersections

#### Unsignalized

- SR 50 (Cortez Boulevard)/ Lockhart Road

#### Signalized

- SR 50 (Cortez Boulevard)/ Bronson Boulevard/Windmere Road
- SR 50 (Cortez Boulevard)/ Kettering Road/CR 39 (Croom Rital Road)
- SR 50 (Cortez Boulevard)/ US 98 (McKethan Road)/Olancha Road
- SR 50 (Cortez Boulevard)/ US 301 (Treiman Boulevard)

### *Existing Roadway Segments*

- SR 50 (Cortez Boulevard) from Bronson Boulevard/Windmere Road to Kettering Road/CR 39 (Croom Rital Road)
- SR 50 (Cortez Boulevard) from Kettering Road/CR 39 (Croom Rital Road) to US 98 (McKethan Road)/Olancha Road
- SR 50 (Cortez Boulevard) from US 98 (McKethan Road)/Olancha Road to US 301 (Treiman Boulevard)

The intersections and roadway segments considered in the existing conditions analysis are depicted in Figure 1-1.

It should be noted that I-75 interchange ramp intersections along SR 50 (Cortez Boulevard) and the following segments were not analyzed as part of this study:

- SR 50 (Cortez Boulevard) from Lockhart Road to I-75 and
- SR 50 (Cortez Boulevard) from I-75 to Bronson Boulevard/Windmere Road

This is because the recent *I-75 PD&E Study*<sup>2</sup> (Preliminary Engineering Report, I-75 (SR 93) Project Development and Environment Study from north of SR 52 to south of CR 476B, Federal Aid Project Number 0751-120I, June 2007) analyzed the I-75 interchange ramp intersections at SR 50 (Cortez Boulevard) and the segments immediately adjacent to the I-75 interchange.

## **2.1. EXISTING TRAFFIC DATA**

### **2.1.1. TRAFFIC COUNT DATA**

The traffic count data was collected during the month of April 2011. The types of counts collected for this study are summarized below.

- 72-Hour bi-directional vehicle classification counts were conducted during typical weekdays at the following locations:
  - SR 50 (Cortez Boulevard) west of Lockhart Road
  - SR 50 (Cortez Boulevard) east of US 301 (Treiman Boulevard)
  - SR 50 (Cortez Boulevard) east of Bronson Boulevard/Windmere Road
- 48-Hour volume counts were collected at the following locations during typical weekdays at the following locations:
  - Lockhart Road south of SR 50 (Cortez Boulevard)
  - SR 50 (Cortez Boulevard) east of Lockhart Road
  - SR 50 (Cortez Boulevard) west of Bronson Boulevard/Windmere Road
  - Windmere Road north of SR 50 (Cortez Boulevard)
  - Bronson Boulevard south of SR 50 (Cortez Boulevard)
  - CR 39 (Croom Rital Road) north of SR 50 (Cortez Boulevard)
  - Kettering Road south of SR 50 (Cortez Boulevard)
  - US 98 (McKethan Road) south of SR 50 (Cortez Boulevard)
  - Olancha Road north of SR 50 (Cortez Boulevard)
  - SR 50 (Cortez Boulevard) west of US 98 (McKethan Road)/Olancha Road
  - SR 50 (Cortez Boulevard) east of US 98 (McKethan Road)/Olancha Road
  - US 301 (Treiman Boulevard) north of SR 50 (Cortez Boulevard)
  - US 301 (Treiman Boulevard) south of SR 50 (Cortez Boulevard)
- Six hour turning movement counts (total vehicle and trucks) were collected between 7:00 AM – 10:00 AM and 3:00 PM – 6:00 PM during AM and PM peak period at the following intersections along SR 50 (Cortez Boulevard):
  - Lockhart Road
  - Bronson Boulevard/Windmere Road
  - Kettering Road/CR 39 (Croom Rital Road)
  - US 98 (McKethan Road)/ Olancha Road
  - US 301(Treiman Boulevard)

The traffic count locations are shown in **Figure 2-1**. 72-Hour vehicle classification counts are provided in **Appendix A**. 48-Hour volume counts are provided in **Appendix B** and 6-Hour turning movement counts (TMCs) are provided in **Appendix C**.

**2.1.2. ANNUAL AVERAGE DAILY TRAFFIC VOLUMES**

The existing (2011) Annual Average Daily Traffic (AADT) volumes for the study area roadway segments were developed from raw bi-directional 72-Hour and 48-Hour count data. Axle correction factors developed from the vehicle classification counts were applied to the count data, to obtain the AADT volumes. The appropriate FDOT seasonal adjustment factors obtained from the *2010 Florida Traffic Information (FTI) DVD*<sup>3</sup> were also used in the development of AADT volumes and are reported in **Appendix D**. The resultant existing (2011) AADT volumes are depicted in **Figure 2-2**, and the AADT volume calculations are included in **Appendix E**.

**2.1.3. EXISTING TRAFFIC CHARACTERISTICS**

The 30<sup>th</sup> highest hour volume of the year, referred to as design hour factor ( $K_{30}$ ) and directional distribution factor ( $D_{30}$ ) were calculated using the 72-Hour and 48-Hour bi-directional vehicle counts. These factors along with the  $K_{30}$  and  $D_{30}$  factors available in the 2010 FTI DVD were compared with the *Project Traffic Forecasting Handbook*<sup>5</sup> urban arterial standards for each location. Based on the comparison, it is determined that the  $K_{30}$  factors calculated from the counts obtained for this study is lower than the Project Traffic Forecasting Handbook recommended range for urban arterials. Therefore, it was determined to use the  $K_{30}$  and  $D_{30}$  factors obtained from 2010 FTI DVD.

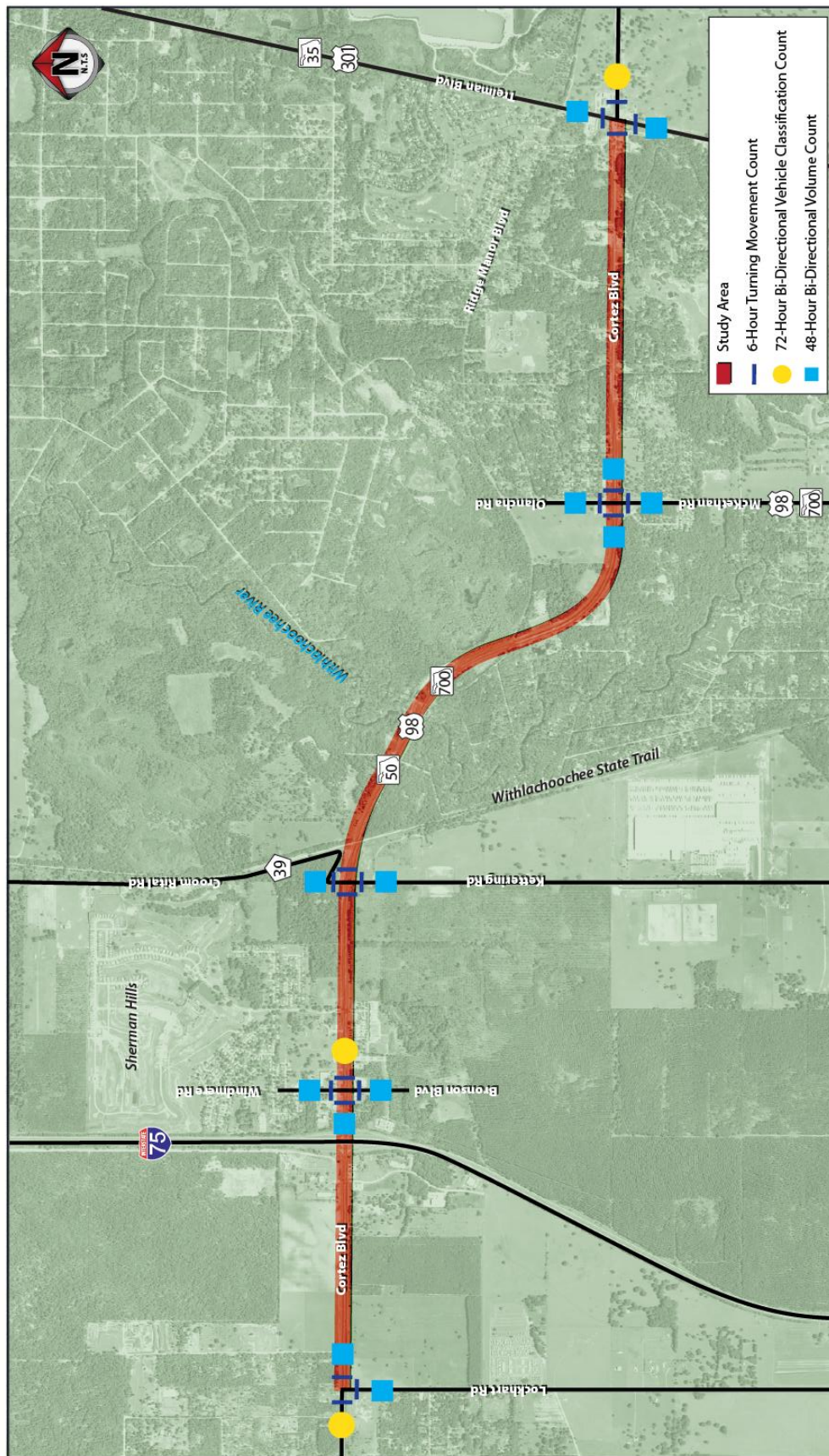
24-Hour truck percentage ( $T_{24}$ ) for SR 50 (Cortez Boulevard) study corridor is calculated by averaging  $T_{24}$  calculated from 72-Hour traffic counts obtained for this study. The  $T_{24}$  factor for all the side streets in the study area were obtained from the 2010 FTI DVD. **Table 2-1** shows the  $K_{30}$ ,  $D_{30}$  and  $T_{24}$  factors that were used for existing operational analyses along SR 50 (Cortez Boulevard) study corridor. The  $K_{30}$  and  $D_{30}$  calculations done from 72-Hour and 48-Hour bi-directional counts and the  $T_{24}$  calculations done from 72-Hour counts are presented in **Appendix F**.

**Table 2-1: Existing  $K_{30}$ ,  $D_{30}$  and  $T_{24}$  Values**

$K_{30}$	$D_{30}$	$T_{24}$
9.74%	54.68%	16%

Note: The same  $K_{30}$  and  $D_{30}$  factors that were used for SR 50 (Cortez Boulevard) mainline were used for the study area side streets. The  $T_{24}$  factor for all the side streets in the study area were obtained from count data collected for the study presented in Appendix C.

Figure 2-1: Count Locations



**Count Locations**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2


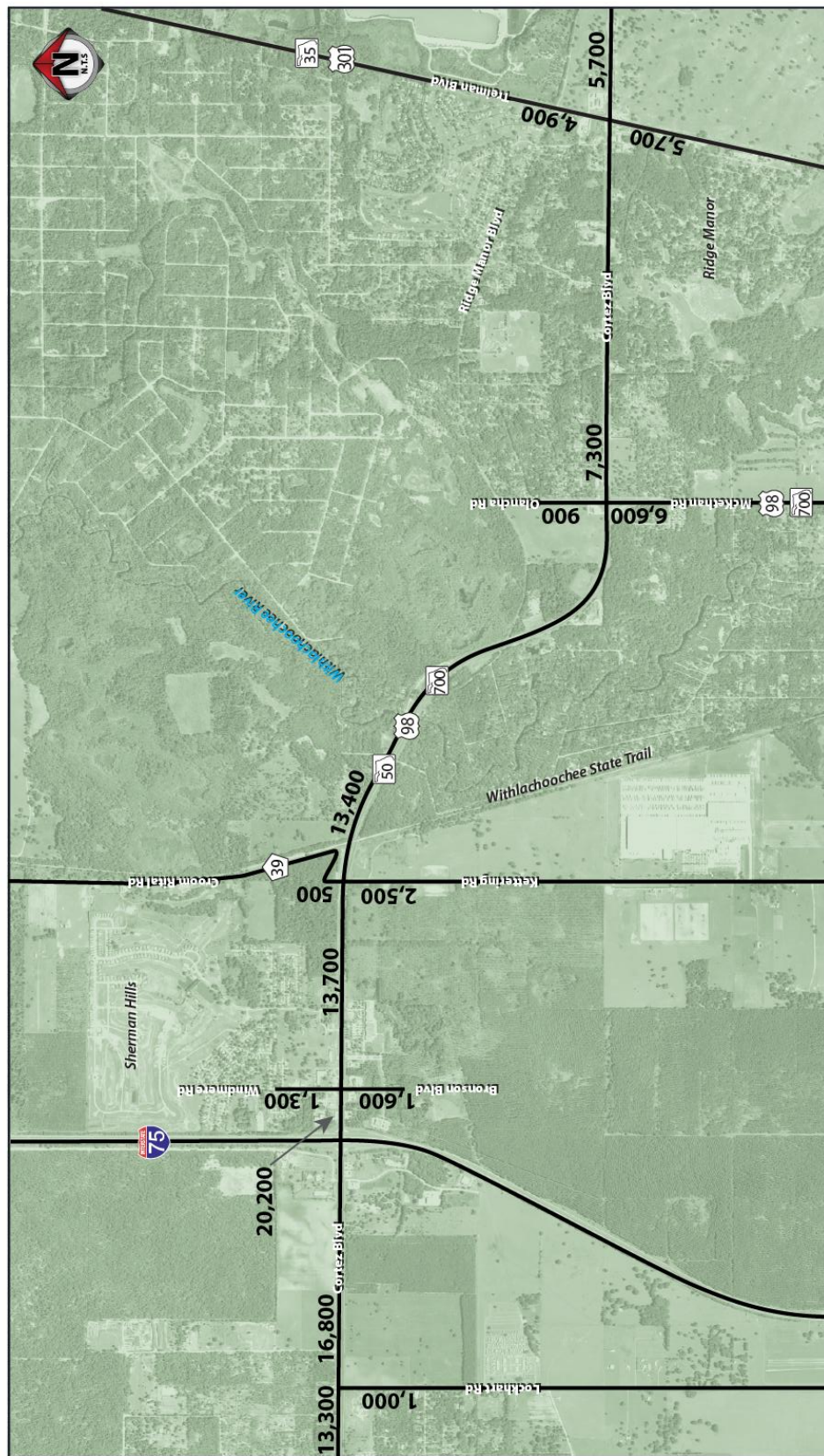



Figure 2-2: 2011 Existing Annual Average Daily Traffic



**2011 Existing Annual Average Daily Traffic (AADT)**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2



#### **2.1.4. PEAK HOUR VOLUMES AND DESIGN HOUR VOLUMES**

The existing (2011) peak hour turning movement volumes for the study area were developed from raw turning movement counts taken between the hours of 7:00 AM – 10:00 AM and 3:00 PM – 6:00 PM during AM and PM peak periods. The turning movement counts were broken down into 15-minute intervals and each group of four consecutive 15-minute intervals was summed to determine the peak hour for each intersection. The FDOT peak season adjustment factors, provided in Appendix D, were applied to the raw counts, to obtain the peak hour turning movement volumes. The existing turn percentages were then obtained from the peak hour turning movement volumes. The peak hour turning movement volumes were then converted to the design hour volume by applying the methodology in the following paragraph.

First, the existing AADT volume was multiplied by the  $K_{30}$  factor of 9.74 percent to develop non-directional peak hour volumes. The directional peak hour volumes were then determined by applying a  $D_{30}$  factor of 54.68 percent to develop peak direction approach volumes and  $1-D_{30}$  or 45.32 percent to develop non-peak direction approach volumes at the intersections. The resulting approach volumes were distributed based on existing turning movement volume percentages at the respective locations. The existing design hour volumes developed using the existing AADT, and the  $K_{30}$  and  $D_{30}$  factors illustrated in Table 2-1 are shown in **Figure 2-3**. The calculations for the existing peak hour volume are documented in **Appendix G**.

#### **2.1.5. PEAK HOUR FACTOR**

The peak hour factor (PHF) for each intersection approach during the AM and PM peak hours were developed from the raw turning movement counts taken between the hours of 7:00 AM – 10:00 AM and 3:00 PM – 6:00 PM during AM and PM peak periods. The PHFs calculated from the turning movement counts are summarized in **Appendix H**. The 24-Hour truck percentages ( $T_{24}$ ) were calculated/ obtained from 72-Hour classification counts and/or 2010 FTI DVD. This information is presented in Appendix F. As standard practice, peak hour truck percentages are assumed to be one half of  $T_{24}$ .

### **2.2. EXISTING ROADWAY CHARACTERISTICS**

SR 50 is designated as an SIS Corridor west of I-75 in a transitioning area therefore the LOS Standard is “C”. East of I-75 the LOS Standard is set at the present time by Hernando County at LOS “D”. These standards are set in the Comprehensive Plan POLICY 2.04A(2): For roadway facilities on the Strategic Intermodal System, the Florida Intrastate Highway System, and roadway facilities funded in accordance with the Transportation Regional Incentives Program, the level of service standard shall be in accordance with the level of service standard established by the Florida Department of Transportation by rule. For all other roads on the State Highway System, the level of service standard shall be LOS “D” peak hour.

One unsignalized intersection and four signalized intersections were evaluated as part of this study. The intersections are as follows:

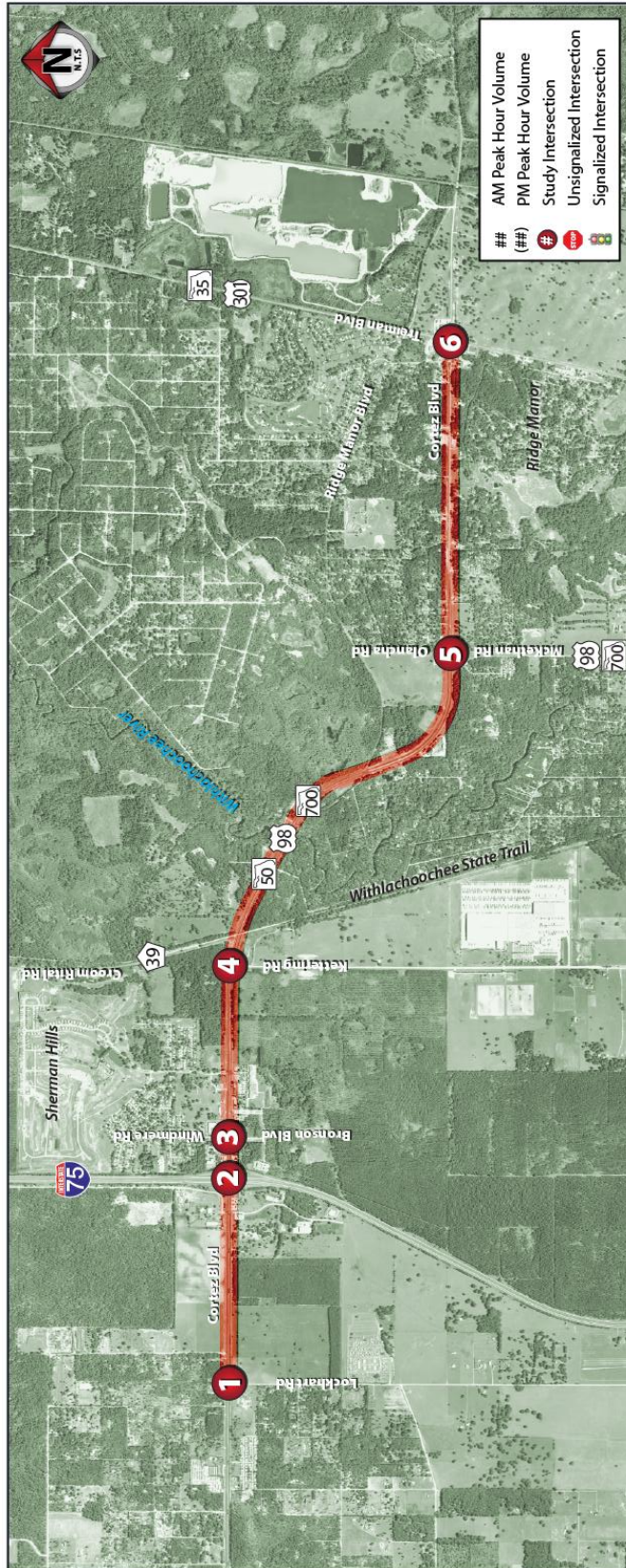
#### **Unsignalized**

- SR 50 (Cortez Boulevard)/Lockhart Road

#### **Signalized**

- SR 50 (Cortez Boulevard)/Bronson Boulevard/Windmere Road
- SR 50 (Cortez Boulevard)/Kettering Road/CR 39 (Croom Rital Road)


Figure 2-3: 2011 Existing AM and PM Turning Movement Volumes



Intersection	AM Peak Hour Volume	PM Peak Hour Volume	Signalization
1 SR 50 (Cortez Blvd)/Lockhart Rd	687(569) 21(18)	704(659) 37(36)	Signalized
2 SR 50 (Cortez Blvd)/775	N/A	N/A	Unsignalized
3 SR 50 (Cortez Blvd)/Bronson Blvd/Windmere Rd	45(65) 597(839) 292(21)	73(54) 187(150) 249(182)	Signalized
4 SR 50 (Cortez Blvd)/Kettling Rd/CR 39 (Croom Rital Rd)	6(15) 594(712) 30(127)	26(6) 643(550) 27(35)	Signalized
5 SR 50 (Cortez Blvd)/US 98 (McKeithan Rd)/Olanchoa Rd	6(21) 333(371) 272(322)	7(6) 366(293) 16(23)	Signalized
6 SR 50 (Cortez Blvd)/US 301 (Treiman Blvd)	55(117) 232(230) 35(42)	13(10) 245(192) 45(50)	Signalized

**2011 Existing AM and PM Turning Movement Volumes**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2



- SR 50 (Cortez Boulevard)/US 98 (McKethan Road)/Olancha Road
- SR 50 (Cortez Boulevard)/US 301 (Treiman Boulevard)

A field review was conducted to determine the lane geometry for the study area intersections. The existing (2011) lane geometries at the study area intersections are displayed in **Figure 2-4**. The signal operating plan for all the signalized intersections are provided in **Appendix I**.

## **2.3. EXISTING OPERATIONAL ANALYSES**

The existing operational analyses included evaluation of all unsignalized and signalized intersections and corresponding roadway segments located within the study area. The analyses were conducted using *Synchro* 7<sup>4</sup>. For all the intersections, the Highway Capacity Manual (HCM)<sup>4</sup> LOS were reported and for all the segments, arterial segment LOS conditions were reported from Synchro.

### **2.3.1. RESULTS OF EXISTING OPERATIONAL ANALYSES**

Based on review of traffic operational analyses, for 2011 existing conditions, all the intersections operate at acceptable level of service conditions. Overall intersection delays and LOS along with approach delays and approach LOS for AM and PM peak periods are presented in **Table 2-2**.

2011 existing conditions intersection LOS are presented in **Figure 2-5**. HCM LOS computation outputs from Synchro are presented in **Appendix J**.

2011 existing conditions segment LOS are presented in **Figure 2-6**. Segment LOS computation outputs from Synchro are presented in **Appendix K**.

## **2.4. CRASH DATA ANALYSIS**

In order to obtain a better understanding of the safety concerns along the corridor, an analysis of crash data was conducted within the study corridor influence area. Crash reports for a five year period (2005-2009) were provided by FDOT for all the intersections and segments within the study area and summarized. The crash data were then analyzed for intersections and segments following the procedures provided in the FDOT Highway Safety Improvement Program Guideline, which defines an intersection (spot) as 0.100 mile or less in length and a segment as 0.101 to 3.0 miles in length.

An initial breakdown of crash data based on crash type indicated that off the total 170 crashes, the highest type of crash was angled crash (52 crashes or approximately 31 percent), the next highest was rear end crash (31 crashes or approximately 18 percent) and the third highest was left turn crash (29 crashes or approximately 17 percent).

Out of the total 90 intersection crashes, the intersection of SR 50 (Cortez Boulevard)/ Bronson Boulevard/Windmere Road had the most crashes of any intersection location within the study area over the five year period (34 crashes or approximately 38 percent) followed by SR 50 (Cortez Boulevard)/ US 98 (McKethan Road)/Olancha Road (26 crashes or approximately 29 percent).

Out of the total 80 segment crashes, the segment of SR 50 (Cortez Boulevard) from east of Bronson Boulevard/Windmere Road to west of Kettering Road/CR 39 (Croom Rital Road) had the most crashes

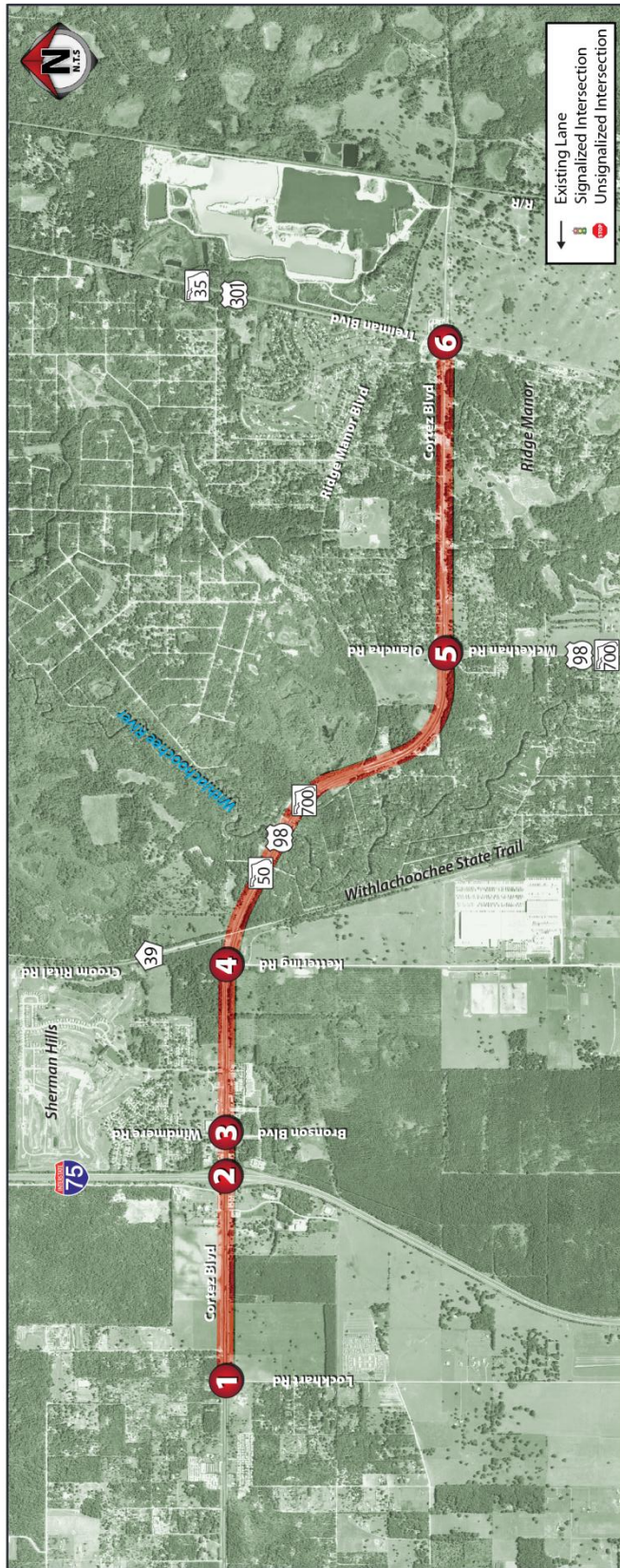


**Table 2-2: Existing (2011) Intersection Operational Analyses**


Peak Hour Intersection Analyses		Existing (2011)			
		AM		PM	
		Delay (Sec)	LOS	Delay (Sec)	LOS
SR 50 (Cortez Boulevard) & Lockhart Road*	EB	NA	NA	NA	NA
	WB	NA	NA	NA	NA
	NB	NA	NA	NA	NA
	SB	NA	NA	NA	NA
	Overall	16.4	C	33.3	D
SR 50 (Cortez Boulevard) & Bronson Boulevard/Windmere Road	EB	14.0	B	12.1	B
	WB	14.0	B	14.8	B
	NB	55.6	E	55.6	E
	SB	40.6	D	45.1	D
	Overall	21.2	C	19.0	B
SR 50 (Cortez Boulevard) & Kettering Road/Croom Rital Trail	EB	18.2	B	15.6	B
	WB	10.7	B	11.9	B
	NB	62.1	E	57.7	E
	SB	42.3	D	41.6	D
	Overall	20.4	C	20.5	C
SR 50 (Cortez Boulevard) & US 98 (McKethan Road)/ Olancha Road	EB	14.3	B	15.3	B
	WB	10.4	B	10.6	B
	NB	22.5	C	25.4	C
	SB	15.0	B	15.0	B
	Overall	14.8	B	16.6	B
SR 50 (Cortez Boulevard) & US 301 (Treiman Boulevard)	EB	10.5	B	11.0	B
	WB	10.7	B	10.1	B
	NB	12.5	B	13.8	B
	SB	13.4	B	13.3	B
	Overall	11.7	B	11.9	B

\* Unsignalized intersection under existing conditions

Figure 2-4: 2011 Existing Intersection Geometries



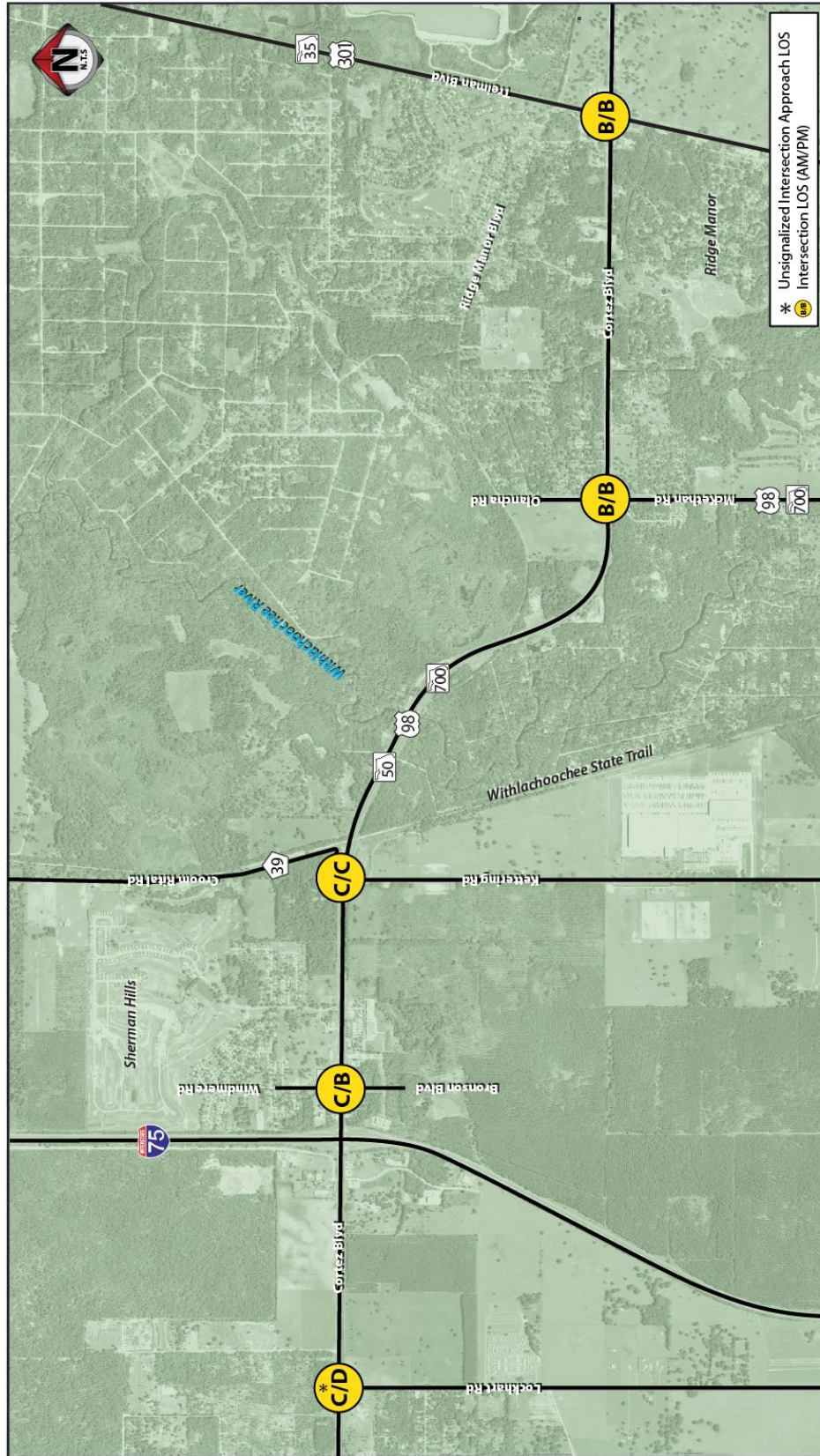
<p><b>1</b> SR 50 (Cortez Blvd) / Lockhart Rd</p>	<p><b>2</b> SR 50 (Cortez Blvd) / I-75</p>	<p><b>3</b> SR 50 (Cortez Blvd) / Bronson Blvd / Windmere Rd</p>	<p><b>4</b> SR 50 (Cortez Blvd) / Kettering Rd / CT 39 / Croom / Ritall Rd</p>	<p><b>5</b> SR 50 (Cortez Blvd) / US 98 (Mickelthun Rd) / Olancha Rd</p>	<p><b>6</b> SR 50 (Cortez Blvd) / US 301 (Treiman Blvd)</p>



**Project Development and Environment Study**  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2

**2011 Existing  
 Intersection Geometries**

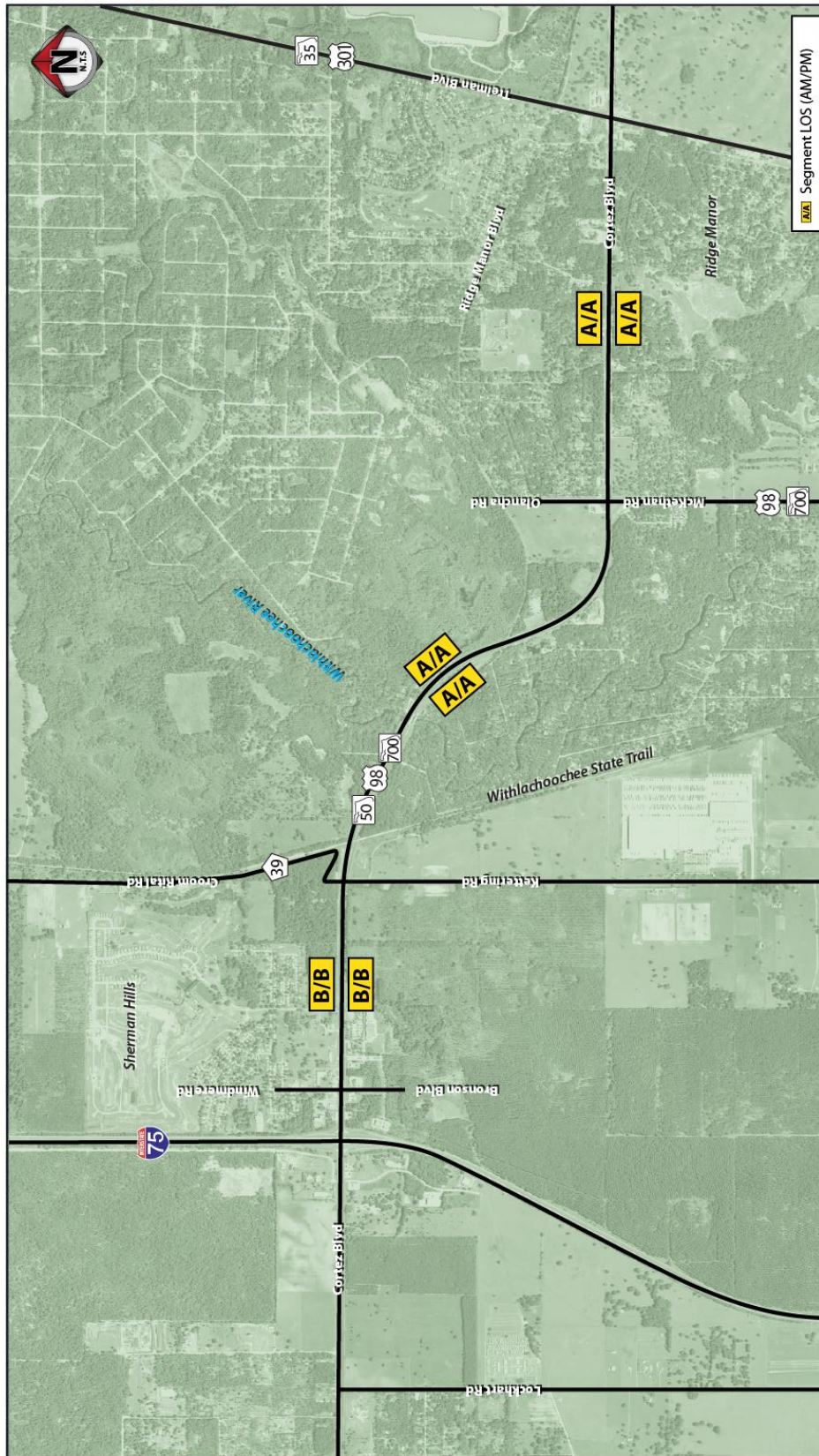
Figure 2-5: 2011 Existing AM and PM Intersection Level of Service



**2011 Existing AM and PM  
Intersection Level of Service (LOS)**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
from Lockhart Road to US 301 (Treiman Boulevard)  
Work Program Item Segment Number: 416732-2

Figure 2-6: Existing 2011 AM and PM Segment Level of Service



Project Development and Environment Study

**SR 50 (Cortez Boulevard)**

from Lockhart Road to US 301 (Treiman Boulevard)

Work Program Item Segment Number: 416732-2

**Existing 2011 AM and PM  
Segment Level of Service (LOS)**

of any segment (35 crashes or approximately 44 percent) followed by the segment of SR 50 (Cortez Boulevard) from Kettering Road/CR 39 (Croom Rital Road) to US 98 (McKethan Road)/Olancha Road (22 crashes or approximately 28 percent).

An additional breakdown of the types of crashes that occurred at all the intersections and segments within the study area is shown in **Figure 2-7** and detailed in **Table 2-3**.

Safety ratios were also computed in order to identify locations with safety concerns. The guideline methodology was used to calculate safety ratios for all spots/intersections and segment locations within the study area. Safety ratios above 1.000 indicate that the spot/intersection and/or segment locations experience vehicle collisions at an above average rate and, therefore, traffic safety at these locations may need to be improved. The analysis indicates that two intersection locations and one segment have a safety ratio greater than 1.000. The intersections and segment with safety ratio greater than 1.000 are listed below:

**Intersections**

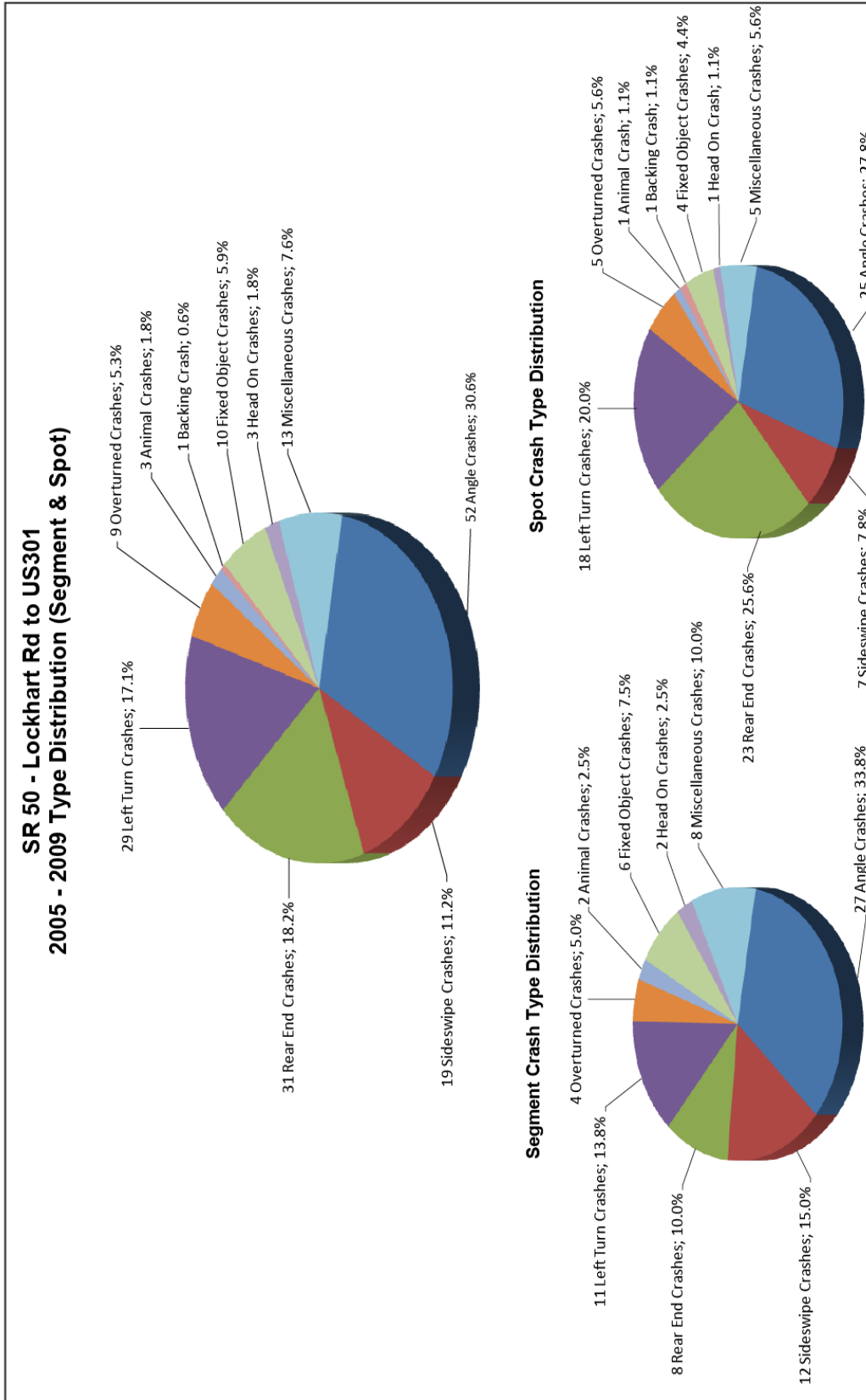
- SR 50 (Cortez Boulevard)/ Bronson Boulevard/Windmere Road
- SR 50 (Cortez Boulevard)/ US 98 (McKethan Road)/Olancha Road

**Roadway Segments**

- SR 50 (Cortez Boulevard) from Bronson Boulevard/Windmere Road to Kettering Road/CR 39 (Croom Rital Road)


The safety ratio calculations for the intersections and segments are provided in **Appendix L**.

Figure 2-7: Crash Summary



**Crash Summary**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2



**Table 2-3: Study Area Crash Summary**

Type of Crashes	Number of Crashes					Total
	2005	2006	2007	2008	2009	
<b>Crash Type Distribution - Spot Crashes (Long Forms only)</b>						
<b>SR 50 (Cortez Boulevard) and Bronson Boulevard / Windmere Road Intersection (MP 4.159 - 4.317)</b>						
Angle	3	1	1	4	4	13
Sideswipe	-	-	1	-	-	1
Rear End	-	-	1	2	2	5
Left Turn	4	3	1	3	-	11
Right Turn	-	-	-	-	-	-
Overtuned	-	-	1	-	-	1
Animal	-	-	-	-	-	-
Backing	-	1	-	-	-	1
Fixed Object	-	-	-	-	1	1
Head On	-	-	-	-	-	-
Miscellaneous	-	-	-	-	1	1
<b>Total</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>9</b>	<b>8</b>	<b>34</b>
<b>SR 50 (Cortez Boulevard) and Kettering Road / Croom Rital Road Intersection (MP 4.958 - 5.147)</b>						
Angle	1	-	2	-	-	3
Sideswipe	-	-	1	1	2	4
Rear End	2	-	1	-	2	5
Left Turn	-	-	1	-	-	1
Right Turn	-	-	-	-	-	-
Overtuned	-	1	-	1	-	2
Animal	1	-	-	-	-	1
Backing	-	-	-	-	-	-
Fixed Object	-	1	-	-	-	1
Head On	-	-	-	-	-	-
Miscellaneous	1	-	-	-	-	1
<b>Total</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>18</b>
<b>SR 50 (Cortez Boulevard) and US98 (McKethan Road) / Olancha Road Intersection (MP 6.931 - 7.120)</b>						
Angle	1	-	-	3	2	6
Sideswipe	-	-	-	-	1	1
Rear End	1	2	4	-	2	9
Left Turn	-	1	3	-	-	4
Right Turn	-	-	-	-	-	-
Overtuned	1	-	-	-	1	2
Animal	-	-	-	-	-	-
Backing	-	-	-	-	-	-
Fixed Object	-	1	-	-	1	2
Head On	-	-	-	-	-	-
Miscellaneous	-	1	-	-	1	2
<b>Total</b>	<b>3</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>26</b>

Type of Crashes	Number of Crashes					Total
	2005	2006	2007	2008	2009	
<b>SR 50 (Cortez Boulevard) and US301 (Treiman Boulevard) Intersection (MP 8.448 - 8.638)</b>						
Angle	-	1	-	1	1	3
Sideswipe	-	-	-	-	1	1
Rear End	1	3	-	-	-	4
Left Turn	1	-	-	-	1	2
Right Turn	-	-	-	-	-	-
Overturned	-	-	-	-	-	-
Animal	-	-	-	-	-	-
Backing	-	-	-	-	-	-
Fixed Object	-	-	-	-	-	-
Head On	-	-	-	1	-	1
Miscellaneous	1	-	-	-	-	1
<b>Total</b>	<b>3</b>	<b>4</b>	<b>-</b>	<b>2</b>	<b>3</b>	<b>12</b>
<b>Crash Type Distribution - Segment Crashes (Long Forms only)</b>						
<b>SR 50 (Cortez Boulevard) - Lockhart Road to West of I-75 (MP 3.031 - 3.768)</b>						
Angle	1	-	-	1	3	5
Sideswipe	-	-	-	-	1	1
Rear End	-	2	-	-	1	3
Left Turn	-	-	-	-	-	-
Right Turn	-	-	-	-	-	-
Overturned	-	1	-	-	-	1
Animal	-	-	1	-	-	1
Backing	-	-	-	-	-	-
Fixed Object	-	-	1	-	-	1
Head On	-	-	-	-	-	-
Miscellaneous	-	-	-	1	-	1
<b>Total</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>13</b>
<b>SR 50 (Cortez Boulevard) - East of Bronson Boulevard / Windmere Road to West of Kettering Road / Croom Rital Road (MP 4.318 - 4.957)</b>						
Angle	3	3	1	5	5	17
Sideswipe	-	1	-	1	1	3
Rear End	-	-	2	-	-	2
Left Turn	5	2	-	1	1	9
Right Turn	-	-	-	-	-	-
Overturned	-	-	-	1	-	1
Animal	-	-	-	-	-	-
Backing	-	-	-	-	-	-
Fixed Object	-	-	-	-	-	-
Head On	1	-	-	-	-	1
Miscellaneous	-	-	-	-	2	2
<b>Total</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>9</b>	<b>35</b>



Type of Crashes	Number of Crashes					Total
	2005	2006	2007	2008	2009	
<b>SR 50 (Cortez Boulevard)- Kettering Road / Croom Rital Road to US98 / SR700 / McKethan Road / Olancha Road (MP 5.148 - 6.930)</b>						
Angle	1	-	-	-	1	2
Sideswipe	3	2	-	-	-	5
Rear End	-	1	1	1	-	3
Left Turn	-	-	-	-	-	-
Right Turn	-	-	-	-	-	-
Overtuned	1	1	-	-	-	2
Animal	-	-	-	-	1	1
Backing	-	-	-	-	-	-
Fixed Object	1	-	-	1	1	3
Head On	-	-	1	-	-	1
Miscellaneous	3	-	-	-	2	5
<b>Total</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>22</b>
<b>SR 50 (Cortez Boulevard)- US98 / SR700 / McKethan Road / Olancha Road to US301 / SR35 / Treiman Boulevard (MP 7.121 - 8.447)</b>						
Angle	1	2	-	-	-	3
Sideswipe						
Rear End	-	-	-	-	-	-
Left Turn	-	2	-	-	-	2
Right Turn	-	-	-	-	-	-
Overtuned	-	-	-	-	-	-
Animal	-	-	-	-	-	-
Backing	-	-	-	-	-	-
Fixed Object	1	-	-	-	1	2
Head On	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-
<b>Total</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>10</b>

### 3. FUTURE TRAFFIC CONDITIONS

This section summarizes the development of future traffic projections and analysis of future operating conditions along SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard). In order to complete the analyses, the design year (2035) and opening year (2015) traffic projections were developed for the No-Build alternative and Build alternative. Both the opening year (2015) and design year (2035) analyses considered improvements along SR 50 (Cortez Boulevard) corridor as well as intersection improvements at major intersections along the corridor. Similar to analyses under existing conditions, traffic operational analyses were performed for AM and PM peak periods under opening year (2015) and design year (2035) conditions. The results of the analysis indicate improvements are necessary on existing local crossroads, or planned frontage roads (improvements which would be constructed by others).

#### 3.1. FUTURE TRAFFIC DEVELOPMENT

The following data sources were identified for the development of future AADT volumes along SR 50 (Cortez Boulevard.) from Lockhart Road to US 301 (Treiman Boulevard):

- Tampa Bay Regional Planning Model (TBRPM) Version 7.0 – 2006 Validation and 2035 Cost Feasible Model
- 2010 FTI DVD - Historical AADT volumes
- Preliminary Engineering Report, I-75 (SR 93) Project Development and Environment Study from north of SR 52 to south of CR 476B, Federal Aid Project Number 0751-120I, June 2007
- 2011 AADT volume counts obtained for the study

Using the above identified data sources, different traffic projection methodologies were applied to obtain growth rate percentages that can be utilized for future AADT traffic development. **Appendix M - Development of Future Traffic Volumes Memo** outlines traffic projection methodologies and the calculated growth rates from each methodology. Based on the guidance received from FDOT, District Seven planning staff and the need to balance design hour traffic volumes along SR 50 with the recently approved I-75 PD&E Study (Preliminary Engineering Report, I-75 (SR 93) from north of SR 52 to south of CR 476B, Federal Aid Project Number 0751-120I, June 2007), it was determined to use annual growth rate percentages outlined in **Table 3-1**.

**Table 3-1: Recommended Annual Growth Rates**

West of I-75	East of I-75	West of US 301	East of US 301
16%	13%	10%	7%

#### 3.2. FUTURE CORRIDOR ALTERNATIVES

The future corridor alternatives included analyses of the No-Build alternative and one Build alternative. The No-Build and Build alternatives were analyzed under both the opening year (2015) and design year (2035) traffic conditions.

The No-Build alternative assumes that there are no capacity improvements and/or intersection improvements to the SR 50 (Cortez Boulevard) study corridor and all segment and intersection geometries remain the same as under existing conditions. The Build alternative considers the following improvements along SR 50 (Cortez Boulevard) study corridor:

- The study corridor will be improved from four-lane divided arterial to six-lane divided arterial from Lockhart Road to east of US 98 (McKethan Road)/Olancha Road.
- The study corridor will be improved from two-lane undivided arterial to four-lane divided arterial from east of US 98 (McKethan Road)/Olancha Road to US 301 (Treiman Boulevard).
- Necessary intersection improvements will be made along SR 50 (Cortez Boulevard) which includes improving the following intersections:
  - Lockhart Road
  - Kettering Road/CR 39 (Croom Rital Road)
  - US 98 (McKethan Road)/Olancha Road
  - US 301(Treiman Boulevard)
- The traffic signal at SR 50 (Cortez Boulevard) and Bronson Boulevard/Windmere Road intersection will be moved further east to SR 50 (Cortez Boulevard) and Frontage Road Access (Sherman Hills Boulevard) intersection and a directional median opening will be provided at the existing Bronson Boulevard/Windmere Road signalized intersection. This improvement was based on the approved I-75 PD&E Study (Preliminary Engineering Report, I-75 (SR 93) Project Development and Environment Study from north of SR 52 to south of CR 476B, Federal Aid Project Number 0751-120I, June 2007) concept recommendation. **Appendix N** provides I-75 PD&E Study recommended alternative design concept.
- The build alternative also assumes that bi-directional two-lane frontage roads will be constructed by others on each side of SR 50 (Cortez Boulevard) from Lockhart Road to I-75 and from I-75 to Kettering Road/CR 39 (Croom Rital Road) by the year 2035. It should be noted that the operational condition evaluation for frontage roads is not in the scope of this study.

### **3.3. ANNUAL AVERAGE DAILY TRAFFIC PROJECTIONS**

The future AADT volumes were developed for the opening year (2015) and design year (2035) roadway system located in the study area. The existing AADT volumes were extrapolated by a simple annual growth rate as determined in section 3.1 for a period of four and twenty-four years to obtain opening year (2015) and design year (2035) AADT volumes respectively. The detailed calculations are documented in **Appendix O**. **Figure 3-1** and **Figure 3-2** displays the AADT volumes for opening year (2015) and design year (2035) conditions.

### **3.4. FUTURE DESIGN HOUR PROJECTIONS**

The future AADT volumes were used to develop the future No-Build design hour volumes (DHVs). Similar to the procedure followed under existing conditions, the opening year (2015) AADT volumes and design year (2035) AADT volumes were multiplied by a  $K_{30}$  factor of 9.74 percent to develop non-directional peak hour volumes. The directional peak hour volumes were then determined by applying a  $D_{30}$  factor of 54.68 percent to develop peak direction approach volumes and  $1-D_{30}$  or 45.32 percent to develop non-peak direction approach volumes at the intersections. The resulting approach volumes were distributed based on existing turning movement volumes at the respective locations. Additionally for the design year (2035), traffic volumes along SR 50 (Cortez Boulevard) were balanced per the guidance

Figure 3-1: 2015 Annual Average Daily Traffic



**2015 Annual Average Daily Traffic (AADT)**  
  
 Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2



Figure 3-2: 2035 Average Annual Daily Traffic



**2035 Annual Average  
Daily Traffic (AADT)**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2



received from FDOT, District Seven planning staff with the DHVs obtained for I-75 and SR 50 interchange from I-75 PD&E Study. The calculation of opening year (2015) and design year (2035) No-build DHVs for AM and PM peak periods are presented in Appendix O.

The design year (2035) DHVs for Build conditions were computed assuming bi-directional two-lane frontage roads on each side of SR 50 from Lockhart Road to I-75 and from I-75 to Kettering Road/CR 39 (Croom Rital Road). Based on the percentage splits calculated from the model it is assumed that frontage roads between Lockhart Road and I-75 will carry approximately 14 percent of the total traffic along SR 50 (Cortez Boulevard) between Lockhart Road and I-75 and 16 percent of the total traffic along SR 50 (Cortez Boulevard) between I-75 and Kettering Road/CR 39 (Croom Rital Road). See **Appendix P** for the percentages calculated from the model. Additionally, the design year (2035) Build alternative also assumed directional median openings and additional driveway access along SR 50 (Cortez Boulevard) between Lockhart Road and Frontage Road Access facility (Sherman Hills Boulevard).

The opening year (2015) DHVs for Build alternative were assumed to be the same as No-Build alternative. The traffic volumes were not adjusted for the presence of bi-directional two-lane frontage roads as was done for the design year (2035) Build DHVs. This is because the Hernando Metropolitan Planning Organizations (MPOs) *2035 Long Range Transportation Plan (LRTP)*<sup>6</sup> (Adopted in December 2009 and Amended in June 2010) states that the frontage roads will be built only between 2026 and 2035. The calculation of opening year (2015) and design year (2035) Build DHVs for AM and PM peak periods are presented in Appendix O.

The 2015 No-Build and Build DHVs for AM and PM peak hour are shown in **Figure 3-3 and Figure 3-4** respectively. The 2035 No-Build and Build DHVs for AM and PM peak hour are shown in **Figure 3-5 and Figure 3-6** respectively.

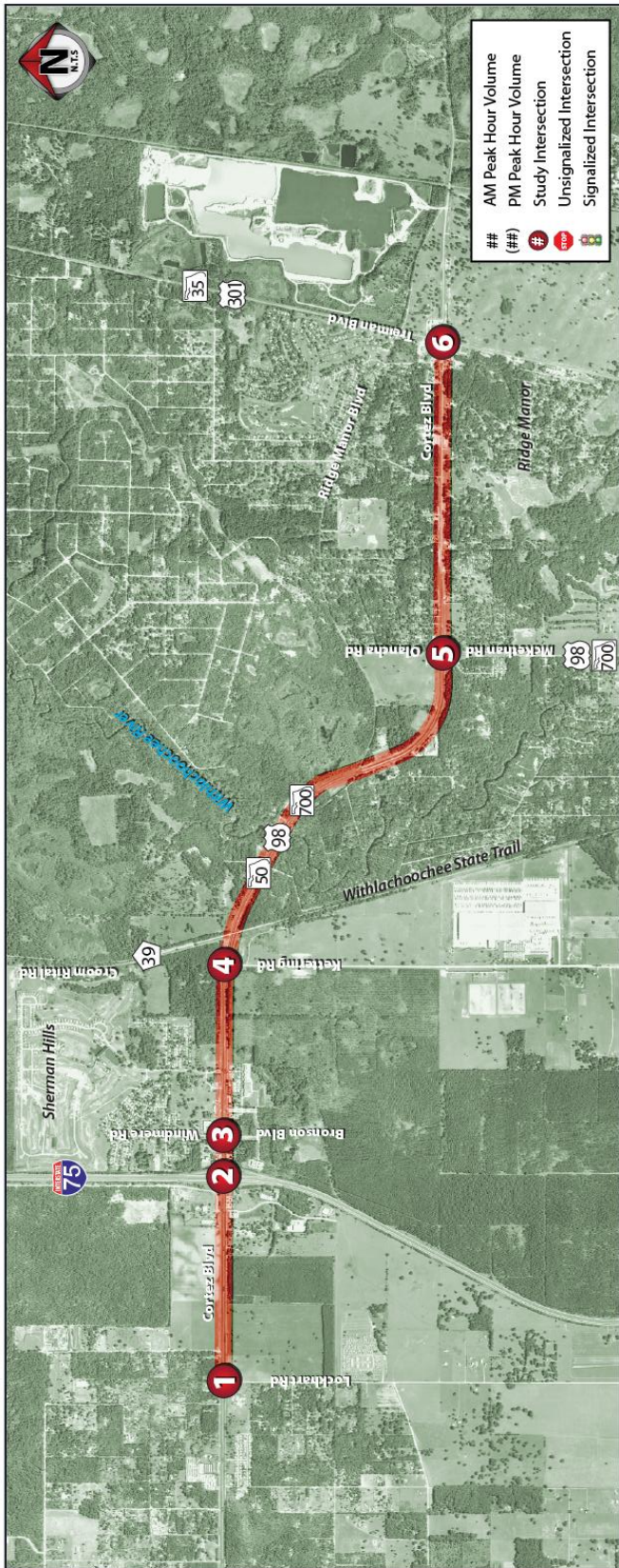
### **3.5. FUTURE OPERATIONAL ANALYSES**

The opening year (2015) and design year (2035) operational analyses of No-Build alternative did not consider any capacity improvements along roadway segments or any improvements to the intersections within the study area. However, the future operational analyses of the Build alternative were conducted by considering adequate segment and intersection improvements ensuring that SR 50 (Cortez Boulevard) would operate at acceptable LOS conditions. Synchro 7 was used to analyze future intersection and segment operational conditions. For all the signalized intersections, signal phase splits were optimized retaining the existing cycle lengths. The results of all intersection operations were reported as Highway Capacity Manual (HCM) LOS and the results of all segments were reported using Synchro Arterial segment LOS. The future intersection lane geometry improvements considered for opening year (2015) and design year (2035) build conditions were presented in **Figure 3-7**.

#### **3.5.1. RESULTS OF FUTURE OPERATIONAL ANALYSES**

The intersection analysis of opening year (2015) No-Build conditions indicated that all the signalized intersections operate at acceptable LOS conditions and only the unsignalized intersection at SR 50 (Cortez Boulevard)/ Lockhart Road fails to operate at acceptable LOS conditions. The segment analysis of opening year (2015) No-Build conditions indicated that all the segments operate at acceptable LOS conditions.

Figure 3-3: 2015 No-Build AM and PM Turning Movement Volumes

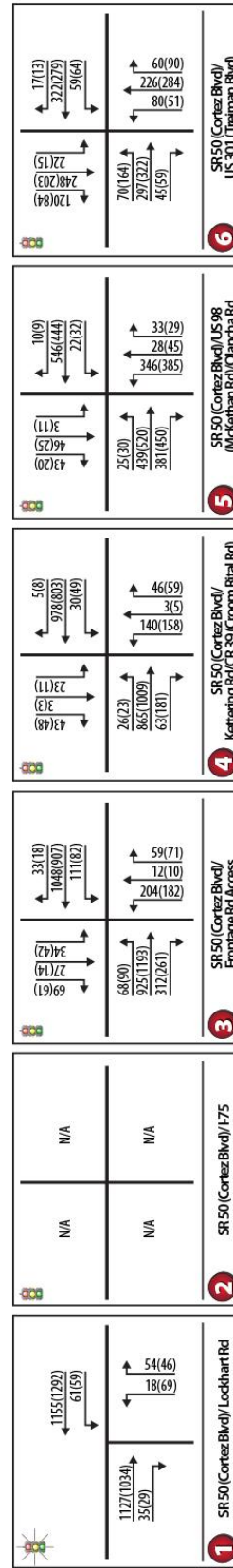
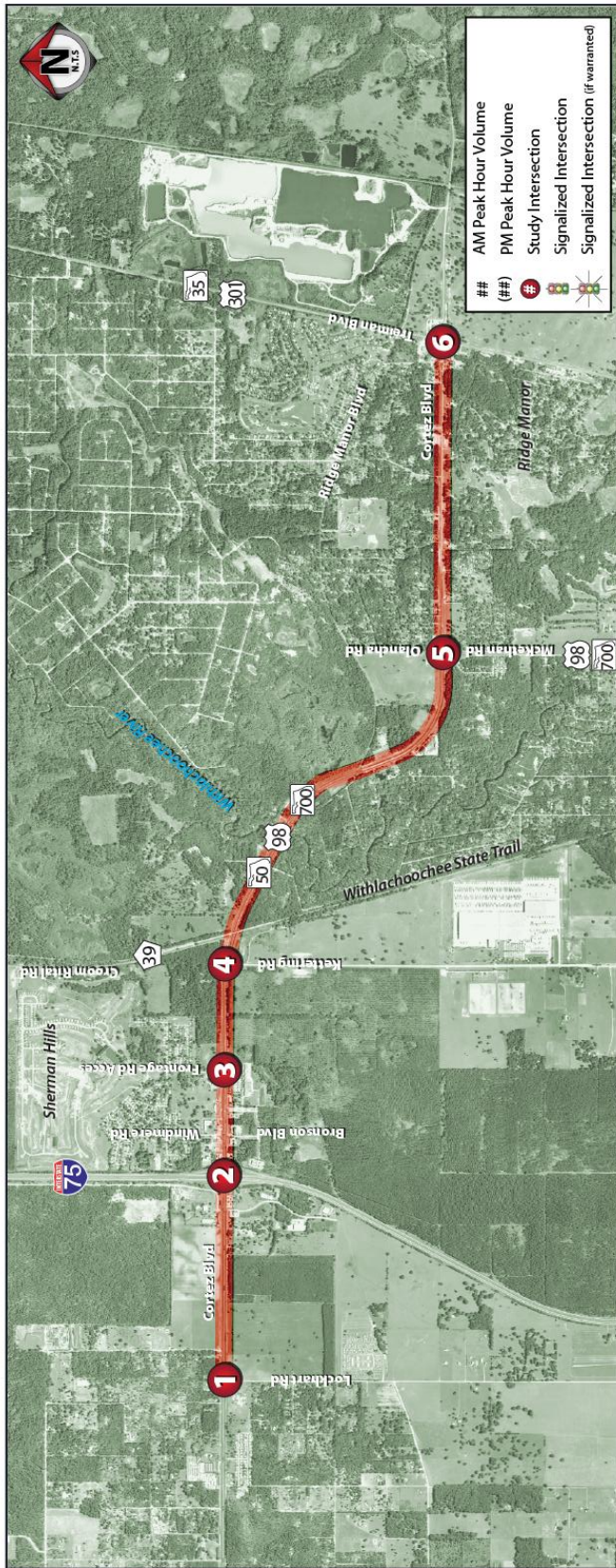


Intersection	AM Peak Hour Volume	PM Peak Hour Volume	Signalization
1 SR 50 (Cortez Blvd) / Lockhart Rd	1127 (1034) 35 (29)	54 (46) 18 (69)	Signalized
2 SR 50 (Cortez Blvd) / 75	N/A	N/A	Unsignalized
3 SR 50 (Cortez Blvd) / Bronson Blvd / Windmere Rd	68 (90) 925 (1193) 312 (261)	59 (71) 12 (10) 204 (182)	Signalized
4 SR 50 (Cortez Blvd) / US 98 (Kettering Rd) / CR 39 (Croom Rd)	43 (48) 3 (3) 23 (11)	26 (23) 865 (1009) 63 (181)	Signalized
5 SR 50 (Cortez Blvd) / US 98 (McKethan Rd) / Olancha Rd	43 (20) 46 (25) 3 (11)	25 (30) 439 (520) 38 (145)	Signalized
6 SR 50 (Cortez Blvd) / US 301 (Treiman Blvd)	120 (84) 248 (203) 22 (15)	70 (164) 297 (322) 45 (59)	Signalized

  
**Project Development and Environment Study**  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2

**2015 No-Build AM and PM**  
**Turning Movement Volumes**

Figure 3-4: 2015 Build AM and PM Turning Movement Volumes

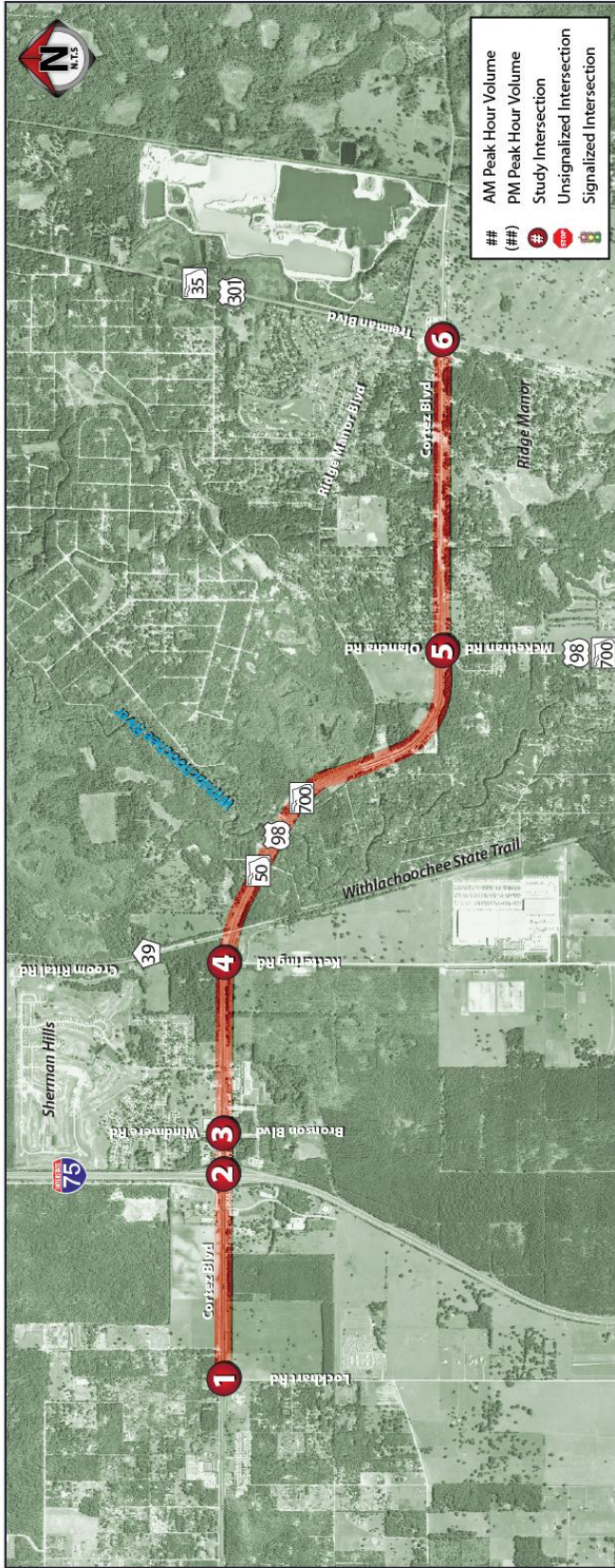



  
 Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2


**2015 Build AM and PM**  
**Turning Movement Volumes**



Figure 3-5: 2035 No-Build AM and PM Turning Movement Volumes



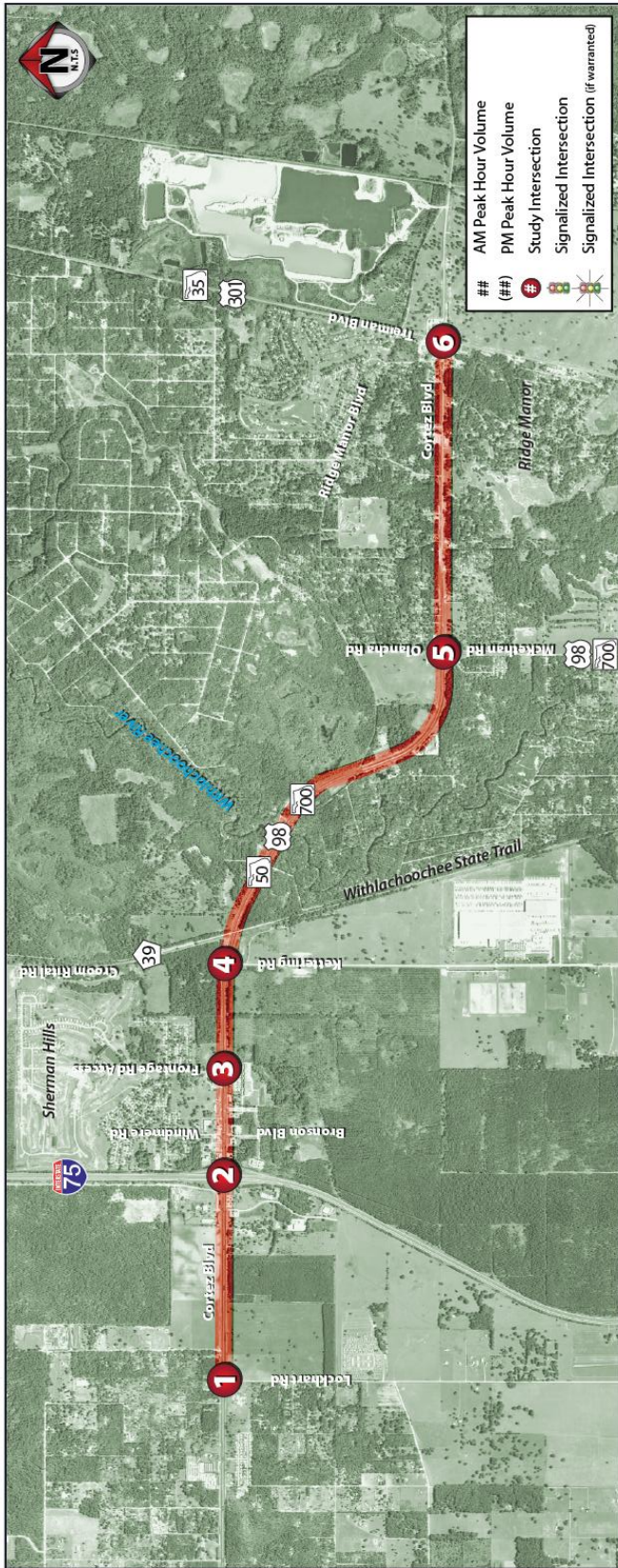
Intersection	AM Peak Hour Volume	PM Peak Hour Volume	Signalization
1 SR 50 (Cortez Blvd) / Lockhart Rd	3325(3357) 108(85)	3410(3458) 179(173)	Signalized
2 SR 50 (Cortez Blvd) / I75	N/A	N/A	Unsignalized
3 SR 50 (Cortez Blvd) / Bonson Blvd / Windmere Rd	184(219) 256(2303) 620(653)	91(114) 74(38) 270(260)	Signalized
4 Kettering Rd / CR 39 (Croom Rital Rd)	125(60) 227(2495) 225(451)	198(212) 62(29) 20(20)	Signalized
5 SR 50 (Cortez Blvd) / US 98 (Mckethan Rd) / Olanda Rd	120(73) 1066(1262) 925(1092)	194(47) 112(61) 7(27)	Signalized
6 SR 50 (Cortez Blvd) / US 301 (Treiman Blvd)	147(397) 622(780) 95(145)	381(206) 603(493) 53(37)	Signalized



**Project Development and Environment Study**  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2

**2035 No-Build AM and PM**  
**Turning Movement Volumes**

Figure 3-6: 2035 Build AM and PM Turning Movement Volumes



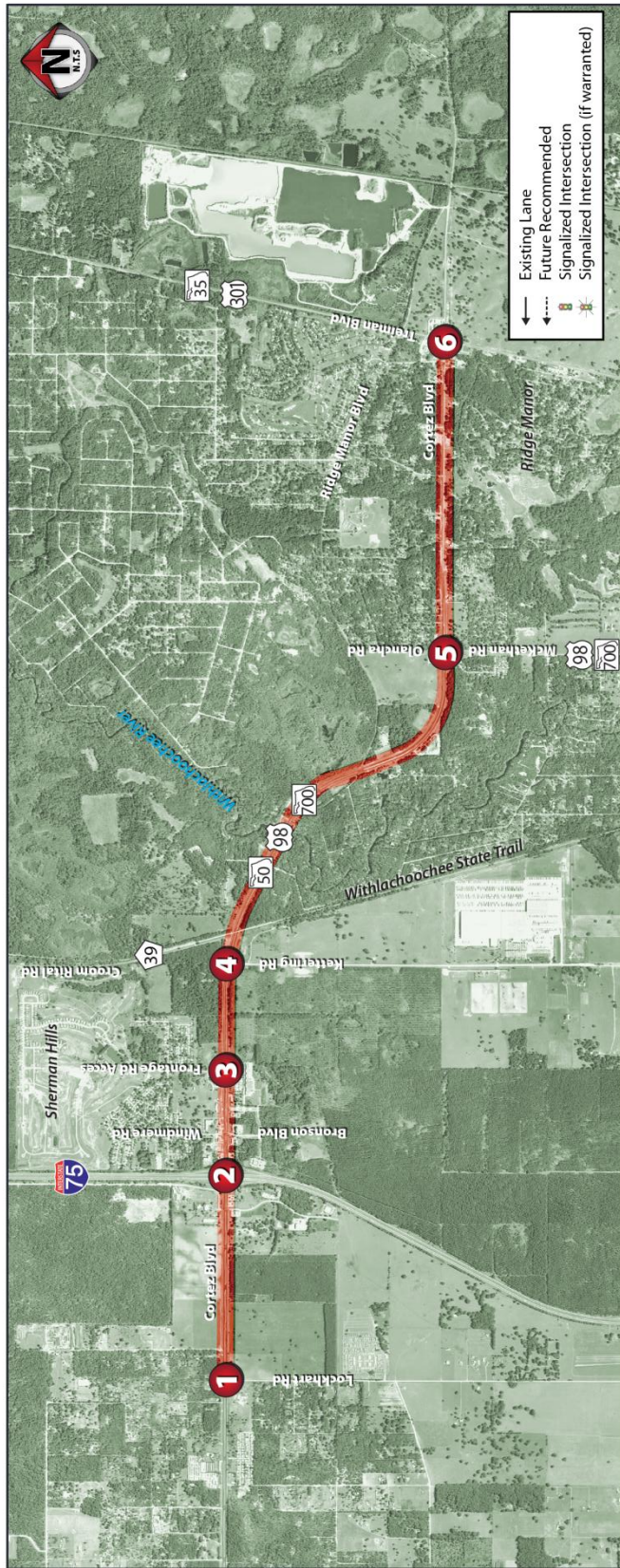
Study Intersection	AM Peak Hour Volume	PM Peak Hour Volume	Notes
1	SR 50 (Cortez Blvd) / Lockhart Rd	SR 50 (Cortez Blvd) / Lockhart Rd	Signalized Intersection
2	SR 50 (Cortez Blvd) / 1-75	SR 50 (Cortez Blvd) / 1-75	Signalized Intersection
3	SR 50 (Cortez Blvd) / Frontage Rd Access	SR 50 (Cortez Blvd) / Frontage Rd Access	Signalized Intersection
4	SR 50 (Cortez Blvd) / US 98 (McKethan Rd) / Olanchoa Rd	SR 50 (Cortez Blvd) / US 98 (McKethan Rd) / Olanchoa Rd	Signalized Intersection
5	SR 50 (Cortez Blvd) / US 301 (Treiman Blvd)	SR 50 (Cortez Blvd) / US 301 (Treiman Blvd)	Signalized Intersection
6	SR 50 (Cortez Blvd) / US 301 (Treiman Blvd)	SR 50 (Cortez Blvd) / US 301 (Treiman Blvd)	Signalized Intersection

Note: Build volumes were developed assuming frontage roads between Lockhart Rd & 1-75 and 1-75 & Venting Rd


Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2



Figure 3-7: Recommended Future Intersection Geometries



	SR 50 (Cortez Blvd) / Lockhart Rd	<b>1</b>
N/A	N/A	N/A
N/A	N/A	N/A
SR 50 (Cortez Blvd) / I-75	<b>2</b>	
SR 50 (Cortez Blvd) / Portage Rd Access	<b>3</b>	
SR 50 (Cortez Blvd) / Kettering Rd / CH 39 (Croom Rital Rd)	<b>4</b>	
SR 50 (Cortez Blvd) / US 98 (McKethan Rd) / Olancha Rd	<b>5</b>	
SR 50 (Cortez Blvd) / US 301 (Treiman Blvd)	<b>6</b>	



**Project Development and Environment Study**  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2

**Recommended Future Intersection Geometries**

The intersection analysis of opening year (2015) Build conditions with the improved intersection and segment lane geometries indicated that all the intersections within the study corridor operate at acceptable LOS conditions for both AM and PM peak periods. The opening year (2015) Build conditions analysis also indicated that SR 50 (Cortez Boulevard)/Lockhart Road intersection needs to be signalized (if warranted). The segment analysis of opening year (2015) Build conditions indicated that all the segments operate at acceptable LOS conditions.

The intersection analysis of design year (2035) No-Build conditions indicated that all the intersections fail to operate at acceptable LOS conditions for both AM and PM peak periods. The segment analysis of design year (2035) No-Build conditions indicated the following segments will fail to operate at acceptable LOS conditions:

- SR 50 (Cortez Boulevard) from Bronson Boulevard/Windmere Road to Kettering Road/CR 39 (Croom Rital Road).
- Eastbound SR 50 (Cortez Boulevard) from US 98 (McKethan Road)/Olancha Road to Kettering Road/CR 39 (Croom Rital Road)

The intersection analysis of design year (2035) Build conditions with the improved intersection and segment lane geometries indicated that all the intersections operate at acceptable level of service conditions for both AM and PM peak periods. The design year (2035) Build conditions analysis also indicated that SR 50 (Cortez Boulevard)/Lockhart Road intersection needs to be signalized (if warranted). The segment analysis of design year (2035) Build conditions indicated the all the segments operate at acceptable LOS conditions.

Overall intersection delays and LOS along with approach delays and approach LOS for AM and PM peak periods, for opening year (2015) and design year (2035) are presented in **Table 3-2** and **Table 3-3** respectively.

2015 No-Build and Build conditions intersection LOS are presented in **Figure 3-8** and **Figure 3-9** respectively. 2035 No-Build and Build conditions intersection LOS are presented in **Figure 3-10** and **Figure 3-11** respectively. Intersection HCM LOS computation outputs from Synchro are presented in **Appendix Q** for both opening year (2015) and design year (2035).

2015 No-Build and Build conditions segment LOS are presented in **Figure 3-12** and **Figure 3-13** respectively. 2035 No-Build and Build conditions segment LOS are presented in **Figure 3-14** and **Figure 3-15** respectively. Segment LOS computation outputs from Synchro are presented in **Appendix R** for both opening year (2015) and design year (2035).

### **3.5.2. QUEUE LENGTH ANALYSIS**

Queue length analysis was conducted to compute the storage lengths of turn lanes at all the intersections along the SR 50 (Cortez Boulevard) study corridor using the *FDOT 2011 Plans Preparation Manual*<sup>7</sup> method. The results of queue length analysis are presented in **Appendix S**.

Table 3-2: Opening Year (2015) Intersection Operational Analyses

Peak Hour Intersection Analyses		Opening Year (2015)							
		No-Build (AM)		No-Build (PM)		Build (AM)		Build (PM)	
		Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
<b>SR 50 (Cortez Boulevard) &amp; Lockhart Road*</b>	EB	NA	NA	NA	NA	11.1	B	10.8	B
	WB	NA	NA	NA	NA	7.4	A	7.3	A
	NB	NA	NA	NA	NA	47.5	D	48.1	D
	SB	NA	NA	NA	NA	NA	NA	NA	NA
	Overall	37.8	E	207.5	F	10.3	B	10.6	B
<b>SR 50 (Cortez Boulevard) &amp; Bronson Boulevard/Windmere Road (Or) New Frontage Road Access Road**</b>	EB	16.3	B	17.4	B	12.5	B	13.2	B
	WB	24.5	C	15.0	B	12.6	B	12.6	B
	NB	60.9	E	55.4	E	58.9	E	55.6	E
	SB	42.2	D	43.0	D	55.8	E	56.6	E
	Overall	25.0	C	21.0	C	18.9	B	18.5	B
<b>SR 50 (Cortez Boulevard) &amp; Kettering Road/Croom Rital Trail</b>	EB	25.7	C	26.5	C	10.6	B	11.2	B
	WB	18.2	B	12.0	B	13.6	B	15.0	B
	NB	59.5	E	57.3	E	56.9	E	56.1	E
	SB	38.0	D	44.1	D	50.9	D	49.2	D
	Overall	25.5	C	24.6	C	17.2	B	17.8	B
<b>SR 50 (Cortez Boulevard) &amp; US 98 (McKethan Road)/ Olanca Road</b>	EB	17.0	B	19.7	B	8.6	A	8.6	A
	WB	13.2	B	13.9	B	15.6	B	15.7	B
	NB	31.5	C	31.1	C	33.3	C	34.5	C
	SB	15.3	B	14.8	B	41.1	D	43.9	D
	Overall	18.8	B	20.8	C	17.5	B	17.2	B
<b>SR 50 (Cortez Boulevard) &amp; US 301 (Treiman Boulevard)</b>	EB	13.1	B	12.4	B	22.0	C	21.5	C
	WB	13.0	B	11.2	B	19.9	B	19.2	B
	NB	14.2	B	18.2	B	19.0	B	21.3	C
	SB	15.8	B	15.9	B	22.9	C	24.0	C
	Overall	14.0	B	14.3	B	21.0	C	21.4	B

\* Unsignalized intersection for No-Build conditions and Signalized for Build conditions

\*\* Intersection is located at Bronson Boulevard/Windmere Road for No-Build and located at New Frontage Road Access (Sherman Hills Boulevard) for Build

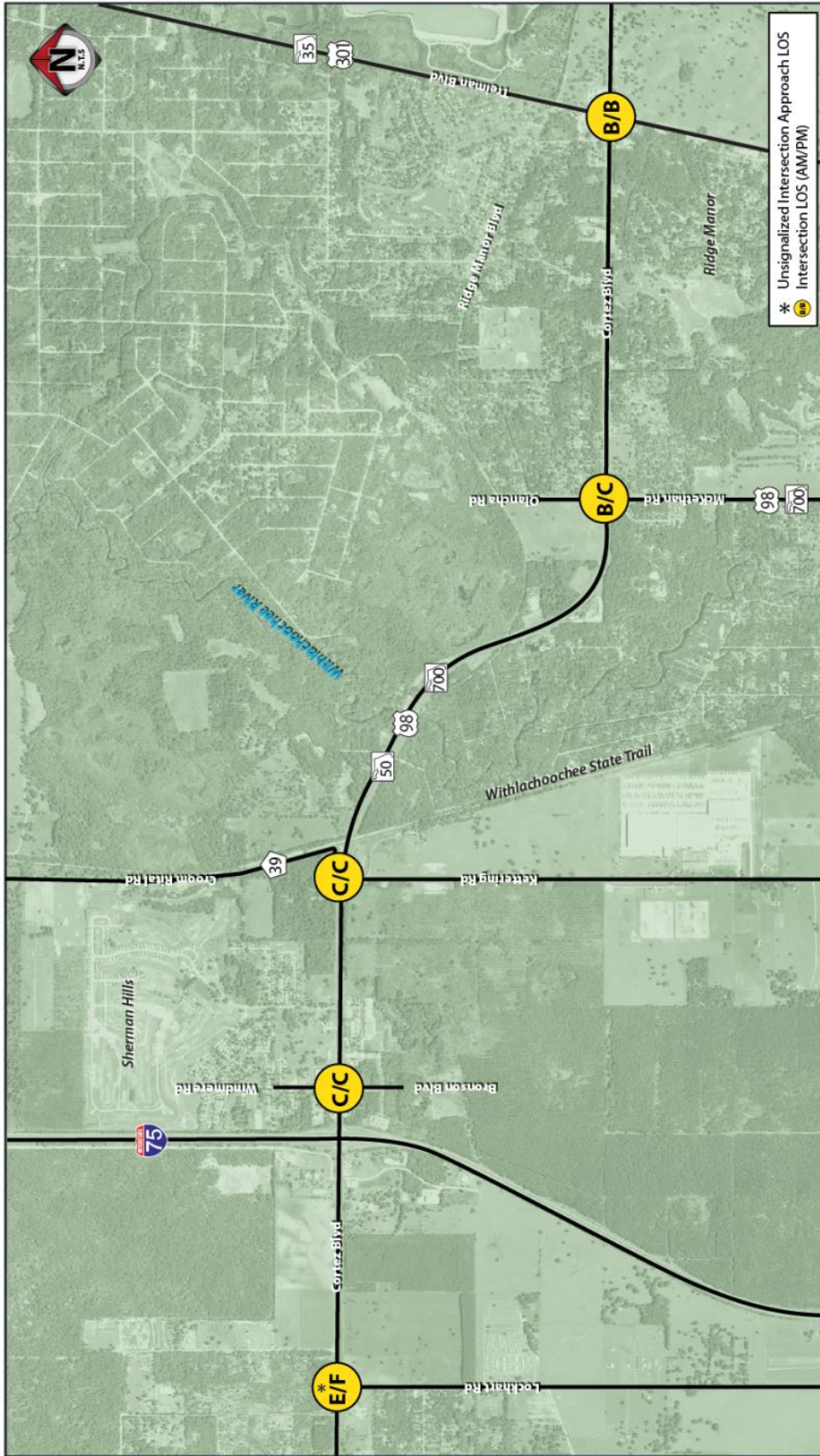
Table 3-3: Design Year (2035) Intersection Operational Analyses

Peak Hour Intersection Analyses		Design Year (2035)							
		No-Build (AM)		No-Build (PM)		Build (AM)		Build (PM)	
		Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
<b>SR 50 (Cortez Boulevard) &amp; Lockhart Road*</b>	EB	NA	NA	NA	NA	41.0	D	44.1	D
	WB	NA	NA	NA	NA	48.8	D	29.8	C
	NB	NA	NA	NA	NA	66.8	E	57.2	E
	SB	NA	NA	NA	NA	61.1	E	60.4	E
	Overall	679.7	F	360.8	F	46.4	D	39.4	D
<b>SR 50 (Cortez Boulevard) &amp; Bronson Boulevard/Windmere Road (Or) New Frontage Road Access Road**</b>	EB	346.0	F	361.8	F	31.2	C	47.9	D
	WB	259.5	F	165.1	F	36.0	D	31.4	C
	NB	591.4	F	297.4	F	73.7	E	64.0	E
	SB	46.9	D	39.3	D	69.9	E	67.0	E
	Overall	302.1	F	264.9	F	38.4	D	44.0	D
<b>SR 50 (Cortez Boulevard) &amp; Kettering Road/Croom Rital Trail</b>	EB	497.8	F	572.4	F	32.1	C	43.7	D
	WB	545.1	F	247.9	F	60.5	E	34.5	C
	NB	418.8	F	278.3	F	74.9	E	68.2	E
	SB	30.3	C	34.1	C	60.4	E	61.2	E
	Overall	490.3	F	400.9	F	50.3	D	44.2	D
<b>SR 50 (Cortez Boulevard) &amp; US 98 (McKethan Road)/ Olancha Road</b>	EB	58.7	E	113.8	F	17.7	B	16.0	B
	WB	34.1	C	28.6	C	45.1	D	28.1	C
	NB	796.8	F	304.3	F	33.5	C	34.4	C
	SB	22.5	C	16.4	B	48.6	D	42.7	D
	Overall	197.0	F	127.4	F	31.3	C	23.8	C
<b>SR 50 (Cortez Boulevard) &amp; US 301 (Treiman Boulevard)</b>	EB	107.0	F	250.5	F	45.4	D	48.4	D
	WB	90.3	F	71.2	E	40.7	D	34.5	C
	NB	269.9	F	358.7	F	26.1	C	32.6	C
	SB	242.5	F	184.9	F	31.0	C	28.8	C
	Overall	182.0	F	227.0	F	35.4	D	37.6	D

\* Unsignalized intersection for No-Build conditions and Signalized for Build conditions

\*\* Intersection is located at Bronson Boulevard/Windmere Road for No-Build and located at New Frontage Road Access (Sherman Hills Boulevard) for Build

Figure 3-8: 2015 No-Build AM and PM Intersection Level of Service

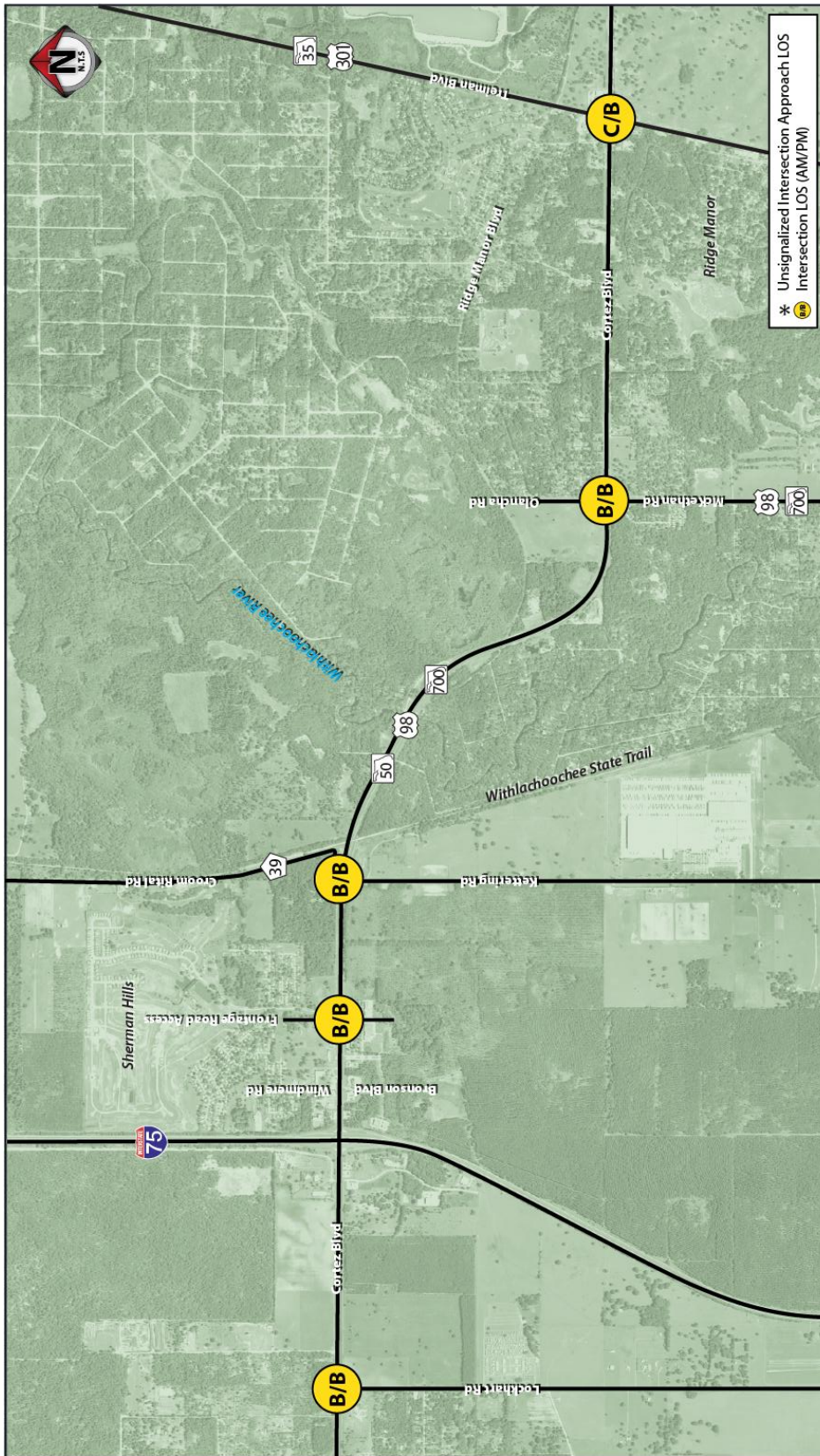


**2015 No-Build AM and PM  
Intersection Level of Service (LOS)**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
from Lockhart Road to US 301 (Treiman Boulevard)  
Work Program Item Segment Number: 416732-2



Figure 3-9: 2015 Build AM and PM Intersection Level of Service



**2015 Build AM and PM  
Intersection Level of Service (LOS)**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
from Lockhart Road to US 301 (Treiman Boulevard)  
Work Program Item Segment Number: 416732-2


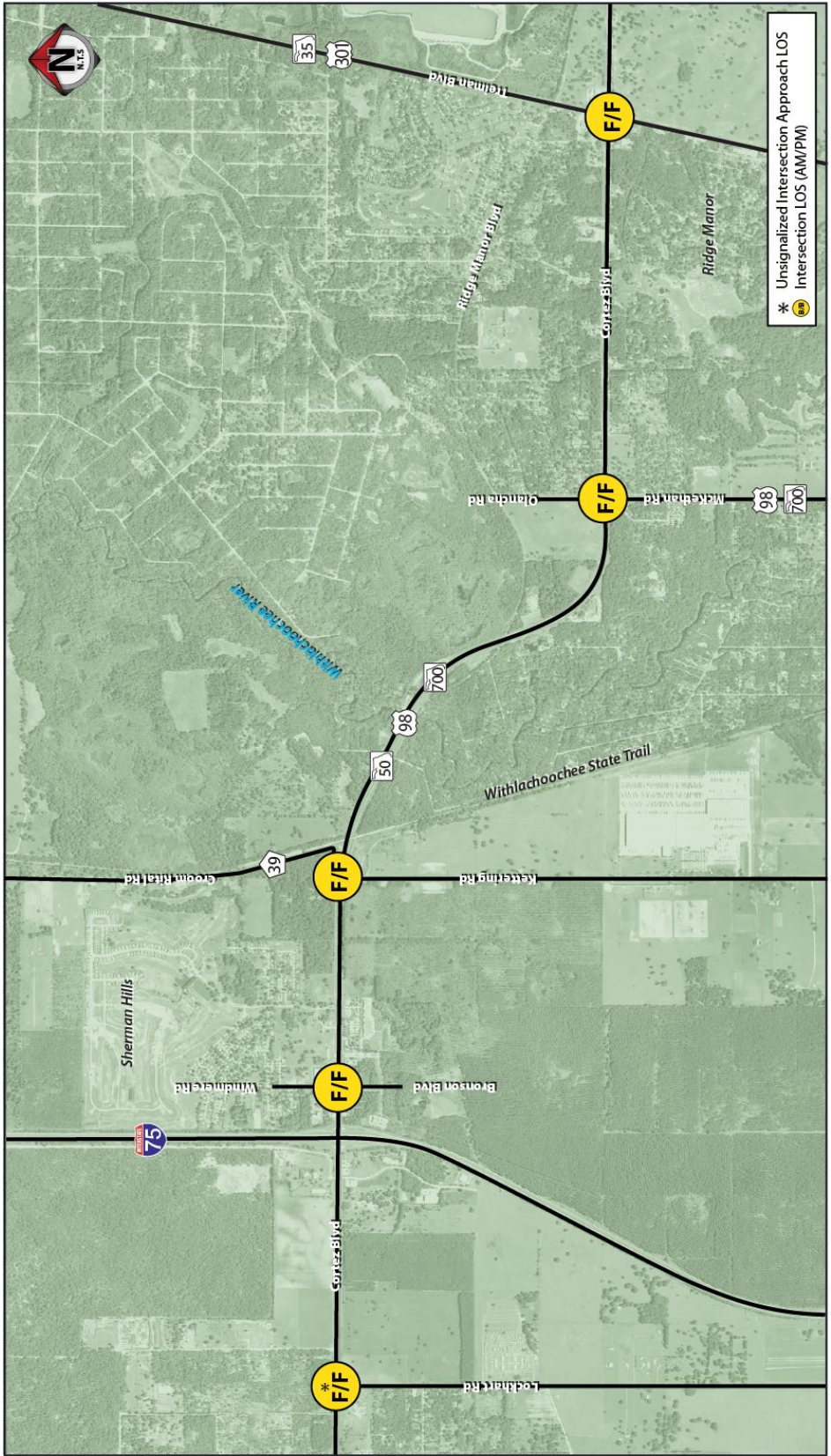




Figure 3-10: 2035 No-Build AM and PM Intersection Level of Service



**2035 No-Build AM and PM  
Intersection Level of Service (LOS)**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
from Lockhart Road to US 301 (Treiman Boulevard)  
Work Program Item Segment Number: 416732-2


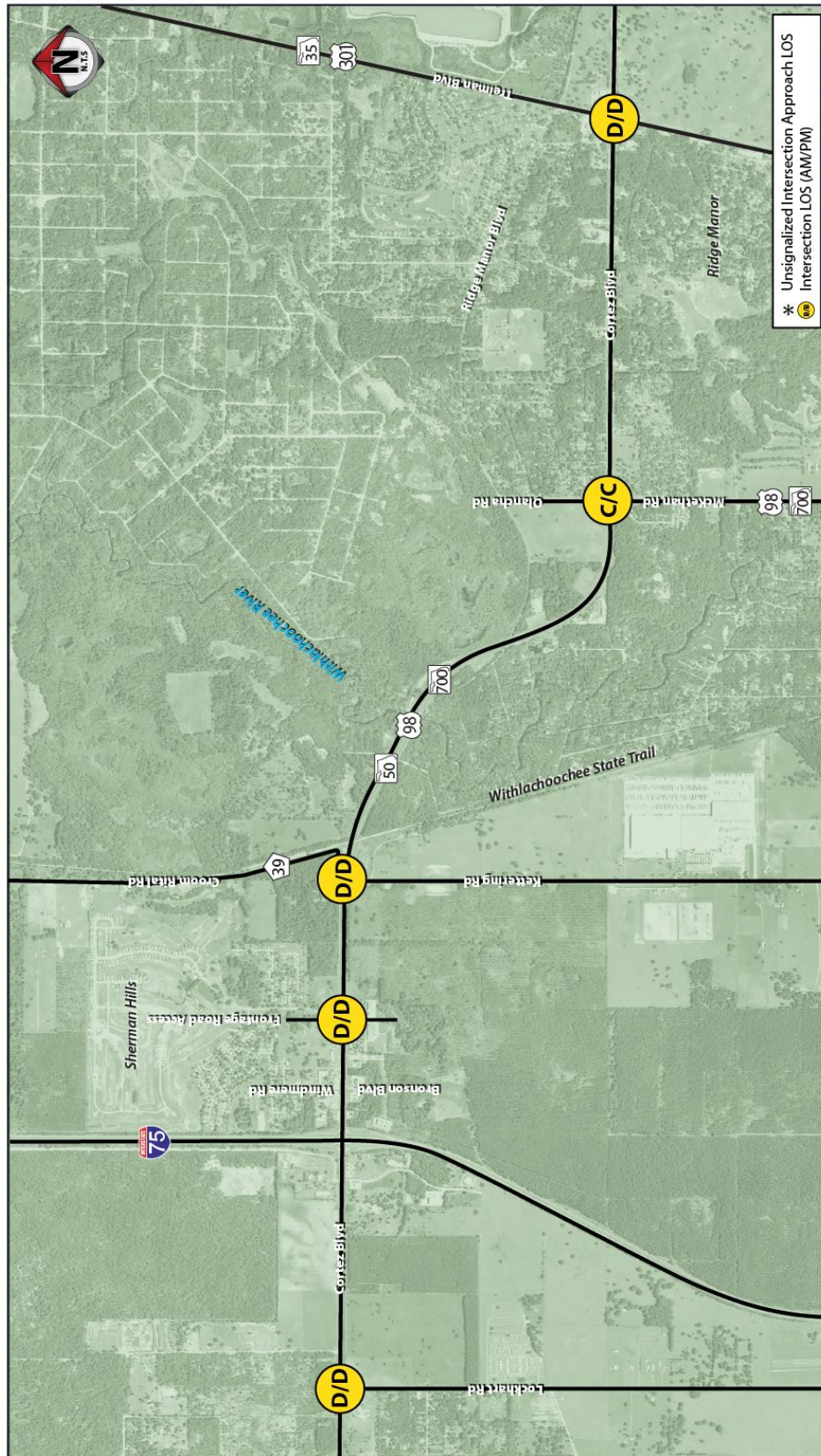


Figure 3-11: 2035 Build AM and PM Intersection Level of Service



Project Development and Environment Study

**SR 50 (Cortez Boulevard)**

from Lockhart Road to US 301 (Treiman Boulevard)  
Work Program Item Segment Number: 416732-2



**2035 Build AM and PM  
Intersection Level of Service (LOS)**

Figure 3-12: 2015 No-Build AM and PM Segment Level of Service



Project Development and Environment Study

**SR 50 (Cortez Boulevard)**

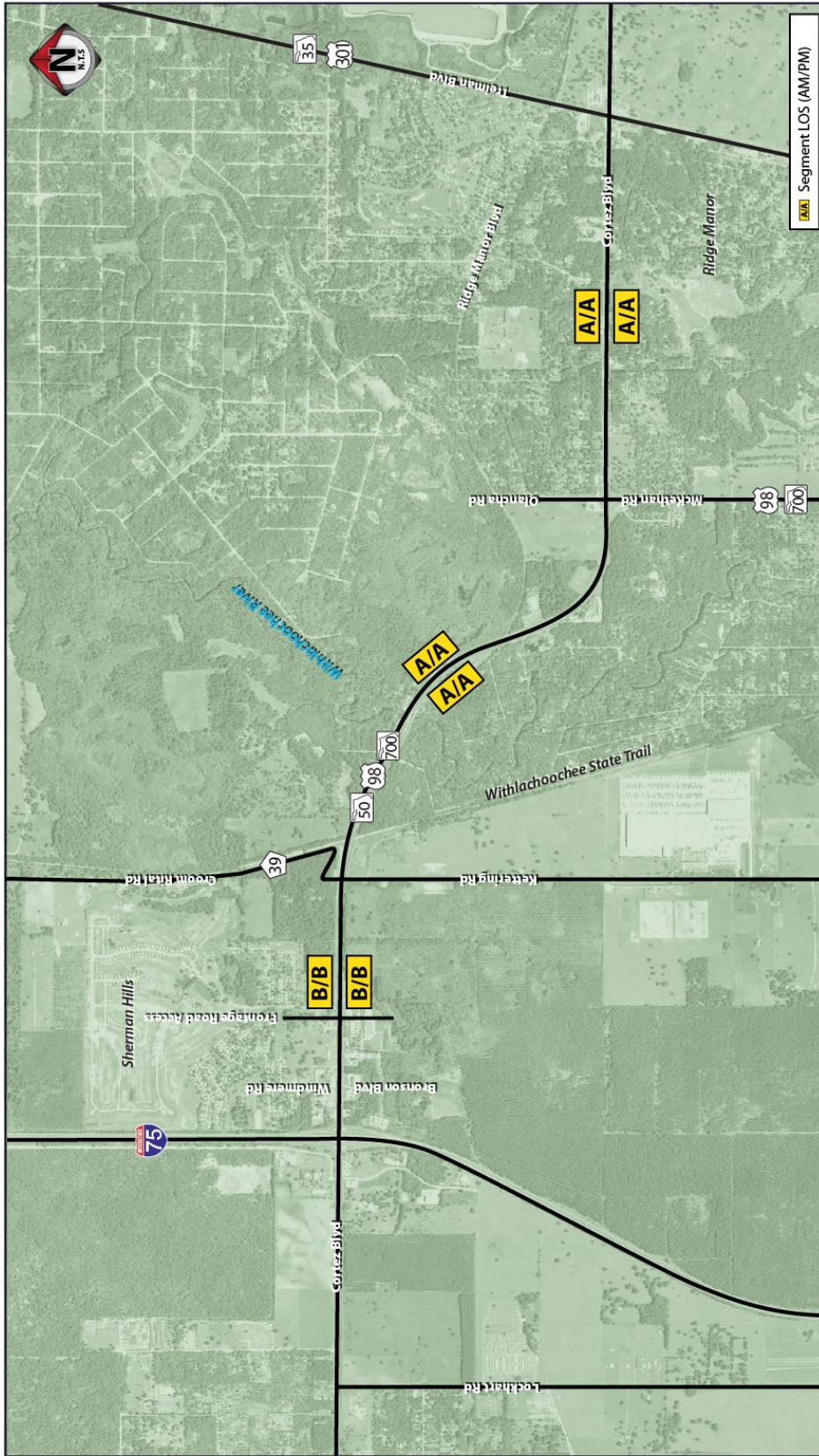
from Lockhart Road to US 301 (Treiman Boulevard)

Work Program Item Segment Number: 416732-2



**2015 No-Build AM and PM  
Segment Level of Service (LOS)**

Figure 3-13: 2015 Build AM and PM Segment Level of Service



Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2



**2015 Build AM and PM  
 Segment Level of Service (LOS)**

Figure 3-14: 2035 No-Build AM and PM Segment Level of Service



**2035 No-Build AM and PM  
Segment Level of Service (LOS)**

Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
from Lockhart Road to US 301 (Treiman Boulevard)  
Work Program Item Segment Number: 416732-2


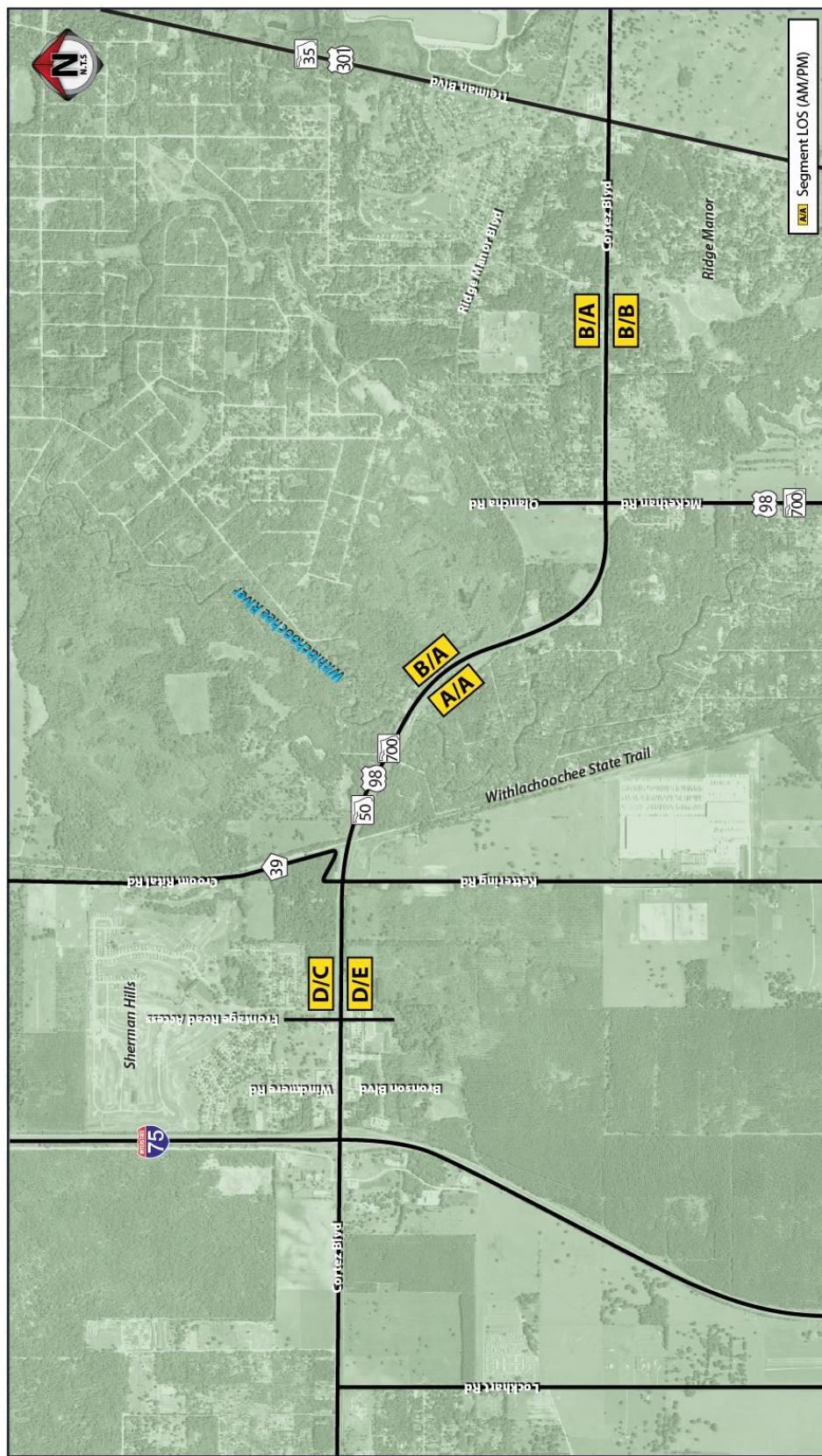


Figure 3-15: 2035 Build AM and PM Segment Level of Service



Project Development and Environment Study  
**SR 50 (Cortez Boulevard)**  
 from Lockhart Road to US 301 (Treiman Boulevard)  
 Work Program Item Segment Number: 416732-2



**2035 Build AM and PM  
 Segment Level of Service (LOS)**

## **4. SUMMARY AND CONCLUSIONS**

The purpose of this study is to evaluate 2011 existing conditions and identify future roadway improvements for opening year (2015) and design year (2035) in conjunction with the proposed roadway widening of SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard). As part of future analysis, a No-Build Alternative and one Build Alternative that considered bi-directional two-lane frontage roads along each side of SR 50 between Lockhart Road and I-75 and between I-75 and CR 39/Kettering Road was reviewed to evaluate the traffic operations under the future traffic conditions.

Traffic projections were developed to analyze future traffic conditions for opening year (2015) and design year (2035). The roadway segment and intersection improvements required along SR 50 (Cortez Boulevard) study corridor were identified that would enable the study corridor to operate with acceptable LOS; LOS D or better. The following sections summarize the findings for the existing conditions, summarize the deficiencies of future No-Build conditions and recommend improvements for the corridor to address LOS and delay issues.

### **4.1. SUMMARY OF EXISTING CONDITIONS**

One unsignalized intersection and four signalized intersections were evaluated as part of 2011 existing conditions traffic analysis. The intersections are as follows:

#### **Existing Intersections**

##### **Unsignalized**

- SR 50 (Cortez Boulevard)/Lockhart Road

##### **Signalized**

- SR 50 (Cortez Boulevard)/ Bronson Boulevard/Windmere Road
- SR 50 (Cortez Boulevard)/ Kettering Road/CR 39 (Croom Rital Road)
- SR 50 (Cortez Boulevard)/ US 98 (McKethan Road)/Olancha Road
- SR 50 (Cortez Boulevard)/ US 301 (Treiman Boulevard)

Arterial segment analysis was also performed for the following segments:

#### **Existing Roadway Segments**

- SR 50 (Cortez Boulevard) from Bronson Boulevard/Windmere Road to Kettering Road/CR 39 (Croom Rital Road)
- SR 50 (Cortez Boulevard) from Kettering Road/CR 39 (Croom Rital Road) to US 98 (McKethan Road)/Olancha Road
- SR 50 (Cortez Boulevard) from US 98 (McKethan Road)/Olancha Road to US 301 (Treiman Boulevard)

It should be noted that I-75 interchange ramp intersections at SR 50 (Cortez Boulevard) and the following segments were not analyzed as part of this study:

- SR 50 (Cortez Boulevard) from Lockhart Road to I-75 and
- SR 50 (Cortez Boulevard) from I-75 to Bronson Boulevard/Windmere Road

This is because the approved I-75 PD&E Study (Preliminary Engineering Report, I-75 (SR 93) Project Development and Environment Study from north of SR 52 to south of CR 476B, Federal Aid Project Number 0751-120I, June 2007) analyzed the I-75 interchange ramp intersections at SR 50 and the segments immediately adjacent to I-75 interchange.

Given that minimum LOS standards within the study area is LOS D for SR 50 (Cortez Boulevard) based on 2009 FDOT Quality/LOS Handbook, all the intersections and segments are operating at acceptable LOS standards during the existing AM and PM peak hour conditions.

## **4.2. SUMMARY OF FUTURE CONDITIONS**

The purpose of the future conditions analysis was to identify future roadway improvements in conjunction with the proposed roadway widening of SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard). As part of this effort, one Build alternative was reviewed to carry forward for conceptual design and the design hour traffic analyses for both the opening year (2015) and design year (2035) along with the No-Build alternative.

The No-Build future traffic conditions within the study corridor considered existing lane and intersection geometries for both opening year (2015) and design year (2035). Then, based on future traffic deficiencies identified from the future design year (2035) operating conditions, intersection improvements were proposed to make the intersections and segments operate at acceptable LOS conditions under Build conditions.

The Build alternative considers the following roadway network improvements along SR 50 (Cortez Boulevard) study corridor:

- The study corridor will be improved from four-lane divided arterial to six-lane divided arterial from Lockhart Road to east of US 98 (McKethan Road)/Olancha Road.
- The study corridor will be improved from two-lane undivided arterial to four-lane divided arterial from east of US 98 (McKethan Road)/Olancha Road to US 301 (Treiman Boulevard)
- Necessary intersection improvements will be made along SR 50 (Cortez Boulevard) which includes improving the following intersections:
  - Lockhart Road
  - Kettering Road/CR 39 (Croom Rital Road)
  - US 98 (McKethan Road)/Olancha Road
  - US 301(Treiman Boulevard)
- The traffic signal at SR 50 (Cortez Boulevard) and Bronson Boulevard/Windmere Road intersection will be moved further east to SR 50 and Frontage Road Access (Sherman Hills Boulevard) intersection and a directional median opening will be provided at the existing Bronson Boulevard/Windmere Road signalized intersection. This improvement was based on I-75 PD&E Study (Preliminary Engineering Report, I-75 (SR 93) Project Development and Environment Study from north of SR 52 to south of CR 476B, Federal Aid Project Number 0751-120I, June 2007) concept recommendation.



- The build alternative also assumes that bi-directional two-lane frontage roads will be constructed on each side of SR 50 (Cortez Boulevard) from Lockhart Road to I-75 and from I-75 to Kettering Road/CR 39 (Croom Rital Road) by the year 2035. It should be noted that the operational condition evaluation for frontage roads is not in the scope of the SR 50 (Cortez Boulevard) study.

Future AADT volumes were calculated based on the traffic projection methodology identified for this study and growth rates recommended in Table 3-1 were used for calculating future AADT volumes.

The design year (2035) DHVs for Build conditions were computed assuming bi-directional two-lane frontage roads on each side of SR 50 from Lockhart Road to I-75 and from I-75 to Kettering Road/CR 39 (Croom Rital Road). Based on the percentage splits calculated from the model it is assumed that frontage roads between Lockhart Road and I-75 will carry approximately 14 percent of the total traffic along SR 50 (Cortez Boulevard) between Lockhart Road and I-75 and 16 percent of the total traffic along SR 50 (Cortez Boulevard) between I-75 and Kettering Road/CR 39 (Croom Rital Road). Additionally, the design year (2035) Build alternative also assumed directional median openings and additional driveway access along SR 50 (Cortez Boulevard) between Lockhart Road and Frontage Road Access facility (Sherman Hills Boulevard).

The opening year (2015) DHVs for Build alternative were assumed to be the same as No-Build alternative. The traffic volumes were not adjusted for the presence of bi-directional two-lane frontage roads as was done for the design year (2035) Build DHVs. This is because the Hernando Metropolitan Planning Organizations (MPOs) 2035 Long Range Transportation Plan (LRTP)<sup>8</sup> (Adopted in December 2009 and Amended in June 2010) states that the frontage roads will be built only between 2026 and 2035.

### **4.3. SUMMARY OF RECOMMENDED IMPROVEMENTS**

The recommended improvements for the SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard) were identified from the design year (2035) traffic conditions, these mainline and intersection improvements were recommended to be implemented by the opening year (2015). The following are the recommended improvements for SR 50 (Cortez Boulevard) within the study corridor:

- Improve SR 50 (Cortez Boulevard) from four-lane divided arterial to six-lane divided arterial from Lockhart Road to east of US 98 (McKethan Road)/ Olancha Road.
- Improve SR 50 (Cortez Boulevard) from two-lane undivided arterial to four-lane divided arterial from east of US 98 (McKethan Road)/Olancha Road to US 301 (Treiman Boulevard)
- Intersection improvements to accommodate traffic movements at all the signalized intersections along with signalization of SR 50 (Cortez Boulevard)/ Lockhart Road intersection (if warranted).

All the study area roadway segments and intersections are expected to meet the minimum LOS standard under future Build conditions with the recommended future mainline and intersection improvements identified in Figure 3-7, and the design concepts presented in Appendix A of the Preliminary Engineering Report<sup>8</sup>.

## 5. REFERENCES

1. *Project Development and Environment Manual*; Florida Department of Transportation, Environmental Management Office; Tallahassee, Florida.
2. *Preliminary Engineering Report, I-75 (SR 93) Project Development and Environment Study from north of SR 52 to south of CR 476B, Federal Aid Project Number 0751-120I*; June 2007).
3. *2010 Florida Traffic Information DVD*; Florida Department of Transportation; 2010.
4. *Highway Capacity Manual 2000*; Transportation Research Board, National Research Council; Washington, DC; 2000.
5. *Project Traffic Forecasting Handbook*; Florida Department of Transportation; Tallahassee, Florida; October 2002.
6. *2035 Cost Affordable Long Range Transportation Plan*; Hernando County Metropolitan Planning Organization (MPO); Adopted December 15, 2009, Amended June 22, 2010.
7. *2011 Plans Preparation Manual*; Florida Department of Transportation; Tallahassee, Florida; January 2011.
8. *SR 50 Final Preliminary Engineering Report*; Atkins North America, Inc.; Tampa, Florida; January 2014.

***APPENDIX A***

---

***72-HOUR VEHICLE CLASSIFICATION COUNTS***

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0405001.PRN

-----  
 Sta: 000004031105                      Id: 000019247006                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Tue - Apr 05, 2011 at 00:00                      End: Tue - Apr 05, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 west of Lockhart Road                      File: D0405001.PRN  
 Ln1-East    Ln2-East  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	66	4872	1486	64	291	106	28	186	370	78	14	0	3	0	1	7565
Percentages	0.87	64.40	19.64	0.85	3.85	1.40	0.37	2.46	4.89	1.03	0.19	0.00	0.04	0.00	0.01	

Lane	1	2	Total
Grand Totals	3063	4502	7565
Percentages	40.49	59.51	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 7-8	1	319	91	12	9	4	10	13	21	6	0	0	0	0	1	487
Percentages	1.52	6.55	6.12	18.75	3.09	3.77	35.71	6.99	5.68	7.69	0.00	0.00	0.00	0.00	100.00	6.44
Pm Hour 16-17	2	398	112	13	21	3	0	8	16	1	2	0	0	0	0	576
Percentages	3.03	8.17	7.54	20.31	7.22	2.83	0.00	4.30	4.32	1.28	14.29	0.00	0.00	0.00	0.00	7.61

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0405001.PRN

Sta: 000004031105      Id: 000019247006      Cid: 01      Fmt: 300 - Imperial      Int: 15 Min.  
Start: Tue - Apr 05, 2011 at 00:00      End: Tue - Apr 05, 2011 at 24:00  
City/Town: Ridge Manor      County: Hernando  
Location: SR 50 west of Lockhart Road      File: D0405001.PRN  
Ln1-East    Ln2-East

Tue - Apr 5, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
00:15																
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
00:30																
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	1	3	2	0	0	2	0	0	1	0	0	0	0	0	9
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	1	5	2	0	0	2	0	0	1	0	0	0	0	0	11
00:45																
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
01:00																
Lane	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	2	1	3	1	0	0	0	0	1	3	0	0	0	0	0	9
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	1	5	2	0	0	0	0	1	3	0	0	0	0	0	12
Hourly Totals																
		2	27	7	0	0	2	0	1	4	0	0	0	0	0	43
01:15																
Lane	1	0	3	2	0	0	1	0	0	0	0	0	0	0	0	6
	2	0	5	1	0	0	0	0	0	2	0	0	0	0	0	8
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	8	3	0	0	1	0	0	2	0	0	0	0	0	14
01:30																
Lane	1	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
	2	1	3	1	0	0	0	0	1	1	0	0	0	0	0	7
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	1	6	1	0	0	0	0	1	2	0	0	0	0	0	11
01:45																
Lane	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7

02:00	Lane	1-2	0	5	2	0	0	0	0	0	1	0	0	0	0	0	8
	Lane	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
		2	1	1	0	0	0	1	0	0	1	0	0	0	0	0	4
	Lane	1-2	1	2	0	0	0	1	0	1	1	0	0	0	0	0	6
Hourly Totals			2	21	6	0	0	2	0	2	6	0	0	0	0	0	39
02:15	Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
		2	1	5	1	0	0	1	0	0	0	0	2	0	0	0	10
02:30	Lane	1-2	1	7	1	0	0	1	0	0	0	0	2	0	0	0	12
	Lane	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
		2	0	5	1	0	0	0	0	1	1	0	0	0	0	0	8
02:45	Lane	1-2	0	5	1	0	1	0	0	1	1	0	0	0	0	0	9
	Lane	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
		2	0	1	1	0	0	2	0	1	3	0	0	0	0	0	8
03:00	Lane	1-2	0	2	2	0	0	2	0	1	3	0	0	0	0	0	10
	Lane	1	0	2	1	0	0	0	0	0	0	1	0	0	0	0	4
		2	0	3	0	0	1	0	0	0	3	0	0	0	0	0	7
	Lane	1-2	0	5	1	0	1	0	0	0	3	1	0	0	0	0	11
Hourly Totals			1	19	5	0	2	3	0	2	7	1	2	0	0	0	42
03:15	Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
		2	0	3	2	0	2	0	0	1	1	0	0	0	0	0	9
03:30	Lane	1-2	0	4	2	0	2	0	0	1	1	0	0	0	0	0	10
	Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	1	3	0	0	1	0	0	0	2	0	0	0	0	0	7
03:45	Lane	1-2	1	3	0	0	1	0	0	0	2	0	0	0	0	0	7
	Lane	1	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7
		2	0	3	1	0	0	0	0	0	2	0	1	0	0	0	7
04:00	Lane	1-2	0	9	1	0	0	1	0	0	2	0	1	0	0	0	14
	Lane	1	0	1	1	0	0	1	0	1	1	0	0	0	0	0	5
		2	1	13	4	0	0	0	0	0	5	0	0	0	0	0	23

===== Lane	1-2	1	14	5	0	0	1	0	1	6	0	0	0	0	0	0	28
===== Hourly Totals		2	30	8	0	3	2	0	2	11	0	1	0	0	0	0	59
04:15																	
Lane	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	8	2	0	0	0	0	0	4	0	0	0	0	0	0	14
===== Lane	1-2	0	13	2	0	0	0	0	0	4	0	0	0	0	0	0	19
04:30																	
Lane	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	0	11	7	0	0	0	0	1	2	1	0	0	0	0	0	22
===== Lane	1-2	1	19	7	0	0	0	0	1	2	1	0	0	0	0	0	31
04:45																	
Lane	1	0	15	4	0	1	1	0	0	1	0	0	0	0	0	0	22
	2	0	31	8	1	2	0	1	5	5	2	0	0	0	0	0	55
===== Lane	1-2	0	46	12	1	3	1	1	5	6	2	0	0	0	0	0	77
05:00																	
Lane	1	0	23	3	0	0	1	0	1	1	3	0	0	0	0	0	32
	2	0	34	6	0	1	2	0	4	9	3	0	0	0	0	0	59
===== Lane	1-2	0	57	9	0	1	3	0	5	10	6	0	0	0	0	0	91
===== Hourly Totals		1	135	30	1	4	4	1	11	22	9	0	0	0	0	0	218
05:15																	
Lane	1	0	14	6	0	1	0	0	1	1	0	0	0	0	0	0	23
	2	0	17	4	0	2	1	0	5	4	4	0	0	0	0	0	37
===== Lane	1-2	0	31	10	0	3	1	0	6	5	4	0	0	0	0	0	60
05:30																	
Lane	1	0	13	8	0	1	2	0	0	1	0	0	0	0	0	0	25
	2	0	22	10	0	4	1	0	3	4	2	0	0	0	0	0	46
===== Lane	1-2	0	35	18	0	5	3	0	3	5	2	0	0	0	0	0	71
05:45																	
Lane	1	0	19	5	0	0	0	0	2	3	1	0	0	0	0	0	30
	2	0	17	12	5	2	0	0	2	3	5	0	0	0	0	0	46
===== Lane	1-2	0	36	17	5	2	0	0	4	6	6	0	0	0	0	0	76
06:00																	
Lane	1	1	24	7	0	1	0	0	0	0	0	0	0	0	0	0	33
	2	0	27	17	0	2	1	0	1	8	0	0	0	0	0	0	56
===== Lane	1-2	1	51	24	0	3	1	0	1	8	0	0	0	0	0	0	89
===== Hourly Totals		1	153	69	5	13	5	0	14	24	12	0	0	0	0	0	296

06:15																	
Lane	1	1	22	6	0	1	0	0	1	2	0	0	0	0	0	0	33
	2	2	32	8	0	6	2	0	4	6	1	0	0	0	0	0	61
=====																	
Lane	1-2	3	54	14	0	7	2	0	5	8	1	0	0	0	0	0	94
06:30																	
Lane	1	1	31	6	0	3	2	0	3	1	0	0	0	0	0	0	47
	2	1	24	21	0	3	1	0	2	10	2	0	0	0	0	0	64
=====																	
Lane	1-2	2	55	27	0	6	3	0	5	11	2	0	0	0	0	0	111
06:45																	
Lane	1	0	41	9	0	2	1	0	1	0	3	0	0	0	0	0	57
	2	0	49	12	0	1	2	0	3	7	1	0	0	0	0	0	75
=====																	
Lane	1-2	0	90	21	0	3	3	0	4	7	4	0	0	0	0	0	132
07:00																	
Lane	1	0	43	9	0	1	0	0	2	0	0	0	0	0	0	0	55
	2	0	53	11	0	2	2	0	4	1	3	0	0	0	0	0	76
=====																	
Lane	1-2	0	96	20	0	3	2	0	6	1	3	0	0	0	0	0	131
=====																	
Hourly Totals		5	295	82	0	19	10	0	20	27	10	0	0	0	0	0	468
07:15																	
Lane	1	0	25	5	0	0	0	2	1	1	1	0	0	0	0	0	35
	2	0	40	11	0	2	0	1	1	3	0	0	0	0	0	0	58
=====																	
Lane	1-2	0	65	16	0	2	0	3	2	4	1	0	0	0	0	0	93
07:30																	
Lane	1	0	36	14	2	0	1	1	0	1	0	0	0	0	0	0	55
	2	0	26	12	3	2	1	2	2	1	2	0	0	0	0	1	52
=====																	
Lane	1-2	0	62	26	5	2	2	3	2	2	2	0	0	0	0	1	107
07:45																	
Lane	1	0	60	15	0	2	0	1	0	2	1	0	0	0	0	0	81
	2	1	38	16	4	1	2	1	3	7	2	0	0	0	0	0	75
=====																	
Lane	1-2	1	98	31	4	3	2	2	3	9	3	0	0	0	0	0	156
08:00																	
Lane	1	0	44	12	2	1	0	1	1	3	0	0	0	0	0	0	64
	2	0	50	6	1	1	0	1	5	3	0	0	0	0	0	0	67
=====																	
Lane	1-2	0	94	18	3	2	0	2	6	6	0	0	0	0	0	0	131
=====																	
Hourly Totals		1	319	91	12	9	4	10	13	21	6	0	0	0	0	1	487
08:15																	
Lane	1	0	37	7	0	0	0	1	0	2	0	0	0	0	0	0	47
	2	1	36	13	2	6	3	1	2	3	0	0	0	0	0	0	67
=====																	
Lane	1-2	1	73	20	2	6	3	2	2	5	0	0	0	0	0	0	114



08:30																	
Lane	1	0	35	12	0	1	0	0	1	2	1	0	0	0	0	0	52
	2	1	38	9	1	3	1	1	0	2	2	0	0	0	0	0	58
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	73	21	1	4	1	1	1	4	3	0	0	0	0	0	110
08:45																	
Lane	1	0	29	12	1	2	0	0	1	1	0	0	0	0	0	0	46
	2	2	32	14	0	3	3	0	1	5	1	0	0	0	0	0	61
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	61	26	1	5	3	0	2	6	1	0	0	0	0	0	107
09:00																	
Lane	1	0	34	9	0	3	0	0	0	0	0	0	0	0	0	0	46
	2	1	41	13	0	2	2	0	2	5	0	0	0	0	0	0	66
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	75	22	0	5	2	0	2	5	0	0	0	0	0	0	112
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		5	282	89	4	20	9	3	7	20	4	0	0	0	0	0	443
09:15																	
Lane	1	0	25	8	0	1	0	0	0	1	0	0	0	0	0	0	35
	2	1	35	11	1	0	2	0	2	2	0	0	0	0	0	0	54
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	60	19	1	1	2	0	2	3	0	0	0	0	0	0	89
09:30																	
Lane	1	0	31	12	1	2	0	0	1	0	0	0	0	0	0	0	47
	2	2	27	8	1	4	1	0	4	6	0	0	0	0	0	0	53
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	58	20	2	6	1	0	5	6	0	0	0	0	0	0	100
09:45																	
Lane	1	0	30	11	0	1	0	0	0	3	0	0	0	0	0	0	45
	2	2	38	17	0	3	2	0	4	0	1	0	0	0	0	0	67
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	68	28	0	4	2	0	4	3	1	0	0	0	0	0	112
10:00																	
Lane	1	0	26	11	0	1	0	0	0	2	0	0	0	0	0	0	40
	2	2	35	8	0	5	3	0	0	6	1	0	0	0	0	0	60
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	61	19	0	6	3	0	0	8	1	0	0	0	0	0	100
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		7	247	86	3	17	8	0	11	20	2	0	0	0	0	0	401
10:15																	
Lane	1	1	21	9	0	1	1	0	2	1	0	0	0	0	0	0	36
	2	1	36	12	0	4	1	0	3	3	1	0	0	0	0	0	61
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	57	21	0	5	2	0	5	4	1	0	0	0	0	0	97
10:30																	
Lane	1	0	27	10	0	0	0	0	0	1	0	0	0	0	0	0	38
	2	0	34	12	1	3	1	0	0	1	0	0	0	0	0	0	52
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	61	22	1	3	1	0	0	2	0	0	0	0	0	0	90

10:45																	
Lane	1	0	28	6	0	2	0	1	2	1	0	0	0	0	0	0	40
	2	0	37	16	0	3	2	0	0	2	0	0	0	0	0	0	60
=====																	
Lane	1-2	0	65	22	0	5	2	1	2	3	0	0	0	0	0	0	100
11:00																	
Lane	1	0	36	15	0	2	0	2	1	3	1	0	0	0	0	0	60
	2	0	36	11	1	5	2	4	1	11	0	0	0	0	0	0	71
=====																	
Lane	1-2	0	72	26	1	7	2	6	2	14	1	0	0	0	0	0	131
=====																	
Hourly Totals		2	255	91	2	20	7	7	9	23	2	0	0	0	0	0	418
11:15																	
Lane	1	0	23	9	0	1	1	0	3	3	0	0	0	0	0	0	40
	2	1	26	8	1	6	2	0	2	6	2	0	0	0	0	0	54
=====																	
Lane	1-2	1	49	17	1	7	3	0	5	9	2	0	0	0	0	0	94
11:30																	
Lane	1	1	35	5	0	0	1	0	1	1	0	0	0	0	0	0	44
	2	0	35	10	0	4	0	0	1	2	0	0	0	0	0	0	52
=====																	
Lane	1-2	1	70	15	0	4	1	0	2	3	0	0	0	0	0	0	96
11:45																	
Lane	1	1	23	17	0	0	0	0	0	5	0	0	0	0	0	0	46
	2	0	36	15	1	3	1	0	3	3	2	0	0	0	0	0	64
=====																	
Lane	1-2	1	59	32	1	3	1	0	3	8	2	0	0	0	0	0	110
12:00																	
Lane	1	0	35	11	1	2	0	0	1	4	2	0	0	0	0	0	56
	2	1	37	14	0	5	4	1	4	3	1	0	0	0	0	0	70
=====																	
Lane	1-2	1	72	25	1	7	4	1	5	7	3	0	0	0	0	0	126
=====																	
Hourly Totals		4	250	89	3	21	9	1	15	27	7	0	0	0	0	0	426
12:15																	
Lane	1	2	26	9	0	0	1	0	0	1	1	0	0	0	0	0	40
	2	0	33	14	2	3	1	1	2	6	1	0	0	0	0	0	63
=====																	
Lane	1-2	2	59	23	2	3	2	1	2	7	2	0	0	0	0	0	103
12:30																	
Lane	1	1	30	8	0	2	0	0	1	1	0	0	0	0	0	0	43
	2	2	31	18	0	6	4	3	5	9	0	0	0	0	0	0	78
=====																	
Lane	1-2	3	61	26	0	8	4	3	6	10	0	0	0	0	0	0	121
12:45																	
Lane	1	0	36	8	0	1	0	0	0	3	0	0	0	0	0	0	48
	2	0	39	21	1	5	0	0	2	2	0	0	0	1	0	0	71
=====																	
Lane	1-2	0	75	29	1	6	0	0	2	5	0	0	0	1	0	0	119

13:00																	
Lane	1	0	39	4	1	2	0	0	0	1	0	0	0	0	0	0	47
	2	0	30	11	0	5	3	0	2	5	2	0	0	0	0	0	58
=====																	
Lane	1-2	0	69	15	1	7	3	0	2	6	2	0	0	0	0	0	105
=====																	
Hourly Totals		5	264	93	4	24	9	4	12	28	4	0	0	1	0	0	448
13:15																	
Lane	1	0	15	9	0	0	0	0	0	2	0	0	0	0	0	0	26
	2	1	32	17	0	3	1	0	1	2	0	0	0	0	0	0	57
=====																	
Lane	1-2	1	47	26	0	3	1	0	1	4	0	0	0	0	0	0	83
13:30																	
Lane	1	1	27	3	0	2	0	0	1	4	0	0	0	0	0	0	38
	2	1	43	18	0	7	3	0	1	3	1	0	0	0	0	0	77
=====																	
Lane	1-2	2	70	21	0	9	3	0	2	7	1	0	0	0	0	0	115
13:45																	
Lane	1	0	25	7	1	0	0	0	1	1	0	0	0	0	0	0	35
	2	0	41	17	0	3	0	0	1	5	2	0	0	0	0	0	69
=====																	
Lane	1-2	0	66	24	1	3	0	0	2	6	2	0	0	0	0	0	104
14:00																	
Lane	1	0	31	9	0	2	1	0	0	0	3	0	0	0	0	0	46
	2	0	38	13	0	3	2	0	5	6	2	0	0	0	0	0	69
=====																	
Lane	1-2	0	69	22	0	5	3	0	5	6	5	0	0	0	0	0	115
=====																	
Hourly Totals		3	252	93	1	20	7	0	10	23	8	0	0	0	0	0	417
14:15																	
Lane	1	1	29	9	0	1	0	0	1	3	0	0	0	0	0	0	44
	2	3	39	16	0	5	0	0	3	4	3	0	0	0	0	0	73
=====																	
Lane	1-2	4	68	25	0	6	0	0	4	7	3	0	0	0	0	0	117
14:30																	
Lane	1	0	28	4	1	1	0	0	0	0	1	0	0	0	0	0	35
	2	1	33	20	2	3	2	0	1	4	1	0	0	0	0	0	67
=====																	
Lane	1-2	1	61	24	3	4	2	0	1	4	2	0	0	0	0	0	102
14:45																	
Lane	1	0	21	9	1	1	0	0	0	2	0	0	0	0	0	0	34
	2	0	47	9	0	2	1	0	3	5	0	0	0	1	0	0	68
=====																	
Lane	1-2	0	68	18	1	3	1	0	3	7	0	0	0	1	0	0	102
15:00																	
Lane	1	0	41	11	0	2	0	0	0	0	0	0	0	0	0	0	54
	2	0	47	13	2	7	2	0	2	2	1	0	0	0	0	0	76
=====																	
Lane	1-2	0	88	24	2	9	2	0	2	2	1	0	0	0	0	0	130

Hourly Totals		5	285	91	6	22	5	0	10	20	6	0	0	1	0	0	451
15:15																	
Lane	1	0	53	17	0	1	0	0	2	3	0	0	0	0	0	0	76
	2	0	44	14	0	3	1	0	3	2	1	1	0	0	0	0	69
Hourly Totals																	
Lane	1-2	0	97	31	0	4	1	0	5	5	1	1	0	0	0	0	145
15:30																	
Lane	1	0	48	9	0	0	0	0	0	0	0	0	0	0	0	0	57
	2	0	48	17	1	3	0	1	1	3	0	0	0	0	0	0	74
Hourly Totals																	
Lane	1-2	0	96	26	1	3	0	1	1	3	0	0	0	0	0	0	131
15:45																	
Lane	1	0	44	8	0	1	0	0	0	2	0	0	0	0	0	0	55
	2	1	55	13	0	4	2	0	2	3	1	0	0	0	0	0	81
Hourly Totals																	
Lane	1-2	1	99	21	0	5	2	0	2	5	1	0	0	0	0	0	136
16:00																	
Lane	1	0	50	7	1	2	1	0	2	5	0	0	0	0	0	0	68
	2	0	55	11	1	7	0	0	1	5	1	1	0	0	0	0	82
Hourly Totals																	
Lane	1-2	0	105	18	2	9	1	0	3	10	1	1	0	0	0	0	150
Hourly Totals		1	397	96	3	21	4	1	11	23	3	2	0	0	0	0	562
16:15																	
Lane	1	0	42	18	2	2	0	0	0	0	0	0	0	0	0	0	64
	2	0	56	16	4	3	1	0	0	3	0	0	0	0	0	0	83
Hourly Totals																	
Lane	1-2	0	98	34	6	5	1	0	0	3	0	0	0	0	0	0	147
16:30																	
Lane	1	0	49	11	2	3	0	0	2	0	0	0	0	0	0	0	67
	2	0	54	14	0	4	1	0	1	3	0	0	0	0	0	0	77
Hourly Totals																	
Lane	1-2	0	103	25	2	7	1	0	3	3	0	0	0	0	0	0	144
16:45																	
Lane	1	0	33	10	0	1	1	0	0	4	0	0	0	0	0	0	49
	2	1	42	15	4	4	0	0	1	3	0	2	0	0	0	0	72
Hourly Totals																	
Lane	1-2	1	75	25	4	5	1	0	1	7	0	2	0	0	0	0	121
17:00																	
Lane	1	0	64	14	0	3	0	0	2	1	0	0	0	0	0	0	84
	2	1	58	14	1	1	0	0	2	2	1	0	0	0	0	0	80
Hourly Totals																	
Lane	1-2	1	122	28	1	4	0	0	4	3	1	0	0	0	0	0	164
Hourly Totals		2	398	112	13	21	3	0	8	16	1	2	0	0	0	0	576
17:15																	
Lane	1	0	46	12	0	0	0	0	0	1	0	0	0	0	0	0	59



	2	1	25	6	0	1	1	0	0	2	0	0	0	0	0	0	36
19:45	Lane 1-2	1	43	11	0	1	1	0	0	2	0	0	0	0	0	0	59
	Lane 1	0	21	7	0	0	0	0	0	0	0	0	0	0	0	0	28
	Lane 2	0	36	14	0	2	0	0	1	0	0	0	0	0	0	0	53
20:00	Lane 1-2	0	57	21	0	2	0	0	1	0	0	0	0	0	0	0	81
	Lane 1	0	22	8	0	0	0	0	1	0	0	0	0	0	0	0	31
	Lane 2	1	29	11	0	1	0	0	0	3	0	0	0	0	0	0	45
	Lane 1-2	1	51	19	0	1	0	0	1	3	0	0	0	0	0	0	76
Hourly Totals		3	202	65	0	7	1	0	2	8	0	0	0	0	0	0	288
20:15	Lane 1	0	24	2	0	1	0	0	0	0	0	0	0	0	0	0	27
	Lane 2	2	22	4	0	0	3	0	0	0	0	0	0	0	0	0	31
20:30	Lane 1-2	2	46	6	0	1	3	0	0	0	0	0	0	0	0	0	58
	Lane 1	0	9	5	1	0	0	0	0	0	0	0	0	0	0	0	15
	Lane 2	1	25	9	0	0	0	0	0	0	0	0	0	0	0	0	35
20:45	Lane 1-2	1	34	14	1	0	0	0	0	0	0	0	0	0	0	0	50
	Lane 1	0	13	3	1	2	0	0	1	0	0	0	0	0	0	0	20
	Lane 2	0	28	7	0	0	0	0	0	3	0	0	0	0	0	0	38
21:00	Lane 1-2	0	41	10	1	2	0	0	1	3	0	0	0	0	0	0	58
	Lane 1	0	10	5	0	0	0	0	0	1	0	0	0	0	0	0	16
	Lane 2	0	21	7	0	2	0	0	0	2	0	1	0	0	0	0	33
	Lane 1-2	0	31	12	0	2	0	0	0	3	0	1	0	0	0	0	49
Hourly Totals		3	152	42	2	5	3	0	1	6	0	1	0	0	0	0	215
21:15	Lane 1	0	25	3	0	1	0	0	0	0	0	0	0	0	0	0	29
	Lane 2	1	15	5	0	2	0	0	0	4	0	2	0	0	0	0	29
21:30	Lane 1-2	1	40	8	0	3	0	0	0	4	0	2	0	0	0	0	58
	Lane 1	0	7	2	0	4	0	0	1	1	0	0	0	0	0	0	15
	Lane 2	1	26	3	0	1	0	0	0	0	0	0	0	0	0	0	31
21:45	Lane 1-2	1	33	5	0	5	0	0	1	1	0	0	0	0	0	0	46
	Lane 1	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	12



	2	1	6	2	0	0	2	0	0	1	0	0	0	0	0	12	
===== Lane	1-2	1	13	2	0	0	2	0	0	1	0	0	0	0	0	19	
===== Hourly Totals		2	57	9	0	0	2	0	0	4	0	0	0	0	0	74	
===== 24 Hour Totals		66	4872	1486	64	291	106	28	186	370	78	14	0	3	0	1	7565
===== Daily Totals		66	4872	1486	64	291	106	28	186	370	78	14	0	3	0	1	7565
===== Percentages		0.87	64.40	19.64	0.85	3.85	1.40	0.37	2.46	4.89	1.03	0.19	0.00	0.04	0.00	0.01	

---



Adams Traffic  
813-763-7763

04-15-2011

Volume by Type by Lane Report - D0405002.PRN

-----  
 Sta: 000004031106                      Id: 000138590002                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Tue - Apr 05, 2011 at 00:00                      End: Tue - Apr 05, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 west of Lockhart Road                      File: D0405002.PRN  
 Ln1-West    Ln2-West  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	68	4753	1449	45	252	53	28	129	379	41	5	0	1	0	7	7210
Percentages	0.94	65.92	20.10	0.62	3.50	0.74	0.39	1.79	5.26	0.57	0.07	0.00	0.01	0.00	0.10	

Lane	1	2	Total
Grand Totals	3275	3935	7210
Percentages	45.42	54.58	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 7-8	5	288	92	4	11	3	0	8	25	2	0	0	0	0	2	440
Percentages	7.35	6.06	6.35	8.89	4.37	5.66	0.00	6.20	6.60	4.88	0.00	0.00	0.00	0.00	28.57	6.10
Pm Hour 16-17	7	465	112	8	15	4	2	4	25	0	1	0	0	0	1	644
Percentages	10.29	9.78	7.73	17.78	5.95	7.55	7.14	3.10	6.60	0.00	20.00	0.00	0.00	0.00	14.29	8.93

Adams Traffic  
813-763-7763

04-15-2011

Volume by Type by Lane Report - D0405002.PRN

Sta: 000004031106      Id: 000138590002      Cid: 01      Fmt: 300 - Imperial      Int: 15 Min.  
Start: Tue - Apr 05, 2011 at 00:00      End: Tue - Apr 05, 2011 at 24:00  
City/Town: Ridge Manor      County: Hernando  
Location: SR 50 west of Lockhart Road      File: D0405002.PRN  
Ln1-West    Ln2-West

Tue - Apr 5, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
00:15																
Lane	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
	2	1	8	3	0	0	0	0	0	3	0	0	0	0	0	15
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	1	16	4	0	0	0	0	0	3	0	0	0	0	0	24
00:30																
Lane	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	2	4	3	3	0	1	0	0	0	2	0	0	0	0	0	13
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	4	5	5	0	1	0	0	0	2	0	0	0	0	0	17
00:45																
Lane	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
	2	0	12	1	0	0	0	0	2	2	0	0	0	0	0	17
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	19	2	0	0	0	2	2	2	0	0	0	0	0	25
01:00																
Lane	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	2	1	8	0	0	0	2	0	2	2	0	0	0	0	0	15
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	1	10	1	0	0	2	0	2	2	0	0	0	0	0	18
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Hourly Totals		6	50	12	0	1	2	0	4	9	0	0	0	0	0	84
01:15																
Lane	1	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
	2	0	5	2	0	0	1	0	0	1	0	0	0	0	0	9
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	11	3	0	0	1	0	0	2	0	0	0	0	0	17
01:30																
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:45																
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	7	3	0	0	0	0	0	1	0	0	0	0	0	11

02:00	Lane	1-2	0	10	3	0	0	0	0	0	1	0	0	0	0	0	14
	Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
		2	0	5	0	0	0	0	0	0	2	0	0	0	0	0	7
	Lane	1-2	0	7	0	0	0	0	0	0	2	0	0	0	0	0	9
	Hourly Totals		0	32	7	0	0	1	0	0	5	0	0	0	0	0	45
02:15	Lane	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
		2	0	2	1	0	0	0	0	0	2	0	0	0	0	0	5
	Lane	1-2	0	2	1	0	0	0	0	0	3	0	0	0	0	0	6
02:30	Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
		2	0	2	0	0	0	0	1	0	4	0	0	0	0	0	7
	Lane	1-2	0	5	0	0	0	0	1	0	4	0	0	0	0	0	10
02:45	Lane	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
		2	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
	Lane	1-2	0	6	2	0	0	0	0	0	1	0	0	0	0	0	9
03:00	Lane	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
		2	1	3	1	0	1	0	0	0	5	0	0	0	0	0	11
	Lane	1-2	1	4	3	0	1	0	0	0	5	0	0	0	0	0	14
	Hourly Totals		1	17	6	0	1	0	1	0	13	0	0	0	0	0	39
03:15	Lane	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
		2	0	2	0	0	0	0	0	0	2	1	0	0	0	0	5
	Lane	1-2	0	3	1	0	0	0	0	0	2	1	0	0	0	0	7
03:30	Lane	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
		2	0	3	0	0	0	0	0	0	3	1	0	0	0	0	7
	Lane	1-2	0	5	0	0	0	0	0	1	3	1	0	0	0	0	10
03:45	Lane	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	3
		2	0	5	1	0	0	0	0	0	2	0	0	0	0	0	8
	Lane	1-2	1	6	1	0	0	0	0	0	3	0	0	0	0	0	11
04:00	Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
		2	0	2	0	0	2	1	0	0	1	0	0	0	0	0	6

===== Lane	1-2	0	3	0	0	2	1	0	0	1	0	0	0	0	0	0	7
===== Hourly Totals		1	17	2	0	2	1	0	1	9	2	0	0	0	0	0	35
04:15																	
Lane	1	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	2	0	5	2	0	0	0	0	0	2	0	0	0	0	0	0	9
===== Lane	1-2	0	7	2	0	1	0	0	0	2	0	0	0	0	0	0	12
04:30																	
Lane	1	1	8	1	0	0	0	0	0	1	0	0	0	0	0	0	11
	2	0	7	0	0	0	0	0	0	4	0	0	0	0	0	0	11
===== Lane	1-2	1	15	1	0	0	0	0	0	5	0	0	0	0	0	0	22
04:45																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	5	1	0	0	2	0	2	2	0	0	0	0	0	0	12
===== Lane	1-2	0	7	1	0	0	2	0	2	2	0	0	0	0	0	0	14
05:00																	
Lane	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	2	0	8	2	0	1	0	0	0	5	0	0	0	0	0	0	16
===== Lane	1-2	0	10	2	0	1	0	0	0	6	0	0	0	0	0	0	19
===== Hourly Totals		1	39	6	0	2	2	0	2	15	0	0	0	0	0	0	67
05:15																	
Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	6	3	0	0	0	0	2	9	3	0	0	0	0	0	23
===== Lane	1-2	0	10	4	0	0	0	0	2	9	3	0	0	0	0	0	28
05:30																	
Lane	1	0	5	0	0	2	0	0	0	0	0	0	0	0	0	0	7
	2	0	9	4	1	1	1	0	1	1	0	1	0	1	0	0	20
===== Lane	1-2	0	14	4	1	3	1	0	1	1	0	1	0	1	0	0	27
05:45																	
Lane	1	0	16	3	0	2	0	0	0	2	0	0	0	0	0	0	23
	2	1	13	5	0	0	0	0	1	6	0	0	0	0	0	0	26
===== Lane	1-2	1	29	8	0	2	0	0	1	8	0	0	0	0	0	0	49
06:00																	
Lane	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	0	13	5	0	2	0	0	2	4	0	0	0	0	0	0	26
===== Lane	1-2	0	17	10	0	2	0	0	2	4	0	0	0	0	0	0	35
===== Hourly Totals		1	70	26	1	7	1	0	6	22	3	1	0	1	0	0	139

06:15																	
Lane	1	0	13	9	0	0	0	0	0	1	0	0	0	0	0	0	23
	2	0	11	10	1	1	0	0	2	3	0	0	0	0	0	1	29
=====																	
Lane	1-2	0	24	19	1	1	0	0	2	4	0	0	0	0	0	1	52
06:30																	
Lane	1	0	18	13	0	4	0	0	0	0	0	0	0	0	0	0	35
	2	1	19	9	0	1	0	0	1	7	2	1	0	0	0	0	41
=====																	
Lane	1-2	1	37	22	0	5	0	0	1	7	2	1	0	0	0	0	76
06:45																	
Lane	1	0	25	10	0	4	0	0	4	4	0	0	0	0	0	0	47
	2	1	23	10	1	0	0	0	1	2	0	0	0	0	0	0	38
=====																	
Lane	1-2	1	48	20	1	4	0	0	5	6	0	0	0	0	0	0	85
07:00																	
Lane	1	0	24	6	0	1	1	0	1	0	0	0	0	0	0	0	33
	2	1	25	5	0	2	0	0	3	3	0	0	0	0	0	0	39
=====																	
Lane	1-2	1	49	11	0	3	1	0	4	3	0	0	0	0	0	0	72
=====																	
Hourly Totals		3	158	72	2	13	1	0	12	20	2	1	0	0	0	1	285
07:15																	
Lane	1	0	38	13	0	4	1	0	3	0	0	0	0	0	0	0	59
	2	1	41	9	0	1	1	0	2	6	1	0	0	0	0	0	62
=====																	
Lane	1-2	1	79	22	0	5	2	0	5	6	1	0	0	0	0	0	121
07:30																	
Lane	1	0	23	7	0	1	0	0	1	0	0	0	0	0	0	0	32
	2	0	30	8	1	2	0	0	1	6	1	0	0	0	0	2	51
=====																	
Lane	1-2	0	53	15	1	3	0	0	2	6	1	0	0	0	0	2	83
07:45																	
Lane	1	0	45	21	1	0	0	0	0	0	0	0	0	0	0	0	67
	2	1	26	11	0	2	1	0	1	4	0	0	0	0	0	0	46
=====																	
Lane	1-2	1	71	32	1	2	1	0	1	4	0	0	0	0	0	0	113
08:00																	
Lane	1	0	40	15	0	1	0	0	0	2	0	0	0	0	0	0	58
	2	3	45	8	2	0	0	0	0	7	0	0	0	0	0	0	65
=====																	
Lane	1-2	3	85	23	2	1	0	0	0	9	0	0	0	0	0	0	123
=====																	
Hourly Totals		5	288	92	4	11	3	0	8	25	2	0	0	0	0	2	440
08:15																	
Lane	1	0	38	12	1	2	0	0	3	1	0	0	0	0	0	0	57
	2	0	30	8	2	2	0	0	2	4	1	0	0	0	0	0	49
=====																	
Lane	1-2	0	68	20	3	4	0	0	5	5	1	0	0	0	0	0	106

08:30																	
Lane	1	0	24	6	0	1	1	0	0	0	1	0	0	0	0	0	33
	2	0	32	8	0	2	0	0	2	4	0	0	0	0	0	0	48
=====																	
Lane	1-2	0	56	14	0	3	1	0	2	4	1	0	0	0	0	0	81
08:45																	
Lane	1	0	27	11	0	2	0	0	1	1	2	0	0	0	0	0	44
	2	1	36	8	0	5	0	1	0	3	2	0	0	0	0	0	56
=====																	
Lane	1-2	1	63	19	0	7	0	1	1	4	4	0	0	0	0	0	100
09:00																	
Lane	1	0	24	8	1	1	0	0	4	1	0	0	0	0	0	0	39
	2	0	34	9	4	2	0	0	3	3	1	0	0	0	0	0	56
=====																	
Lane	1-2	0	58	17	5	3	0	0	7	4	1	0	0	0	0	0	95
=====																	
Hourly Totals		1	245	70	8	17	1	1	15	17	7	0	0	0	0	0	382
09:15																	
Lane	1	1	20	12	0	5	2	0	1	0	0	0	0	0	0	0	41
	2	3	28	11	0	3	2	1	1	1	1	0	0	0	0	0	51
=====																	
Lane	1-2	4	48	23	0	8	4	1	2	1	1	0	0	0	0	0	92
09:30																	
Lane	1	0	29	10	0	0	0	1	3	1	0	0	0	0	0	0	44
	2	0	30	6	1	0	2	4	2	4	3	0	0	0	0	0	52
=====																	
Lane	1-2	0	59	16	1	0	2	5	5	5	3	0	0	0	0	0	96
09:45																	
Lane	1	0	27	16	0	4	0	0	1	2	0	0	0	0	0	0	50
	2	0	37	7	0	3	1	2	1	4	0	0	0	0	0	0	55
=====																	
Lane	1-2	0	64	23	0	7	1	2	2	6	0	0	0	0	0	0	105
10:00																	
Lane	1	1	17	6	0	2	2	1	2	0	0	0	0	0	0	0	31
	2	1	34	1	0	4	0	0	3	5	0	0	0	0	0	1	49
=====																	
Lane	1-2	2	51	7	0	6	2	1	5	5	0	0	0	0	0	1	80
=====																	
Hourly Totals		6	222	69	1	21	9	9	14	17	4	0	0	0	0	1	373
10:15																	
Lane	1	0	23	13	0	1	0	0	1	2	0	0	0	0	0	0	40
	2	1	27	14	0	6	2	0	2	6	0	0	0	0	0	0	58
=====																	
Lane	1-2	1	50	27	0	7	2	0	3	8	0	0	0	0	0	0	98
10:30																	
Lane	1	0	26	10	0	2	0	0	0	6	0	0	0	0	0	0	44
	2	1	26	12	0	0	0	0	2	9	0	0	0	0	0	1	51
=====																	
Lane	1-2	1	52	22	0	2	0	0	2	15	0	0	0	0	0	1	95

10:45																	
Lane	1	0	22	11	0	1	0	0	0	0	0	0	0	0	0	0	34
	2	0	26	10	0	3	0	0	1	8	0	0	0	0	0	0	48
=====																	
Lane	1-2	0	48	21	0	4	0	0	1	8	0	0	0	0	0	0	82
11:00																	
Lane	1	0	21	13	0	4	0	0	1	1	0	0	0	0	0	0	40
	2	2	27	8	0	1	2	0	0	7	0	0	0	0	0	0	47
=====																	
Lane	1-2	2	48	21	0	5	2	0	1	8	0	0	0	0	0	0	87
=====																	
Hourly Totals		4	198	91	0	18	4	0	7	39	0	0	0	0	0	1	362
11:15																	
Lane	1	0	32	10	1	3	0	0	1	5	0	0	0	0	0	0	52
	2	0	30	8	0	1	0	1	2	1	0	0	0	0	0	0	43
=====																	
Lane	1-2	0	62	18	1	4	0	1	3	6	0	0	0	0	0	0	95
11:30																	
Lane	1	0	22	8	0	1	0	0	1	1	0	0	0	0	0	0	33
	2	1	34	8	1	0	3	0	3	0	1	0	0	0	0	0	51
=====																	
Lane	1-2	1	56	16	1	1	3	0	4	1	1	0	0	0	0	0	84
11:45																	
Lane	1	0	22	10	0	3	0	0	0	0	0	0	0	0	0	0	35
	2	2	23	7	1	1	1	0	0	4	0	0	0	0	0	0	39
=====																	
Lane	1-2	2	45	17	1	4	1	0	0	4	0	0	0	0	0	0	74
12:00																	
Lane	1	1	24	12	1	2	0	0	0	3	0	0	0	0	0	0	43
	2	1	24	10	0	2	0	1	1	5	1	0	0	0	0	0	45
=====																	
Lane	1-2	2	48	22	1	4	0	1	1	8	1	0	0	0	0	0	88
=====																	
Hourly Totals		5	211	73	4	13	4	2	8	19	2	0	0	0	0	0	341
12:15																	
Lane	1	0	33	11	1	0	0	0	1	3	2	0	0	0	0	0	51
	2	0	32	15	1	3	0	0	3	5	0	0	0	0	0	0	59
=====																	
Lane	1-2	0	65	26	2	3	0	0	4	8	2	0	0	0	0	0	110
12:30																	
Lane	1	0	36	12	1	0	0	0	0	2	0	0	0	0	0	0	51
	2	1	24	7	0	2	1	0	0	8	0	0	0	0	0	1	44
=====																	
Lane	1-2	1	60	19	1	2	1	0	0	10	0	0	0	0	0	1	95
12:45																	
Lane	1	0	29	19	0	2	0	0	1	0	0	0	0	0	0	0	51
	2	1	35	12	0	3	1	0	1	8	0	0	0	0	0	0	61
=====																	
Lane	1-2	1	64	31	0	5	1	0	2	8	0	0	0	0	0	0	112

13:00																	
Lane	1	3	37	16	2	4	0	0	0	0	1	0	0	0	0	0	63
	2	1	33	7	0	3	0	1	0	7	0	0	0	0	0	0	52
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	4	70	23	2	7	0	1	0	7	1	0	0	0	0	0	115
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		6	259	99	5	17	2	1	6	33	3	0	0	0	0	1	432
13:15																	
Lane	1	0	26	6	0	3	0	0	0	4	0	0	0	0	0	0	39
	2	0	40	4	0	5	0	0	0	4	1	0	0	0	0	0	54
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	66	10	0	8	0	0	0	8	1	0	0	0	0	0	93
13:30																	
Lane	1	0	34	10	0	2	0	0	3	3	0	0	0	0	0	0	52
	2	4	37	8	1	3	1	1	1	6	0	0	0	0	0	0	62
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	4	71	18	1	5	1	1	4	9	0	0	0	0	0	0	114
13:45																	
Lane	1	1	21	15	0	2	1	0	0	1	0	0	0	0	0	0	41
	2	1	34	8	0	0	0	1	1	4	0	0	0	0	0	0	49
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	55	23	0	2	1	1	1	5	0	0	0	0	0	0	90
14:00																	
Lane	1	0	30	11	0	3	0	0	0	1	0	0	0	0	0	0	45
	2	2	32	14	0	1	0	0	0	3	0	0	0	0	0	0	52
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	62	25	0	4	0	0	0	4	0	0	0	0	0	0	97
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		8	254	76	1	19	2	2	5	26	1	0	0	0	0	0	394
14:15																	
Lane	1	0	57	13	1	3	1	0	1	1	1	0	0	0	0	0	78
	2	0	40	11	1	2	0	1	1	7	0	0	0	0	0	0	63
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	97	24	2	5	1	1	2	8	1	0	0	0	0	0	141
14:30																	
Lane	1	0	32	16	0	5	0	0	0	0	0	0	0	0	0	0	53
	2	0	69	11	0	5	0	0	1	2	0	0	0	0	0	0	88
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	101	27	0	10	0	0	1	2	0	0	0	0	0	0	141
14:45																	
Lane	1	0	32	17	0	1	0	0	0	1	1	0	0	0	0	0	52
	2	0	37	8	0	1	1	0	3	5	0	0	0	0	0	0	55
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	69	25	0	2	1	0	3	6	1	0	0	0	0	0	107
15:00																	
Lane	1	0	42	9	0	3	0	0	0	1	0	0	0	0	0	0	55
	2	1	30	7	0	1	1	0	1	3	1	0	0	0	0	0	45
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	72	16	0	4	1	0	1	4	1	0	0	0	0	0	100











	2	0	10	0	0	0	0	0	1	5	0	0	0	0	0	16
===== Lane	1-2	0	16	1	0	0	0	0	1	5	0	0	0	0	0	23
===== Hourly Totals		2	78	12	0	2	2	0	2	6	1	0	0	0	0	105
===== 24 Hour Totals		68	4753	1449	45	252	53	28	129	379	41	5	0	1	0	7 7210
===== Daily Totals		68	4753	1449	45	252	53	28	129	379	41	5	0	1	0	7 7210
===== Percentages		0.94	65.92	20.10	0.62	3.50	0.74	0.39	1.79	5.26	0.57	0.07	0.00	0.01	0.00	0.10

---

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0406001.PRN

-----  
 Sta: 000004031105                      Id: 000019247006                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Wed - Apr 06, 2011 at 00:00                      End: Wed - Apr 06, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 west of Lockhart Road                      File: D0406001.PRN  
 Ln1-East    Ln2-East  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	108	5474	1618	77	310	93	22	195	386	36	6	1	6	0	2	8334
Percentages	1.30	65.68	19.41	0.92	3.72	1.12	0.26	2.34	4.63	0.43	0.07	0.01	0.07	0.00	0.02	

Lane	1	2	Total
Grand Totals	3463	4871	8334
Percentages	41.55	58.45	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 9-10	4	358	119	3	25	5	0	13	37	2	0	0	0	0	0	566
Percentages	3.70	6.54	7.35	3.90	8.06	5.38	0.00	6.67	9.59	5.56	0.00	0.00	0.00	0.00	0.00	6.79
Pm Hour 16-17	7	417	120	9	24	4	1	16	16	2	1	0	0	0	0	617
Percentages	6.48	7.62	7.42	11.69	7.74	4.30	4.55	8.21	4.15	5.56	16.67	0.00	0.00	0.00	0.00	7.40

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0406001.PRN

Sta: 000004031105      Id: 000019247006      Cid: 01      Fmt: 300 - Imperial      Int: 15 Min.  
Start: Wed - Apr 06, 2011 at 00:00      End: Wed - Apr 06, 2011 at 24:00  
City/Town: Ridge Manor      County: Hernando  
Location: SR 50 west of Lockhart Road      File: D0406001.PRN  
Ln1-East    Ln2-East

Wed - Apr 6, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
00:15																
Lane	1	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
	2	0	10	3	0	0	0	0	0	3	0	0	0	0	0	16
===== Lane	1-2	0	13	3	0	0	0	0	0	4	0	0	0	0	0	20
00:30																
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
===== Lane	1-2	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
00:45																
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	4	1	0	0	0	0	0	4	0	0	0	0	0	9
===== Lane	1-2	0	5	1	0	0	0	0	0	4	0	0	0	0	0	10
01:00																
Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	1	1	1	0	0	1	0	0	2	0	0	0	0	0	6
===== Lane	1-2	1	1	1	0	0	1	0	0	2	0	0	0	0	0	6
Hourly Totals																
		1	26	7	0	0	1	0	0	10	0	0	0	0	0	45
01:15																
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	9	0	0	1	0	0	1	3	0	0	0	0	0	14
===== Lane	1-2	0	10	0	0	1	0	0	1	3	0	0	0	0	0	15
01:30																
Lane	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
===== Lane	1-2	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
01:45																
Lane	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	3	0	0	0	0	0	1	4	0	0	0	0	0	8

=====																	
Lane	1-2	0	4	1	0	0	0	0	1	4	0	0	0	0	0	0	10
02:00																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	1	5	0	0	0	1	0	0	1	0	0	0	0	0	0	8
=====																	
Lane	1-2	1	7	0	0	0	1	0	0	1	0	0	0	0	0	0	10
=====																	
Hourly Totals		1	23	3	0	1	1	0	2	9	0	0	0	0	0	0	40
02:15																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	5
=====																	
Lane	1-2	0	2	1	0	0	0	0	2	1	0	0	0	0	0	0	6
02:30																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	6
=====																	
Lane	1-2	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	7
02:45																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	6
=====																	
Lane	1-2	0	6	0	0	1	0	0	1	0	0	0	0	0	0	0	8
03:00																	
Lane	1	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	4
	2	1	7	1	0	2	0	0	0	2	0	0	0	0	0	0	13
=====																	
Lane	1-2	1	8	1	1	2	0	0	1	3	0	0	0	0	0	0	17
=====																	
Hourly Totals		1	20	2	1	3	0	0	4	7	0	0	0	0	0	0	38
03:15																	
Lane	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	2	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	5
=====																	
Lane	1-2	0	2	1	0	0	1	0	2	1	0	0	0	0	0	0	7
03:30																	
Lane	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	2	0	3	2	0	0	0	0	0	4	0	1	0	0	0	0	10
=====																	
Lane	1-2	0	4	2	0	0	0	0	0	5	0	1	0	0	0	0	12
03:45																	
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	5	2	0	1	1	0	0	3	0	0	0	0	0	0	12
=====																	
Lane	1-2	0	8	2	0	1	1	0	0	3	0	0	0	0	0	0	15
04:00																	
Lane	1	1	2	0	0	0	1	0	0	2	0	0	0	0	0	0	6
	2	2	6	0	0	0	0	0	0	5	0	0	0	0	0	0	13



===== Lane	1-2	3	8	0	0	0	1	0	0	7	0	0	0	0	0	0	19
===== Hourly Totals		3	22	5	0	1	3	0	2	16	0	1	0	0	0	0	53
04:15																	
Lane	1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	11	4	0	0	0	0	2	0	0	0	0	0	0	0	17
===== Lane	1-2	0	16	6	0	0	0	0	2	0	0	0	0	0	0	0	24
04:30																	
Lane	1	0	5	4	0	0	0	0	2	1	0	0	0	0	0	0	12
	2	1	20	5	0	1	1	0	0	5	2	0	0	0	0	0	35
===== Lane	1-2	1	25	9	0	1	1	0	2	6	2	0	0	0	0	0	47
04:45																	
Lane	1	0	13	2	0	1	0	0	1	0	0	0	0	0	0	0	17
	2	1	25	7	1	1	1	0	0	3	2	0	0	0	0	0	41
===== Lane	1-2	1	38	9	1	2	1	0	1	3	2	0	0	0	0	0	58
05:00																	
Lane	1	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	2	0	41	6	0	0	0	0	6	2	0	0	0	0	0	0	55
===== Lane	1-2	0	56	8	0	0	0	0	6	2	0	0	0	0	0	0	72
===== Hourly Totals		2	135	32	1	3	2	0	11	11	4	0	0	0	0	0	201
05:15																	
Lane	1	0	12	4	0	1	0	0	2	3	0	0	0	0	0	0	22
	2	0	25	6	0	2	0	0	4	2	0	0	0	0	0	0	39
===== Lane	1-2	0	37	10	0	3	0	0	6	5	0	0	0	0	0	0	61
05:30																	
Lane	1	0	16	9	0	1	1	0	0	2	0	0	0	0	0	0	29
	2	0	19	6	0	5	0	0	1	6	1	0	0	0	0	0	38
===== Lane	1-2	0	35	15	0	6	1	0	1	8	1	0	0	0	0	0	67
05:45																	
Lane	1	0	19	9	0	0	0	0	1	2	0	0	0	0	0	0	31
	2	0	16	14	1	3	1	0	2	8	1	0	0	0	0	0	46
===== Lane	1-2	0	35	23	1	3	1	0	3	10	1	0	0	0	0	0	77
06:00																	
Lane	1	1	17	7	0	2	1	0	0	1	0	0	0	0	0	0	29
	2	2	23	6	3	3	1	0	2	4	1	0	0	0	0	0	45
===== Lane	1-2	3	40	13	3	5	2	0	2	5	1	0	0	0	0	0	74
===== Hourly Totals		3	147	61	4	17	4	0	12	28	3	0	0	0	0	0	279

06:15																	
Lane	1	2	34	10	0	1	0	0	1	1	0	0	0	0	0	0	49
	2	1	30	16	2	3	2	0	5	4	2	0	0	0	0	0	65
=====																	
Lane	1-2	3	64	26	2	4	2	0	6	5	2	0	0	0	0	0	114
06:30																	
Lane	1	0	35	8	0	2	0	0	0	0	1	0	0	0	0	0	46
	2	0	30	15	0	0	2	0	2	11	1	0	0	0	0	0	61
=====																	
Lane	1-2	0	65	23	0	2	2	0	2	11	2	0	0	0	0	0	107
06:45																	
Lane	1	0	32	13	0	1	0	0	1	0	0	0	0	0	0	0	47
	2	0	56	11	0	2	0	0	4	3	1	0	0	0	0	0	77
=====																	
Lane	1-2	0	88	24	0	3	0	0	5	3	1	0	0	0	0	0	124
07:00																	
Lane	1	0	50	8	1	0	2	0	1	2	0	0	0	0	0	0	64
	2	1	51	19	1	0	1	1	4	2	0	0	0	0	0	1	81
=====																	
Lane	1-2	1	101	27	2	0	3	1	5	4	0	0	0	0	0	1	145
=====																	
Hourly Totals		4	318	100	4	9	7	1	18	23	5	0	0	0	0	1	490
07:15																	
Lane	1	0	43	11	0	0	0	0	0	0	0	0	0	0	0	0	54
	2	0	37	9	2	1	0	0	3	1	1	0	0	0	0	0	54
=====																	
Lane	1-2	0	80	20	2	1	0	0	3	1	1	0	0	0	0	0	108
07:30																	
Lane	1	0	49	13	0	1	1	0	1	0	1	0	0	0	0	0	66
	2	0	45	9	1	0	2	2	3	5	3	0	0	0	0	0	70
=====																	
Lane	1-2	0	94	22	1	1	3	2	4	5	4	0	0	0	0	0	136
07:45																	
Lane	1	0	55	11	0	0	0	0	0	2	0	0	0	0	0	0	68
	2	0	44	21	3	4	2	0	2	2	0	0	0	0	0	0	78
=====																	
Lane	1-2	0	99	32	3	4	2	0	2	4	0	0	0	0	0	0	146
08:00																	
Lane	1	0	55	17	0	5	1	0	1	2	0	0	0	0	0	0	81
	2	0	56	16	3	1	0	1	1	1	1	0	0	1	0	0	81
=====																	
Lane	1-2	0	111	33	3	6	1	1	2	3	1	0	0	1	0	0	162
=====																	
Hourly Totals		0	384	107	9	12	6	3	11	13	6	0	0	1	0	0	552
08:15																	
Lane	1	0	54	10	0	2	0	0	2	5	0	0	0	0	0	0	73
	2	1	51	18	5	4	0	1	4	1	0	0	0	0	0	0	85
=====																	
Lane	1-2	1	105	28	5	6	0	1	6	6	0	0	0	0	0	0	158

08:30																	
Lane	1	1	33	11	1	3	0	0	1	3	0	0	0	0	0	0	53
	2	1	44	9	1	5	1	0	1	3	1	0	0	0	0	0	66
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	77	20	2	8	1	0	2	6	1	0	0	0	0	0	119
08:45																	
Lane	1	0	50	9	0	2	0	1	1	0	0	0	0	0	0	0	63
	2	2	42	17	0	1	1	1	2	6	0	0	0	1	0	0	73
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	92	26	0	3	1	2	3	6	0	0	0	1	0	0	136
09:00																	
Lane	1	0	35	10	0	3	1	0	0	2	0	0	0	0	0	0	51
	2	0	41	17	0	2	2	1	4	3	1	0	0	0	0	0	71
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	76	27	0	5	3	1	4	5	1	0	0	0	0	0	122
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		5	350	101	7	22	5	4	15	23	2	0	0	1	0	0	535
09:15																	
Lane	1	0	45	14	0	0	0	0	1	2	0	0	0	0	0	0	62
	2	2	37	17	0	3	3	0	2	7	0	0	0	0	0	0	71
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	82	31	0	3	3	0	3	9	0	0	0	0	0	0	133
09:30																	
Lane	1	0	53	11	0	0	0	0	1	1	1	0	0	0	0	0	67
	2	1	50	16	0	7	0	0	6	10	0	0	0	0	0	0	90
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	103	27	0	7	0	0	7	11	1	0	0	0	0	0	157
09:45																	
Lane	1	0	42	8	1	1	0	0	0	1	0	0	0	0	0	0	53
	2	1	41	19	0	6	1	0	1	6	0	0	0	0	0	0	75
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	83	27	1	7	1	0	1	7	0	0	0	0	0	0	128
10:00																	
Lane	1	0	45	13	0	2	0	0	0	6	0	0	0	0	0	0	66
	2	0	45	21	2	6	1	0	2	4	1	0	0	0	0	0	82
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	90	34	2	8	1	0	2	10	1	0	0	0	0	0	148
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		4	358	119	3	25	5	0	13	37	2	0	0	0	0	0	566
10:15																	
Lane	1	0	35	8	0	1	0	0	1	1	0	0	0	0	0	0	46
	2	1	47	13	0	3	0	1	3	1	0	0	0	0	0	0	69
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	82	21	0	4	0	1	4	2	0	0	0	0	0	0	115
10:30																	
Lane	1	3	26	7	0	1	0	0	2	3	0	0	0	0	0	0	42
	2	1	48	12	0	5	2	2	1	6	0	0	0	0	0	0	77
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	4	74	19	0	6	2	2	3	9	0	0	0	0	0	0	119

10:45																	
Lane	1	0	45	9	1	2	0	1	0	2	1	0	0	0	0	0	61
	2	3	57	10	1	2	0	2	7	5	2	0	0	0	0	0	89
=====																	
Lane	1-2	3	102	19	2	4	0	3	7	7	3	0	0	0	0	0	150
11:00																	
Lane	1	2	31	11	0	2	0	0	0	2	0	0	0	0	0	0	48
	2	1	44	15	0	2	3	1	7	6	0	0	0	0	0	0	79
=====																	
Lane	1-2	3	75	26	0	4	3	1	7	8	0	0	0	0	0	0	127
=====																	
Hourly Totals		11	333	85	2	18	5	7	21	26	3	0	0	0	0	0	511
11:15																	
Lane	1	0	39	8	0	1	1	2	1	3	0	0	0	0	0	0	55
	2	1	41	18	1	5	1	1	4	6	0	0	0	2	0	0	80
=====																	
Lane	1-2	1	80	26	1	6	2	3	5	9	0	0	0	2	0	0	135
11:30																	
Lane	1	0	43	7	0	1	0	0	0	6	0	0	0	0	0	0	57
	2	1	42	13	2	1	1	0	3	4	2	0	0	0	0	0	69
=====																	
Lane	1-2	1	85	20	2	2	1	0	3	10	2	0	0	0	0	0	126
11:45																	
Lane	1	0	30	14	1	2	0	0	0	3	0	0	0	0	0	0	50
	2	3	42	18	1	5	1	0	0	2	0	0	0	0	0	0	72
=====																	
Lane	1-2	3	72	32	2	7	1	0	0	5	0	0	0	0	0	0	122
12:00																	
Lane	1	0	38	16	0	2	0	0	0	2	0	0	0	0	0	0	58
	2	1	55	16	1	7	3	0	1	4	1	0	0	0	0	0	89
=====																	
Lane	1-2	1	93	32	1	9	3	0	1	6	1	0	0	0	0	0	147
=====																	
Hourly Totals		6	330	110	6	24	7	3	9	30	3	0	0	2	0	0	530
12:15																	
Lane	1	0	27	6	0	2	0	0	0	1	1	0	0	0	0	0	37
	2	4	46	16	0	3	3	0	2	7	0	0	0	0	0	0	81
=====																	
Lane	1-2	4	73	22	0	5	3	0	2	8	1	0	0	0	0	0	118
12:30																	
Lane	1	0	36	6	1	1	1	0	0	1	0	0	0	0	0	0	46
	2	2	43	18	1	4	2	1	4	7	0	0	0	0	0	0	82
=====																	
Lane	1-2	2	79	24	2	5	3	1	4	8	0	0	0	0	0	0	128
12:45																	
Lane	1	0	34	11	0	1	0	0	0	3	0	0	0	0	0	0	49
	2	0	34	20	0	3	0	0	1	3	0	0	0	0	0	0	61
=====																	
Lane	1-2	0	68	31	0	4	0	0	1	6	0	0	0	0	0	0	110

13:00																	
Lane	1	0	37	8	0	1	0	0	2	3	0	0	0	0	0	0	51
	2	5	34	12	1	4	1	0	0	2	0	0	0	0	0	0	59
=====																	
Lane	1-2	5	71	20	1	5	1	0	2	5	0	0	0	0	0	0	110
=====																	
Hourly Totals		11	291	97	3	19	7	1	9	27	1	0	0	0	0	0	466
13:15																	
Lane	1	4	25	10	0	1	0	0	2	1	0	0	0	0	0	0	43
	2	2	40	12	0	6	1	0	2	1	0	0	1	0	0	0	65
=====																	
Lane	1-2	6	65	22	0	7	1	0	4	2	0	0	1	0	0	0	108
13:30																	
Lane	1	0	30	11	2	1	0	0	0	2	0	0	0	0	0	0	46
	2	0	37	7	1	2	1	0	1	3	0	0	0	0	0	0	52
=====																	
Lane	1-2	0	67	18	3	3	1	0	1	5	0	0	0	0	0	0	98
13:45																	
Lane	1	2	35	10	0	1	2	0	0	0	0	0	0	0	0	0	50
	2	1	41	11	1	4	3	0	2	3	0	0	0	0	0	0	66
=====																	
Lane	1-2	3	76	21	1	5	5	0	2	3	0	0	0	0	0	0	116
14:00																	
Lane	1	0	36	7	1	3	0	0	0	4	0	0	0	0	0	0	51
	2	0	33	17	2	6	0	0	2	4	0	0	0	0	0	0	64
=====																	
Lane	1-2	0	69	24	3	9	0	0	2	8	0	0	0	0	0	0	115
=====																	
Hourly Totals		9	277	85	7	24	7	0	9	18	0	0	1	0	0	0	437
14:15																	
Lane	1	0	29	8	1	2	0	0	1	1	0	0	0	0	0	0	42
	2	5	49	15	2	1	2	1	0	7	1	0	0	0	0	0	83
=====																	
Lane	1-2	5	78	23	3	3	2	1	1	8	1	0	0	0	0	0	125
14:30																	
Lane	1	0	37	7	0	1	2	0	0	1	0	0	0	0	0	0	48
	2	0	32	13	0	4	1	0	0	3	0	0	0	1	0	0	54
=====																	
Lane	1-2	0	69	20	0	5	3	0	0	4	0	0	0	1	0	0	102
14:45																	
Lane	1	0	24	8	1	2	0	0	1	4	0	0	0	0	0	0	40
	2	1	45	13	2	3	0	0	3	7	0	0	0	0	0	0	74
=====																	
Lane	1-2	1	69	21	3	5	0	0	4	11	0	0	0	0	0	0	114
15:00																	
Lane	1	0	43	16	0	2	1	0	0	0	1	0	0	0	0	0	63
	2	2	45	18	3	4	0	0	1	6	1	0	0	0	0	0	80
=====																	
Lane	1-2	2	88	34	3	6	1	0	1	6	2	0	0	0	0	0	143

Hourly Totals		8	304	98	9	19	6	1	6	29	3	0	0	1	0	0	484
15:15																	
Lane	1	0	30	10	0	1	1	0	1	0	0	0	0	0	0	0	43
	2	1	52	17	1	4	2	0	0	5	0	0	0	0	0	0	82
Hourly Totals	1-2	1	82	27	1	5	3	0	1	5	0	0	0	0	0	0	125
15:30																	
Lane	1	0	39	6	0	1	0	0	0	3	0	0	0	0	0	0	49
	2	2	46	15	0	5	1	0	2	3	0	0	0	0	0	0	74
Hourly Totals	1-2	2	85	21	0	6	1	0	2	6	0	0	0	0	0	0	123
15:45																	
Lane	1	1	58	15	1	0	1	0	1	0	0	0	0	0	0	0	77
	2	0	54	17	0	9	1	0	3	2	0	0	0	0	0	0	86
Hourly Totals	1-2	1	112	32	1	9	2	0	4	2	0	0	0	0	0	0	163
16:00																	
Lane	1	0	55	17	0	3	1	0	2	0	0	0	0	0	0	0	78
	2	0	55	18	1	6	0	0	2	3	1	0	0	0	0	0	86
Hourly Totals	1-2	0	110	35	1	9	1	0	4	3	1	0	0	0	0	0	164
Hourly Totals		4	389	115	3	29	7	0	11	16	1	0	0	0	0	0	575
16:15																	
Lane	1	0	59	17	2	2	0	0	1	1	0	0	0	0	0	0	82
	2	1	45	19	2	4	2	1	2	2	0	0	0	0	0	0	78
Hourly Totals	1-2	1	104	36	4	6	2	1	3	3	0	0	0	0	0	0	160
16:30																	
Lane	1	0	47	12	1	5	0	0	2	0	0	0	0	0	0	0	67
	2	0	59	13	0	3	2	0	3	5	1	0	0	0	0	0	86
Hourly Totals	1-2	0	106	25	1	8	2	0	5	5	1	0	0	0	0	0	153
16:45																	
Lane	1	1	63	14	0	0	0	0	1	0	0	0	0	0	0	0	79
	2	0	45	24	1	3	0	0	2	4	1	1	0	0	0	0	81
Hourly Totals	1-2	1	108	38	1	3	0	0	3	4	1	1	0	0	0	0	160
17:00																	
Lane	1	2	53	6	2	5	0	0	1	0	0	0	0	0	0	0	69
	2	3	46	15	1	2	0	0	4	4	0	0	0	0	0	0	75
Hourly Totals	1-2	5	99	21	3	7	0	0	5	4	0	0	0	0	0	0	144
Hourly Totals		7	417	120	9	24	4	1	16	16	2	1	0	0	0	0	617
17:15																	
Lane	1	0	59	12	0	2	0	0	3	1	0	0	0	0	0	0	77



	2	1	28	5	1	2	2	1	0	2	0	0	0	0	0	42
19:45	Lane 1-2	1	51	12	1	5	2	1	0	2	0	0	0	0	0	75
	Lane 1	0	20	4	0	1	0	0	0	0	0	0	0	0	0	25
	Lane 2	1	28	10	0	2	1	0	0	1	0	0	0	0	0	43
20:00	Lane 1-2	1	48	14	0	3	1	0	0	1	0	0	0	0	0	68
	Lane 1	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
	Lane 2	2	24	15	1	4	0	0	0	3	0	0	0	0	0	49
	Lane 1-2	2	41	19	1	4	0	0	0	3	0	0	0	0	0	70
Hourly Totals		6	191	64	2	18	3	1	1	6	0	0	0	0	0	292

20:15	Lane 1	2	18	7	0	0	0	0	0	0	0	0	0	0	0	27
	Lane 2	0	28	11	0	5	0	0	0	0	0	0	0	0	0	44
20:30	Lane 1-2	2	46	18	0	5	0	0	0	0	0	0	0	0	0	71
	Lane 1	0	23	7	0	0	0	0	0	0	0	0	0	0	0	30
	Lane 2	0	36	7	0	1	0	0	0	2	0	0	0	0	0	46
20:45	Lane 1-2	0	59	14	0	1	0	0	0	2	0	0	0	0	0	76
	Lane 1	1	9	5	0	1	1	0	0	1	0	0	0	0	0	18
	Lane 2	1	30	7	0	0	0	0	0	1	0	0	0	0	0	39
21:00	Lane 1-2	2	39	12	0	1	1	0	0	2	0	0	0	0	0	57
	Lane 1	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
	Lane 2	0	26	5	3	2	1	0	1	0	0	2	0	0	0	40
	Lane 1-2	0	45	6	3	2	1	0	1	0	0	2	0	0	0	60
Hourly Totals		4	189	50	3	9	2	0	1	4	0	2	0	0	0	264

21:15	Lane 1	1	11	2	0	2	0	0	0	0	0	0	0	0	0	16
	Lane 2	0	27	4	0	1	0	0	0	1	0	0	0	0	0	33
21:30	Lane 1-2	1	38	6	0	3	0	0	0	1	0	0	0	0	0	49
	Lane 1	0	19	0	0	1	0	0	0	1	0	0	0	0	0	21
	Lane 2	1	14	4	0	0	0	0	1	0	0	1	0	0	0	21
21:45	Lane 1-2	1	33	4	0	1	0	0	1	1	0	1	0	0	0	42
	Lane 1	0	9	3	0	0	0	0	0	1	0	0	0	0	0	13





	2	1	5	2	0	0	1	0	0	2	0	0	0	0	0	11	
===== Lane	1-2	1	8	2	0	0	1	0	0	2	0	0	0	0	0	14	
===== Hourly Totals		3	48	8	1	2	2	0	0	7	0	0	0	0	0	71	
===== 24 Hour Totals		108	5474	1618	77	310	93	22	195	386	36	6	1	6	0	2	8334
===== Daily Totals		108	5474	1618	77	310	93	22	195	386	36	6	1	6	0	2	8334
===== Percentages		1.30	65.68	19.41	0.92	3.72	1.12	0.26	2.34	4.63	0.43	0.07	0.01	0.07	0.00	0.02	

Adams Traffic  
813-763-7763

04-15-2011

Volume by Type by Lane Report - D0406002.PRN

-----  
 Sta: 000004031106                      Id: 000138590002                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Wed - Apr 06, 2011 at 00:00                      End: Wed - Apr 06, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 west of Lockhart Road                      File: D0406002.PRN  
 Ln1-West    Ln2-West  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	84	5437	1509	42	267	80	16	144	384	21	3	0	4	0	5	7996
Percentages	1.05	68.00	18.87	0.53	3.34	1.00	0.20	1.80	4.80	0.26	0.04	0.00	0.05	0.00	0.06	

Lane	1	2	Total
Grand Totals	3678	4318	7996
Percentages	46.00	54.00	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 11-12	8	344	86	3	21	6	0	4	27	1	0	0	0	0	0	500
Percentages	9.52	6.33	5.70	7.14	7.87	7.50	0.00	2.78	7.03	4.76	0.00	0.00	0.00	0.00	0.00	6.25
Pm Hour 16-17	6	500	124	2	25	5	1	5	19	0	0	0	1	0	0	688
Percentages	7.14	9.20	8.22	4.76	9.36	6.25	6.25	3.47	4.95	0.00	0.00	0.00	25.00	0.00	0.00	8.60



02:00	Lane	1-2	0	18	1	0	2	0	0	0	0	0	0	0	0	0	21
	Lane	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
		2	0	8	1	0	0	0	0	0	2	0	0	0	0	0	11
	Lane	1-2	0	14	1	0	0	0	0	2	0	0	0	0	0	0	17
	Hourly Totals		1	46	5	0	4	2	0	0	8	0	0	0	0	0	66
02:15	Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
		2	0	5	0	0	0	0	1	0	1	0	0	0	0	0	7
	Lane	1-2	0	9	0	0	0	0	1	0	1	0	0	0	0	0	11
02:30	Lane	1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
		2	0	7	0	0	0	0	0	0	2	0	0	0	0	0	9
	Lane	1-2	0	12	2	0	0	0	0	2	0	0	0	0	0	0	16
02:45	Lane	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
		2	0	3	1	0	0	0	0	4	0	0	0	0	0	0	8
	Lane	1-2	0	6	1	0	0	0	0	5	0	0	0	0	0	0	12
03:00	Lane	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
		2	0	3	0	0	1	0	0	2	0	0	0	0	0	0	6
	Lane	1-2	1	7	0	0	1	0	0	2	0	0	0	0	0	0	11
	Hourly Totals		1	34	3	0	1	0	1	0	10	0	0	0	0	0	50
03:15	Lane	1	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
		2	0	6	0	0	0	0	0	1	1	0	0	0	0	0	8
	Lane	1-2	0	10	0	0	0	0	0	1	2	0	0	0	0	0	13
03:30	Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
		2	0	6	0	0	0	0	0	2	0	0	0	0	0	0	8
	Lane	1-2	0	7	0	0	0	0	0	2	0	0	0	0	0	0	9
03:45	Lane	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
		2	0	4	0	0	0	0	0	5	6	0	0	0	0	0	15
	Lane	1-2	0	6	1	0	0	0	0	5	6	0	0	0	0	0	18
04:00	Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
		2	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7

===== Lane	1-2	0	10	0	0	0	0	0	0	1	0	0	0	0	0	0	11
===== Hourly Totals		0	33	1	0	0	0	0	0	7	10	0	0	0	0	0	51
04:15																	
Lane	1	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
	2	0	3	0	0	0	0	0	0	5	3	0	0	0	0	0	11
===== Lane	1-2	0	5	1	0	1	0	0	0	5	4	0	0	0	0	0	16
04:30																	
Lane	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	7	2	0	1	1	0	1	4	0	0	0	0	0	0	16
===== Lane	1-2	0	11	5	0	1	1	0	1	4	0	0	0	0	0	0	23
04:45																	
Lane	1	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
	2	0	15	1	0	0	0	0	1	3	0	0	0	0	0	0	20
===== Lane	1-2	0	21	6	0	0	0	0	1	3	0	0	0	0	0	0	31
05:00																	
Lane	1	0	7	2	0	1	0	0	0	1	0	0	0	0	0	0	11
	2	0	10	2	0	0	0	0	0	5	0	0	0	0	0	0	17
===== Lane	1-2	0	17	4	0	1	0	0	0	6	0	0	0	0	0	0	28
===== Hourly Totals		0	54	16	0	3	1	0	7	17	0	0	0	0	0	0	98
05:15																	
Lane	1	1	3	1	0	1	1	0	0	0	0	0	0	0	0	0	7
	2	0	10	6	0	0	0	0	2	1	0	0	0	0	0	0	19
===== Lane	1-2	1	13	7	0	1	1	0	2	1	0	0	0	0	0	0	26
05:30																	
Lane	1	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	0	9	3	0	1	0	0	0	2	0	0	0	0	0	0	15
===== Lane	1-2	0	14	7	0	1	0	0	0	2	0	0	0	0	0	0	24
05:45																	
Lane	1	0	9	3	0	0	0	0	0	1	0	0	0	0	0	0	13
	2	0	12	7	1	0	0	0	0	2	0	0	0	0	0	0	22
===== Lane	1-2	0	21	10	1	0	0	0	0	3	0	0	0	0	0	0	35
06:00																	
Lane	1	0	5	5	0	0	0	0	1	1	0	0	0	0	0	0	12
	2	1	14	11	0	0	0	0	1	2	1	0	0	0	0	0	30
===== Lane	1-2	1	19	16	0	0	0	0	2	3	1	0	0	0	0	0	42
===== Hourly Totals		2	67	40	1	2	1	0	4	9	1	0	0	0	0	0	127

06:15																	
Lane	1	0	11	9	1	1	0	0	1	0	0	0	0	0	0	0	23
	2	0	14	6	0	1	0	0	0	3	0	0	0	0	0	0	24
=====																	
Lane	1-2	0	25	15	1	2	0	0	1	3	0	0	0	0	0	0	47
06:30																	
Lane	1	0	19	18	0	5	0	0	4	1	0	0	0	0	0	0	47
	2	1	19	3	0	1	0	0	2	5	0	0	0	0	0	0	31
=====																	
Lane	1-2	1	38	21	0	6	0	0	6	6	0	0	0	0	0	0	78
06:45																	
Lane	1	0	26	14	0	3	0	0	7	1	0	0	0	0	0	0	51
	2	0	31	8	2	0	0	0	1	4	0	1	0	0	0	0	47
=====																	
Lane	1-2	0	57	22	2	3	0	0	8	5	0	1	0	0	0	0	98
07:00																	
Lane	1	0	19	8	1	1	0	0	0	4	0	0	0	0	0	0	33
	2	1	28	7	1	2	1	1	2	4	0	0	0	0	0	0	47
=====																	
Lane	1-2	1	47	15	2	3	1	1	2	8	0	0	0	0	0	0	80
=====																	
Hourly Totals		2	167	73	5	14	1	1	17	22	0	1	0	0	0	0	303
07:15																	
Lane	1	0	35	7	0	4	0	0	1	0	0	0	0	0	0	0	47
	2	1	48	9	0	1	1	0	3	5	0	0	0	0	0	0	68
=====																	
Lane	1-2	1	83	16	0	5	1	0	4	5	0	0	0	0	0	0	115
07:30																	
Lane	1	0	36	19	0	0	0	0	1	0	0	0	0	0	0	0	56
	2	0	46	7	1	1	2	0	3	5	0	0	0	1	0	0	66
=====																	
Lane	1-2	0	82	26	1	1	2	0	4	5	0	0	0	1	0	0	122
07:45																	
Lane	1	0	53	14	0	2	0	0	1	0	0	0	0	0	0	0	70
	2	3	53	6	0	1	1	0	2	6	1	0	0	0	0	0	73
=====																	
Lane	1-2	3	106	20	0	3	1	0	3	6	1	0	0	0	0	0	143
08:00																	
Lane	1	0	34	13	0	2	0	0	0	0	0	0	0	0	0	0	49
	2	1	45	10	0	0	3	0	2	5	0	0	0	0	0	0	66
=====																	
Lane	1-2	1	79	23	0	2	3	0	2	5	0	0	0	0	0	0	115
=====																	
Hourly Totals		5	350	85	1	11	7	0	13	21	1	0	0	1	0	0	495
08:15																	
Lane	1	0	35	6	0	3	1	0	0	0	0	0	0	0	0	0	45
	2	0	49	4	0	2	2	0	6	4	0	0	0	0	0	0	67
=====																	
Lane	1-2	0	84	10	0	5	3	0	6	4	0	0	0	0	0	0	112

08:30																	
Lane	1	0	45	13	0	1	0	0	1	2	0	0	0	0	0	0	62
	2	0	50	14	2	1	0	1	2	10	0	0	0	0	0	0	80
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	95	27	2	2	0	1	3	12	0	0	0	0	0	0	142
08:45																	
Lane	1	0	36	15	1	2	0	0	0	0	0	0	0	0	0	0	54
	2	1	47	7	0	3	0	1	4	5	0	0	0	0	0	0	68
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	83	22	1	5	0	1	4	5	0	0	0	0	0	0	122
09:00																	
Lane	1	1	35	14	1	0	0	1	2	0	0	0	0	0	0	0	54
	2	0	38	7	3	1	0	0	0	7	0	0	0	0	0	0	56
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	73	21	4	1	0	1	2	7	0	0	0	0	0	0	110
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		2	335	80	7	13	3	3	15	28	0	0	0	0	0	0	486
09:15																	
Lane	1	0	19	9	1	3	1	0	0	1	1	0	0	0	0	0	35
	2	1	39	11	1	1	1	2	2	5	0	0	0	0	0	0	63
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	58	20	2	4	2	2	2	6	1	0	0	0	0	0	98
09:30																	
Lane	1	0	33	18	1	3	0	0	1	1	0	0	0	0	0	0	57
	2	0	36	9	1	4	2	0	2	6	0	0	0	0	0	0	60
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	69	27	2	7	2	0	3	7	0	0	0	0	0	0	117
09:45																	
Lane	1	0	38	18	0	5	0	0	1	3	0	0	0	0	0	0	65
	2	0	45	11	1	2	1	2	2	5	0	0	0	0	0	0	69
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	83	29	1	7	1	2	3	8	0	0	0	0	0	0	134
10:00																	
Lane	1	0	26	18	0	3	0	0	3	0	0	0	0	0	0	0	50
	2	0	41	9	0	2	1	0	3	9	0	0	0	0	0	0	65
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	67	27	0	5	1	0	6	9	0	0	0	0	0	0	115
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		1	277	103	5	23	6	4	14	30	1	0	0	0	0	0	464
10:15																	
Lane	1	1	28	18	0	5	0	0	1	3	0	0	0	0	0	0	56
	2	1	38	12	1	0	0	0	3	4	1	0	0	1	0	0	61
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	66	30	1	5	0	0	4	7	1	0	0	1	0	0	117
10:30																	
Lane	1	1	35	14	0	1	1	0	2	1	0	0	0	0	0	0	55
	2	0	44	9	0	1	3	0	0	7	0	0	0	0	0	0	64
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	79	23	0	2	4	0	2	8	0	0	0	0	0	0	119



10:45																	
Lane	1	0	25	11	0	2	0	0	0	1	0	0	0	0	0	0	39
	2	0	37	10	0	2	0	0	1	7	0	0	0	0	0	0	57
=====																	
Lane	1-2	0	62	21	0	4	0	0	1	8	0	0	0	0	0	0	96
11:00																	
Lane	1	0	18	16	0	0	0	0	0	1	0	0	0	0	0	0	35
	2	0	28	13	0	3	0	0	2	6	0	0	0	0	0	0	52
=====																	
Lane	1-2	0	46	29	0	3	0	0	2	7	0	0	0	0	0	0	87
=====																	
Hourly Totals		3	253	103	1	14	4	0	9	30	1	0	0	1	0	0	419
11:15																	
Lane	1	0	24	13	0	3	2	0	0	2	0	0	0	0	0	0	44
	2	1	49	9	1	3	1	0	0	8	0	0	0	0	0	0	72
=====																	
Lane	1-2	1	73	22	1	6	3	0	0	10	0	0	0	0	0	0	116
11:30																	
Lane	1	2	38	13	1	3	1	0	0	2	0	0	0	0	0	0	60
	2	5	46	12	1	1	2	0	1	5	1	0	0	0	0	0	74
=====																	
Lane	1-2	7	84	25	2	4	3	0	1	7	1	0	0	0	0	0	134
11:45																	
Lane	1	0	50	12	0	4	0	0	0	0	0	0	0	0	0	0	66
	2	0	58	8	0	2	0	0	1	4	0	0	0	0	0	0	73
=====																	
Lane	1-2	0	108	20	0	6	0	0	1	4	0	0	0	0	0	0	139
12:00																	
Lane	1	0	34	14	0	4	0	0	2	1	0	0	0	0	0	0	55
	2	0	45	5	0	1	0	0	0	5	0	0	0	0	0	0	56
=====																	
Lane	1-2	0	79	19	0	5	0	0	2	6	0	0	0	0	0	0	111
=====																	
Hourly Totals		8	344	86	3	21	6	0	4	27	1	0	0	0	0	0	500
12:15																	
Lane	1	1	34	14	0	0	1	0	0	0	0	0	0	0	0	0	50
	2	1	38	11	0	0	0	0	0	4	0	0	0	0	0	0	54
=====																	
Lane	1-2	2	72	25	0	0	1	0	0	4	0	0	0	0	0	0	104
12:30																	
Lane	1	2	40	7	0	3	0	0	1	1	0	0	0	0	0	0	54
	2	2	45	6	2	1	1	1	4	3	0	0	0	0	0	0	65
=====																	
Lane	1-2	4	85	13	2	4	1	1	5	4	0	0	0	0	0	0	119
12:45																	
Lane	1	1	30	20	0	3	0	0	2	0	0	0	0	0	0	0	56
	2	1	43	9	0	2	5	1	0	8	0	0	0	0	0	0	69
=====																	
Lane	1-2	2	73	29	0	5	5	1	2	8	0	0	0	0	0	0	125

13:00																	
Lane	1	0	32	6	0	4	0	0	0	0	0	0	0	0	0	0	42
	2	0	39	6	0	3	0	0	1	6	0	0	0	1	0	0	56
=====																	
Lane	1-2	0	71	12	0	7	0	0	1	6	0	0	0	1	0	0	98
=====																	
Hourly Totals		8	301	79	2	16	7	2	8	22	0	0	0	1	0	0	446
13:15																	
Lane	1	1	31	15	0	4	0	0	0	2	0	0	0	0	0	0	53
	2	1	45	4	0	2	2	0	2	7	0	0	0	0	0	0	63
=====																	
Lane	1-2	2	76	19	0	6	2	0	2	9	0	0	0	0	0	0	116
13:30																	
Lane	1	0	33	5	0	2	0	0	1	2	0	0	0	0	0	0	43
	2	0	35	7	1	0	0	0	1	6	0	0	0	0	0	0	50
=====																	
Lane	1-2	0	68	12	1	2	0	0	2	8	0	0	0	0	0	0	93
13:45																	
Lane	1	1	37	14	0	0	0	0	2	0	0	0	0	0	0	0	54
	2	0	46	4	0	1	0	0	1	6	0	0	0	0	0	0	58
=====																	
Lane	1-2	1	83	18	0	1	0	0	3	6	0	0	0	0	0	0	112
14:00																	
Lane	1	1	32	20	0	4	1	0	1	1	1	0	0	0	0	0	61
	2	2	41	14	0	1	2	0	1	6	0	0	0	0	0	0	67
=====																	
Lane	1-2	3	73	34	0	5	3	0	2	7	1	0	0	0	0	0	128
=====																	
Hourly Totals		6	300	83	1	14	5	0	9	30	1	0	0	0	0	0	449
14:15																	
Lane	1	0	41	16	0	2	0	0	0	0	0	0	0	0	0	0	59
	2	1	44	6	0	1	0	0	2	4	1	0	0	0	0	0	59
=====																	
Lane	1-2	1	85	22	0	3	0	0	2	4	1	0	0	0	0	0	118
14:30																	
Lane	1	1	41	11	0	4	0	0	1	2	0	0	0	0	0	0	60
	2	2	49	6	0	2	2	2	0	4	0	0	0	0	0	0	67
=====																	
Lane	1-2	3	90	17	0	6	2	2	1	6	0	0	0	0	0	0	127
14:45																	
Lane	1	0	32	14	1	2	0	0	1	0	0	0	0	0	0	0	50
	2	1	40	12	0	3	2	0	3	6	0	0	0	0	0	1	68
=====																	
Lane	1-2	1	72	26	1	5	2	0	4	6	0	0	0	0	0	1	118
15:00																	
Lane	1	1	30	23	0	1	0	0	2	0	1	0	0	0	0	0	58
	2	0	37	11	0	1	1	0	2	4	0	0	0	0	0	0	56
=====																	
Lane	1-2	1	67	34	0	2	1	0	4	4	1	0	0	0	0	0	114









	2	0	8	0	1	1	0	0	0	2	1	0	0	0	0	13
===== Lane	1-2	0	16	4	1	1	0	0	0	2	1	0	0	0	0	25
===== Hourly Totals		0	88	12	1	3	0	0	0	5	1	0	0	0	0	110
===== 24 Hour Totals		84	5437	1509	42	267	80	16	144	384	21	3	0	4	0	5 7996
===== Daily Totals		84	5437	1509	42	267	80	16	144	384	21	3	0	4	0	5 7996
===== Percentages		1.05	68.00	18.87	0.53	3.34	1.00	0.20	1.80	4.80	0.26	0.04	0.00	0.05	0.00	0.06

---

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0407001.PRN

-----  
 Sta: 000004031105                      Id: 000019247006                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Thu - Apr 07, 2011 at 00:00                      End: Thu - Apr 07, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 west of Lockhart Road                      File: D0407001.PRN  
 Ln1-East    Ln2-East  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	158	5488	1627	79	299	96	27	214	353	98	9	0	6	0	3	8457
Percentages	1.87	64.89	19.24	0.93	3.54	1.14	0.32	2.53	4.17	1.16	0.11	0.00	0.07	0.00	0.04	

Lane	1	2	Total
Grand Totals	3482	4975	8457
Percentages	41.17	58.83	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 8-9	7	333	104	5	17	9	5	11	21	14	0	0	1	0	0	527
Percentages	4.43	6.07	6.39	6.33	5.69	9.38	18.52	5.14	5.95	14.29	0.00	0.00	16.67	0.00	0.00	6.23
Pm Hour 16-17	10	436	121	15	22	8	1	17	16	2	1	0	0	0	0	649
Percentages	6.33	7.94	7.44	18.99	7.36	8.33	3.70	7.94	4.53	2.04	11.11	0.00	0.00	0.00	0.00	7.67



Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0407001.PRN

Sta: 000004031105      Id: 000019247006      Cid: 01      Fmt: 300 - Imperial      Int: 15 Min.  
Start: Thu - Apr 07, 2011 at 00:00      End: Thu - Apr 07, 2011 at 24:00  
City/Town: Ridge Manor      County: Hernando  
Location: SR 50 west of Lockhart Road      File: D0407001.PRN  
Ln1-East    Ln2-East

Thu - Apr 7, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
00:15																
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	1	8	3	1	0	0	0	0	1	0	0	0	0	0	14
===== Lane	1-2	1	10	3	1	0	0	0	0	1	0	0	0	0	0	16
00:30																
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	2	1	0	0	0	0	1	2	0	0	0	0	0	6
===== Lane	1-2	0	6	1	0	0	0	0	1	2	0	0	0	0	0	10
00:45																
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6
===== Lane	1-2	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
01:00																
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	3	0	0	1	0	0	0	2	0	0	0	0	0	6
===== Lane	1-2	0	4	0	0	1	0	0	0	2	0	0	0	0	0	7
Hourly Totals																
		1	26	4	1	2	0	0	1	6	0	0	0	0	0	41
01:15																
Lane	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	2	1	3	0	0	0	1	0	0	1	0	0	0	0	0	6
===== Lane	1-2	1	4	1	0	0	1	0	0	1	0	0	0	0	0	8
01:30																
Lane	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	2	0	5	0	0	1	1	0	2	1	0	0	0	0	0	10
===== Lane	1-2	0	6	0	0	2	1	0	2	1	0	0	0	0	0	12
01:45																
Lane	1	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
	2	0	1	1	0	0	0	0	0	2	0	0	0	0	0	4

02:00	Lane	1-2	0	2	2	0	0	0	0	0	3	0	0	0	0	0	7
	Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
	Lane	1-2	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
Hourly Totals			1	18	3	0	3	2	0	2	5	0	0	0	0	0	34
02:15	Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
		2	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
02:30	Lane	1-2	0	5	2	0	0	0	0	0	1	0	0	0	0	0	8
	Lane	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
		2	1	1	0	0	2	0	0	0	2	0	0	0	0	0	6
02:45	Lane	1-2	1	1	0	0	2	1	0	0	2	0	0	0	0	0	7
	Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
		2	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
03:00	Lane	1-2	0	8	0	0	1	0	0	0	1	0	0	0	0	0	10
	Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	0	5	2	0	0	0	0	1	2	0	0	0	0	0	10
	Lane	1-2	0	5	2	0	0	0	0	1	2	0	0	0	0	0	10
Hourly Totals			1	19	4	0	3	1	0	1	6	0	0	0	0	0	35
03:15	Lane	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
		2	0	4	2	0	1	0	0	0	3	0	0	0	0	0	10
03:30	Lane	1-2	0	5	3	0	1	0	0	0	3	0	0	0	0	0	12
	Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	0	5	2	1	0	0	0	0	1	0	0	0	0	0	9
03:45	Lane	1-2	0	5	2	1	0	0	0	0	1	0	0	0	0	0	9
	Lane	1	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
		2	0	3	6	0	0	0	0	1	5	0	0	0	0	0	15
04:00	Lane	1-2	0	6	6	0	0	1	0	1	5	0	0	0	0	0	19
	Lane	1	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
		2	2	8	3	0	1	2	0	0	3	0	0	0	0	0	19

===== Lane	1-2	2	12	3	0	2	2	0	0	3	0	0	0	0	0	0	24
===== Hourly Totals		2	28	14	1	3	3	0	1	12	0	0	0	0	0	0	64
04:15																	
Lane	1	1	7	0	0	0	1	0	0	0	0	0	0	0	0	0	9
	2	0	8	5	0	0	0	0	1	1	0	0	0	0	0	0	15
===== Lane	1-2	1	15	5	0	0	1	0	1	1	0	0	0	0	0	0	24
04:30																	
Lane	1	0	5	1	0	0	0	0	1	2	0	0	0	0	0	0	9
	2	0	17	6	0	1	0	0	2	1	2	0	0	0	0	0	29
===== Lane	1-2	0	22	7	0	1	0	0	3	3	2	0	0	0	0	0	38
04:45																	
Lane	1	1	14	5	0	0	1	0	2	0	0	0	0	0	0	0	23
	2	1	26	10	0	2	0	0	3	7	1	0	0	2	0	0	52
===== Lane	1-2	2	40	15	0	2	1	0	5	7	1	0	0	2	0	0	75
05:00																	
Lane	1	0	19	9	0	3	0	0	1	0	1	0	0	0	0	0	33
	2	0	50	2	0	0	0	0	4	3	4	0	0	0	0	0	63
===== Lane	1-2	0	69	11	0	3	0	0	5	3	5	0	0	0	0	0	96
===== Hourly Totals		3	146	38	0	6	2	0	14	14	8	0	0	2	0	0	233
05:15																	
Lane	1	0	12	6	0	0	0	0	0	1	0	0	0	0	0	0	19
	2	1	17	5	0	1	1	0	10	5	2	0	0	0	0	0	42
===== Lane	1-2	1	29	11	0	1	1	0	10	6	2	0	0	0	0	0	61
05:30																	
Lane	1	0	9	5	0	0	0	0	0	1	0	0	0	0	0	0	15
	2	1	18	7	0	2	0	0	1	4	3	0	0	0	0	0	36
===== Lane	1-2	1	27	12	0	2	0	0	1	5	3	0	0	0	0	0	51
05:45																	
Lane	1	0	19	3	0	0	0	0	1	2	1	0	0	0	0	0	26
	2	0	16	9	1	4	2	0	4	4	1	0	0	0	0	0	41
===== Lane	1-2	0	35	12	1	4	2	0	5	6	2	0	0	0	0	0	67
06:00																	
Lane	1	0	28	7	0	2	3	0	1	0	0	0	0	0	0	0	41
	2	1	34	7	2	2	0	0	2	1	0	0	0	0	0	1	50
===== Lane	1-2	1	62	14	2	4	3	0	3	1	0	0	0	0	0	1	91
===== Hourly Totals		3	153	49	3	11	6	0	19	18	7	0	0	0	0	1	270

06:15																	
Lane	1	4	23	7	0	3	1	0	1	0	0	0	0	0	0	0	39
	2	0	36	18	0	3	0	0	4	4	1	1	0	0	0	0	67
=====																	
Lane	1-2	4	59	25	0	6	1	0	5	4	1	1	0	0	0	0	106
06:30																	
Lane	1	0	43	13	0	0	0	0	1	2	0	0	0	0	0	0	59
	2	2	28	12	0	1	2	0	7	4	6	0	0	0	0	0	62
=====																	
Lane	1-2	2	71	25	0	1	2	0	8	6	6	0	0	0	0	0	121
06:45																	
Lane	1	1	35	7	1	2	0	0	0	3	2	0	0	0	0	0	51
	2	0	48	18	0	0	0	0	3	4	6	0	0	1	0	0	80
=====																	
Lane	1-2	1	83	25	1	2	0	0	3	7	8	0	0	1	0	0	131
07:00																	
Lane	1	0	33	12	0	0	0	0	0	1	0	0	0	0	0	0	46
	2	0	54	12	0	3	2	0	1	3	3	0	0	0	0	0	78
=====																	
Lane	1-2	0	87	24	0	3	2	0	1	4	3	0	0	0	0	0	124
=====																	
Hourly Totals		7	300	99	1	12	5	0	17	21	18	1	0	1	0	0	482
07:15																	
Lane	1	0	38	9	0	0	0	0	0	0	0	0	0	0	0	0	47
	2	1	32	10	1	0	2	0	1	4	0	0	0	0	0	0	51
=====																	
Lane	1-2	1	70	19	1	0	2	0	1	4	0	0	0	0	0	0	98
07:30																	
Lane	1	0	49	11	0	1	0	0	1	1	0	0	0	0	0	0	63
	2	0	47	8	0	2	0	0	7	3	3	0	0	0	0	1	71
=====																	
Lane	1-2	0	96	19	0	3	0	0	8	4	3	0	0	0	0	1	134
07:45																	
Lane	1	0	61	10	0	0	0	0	1	0	1	0	0	0	0	0	73
	2	0	41	18	4	0	1	0	1	3	3	0	0	0	0	0	71
=====																	
Lane	1-2	0	102	28	4	0	1	0	2	3	4	0	0	0	0	0	144
08:00																	
Lane	1	1	48	11	0	1	0	0	2	0	0	0	0	0	0	0	63
	2	0	46	24	2	2	1	2	1	5	0	0	0	0	0	0	83
=====																	
Lane	1-2	1	94	35	2	3	1	2	3	5	0	0	0	0	0	0	146
=====																	
Hourly Totals		2	362	101	7	6	4	2	14	16	7	0	0	0	0	1	522
08:15																	
Lane	1	1	41	14	0	0	1	2	0	0	0	0	0	0	0	0	59
	2	0	45	17	1	3	0	0	3	6	0	0	0	0	0	0	75
=====																	
Lane	1-2	1	86	31	1	3	1	2	3	6	0	0	0	0	0	0	134

08:30																	
Lane	1	1	60	10	1	1	0	1	3	1	0	0	0	0	0	0	78
	2	1	41	18	2	1	4	0	2	5	3	0	0	1	0	0	78
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	101	28	3	2	4	1	5	6	3	0	0	1	0	0	156
08:45																	
Lane	1	0	25	7	0	1	0	0	1	3	1	0	0	0	0	0	38
	2	1	47	15	0	4	0	2	2	2	4	0	0	0	0	0	77
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	72	22	0	5	0	2	3	5	5	0	0	0	0	0	115
09:00																	
Lane	1	0	39	6	1	2	0	0	0	0	1	0	0	0	0	0	49
	2	3	35	17	0	5	4	0	0	4	5	0	0	0	0	0	73
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	74	23	1	7	4	0	0	4	6	0	0	0	0	0	122
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		7	333	104	5	17	9	5	11	21	14	0	0	1	0	0	527
09:15																	
Lane	1	0	39	10	0	2	0	0	1	2	0	0	0	0	0	0	54
	2	0	51	16	0	2	2	2	2	2	1	0	0	0	0	0	78
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	90	26	0	4	2	2	3	4	1	0	0	0	0	0	132
09:30																	
Lane	1	0	47	14	0	0	1	1	1	0	0	0	0	0	0	0	64
	2	3	37	12	1	3	1	1	4	6	3	0	0	0	0	0	71
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	84	26	1	3	2	2	5	6	3	0	0	0	0	0	135
09:45																	
Lane	1	0	61	8	0	2	1	0	0	0	0	0	0	0	0	0	72
	2	1	38	13	2	8	2	0	0	5	1	0	0	0	0	0	70
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	99	21	2	10	3	0	0	5	1	0	0	0	0	0	142
10:00																	
Lane	1	0	36	9	0	0	0	0	0	2	0	0	0	0	0	0	47
	2	3	39	12	1	5	2	2	2	5	0	0	0	0	0	0	71
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	75	21	1	5	2	2	2	7	0	0	0	0	0	0	118
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		7	348	94	4	22	9	6	10	22	5	0	0	0	0	0	527
10:15																	
Lane	1	0	41	7	1	2	0	0	1	0	1	0	0	0	0	0	53
	2	5	32	15	0	4	0	0	3	5	1	0	0	0	0	0	65
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	5	73	22	1	6	0	0	4	5	2	0	0	0	0	0	118
10:30																	
Lane	1	0	25	10	0	2	0	0	0	3	2	0	0	0	0	0	42
	2	0	45	13	2	6	1	0	6	5	2	0	0	0	0	0	80
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	70	23	2	8	1	0	6	8	4	0	0	0	0	0	122

10:45																	
Lane	1	0	28	5	0	1	0	0	2	1	0	0	0	0	0	0	37
	2	2	37	18	0	2	1	0	3	6	1	0	0	0	0	0	70
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	65	23	0	3	1	0	5	7	1	0	0	0	0	0	107
11:00																	
Lane	1	0	36	4	0	1	0	2	1	2	0	0	0	0	0	0	46
	2	3	42	16	4	2	2	0	0	2	1	0	0	0	0	0	72
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	78	20	4	3	2	2	1	4	1	0	0	0	0	0	118
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		10	286	88	7	20	4	2	16	24	8	0	0	0	0	0	465
11:15																	
Lane	1	0	40	16	1	2	1	0	1	3	0	0	0	0	0	0	64
	2	3	38	15	0	2	2	0	4	6	2	0	0	0	0	0	72
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	78	31	1	4	3	0	5	9	2	0	0	0	0	0	136
11:30																	
Lane	1	0	28	11	0	1	0	0	0	1	0	0	0	0	0	0	41
	2	0	32	12	0	9	2	1	2	4	1	0	0	2	0	0	65
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	60	23	0	10	2	1	2	5	1	0	0	2	0	0	106
11:45																	
Lane	1	1	32	6	0	0	0	0	1	0	0	0	0	0	0	0	40
	2	0	45	19	1	8	1	0	2	5	4	0	0	0	0	0	85
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	77	25	1	8	1	0	3	5	4	0	0	0	0	0	125
12:00																	
Lane	1	1	32	11	0	1	0	0	0	3	1	0	0	0	0	0	49
	2	4	39	9	0	5	2	0	2	4	1	0	0	0	0	0	66
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	5	71	20	0	6	2	0	2	7	2	0	0	0	0	0	115
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		9	286	99	2	28	8	1	12	26	9	0	0	2	0	0	482
12:15																	
Lane	1	2	33	8	0	2	0	0	0	2	0	0	0	0	0	0	47
	2	3	41	14	2	5	3	0	4	2	0	0	0	0	0	0	74
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	5	74	22	2	7	3	0	4	4	0	0	0	0	0	0	121
12:30																	
Lane	1	0	34	7	0	3	0	0	0	2	2	0	0	0	0	0	48
	2	1	40	18	0	2	0	1	4	4	2	0	0	0	0	0	72
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	74	25	0	5	0	1	4	6	4	0	0	0	0	0	120
12:45																	
Lane	1	0	39	13	0	1	0	0	2	2	1	0	0	0	0	0	58
	2	4	41	12	2	8	1	0	5	4	1	0	0	0	0	0	78
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	4	80	25	2	9	1	0	7	6	2	0	0	0	0	0	136

13:00																	
Lane	1	2	28	9	0	2	0	0	0	1	0	0	0	0	0	0	42
	2	1	40	22	1	2	1	1	1	2	1	0	0	0	0	0	72
=====																	
Lane	1-2	3	68	31	1	4	1	1	1	3	1	0	0	0	0	0	114
=====																	
Hourly Totals		13	296	103	5	25	5	2	16	19	7	0	0	0	0	0	491
13:15																	
Lane	1	2	31	10	0	0	0	0	3	1	0	0	0	0	0	0	47
	2	0	42	10	3	4	2	0	1	10	1	0	0	0	0	0	73
=====																	
Lane	1-2	2	73	20	3	4	2	0	4	11	1	0	0	0	0	0	120
13:30																	
Lane	1	0	31	9	1	0	1	0	0	1	1	0	0	0	0	0	44
	2	2	43	7	1	3	0	2	1	7	2	0	0	0	0	0	68
=====																	
Lane	1-2	2	74	16	2	3	1	2	1	8	3	0	0	0	0	0	112
13:45																	
Lane	1	1	36	10	0	2	0	0	0	0	0	0	0	0	0	0	49
	2	7	49	18	0	2	2	1	0	7	0	0	0	0	0	0	86
=====																	
Lane	1-2	8	85	28	0	4	2	1	0	7	0	0	0	0	0	0	135
14:00																	
Lane	1	0	40	15	0	1	1	0	0	0	0	0	0	0	0	0	57
	2	8	38	24	1	7	0	1	2	10	3	0	0	0	0	0	94
=====																	
Lane	1-2	8	78	39	1	8	1	1	2	10	3	0	0	0	0	0	151
=====																	
Hourly Totals		20	310	103	6	19	6	4	7	36	7	0	0	0	0	0	518
14:15																	
Lane	1	0	29	9	1	1	1	0	0	4	0	0	0	0	0	0	45
	2	3	46	16	2	2	0	2	0	1	1	0	0	0	0	0	73
=====																	
Lane	1-2	3	75	25	3	3	1	2	0	5	1	0	0	0	0	0	118
14:30																	
Lane	1	0	39	9	0	1	0	0	0	3	0	0	0	0	0	0	52
	2	0	43	13	0	8	0	0	2	7	0	0	0	0	0	0	73
=====																	
Lane	1-2	0	82	22	0	9	0	0	2	10	0	0	0	0	0	0	125
14:45																	
Lane	1	0	49	8	0	0	0	0	1	0	0	0	0	0	0	0	58
	2	1	41	16	1	4	3	0	3	4	0	0	0	0	0	0	73
=====																	
Lane	1-2	1	90	24	1	4	3	0	4	4	0	0	0	0	0	0	131
15:00																	
Lane	1	2	59	14	1	0	1	0	1	1	0	0	0	0	0	0	79
	2	6	57	14	2	1	3	0	3	6	1	0	0	0	0	0	93
=====																	
Lane	1-2	8	116	28	3	1	4	0	4	7	1	0	0	0	0	0	172

Hourly Totals		12	363	99	7	17	8	2	10	26	2	0	0	0	0	0	546
15:15																	
Lane	1	0	52	16	0	1	0	0	0	1	0	0	0	0	0	0	70
	2	0	44	9	0	3	0	1	2	5	0	0	0	0	0	0	64
Hourly Totals																	
Lane	1-2	0	96	25	0	4	0	1	2	6	0	0	0	0	0	0	134
15:30																	
Lane	1	0	54	10	1	2	0	0	0	2	0	0	0	0	0	0	69
	2	1	42	16	0	6	0	0	1	2	0	0	0	0	0	0	68
Hourly Totals																	
Lane	1-2	1	96	26	1	8	0	0	1	4	0	0	0	0	0	0	137
15:45																	
Lane	1	3	51	19	0	2	1	0	1	2	0	0	0	0	0	0	79
	2	1	51	9	2	6	1	0	0	2	1	0	0	0	0	0	73
Hourly Totals																	
Lane	1-2	4	102	28	2	8	2	0	1	4	1	0	0	0	0	0	152
16:00																	
Lane	1	1	43	9	1	1	1	0	2	3	0	0	0	0	0	0	61
	2	6	52	16	0	7	2	0	3	3	1	0	0	0	0	0	90
Hourly Totals																	
Lane	1-2	7	95	25	1	8	3	0	5	6	1	0	0	0	0	0	151
Hourly Totals		12	389	104	4	28	5	1	9	20	2	0	0	0	0	0	574
16:15																	
Lane	1	0	60	11	0	1	0	0	0	2	0	0	0	0	0	0	74
	2	0	43	24	5	5	2	1	5	2	1	0	0	0	0	0	88
Hourly Totals																	
Lane	1-2	0	103	35	5	6	2	1	5	4	1	0	0	0	0	0	162
16:30																	
Lane	1	0	52	16	1	1	0	0	2	1	0	0	0	0	0	0	73
	2	3	57	14	4	2	1	0	1	3	0	1	0	0	0	0	86
Hourly Totals																	
Lane	1-2	3	109	30	5	3	1	0	3	4	0	1	0	0	0	0	159
16:45																	
Lane	1	1	58	12	0	3	0	0	1	0	0	0	0	0	0	0	75
	2	2	57	15	2	4	2	0	3	1	1	0	0	0	0	0	87
Hourly Totals																	
Lane	1-2	3	115	27	2	7	2	0	4	1	1	0	0	0	0	0	162
17:00																	
Lane	1	1	58	11	0	6	0	0	1	0	0	0	0	0	0	0	77
	2	3	51	18	3	0	3	0	4	7	0	0	0	0	0	0	89
Hourly Totals																	
Lane	1-2	4	109	29	3	6	3	0	5	7	0	0	0	0	0	0	166
Hourly Totals		10	436	121	15	22	8	1	17	16	2	1	0	0	0	0	649
17:15																	
Lane	1	0	45	15	0	1	0	0	1	1	1	0	0	0	0	0	64









	2	1	7	1	0	0	1	0	1	0	0	0	0	0	0	11	
===== Lane	1-2	1	14	2	0	0	1	0	1	0	0	0	0	0	0	19	
===== Hourly Totals		1	63	16	1	3	1	0	1	4	0	0	0	0	0	90	
===== 24 Hour Totals		158	5488	1627	79	299	96	27	214	353	98	9	0	6	0	3	8457
===== Daily Totals		158	5488	1627	79	299	96	27	214	353	98	9	0	6	0	3	8457
===== Percentages		1.87	64.89	19.24	0.93	3.54	1.14	0.32	2.53	4.17	1.16	0.11	0.00	0.07	0.00	0.04	

---



Adams Traffic  
813-763-7763

04-15-2011

Volume by Type by Lane Report - D0407002.PRN

-----  
 Sta: 000004031106                      Id: 000138590002                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Thu - Apr 07, 2011 at 00:00                      End: Thu - Apr 07, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 west of Lockhart Road                      File: D0407002.PRN  
 Ln1-West   Ln2-West  
 -----

Thu - Apr 7, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
-----																
00:15																
Lane	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	10	3	0	1	0	0	0	1	0	0	0	0	0	15
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	17	3	0	1	0	0	0	1	0	0	0	0	0	22
00:30																
Lane	1	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
	2	0	13	0	0	1	0	0	0	1	0	0	0	0	0	15
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	16	1	0	1	0	0	0	2	0	0	0	0	0	20
00:45																
Lane	1	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
	2	0	7	4	0	1	0	0	0	1	1	0	0	0	0	14
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	13	5	0	1	0	0	1	1	1	0	0	0	0	22
01:00																
Lane	1	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
	2	1	9	1	0	0	0	0	0	0	0	0	0	0	0	11
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	15	3	0	2	0	0	0	0	0	0	0	0	0	21
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		1	61	12	0	5	0	0	1	4	1	0	0	0	0	85
-----																
01:15																
Lane	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	6	3	0	0	0	0	0	1	0	0	0	0	0	10
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	8	5	0	0	0	0	0	1	0	0	0	0	0	14
01:30																
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	1	7	0	0	0	0	0	0	1	0	0	0	0	0	9
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	11	0	0	0	0	0	0	1	0	0	0	0	0	13
01:45																
Lane	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	10	0	0	1	0	0	0	1	0	0	0	0	0	12

02:00	Lane	1-2	0	12	1	0	1	0	0	0	1	0	0	0	0	0	15
	Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
		2	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	Lane	1-2	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Totals			1	37	8	0	1	0	0	0	3	0	0	0	0	0	50
02:15	Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
		2	0	2	2	0	2	1	0	0	1	0	0	0	0	0	8
02:30	Lane	1-2	0	6	3	0	2	1	0	0	1	0	0	0	0	0	13
	Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
		2	0	4	2	0	0	0	0	0	2	0	0	0	0	0	8
02:45	Lane	1-2	0	7	2	0	0	0	0	0	2	0	0	0	0	0	11
	Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	0	2	0	0	0	1	0	1	3	0	0	0	0	0	7
03:00	Lane	1-2	0	2	0	0	0	1	0	1	3	0	0	0	0	0	7
	Lane	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
		2	0	7	1	0	0	1	1	1	1	0	0	0	0	0	12
Hourly Totals			0	9	3	0	0	1	1	1	1	0	0	0	0	0	16
Hourly Totals			0	24	8	0	2	3	1	2	7	0	0	0	0	0	47
03:15	Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	0	7	0	0	0	0	0	0	3	0	0	0	0	0	10
03:30	Lane	1-2	0	7	0	0	0	0	0	0	3	0	0	0	0	0	10
	Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	1	7	0	0	1	0	0	4	4	0	0	0	0	0	17
03:45	Lane	1-2	1	7	0	0	1	0	0	4	4	0	0	0	0	0	17
	Lane	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
		2	1	5	1	2	0	2	0	3	4	0	0	0	0	0	18
04:00	Lane	1-2	1	8	2	2	0	2	0	3	4	0	0	0	0	0	22
	Lane	1	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
		2	0	4	2	0	0	1	0	2	3	0	0	0	0	0	12

===== Lane	1-2	0	7	4	0	1	1	0	2	3	0	0	0	0	0	0	18
===== Hourly Totals		2	29	6	2	2	3	0	9	14	0	0	0	0	0	0	67
04:15																	
Lane	1	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
	2	0	8	2	0	1	0	0	1	2	1	0	0	0	0	0	15
===== Lane	1-2	0	12	4	0	1	0	0	2	2	1	0	0	0	0	0	22
04:30																	
Lane	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	7	2	0	1	1	0	1	1	0	0	0	0	0	0	13
===== Lane	1-2	0	10	6	0	1	1	0	1	1	0	0	0	0	0	0	20
04:45																	
Lane	1	0	8	8	0	0	1	0	0	2	0	0	0	0	0	0	19
	2	1	15	2	0	0	1	0	1	4	2	0	0	0	0	0	26
===== Lane	1-2	1	23	10	0	0	2	0	1	6	2	0	0	0	0	0	45
05:00																	
Lane	1	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	10
	2	0	8	1	0	0	0	0	0	3	0	0	0	0	0	0	12
===== Lane	1-2	0	12	6	1	0	0	0	0	3	0	0	0	0	0	0	22
===== Hourly Totals		1	57	26	1	2	3	0	4	12	3	0	0	0	0	0	109
05:15																	
Lane	1	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
	2	0	10	2	0	0	0	0	0	5	2	0	0	0	0	0	19
===== Lane	1-2	0	13	4	0	1	0	0	0	5	2	0	0	0	0	0	25
05:30																	
Lane	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
	2	0	12	2	0	0	0	0	1	5	0	0	0	0	0	0	20
===== Lane	1-2	0	14	3	0	1	0	0	1	5	0	0	0	0	0	0	24
05:45																	
Lane	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	1	17	5	0	0	1	0	2	3	0	0	0	0	0	0	29
===== Lane	1-2	1	21	8	0	0	1	0	2	3	0	0	0	0	0	0	36
06:00																	
Lane	1	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	7
	2	1	22	7	1	0	1	0	2	1	0	0	0	0	0	0	35
===== Lane	1-2	1	24	11	1	1	1	0	2	1	0	0	0	0	0	0	42
===== Hourly Totals		2	72	26	1	3	2	0	5	14	2	0	0	0	0	0	127



06:15																	
Lane	1	0	10	10	0	2	0	0	0	0	0	0	0	0	0	0	22
	2	0	20	7	1	1	1	0	2	4	2	0	0	0	0	0	38
=====																	
Lane	1-2	0	30	17	1	3	1	0	2	4	2	0	0	0	0	0	60
06:30																	
Lane	1	0	25	11	0	3	0	0	1	0	0	0	0	0	0	0	40
	2	4	24	7	0	3	3	0	3	4	1	0	0	0	0	0	49
=====																	
Lane	1-2	4	49	18	0	6	3	0	4	4	1	0	0	0	0	0	89
06:45																	
Lane	1	0	31	8	0	5	0	0	4	0	0	0	0	0	0	0	48
	2	0	34	7	0	2	0	0	4	2	1	0	0	0	0	0	50
=====																	
Lane	1-2	0	65	15	0	7	0	0	8	2	1	0	0	0	0	0	98
07:00																	
Lane	1	0	19	10	0	2	0	0	3	3	0	0	0	0	0	0	37
	2	2	25	9	1	3	0	2	0	2	2	0	0	0	0	0	46
=====																	
Lane	1-2	2	44	19	1	5	0	2	3	5	2	0	0	0	0	0	83
=====																	
Hourly Totals		6	188	69	2	21	4	2	17	15	6	0	0	0	0	0	330
07:15																	
Lane	1	1	43	14	0	1	1	0	1	0	1	0	0	0	0	0	62
	2	1	44	6	0	0	0	0	5	4	0	0	0	0	0	0	60
=====																	
Lane	1-2	2	87	20	0	1	1	0	6	4	1	0	0	0	0	0	122
07:30																	
Lane	1	0	29	14	1	3	0	0	1	1	0	0	0	0	0	0	49
	2	1	37	10	0	2	0	1	2	7	1	0	0	0	0	0	61
=====																	
Lane	1-2	1	66	24	1	5	0	1	3	8	1	0	0	0	0	0	110
07:45																	
Lane	1	0	45	19	1	3	0	0	1	0	0	0	0	0	0	0	69
	2	1	52	9	0	3	0	0	3	4	1	0	0	0	0	0	73
=====																	
Lane	1-2	1	97	28	1	6	0	0	4	4	1	0	0	0	0	0	142
08:00																	
Lane	1	0	41	10	0	3	0	0	1	1	0	0	0	0	0	0	56
	2	1	45	8	1	0	0	0	2	5	1	0	0	1	0	0	64
=====																	
Lane	1-2	1	86	18	1	3	0	0	3	6	1	0	0	1	0	0	120
=====																	
Hourly Totals		5	336	90	3	15	1	1	16	22	4	0	0	1	0	0	494
08:15																	
Lane	1	1	35	14	1	3	0	0	0	2	0	0	0	0	0	0	56
	2	1	39	5	0	1	2	0	7	10	3	0	0	0	0	0	68
=====																	
Lane	1-2	2	74	19	1	4	2	0	7	12	3	0	0	0	0	0	124

08:30																	
Lane	1	0	32	10	1	3	0	0	0	0	0	0	0	0	0	0	46
	2	1	34	7	1	2	1	1	2	4	1	0	0	0	0	0	54
=====																	
Lane	1-2	1	66	17	2	5	1	1	2	4	1	0	0	0	0	0	100
08:45																	
Lane	1	1	29	13	0	1	0	0	2	1	0	0	0	0	0	0	47
	2	3	34	8	1	2	1	2	0	10	1	0	0	0	0	0	62
=====																	
Lane	1-2	4	63	21	1	3	1	2	2	11	1	0	0	0	0	0	109
09:00																	
Lane	1	0	41	19	0	3	0	0	1	0	0	0	0	0	0	0	64
	2	1	45	14	4	3	1	1	0	4	1	0	0	0	0	0	74
=====																	
Lane	1-2	1	86	33	4	6	1	1	1	4	1	0	0	0	0	0	138
=====																	
Hourly Totals		8	289	90	8	18	5	4	12	31	6	0	0	0	0	0	471
09:15																	
Lane	1	0	30	9	0	1	0	0	1	0	0	0	0	0	0	0	41
	2	2	39	12	1	1	1	0	2	2	1	0	0	0	0	0	61
=====																	
Lane	1-2	2	69	21	1	2	1	0	3	2	1	0	0	0	0	0	102
09:30																	
Lane	1	0	42	8	1	1	0	0	0	1	0	0	0	0	0	0	53
	2	0	47	10	0	3	1	0	2	9	0	0	0	0	0	0	72
=====																	
Lane	1-2	0	89	18	1	4	1	0	2	10	0	0	0	0	0	0	125
09:45																	
Lane	1	2	27	10	0	2	1	0	0	1	0	0	0	0	0	0	43
	2	1	39	8	0	1	3	0	0	1	1	0	0	0	0	0	54
=====																	
Lane	1-2	3	66	18	0	3	4	0	0	2	1	0	0	0	0	0	97
10:00																	
Lane	1	0	28	8	0	1	1	0	0	0	0	0	0	0	0	0	38
	2	1	38	8	0	1	1	0	3	1	0	0	0	0	0	1	54
=====																	
Lane	1-2	1	66	16	0	2	2	0	3	1	0	0	0	0	0	1	92
=====																	
Hourly Totals		6	290	73	2	11	8	0	8	15	2	0	0	0	0	1	416
10:15																	
Lane	1	0	30	10	1	1	0	0	0	1	0	0	0	0	0	0	43
	2	0	35	10	1	2	0	0	1	1	1	0	0	0	0	0	51
=====																	
Lane	1-2	0	65	20	2	3	0	0	1	2	1	0	0	0	0	0	94
10:30																	
Lane	1	2	29	13	0	3	0	0	0	2	0	0	0	0	0	0	49
	2	3	39	13	2	2	0	0	2	5	0	0	0	0	0	0	66
=====																	
Lane	1-2	5	68	26	2	5	0	0	2	7	0	0	0	0	0	0	115

10:45																	
Lane	1	0	32	9	1	4	0	0	2	1	0	0	0	0	0	0	49
	2	1	50	8	1	2	0	0	2	5	0	0	0	0	0	0	69
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	82	17	2	6	0	0	4	6	0	0	0	0	0	0	118
11:00																	
Lane	1	1	30	14	1	4	0	0	3	3	0	0	0	0	0	0	56
	2	2	41	8	1	1	0	1	2	8	0	0	0	0	0	0	64
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	71	22	2	5	0	1	5	11	0	0	0	0	0	0	120
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		9	286	85	8	19	0	1	12	26	1	0	0	0	0	0	447
11:15																	
Lane	1	0	27	7	2	0	2	0	1	2	0	0	0	0	0	0	41
	2	5	42	6	1	0	2	0	3	7	1	0	0	0	0	0	67
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	5	69	13	3	0	4	0	4	9	1	0	0	0	0	0	108
11:30																	
Lane	1	1	29	14	1	4	0	0	0	2	0	0	0	0	0	0	51
	2	1	39	6	2	4	0	1	2	7	2	0	0	0	0	0	64
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	68	20	3	8	0	1	2	9	2	0	0	0	0	0	115
11:45																	
Lane	1	2	32	14	0	3	0	0	0	0	0	0	0	0	0	0	51
	2	0	31	5	0	2	1	0	0	4	1	0	0	0	0	0	44
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	63	19	0	5	1	0	0	4	1	0	0	0	0	0	95
12:00																	
Lane	1	0	40	10	0	3	2	0	1	1	0	0	0	0	0	0	57
	2	1	42	9	1	2	2	0	1	2	1	0	0	0	0	0	61
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	82	19	1	5	4	0	2	3	1	0	0	0	0	0	118
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		10	282	71	7	18	9	1	8	25	5	0	0	0	0	0	436
12:15																	
Lane	1	1	28	11	0	1	2	0	2	0	0	0	0	0	0	0	45
	2	0	38	10	0	2	1	0	1	7	0	0	0	0	0	0	59
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	66	21	0	3	3	0	3	7	0	0	0	0	0	0	104
12:30																	
Lane	1	1	30	11	0	3	1	0	0	0	0	0	0	0	0	0	46
	2	3	40	8	0	1	1	0	2	8	1	0	0	1	0	0	65
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	4	70	19	0	4	2	0	2	8	1	0	0	1	0	0	111
12:45																	
Lane	1	0	32	20	0	4	0	0	0	1	0	0	0	0	0	0	57
	2	1	45	11	0	0	2	0	2	5	0	0	0	0	0	0	66
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	77	31	0	4	2	0	2	6	0	0	0	0	0	0	123

13:00																	
Lane	1	1	35	12	1	1	0	0	1	1	0	0	0	0	0	0	52
	2	0	38	8	0	1	1	0	1	4	0	0	0	0	0	0	53
=====																	
Lane	1-2	1	73	20	1	2	1	0	2	5	0	0	0	0	0	0	105
=====																	
Hourly Totals		7	286	91	1	13	8	0	9	26	1	0	0	1	0	0	443
13:15																	
Lane	1	0	49	8	1	3	0	0	1	1	0	0	0	0	0	0	63
	2	0	55	4	0	3	1	0	2	2	1	0	0	0	0	0	68
=====																	
Lane	1-2	0	104	12	1	6	1	0	3	3	1	0	0	0	0	0	131
13:30																	
Lane	1	0	41	13	0	3	1	0	1	2	0	0	0	0	0	0	61
	2	0	49	9	0	0	1	0	1	4	1	0	0	0	0	0	65
=====																	
Lane	1-2	0	90	22	0	3	2	0	2	6	1	0	0	0	0	0	126
13:45																	
Lane	1	3	33	15	0	0	1	0	1	0	0	0	0	0	0	0	53
	2	1	42	6	1	2	1	0	3	4	0	0	0	0	0	0	60
=====																	
Lane	1-2	4	75	21	1	2	2	0	4	4	0	0	0	0	0	0	113
14:00																	
Lane	1	1	32	11	1	7	0	0	1	0	0	0	0	0	0	0	53
	2	0	47	9	0	1	3	0	0	3	1	0	0	0	0	0	64
=====																	
Lane	1-2	1	79	20	1	8	3	0	1	3	1	0	0	0	0	0	117
=====																	
Hourly Totals		5	348	75	3	19	8	0	10	16	3	0	0	0	0	0	487
14:15																	
Lane	1	1	41	7	1	2	2	0	1	3	0	0	0	0	0	0	58
	2	1	43	8	0	1	1	0	1	2	0	0	0	0	0	0	57
=====																	
Lane	1-2	2	84	15	1	3	3	0	2	5	0	0	0	0	0	0	115
14:30																	
Lane	1	0	35	14	0	2	0	0	0	0	0	0	0	0	0	0	51
	2	3	33	8	1	3	1	0	1	4	0	0	0	0	0	0	54
=====																	
Lane	1-2	3	68	22	1	5	1	0	1	4	0	0	0	0	0	0	105
14:45																	
Lane	1	0	56	20	1	4	0	0	0	1	0	0	0	0	0	0	82
	2	0	56	7	1	0	1	0	2	6	0	0	0	0	0	0	73
=====																	
Lane	1-2	0	112	27	2	4	1	0	2	7	0	0	0	0	0	0	155
15:00																	
Lane	1	1	34	16	0	3	0	0	1	0	0	0	0	0	0	0	55
	2	0	57	5	0	1	1	0	2	5	3	0	0	0	0	0	74
=====																	
Lane	1-2	1	91	21	0	4	1	0	3	5	3	0	0	0	0	0	129

Hourly Totals		6	355	85	4	16	6	0	8	21	3	0	0	0	0	504
15:15																
Lane	1	3	40	19	1	3	0	0	0	0	2	0	0	0	0	68
	2	2	45	5	0	2	1	0	1	2	3	0	0	0	0	61
Hourly Totals		5	85	24	1	5	1	0	1	2	5	0	0	0	0	129
15:30																
Lane	1	2	44	9	2	6	0	0	0	3	0	0	0	0	0	66
	2	0	44	9	0	1	0	0	1	5	1	0	0	1	0	62
Hourly Totals		2	88	18	2	7	0	0	1	8	1	0	0	1	0	128
15:45																
Lane	1	0	98	31	0	0	0	0	1	1	0	0	0	0	0	131
	2	0	63	7	0	1	0	0	1	5	0	0	0	0	0	77
Hourly Totals		0	161	38	0	1	0	0	2	6	0	0	0	0	0	208
16:00																
Lane	1	1	65	15	1	4	0	0	0	0	0	0	0	0	0	86
	2	0	64	9	0	1	0	2	1	2	1	0	0	0	0	80
Hourly Totals		1	129	24	1	5	0	2	1	2	1	0	0	0	0	166
Hourly Totals		8	463	104	4	18	1	2	5	18	7	0	0	1	0	631
16:15																
Lane	1	1	67	26	0	4	2	0	0	0	0	0	0	0	0	100
	2	1	73	12	1	1	1	1	2	4	0	0	0	0	0	96
Hourly Totals		2	140	38	1	5	3	1	2	4	0	0	0	0	0	196
16:30																
Lane	1	2	67	15	0	3	0	0	0	1	0	0	0	0	0	88
	2	0	68	9	1	1	0	0	0	0	1	0	0	0	0	80
Hourly Totals		2	135	24	1	4	0	0	0	1	1	0	0	0	0	168
16:45																
Lane	1	3	58	24	0	5	1	0	2	3	0	0	0	0	0	96
	2	1	61	13	0	1	0	0	1	3	1	0	0	0	0	81
Hourly Totals		4	119	37	0	6	1	0	3	6	1	0	0	0	0	177
17:00																
Lane	1	1	70	27	0	5	0	0	4	4	0	0	0	0	0	111
	2	2	78	7	1	1	0	0	1	3	0	0	0	0	0	93
Hourly Totals		3	148	34	1	6	0	0	5	7	0	0	0	0	0	204
Hourly Totals		11	542	133	3	21	4	1	10	18	2	0	0	0	0	745
17:15																
Lane	1	0	54	26	0	3	1	0	0	1	0	0	0	0	0	85



	2	2	42	12	0	2	0	0	2	2	0	0	0	0	0	62
19:45	Lane 1-2	2	76	18	0	3	0	0	2	2	0	0	0	0	0	103
	Lane 1	0	30	12	0	2	0	0	0	3	0	0	0	0	0	47
	Lane 2	1	36	3	0	0	0	0	0	3	0	0	0	0	0	43
20:00	Lane 1-2	1	66	15	0	2	0	0	0	6	0	0	0	0	0	90
	Lane 1	0	31	16	0	2	0	0	0	0	0	0	0	0	0	49
	Lane 2	3	38	8	0	1	0	1	2	1	0	0	0	0	0	54
	Lane 1-2	3	69	24	0	3	0	1	2	1	0	0	0	0	0	103
Hourly Totals		8	284	71	0	9	0	1	5	13	0	0	0	0	0	391
20:15	Lane 1	4	18	4	0	0	0	0	0	0	0	0	0	0	0	26
	Lane 2	0	36	6	0	0	0	0	1	2	0	0	0	0	1	46
20:30	Lane 1-2	4	54	10	0	0	0	0	1	2	0	0	0	0	1	72
	Lane 1	0	15	5	0	0	0	0	0	0	0	0	0	0	0	20
	Lane 2	0	29	6	0	1	0	0	0	2	0	0	0	0	0	38
20:45	Lane 1-2	0	44	11	0	1	0	0	0	2	0	0	0	0	0	58
	Lane 1	0	16	8	0	1	0	0	0	0	0	0	0	0	0	25
	Lane 2	0	26	7	0	2	0	0	1	2	0	0	0	0	0	38
21:00	Lane 1-2	0	42	15	0	3	0	0	1	2	0	0	0	0	0	63
	Lane 1	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
	Lane 2	1	31	8	1	3	0	0	1	3	0	0	0	0	0	48
	Lane 1-2	1	51	13	1	4	0	0	1	3	0	0	0	0	0	74
Hourly Totals		5	191	49	1	8	0	0	3	9	0	0	0	0	1	267
21:15	Lane 1	0	27	6	0	0	0	0	0	0	0	0	0	0	0	33
	Lane 2	2	31	2	0	1	0	1	0	0	0	0	0	0	0	37
21:30	Lane 1-2	2	58	8	0	1	0	1	0	0	0	0	0	0	0	70
	Lane 1	0	16	6	0	1	0	0	0	1	0	0	0	0	0	24
	Lane 2	0	20	5	0	0	0	0	0	2	0	0	0	0	0	27
21:45	Lane 1-2	0	36	11	0	1	0	0	0	3	0	0	0	0	0	51
	Lane 1	1	15	7	0	2	0	0	0	1	0	0	0	0	0	26





	2	0	10	2	0	0	0	0	0	5	0	0	0	0	0	17	
===== Lane	1-2	0	16	6	0	0	0	0	0	5	0	0	0	0	0	27	
===== Hourly Totals		0	86	30	0	0	0	0	0	7	0	0	0	0	0	123	
===== 24 Hour Totals		118	5550	1467	54	256	71	17	157	386	53	1	0	3	0	3	8136
===== Daily Totals		118	5550	1467	54	256	71	17	157	386	53	1	0	3	0	3	8136
===== Percentages		1.45	68.22	18.03	0.66	3.15	0.87	0.21	1.93	4.74	0.65	0.01	0.00	0.04	0.00	0.04	

---

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0405003.PRN

-----  
 Sta: 000004031103                      Id: 000065310007                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Tue - Apr 05, 2011 at 00:00                      End: Tue - Apr 05, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 east of Bronson Blvd/Windmere Rd                      File: D0405003.PRN  
 Ln1-East    Ln2-East  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	115	4709	1575	82	320	135	15	128	557	38	9	1	15	0	15	7714
Percentages	1.49	61.04	20.42	1.06	4.15	1.75	0.19	1.66	7.22	0.49	0.12	0.01	0.19	0.00	0.19	

Lane	1	2	Total
Grand Totals	3289	4425	7714
Percentages	42.64	57.36	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 11-12	6	239	96	7	17	8	2	8	37	2	1	0	0	0	2	425
Percentages	5.22	5.08	6.10	8.54	5.31	5.93	13.33	6.25	6.64	5.26	11.11	0.00	0.00	0.00	13.33	5.51
Pm Hour 15-16	10	395	132	6	26	11	0	8	24	3	0	0	1	0	2	618
Percentages	8.70	8.39	8.38	7.32	8.13	8.15	0.00	6.25	4.31	7.89	0.00	0.00	6.67	0.00	13.33	8.01

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0405003.PRN

Sta: 000004031103                      Id: 000065310007                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
Start: Tue - Apr 05, 2011 at 00:00                      End: Tue - Apr 05, 2011 at 24:00  
City/Town: Ridge Manor                      County: Hernando  
Location: SR 50 east of Bronson Blvd/Windmere Rd                      File: D0405003.PRN  
Ln1-East    Ln2-East

Tue - Apr 5, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
00:15																
Lane	1	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
	2	0	6	1	0	0	0	0	0	0	0	0	0	0	1	8
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	10	1	0	1	0	0	0	0	0	0	0	0	1	13
00:30																
Lane	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	1	10	2	0	0	0	0	1	0	0	0	0	0	0	14
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	1	15	2	0	0	0	0	1	0	0	0	0	0	0	19
00:45																
Lane	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	12	2	0	0	0	1	3	0	0	0	0	0	0	18
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	17	2	0	0	0	1	3	0	0	0	0	0	0	23
01:00																
Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	1	9	0	0	1	0	0	3	0	0	0	0	0	0	14
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	1	9	0	0	1	0	0	3	0	0	0	0	0	0	14
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Hourly Totals		2	51	5	0	2	0	1	7	0	0	0	0	0	1	69
01:15																
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	8	1	0	0	0	0	3	0	0	0	0	0	0	12
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	11	1	0	0	0	0	3	0	0	0	0	0	0	15
01:30																
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	1	7	0	0	0	0	1	2	0	0	0	0	0	0	11
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	1	8	0	0	0	0	1	2	0	0	0	0	0	0	12
01:45																
Lane	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	2	1	0	0	0	0	4	0	0	0	0	0	0	7

=====																	
Lane	1-2	0	2	2	0	0	0	0	0	4	0	0	0	0	0	0	8
02:00																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	6	0	1	0	0	0	0	4	0	0	0	0	0	0	11
=====																	
Lane	1-2	0	8	0	1	0	0	0	0	4	0	0	0	0	0	0	13
=====																	
Hourly Totals		1	29	3	1	0	0	0	1	13	0	0	0	0	0	0	48
02:15																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	1	6	1	0	0	1	0	0	0	0	0	0	0	0	0	9
=====																	
Lane	1-2	1	8	1	0	0	1	0	0	0	0	0	0	0	0	0	11
02:30																	
Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
=====																	
Lane	1-2	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
02:45																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	1	1	3	0	0	2	0	0	3	0	0	0	0	0	0	10
=====																	
Lane	1-2	1	3	3	0	0	2	0	0	3	0	0	0	0	0	0	12
03:00																	
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	4	0	0	1	0	0	0	3	0	0	0	0	0	0	8
=====																	
Lane	1-2	0	8	0	0	1	0	0	0	3	0	0	0	0	0	0	12
=====																	
Hourly Totals		2	24	5	0	1	3	0	0	7	0	0	0	0	0	0	42
03:15																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	1	0	0	1	0	0	0	3	0	0	0	0	0	0	5
=====																	
Lane	1-2	0	2	0	0	1	0	0	0	3	0	0	0	0	0	0	6
03:30																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
=====																	
Lane	1-2	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
03:45																	
Lane	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	5	2	0	0	0	0	0	2	0	0	0	0	0	0	9
=====																	
Lane	1-2	0	10	2	0	0	0	0	0	2	0	0	0	0	0	0	14
04:00																	
Lane	1	0	8	2	0	0	0	0	1	0	1	0	0	0	0	0	12
	2	2	9	2	0	0	2	0	1	6	0	0	0	0	0	0	22

===== Lane	1-2	2	17	4	0	0	2	0	2	6	1	0	0	0	0	0	34
===== Hourly Totals		2	32	7	0	1	2	0	2	12	1	0	0	0	0	0	59
04:15																	
Lane	1	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
	2	3	4	1	0	1	2	0	0	0	0	0	0	0	0	0	11
===== Lane	1-2	3	7	2	0	1	2	0	0	1	0	0	0	0	0	0	16
04:30																	
Lane	1	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
	2	1	11	8	0	0	1	0	0	2	0	0	0	0	0	0	23
===== Lane	1-2	1	16	10	0	0	1	0	1	2	0	0	0	0	0	0	31
04:45																	
Lane	1	0	9	3	0	1	0	0	0	2	1	0	0	0	0	0	16
	2	1	24	10	0	2	1	0	2	1	1	0	0	0	0	0	42
===== Lane	1-2	1	33	13	0	3	1	0	2	3	2	0	0	0	0	0	58
05:00																	
Lane	1	0	15	5	0	0	0	0	0	1	0	0	0	0	0	0	21
	2	1	36	9	0	0	2	0	3	6	1	0	0	1	0	0	59
===== Lane	1-2	1	51	14	0	0	2	0	3	7	1	0	0	1	0	0	80
===== Hourly Totals		6	107	39	0	4	6	0	6	13	3	0	0	1	0	0	185
05:15																	
Lane	1	0	7	1	0	1	0	0	1	1	0	0	0	0	0	0	11
	2	1	13	5	0	0	2	0	3	7	0	0	0	0	0	0	31
===== Lane	1-2	1	20	6	0	1	2	0	4	8	0	0	0	0	0	0	42
05:30																	
Lane	1	0	7	7	0	0	1	0	0	0	0	0	0	0	0	0	15
	2	1	11	7	0	3	1	0	1	12	0	0	0	0	0	0	36
===== Lane	1-2	1	18	14	0	3	2	0	1	12	0	0	0	0	0	0	51
05:45																	
Lane	1	0	16	9	2	1	0	0	0	0	0	0	0	0	0	0	28
	2	1	14	7	2	1	3	0	1	4	0	0	0	0	0	0	33
===== Lane	1-2	1	30	16	4	2	3	0	1	4	0	0	0	0	0	0	61
06:00																	
Lane	1	0	11	7	0	2	0	0	1	0	0	0	0	0	0	0	21
	2	0	17	7	2	3	0	0	3	6	1	0	0	0	0	0	39
===== Lane	1-2	0	28	14	2	5	0	0	4	6	1	0	0	0	0	0	60
===== Hourly Totals		3	96	50	6	11	7	0	10	30	1	0	0	0	0	0	214

06:15																	
Lane	1	0	17	4	0	1	0	0	1	2	0	0	0	0	0	0	25
	2	2	13	7	1	2	1	0	2	12	1	0	0	0	0	0	41
=====																	
Lane	1-2	2	30	11	1	3	1	0	3	14	1	0	0	0	0	0	66
06:30																	
Lane	1	0	17	13	1	1	0	0	0	1	0	0	0	0	0	0	33
	2	0	16	7	1	2	1	0	3	9	0	0	0	1	0	0	40
=====																	
Lane	1-2	0	33	20	2	3	1	0	3	10	0	0	0	1	0	0	73
06:45																	
Lane	1	0	21	8	0	4	1	0	2	1	1	0	0	0	0	0	38
	2	1	20	13	2	1	2	0	1	7	1	0	0	0	0	1	49
=====																	
Lane	1-2	1	41	21	2	5	3	0	3	8	2	0	0	0	0	1	87
07:00																	
Lane	1	0	20	8	0	3	0	0	0	3	1	0	0	0	0	0	35
	2	1	37	8	0	2	2	1	2	2	0	0	0	1	0	0	56
=====																	
Lane	1-2	1	57	16	0	5	2	1	2	5	1	0	0	1	0	0	91
=====																	
Hourly Totals		4	161	68	5	16	7	1	11	37	4	0	0	2	0	1	317
07:15																	
Lane	1	0	28	2	0	1	0	0	2	0	0	0	0	0	0	0	33
	2	2	29	11	0	0	1	0	3	9	0	0	0	1	0	0	56
=====																	
Lane	1-2	2	57	13	0	1	1	0	5	9	0	0	0	1	0	0	89
07:30																	
Lane	1	0	30	10	4	0	0	0	0	0	0	0	0	0	0	0	44
	2	0	34	9	2	0	0	0	6	4	2	0	0	0	0	0	57
=====																	
Lane	1-2	0	64	19	6	0	0	0	6	4	2	0	0	0	0	0	101
07:45																	
Lane	1	0	34	6	1	2	0	0	0	3	1	0	0	0	0	0	47
	2	0	29	14	2	5	1	0	3	5	0	0	0	0	0	0	59
=====																	
Lane	1-2	0	63	20	3	7	1	0	3	8	1	0	0	0	0	0	106
08:00																	
Lane	1	0	27	15	1	2	0	0	0	2	0	0	0	0	0	0	47
	2	1	31	18	1	2	2	0	3	8	1	0	0	0	0	0	67
=====																	
Lane	1-2	1	58	33	2	4	2	0	3	10	1	0	0	0	0	0	114
=====																	
Hourly Totals		3	242	85	11	12	4	0	17	31	4	0	0	1	0	0	410
08:15																	
Lane	1	0	31	6	0	5	2	0	0	0	0	0	0	0	0	0	44
	2	2	26	14	1	3	2	0	2	4	0	0	0	0	0	2	56
=====																	
Lane	1-2	2	57	20	1	8	4	0	2	4	0	0	0	0	0	2	100

08:30																	
Lane	1	0	27	6	0	1	0	0	0	1	0	0	0	0	0	0	35
	2	0	22	13	4	1	1	2	0	9	0	0	0	0	0	1	53
=====																	
Lane	1-2	0	49	19	4	2	1	2	0	10	0	0	0	0	0	1	88
08:45																	
Lane	1	0	13	16	0	1	0	0	0	2	0	0	0	0	0	0	32
	2	1	25	15	1	1	0	0	0	7	1	0	0	0	0	0	51
=====																	
Lane	1-2	1	38	31	1	2	0	0	0	9	1	0	0	0	0	0	83
09:00																	
Lane	1	0	23	10	0	1	0	0	2	1	0	0	0	0	0	0	37
	2	0	33	10	0	4	1	1	2	7	1	0	0	0	0	0	59
=====																	
Lane	1-2	0	56	20	0	5	1	1	4	8	1	0	0	0	0	0	96
=====																	
Hourly Totals		3	200	90	6	17	6	3	6	31	2	0	0	0	0	3	367
09:15																	
Lane	1	0	29	12	0	1	1	0	0	0	0	0	0	0	0	0	43
	2	3	23	9	1	0	1	0	1	5	0	0	0	0	0	1	44
=====																	
Lane	1-2	3	52	21	1	1	2	0	1	5	0	0	0	0	0	1	87
09:30																	
Lane	1	0	15	6	0	4	0	0	0	0	0	0	0	0	0	0	25
	2	2	25	4	0	6	3	0	1	8	1	0	0	0	0	0	50
=====																	
Lane	1-2	2	40	10	0	10	3	0	1	8	1	0	0	0	0	0	75
09:45																	
Lane	1	2	29	8	0	5	2	0	2	6	0	0	0	0	0	0	54
	2	0	28	11	1	1	0	0	1	8	0	0	0	0	0	0	50
=====																	
Lane	1-2	2	57	19	1	6	2	0	3	14	0	0	0	0	0	0	104
10:00																	
Lane	1	0	28	12	0	1	1	0	0	3	0	0	0	0	0	0	45
	2	3	24	9	0	6	4	0	0	7	1	0	0	0	0	0	54
=====																	
Lane	1-2	3	52	21	0	7	5	0	0	10	1	0	0	0	0	0	99
=====																	
Hourly Totals		10	201	71	2	24	12	0	5	37	2	0	0	0	0	1	365
10:15																	
Lane	1	1	22	6	0	2	0	0	1	3	0	0	0	0	0	0	35
	2	0	19	5	0	4	2	0	1	7	1	0	0	0	0	0	39
=====																	
Lane	1-2	1	41	11	0	6	2	0	2	10	1	0	0	0	0	0	74
10:30																	
Lane	1	2	27	11	0	0	0	0	1	0	0	0	0	0	0	0	41
	2	2	21	11	0	1	4	0	2	6	0	0	0	0	0	0	47
=====																	
Lane	1-2	4	48	22	0	1	4	0	3	6	0	0	0	0	0	0	88

10:45																	
Lane	1	0	23	14	0	3	1	0	1	1	0	0	0	0	0	0	43
	2	2	34	9	0	7	3	0	0	5	0	0	0	0	0	0	60
=====																	
Lane	1-2	2	57	23	0	10	4	0	1	6	0	0	0	0	0	0	103
11:00																	
Lane	1	0	35	9	0	1	0	0	1	1	0	0	0	0	0	0	47
	2	1	27	11	0	6	4	1	0	7	0	0	0	0	0	0	57
=====																	
Lane	1-2	1	62	20	0	7	4	1	1	8	0	0	0	0	0	0	104
=====																	
Hourly Totals		8	208	76	0	24	14	1	7	30	1	0	0	0	0	0	369
11:15																	
Lane	1	0	25	8	0	2	0	0	1	3	0	0	0	0	0	0	39
	2	4	24	15	1	1	5	1	1	6	0	0	0	0	0	0	58
=====																	
Lane	1-2	4	49	23	1	3	5	1	2	9	0	0	0	0	0	0	97
11:30																	
Lane	1	0	31	13	1	1	0	0	0	1	0	0	0	0	0	0	47
	2	1	26	9	1	5	2	0	1	5	0	1	0	0	0	0	51
=====																	
Lane	1-2	1	57	22	2	6	2	0	1	6	0	1	0	0	0	0	98
11:45																	
Lane	1	0	32	11	0	1	0	0	0	2	0	0	0	0	0	0	46
	2	0	30	10	3	3	0	1	2	8	1	0	0	0	0	1	59
=====																	
Lane	1-2	0	62	21	3	4	0	1	2	10	1	0	0	0	0	1	105
12:00																	
Lane	1	1	35	13	1	0	1	0	1	1	0	0	0	0	0	0	53
	2	0	36	17	0	4	0	0	2	11	1	0	0	0	0	1	72
=====																	
Lane	1-2	1	71	30	1	4	1	0	3	12	1	0	0	0	0	1	125
=====																	
Hourly Totals		6	239	96	7	17	8	2	8	37	2	1	0	0	0	2	425
12:15																	
Lane	1	0	34	16	0	4	0	0	1	1	0	0	0	0	0	0	56
	2	1	40	10	1	0	3	1	0	12	2	0	0	0	0	0	70
=====																	
Lane	1-2	1	74	26	1	4	3	1	1	13	2	0	0	0	0	0	126
12:30																	
Lane	1	0	37	12	0	3	2	0	1	0	0	0	0	0	0	0	55
	2	1	33	20	0	4	4	0	1	10	0	0	0	1	0	0	74
=====																	
Lane	1-2	1	70	32	0	7	6	0	2	10	0	0	0	1	0	0	129
12:45																	
Lane	1	0	32	11	0	3	1	0	0	0	0	0	0	0	0	0	47
	2	0	27	16	2	4	0	0	0	9	1	1	0	0	0	0	60
=====																	
Lane	1-2	0	59	27	2	7	1	0	0	9	1	1	0	0	0	0	107



13:00																	
Lane	1	0	34	13	1	6	1	0	0	2	0	0	0	0	0	0	57
	2	2	36	19	0	4	1	0	2	5	2	0	0	0	0	0	71
=====																	
Lane	1-2	2	70	32	1	10	2	0	2	7	2	0	0	0	0	0	128
=====																	
Hourly Totals		4	273	117	4	28	12	1	5	39	5	1	0	1	0	0	490
13:15																	
Lane	1	0	33	17	0	2	0	0	0	0	0	0	0	0	0	0	52
	2	0	43	11	0	2	0	0	1	11	1	0	0	1	0	0	70
=====																	
Lane	1-2	0	76	28	0	4	0	0	1	11	1	0	0	1	0	0	122
13:30																	
Lane	1	3	38	9	0	0	0	0	0	0	0	0	0	0	0	0	50
	2	1	36	13	0	7	4	0	2	8	0	0	0	1	0	0	72
=====																	
Lane	1-2	4	74	22	0	7	4	0	2	8	0	0	0	1	0	0	122
13:45																	
Lane	1	1	28	9	0	2	2	0	1	1	0	0	0	0	0	0	44
	2	0	47	10	0	6	1	0	1	6	0	0	0	0	0	0	71
=====																	
Lane	1-2	1	75	19	0	8	3	0	2	7	0	0	0	0	0	0	115
14:00																	
Lane	1	0	37	16	1	2	1	0	0	0	1	0	0	0	0	0	58
	2	2	53	14	0	5	0	0	1	5	1	0	0	0	0	0	81
=====																	
Lane	1-2	2	90	30	1	7	1	0	1	5	2	0	0	0	0	0	139
=====																	
Hourly Totals		7	315	99	1	26	8	0	6	31	3	0	0	2	0	0	498
14:15																	
Lane	1	0	28	11	0	1	0	0	1	1	0	0	0	0	0	0	42
	2	3	35	18	1	0	3	0	0	7	0	0	0	0	0	1	68
=====																	
Lane	1-2	3	63	29	1	1	3	0	1	8	0	0	0	0	0	1	110
14:30																	
Lane	1	2	37	13	1	3	1	0	1	1	0	0	0	0	0	0	59
	2	2	39	15	2	3	3	0	2	6	1	0	0	0	0	0	73
=====																	
Lane	1-2	4	76	28	3	6	4	0	3	7	1	0	0	0	0	0	132
14:45																	
Lane	1	1	29	17	1	5	0	0	0	1	0	0	0	0	0	0	54
	2	0	41	7	1	1	3	1	2	12	1	0	0	0	0	0	69
=====																	
Lane	1-2	1	70	24	2	6	3	1	2	13	1	0	0	0	0	0	123
15:00																	
Lane	1	1	54	12	0	2	0	0	0	1	0	0	0	0	0	0	70
	2	2	35	10	2	3	5	0	1	9	0	0	0	0	0	1	68
=====																	
Lane	1-2	3	89	22	2	5	5	0	1	10	0	0	0	0	0	1	138



	2	1	61	23	2	3	2	0	0	1	0	0	0	0	0	93
17:30	Lane 1-2	1	116	40	2	5	2	0	1	1	0	0	0	0	0	168
	Lane 1	0	60	21	2	2	0	0	1	0	0	0	0	0	0	86
	Lane 2	1	37	18	0	3	1	1	0	8	2	0	0	0	0	72
17:45	Lane 1-2	1	97	39	2	5	1	1	1	8	2	0	0	0	0	158
	Lane 1	0	55	11	0	2	0	0	1	0	0	0	0	0	0	69
	Lane 2	0	35	14	1	2	0	0	3	3	0	0	0	0	0	58
18:00	Lane 1-2	0	90	25	1	4	0	0	4	3	0	0	0	0	0	127
	Lane 1	0	41	15	1	2	0	0	1	2	0	0	0	0	0	62
	Lane 2	0	50	10	0	8	0	0	0	5	0	0	0	0	0	73
	Lane 1-2	0	91	25	1	10	0	0	1	7	0	0	0	0	0	135
Hourly Totals		2	394	129	6	24	3	1	7	19	2	0	0	0	0	588
18:15	Lane 1	0	52	9	0	1	0	0	0	0	0	0	0	0	0	62
	Lane 2	4	38	12	0	3	2	1	0	4	0	0	0	1	0	65
18:30	Lane 1-2	4	90	21	0	4	2	1	0	4	0	0	0	1	0	127
	Lane 1	0	41	7	0	2	0	0	0	1	0	0	0	0	0	51
	Lane 2	0	41	13	0	3	0	0	0	6	0	0	0	0	0	63
18:45	Lane 1-2	0	82	20	0	5	0	0	0	7	0	0	0	0	0	114
	Lane 1	2	29	13	0	1	0	0	1	0	0	0	0	0	0	46
	Lane 2	1	45	13	0	3	0	1	1	9	0	0	0	0	0	73
19:00	Lane 1-2	3	74	26	0	4	0	1	2	9	0	0	0	0	0	119
	Lane 1	1	30	7	0	2	0	0	1	0	0	0	0	0	0	41
	Lane 2	1	37	8	1	2	2	0	1	2	0	0	0	0	0	54
	Lane 1-2	2	67	15	1	4	2	0	2	2	0	0	0	0	0	95
Hourly Totals		9	313	82	1	17	4	2	4	22	0	0	0	1	0	455
19:15	Lane 1	0	29	5	0	3	0	0	0	0	0	0	0	0	0	37
	Lane 2	2	33	11	0	3	1	0	1	3	0	0	0	0	0	54
19:30	Lane 1-2	2	62	16	0	6	1	0	1	3	0	0	0	0	0	91
	Lane 1	0	31	7	0	0	0	0	1	2	0	0	0	0	0	41





	2	1	7	1	0	0	1	0	0	6	0	0	0	0	0	16	
===== Lane	1-2	1	11	2	0	0	1	0	0	6	0	0	0	0	0	21	
===== Hourly Totals		2	57	16	0	2	2	0	0	15	0	0	0	0	0	94	
===== 24 Hour Totals		115	4709	1575	82	320	135	15	128	557	38	9	1	15	0	15	7714
===== Daily Totals		115	4709	1575	82	320	135	15	128	557	38	9	1	15	0	15	7714
===== Percentages		1.49	61.04	20.42	1.06	4.15	1.75	0.19	1.66	7.22	0.49	0.12	0.01	0.19	0.00	0.19	

---

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0405004.PRN

-----  
 Sta: 000004031104                      Id: 000065320002                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Tue - Apr 05, 2011 at 00:00                      End: Tue - Apr 05, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 east of Bronson Blvd/Windmere Rd                      File: D0405004.PRN  
 Ln1-West    Ln2-West  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	143	4832	1558	61	322	159	21	129	544	47	10	2	6	0	4	7838
Percentages	1.82	61.65	19.88	0.78	4.11	2.03	0.27	1.65	6.94	0.60	0.13	0.03	0.08	0.00	0.05	

Lane	1	2	Total
Grand Totals	3794	4044	7838
Percentages	48.41	51.59	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 7-8	8	323	107	6	20	8	0	6	27	5	0	0	1	0	0	511
Percentages	5.59	6.68	6.87	9.84	6.21	5.03	0.00	4.65	4.96	10.64	0.00	0.00	16.67	0.00	0.00	6.52
Pm Hour 15-16	7	388	122	0	19	9	2	4	26	1	0	0	1	0	1	580
Percentages	4.90	8.03	7.83	0.00	5.90	5.66	9.52	3.10	4.78	2.13	0.00	0.00	16.67	0.00	25.00	7.40

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0405004.PRN

Sta: 000004031104                      Id: 000065320002                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
Start: Tue - Apr 05, 2011 at 00:00                      End: Tue - Apr 05, 2011 at 24:00  
City/Town: Ridge Manor                      County: Hernando  
Location: SR 50 east of Bronson Blvd/Windmere Rd                      File: D0405004.PRN  
Ln1-West    Ln2-West

Tue - Apr 5, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
=====																
00:15																
Lane	1	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
	2	1	4	2	0	1	1	0	0	4	0	0	0	0	0	13
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	9	3	0	1	1	0	0	5	0	0	0	0	0	20
00:30																
Lane	1	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
	2	1	0	1	0	0	0	0	0	2	0	0	0	0	0	4
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	5	1	0	0	0	0	0	3	0	0	0	0	0	10
00:45																
Lane	1	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
	2	1	8	2	1	0	1	0	1	2	0	1	0	0	0	17
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	15	2	1	1	1	0	1	2	0	1	0	0	0	25
01:00																
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	1	3	1	0	0	1	0	0	1	0	0	0	0	0	7
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	7	1	0	0	1	0	0	1	0	0	0	0	0	11
Hourly Totals		4	36	7	1	2	3	0	1	11	0	1	0	0	0	66
=====																
01:15																
Lane	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	2	0	5	1	0	0	0	0	0	3	0	0	0	0	0	9
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	9	3	0	0	0	0	0	3	0	0	0	0	0	15
01:30																
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
01:45																
Lane	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	2	2	2	0	0	0	2	0	0	1	0	0	0	0	0	7



02:00	Lane	1-2	2	5	1	0	0	0	2	0	0	1	0	0	0	0	0	11
	Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
		2	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	6
	Lane	1-2	0	6	0	0	0	0	0	0	4	0	0	0	0	0	0	10
	Hourly Totals		2	27	7	0	0	2	0	0	8	0	0	0	0	0	0	46
02:15	Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
		2	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
	Lane	1-2	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
02:30	Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
		2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	Lane	1-2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
02:45	Lane	1	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	5
		2	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
	Lane	1-2	1	3	3	0	0	1	0	0	2	0	0	0	0	0	0	10
03:00	Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	2	2	2	0	1	1	0	0	3	0	0	0	0	0	0	11
	Lane	1-2	2	2	2	0	1	1	0	0	3	0	0	0	0	0	0	11
	Hourly Totals		3	12	6	0	1	2	0	0	7	0	0	0	0	0	0	31
03:15	Lane	1	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
		2	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
	Lane	1-2	0	6	0	0	1	0	0	0	1	0	0	0	0	0	0	8
03:30	Lane	1	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
		2	1	0	2	0	0	1	0	0	0	0	0	0	0	0	0	4
	Lane	1-2	1	2	3	0	0	1	0	0	1	0	0	0	0	0	0	8
03:45	Lane	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
		2	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	5
	Lane	1-2	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	6
04:00	Lane	1	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	4
		2	0	6	1	0	1	1	1	0	2	0	0	0	0	0	0	12

===== Lane	1-2	0	7	3	0	1	1	1	1	2	0	0	0	0	0	0	16
===== Hourly Totals		1	16	6	0	2	2	1	1	9	0	0	0	0	0	0	38
04:15																	
Lane	1	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
	2	0	8	4	0	0	0	0	0	2	0	0	0	0	0	0	14
===== Lane	1-2	0	14	5	0	0	0	0	0	3	0	0	0	0	0	0	22
04:30																	
Lane	1	1	7	4	0	1	0	0	0	1	0	0	0	0	0	0	14
	2	0	4	0	0	1	1	0	0	4	1	0	0	0	0	0	11
===== Lane	1-2	1	11	4	0	2	1	0	0	5	1	0	0	0	0	0	25
04:45																	
Lane	1	0	8	3	1	2	0	0	0	0	0	0	0	0	0	0	14
	2	0	3	1	0	0	1	0	0	2	0	0	0	0	0	0	7
===== Lane	1-2	0	11	4	1	2	1	0	0	2	0	0	0	0	0	0	21
05:00																	
Lane	1	0	12	2	0	2	0	0	0	1	0	0	0	0	0	0	17
	2	1	4	3	0	0	1	0	0	8	0	0	0	0	0	0	17
===== Lane	1-2	1	16	5	0	2	1	0	0	9	0	0	0	0	0	0	34
===== Hourly Totals		2	52	18	1	6	3	0	0	19	1	0	0	0	0	0	102
05:15																	
Lane	1	0	9	8	0	1	0	0	0	0	1	0	0	0	0	0	19
	2	0	12	2	0	1	0	0	1	4	2	0	0	0	0	0	22
===== Lane	1-2	0	21	10	0	2	0	0	1	4	3	0	0	0	0	0	41
05:30																	
Lane	1	2	16	3	0	2	0	0	0	1	0	0	0	0	0	0	24
	2	0	7	3	0	0	1	0	0	2	0	1	0	0	0	0	14
===== Lane	1-2	2	23	6	0	2	1	0	0	3	0	1	0	0	0	0	38
05:45																	
Lane	1	1	20	12	1	1	0	0	0	4	0	0	0	0	0	0	39
	2	2	10	10	0	1	1	0	0	4	1	0	0	0	0	0	29
===== Lane	1-2	3	30	22	1	2	1	0	0	8	1	0	0	0	0	0	68
06:00																	
Lane	1	0	25	9	0	3	0	0	0	0	0	0	0	0	0	0	37
	2	0	15	6	0	2	0	0	3	2	0	0	0	0	0	0	28
===== Lane	1-2	0	40	15	0	5	0	0	3	2	0	0	0	0	0	0	65
===== Hourly Totals		5	114	53	1	11	2	0	4	17	4	1	0	0	0	0	212

06:15																	
Lane	1	0	30	15	0	2	0	0	0	1	0	0	0	0	0	0	48
	2	1	13	7	1	1	0	0	2	3	1	0	0	0	0	0	29
=====																	
Lane	1-2	1	43	22	1	3	0	0	2	4	1	0	0	0	0	0	77
06:30																	
Lane	1	0	34	17	0	5	0	0	5	3	0	0	0	0	0	0	64
	2	0	34	8	0	1	1	0	1	4	1	0	0	0	0	0	50
=====																	
Lane	1-2	0	68	25	0	6	1	0	6	7	1	0	0	0	0	0	114
06:45																	
Lane	1	0	41	15	0	2	0	0	1	4	0	0	0	0	0	0	63
	2	0	30	7	1	4	0	1	2	8	0	0	0	0	0	1	54
=====																	
Lane	1-2	0	71	22	1	6	0	1	3	12	0	0	0	0	0	1	117
07:00																	
Lane	1	0	42	7	0	3	0	0	2	3	0	0	0	0	0	0	57
	2	1	33	13	2	3	1	0	4	4	1	0	0	0	0	0	62
=====																	
Lane	1-2	1	75	20	2	6	1	0	6	7	1	0	0	0	0	0	119
=====																	
Hourly Totals		2	257	89	4	21	2	1	17	30	3	0	0	0	0	1	427
07:15																	
Lane	1	2	45	17	0	4	1	0	1	1	0	0	0	0	0	0	71
	2	1	33	10	1	5	2	0	2	8	0	0	0	0	0	0	62
=====																	
Lane	1-2	3	78	27	1	9	3	0	3	9	0	0	0	0	0	0	133
07:30																	
Lane	1	0	45	17	0	1	0	0	0	3	0	0	0	0	0	0	66
	2	0	32	10	1	2	2	0	2	3	3	0	0	1	0	0	56
=====																	
Lane	1-2	0	77	27	1	3	2	0	2	6	3	0	0	1	0	0	122
07:45																	
Lane	1	1	45	10	1	3	0	0	0	3	0	0	0	0	0	0	63
	2	3	32	17	1	5	1	0	1	4	0	0	0	0	0	0	64
=====																	
Lane	1-2	4	77	27	2	8	1	0	1	7	0	0	0	0	0	0	127
08:00																	
Lane	1	0	53	17	0	0	0	0	0	1	0	0	0	0	0	0	71
	2	1	38	9	2	0	2	0	0	4	2	0	0	0	0	0	58
=====																	
Lane	1-2	1	91	26	2	0	2	0	0	5	2	0	0	0	0	0	129
=====																	
Hourly Totals		8	323	107	6	20	8	0	6	27	5	0	0	1	0	0	511
08:15																	
Lane	1	0	44	13	0	3	0	0	0	3	0	0	0	0	0	0	63
	2	1	33	10	3	3	1	0	4	4	0	0	0	1	0	0	60
=====																	
Lane	1-2	1	77	23	3	6	1	0	4	7	0	0	0	1	0	0	123

08:30																	
Lane	1	1	35	10	0	1	1	0	0	2	0	0	0	0	0	0	50
	2	1	27	12	1	7	4	0	0	4	1	0	0	0	0	0	57
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	62	22	1	8	5	0	0	6	1	0	0	0	0	0	107
08:45																	
Lane	1	0	36	12	0	4	0	0	2	4	0	0	0	0	0	0	58
	2	0	24	8	0	3	0	0	1	7	2	0	0	0	0	0	45
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	60	20	0	7	0	0	3	11	2	0	0	0	0	0	103
09:00																	
Lane	1	0	31	13	1	1	1	0	1	4	0	0	0	0	0	0	52
	2	1	36	11	4	5	1	0	5	1	1	0	0	0	0	0	65
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	67	24	5	6	2	0	6	5	1	0	0	0	0	0	117
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		4	266	89	9	27	8	0	13	29	4	0	0	1	0	0	450
09:15																	
Lane	1	1	37	4	0	3	2	0	0	1	0	0	0	0	0	0	48
	2	0	31	10	0	4	1	0	2	3	0	0	0	0	0	1	52
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	68	14	0	7	3	0	2	4	0	0	0	0	0	1	100
09:30																	
Lane	1	2	29	13	0	1	1	0	1	3	0	0	0	0	0	0	50
	2	0	35	9	1	0	2	0	1	8	3	0	0	0	0	0	59
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	64	22	1	1	3	0	2	11	3	0	0	0	0	0	109
09:45																	
Lane	1	1	33	11	0	3	1	0	0	2	0	0	0	0	0	0	51
	2	1	36	13	1	3	1	6	1	3	1	0	0	0	0	0	66
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	69	24	1	6	2	6	1	5	1	0	0	0	0	0	117
10:00																	
Lane	1	2	24	8	0	0	1	1	1	3	1	0	0	0	0	0	41
	2	0	33	16	0	7	1	1	4	6	0	0	0	1	0	0	69
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	57	24	0	7	2	2	5	9	1	0	0	1	0	0	110
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		7	258	84	2	21	10	8	10	29	5	0	0	1	0	1	436
10:15																	
Lane	1	1	37	12	0	0	2	0	1	12	0	0	0	0	0	0	65
	2	0	33	18	0	1	1	0	2	8	1	0	0	0	0	0	64
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	70	30	0	1	3	0	3	20	1	0	0	0	0	0	129
10:30																	
Lane	1	1	27	3	0	0	1	0	0	6	0	0	0	0	0	0	38
	2	1	38	14	0	1	2	0	0	4	2	0	0	0	0	0	62
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	65	17	0	1	3	0	0	10	2	0	0	0	0	0	100

10:45																	
Lane	1	1	26	11	0	3	2	0	0	2	0	0	0	0	0	0	45
	2	0	38	13	0	3	0	1	1	7	0	0	0	0	0	0	63
=====																	
Lane	1-2	1	64	24	0	6	2	1	1	9	0	0	0	0	0	0	108
11:00																	
Lane	1	3	34	11	0	3	2	0	0	5	0	0	0	0	0	0	58
	2	0	30	14	1	4	1	0	0	10	3	0	0	0	0	0	63
=====																	
Lane	1-2	3	64	25	1	7	3	0	0	15	3	0	0	0	0	0	121
=====																	
Hourly Totals		7	263	96	1	15	11	1	4	54	6	0	0	0	0	0	458
11:15																	
Lane	1	1	36	7	1	6	1	0	1	4	0	0	0	0	0	0	57
	2	1	31	8	0	2	3	0	6	6	2	0	0	0	0	0	59
=====																	
Lane	1-2	2	67	15	1	8	4	0	7	10	2	0	0	0	0	0	116
11:30																	
Lane	1	0	35	13	0	3	0	0	0	5	0	0	0	0	0	0	56
	2	1	27	10	0	4	3	0	3	7	0	0	0	0	0	0	55
=====																	
Lane	1-2	1	62	23	0	7	3	0	3	12	0	0	0	0	0	0	111
11:45																	
Lane	1	0	46	16	0	4	0	0	0	4	2	0	0	0	0	0	72
	2	1	38	8	0	0	3	3	2	5	3	0	0	0	0	0	63
=====																	
Lane	1-2	1	84	24	0	4	3	3	2	9	5	0	0	0	0	0	135
12:00																	
Lane	1	2	46	12	0	3	1	0	0	1	0	0	0	0	0	0	65
	2	1	43	21	1	1	1	0	2	5	0	0	0	0	0	0	75
=====																	
Lane	1-2	3	89	33	1	4	2	0	2	6	0	0	0	0	0	0	140
=====																	
Hourly Totals		7	302	95	2	23	12	3	14	37	7	0	0	0	0	0	502
12:15																	
Lane	1	3	32	12	0	4	2	0	1	1	1	0	0	0	0	0	56
	2	1	28	8	2	1	0	0	4	4	1	1	0	0	0	0	50
=====																	
Lane	1-2	4	60	20	2	5	2	0	5	5	2	1	0	0	0	0	106
12:30																	
Lane	1	1	36	12	1	2	1	0	1	2	0	0	0	0	0	0	56
	2	0	45	8	2	2	1	1	1	6	0	0	0	0	0	0	66
=====																	
Lane	1-2	1	81	20	3	4	2	1	2	8	0	0	0	0	0	0	122
12:45																	
Lane	1	0	48	18	0	4	0	0	0	2	0	0	0	0	0	0	72
	2	1	29	12	0	3	4	0	0	7	1	0	0	0	0	0	57
=====																	
Lane	1-2	1	77	30	0	7	4	0	0	9	1	0	0	0	0	0	129

13:00																	
Lane	1	1	43	8	1	1	1	0	1	6	1	0	0	0	0	0	63
	2	4	41	12	0	3	6	0	3	10	0	0	0	0	0	0	79
=====																	
Lane	1-2	5	84	20	1	4	7	0	4	16	1	0	0	0	0	0	142
=====																	
Hourly Totals		11	302	90	6	20	15	1	11	38	4	1	0	0	0	0	499
13:15																	
Lane	1	1	48	8	0	1	1	0	1	4	0	0	0	0	0	0	64
	2	2	37	12	0	2	3	0	0	10	2	0	0	0	0	0	68
=====																	
Lane	1-2	3	85	20	0	3	4	0	1	14	2	0	0	0	0	0	132
13:30																	
Lane	1	0	44	9	0	2	0	0	2	1	0	0	0	0	0	0	58
	2	2	40	12	1	4	1	2	1	6	0	0	0	1	0	0	70
=====																	
Lane	1-2	2	84	21	1	6	1	2	3	7	0	0	0	1	0	0	128
13:45																	
Lane	1	1	26	10	0	3	1	0	0	4	0	0	0	0	0	0	45
	2	0	30	16	0	2	0	0	0	5	0	0	0	0	0	0	53
=====																	
Lane	1-2	1	56	26	0	5	1	0	0	9	0	0	0	0	0	0	98
14:00																	
Lane	1	0	42	11	0	2	0	0	0	1	0	0	0	0	0	0	56
	2	0	30	14	2	0	1	0	2	7	0	0	0	0	0	0	56
=====																	
Lane	1-2	0	72	25	2	2	1	0	2	8	0	0	0	0	0	0	112
=====																	
Hourly Totals		6	297	92	3	16	7	2	6	38	2	0	0	1	0	0	470
14:15																	
Lane	1	1	48	11	0	1	2	0	0	0	0	1	0	0	0	0	64
	2	1	36	13	0	10	2	0	2	3	0	0	0	0	0	0	67
=====																	
Lane	1-2	2	84	24	0	11	4	0	2	3	0	1	0	0	0	0	131
14:30																	
Lane	1	0	63	14	0	4	0	0	0	5	0	0	0	0	0	0	86
	2	4	30	17	0	3	3	1	1	11	0	0	0	0	0	0	70
=====																	
Lane	1-2	4	93	31	0	7	3	1	1	16	0	0	0	0	0	0	156
14:45																	
Lane	1	0	43	8	1	2	1	0	1	1	0	0	0	0	0	0	57
	2	2	29	9	0	5	3	0	0	9	0	0	0	0	0	0	57
=====																	
Lane	1-2	2	72	17	1	7	4	0	1	10	0	0	0	0	0	0	114
15:00																	
Lane	1	0	38	10	0	4	0	0	1	4	0	0	0	0	0	0	57
	2	3	35	15	0	3	4	0	3	5	0	0	0	0	0	0	68
=====																	
Lane	1-2	3	73	25	0	7	4	0	4	9	0	0	0	0	0	0	125







	2	1	24	4	0	3	2	0	3	4	1	0	0	0	0	42
19:45	Lane 1-2	1	51	12	0	4	2	0	3	4	1	0	0	0	0	78
	Lane 1	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25
	Lane 2	3	31	5	0	0	3	0	0	3	0	1	0	0	0	46
20:00	Lane 1-2	3	52	8	0	1	3	0	0	3	0	1	0	0	0	71
	Lane 1	0	22	10	0	0	0	0	0	0	0	0	0	0	0	32
	Lane 2	1	22	7	0	0	3	0	0	2	0	0	0	0	0	35
	Lane 1-2	1	44	17	0	0	3	0	0	2	0	0	0	0	0	67
Hourly Totals		8	202	45	0	11	10	0	6	11	1	1	0	0	0	295
20:15	Lane 1	0	22	3	0	2	0	0	0	0	0	0	0	0	0	27
	Lane 2	0	21	8	0	1	0	0	0	3	0	1	0	0	0	34
20:30	Lane 1-2	0	43	11	0	3	0	0	0	3	0	1	0	0	0	61
	Lane 1	0	11	5	0	0	0	0	0	1	0	0	0	0	0	17
	Lane 2	2	19	8	0	1	2	0	1	2	0	1	0	0	0	36
20:45	Lane 1-2	2	30	13	0	1	2	0	1	3	0	1	0	0	0	53
	Lane 1	0	22	9	0	1	0	0	0	0	0	0	0	0	0	32
	Lane 2	1	19	6	0	0	0	0	1	2	0	0	0	0	0	29
21:00	Lane 1-2	1	41	15	0	1	0	0	1	2	0	0	0	0	0	61
	Lane 1	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
	Lane 2	1	20	6	0	0	1	0	0	2	0	0	0	1	0	31
	Lane 1-2	1	33	10	0	0	1	0	0	2	0	0	0	1	0	48
Hourly Totals		4	147	49	0	5	3	0	2	10	0	2	0	1	0	223
21:15	Lane 1	0	21	1	0	0	0	0	1	1	0	0	0	0	0	24
	Lane 2	2	9	6	0	0	1	0	0	8	0	0	0	0	0	26
21:30	Lane 1-2	2	30	7	0	0	1	0	1	9	0	0	0	0	0	50
	Lane 1	0	15	5	0	1	0	0	0	0	0	0	0	0	0	21
	Lane 2	3	10	5	1	0	2	0	1	4	0	0	0	0	0	26
21:45	Lane 1-2	3	25	10	1	1	2	0	1	4	0	0	0	0	0	47
	Lane 1	0	14	4	0	0	0	0	0	1	0	0	0	0	0	19

	2	0	13	3	1	1	0	0	0	3	0	0	0	0	0	21
===== 22:00	Lane 1-2	0	27	7	1	1	0	0	0	4	0	0	0	0	0	40
	Lane 1	1	7	2	0	0	1	0	0	0	0	0	0	0	0	11
	Lane 2	0	13	5	0	2	0	0	0	0	0	0	0	0	0	20
===== 22:15	Lane 1-2	1	20	7	0	2	1	0	0	0	0	0	0	0	0	31
===== Hourly Totals		6	102	31	2	4	4	0	2	17	0	0	0	0	0	168
===== 22:30	Lane 1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
	Lane 2	0	10	4	0	1	0	0	2	3	0	0	0	0	0	20
===== 22:45	Lane 1-2	0	19	4	0	1	0	0	2	3	0	0	0	0	0	29
===== 23:00	Lane 1	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
	Lane 2	2	7	4	0	1	2	0	0	5	0	0	0	0	0	21
===== 23:15	Lane 1-2	2	17	6	0	1	2	0	0	5	0	0	0	0	0	33
===== 23:30	Lane 1	2	21	6	0	0	0	0	0	3	0	0	0	0	0	32
	Lane 2	1	10	2	0	0	1	0	1	3	0	0	0	0	0	18
===== 23:45	Lane 1-2	3	31	8	0	0	1	0	1	6	0	0	0	0	0	50
===== 24:00	Lane 1	0	8	3	0	2	0	0	0	0	0	0	0	0	0	13
	Lane 2	0	16	4	0	0	0	0	0	2	0	0	0	0	0	22
===== Hourly Totals	Lane 1-2	0	24	7	0	2	0	0	0	2	0	0	0	0	0	35
===== 23:15		5	91	25	0	4	3	0	3	16	0	0	0	0	0	147
===== 23:30	Lane 1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
	Lane 2	0	6	0	0	0	1	0	0	2	0	0	0	0	0	9
===== 23:45	Lane 1-2	0	17	0	0	0	1	0	0	2	0	0	0	0	0	20
===== 24:00	Lane 1	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
	Lane 2	1	5	2	0	0	1	0	1	0	0	0	0	0	0	10
===== Hourly Totals	Lane 1-2	1	10	6	0	0	1	0	1	0	0	0	0	0	0	19
===== 23:45	Lane 1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	Lane 2	1	4	2	0	0	1	0	0	1	0	0	0	0	0	9
===== 24:00	Lane 1-2	1	9	3	0	0	1	0	0	1	0	0	0	0	0	15
===== Hourly Totals	Lane 1	2	4	1	0	0	0	0	0	1	0	0	1	0	0	9

	2	0	2	0	0	0	0	0	0	6	0	2	0	0	0	10	
===== Lane	1-2	2	6	1	0	0	0	0	0	7	0	2	1	0	0	19	
===== Hourly Totals		4	42	10	0	0	3	0	1	10	0	2	1	0	0	73	
===== 24 Hour Totals		143	4832	1558	61	322	159	21	129	544	47	10	2	6	0	4	7838
===== Daily Totals		143	4832	1558	61	322	159	21	129	544	47	10	2	6	0	4	7838
===== Percentages		1.82	61.65	19.88	0.78	4.11	2.03	0.27	1.65	6.94	0.60	0.13	0.03	0.08	0.00	0.05	

---

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0406003.PRN

-----  
 Sta: 000004031103                      Id: 000065310007                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Wed - Apr 06, 2011 at 00:00                      End: Wed - Apr 06, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 east of Bronson Blvd/Windmere Rd                      File: D0406003.PRN  
 Ln1-East    Ln2-East  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	145	5279	1778	87	344	137	21	135	552	69	6	1	9	0	21	8584
Percentages	1.69	61.50	20.71	1.01	4.01	1.60	0.24	1.57	6.43	0.80	0.07	0.01	0.10	0.00	0.24	

Lane	1	2	Total
Grand Totals	3762	4822	8584
Percentages	43.83	56.17	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 11-12	13	295	115	8	28	9	2	7	47	5	0	0	1	0	0	530
Percentages	8.97	5.59	6.47	9.20	8.14	6.57	9.52	5.19	8.51	7.25	0.00	0.00	11.11	0.00	0.00	6.17
Pm Hour 17-18	8	439	162	5	25	9	0	9	22	2	1	0	0	0	2	684
Percentages	5.52	8.32	9.11	5.75	7.27	6.57	0.00	6.67	3.99	2.90	16.67	0.00	0.00	0.00	9.52	7.97

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0406003.PRN

Sta: 000004031103                      Id: 000065310007                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
Start: Wed - Apr 06, 2011 at 00:00                      End: Wed - Apr 06, 2011 at 24:00  
City/Town: Ridge Manor                      County: Hernando  
Location: SR 50 east of Bronson Blvd/Windmere Rd                      File: D0406003.PRN  
Ln1-East    Ln2-East

Wed - Apr 6, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
00:15																
Lane	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	2	0	2	3	0	1	0	0	0	2	0	0	0	0	0	8
===== Lane	1-2	0	8	3	0	1	0	0	0	2	0	0	0	0	0	14
00:30																
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	8	1	0	1	0	0	0	2	0	0	0	0	0	12
===== Lane	1-2	0	11	1	0	1	0	0	0	2	0	0	0	0	0	15
00:45																
Lane	1	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
	2	0	9	1	0	0	0	0	0	4	0	0	0	0	0	14
===== Lane	1-2	0	13	1	0	0	0	0	0	5	0	0	0	0	0	19
01:00																
Lane	1	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
	2	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
===== Lane	1-2	0	5	2	0	0	0	0	0	2	0	0	0	0	0	9
Hourly Totals		0	37	7	0	2	0	0	0	11	0	0	0	0	0	57
01:15																
Lane	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	5	1	0	1	0	0	1	4	0	0	0	0	0	12
===== Lane	1-2	1	7	1	0	1	0	0	1	4	0	0	0	0	0	15
01:30																
Lane	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
	2	1	3	1	1	0	0	0	0	1	0	0	0	0	0	7
===== Lane	1-2	2	3	1	1	0	1	0	0	1	0	0	0	0	0	9
01:45																
Lane	1	0	1	2	0	0	0	0	1	0	0	0	0	0	0	4
	2	0	3	1	0	0	0	0	0	5	1	0	0	0	0	10

02:00	Lane	1-2	0	4	3	0	0	0	0	1	5	1	0	0	0	0	14
	Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
		2	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
	Lane	1-2	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
Hourly Totals			3	18	6	1	1	1	0	2	11	1	0	0	0	0	44
02:15	Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
		2	1	5	0	0	0	1	0	1	1	0	0	0	0	0	9
02:30	Lane	1-2	1	6	0	0	0	1	0	1	1	0	0	0	0	0	10
	Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
		2	0	6	2	0	0	0	0	0	1	0	0	0	0	0	9
02:45	Lane	1-2	0	7	2	0	0	0	0	0	1	0	0	0	0	0	10
	Lane	1	0	0	1	0	0	0	0	0	1	1	0	0	0	0	3
		2	0	5	1	0	0	0	0	0	2	0	0	0	0	0	8
03:00	Lane	1-2	0	5	2	0	0	0	0	0	3	1	0	0	0	0	11
	Lane	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
		2	0	5	1	0	1	0	0	0	4	0	0	0	0	0	11
	Lane	1-2	0	6	1	1	1	0	0	0	4	0	0	0	0	0	13
Hourly Totals			1	24	5	1	1	1	0	1	9	1	0	0	0	0	44
03:15	Lane	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
		2	0	1	0	0	0	0	0	0	4	0	0	0	0	0	5
03:30	Lane	1-2	0	2	0	0	0	0	0	1	4	0	0	0	0	0	7
	Lane	1	1	1	0	0	0	1	0	0	0	1	0	0	0	0	4
		2	1	0	2	0	0	1	0	0	7	0	0	0	0	0	11
03:45	Lane	1-2	2	1	2	0	0	2	0	0	7	1	0	0	0	0	15
	Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
		2	1	2	3	0	1	1	0	0	7	0	0	0	0	0	15
04:00	Lane	1-2	1	6	4	0	1	1	0	0	7	0	0	0	0	0	20
	Lane	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
		2	1	7	1	0	0	1	0	1	4	0	0	0	0	0	15

=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	9	2	0	0	1	0	1	4	0	0	0	0	0	0	19
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		5	18	8	0	1	4	0	2	22	1	0	0	0	0	0	61
04:15																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	1	9	2	0	0	0	0	2	4	0	0	0	0	0	0	18
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	11	2	0	0	0	0	2	4	0	0	0	0	0	0	20
04:30																	
Lane	1	0	8	4	0	1	0	0	1	1	0	0	0	0	0	0	15
	2	0	12	3	0	0	0	0	1	2	0	0	0	0	0	0	18
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	20	7	0	1	0	0	2	3	0	0	0	0	0	0	33
04:45																	
Lane	1	0	8	0	0	1	0	0	0	0	1	0	0	0	0	1	11
	2	0	28	9	0	2	0	0	0	6	0	0	0	0	0	0	45
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	36	9	0	3	0	0	0	6	1	0	0	0	0	1	56
05:00																	
Lane	1	0	9	5	0	0	0	0	1	0	0	0	0	0	0	0	15
	2	0	40	5	0	1	0	0	3	1	0	0	0	0	0	0	50
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	49	10	0	1	0	0	4	1	0	0	0	0	0	0	65
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		1	116	28	0	5	0	0	8	14	1	0	0	0	0	1	174
05:15																	
Lane	1	0	9	3	0	3	0	0	0	0	0	0	0	0	0	0	15
	2	0	20	7	0	1	0	0	1	2	1	0	0	0	0	0	32
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	29	10	0	4	0	0	1	2	1	0	0	0	0	0	47
05:30																	
Lane	1	0	8	3	0	2	0	0	1	0	0	0	0	0	0	0	14
	2	1	11	7	0	3	1	0	2	10	0	0	0	0	0	0	35
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	19	10	0	5	1	0	3	10	0	0	0	0	0	0	49
05:45																	
Lane	1	1	11	6	0	1	0	0	1	2	0	0	0	0	0	0	22
	2	0	18	6	1	4	1	0	0	4	2	0	0	0	0	0	36
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	29	12	1	5	1	0	1	6	2	0	0	0	0	0	58
06:00																	
Lane	1	1	11	7	1	1	1	0	0	2	0	0	0	0	0	0	24
	2	2	19	11	1	1	1	0	1	3	0	0	0	0	0	0	39
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	30	18	2	2	2	0	1	5	0	0	0	0	0	0	63
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		5	107	50	3	16	4	0	6	23	3	0	0	0	0	0	217

06:15																	
Lane	1	1	18	11	0	0	0	0	2	0	0	0	0	0	0	0	32
	2	1	14	7	3	3	0	0	3	11	1	0	0	0	0	0	43
=====																	
Lane	1-2	2	32	18	3	3	0	0	5	11	1	0	0	0	0	0	75
06:30																	
Lane	1	0	18	11	1	2	0	0	0	0	1	0	0	0	0	0	33
	2	1	22	11	1	0	0	0	1	3	2	0	0	1	0	0	42
=====																	
Lane	1-2	1	40	22	2	2	0	0	1	3	3	0	0	1	0	0	75
06:45																	
Lane	1	0	23	11	0	2	0	0	0	2	0	0	0	0	0	0	38
	2	1	29	10	1	0	2	0	2	7	0	0	0	0	0	0	52
=====																	
Lane	1-2	1	52	21	1	2	2	0	2	9	0	0	0	0	0	0	90
07:00																	
Lane	1	0	38	9	0	1	0	0	0	0	0	0	0	0	0	0	48
	2	0	28	9	0	2	3	0	2	6	3	0	0	0	0	0	53
=====																	
Lane	1-2	0	66	18	0	3	3	0	2	6	3	0	0	0	0	0	101
=====																	
Hourly Totals		4	190	79	6	10	5	0	10	29	7	0	0	1	0	0	341
07:15																	
Lane	1	0	27	5	1	0	0	0	0	0	1	0	0	1	0	0	35
	2	1	28	10	2	2	1	0	4	7	2	0	0	0	0	0	57
=====																	
Lane	1-2	1	55	15	3	2	1	0	4	7	3	0	0	1	0	0	92
07:30																	
Lane	1	0	34	16	1	0	1	0	0	2	0	0	0	0	0	0	54
	2	1	33	9	1	1	3	0	1	7	3	0	0	0	0	0	59
=====																	
Lane	1-2	1	67	25	2	1	4	0	1	9	3	0	0	0	0	0	113
07:45																	
Lane	1	1	44	12	1	0	1	0	0	1	0	0	0	0	0	0	60
	2	0	31	14	1	2	0	0	3	6	3	0	0	0	0	1	61
=====																	
Lane	1-2	1	75	26	2	2	1	0	3	7	3	0	0	0	0	1	121
08:00																	
Lane	1	0	52	16	2	1	1	0	0	0	0	0	0	0	0	0	72
	2	0	31	10	2	5	0	1	3	3	5	0	0	0	0	0	60
=====																	
Lane	1-2	0	83	26	4	6	1	1	3	3	5	0	0	0	0	0	132
=====																	
Hourly Totals		3	280	92	11	11	7	1	11	26	14	0	0	1	0	1	458
08:15																	
Lane	1	0	34	7	1	2	0	0	0	1	0	0	0	0	0	0	45
	2	0	44	12	3	2	1	1	3	3	1	0	0	0	0	0	70
=====																	
Lane	1-2	0	78	19	4	4	1	1	3	4	1	0	0	0	0	0	115



08:30																	
Lane	1	0	29	11	2	2	1	0	0	2	0	0	0	0	0	0	47
	2	4	32	8	1	0	4	1	0	9	4	0	0	0	0	0	63
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	4	61	19	3	2	5	1	0	11	4	0	0	0	0	0	110
08:45																	
Lane	1	0	46	10	0	4	0	0	0	1	0	0	0	0	0	0	61
	2	1	33	20	1	2	1	1	1	9	2	0	0	0	0	1	72
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	79	30	1	6	1	1	1	10	2	0	0	0	0	1	133
09:00																	
Lane	1	0	31	7	2	3	1	0	2	4	0	0	0	0	0	0	50
	2	1	31	17	0	3	3	0	2	6	0	0	0	1	0	0	64
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	62	24	2	6	4	0	4	10	0	0	0	1	0	0	114
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		6	280	92	10	18	11	3	8	35	7	0	0	1	0	1	472
09:15																	
Lane	1	2	32	15	0	0	0	0	0	0	0	0	0	0	0	0	49
	2	0	34	12	0	1	5	0	1	8	0	0	0	1	0	0	62
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	66	27	0	1	5	0	1	8	0	0	0	1	0	0	111
09:30																	
Lane	1	0	41	11	1	2	1	0	0	0	1	0	0	0	0	0	57
	2	3	33	14	0	3	2	1	1	9	1	0	0	1	0	1	69
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	74	25	1	5	3	1	1	9	2	0	0	1	0	1	126
09:45																	
Lane	1	0	29	14	0	1	0	0	1	2	0	0	0	0	0	0	47
	2	2	38	16	0	6	2	0	2	8	0	0	0	0	0	0	74
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	67	30	0	7	2	0	3	10	0	0	0	0	0	0	121
10:00																	
Lane	1	0	49	22	1	2	0	0	0	1	0	0	0	0	0	0	75
	2	3	45	10	3	2	2	1	1	8	2	0	0	1	0	0	78
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	94	32	4	4	2	1	1	9	2	0	0	1	0	0	153
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		10	301	114	5	17	12	2	6	36	4	0	0	3	0	1	511
10:15																	
Lane	1	0	39	11	0	1	1	0	0	0	0	0	0	0	0	0	52
	2	0	27	16	0	2	2	0	2	7	1	0	0	0	0	1	58
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	66	27	0	3	3	0	2	7	1	0	0	0	0	1	110
10:30																	
Lane	1	2	34	10	0	3	0	0	1	0	0	0	0	0	0	0	50
	2	1	38	10	0	3	2	0	0	7	1	0	0	0	0	1	63
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	72	20	0	6	2	0	1	7	1	0	0	0	0	1	113

10:45																	
Lane	1	0	29	10	1	2	0	0	2	1	0	0	0	0	0	0	45
	2	0	46	12	0	2	0	1	2	6	3	0	0	0	0	0	72
=====																	
Lane	1-2	0	75	22	1	4	0	1	4	7	3	0	0	0	0	0	117
11:00																	
Lane	1	0	33	17	2	2	3	0	1	0	0	0	0	0	0	0	58
	2	5	42	13	0	1	1	0	2	14	1	0	0	0	0	0	79
=====																	
Lane	1-2	5	75	30	2	3	4	0	3	14	1	0	0	0	0	0	137
=====																	
Hourly Totals		8	288	99	3	16	9	1	10	35	6	0	0	0	0	2	477
11:15																	
Lane	1	2	31	9	1	0	1	2	1	1	0	0	0	0	0	0	48
	2	0	44	13	2	3	0	0	3	12	0	0	0	0	0	0	77
=====																	
Lane	1-2	2	75	22	3	3	1	2	4	13	0	0	0	0	0	0	125
11:30																	
Lane	1	0	34	14	0	1	0	0	0	2	0	0	0	0	0	0	51
	2	3	41	13	0	4	2	0	1	7	2	0	0	0	0	0	73
=====																	
Lane	1-2	3	75	27	0	5	2	0	1	9	2	0	0	0	0	0	124
11:45																	
Lane	1	2	39	14	1	2	1	0	1	1	0	0	0	0	0	0	61
	2	3	28	16	1	7	2	0	0	12	0	0	0	0	0	0	69
=====																	
Lane	1-2	5	67	30	2	9	3	0	1	13	0	0	0	0	0	0	130
12:00																	
Lane	1	1	51	16	2	6	0	0	0	2	0	0	0	0	0	0	78
	2	2	27	20	1	5	3	0	1	10	3	0	0	1	0	0	73
=====																	
Lane	1-2	3	78	36	3	11	3	0	1	12	3	0	0	1	0	0	151
=====																	
Hourly Totals		13	295	115	8	28	9	2	7	47	5	0	0	1	0	0	530
12:15																	
Lane	1	0	32	11	0	3	2	0	0	0	1	0	0	0	0	0	49
	2	1	50	8	1	5	3	0	1	10	2	0	0	0	0	0	81
=====																	
Lane	1-2	1	82	19	1	8	5	0	1	10	3	0	0	0	0	0	130
12:30																	
Lane	1	4	41	17	0	4	0	0	0	1	0	0	0	0	0	0	67
	2	2	41	13	0	4	2	1	1	8	0	0	0	0	0	1	73
=====																	
Lane	1-2	6	82	30	0	8	2	1	1	9	0	0	0	0	0	1	140
12:45																	
Lane	1	0	46	13	0	4	0	0	1	2	0	0	0	0	0	0	66
	2	0	45	14	0	4	3	0	2	8	0	0	0	0	0	0	76
=====																	
Lane	1-2	0	91	27	0	8	3	0	3	10	0	0	0	0	0	0	142

13:00																	
Lane	1	1	39	12	2	2	0	0	0	1	0	0	0	0	0	0	57
	2	1	35	19	0	1	3	0	2	4	0	0	0	1	0	0	66
=====																	
Lane	1-2	2	74	31	2	3	3	0	2	5	0	0	0	1	0	0	123
=====																	
Hourly Totals		9	329	107	3	27	13	1	7	34	3	0	0	1	0	1	535
13:15																	
Lane	1	3	42	15	0	1	1	0	0	1	0	0	0	0	0	0	63
	2	1	37	13	0	4	1	0	1	7	1	0	0	0	0	0	65
=====																	
Lane	1-2	4	79	28	0	5	2	0	1	8	1	0	0	0	0	0	128
13:30																	
Lane	1	0	38	9	1	2	0	0	0	0	0	0	0	0	0	0	50
	2	0	42	14	1	4	4	0	0	4	0	0	0	0	0	0	69
=====																	
Lane	1-2	0	80	23	2	6	4	0	0	4	0	0	0	0	0	0	119
13:45																	
Lane	1	1	44	13	0	1	0	0	0	0	0	0	0	0	0	0	59
	2	1	34	14	2	3	4	1	1	7	0	0	0	0	0	0	67
=====																	
Lane	1-2	2	78	27	2	4	4	1	1	7	0	0	0	0	0	0	126
14:00																	
Lane	1	1	21	11	0	3	0	0	2	3	0	0	0	0	0	0	41
	2	2	30	12	2	4	2	0	0	4	1	0	0	0	0	0	57
=====																	
Lane	1-2	3	51	23	2	7	2	0	2	7	1	0	0	0	0	0	98
=====																	
Hourly Totals		9	288	101	6	22	12	1	4	26	2	0	0	0	0	0	471
14:15																	
Lane	1	0	34	7	1	2	1	0	0	0	0	0	0	0	0	0	45
	2	1	35	19	0	5	3	0	2	6	0	0	0	0	0	1	72
=====																	
Lane	1-2	1	69	26	1	7	4	0	2	6	0	0	0	0	0	1	117
14:30																	
Lane	1	2	35	12	1	2	0	0	0	4	0	0	0	0	0	0	56
	2	2	32	14	0	4	1	1	1	6	0	0	0	0	0	1	62
=====																	
Lane	1-2	4	67	26	1	6	1	1	1	10	0	0	0	0	0	1	118
14:45																	
Lane	1	1	37	14	1	2	0	0	0	0	1	0	0	0	0	0	56
	2	1	46	18	0	5	1	1	1	8	0	0	0	0	0	0	81
=====																	
Lane	1-2	2	83	32	1	7	1	1	1	8	1	0	0	0	0	0	137
15:00																	
Lane	1	1	43	19	0	3	0	0	1	0	0	0	0	0	0	0	67
	2	1	38	13	1	3	0	0	0	5	0	0	0	0	0	0	61
=====																	
Lane	1-2	2	81	32	1	6	0	0	1	5	0	0	0	0	0	0	128









	2	0	6	3	0	0	0	0	1	3	0	0	0	0	0	13	
===== Lane	1-2	0	9	3	0	1	0	0	1	3	0	0	0	0	0	17	
===== Hourly Totals		6	59	11	0	2	4	0	1	18	1	0	0	0	0	102	
===== 24 Hour Totals		145	5279	1778	87	344	137	21	135	552	69	6	1	9	0	21	8584
===== Daily Totals		145	5279	1778	87	344	137	21	135	552	69	6	1	9	0	21	8584
===== Percentages		1.69	61.50	20.71	1.01	4.01	1.60	0.24	1.57	6.43	0.80	0.07	0.01	0.10	0.00	0.24	

---



Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0406004.PRN

-----  
 Sta: 000004031104                      Id: 000065320002                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Wed - Apr 06, 2011 at 00:00                      End: Wed - Apr 06, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 east of Bronson Blvd/Windmere Rd                      File: D0406004.PRN  
 Ln1-West    Ln2-West  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	203	5424	1802	64	337	174	24	184	535	70	6	1	4	0	12	8840
Percentages	2.30	61.36	20.38	0.72	3.81	1.97	0.27	2.08	6.05	0.79	0.07	0.01	0.05	0.00	0.14	

Lane	1	2	Total
Grand Totals	4317	4523	8840
Percentages	48.83	51.17	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 11-12	17	362	113	4	25	15	1	12	41	6	0	0	0	0	0	596
Percentages	8.37	6.67	6.27	6.25	7.42	8.62	4.17	6.52	7.66	8.57	0.00	0.00	0.00	0.00	0.00	6.74
Pm Hour 15-16	14	412	145	4	24	13	0	7	33	9	0	0	0	0	1	662
Percentages	6.90	7.60	8.05	6.25	7.12	7.47	0.00	3.80	6.17	12.86	0.00	0.00	0.00	0.00	8.33	7.49

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0406004.PRN

-----  
 Sta: 000004031104                      Id: 000065320002                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Wed - Apr 06, 2011 at 00:00                      End: Wed - Apr 06, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 east of Bronson Blvd/Windmere Rd                      File: D0406004.PRN  
 Ln1-West    Ln2-West  
 -----

Wed - Apr 6, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
-----																
00:15																
Lane	1	1	6	0	0	0	1	0	0	0	0	0	0	0	0	8
	2	0	4	1	0	0	0	0	0	3	0	0	0	0	0	8
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	10	1	0	0	1	0	0	3	0	0	0	0	0	16
00:30																
Lane	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	3	3	0	0	0	0	0	1	0	0	0	0	0	8
00:45																
Lane	1	0	4	0	0	1	0	0	0	2	0	0	0	0	0	7
	2	0	4	1	0	0	0	0	1	3	0	0	0	0	0	9
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	8	1	0	1	0	0	1	5	0	0	0	0	0	16
01:00																
Lane	1	0	6	2	0	0	0	0	1	0	0	0	0	0	0	9
	2	1	2	1	0	0	1	0	0	0	0	0	0	0	0	5
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	8	3	0	0	1	0	1	0	0	0	0	0	0	14
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		3	29	8	0	1	2	0	2	9	0	0	0	0	0	54
-----																
01:15																
Lane	1	0	3	2	0	0	0	0	0	2	0	0	0	0	0	7
	2	0	6	1	0	0	0	0	0	2	0	0	0	0	0	9
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	9	3	0	0	0	0	0	4	0	0	0	0	0	16
01:30																
Lane	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
	2	0	3	0	0	1	0	0	0	2	0	0	0	0	0	6
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	5	1	0	2	0	0	0	2	0	0	0	0	0	10
01:45																
Lane	1	1	3	0	0	0	1	0	0	0	0	0	0	0	0	5
	2	0	6	1	0	1	1	0	0	2	0	0	0	0	0	11

=====																	
Lane	1-2	1	9	1	0	1	2	0	0	2	0	0	0	0	0	0	16
02:00																	
Lane	1	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
	2	0	7	1	0	0	0	0	0	3	0	0	0	0	0	0	11
=====																	
Lane	1-2	0	12	1	0	0	0	0	0	4	0	0	0	0	0	0	17
=====																	
Hourly Totals		1	35	6	0	3	2	0	0	12	0	0	0	0	0	0	59
02:15																	
Lane	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
=====																	
Lane	1-2	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	10
02:30																	
Lane	1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	3	0	0	0	0	0	0	5	0	0	0	0	0	0	8
=====																	
Lane	1-2	0	8	2	0	0	0	0	0	5	0	0	0	0	0	0	15
02:45																	
Lane	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
	2	0	2	1	0	0	0	0	0	4	0	0	0	0	0	0	7
=====																	
Lane	1-2	0	3	3	0	1	0	0	0	4	0	0	0	0	0	0	11
03:00																	
Lane	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	1	2	1	1	0	0	0	0	1	0	0	0	0	0	0	6
=====																	
Lane	1-2	1	10	2	1	0	0	0	0	1	0	0	0	0	0	0	15
=====																	
Hourly Totals		1	30	7	1	2	0	0	0	10	0	0	0	0	0	0	51
03:15																	
Lane	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	2	1	2	0	0	1	0	0	1	3	0	0	0	0	0	0	8
=====																	
Lane	1-2	1	4	0	0	1	0	0	1	4	0	0	0	0	0	0	11
03:30																	
Lane	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	2	1	0	0	0	0	1	3	0	0	0	0	0	0	7
=====																	
Lane	1-2	0	5	2	0	0	0	0	1	3	0	0	0	0	0	0	11
03:45																	
Lane	1	1	6	1	0	1	1	0	0	0	0	0	0	0	0	0	10
	2	0	7	0	1	1	0	0	3	3	0	0	0	0	0	0	15
=====																	
Lane	1-2	1	13	1	1	2	1	0	3	3	0	0	0	0	0	0	25
04:00																	
Lane	1	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	7
	2	1	8	3	0	0	1	0	2	3	0	0	0	0	0	0	18

===== Lane	1-2	1	11	6	0	1	1	0	2	3	0	0	0	0	0	25
===== Hourly Totals		3	33	9	1	4	2	0	7	13	0	0	0	0	0	72
04:15																
Lane	1	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
	2	0	7	2	0	2	0	0	3	2	0	0	0	0	0	16
===== Lane	1-2	0	14	3	0	3	0	0	3	2	0	0	0	0	0	25
04:30																
Lane	1	0	16	5	0	1	0	0	0	1	0	0	0	0	0	23
	2	0	8	4	0	0	0	0	0	2	0	0	0	0	0	14
===== Lane	1-2	0	24	9	0	1	0	0	0	3	0	0	0	0	0	37
04:45																
Lane	1	0	27	8	0	0	0	0	0	0	0	0	0	0	0	35
	2	0	21	3	0	0	0	0	0	2	1	0	0	0	0	27
===== Lane	1-2	0	48	11	0	0	0	0	0	2	1	0	0	0	0	62
05:00																
Lane	1	0	19	9	0	0	0	0	1	5	0	0	0	0	0	34
	2	0	14	6	0	0	0	0	0	1	1	0	0	0	0	22
===== Lane	1-2	0	33	15	0	0	0	0	1	6	1	0	0	0	0	56
===== Hourly Totals		0	119	38	0	4	0	0	4	13	2	0	0	0	0	180
05:15																
Lane	1	1	11	5	0	2	1	0	0	2	0	0	0	0	0	22
	2	0	8	4	0	2	0	0	2	3	1	1	0	0	0	21
===== Lane	1-2	1	19	9	0	4	1	0	2	5	1	1	0	0	0	43
05:30																
Lane	1	0	22	7	0	1	0	0	0	0	0	0	0	0	0	30
	2	0	16	2	0	1	0	0	0	4	1	0	0	0	0	24
===== Lane	1-2	0	38	9	0	2	0	0	0	4	1	0	0	0	0	54
05:45																
Lane	1	0	15	8	0	3	0	0	0	0	2	0	0	0	0	28
	2	1	8	12	0	0	0	0	1	0	0	0	0	0	1	23
===== Lane	1-2	1	23	20	0	3	0	0	1	0	2	0	0	0	1	51
06:00																
Lane	1	0	26	9	0	2	0	0	2	3	0	0	0	0	0	42
	2	0	7	13	0	2	0	0	3	2	1	0	0	0	0	28
===== Lane	1-2	0	33	22	0	4	0	0	5	5	1	0	0	0	0	70
===== Hourly Totals		2	113	60	0	13	1	0	8	14	5	1	0	0	1	218

06:15																	
Lane	1	0	26	21	0	5	0	0	1	2	0	0	0	0	0	0	55
	2	1	24	8	1	1	2	0	3	2	0	0	0	0	0	0	42
=====																	
Lane	1-2	1	50	29	1	6	2	0	4	4	0	0	0	0	0	0	97
06:30																	
Lane	1	0	38	16	0	1	0	0	7	2	0	0	0	0	0	0	64
	2	1	31	12	0	2	0	0	4	4	0	0	0	0	0	0	54
=====																	
Lane	1-2	1	69	28	0	3	0	0	11	6	0	0	0	0	0	0	118
06:45																	
Lane	1	0	40	13	0	5	0	0	3	3	0	0	0	0	0	0	64
	2	1	24	14	0	1	3	0	4	9	1	0	0	0	0	0	57
=====																	
Lane	1-2	1	64	27	0	6	3	0	7	12	1	0	0	0	0	0	121
07:00																	
Lane	1	0	38	15	0	0	0	0	2	1	3	0	0	0	0	0	59
	2	0	27	8	1	2	0	0	0	8	2	0	0	0	0	0	48
=====																	
Lane	1-2	0	65	23	1	2	0	0	2	9	5	0	0	0	0	0	107
=====																	
Hourly Totals		3	248	107	2	17	5	0	24	31	6	0	0	0	0	0	443
07:15																	
Lane	1	0	46	17	1	4	0	0	1	2	0	0	0	0	0	0	71
	2	2	53	9	0	1	3	1	1	1	1	0	0	0	0	1	73
=====																	
Lane	1-2	2	99	26	1	5	3	1	2	3	1	0	0	0	0	1	144
07:30																	
Lane	1	0	60	19	0	1	0	0	0	4	1	0	0	0	0	0	85
	2	4	37	15	1	3	1	1	5	5	1	0	0	0	0	0	73
=====																	
Lane	1-2	4	97	34	1	4	1	1	5	9	2	0	0	0	0	0	158
07:45																	
Lane	1	0	49	12	0	2	0	0	1	4	0	0	0	0	0	0	68
	2	1	52	15	0	1	2	1	1	3	0	0	0	0	0	0	76
=====																	
Lane	1-2	1	101	27	0	3	2	1	2	7	0	0	0	0	0	0	144
08:00																	
Lane	1	0	43	18	0	1	2	0	1	4	0	0	0	0	0	0	69
	2	0	45	12	1	2	2	0	3	2	0	0	0	0	0	0	67
=====																	
Lane	1-2	0	88	30	1	3	4	0	4	6	0	0	0	0	0	0	136
=====																	
Hourly Totals		7	385	117	3	15	10	3	13	25	3	0	0	0	0	1	582
08:15																	
Lane	1	3	48	12	0	1	2	0	0	1	0	0	0	0	0	0	67
	2	6	47	12	0	7	5	0	4	4	0	0	0	0	0	0	85
=====																	
Lane	1-2	9	95	24	0	8	7	0	4	5	0	0	0	0	0	0	152

08:30																	
Lane	1	1	43	22	0	1	1	0	1	0	0	0	0	0	0	0	69
	2	3	36	15	2	2	3	0	1	2	3	0	0	0	0	0	67
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	4	79	37	2	3	4	0	2	2	3	0	0	0	0	0	136
08:45																	
Lane	1	0	33	10	0	3	0	0	1	1	0	0	0	0	0	0	48
	2	0	29	11	1	2	2	1	2	1	2	0	0	0	0	0	51
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	62	21	1	5	2	1	3	2	2	0	0	0	0	0	99
09:00																	
Lane	1	1	37	7	1	4	1	1	1	3	0	0	0	0	0	0	56
	2	0	48	10	3	2	0	0	3	5	1	0	0	0	0	1	73
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	85	17	4	6	1	1	4	8	1	0	0	0	0	1	129
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		14	321	99	7	22	14	2	13	17	6	0	0	0	0	1	516
09:15																	
Lane	1	4	30	10	0	2	1	0	1	2	0	0	0	0	0	0	50
	2	1	45	18	0	3	1	1	3	4	5	0	0	0	0	0	81
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	5	75	28	0	5	2	1	4	6	5	0	0	0	0	0	131
09:30																	
Lane	1	2	40	18	2	3	0	0	0	2	0	0	0	0	0	0	67
	2	6	37	13	0	5	2	1	3	10	1	0	0	0	0	2	80
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	8	77	31	2	8	2	1	3	12	1	0	0	0	0	2	147
09:45																	
Lane	1	0	38	13	1	4	0	0	1	4	0	0	0	0	0	0	61
	2	5	38	19	0	0	4	0	4	4	3	0	0	0	0	0	77
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	5	76	32	1	4	4	0	5	8	3	0	0	0	0	0	138
10:00																	
Lane	1	0	48	13	0	4	0	0	0	5	0	0	0	0	0	0	70
	2	1	30	9	2	4	3	1	2	7	2	0	0	0	0	1	62
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	78	22	2	8	3	1	2	12	2	0	0	0	0	1	132
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		19	306	113	5	25	11	3	14	38	11	0	0	0	0	3	548
10:15																	
Lane	1	1	38	18	1	1	2	0	1	7	0	0	0	0	0	0	69
	2	4	34	13	0	0	4	0	3	7	1	0	0	0	0	0	66
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	5	72	31	1	1	6	0	4	14	1	0	0	0	0	0	135
10:30																	
Lane	1	0	43	16	0	2	0	0	0	4	0	0	0	0	0	0	65
	2	1	34	13	0	4	3	0	4	5	2	0	0	0	0	1	67
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	77	29	0	6	3	0	4	9	2	0	0	0	0	1	132

10:45																	
Lane	1	0	40	18	0	1	0	0	0	5	1	0	0	0	0	0	65
	2	1	38	15	1	2	1	1	0	6	1	0	0	0	0	0	66
=====																	
Lane	1-2	1	78	33	1	3	1	1	0	11	2	0	0	0	0	0	131
11:00																	
Lane	1	2	42	18	0	2	0	0	0	2	0	0	0	0	0	0	66
	2	0	28	14	0	4	0	1	0	8	0	0	0	0	0	0	55
=====																	
Lane	1-2	2	70	32	0	6	0	1	0	10	0	0	0	0	0	0	121
=====																	
Hourly Totals		9	297	125	2	16	10	2	8	44	5	0	0	0	0	1	519
11:15																	
Lane	1	1	49	15	0	4	2	0	1	5	0	0	0	0	0	0	77
	2	0	29	12	1	2	2	1	3	7	1	0	0	0	0	0	58
=====																	
Lane	1-2	1	78	27	1	6	4	1	4	12	1	0	0	0	0	0	135
11:30																	
Lane	1	4	50	18	0	2	2	0	0	3	0	0	0	0	0	0	79
	2	2	43	7	1	5	3	0	3	7	2	0	0	0	0	0	73
=====																	
Lane	1-2	6	93	25	1	7	5	0	3	10	2	0	0	0	0	0	152
11:45																	
Lane	1	0	59	17	0	2	0	0	0	2	0	0	0	0	0	0	80
	2	6	43	13	1	2	2	0	2	12	1	0	0	0	0	0	82
=====																	
Lane	1-2	6	102	30	1	4	2	0	2	14	1	0	0	0	0	0	162
12:00																	
Lane	1	1	45	13	0	6	1	0	0	2	0	0	0	0	0	0	68
	2	3	44	18	1	2	3	0	3	3	2	0	0	0	0	0	79
=====																	
Lane	1-2	4	89	31	1	8	4	0	3	5	2	0	0	0	0	0	147
=====																	
Hourly Totals		17	362	113	4	25	15	1	12	41	6	0	0	0	0	0	596
12:15																	
Lane	1	4	47	9	0	3	0	1	0	3	0	0	0	0	0	0	67
	2	1	37	17	0	3	2	0	2	6	0	0	0	0	0	0	68
=====																	
Lane	1-2	5	84	26	0	6	2	1	2	9	0	0	0	0	0	0	135
12:30																	
Lane	1	0	59	17	0	3	0	0	1	6	0	0	0	0	0	0	86
	2	3	51	13	1	7	5	1	0	3	1	0	0	1	0	0	86
=====																	
Lane	1-2	3	110	30	1	10	5	1	1	9	1	0	0	1	0	0	172
12:45																	
Lane	1	0	46	12	1	2	0	0	1	4	0	0	0	0	0	0	66
	2	2	47	11	2	1	5	1	2	7	0	0	0	0	0	0	78
=====																	
Lane	1-2	2	93	23	3	3	5	1	3	11	0	0	0	0	0	0	144

13:00																	
Lane	1	0	40	13	0	4	0	0	0	2	1	0	0	0	0	0	60
	2	0	42	17	1	4	2	0	2	5	1	0	0	0	0	0	74
=====																	
Lane	1-2	0	82	30	1	8	2	0	2	7	2	0	0	0	0	0	134
=====																	
Hourly Totals		10	369	109	5	27	14	3	8	36	3	0	0	1	0	0	585
13:15																	
Lane	1	7	40	13	0	3	2	0	2	5	0	0	0	0	0	0	72
	2	7	38	12	1	1	5	1	3	10	2	0	0	0	0	0	80
=====																	
Lane	1-2	14	78	25	1	4	7	1	5	15	2	0	0	0	0	0	152
13:30																	
Lane	1	1	42	11	0	2	0	0	0	2	0	0	0	0	0	0	58
	2	5	34	11	0	2	4	0	0	6	0	0	0	0	0	0	62
=====																	
Lane	1-2	6	76	22	0	4	4	0	0	8	0	0	0	0	0	0	120
13:45																	
Lane	1	1	53	11	0	2	0	0	0	3	0	0	0	0	0	0	70
	2	4	34	19	0	3	4	1	4	5	0	0	0	0	0	0	74
=====																	
Lane	1-2	5	87	30	0	5	4	1	4	8	0	0	0	0	0	0	144
14:00																	
Lane	1	1	49	19	0	6	0	0	4	1	1	0	0	0	0	0	81
	2	3	35	16	0	4	3	0	5	7	1	0	0	0	0	0	74
=====																	
Lane	1-2	4	84	35	0	10	3	0	9	8	2	0	0	0	0	0	155
=====																	
Hourly Totals		29	325	112	1	23	18	2	18	39	4	0	0	0	0	0	571
14:15																	
Lane	1	0	43	10	0	3	0	0	0	2	1	0	0	0	0	0	59
	2	2	30	9	2	4	3	0	1	8	1	0	0	0	0	0	60
=====																	
Lane	1-2	2	73	19	2	7	3	0	1	10	2	0	0	0	0	0	119
14:30																	
Lane	1	1	35	15	0	2	1	0	1	3	0	0	0	0	0	0	58
	2	5	38	6	1	3	3	0	1	6	1	0	0	1	0	0	65
=====																	
Lane	1-2	6	73	21	1	5	4	0	2	9	1	0	0	1	0	0	123
14:45																	
Lane	1	3	36	9	0	1	1	0	1	1	0	0	0	0	0	0	52
	2	4	31	13	0	4	5	4	1	3	1	0	0	0	0	0	66
=====																	
Lane	1-2	7	67	22	0	5	6	4	2	4	1	0	0	0	0	0	118
15:00																	
Lane	1	0	31	12	0	3	0	0	1	0	0	0	0	0	0	0	47
	2	1	45	17	0	1	1	0	4	5	1	0	0	0	0	0	75
=====																	
Lane	1-2	1	76	29	0	4	1	0	5	5	1	0	0	0	0	0	122



Hourly Totals		16	289	91	3	21	14	4	10	28	5	0	0	1	0	0	482
15:15																	
Lane	1	2	41	16	0	2	1	0	0	2	0	0	0	0	0	0	64
	2	1	39	14	0	1	1	0	5	5	3	0	0	0	0	0	69
Hourly Totals																	
Lane	1-2	3	80	30	0	3	2	0	5	7	3	0	0	0	0	0	133
15:30																	
Lane	1	2	65	18	0	4	1	0	0	2	0	0	0	0	0	0	92
	2	1	48	17	3	4	3	0	1	5	1	0	0	0	0	0	83
Hourly Totals																	
Lane	1-2	3	113	35	3	8	4	0	1	7	1	0	0	0	0	0	175
15:45																	
Lane	1	4	68	26	0	4	1	0	0	2	0	0	0	0	0	0	105
	2	2	52	18	1	3	1	0	1	12	3	0	0	0	0	0	93
Hourly Totals																	
Lane	1-2	6	120	44	1	7	2	0	1	14	3	0	0	0	0	0	198
16:00																	
Lane	1	0	61	12	0	2	0	0	0	2	0	0	0	0	0	0	77
	2	2	38	24	0	4	5	0	0	3	2	0	0	0	0	1	79
Hourly Totals																	
Lane	1-2	2	99	36	0	6	5	0	0	5	2	0	0	0	0	1	156
Hourly Totals		14	412	145	4	24	13	0	7	33	9	0	0	0	0	1	662
16:15																	
Lane	1	0	49	12	2	3	1	0	0	3	0	0	0	0	0	0	70
	2	4	34	21	2	5	1	1	1	4	0	0	0	0	0	0	73
Hourly Totals																	
Lane	1-2	4	83	33	4	8	2	1	1	7	0	0	0	0	0	0	143
16:30																	
Lane	1	2	58	11	0	2	0	0	1	3	0	0	0	0	0	0	77
	2	3	40	14	1	8	3	1	0	6	0	0	0	0	0	0	76
Hourly Totals																	
Lane	1-2	5	98	25	1	10	3	1	1	9	0	0	0	0	0	0	153
16:45																	
Lane	1	1	54	20	0	5	1	0	0	0	0	0	0	0	0	0	81
	2	2	52	8	1	1	3	1	3	3	0	0	0	0	0	0	74
Hourly Totals																	
Lane	1-2	3	106	28	1	6	4	1	3	3	0	0	0	0	0	0	155
17:00																	
Lane	1	0	67	22	0	3	0	0	0	0	0	0	0	0	0	0	92
	2	4	34	17	6	6	2	0	0	9	1	0	0	0	0	0	79
Hourly Totals																	
Lane	1-2	4	101	39	6	9	2	0	0	9	1	0	0	0	0	0	171
Hourly Totals		16	388	125	12	33	11	3	5	28	1	0	0	0	0	0	622
17:15																	
Lane	1	0	46	18	1	1	0	0	0	2	0	0	0	0	0	0	68



	2	1	26	8	1	2	2	1	0	4	0	2	0	0	0	47
19:45	Lane 1-2	3	48	15	1	2	2	1	0	4	0	2	0	0	0	78
	Lane 1	0	23	7	0	0	0	0	1	2	0	0	0	0	0	33
	Lane 2	1	31	9	0	0	3	0	2	7	0	0	0	0	0	53
20:00	Lane 1-2	1	54	16	0	0	3	0	3	9	0	0	0	0	0	86
	Lane 1	0	23	6	0	1	0	0	0	0	0	0	0	0	0	30
	Lane 2	0	22	8	0	1	1	0	0	5	0	0	0	0	0	37
	Lane 1-2	0	45	14	0	2	1	0	0	5	0	0	0	0	0	67
Hourly Totals		7	206	69	3	6	8	1	5	22	0	2	0	0	0	330
20:15	Lane 1	0	19	7	0	3	0	0	0	0	0	0	0	0	0	29
	Lane 2	1	31	7	0	1	2	0	1	5	0	0	0	0	0	48
20:30	Lane 1-2	1	50	14	0	4	2	0	1	5	0	0	0	0	0	77
	Lane 1	0	22	7	0	2	0	0	1	1	0	0	0	0	0	33
	Lane 2	2	20	10	0	2	0	0	0	6	0	0	0	0	0	40
20:45	Lane 1-2	2	42	17	0	4	0	0	1	7	0	0	0	0	0	73
	Lane 1	0	21	3	0	2	0	0	0	1	0	0	0	0	0	27
	Lane 2	0	29	10	0	1	0	0	1	3	1	0	0	0	0	45
21:00	Lane 1-2	0	50	13	0	3	0	0	1	4	1	0	0	0	0	72
	Lane 1	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
	Lane 2	1	19	5	0	1	1	0	2	0	0	0	0	0	0	29
	Lane 1-2	1	40	7	0	1	1	0	2	0	0	0	0	0	0	52
Hourly Totals		4	182	51	0	12	3	0	5	16	1	0	0	0	0	274
21:15	Lane 1	0	20	6	0	2	0	0	0	3	0	0	0	0	0	31
	Lane 2	1	21	3	0	2	1	0	0	5	0	0	0	0	0	33
21:30	Lane 1-2	1	41	9	0	4	1	0	0	8	0	0	0	0	0	64
	Lane 1	0	18	7	1	2	0	0	0	1	0	0	0	0	0	29
	Lane 2	1	18	6	0	1	1	0	1	1	0	0	0	0	0	29
21:45	Lane 1-2	1	36	13	1	3	1	0	1	2	0	0	0	0	0	58
	Lane 1	0	17	6	0	0	0	0	2	0	0	0	0	0	0	25

	2	1	16	4	1	0	0	0	0	2	0	0	0	0	0	24
22:00	Lane 1-2	1	33	10	1	0	0	0	2	2	0	0	0	0	0	49
	Lane 1	0	11	4	0	2	0	0	1	0	0	0	0	0	0	18
	Lane 2	0	16	8	0	2	1	0	0	2	0	0	0	0	0	29
	Lane 1-2	0	27	12	0	4	1	0	1	2	0	0	0	0	0	47
Hourly Totals		3	137	44	2	11	3	0	4	14	0	0	0	0	0	218
22:15	Lane 1	0	20	6	0	0	0	0	0	1	0	0	0	0	0	27
	Lane 2	1	17	6	0	0	1	0	1	0	1	0	0	0	0	27
22:30	Lane 1-2	1	37	12	0	0	1	0	1	1	1	0	0	0	0	54
	Lane 1	0	10	2	0	0	0	0	0	1	0	0	0	0	0	13
	Lane 2	0	13	4	0	1	1	0	0	4	0	0	0	0	0	23
22:45	Lane 1-2	0	23	6	0	1	1	0	0	5	0	0	0	0	0	36
	Lane 1	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
	Lane 2	0	12	1	0	0	1	0	0	2	0	0	0	0	0	16
23:00	Lane 1-2	0	33	3	0	0	1	0	0	2	0	0	0	0	0	39
	Lane 1	1	8	2	0	0	1	0	0	1	0	0	0	0	0	13
	Lane 2	1	11	3	0	2	1	0	0	1	0	0	0	0	0	19
Hourly Totals	Lane 1-2	2	19	5	0	2	2	0	0	2	0	0	0	0	0	32
Hourly Totals		3	112	26	0	3	5	0	1	10	1	0	0	0	0	161
23:15	Lane 1	0	12	3	0	0	0	0	1	0	0	0	0	0	0	16
	Lane 2	0	10	5	0	0	0	0	0	1	1	0	0	1	0	18
23:30	Lane 1-2	0	22	8	0	0	0	0	1	1	1	0	0	1	0	34
	Lane 1	0	16	3	0	0	0	0	0	0	0	0	1	0	0	20
	Lane 2	0	7	4	0	2	0	0	0	1	0	0	0	0	0	14
23:45	Lane 1-2	0	23	7	0	2	0	0	0	1	0	0	1	0	0	34
	Lane 1	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
	Lane 2	1	9	2	0	0	1	0	0	5	0	1	0	0	0	19
24:00	Lane 1-2	1	18	3	0	0	1	0	0	5	0	1	0	0	0	29
	Lane 1	1	5	0	0	0	1	0	0	1	0	0	0	0	0	8

	2	0	3	1	0	1	0	0	0	0	0	1	0	0	0	0	6
===== Lane	1-2	1	8	1	0	1	1	0	0	1	0	1	0	0	0	0	14
===== Hourly Totals		2	71	19	0	3	2	0	1	8	1	2	1	1	0	0	111
===== 24 Hour Totals		203	5424	1802	64	337	174	24	184	535	70	6	1	4	0	12	8840
===== Daily Totals		203	5424	1802	64	337	174	24	184	535	70	6	1	4	0	12	8840
===== Percentages		2.30	61.36	20.38	0.72	3.81	1.97	0.27	2.08	6.05	0.79	0.07	0.01	0.05	0.00	0.14	

---

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0407003.PRN

-----  
 Sta: 000004031103                      Id: 000065310007                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Thu - Apr 07, 2011 at 00:00                      End: Thu - Apr 07, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 east of Bronson Blvd/Windmere Rd                      File: D0407003.PRN  
 Ln1-East    Ln2-East  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	199	5256	1716	92	333	132	43	156	581	64	7	0	19	0	25	8623
Percentages	2.31	60.95	19.90	1.07	3.86	1.53	0.50	1.81	6.74	0.74	0.08	0.00	0.22	0.00	0.29	

Lane	1	2	Total
Grand Totals	3761	4862	8623
Percentages	43.62	56.38	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 11-12	12	266	108	6	21	11	4	7	43	1	0	0	1	0	2	482
Percentages	6.03	5.06	6.29	6.52	6.31	8.33	9.30	4.49	7.40	1.56	0.00	0.00	5.26	0.00	8.00	5.59
Pm Hour 16-17	20	442	126	14	29	9	7	7	28	3	0	0	3	0	5	693
Percentages	10.05	8.41	7.34	15.22	8.71	6.82	16.28	4.49	4.82	4.69	0.00	0.00	15.79	0.00	20.00	8.04

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0407003.PRN

Sta: 000004031103      Id: 000065310007      Cid: 01      Fmt: 300 - Imperial      Int: 15 Min.  
Start: Thu - Apr 07, 2011 at 00:00      End: Thu - Apr 07, 2011 at 24:00  
City/Town: Ridge Manor      County: Hernando  
Location: SR 50 east of Bronson Blvd/Windmere Rd      File: D0407003.PRN  
Ln1-East    Ln2-East

Thu - Apr 7, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
00:15																
Lane	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	2	2	6	2	0	0	1	0	0	1	0	0	0	0	0	12
===== Lane	1-2	2	11	3	0	0	1	0	0	1	0	0	0	0	0	18
00:30																
Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	0	10	3	0	0	0	0	0	5	0	0	0	0	0	18
===== Lane	1-2	0	10	3	0	0	0	0	0	5	0	0	0	0	0	18
00:45																
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	1	8	0	0	1	0	0	1	5	0	0	0	0	0	16
===== Lane	1-2	1	10	0	0	1	0	0	1	5	0	0	0	0	0	18
01:00																
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	6	1	0	0	0	0	0	2	0	0	0	0	0	9
===== Lane	1-2	0	7	1	0	0	0	0	0	2	0	0	0	0	0	10
Hourly Totals																
		3	38	7	0	1	1	0	1	13	0	0	0	0	0	64
01:15																
Lane	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	2	0	2	1	0	1	0	0	0	1	0	0	0	0	0	5
===== Lane	1-2	0	2	2	0	2	0	0	0	1	0	0	0	0	0	7
01:30																
Lane	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
	2	0	6	0	0	1	1	0	0	2	0	0	0	0	0	10
===== Lane	1-2	0	8	0	0	1	1	0	0	3	0	0	0	0	0	13
01:45																
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	2	3	1	1	0	1	0	1	3	0	0	0	0	0	12

=====																	
Lane	1-2	2	4	1	1	0	1	0	1	3	0	0	0	0	0	0	13
02:00																	
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	2	5	0	0	0	2	0	0	1	0	0	0	0	0	0	10
=====																	
Lane	1-2	2	9	0	0	0	2	0	0	1	0	0	0	0	0	0	14
=====																	
Hourly Totals		4	23	3	1	3	4	0	1	8	0	0	0	0	0	0	47
02:15																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	3	3	0	0	1	0	0	1	0	0	0	0	0	0	8
=====																	
Lane	1-2	0	4	3	0	0	1	0	0	1	0	0	0	0	0	0	9
02:30																	
Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	0	2	0	0	0	0	0	1	2	0	0	0	0	0	0	5
=====																	
Lane	1-2	0	2	0	0	0	0	0	1	2	0	0	0	0	0	0	5
02:45																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	2	2	0	2	0	0	0	4	0	0	0	0	0	0	10
=====																	
Lane	1-2	0	3	2	0	2	0	0	0	4	0	0	0	0	0	0	11
03:00																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	3	2	0	0	0	0	0	6	0	0	0	1	0	0	12
=====																	
Lane	1-2	0	4	2	0	0	0	0	0	6	0	0	0	1	0	0	13
=====																	
Hourly Totals		0	13	7	0	2	1	0	1	13	0	0	0	1	0	0	38
03:15																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	4	1	0	1	0	0	0	1	0	0	0	0	0	1	8
=====																	
Lane	1-2	0	5	1	0	1	0	0	0	1	0	0	0	0	0	1	9
03:30																	
Lane	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3
	2	0	5	1	0	0	0	0	1	1	1	0	0	0	0	0	9
=====																	
Lane	1-2	1	6	1	0	0	0	0	1	1	1	0	0	1	0	0	12
03:45																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	2	5	3	0	0	2	0	0	4	0	0	0	0	0	0	16
=====																	
Lane	1-2	2	7	3	0	0	2	0	0	4	0	0	0	0	0	0	18
04:00																	
Lane	1	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
	2	3	9	2	0	0	1	0	0	4	0	0	0	0	0	0	19



===== Lane	1-2	3	15	3	0	1	1	0	0	4	0	0	0	0	0	0	27
===== Hourly Totals		6	33	8	0	2	3	0	1	10	1	0	0	1	0	1	66
04:15																	
Lane	1	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
	2	0	10	3	0	0	0	0	0	3	0	0	0	0	0	0	16
===== Lane	1-2	0	12	4	0	0	0	0	1	3	0	0	0	0	0	0	20
04:30																	
Lane	1	1	6	1	1	1	1	0	0	0	0	0	0	0	0	0	11
	2	1	17	3	0	1	1	0	0	3	1	0	0	0	0	0	27
===== Lane	1-2	2	23	4	1	2	2	0	0	3	1	0	0	0	0	0	38
04:45																	
Lane	1	0	15	4	0	1	0	0	4	3	0	0	0	0	0	0	27
	2	1	23	8	1	1	1	0	3	4	1	0	0	2	0	2	47
===== Lane	1-2	1	38	12	1	2	1	0	7	7	1	0	0	2	0	2	74
05:00																	
Lane	1	0	19	7	0	0	0	0	0	1	0	0	0	0	0	0	27
	2	0	30	9	0	0	0	0	2	8	2	0	0	0	0	0	51
===== Lane	1-2	0	49	16	0	0	0	0	2	9	2	0	0	0	0	0	78
===== Hourly Totals		3	122	36	2	4	3	0	10	22	4	0	0	2	0	2	210
05:15																	
Lane	1	0	7	2	0	2	0	0	0	0	2	0	0	0	0	0	13
	2	0	13	10	0	1	0	0	2	5	0	0	0	0	0	0	31
===== Lane	1-2	0	20	12	0	3	0	0	2	5	2	0	0	0	0	0	44
05:30																	
Lane	1	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
	2	1	16	9	1	1	0	0	2	2	0	0	0	0	0	0	32
===== Lane	1-2	1	23	9	1	2	0	0	2	2	0	0	0	0	0	0	40
05:45																	
Lane	1	0	9	7	2	0	0	0	0	0	1	0	0	0	0	0	19
	2	0	17	5	0	2	2	0	3	3	0	0	0	1	0	0	33
===== Lane	1-2	0	26	12	2	2	2	0	3	3	1	0	0	1	0	0	52
06:00																	
Lane	1	0	14	6	0	1	0	0	0	0	0	0	0	0	0	0	21
	2	1	25	11	2	2	0	0	1	2	0	0	0	0	0	0	44
===== Lane	1-2	1	39	17	2	3	0	0	1	2	0	0	0	0	0	0	65
===== Hourly Totals		2	108	50	5	10	2	0	8	12	3	0	0	1	0	0	201

06:15																	
Lane	1	2	14	7	0	4	0	0	2	0	2	0	0	0	0	0	31
	2	5	10	9	1	1	2	0	2	6	0	0	0	0	0	0	36
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	7	24	16	1	5	2	0	4	6	2	0	0	0	0	0	67
06:30																	
Lane	1	0	26	9	0	1	0	0	0	0	0	0	0	0	0	0	36
	2	2	17	11	1	2	1	0	3	12	1	0	0	0	0	0	50
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	43	20	1	3	1	0	3	12	1	0	0	0	0	0	86
06:45																	
Lane	1	0	25	8	0	2	0	0	2	1	0	0	0	0	0	0	38
	2	1	23	18	0	1	1	0	4	7	4	0	0	0	0	0	59
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	48	26	0	3	1	0	6	8	4	0	0	0	0	0	97
07:00																	
Lane	1	0	23	8	0	1	1	0	0	2	2	0	0	0	0	0	37
	2	0	27	14	1	1	2	1	1	6	0	0	0	0	0	0	53
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	0	50	22	1	2	3	1	1	8	2	0	0	0	0	0	90
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		10	165	84	3	13	7	1	14	34	9	0	0	0	0	0	340
07:15																	
Lane	1	1	29	7	0	0	0	0	2	0	1	0	0	0	0	0	40
	2	1	19	5	0	1	0	0	1	6	1	0	0	1	0	0	35
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	2	48	12	0	1	0	0	3	6	2	0	0	1	0	0	75
07:30																	
Lane	1	0	35	10	1	1	0	0	2	1	0	0	0	0	0	0	50
	2	1	25	7	0	2	1	0	7	10	2	0	0	0	0	0	55
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	60	17	1	3	1	0	9	11	2	0	0	0	0	0	105
07:45																	
Lane	1	1	40	14	1	2	0	0	0	0	0	0	0	0	0	0	58
	2	0	29	10	4	1	2	0	3	7	4	0	0	0	0	0	60
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	69	24	5	3	2	0	3	7	4	0	0	0	0	0	118
08:00																	
Lane	1	0	28	15	2	3	1	0	1	0	0	0	0	0	0	0	50
	2	1	33	11	4	2	0	1	0	7	1	0	0	1	0	1	62
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	1	61	26	6	5	1	1	1	7	1	0	0	1	0	1	112
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Hourly Totals		5	238	79	12	12	4	1	16	31	9	0	0	2	0	1	410
08:15																	
Lane	1	0	31	12	0	2	0	0	1	1	0	0	0	0	0	0	47
	2	3	28	11	1	4	2	0	0	6	0	0	0	0	0	0	55
=====		=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Lane	1-2	3	59	23	1	6	2	0	1	7	0	0	0	0	0	0	102

08:30																	
Lane	1	1	42	15	2	1	0	0	0	0	1	0	0	0	0	0	62
	2	3	33	13	1	2	4	1	2	9	1	0	0	0	0	0	69
=====																	
Lane	1-2	4	75	28	3	3	4	1	2	9	2	0	0	0	0	0	131
08:45																	
Lane	1	0	22	8	0	2	0	1	0	0	0	0	0	0	0	0	33
	2	1	25	11	0	3	1	1	4	5	0	0	0	0	0	0	51
=====																	
Lane	1-2	1	47	19	0	5	1	2	4	5	0	0	0	0	0	0	84
09:00																	
Lane	1	0	26	11	1	2	0	0	0	0	0	0	0	0	0	0	40
	2	2	31	18	1	1	6	0	1	8	0	0	0	0	0	0	68
=====																	
Lane	1-2	2	57	29	2	3	6	0	1	8	0	0	0	0	0	0	108
=====																	
Hourly Totals		10	238	99	6	17	13	3	8	29	2	0	0	0	0	0	425
09:15																	
Lane	1	0	20	14	0	0	1	0	0	1	0	0	0	0	0	0	36
	2	2	34	16	0	2	1	1	3	5	1	0	0	0	0	0	65
=====																	
Lane	1-2	2	54	30	0	2	2	1	3	6	1	0	0	0	0	0	101
09:30																	
Lane	1	3	34	15	1	2	0	1	0	1	1	0	0	0	0	0	58
	2	3	38	9	2	3	1	0	3	6	1	0	0	0	0	1	67
=====																	
Lane	1-2	6	72	24	3	5	1	1	3	7	2	0	0	0	0	1	125
09:45																	
Lane	1	0	46	9	1	6	1	0	2	1	0	0	0	0	0	0	66
	2	0	34	13	3	2	0	2	0	5	2	0	0	1	0	0	62
=====																	
Lane	1-2	0	80	22	4	8	1	2	2	6	2	0	0	1	0	0	128
10:00																	
Lane	1	2	27	11	0	0	1	0	0	1	0	0	0	0	0	0	42
	2	2	24	17	0	4	3	0	0	6	1	0	0	1	0	0	58
=====																	
Lane	1-2	4	51	28	0	4	4	0	0	7	1	0	0	1	0	0	100
=====																	
Hourly Totals		12	257	104	7	19	8	4	8	26	6	0	0	2	0	1	454
10:15																	
Lane	1	2	31	11	0	1	1	0	1	0	0	0	0	0	0	0	47
	2	0	32	11	2	1	3	0	0	11	0	0	0	1	0	1	62
=====																	
Lane	1-2	2	63	22	2	2	4	0	1	11	0	0	0	1	0	1	109
10:30																	
Lane	1	0	28	11	1	2	0	0	1	1	2	0	0	0	0	0	46
	2	0	37	10	1	2	1	0	4	4	1	0	0	0	0	0	60
=====																	
Lane	1-2	0	65	21	2	4	1	0	5	5	3	0	0	0	0	0	106

10:45																	
Lane	1	0	23	8	0	1	0	0	0	3	0	0	0	0	0	0	35
	2	4	35	15	1	1	2	0	4	12	0	0	0	0	0	1	75
=====																	
Lane	1-2	4	58	23	1	2	2	0	4	15	0	0	0	0	0	1	110
11:00																	
Lane	1	0	34	9	1	2	1	0	0	4	1	0	0	0	0	0	52
	2	4	37	8	1	1	7	0	1	10	3	0	0	0	0	0	72
=====																	
Lane	1-2	4	71	17	2	3	8	0	1	14	4	0	0	0	0	0	124
=====																	
Hourly Totals		10	257	83	7	11	15	0	11	45	7	0	0	1	0	2	449
11:15																	
Lane	1	1	33	12	0	2	0	0	2	4	0	0	0	0	0	0	54
	2	2	34	14	3	2	0	1	1	8	1	0	0	0	0	0	66
=====																	
Lane	1-2	3	67	26	3	4	0	1	3	12	1	0	0	0	0	0	120
11:30																	
Lane	1	0	34	15	0	4	0	0	0	2	0	0	0	0	0	0	55
	2	0	33	15	2	5	2	1	1	12	0	0	0	0	0	1	72
=====																	
Lane	1-2	0	67	30	2	9	2	1	1	14	0	0	0	0	0	1	127
11:45																	
Lane	1	2	36	12	1	2	0	0	1	2	0	0	0	0	0	0	56
	2	1	40	13	0	5	4	0	1	7	0	0	0	0	0	0	71
=====																	
Lane	1-2	3	76	25	1	7	4	0	2	9	0	0	0	0	0	0	127
12:00																	
Lane	1	2	30	12	0	0	1	0	1	2	0	0	0	0	0	0	48
	2	4	26	15	0	1	4	2	0	6	0	0	0	1	0	1	60
=====																	
Lane	1-2	6	56	27	0	1	5	2	1	8	0	0	0	1	0	1	108
=====																	
Hourly Totals		12	266	108	6	21	11	4	7	43	1	0	0	1	0	2	482
12:15																	
Lane	1	0	33	13	0	3	1	0	1	1	0	0	0	0	0	0	52
	2	3	43	12	0	5	0	1	3	6	0	0	0	0	0	0	73
=====																	
Lane	1-2	3	76	25	0	8	1	1	4	7	0	0	0	0	0	0	125
12:30																	
Lane	1	1	45	11	0	1	0	0	1	0	0	0	0	0	0	0	59
	2	1	46	21	1	2	3	1	0	12	0	0	0	0	0	0	87
=====																	
Lane	1-2	2	91	32	1	3	3	1	1	12	0	0	0	0	0	0	146
12:45																	
Lane	1	0	36	16	0	4	0	0	1	4	0	0	0	0	0	0	61
	2	5	45	12	1	9	1	1	1	3	1	0	0	0	0	0	79
=====																	
Lane	1-2	5	81	28	1	13	1	1	2	7	1	0	0	0	0	0	140

13:00																	
Lane	1	2	31	22	0	5	0	0	2	1	0	0	0	0	0	0	63
	2	1	34	11	0	2	0	0	1	10	2	0	0	0	0	0	61
=====																	
Lane	1-2	3	65	33	0	7	0	0	3	11	2	0	0	0	0	0	124
=====																	
Hourly Totals		13	313	118	2	31	5	3	10	37	3	0	0	0	0	0	535
13:15																	
Lane	1	2	38	10	1	0	1	0	1	7	0	0	0	0	0	0	60
	2	4	27	14	0	6	4	1	3	10	0	0	0	0	0	0	69
=====																	
Lane	1-2	6	65	24	1	6	5	1	4	17	0	0	0	0	0	0	129
13:30																	
Lane	1	0	43	10	0	5	1	0	0	0	0	0	0	0	0	0	59
	2	0	41	14	1	3	1	0	1	7	1	0	0	0	0	0	69
=====																	
Lane	1-2	0	84	24	1	8	2	0	1	7	1	0	0	0	0	0	128
13:45																	
Lane	1	2	48	13	0	4	0	0	2	3	0	0	0	0	0	0	72
	2	4	45	12	0	3	2	2	2	10	0	0	0	1	0	0	81
=====																	
Lane	1-2	6	93	25	0	7	2	2	4	13	0	0	0	1	0	0	153
14:00																	
Lane	1	1	41	16	0	4	0	1	0	1	0	0	0	0	0	0	64
	2	3	36	12	0	3	0	0	0	9	1	0	0	0	0	2	66
=====																	
Lane	1-2	4	77	28	0	7	0	1	0	10	1	0	0	0	0	2	130
=====																	
Hourly Totals		16	319	101	2	28	9	4	9	47	2	0	0	1	0	2	540
14:15																	
Lane	1	0	35	14	0	1	1	2	0	1	0	0	0	0	0	0	54
	2	1	43	15	1	2	1	0	1	7	0	0	0	1	0	0	72
=====																	
Lane	1-2	1	78	29	1	3	2	2	1	8	0	0	0	1	0	0	126
14:30																	
Lane	1	2	42	16	0	2	0	0	0	1	0	0	0	0	0	0	63
	2	0	41	10	0	3	0	0	1	8	0	0	0	0	0	0	63
=====																	
Lane	1-2	2	83	26	0	5	0	0	1	9	0	0	0	0	0	0	126
14:45																	
Lane	1	0	41	11	0	2	0	0	1	1	0	0	0	0	0	0	56
	2	2	43	15	1	2	0	2	1	5	0	0	0	0	0	0	71
=====																	
Lane	1-2	2	84	26	1	4	0	2	2	6	0	0	0	0	0	0	127
15:00																	
Lane	1	8	46	19	2	1	1	0	2	0	0	0	0	0	0	0	79
	2	1	53	13	2	0	1	0	2	11	1	0	0	0	0	0	84
=====																	
Lane	1-2	9	99	32	4	1	2	0	4	11	1	0	0	0	0	0	163





	2	3	40	14	0	4	1	0	0	7	0	0	0	0	1	70
19:45	Lane 1-2	3	82	22	0	5	1	0	0	7	0	0	0	0	1	121
	Lane 1	1	43	8	0	0	0	0	1	0	0	0	0	0	0	53
	Lane 2	5	42	10	1	4	0	1	4	6	0	0	0	0	0	73
20:00	Lane 1-2	6	85	18	1	4	0	1	5	6	0	0	0	0	0	126
	Lane 1	0	33	12	0	0	0	0	0	2	0	0	0	0	0	47
	Lane 2	1	43	11	2	1	1	0	0	3	0	0	0	0	0	62
	Lane 1-2	1	76	23	2	1	1	0	0	5	0	0	0	0	0	109
Hourly Totals		12	312	77	3	13	4	1	6	21	2	0	0	0	1	452
20:15	Lane 1	0	21	5	0	0	0	0	0	1	1	0	0	0	0	28
	Lane 2	3	37	11	0	1	4	0	0	5	0	0	0	0	0	61
20:30	Lane 1-2	3	58	16	0	1	4	0	0	6	1	0	0	0	0	89
	Lane 1	1	28	9	0	1	0	0	0	0	0	0	0	0	0	39
	Lane 2	1	32	12	1	0	1	1	1	1	0	3	0	0	0	53
20:45	Lane 1-2	2	60	21	1	1	1	1	1	1	0	3	0	0	0	92
	Lane 1	0	27	4	0	2	0	0	1	2	0	0	0	0	0	36
	Lane 2	0	26	6	2	2	0	1	1	5	0	1	0	0	0	44
21:00	Lane 1-2	0	53	10	2	4	0	1	2	7	0	1	0	0	0	80
	Lane 1	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
	Lane 2	0	30	7	0	0	0	0	0	3	0	1	0	0	0	41
	Lane 1-2	0	50	9	0	0	0	0	0	3	0	1	0	0	0	63
Hourly Totals		5	221	56	3	6	5	2	3	17	1	5	0	0	0	324
21:15	Lane 1	1	23	3	0	2	0	0	0	0	0	0	0	0	0	29
	Lane 2	0	33	6	0	1	0	0	0	4	0	0	0	0	0	44
21:30	Lane 1-2	1	56	9	0	3	0	0	0	4	0	0	0	0	0	73
	Lane 1	0	15	10	0	0	0	0	0	0	0	0	0	0	0	25
	Lane 2	4	23	7	0	2	2	0	0	1	0	1	0	0	0	40
21:45	Lane 1-2	4	38	17	0	2	2	0	0	1	0	1	0	0	0	65
	Lane 1	3	18	8	0	0	0	0	1	0	0	0	0	0	0	30





	2	0	8	0	0	1	1	0	1	2	0	0	0	0	0	13	
===== Lane	1-2	0	11	2	0	1	1	0	1	2	0	0	0	0	0	18	
===== Hourly Totals		0	60	14	1	1	1	0	1	10	1	0	0	0	0	89	
===== 24 Hour Totals		199	5256	1716	92	333	132	43	156	581	64	7	0	19	0	25	8623
===== Daily Totals		199	5256	1716	92	333	132	43	156	581	64	7	0	19	0	25	8623
===== Percentages		2.31	60.95	19.90	1.07	3.86	1.53	0.50	1.81	6.74	0.74	0.08	0.00	0.22	0.00	0.29	

---

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0407004.PRN

-----  
 Sta: 000004031104                      Id: 000065320002                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Thu - Apr 07, 2011 at 00:00                      End: Thu - Apr 07, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 east of Bronson Blvd/Windmere Rd                      File: D0407004.PRN  
 Ln1-West    Ln2-West  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	218	5547	1688	70	319	154	18	172	550	64	8	1	9	0	8	8826
Percentages	2.47	62.85	19.13	0.79	3.61	1.74	0.20	1.95	6.23	0.73	0.09	0.01	0.10	0.00	0.09	

Lane	1	2	Total
Grand Totals	4299	4527	8826
Percentages	48.71	51.29	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 7-8	10	353	105	1	24	8	3	16	31	4	0	0	1	0	0	556
Percentages	4.59	6.36	6.22	1.43	7.52	5.19	16.67	9.30	5.64	6.25	0.00	0.00	11.11	0.00	0.00	6.30
Pm Hour 16-17	13	441	130	10	23	11	0	9	25	1	1	0	0	0	0	664
Percentages	5.96	7.95	7.70	14.29	7.21	7.14	0.00	5.23	4.55	1.56	12.50	0.00	0.00	0.00	0.00	7.52

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0407004.PRN

Sta: 000004031104      Id: 000065320002      Cid: 01      Fmt: 300 - Imperial      Int: 15 Min.  
Start: Thu - Apr 07, 2011 at 00:00      End: Thu - Apr 07, 2011 at 24:00  
City/Town: Ridge Manor      County: Hernando  
Location: SR 50 east of Bronson Blvd/Windmere Rd      File: D0407004.PRN  
Ln1-West    Ln2-West

Thu - Apr 7, 2011

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
00:15																
Lane	1	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
	2	0	5	0	0	1	0	0	0	1	0	0	0	0	0	7
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	11	0	0	1	0	0	0	2	0	0	0	0	0	14
00:30																
Lane	1	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
	2	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
00:45																
Lane	1	0	8	0	0	0	0	0	1	1	0	0	0	0	0	10
	2	1	5	1	0	0	1	0	0	2	2	0	0	0	0	12
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	1	13	1	0	0	1	0	1	3	2	0	0	0	0	22
01:00																
Lane	1	1	4	2	0	0	0	0	0	1	0	0	0	0	0	8
	2	0	7	3	0	1	0	0	0	1	0	0	0	0	0	12
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	1	11	5	0	1	0	0	0	2	0	0	0	0	0	20
Hourly Totals																
		2	41	6	0	3	1	0	1	8	2	0	0	0	0	64
01:15																
Lane	1	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
	2	0	4	1	0	0	0	0	0	3	0	0	0	0	0	8
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	9	2	0	0	0	0	0	4	0	0	0	0	0	15
01:30																
Lane	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
	2	0	5	0	0	0	0	0	0	4	0	0	0	0	0	9
====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====	====
Lane	1-2	0	6	0	0	0	0	0	0	5	0	0	0	0	0	11
01:45																
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	1	7	0	1	1	1	0	0	2	0	0	0	0	0	13

02:00	Lane	1-2	1	11	0	1	1	1	0	0	2	0	0	0	0	0	17
	Lane	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
		2	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
	Lane	1-2	0	8	1	0	0	0	0	0	1	0	0	0	0	0	10
	Hourly Totals		1	34	3	1	1	1	0	0	12	0	0	0	0	0	53
02:15	Lane	1	1	2	0	1	0	1	0	0	0	0	0	0	0	0	5
		2	1	2	1	0	1	1	0	0	2	0	0	0	0	0	8
	Lane	1-2	2	4	1	1	1	2	0	0	2	0	0	0	0	0	13
02:30	Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
	Lane	1-2	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
02:45	Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
		2	0	1	1	0	0	1	0	1	5	0	0	0	0	0	9
	Lane	1-2	0	2	1	0	0	1	0	1	5	0	0	0	0	0	10
03:00	Lane	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
		2	0	7	1	0	0	0	0	0	2	0	0	0	0	0	10
	Lane	1-2	0	8	2	0	0	0	0	0	2	0	0	0	0	0	12
	Hourly Totals		2	21	4	1	1	3	0	1	10	0	0	0	0	0	43
03:15	Lane	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
		2	0	2	0	0	0	0	0	1	3	0	0	0	0	0	6
	Lane	1-2	0	2	0	0	1	0	0	1	3	0	0	0	0	0	7
03:30	Lane	1	1	2	1	0	1	0	0	0	1	0	0	0	0	0	6
		2	2	5	1	0	1	1	0	3	4	1	0	0	0	1	19
	Lane	1-2	3	7	2	0	2	1	0	3	5	1	0	0	0	1	25
03:45	Lane	1	1	5	2	0	0	1	0	0	0	0	0	0	0	0	9
		2	0	5	0	0	0	1	0	3	3	0	0	0	0	0	12
	Lane	1-2	1	10	2	0	0	2	0	3	3	0	0	0	0	0	21
04:00	Lane	1	0	6	0	0	2	0	0	0	2	0	0	0	0	0	10
		2	0	6	2	0	0	1	0	1	5	0	0	0	0	0	15

===== Lane	1-2	0	12	2	0	2	1	0	1	7	0	0	0	0	0	0	25
===== Hourly Totals		4	31	6	0	5	4	0	8	18	1	0	0	0	0	1	78
04:15																	
Lane	1	0	15	4	0	1	0	0	0	1	0	0	0	0	0	0	21
	2	0	9	4	0	1	1	0	1	2	0	0	0	0	0	0	18
===== Lane	1-2	0	24	8	0	2	1	0	1	3	0	0	0	0	0	0	39
04:30																	
Lane	1	0	11	4	0	1	0	0	0	1	0	0	0	0	0	0	17
	2	0	9	3	0	1	1	0	0	1	0	0	0	0	0	0	15
===== Lane	1-2	0	20	7	0	2	1	0	0	2	0	0	0	0	0	0	32
04:45																	
Lane	1	0	20	9	0	0	0	0	0	2	0	0	0	0	0	0	31
	2	1	16	3	0	0	1	1	0	1	0	0	0	0	0	0	23
===== Lane	1-2	1	36	12	0	0	1	1	0	3	0	0	0	0	0	0	54
05:00																	
Lane	1	0	16	6	0	1	0	0	0	2	1	0	0	0	0	0	26
	2	1	9	3	1	0	1	0	0	1	2	1	0	0	0	0	19
===== Lane	1-2	1	25	9	1	1	1	0	0	3	3	1	0	0	0	0	45
===== Hourly Totals		2	105	36	1	5	4	1	1	11	3	1	0	0	0	0	170
05:15																	
Lane	1	1	9	6	0	1	1	0	0	3	1	0	0	0	0	0	22
	2	0	13	5	0	1	0	0	0	4	0	0	0	0	0	0	23
===== Lane	1-2	1	22	11	0	2	1	0	0	7	1	0	0	0	0	0	45
05:30																	
Lane	1	0	15	3	0	2	0	0	0	1	1	0	0	0	0	0	22
	2	0	11	3	0	0	0	0	2	2	0	1	0	0	0	0	19
===== Lane	1-2	0	26	6	0	2	0	0	2	3	1	1	0	0	0	0	41
05:45																	
Lane	1	0	14	5	1	1	0	0	1	1	0	0	0	0	0	0	23
	2	1	8	9	0	0	1	0	0	3	0	0	0	0	0	0	22
===== Lane	1-2	1	22	14	1	1	1	0	1	4	0	0	0	0	0	0	45
06:00																	
Lane	1	0	22	12	0	6	0	0	1	1	0	0	0	0	0	0	42
	2	1	20	9	0	2	0	0	1	2	0	0	0	0	0	0	35
===== Lane	1-2	1	42	21	0	8	0	0	2	3	0	0	0	0	0	0	77
===== Hourly Totals		3	112	52	1	13	2	0	5	17	2	1	0	0	0	0	208

06:15																	
Lane	1	1	29	15	0	3	0	0	1	3	2	0	0	0	0	0	54
	2	1	21	11	1	0	1	0	2	4	1	0	0	0	0	0	42
=====																	
Lane	1-2	2	50	26	1	3	1	0	3	7	3	0	0	0	0	0	96
06:30																	
Lane	1	0	41	16	0	3	0	1	3	0	0	0	0	0	0	0	64
	2	0	23	10	1	1	0	0	5	3	1	0	0	0	0	0	44
=====																	
Lane	1-2	0	64	26	1	4	0	1	8	3	1	0	0	0	0	0	108
06:45																	
Lane	1	0	48	9	0	3	1	0	2	2	0	0	0	0	0	0	65
	2	1	38	5	0	3	1	1	3	8	0	0	0	0	0	0	60
=====																	
Lane	1-2	1	86	14	0	6	2	1	5	10	0	0	0	0	0	0	125
07:00																	
Lane	1	1	39	10	1	0	1	0	1	4	1	0	0	0	0	0	58
	2	0	36	9	2	1	1	1	3	4	1	0	0	0	0	0	58
=====																	
Lane	1-2	1	75	19	3	1	2	1	4	8	2	0	0	0	0	0	116
=====																	
Hourly Totals		4	275	85	5	14	5	3	20	28	6	0	0	0	0	0	445
07:15																	
Lane	1	1	43	24	0	1	0	0	3	1	0	0	0	0	0	0	73
	2	1	40	7	0	2	1	1	1	5	1	0	0	0	0	0	59
=====																	
Lane	1-2	2	83	31	0	3	1	1	4	6	1	0	0	0	0	0	132
07:30																	
Lane	1	1	53	18	0	2	1	0	4	4	0	0	0	0	0	0	83
	2	2	30	11	0	6	3	2	0	7	3	0	0	0	0	0	64
=====																	
Lane	1-2	3	83	29	0	8	4	2	4	11	3	0	0	0	0	0	147
07:45																	
Lane	1	0	41	15	0	4	0	0	0	1	0	0	0	0	0	0	61
	2	1	48	16	1	4	0	0	3	3	0	0	0	1	0	0	77
=====																	
Lane	1-2	1	89	31	1	8	0	0	3	4	0	0	0	1	0	0	138
08:00																	
Lane	1	3	47	7	0	5	1	0	1	3	0	0	0	0	0	0	67
	2	1	51	7	0	0	2	0	4	7	0	0	0	0	0	0	72
=====																	
Lane	1-2	4	98	14	0	5	3	0	5	10	0	0	0	0	0	0	139
=====																	
Hourly Totals		10	353	105	1	24	8	3	16	31	4	0	0	1	0	0	556
08:15																	
Lane	1	2	44	15	0	1	1	0	1	4	0	1	0	0	0	0	69
	2	2	37	10	1	1	0	0	1	5	2	0	0	0	0	0	59
=====																	
Lane	1-2	4	81	25	1	2	1	0	2	9	2	1	0	0	0	0	128

08:30																	
Lane	1	1	38	12	1	1	0	0	1	3	0	0	0	0	0	0	57
	2	2	31	7	2	2	2	0	2	5	2	0	0	0	0	0	55
=====																	
Lane	1-2	3	69	19	3	3	2	0	3	8	2	0	0	0	0	0	112
08:45																	
Lane	1	0	40	14	0	2	2	0	2	1	0	0	0	0	0	0	61
	2	2	43	12	0	1	3	0	5	9	1	0	0	0	0	0	76
=====																	
Lane	1-2	2	83	26	0	3	5	0	7	10	1	0	0	0	0	0	137
09:00																	
Lane	1	1	49	15	0	1	0	0	1	2	0	0	0	0	0	0	69
	2	0	35	13	4	5	2	1	2	8	0	0	0	0	0	0	70
=====																	
Lane	1-2	1	84	28	4	6	2	1	3	10	0	0	0	0	0	0	139
=====																	
Hourly Totals		10	317	98	8	14	10	1	15	37	5	1	0	0	0	0	516
09:15																	
Lane	1	1	35	12	0	2	1	0	1	6	0	0	0	0	0	0	58
	2	0	29	19	0	0	1	0	2	6	0	0	0	0	0	0	57
=====																	
Lane	1-2	1	64	31	0	2	2	0	3	12	0	0	0	0	0	0	115
09:30																	
Lane	1	2	55	9	1	2	1	0	2	1	0	0	0	0	0	0	73
	2	1	49	15	0	2	0	0	4	5	0	0	0	1	0	0	77
=====																	
Lane	1-2	3	104	24	1	4	1	0	6	6	0	0	0	1	0	0	150
09:45																	
Lane	1	2	36	13	0	2	1	0	2	2	0	0	0	0	0	0	58
	2	3	36	7	0	1	0	0	2	9	0	0	0	0	0	1	59
=====																	
Lane	1-2	5	72	20	0	3	1	0	4	11	0	0	0	0	0	1	117
10:00																	
Lane	1	3	30	7	0	2	1	0	1	4	0	0	0	0	0	0	48
	2	2	37	12	0	1	3	0	2	4	0	0	0	0	0	0	61
=====																	
Lane	1-2	5	67	19	0	3	4	0	3	8	0	0	0	0	0	0	109
=====																	
Hourly Totals		14	307	94	1	12	8	0	16	37	0	0	0	1	0	1	491
10:15																	
Lane	1	1	40	14	1	2	0	0	0	4	0	0	0	0	0	0	62
	2	3	36	9	1	2	3	0	2	9	0	0	0	0	0	0	65
=====																	
Lane	1-2	4	76	23	2	4	3	0	2	13	0	0	0	0	0	0	127
10:30																	
Lane	1	1	39	10	0	1	1	0	0	1	0	0	0	0	0	0	53
	2	0	42	15	2	5	0	0	0	4	1	0	0	1	0	0	70
=====																	
Lane	1-2	1	81	25	2	6	1	0	0	5	1	0	0	1	0	0	123



10:45																	
Lane	1	1	43	11	0	2	0	0	2	1	0	0	0	0	0	0	60
	2	1	51	16	1	1	1	0	3	10	1	0	0	0	0	0	85
=====																	
Lane	1-2	2	94	27	1	3	1	0	5	11	1	0	0	0	0	0	145
11:00																	
Lane	1	0	43	9	0	1	1	0	0	2	0	0	0	0	0	0	56
	2	5	36	11	3	1	1	0	2	4	1	0	0	0	0	1	65
=====																	
Lane	1-2	5	79	20	3	2	2	0	2	6	1	0	0	0	0	1	121
=====																	
Hourly Totals		12	330	95	8	15	7	0	9	35	3	0	0	1	0	1	516
11:15																	
Lane	1	3	42	12	0	2	3	0	1	4	0	0	0	0	0	0	67
	2	3	36	19	0	2	3	2	2	5	1	0	0	0	0	0	73
=====																	
Lane	1-2	6	78	31	0	4	6	2	3	9	1	0	0	0	0	0	140
11:30																	
Lane	1	3	34	11	1	2	0	0	0	6	2	0	0	0	0	0	59
	2	2	33	14	2	3	1	0	4	9	1	0	0	0	0	0	69
=====																	
Lane	1-2	5	67	25	3	5	1	0	4	15	3	0	0	0	0	0	128
11:45																	
Lane	1	1	43	10	0	1	0	0	0	1	0	0	0	0	0	0	56
	2	4	39	13	0	4	3	0	0	4	0	0	0	0	0	0	67
=====																	
Lane	1-2	5	82	23	0	5	3	0	0	5	0	0	0	0	0	0	123
12:00																	
Lane	1	2	54	16	0	4	1	0	2	4	0	0	0	0	0	0	83
	2	2	40	16	0	3	3	0	1	9	3	0	0	1	0	1	79
=====																	
Lane	1-2	4	94	32	0	7	4	0	3	13	3	0	0	1	0	1	162
=====																	
Hourly Totals		20	321	111	3	21	14	2	10	42	7	0	0	1	0	1	553
12:15																	
Lane	1	1	42	15	0	1	2	0	1	3	0	0	0	0	0	0	65
	2	1	29	11	1	4	3	0	3	4	0	0	0	1	0	0	57
=====																	
Lane	1-2	2	71	26	1	5	5	0	4	7	0	0	0	1	0	0	122
12:30																	
Lane	1	0	25	12	0	2	0	0	0	4	0	0	0	0	0	0	43
	2	0	46	6	2	2	2	1	2	11	1	0	0	0	0	0	73
=====																	
Lane	1-2	0	71	18	2	4	2	1	2	15	1	0	0	0	0	0	116
12:45																	
Lane	1	1	52	11	0	4	0	0	0	0	0	0	0	0	0	0	68
	2	3	37	12	0	1	2	0	1	6	2	0	0	0	0	0	64
=====																	
Lane	1-2	4	89	23	0	5	2	0	1	6	2	0	0	0	0	0	132

13:00																	
Lane	1	0	48	12	1	4	0	0	0	3	0	0	0	0	0	0	68
	2	3	36	10	1	4	1	0	4	1	3	0	0	0	0	0	63
=====																	
Lane	1-2	3	84	22	2	8	1	0	4	4	3	0	0	0	0	0	131
=====																	
Hourly Totals		9	315	89	5	22	10	1	11	32	6	0	0	1	0	0	501
13:15																	
Lane	1	0	48	17	0	4	0	0	1	4	0	0	0	0	0	0	74
	2	0	51	14	1	4	1	0	3	4	1	0	0	0	0	0	79
=====																	
Lane	1-2	0	99	31	1	8	1	0	4	8	1	0	0	0	0	0	153
13:30																	
Lane	1	6	39	13	0	5	2	0	4	5	0	0	0	0	0	0	74
	2	1	30	10	1	4	3	1	3	5	0	0	0	1	0	0	59
=====																	
Lane	1-2	7	69	23	1	9	5	1	7	10	0	0	0	1	0	0	133
13:45																	
Lane	1	4	52	17	0	3	2	0	1	4	0	0	0	0	0	0	83
	2	3	47	15	0	2	2	0	5	7	2	0	0	1	0	0	84
=====																	
Lane	1-2	7	99	32	0	5	4	0	6	11	2	0	0	1	0	0	167
14:00																	
Lane	1	0	44	14	2	5	1	0	0	5	0	0	0	0	0	0	71
	2	1	40	14	0	3	3	0	0	7	0	0	0	0	0	0	68
=====																	
Lane	1-2	1	84	28	2	8	4	0	0	12	0	0	0	0	0	0	139
=====																	
Hourly Totals		15	351	114	4	30	14	1	17	41	3	0	0	2	0	0	592
14:15																	
Lane	1	0	56	11	0	3	0	0	1	1	0	0	0	0	0	0	72
	2	2	36	11	0	5	1	1	2	5	1	0	0	0	0	1	65
=====																	
Lane	1-2	2	92	22	0	8	1	1	3	6	1	0	0	0	0	1	137
14:30																	
Lane	1	1	40	17	0	1	1	0	0	1	0	0	0	0	0	0	61
	2	1	33	13	1	3	3	0	1	9	1	1	0	0	0	0	66
=====																	
Lane	1-2	2	73	30	1	4	4	0	1	10	1	1	0	0	0	0	127
14:45																	
Lane	1	1	52	9	0	3	1	0	0	2	0	0	0	0	0	0	68
	2	4	43	10	1	1	3	0	1	8	1	0	0	1	0	0	73
=====																	
Lane	1-2	5	95	19	1	4	4	0	1	10	1	0	0	1	0	0	141
15:00																	
Lane	1	2	33	16	1	1	1	0	1	1	1	0	0	0	0	0	57
	2	1	44	13	0	4	1	0	2	5	4	0	0	0	0	1	75
=====																	
Lane	1-2	3	77	29	1	5	2	0	3	6	5	0	0	0	0	1	132



	2	0	49	18	2	3	0	0	3	1	0	0	0	0	1	77
17:30	Lane 1-2	2	94	34	2	5	1	0	3	1	0	0	0	0	1	143
	Lane 1	0	55	19	1	1	0	0	0	0	0	0	1	0	0	77
	Lane 2	3	53	16	1	2	3	0	2	8	0	0	0	0	0	88
17:45	Lane 1-2	3	108	35	2	3	3	0	2	8	0	0	1	0	0	165
	Lane 1	1	52	8	0	1	0	0	0	0	0	0	0	0	0	62
	Lane 2	2	45	16	1	4	1	1	0	0	0	0	0	0	0	70
18:00	Lane 1-2	3	97	24	1	5	1	1	0	0	0	0	0	0	0	132
	Lane 1	1	38	7	0	4	0	0	0	1	0	0	0	0	0	51
	Lane 2	2	48	20	0	4	1	0	2	2	0	0	0	0	0	79
	Lane 1-2	3	86	27	0	8	1	0	2	3	0	0	0	0	0	130
Hourly Totals		11	385	120	5	21	6	1	7	12	0	0	1	0	1	570
18:15	Lane 1	1	49	10	0	1	0	0	0	1	0	0	0	0	0	62
	Lane 2	2	49	16	0	3	1	0	2	4	0	0	0	1	0	78
18:30	Lane 1-2	3	98	26	0	4	1	0	2	5	0	0	0	1	0	140
	Lane 1	0	31	16	0	1	0	0	0	1	0	0	0	0	0	49
	Lane 2	2	39	17	0	1	3	0	1	4	0	0	0	0	0	67
18:45	Lane 1-2	2	70	33	0	2	3	0	1	5	0	0	0	0	0	116
	Lane 1	1	47	12	0	1	1	0	0	1	0	0	0	0	0	63
	Lane 2	4	28	12	2	1	2	0	1	4	1	0	0	0	0	55
19:00	Lane 1-2	5	75	24	2	2	3	0	1	5	1	0	0	0	0	118
	Lane 1	2	40	5	1	1	0	0	0	1	0	0	0	0	0	50
	Lane 2	2	26	5	0	5	2	1	0	6	0	0	0	0	0	47
	Lane 1-2	4	66	10	1	6	2	1	0	7	0	0	0	0	0	97
Hourly Totals		14	309	93	3	14	9	1	4	22	1	0	0	1	0	471
19:15	Lane 1	1	29	16	0	2	0	0	0	2	0	0	0	0	0	50
	Lane 2	3	36	7	2	0	1	0	0	4	0	1	0	0	0	54
19:30	Lane 1-2	4	65	23	2	2	1	0	0	6	0	1	0	0	0	104
	Lane 1	1	33	10	0	1	0	0	0	1	0	0	0	0	0	46

	2	1	27	12	0	2	2	0	2	7	0	0	0	0	0	53
19:45	Lane 1-2	2	60	22	0	3	2	0	2	8	0	0	0	0	0	99
	Lane 1	2	35	13	0	1	0	0	0	1	0	0	0	0	0	52
	Lane 2	4	24	6	1	1	2	0	0	4	2	0	0	0	0	44
20:00	Lane 1-2	6	59	19	1	2	2	0	0	5	2	0	0	0	0	96
	Lane 1	1	23	10	0	2	0	0	0	1	0	0	0	0	0	37
	Lane 2	3	33	8	0	2	2	1	1	4	0	0	0	0	0	54
	Lane 1-2	4	56	18	0	4	2	1	1	5	0	0	0	0	0	91
Hourly Totals		16	240	82	3	11	7	1	3	24	2	1	0	0	0	390
20:15	Lane 1	3	15	6	1	0	0	0	0	1	0	0	0	0	0	26
	Lane 2	2	26	10	0	0	0	0	0	3	0	0	0	0	0	41
20:30	Lane 1-2	5	41	16	1	0	0	0	0	4	0	0	0	0	0	67
	Lane 1	0	33	7	0	2	0	0	0	1	0	0	0	0	0	43
	Lane 2	1	29	6	0	1	1	0	0	0	0	0	0	0	0	38
20:45	Lane 1-2	1	62	13	0	3	1	0	0	1	0	0	0	0	0	81
	Lane 1	0	20	8	0	0	0	0	0	1	0	0	0	0	0	29
	Lane 2	2	16	8	1	1	1	0	0	1	0	0	0	0	0	30
21:00	Lane 1-2	2	36	16	1	1	1	0	0	2	0	0	0	0	0	59
	Lane 1	1	18	7	0	0	0	0	1	2	0	0	0	0	0	29
	Lane 2	1	10	10	0	0	0	0	0	3	1	0	0	0	0	25
	Lane 1-2	2	28	17	0	0	0	0	1	5	1	0	0	0	0	54
Hourly Totals		10	167	62	2	4	2	0	1	12	1	0	0	0	0	261
21:15	Lane 1	0	23	5	0	2	0	0	0	0	0	0	0	0	0	30
	Lane 2	0	18	2	0	5	0	0	0	3	0	0	0	0	0	28
21:30	Lane 1-2	0	41	7	0	7	0	0	0	3	0	0	0	0	0	58
	Lane 1	0	17	5	0	2	0	0	0	0	0	0	0	0	0	24
	Lane 2	1	18	4	0	2	1	0	1	0	0	1	0	0	0	28
21:45	Lane 1-2	1	35	9	0	4	1	0	1	0	0	1	0	0	0	52
	Lane 1	1	14	8	1	2	0	0	0	2	0	0	0	0	0	28

	2	1	20	5	1	0	0	0	0	3	0	0	0	0	1	31
===== 22:00	Lane 1-2	2	34	13	2	2	0	0	0	5	0	0	0	0	1	59
	Lane 1	0	14	5	0	1	0	0	0	1	0	0	0	0	0	21
	Lane 2	1	16	2	0	0	0	0	0	1	0	0	0	0	0	20
===== Hourly Totals		4	140	36	2	14	1	0	1	10	0	1	0	0	1	210
22:15																
	Lane 1	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
	Lane 2	0	13	11	0	2	0	0	0	3	0	0	0	0	0	29
===== 22:30	Lane 1-2	0	29	14	0	2	0	0	0	3	0	0	0	0	0	48
	Lane 1	1	16	3	0	1	1	0	0	1	0	0	0	0	0	23
	Lane 2	1	11	3	0	2	1	0	0	3	0	0	0	0	0	21
===== 22:45	Lane 1-2	2	27	6	0	3	2	0	0	4	0	0	0	0	0	44
	Lane 1	1	27	6	0	0	1	0	0	0	0	0	0	0	0	35
	Lane 2	0	11	3	0	0	0	0	0	1	0	0	0	0	0	15
===== 23:00	Lane 1-2	1	38	9	0	0	1	0	0	1	0	0	0	0	0	50
	Lane 1	0	17	1	0	3	0	0	0	0	0	0	0	0	0	21
	Lane 2	1	10	5	0	1	1	0	1	4	0	1	0	0	0	24
===== Hourly Totals		4	121	35	0	9	4	0	1	12	0	1	0	0	0	187
23:15																
	Lane 1	1	13	5	0	0	0	0	0	0	0	0	0	0	0	19
	Lane 2	4	12	0	0	0	0	0	0	3	0	0	0	0	0	19
===== 23:30	Lane 1-2	5	25	5	0	0	0	0	0	3	0	0	0	0	0	38
	Lane 1	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
	Lane 2	1	8	1	0	0	1	0	0	2	0	0	0	0	0	13
===== 23:45	Lane 1-2	1	15	4	0	1	1	0	0	2	0	0	0	0	0	24
	Lane 1	1	10	4	0	1	0	0	0	2	0	0	0	0	0	18
	Lane 2	1	7	4	0	0	1	0	0	2	0	0	0	0	0	15
===== 24:00	Lane 1-2	2	17	8	0	1	1	0	0	4	0	0	0	0	0	33
	Lane 1	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4

	2	0	8	3	0	0	0	0	0	4	0	0	0	0	0	15
===== Lane	1-2	0	11	3	0	0	0	0	0	5	0	0	0	0	0	19
===== Hourly Totals		8	68	20	0	2	2	0	0	14	0	0	0	0	0	114
===== 24 Hour Totals		218	5547	1688	70	319	154	18	172	550	64	8	1	9	0	8826
===== Daily Totals		218	5547	1688	70	319	154	18	172	550	64	8	1	9	0	8826
===== Percentages		2.47	62.85	19.13	0.79	3.61	1.74	0.20	1.95	6.23	0.73	0.09	0.01	0.10	0.00	0.09

---







Lane	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
03:45																
Lane	1	1	5	1	0	0	1	0	0	0	0	0	0	0	0	8
04:00																
Lane	1	0	2	4	0	0	0	0	1	2	0	0	0	0	0	9
Hourly Totals		1	8	5	0	1	1	0	1	3	0	0	0	0	0	20
04:15																
Lane	1	0	2	3	0	0	0	0	0	4	1	0	0	0	0	10
04:30																
Lane	1	0	2	1	0	0	1	0	1	1	0	0	0	0	0	6
04:45																
Lane	1	0	4	4	0	0	0	0	1	0	1	0	0	0	0	10
05:00																
Lane	1	1	6	3	0	1	1	0	2	4	1	0	0	0	0	19
Hourly Totals		1	14	11	0	1	2	0	4	9	3	0	0	0	0	45
05:15																
Lane	1	0	6	7	0	1	0	0	3	4	0	0	0	0	0	21
05:30																
Lane	1	1	7	6	0	1	1	0	1	2	0	0	0	0	0	19
05:45																
Lane	1	0	13	13	3	0	0	0	0	4	0	0	0	0	0	33
06:00																
Lane	1	1	16	13	0	2	1	0	2	1	0	0	0	0	0	36
Hourly Totals		2	42	39	3	4	2	0	6	11	0	0	0	0	0	109
06:15																
Lane	1	2	19	10	0	1	1	0	1	5	0	0	0	0	0	39
06:30																
Lane	1	1	16	11	2	2	1	0	1	5	0	0	0	0	0	39
06:45																
Lane	1	0	29	9	1	2	0	0	2	7	1	0	0	0	0	51
07:00																
Lane	1	1	32	11	1	3	3	0	1	4	0	0	0	0	0	56
Hourly Totals		4	96	41	4	8	5	0	5	21	1	0	0	0	0	185
07:15																
Lane	1	3	32	6	1	0	2	0	2	1	1	0	0	0	0	48
07:30																
Lane	1	0	29	10	1	1	1	0	3	1	0	0	0	0	0	46
07:45																
Lane	1	0	19	10	0	3	0	0	5	4	1	0	0	0	0	42
08:00																
Lane	1	2	25	9	1	0	2	0	3	5	0	0	0	0	0	47
Hourly Totals		5	105	35	3	4	5	0	13	11	2	0	0	0	0	183



13:00																	
Lane	1	0	27	12	1	3	1	0	1	4	0	0	0	0	0	0	49
Hourly Totals		3	96	40	3	11	8	0	2	18	0	0	0	0	0	0	181
13:15																	
Lane	1	1	25	5	1	3	0	0	1	4	0	0	0	0	0	0	40
13:30																	
Lane	1	0	16	8	0	1	1	0	0	4	0	0	0	0	0	0	30
13:45																	
Lane	1	0	24	2	0	3	3	0	2	2	0	0	0	0	0	0	36
14:00																	
Lane	1	0	28	9	0	1	1	0	0	7	0	0	0	0	0	0	46
Hourly Totals		1	93	24	1	8	5	0	3	17	0	0	0	0	0	0	152
14:15																	
Lane	1	0	30	8	1	0	1	0	1	2	0	0	0	0	0	0	43
14:30																	
Lane	1	1	24	13	1	2	2	0	1	3	0	0	0	0	0	0	47
14:45																	
Lane	1	1	16	8	1	0	0	0	0	5	0	0	0	0	0	0	31
15:00																	
Lane	1	0	24	8	2	0	1	0	0	5	0	0	0	0	0	0	40
Hourly Totals		2	94	37	5	2	4	0	2	15	0	0	0	0	0	0	161
15:15																	
Lane	1	0	25	6	0	1	1	0	2	0	0	0	0	0	0	0	35
15:30																	
Lane	1	1	32	11	1	1	1	0	0	5	0	0	0	0	0	0	52
15:45																	
Lane	1	0	26	10	1	3	0	0	1	4	0	0	0	0	0	0	45
16:00																	
Lane	1	0	22	9	1	1	0	0	0	2	0	0	0	0	0	0	35
Hourly Totals		1	105	36	3	6	2	0	3	11	0	0	0	0	0	0	167
16:15																	
Lane	1	2	24	8	0	0	2	0	2	1	0	0	0	0	0	0	39
16:30																	
Lane	1	0	23	7	1	1	1	0	1	4	0	0	0	0	0	0	38
16:45																	
Lane	1	1	19	9	0	0	0	0	1	3	0	0	0	0	0	0	33
17:00																	
Lane	1	0	34	9	1	1	0	0	1	0	0	0	0	0	0	0	46
Hourly Totals		3	100	33	2	2	3	0	5	8	0	0	0	0	0	0	156
17:15																	
Lane	1	0	30	9	0	3	0	0	1	2	0	0	0	0	0	0	45



Hourly Totals		0	30	10	0	1	0	0	2	4	0	1	0	0	0	0	48
22:15																	
Lane	1	0	8	1	0	1	0	0	0	1	0	0	0	0	0	0	11
22:30																	
Lane	1	0	2	2	0	1	0	0	0	2	0	0	0	0	0	0	7
22:45																	
Lane	1	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00																	
Lane	1	1	6	0	0	1	1	0	0	2	0	0	0	0	0	0	11
===== Hourly Totals		1	26	5	0	3	1	0	0	5	0	0	0	0	0	0	41
23:15																	
Lane	1	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30																	
Lane	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45																	
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
24:00																	
Lane	1	1	2	1	0	0	1	0	0	1	0	0	0	0	0	0	6
===== Hourly Totals		1	14	6	0	0	1	0	0	1	0	0	0	0	0	0	23
===== 24 Hour Totals		46	1456	552	38	95	65	0	72	230	7	1	0	0	0	0	2562
===== Daily Totals		46	1456	552	38	95	65	0	72	230	7	1	0	0	0	0	2562
Percentages		1.80	56.83	21.55	1.48	3.71	2.54	0.00	2.81	8.98	0.27	0.04	0.00	0.00	0.00	0.00	







Lane	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45																	
Lane	1	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
04:00																	
Lane	1	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
Hourly Totals		0	5	3	0	0	0	0	0	5	0	0	0	0	0	0	13
04:15																	
Lane	1	0	6	1	0	0	0	0	0	2	0	0	0	0	0	0	9
04:30																	
Lane	1	1	3	2	0	1	0	0	0	3	0	0	0	0	0	0	10
04:45																	
Lane	1	0	0	2	1	0	0	0	0	3	0	0	0	0	0	0	6
05:00																	
Lane	1	0	8	1	0	0	0	0	0	3	2	0	0	0	0	0	14
Hourly Totals		1	17	6	1	1	0	0	0	11	2	0	0	0	0	0	39
05:15																	
Lane	1	0	3	3	0	0	0	0	0	3	1	0	0	0	0	0	10
05:30																	
Lane	1	0	5	4	0	0	0	0	1	3	0	1	0	0	0	0	14
05:45																	
Lane	1	0	10	2	0	2	0	0	2	0	0	0	0	0	0	0	16
06:00																	
Lane	1	1	8	4	0	2	1	0	0	1	0	0	0	0	0	0	17
Hourly Totals		1	26	13	0	4	1	0	3	7	1	1	0	0	0	0	57
06:15																	
Lane	1	0	10	9	0	0	0	0	1	0	1	0	0	0	0	0	21
06:30																	
Lane	1	1	23	8	1	1	0	0	0	3	0	0	0	0	0	0	37
06:45																	
Lane	1	0	20	7	0	0	0	0	1	10	0	0	0	0	0	0	38
07:00																	
Lane	1	0	15	7	2	1	0	0	2	5	0	0	0	0	0	0	32
Hourly Totals		1	68	31	3	2	0	0	4	18	1	0	0	0	0	0	128
07:15																	
Lane	1	0	17	7	1	1	2	0	2	4	0	0	0	0	0	0	34
07:30																	
Lane	1	0	19	11	0	2	0	0	0	3	0	0	0	0	0	0	35
07:45																	
Lane	1	1	16	4	1	0	1	0	1	3	0	0	0	0	0	0	27
08:00																	
Lane	1	1	26	9	1	0	2	0	2	3	0	0	0	0	0	0	44
Hourly Totals		2	78	31	3	3	5	0	5	13	0	0	0	0	0	0	140

08:15																		
Lane	1	0	27	10	0	2	1	0	0	3	2	0	0	0	0	0	0	45
08:30																		
Lane	1	1	17	5	0	0	2	0	0	3	1	0	0	0	0	0	0	29
08:45																		
Lane	1	0	11	10	0	1	0	0	1	7	0	0	0	0	0	0	0	30
09:00																		
Lane	1	1	15	8	2	1	0	0	1	0	1	0	0	0	0	0	0	29
Hourly Totals		2	70	33	2	4	3	0	2	13	4	0	0	0	0	0	0	133
09:15																		
Lane	1	0	22	5	0	1	2	0	2	2	0	0	0	0	0	0	0	34
09:30																		
Lane	1	1	17	10	2	2	4	0	0	5	1	0	0	0	0	0	0	42
09:45																		
Lane	1	0	18	7	0	1	3	1	1	5	0	0	0	0	0	0	0	36
10:00																		
Lane	1	1	22	11	1	0	2	0	1	5	1	0	0	0	0	0	0	44
Hourly Totals		2	79	33	3	4	11	1	4	17	2	0	0	0	0	0	0	156
10:15																		
Lane	1	0	19	8	0	0	0	0	2	9	0	0	0	0	0	0	0	38
10:30																		
Lane	1	1	21	3	0	2	2	1	1	4	0	0	0	0	0	0	0	35
10:45																		
Lane	1	0	19	6	0	1	0	0	0	5	1	0	0	0	0	0	0	32
11:00																		
Lane	1	0	19	11	1	4	1	1	0	4	3	0	0	0	0	0	0	44
Hourly Totals		1	78	28	1	7	3	2	3	22	4	0	0	0	0	0	0	149
11:15																		
Lane	1	0	19	3	0	3	0	0	2	6	0	0	0	0	0	0	0	33
11:30																		
Lane	1	0	16	9	0	3	1	1	0	5	0	0	0	0	0	0	0	35
11:45																		
Lane	1	0	18	6	0	0	0	0	1	4	5	0	0	0	0	0	0	34
12:00																		
Lane	1	1	22	11	0	3	1	0	1	4	1	0	0	0	0	0	0	44
Hourly Totals		1	75	29	0	9	2	1	4	19	6	0	0	0	0	0	0	146
12:15																		
Lane	1	0	16	6	0	0	0	0	0	4	1	0	0	0	0	0	0	27
12:30																		
Lane	1	0	32	7	1	1	0	0	1	1	0	0	0	0	0	0	0	43
12:45																		
Lane	1	0	26	7	0	1	1	0	0	4	1	0	0	0	0	0	0	40





Hourly Totals		0	51	12	0	0	0	0	0	0	1	0	0	0	0	0	64
22:15																	
Lane	1	0	11	3	0	0	0	0	0	0	2	0	0	0	0	0	16
22:30																	
Lane	1	0	10	3	0	0	0	0	0	0	2	0	0	0	0	0	15
22:45																	
Lane	1	0	7	4	0	0	0	0	0	0	1	0	0	0	0	0	12
23:00																	
Lane	1	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
===== Hourly Totals		0	34	12	0	1	0	0	0	0	5	0	0	0	0	0	52
23:15																	
Lane	1	1	7	1	0	0	1	0	0	0	0	0	0	0	0	0	10
23:30																	
Lane	1	0	3	3	0	0	0	0	1	0	0	0	0	0	0	0	7
23:45																	
Lane	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00																	
Lane	1	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
===== Hourly Totals		1	19	6	0	0	1	0	1	1	0	0	0	0	0	0	29
===== 24 Hour Totals		39	1490	535	25	78	53	4	52	217	25	1	1	0	0	0	2520
===== Daily Totals		39	1490	535	25	78	53	4	52	217	25	1	1	0	0	0	2520
Percentages		1.55	59.13	21.23	0.99	3.10	2.10	0.16	2.06	8.61	0.99	0.04	0.04	0.00	0.00	0.00	

Adams Traffic  
813-763-7763

04-10-2011

Volume by Type by Lane Report - D0406005.PRN

-----  
 Sta: 000004031102                      Id: 000065310006                      Cid: 01                      Fmt: 300 - Imperial                      Int: 15 Min.  
 Start: Wed - Apr 06, 2011 at 00:00                      End: Wed - Apr 06, 2011 at 24:00  
 City/Town: Ridge Manor                      County: Hernando  
 Location: SR 50 east of US 301                      File: D0406005.PRN  
 Ln1-East  
 -----

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	79	1816	599	31	115	87	1	80	219	10	1	0	1	0	0	3039
Percentages	2.60	59.76	19.71	1.02	3.78	2.86	0.03	2.63	7.21	0.33	0.03	0.00	0.03	0.00	0.00	

Lane	1	Total
Grand Totals	3039	3039
Percentages	100.00	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 10-11	11	138	37	3	8	11	0	8	18	1	0	0	0	0	0	235
Percentages	13.92	7.60	6.18	9.68	6.96	12.64	0.00	10.00	8.22	10.00	0.00	0.00	0.00	0.00	0.00	7.73
Pm Hour 16-17	7	153	42	2	11	1	0	4	11	0	0	0	1	0	0	232
Percentages	8.86	8.43	7.01	6.45	9.57	1.15	0.00	5.00	5.02	0.00	0.00	0.00	100.00	0.00	0.00	7.63



Lane	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	3
03:45																
Lane	1	0	2	2	0	0	0	0	0	2	1	0	0	0	0	7
04:00																
Lane	1	0	1	2	0	1	0	0	0	2	0	0	0	0	0	6
Hourly Totals		1	3	4	0	1	3	0	1	7	1	0	0	0	0	21
04:15																
Lane	1	0	1	1	0	0	0	0	1	2	0	0	0	0	0	5
04:30																
Lane	1	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
04:45																
Lane	1	0	7	4	0	0	0	0	0	1	1	0	0	0	0	13
05:00																
Lane	1	1	5	3	0	1	1	0	4	1	0	0	0	0	0	16
Hourly Totals		1	19	9	0	1	1	0	5	5	1	0	0	0	0	42
05:15																
Lane	1	0	9	4	0	2	0	0	4	1	0	0	0	0	0	20
05:30																
Lane	1	0	10	4	0	1	0	0	1	4	0	0	0	0	0	20
05:45																
Lane	1	0	14	8	1	2	0	0	0	1	0	0	0	0	0	26
06:00																
Lane	1	0	12	12	0	0	1	0	3	0	0	0	0	0	0	28
Hourly Totals		0	45	28	1	5	1	0	8	6	0	0	0	0	0	94
06:15																
Lane	1	1	19	9	1	2	2	0	1	2	0	0	0	0	0	37
06:30																
Lane	1	2	26	6	0	2	1	0	3	2	1	0	0	0	0	43
06:45																
Lane	1	1	26	16	0	2	1	0	3	3	0	0	0	0	0	52
07:00																
Lane	1	1	34	14	1	0	3	0	2	4	0	0	0	0	0	59
Hourly Totals		5	105	45	2	6	7	0	9	11	1	0	0	0	0	191
07:15																
Lane	1	1	27	9	1	0	3	0	4	4	0	0	0	0	0	49
07:30																
Lane	1	1	29	17	0	0	1	0	1	3	0	0	0	0	0	52
07:45																
Lane	1	1	28	9	0	0	1	0	0	2	0	0	0	0	0	41
08:00																
Lane	1	2	31	6	0	0	4	0	2	3	0	0	0	0	0	48
Hourly Totals		5	115	41	1	0	9	0	7	12	0	0	0	0	0	190









Hourly Totals		1	46	12	0	2	1	0	2	3	0	1	0	0	0	0	68
22:15																	
Lane	1	0	11	2	0	0	0	0	0	2	0	0	0	0	0	0	15
22:30																	
Lane	1	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
22:45																	
Lane	1	1	5	3	0	1	1	0	0	0	0	0	0	0	0	0	11
23:00																	
Lane	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	3
===== Hourly Totals		1	26	6	0	1	1	0	1	3	0	0	0	0	0	0	39
23:15																	
Lane	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
23:30																	
Lane	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45																	
Lane	1	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
24:00																	
Lane	1	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
===== Hourly Totals		0	15	2	0	1	0	0	0	4	0	0	0	0	0	0	22
===== 24 Hour Totals		79	1816	599	31	115	87	1	80	219	10	1	0	1	0	0	3039
===== Daily Totals		79	1816	599	31	115	87	1	80	219	10	1	0	1	0	0	3039
Percentages		2.60	59.76	19.71	1.02	3.78	2.86	0.03	2.63	7.21	0.33	0.03	0.00	0.03	0.00	0.00	





Lane	1	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
03:45																
Lane	1	2	6	0	0	1	2	0	1	0	0	0	0	0	0	12
04:00																
Lane	1	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
Hourly Totals		2	10	3	0	1	2	0	2	3	0	0	0	0	0	23
04:15																
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30																
Lane	1	0	5	0	0	0	0	0	1	2	0	0	0	0	0	8
04:45																
Lane	1	0	4	2	0	0	0	0	0	2	1	0	0	0	0	9
05:00																
Lane	1	1	3	3	0	0	2	0	1	0	1	0	0	0	0	11
Hourly Totals		1	16	5	0	0	2	0	2	4	2	0	0	0	0	32
05:15																
Lane	1	0	5	3	0	0	0	0	0	5	0	1	0	0	0	14
05:30																
Lane	1	0	1	3	0	1	0	0	0	0	0	1	0	0	0	6
05:45																
Lane	1	1	5	9	1	0	0	0	1	1	2	0	0	0	0	20
06:00																
Lane	1	0	15	6	0	2	2	0	3	6	1	0	0	0	0	35
Hourly Totals		1	26	21	1	3	2	0	4	12	3	2	0	0	0	75
06:15																
Lane	1	0	11	9	0	0	0	0	0	0	0	0	0	0	0	20
06:30																
Lane	1	0	13	10	0	2	0	0	3	2	0	0	0	0	0	30
06:45																
Lane	1	0	13	6	1	2	0	0	3	6	4	0	0	0	0	35
07:00																
Lane	1	0	15	11	0	0	0	0	0	4	0	0	0	0	0	30
Hourly Totals		0	52	36	1	4	0	0	6	12	4	0	0	0	0	115
07:15																
Lane	1	0	28	10	1	2	0	0	2	2	0	0	0	0	0	45
07:30																
Lane	1	0	30	10	0	1	3	0	2	4	0	0	0	0	0	50
07:45																
Lane	1	1	16	10	0	0	1	0	0	5	0	0	0	0	0	33
08:00																
Lane	1	0	26	12	0	0	2	0	1	1	0	0	0	0	0	42
Hourly Totals		1	100	42	1	3	6	0	5	12	0	0	0	0	0	170





13:00																	
Lane	1	1	30	16	0	5	2	0	4	4	0	0	0	0	0	0	62
Hourly Totals		4	116	41	1	8	8	0	7	17	2	0	0	0	0	0	204
13:15																	
Lane	1	1	16	9	0	0	1	1	2	7	1	0	0	0	0	0	38
13:30																	
Lane	1	1	28	8	0	3	1	0	0	4	0	0	0	0	0	0	45
13:45																	
Lane	1	1	30	9	0	0	2	0	1	3	1	0	0	0	0	0	47
14:00																	
Lane	1	1	27	10	1	2	0	0	3	4	0	0	0	0	0	0	48
Hourly Totals		4	101	36	1	5	4	1	6	18	2	0	0	0	0	0	178
14:15																	
Lane	1	2	20	7	0	1	1	0	1	5	1	0	0	1	0	0	39
14:30																	
Lane	1	4	26	7	1	0	3	0	2	5	2	0	0	0	0	0	50
14:45																	
Lane	1	3	23	4	0	2	2	0	1	0	0	0	0	0	0	0	35
15:00																	
Lane	1	1	34	16	0	0	3	0	1	3	3	0	0	0	0	0	61
Hourly Totals		10	103	34	1	3	9	0	5	13	6	0	0	1	0	0	185
15:15																	
Lane	1	1	28	6	0	2	1	0	1	2	0	0	0	0	0	0	41
15:30																	
Lane	1	2	26	16	0	2	2	0	0	9	0	0	0	0	0	0	57
15:45																	
Lane	1	1	18	9	0	1	1	0	1	5	0	0	0	0	0	0	36
16:00																	
Lane	1	0	26	14	0	4	0	0	1	1	0	0	0	0	0	0	46
Hourly Totals		4	98	45	0	9	4	0	3	17	0	0	0	0	0	0	180
16:15																	
Lane	1	0	36	8	1	3	2	0	2	5	0	0	0	0	0	0	57
16:30																	
Lane	1	2	31	9	0	0	0	0	0	4	0	0	0	0	0	0	46
16:45																	
Lane	1	0	39	18	0	0	0	0	0	2	0	0	0	0	0	0	59
17:00																	
Lane	1	0	35	14	1	1	0	0	0	4	0	0	0	0	0	0	55
Hourly Totals		2	141	49	2	4	2	0	2	15	0	0	0	0	0	0	217
17:15																	
Lane	1	1	24	8	1	0	0	0	1	2	0	0	0	0	0	0	37



Hourly Totals		3	68	16	1	5	3	0	2	3	0	0	0	0	0	101
22:15																
Lane	1	0	15	3	0	0	0	0	0	2	0	0	0	0	0	20
22:30																
Lane	1	1	10	3	0	0	1	0	1	0	0	0	0	0	0	16
22:45																
Lane	1	0	11	4	0	1	1	0	0	0	0	0	0	0	0	17
23:00																
Lane	1	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
===== Hourly Totals		1	44	13	0	1	2	0	1	2	0	0	0	0	0	64
23:15																
Lane	1	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
23:30																
Lane	1	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
23:45																
Lane	1	1	3	1	0	0	1	0	0	0	0	0	0	0	0	6
24:00																
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
===== Hourly Totals		1	29	5	0	1	1	0	0	0	0	0	0	0	0	37
===== 24 Hour Totals		55	1776	630	24	89	73	3	72	213	34	2	0	1	0	2972
===== Daily Totals		55	1776	630	24	89	73	3	72	213	34	2	0	1	0	2972
Percentages		1.85	59.76	21.20	0.81	2.99	2.46	0.10	2.42	7.17	1.14	0.07	0.00	0.03	0.00	0.00





Lane	1	0	3	1	0	0	0	0	0	2	0	0	0	0	0	6
03:45																
Lane	1	0	2	2	0	0	0	0	0	4	0	0	0	0	0	8
04:00																
Lane	1	0	1	3	0	0	0	0	0	1	0	0	0	0	0	5
Hourly Totals		0	7	7	0	0	0	0	0	8	0	0	0	0	0	22
04:15																
Lane	1	1	2	3	1	1	0	0	0	0	0	0	0	0	0	8
04:30																
Lane	1	0	9	3	0	0	2	0	1	2	0	0	0	0	0	17
04:45																
Lane	1	1	5	2	0	0	1	0	3	2	2	0	0	0	0	16
05:00																
Lane	1	0	6	8	1	1	0	0	5	6	2	0	0	0	0	29
Hourly Totals		2	22	16	2	2	3	0	9	10	4	0	0	0	0	70
05:15																
Lane	1	0	9	4	0	1	0	0	4	7	1	0	0	0	0	26
05:30																
Lane	1	1	8	6	1	2	2	0	2	2	0	0	0	0	0	24
05:45																
Lane	1	0	14	6	0	0	0	0	0	1	0	0	0	0	0	21
06:00																
Lane	1	0	15	10	1	1	0	0	2	3	0	0	0	0	0	32
Hourly Totals		1	46	26	2	4	2	0	8	13	1	0	0	0	0	103
06:15																
Lane	1	3	20	9	0	5	1	0	3	3	0	0	0	0	0	44
06:30																
Lane	1	2	20	10	0	2	0	0	2	3	0	0	0	0	0	39
06:45																
Lane	1	1	22	10	0	1	1	0	1	5	0	0	0	0	0	41
07:00																
Lane	1	0	33	13	1	1	1	0	2	4	0	0	0	0	0	55
Hourly Totals		6	95	42	1	9	3	0	8	15	0	0	0	0	0	179
07:15																
Lane	1	1	16	5	0	0	2	0	0	4	0	0	0	0	0	28
07:30																
Lane	1	1	27	10	0	1	2	0	4	3	0	0	0	0	0	48
07:45																
Lane	1	1	18	10	0	1	0	0	3	2	1	0	0	0	0	36
08:00																
Lane	1	1	24	12	2	2	0	0	1	4	0	0	0	0	0	46
Hourly Totals		4	85	37	2	4	4	0	8	13	1	0	0	0	0	158

08:15																	
Lane	1	0	17	8	0	1	1	0	0	5	0	0	0	0	0	0	32
08:30																	
Lane	1	0	34	12	0	1	0	0	1	2	0	0	0	0	0	0	50
08:45																	
Lane	1	3	22	6	1	4	2	2	2	2	2	0	0	0	0	0	46
09:00																	
Lane	1	0	20	8	0	1	1	1	1	5	0	0	0	0	0	0	37
Hourly Totals		3	93	34	1	7	4	3	4	14	2	0	0	0	0	0	165
09:15																	
Lane	1	0	23	6	1	1	1	0	0	4	0	0	0	0	0	0	36
09:30																	
Lane	1	1	23	10	1	2	1	0	1	4	0	0	0	0	0	0	43
09:45																	
Lane	1	3	30	8	1	4	3	1	3	5	1	0	0	0	0	0	59
10:00																	
Lane	1	4	27	6	0	1	3	0	1	3	0	0	0	0	0	0	45
Hourly Totals		8	103	30	3	8	8	1	5	16	1	0	0	0	0	0	183
10:15																	
Lane	1	0	22	7	0	2	0	0	2	6	0	0	0	0	0	0	39
10:30																	
Lane	1	4	25	10	1	1	4	0	2	4	2	0	0	0	0	0	53
10:45																	
Lane	1	2	29	11	2	1	1	0	5	6	0	0	0	0	0	0	57
11:00																	
Lane	1	3	32	4	1	1	3	0	0	8	0	0	0	0	0	0	52
Hourly Totals		9	108	32	4	5	8	0	9	24	2	0	0	0	0	0	201
11:15																	
Lane	1	3	26	8	5	0	2	0	2	3	0	0	0	0	0	0	49
11:30																	
Lane	1	3	32	13	0	1	1	0	1	5	0	0	0	0	0	0	56
11:45																	
Lane	1	5	28	11	1	3	3	0	0	7	0	0	0	0	0	0	58
12:00																	
Lane	1	1	22	8	0	6	4	0	1	9	0	0	0	0	0	0	51
Hourly Totals		12	108	40	6	10	10	0	4	24	0	0	0	0	0	0	214
12:15																	
Lane	1	1	15	8	0	2	1	0	4	6	0	0	0	0	0	0	37
12:30																	
Lane	1	1	28	10	0	4	1	0	1	5	0	0	0	0	0	0	50
12:45																	
Lane	1	6	20	7	1	5	3	0	4	6	0	0	0	0	0	0	52

13:00																	
Lane	1	2	27	11	2	2	0	0	1	9	0	0	0	0	0	0	54
Hourly Totals		10	90	36	3	13	5	0	10	26	0	0	0	0	0	0	193
13:15																	
Lane	1	1	14	5	1	2	2	2	1	9	0	0	0	0	0	0	37
13:30																	
Lane	1	2	21	8	0	2	0	0	1	4	0	0	0	0	0	0	38
13:45																	
Lane	1	1	23	8	0	1	3	2	0	5	0	0	0	0	0	0	43
14:00																	
Lane	1	7	32	9	0	0	0	1	0	7	0	0	0	0	0	0	56
Hourly Totals		11	90	30	1	5	5	5	2	25	0	0	0	0	0	0	174
14:15																	
Lane	1	0	24	8	0	2	0	1	1	4	0	0	0	0	0	0	40
14:30																	
Lane	1	3	22	7	0	2	1	0	1	4	0	0	0	0	0	0	40
14:45																	
Lane	1	1	27	6	0	4	0	0	0	1	0	0	0	0	0	0	39
15:00																	
Lane	1	5	26	3	1	4	0	0	1	1	0	0	0	0	0	0	41
Hourly Totals		9	99	24	1	12	1	1	3	10	0	0	0	0	0	0	160
15:15																	
Lane	1	1	26	12	0	1	0	0	1	4	0	0	0	0	0	0	45
15:30																	
Lane	1	3	29	9	0	2	2	0	1	1	0	0	0	0	0	0	47
15:45																	
Lane	1	0	34	11	1	3	1	0	2	6	0	0	0	0	0	0	58
16:00																	
Lane	1	8	36	6	1	2	0	0	1	2	0	0	0	0	0	0	56
Hourly Totals		12	125	38	2	8	3	0	5	13	0	0	0	0	0	0	206
16:15																	
Lane	1	2	30	14	2	5	2	1	2	4	0	0	0	0	0	0	62
16:30																	
Lane	1	1	38	13	1	4	1	0	0	1	0	0	0	0	0	0	59
16:45																	
Lane	1	4	27	10	0	3	1	0	0	3	1	0	0	0	0	0	49
17:00																	
Lane	1	1	33	9	0	2	0	0	1	2	0	0	0	0	0	0	48
Hourly Totals		8	128	46	3	14	4	1	3	10	1	0	0	0	0	0	218
17:15																	
Lane	1	3	38	13	0	4	2	0	0	5	0	0	0	0	0	0	65





Hourly Totals		3	44	10	0	3	2	0	1	5	0	0	0	0	0	68
22:15																
Lane	1	0	9	4	0	1	0	0	0	1	0	0	0	0	0	15
22:30																
Lane	1	0	6	5	0	1	0	0	0	1	0	0	0	0	0	13
22:45																
Lane	1	1	2	2	0	0	1	0	0	1	0	0	0	0	0	7
23:00																
Lane	1	0	10	1	0	1	0	0	0	1	0	0	0	0	0	13
===== Hourly Totals		1	27	12	0	3	1	0	0	4	0	0	0	0	0	48
23:15																
Lane	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:30																
Lane	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23:45																
Lane	1	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10
24:00																
Lane	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
===== Hourly Totals		1	20	3	0	0	0	0	0	1	0	0	0	0	0	25
===== 24 Hour Totals		120	1643	602	34	136	74	11	90	261	12	1	0	0	0	2984
===== Daily Totals		120	1643	602	34	136	74	11	90	261	12	1	0	0	0	2984
Percentages		4.02	55.06	20.17	1.14	4.56	2.48	0.37	3.02	8.75	0.40	0.03	0.00	0.00	0.00	





Lane	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
03:45																
Lane	1	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
04:00																
Lane	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
Hourly Totals		2	4	0	0	2	0	0	2	7	0	0	0	0	0	17
04:15																
Lane	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
04:30																
Lane	1	0	6	1	0	0	0	0	0	2	0	0	0	0	0	9
04:45																
Lane	1	0	1	4	1	0	0	0	1	4	0	0	0	0	0	11
05:00																
Lane	1	0	3	0	0	0	0	0	0	0	2	1	0	0	0	6
Hourly Totals		0	12	5	1	0	0	0	1	7	2	1	0	0	0	29
05:15																
Lane	1	0	4	2	0	0	0	0	0	1	2	0	0	0	0	9
05:30																
Lane	1	0	3	1	2	0	0	0	0	0	0	1	0	0	0	7
05:45																
Lane	1	1	4	5	0	1	0	0	1	3	0	0	0	0	0	15
06:00																
Lane	1	0	16	9	0	1	0	0	1	3	1	0	0	0	0	31
Hourly Totals		1	27	17	2	2	0	0	2	7	3	1	0	0	0	62
06:15																
Lane	1	0	7	4	0	0	0	1	1	0	3	0	0	0	0	16
06:30																
Lane	1	0	9	9	1	4	0	0	0	3	0	0	0	0	0	26
06:45																
Lane	1	0	17	7	0	1	0	0	1	4	0	0	0	0	0	30
07:00																
Lane	1	3	13	10	1	0	3	0	1	3	1	0	0	0	0	35
Hourly Totals		3	46	30	2	5	3	1	3	10	4	0	0	0	0	107
07:15																
Lane	1	0	22	9	0	3	0	0	2	5	0	0	0	0	0	41
07:30																
Lane	1	2	19	12	0	2	3	1	3	2	0	0	0	0	0	44
07:45																
Lane	1	1	16	7	0	1	2	0	2	3	0	0	0	0	0	32
08:00																
Lane	1	1	21	13	1	2	2	0	4	3	1	0	0	0	0	48
Hourly Totals		4	78	41	1	8	7	1	11	13	1	0	0	0	0	165

08:15																	
Lane	1	0	22	5	0	1	0	0	2	4	1	0	0	0	0	0	35
08:30																	
Lane	1	3	16	11	1	1	3	0	5	6	1	0	0	0	0	0	47
08:45																	
Lane	1	0	22	9	0	1	0	0	0	1	0	0	0	0	0	0	33
09:00																	
Lane	1	2	19	10	1	1	1	0	1	1	0	0	0	0	0	0	36
===== Hourly Totals		5	79	35	2	4	4	0	8	12	2	0	0	0	0	0	151
09:15																	
Lane	1	2	25	6	1	2	0	0	2	2	0	0	0	0	0	0	40
09:30																	
Lane	1	2	32	8	2	1	2	0	0	1	0	0	0	0	0	0	48
09:45																	
Lane	1	1	22	9	1	0	1	0	1	4	0	0	0	0	0	0	39
10:00																	
Lane	1	1	25	4	0	1	2	0	1	3	0	0	0	0	0	0	37
===== Hourly Totals		6	104	27	4	4	5	0	4	10	0	0	0	0	0	0	164
10:15																	
Lane	1	0	24	8	0	0	0	0	0	4	2	0	0	0	0	0	38
10:30																	
Lane	1	2	20	5	0	1	0	0	0	1	0	0	0	0	0	0	29
10:45																	
Lane	1	0	33	11	0	1	0	0	1	5	0	0	0	0	0	0	51
11:00																	
Lane	1	5	24	6	0	1	1	1	1	5	0	0	0	0	0	0	44
===== Hourly Totals		7	101	30	0	3	1	1	2	15	2	0	0	0	0	0	162
11:15																	
Lane	1	2	24	7	0	0	2	0	0	3	6	0	0	0	0	0	44
11:30																	
Lane	1	1	26	12	0	1	0	0	1	5	2	0	0	0	0	0	48
11:45																	
Lane	1	1	36	8	0	2	0	0	0	2	0	0	0	1	0	0	50
12:00																	
Lane	1	0	29	6	0	1	1	0	0	5	2	0	0	0	0	0	44
===== Hourly Totals		4	115	33	0	4	3	0	1	15	10	0	0	1	0	0	186
12:15																	
Lane	1	3	25	9	0	0	5	0	3	4	0	0	0	0	0	0	49
12:30																	
Lane	1	4	16	4	0	0	2	0	2	1	1	0	0	0	0	0	30
12:45																	
Lane	1	1	19	11	1	3	1	0	1	5	3	0	0	0	0	0	45

13:00																	
Lane	1	0	25	11	0	1	1	0	2	1	1	0	0	0	0	0	42
Hourly Totals		8	85	35	1	4	9	0	8	11	5	0	0	0	0	0	166
13:15																	
Lane	1	0	33	11	1	1	0	0	1	4	0	0	0	0	0	0	51
13:30																	
Lane	1	1	30	15	1	2	2	0	2	5	0	0	0	0	0	0	58
13:45																	
Lane	1	1	25	14	0	1	1	0	3	6	0	0	0	0	0	0	51
14:00																	
Lane	1	2	19	7	1	2	2	0	0	7	0	0	0	0	0	0	40
Hourly Totals		4	107	47	3	6	5	0	6	22	0	0	0	0	0	0	200
14:15																	
Lane	1	1	33	8	0	2	1	0	0	3	0	0	0	0	0	0	48
14:30																	
Lane	1	0	14	7	0	1	0	0	1	4	1	0	0	0	0	0	28
14:45																	
Lane	1	1	36	6	1	1	0	0	0	6	0	0	0	0	0	0	51
15:00																	
Lane	1	8	24	12	0	3	3	1	0	5	8	0	0	0	0	0	64
Hourly Totals		10	107	33	1	7	4	1	1	18	9	0	0	0	0	0	191
15:15																	
Lane	1	2	24	14	1	2	0	0	1	2	1	0	0	0	0	0	47
15:30																	
Lane	1	2	33	11	0	2	1	0	0	4	1	0	0	0	0	0	54
15:45																	
Lane	1	1	29	7	0	0	0	0	1	3	1	0	0	0	0	0	42
16:00																	
Lane	1	2	35	10	0	2	1	0	2	4	1	0	0	0	0	0	57
Hourly Totals		7	121	42	1	6	2	0	4	13	4	0	0	0	0	0	200
16:15																	
Lane	1	1	44	11	1	2	1	0	1	3	0	0	0	0	0	0	64
16:30																	
Lane	1	2	30	14	0	1	1	0	0	3	0	0	0	0	0	0	51
16:45																	
Lane	1	1	40	13	0	4	0	0	0	3	0	0	0	0	0	0	61
17:00																	
Lane	1	1	33	18	1	2	1	0	0	2	0	0	0	0	0	0	58
Hourly Totals		5	147	56	2	9	3	0	1	11	0	0	0	0	0	0	234
17:15																	
Lane	1	2	36	6	0	0	2	0	2	2	0	0	0	0	0	0	50





Hourly Totals		0	65	13	0	1	0	0	0	3	0	0	0	0	0	82
22:15																
Lane	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
22:30																
Lane	1	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
22:45																
Lane	1	0	11	3	0	0	0	0	0	1	0	0	0	0	0	15
23:00																
Lane	1	0	11	2	0	1	0	0	0	1	0	0	0	0	0	15
===== Hourly Totals		0	45	8	0	1	0	0	0	2	0	0	0	0	0	56
23:15																
Lane	1	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
23:30																
Lane	1	0	7	1	0	1	0	0	0	1	0	0	0	0	0	10
23:45																
Lane	1	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
24:00																
Lane	1	0	4	2	0	0	0	0	0	2	0	0	0	0	0	8
===== Hourly Totals		0	28	10	0	2	0	0	0	3	0	0	0	0	0	43
===== 24 Hour Totals		81	1726	604	24	86	59	4	63	206	42	2	1	1	0	2899
===== Daily Totals		81	1726	604	24	86	59	4	63	206	42	2	1	1	0	2899
Percentages		2.79	59.54	20.83	0.83	2.97	2.04	0.14	2.17	7.11	1.45	0.07	0.03	0.03	0.00	0.00

***APPENDIX B***

---

***48-HOUR VOLUME COUNTS***

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*  
 Data File : D0406007.PRN  
 Station : 000004051101  
 Identification : 000065310015 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Lockhart Road south of SR 50  
 \*\*\*\*\*

Apr 6 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	4	2	2	1	4	11	6	14	7	5
30	1	0	0	2	8	4	8	7	7	8	7	7
45	1	0	0	0	6	2	20	13	4	4	6	6
00	0	2	2	1	20	4	29	8	2	4	7	7
Hr Total	6	3	6	5	36	11	61	39	19	30	27	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	4	9	10	11	5	8	3	8	4	3	2
30	3	6	6	8	10	8	6	2	6	4	1	1
45	9	5	4	9	4	7	2	3	6	3	0	1
00	10	6	13	5	8	7	7	4	1	1	2	0
Hr Total	31	21	32	32	33	27	23	12	21	12	6	4

24 Hour Total : 522  
 AM peak hour begins : 06:15 AM peak volume : 68 Peak hour factor : 0.59  
 PM peak hour begins : 14:45 PM peak volume : 40 Peak hour factor : 0.77  
 \*\*\*\*\*

Apr 6 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	5	0	0	5	5	4	7	8	6
30	1	0	1	0	1	0	9	4	6	9	3	8
45	0	2	0	2	2	3	3	5	8	6	5	8
00	1	0	0	1	3	8	0	14	9	11	16	9
Hr Total	3	2	3	8	6	11	17	28	27	33	32	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	5	3	10	9	22	8	4	3	2	0	0
30	4	7	8	10	17	6	7	3	1	3	2	0
45	11	4	10	59	17	14	6	3	3	1	1	0
00	6	6	7	23	11	7	3	1	3	1	2	0
Hr Total	27	22	28	102	54	49	24	11	10	7	5	0

24 Hour Total : 540  
 AM peak hour begins : 10:45 AM peak volume : 38 Peak hour factor : 0.59  
 PM peak hour begins : 15:30 PM peak volume : 108 Peak hour factor : 0.46  
 \*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406007.PRN  
 Station : 000004051101  
 Identification : 000065310015 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Lockhart Road south of SR 50

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	6	7	2	1	9	16	10	21	15	11
30	2	0	1	2	9	4	17	11	13	17	10	15
45	1	2	0	2	8	5	23	18	12	10	11	14
00	1	2	2	2	23	12	29	22	11	15	23	16
Hr Total	9	5	9	13	42	22	78	67	46	63	59	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	9	12	20	20	27	16	7	11	6	3	2
30	7	13	14	18	27	14	13	5	7	7	3	1
45	20	9	14	68	21	21	8	6	9	4	1	1
00	16	12	20	28	19	14	10	5	4	2	4	0
Hr Total	58	43	60	134	87	76	47	23	31	19	11	4

24 Hour Total : 1062

AM peak hour begins : 06:15 AM peak volume : 85 Peak hour factor : 0.73  
 PM peak hour begins : 15:30 PM peak volume : 143 Peak hour factor : 0.53

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*  
 Data File : D0407007.PRN  
 Station : 000004051101  
 Identification : 000065310015 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Lockhart Road south of SR 50  
 \*\*\*\*\*

Apr 7 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	3	3	2	5	8	3	7	2	11
30	2	2	0	2	4	2	4	6	10	3	4	4
45	1	0	1	2	13	3	17	18	10	5	9	6
00	0	2	0	2	24	4	23	7	3	4	8	7
Hr Total	4	4	1	9	44	11	49	39	26	19	23	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	4	10	8	11	5	3	4	4	3	1
30	6	7	6	5	5	10	7	5	6	1	4	0
45	3	5	3	6	6	7	7	3	3	3	1	1
00	9	7	11	4	9	7	6	7	2	0	1	0
Hr Total	28	29	24	25	28	35	25	18	15	8	9	2

24 Hour Total : 503  
 AM peak hour begins : 06:45 AM peak volume : 55 Peak hour factor : 0.60  
 PM peak hour begins : 16:45 PM peak volume : 37 Peak hour factor : 0.84  
 \*\*\*\*\*

Apr 7 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	0	5	7	5	4	2	9
30	0	0	0	0	0	0	6	3	6	4	6	10
45	0	0	0	3	4	2	6	5	3	3	5	5
00	0	2	0	0	2	4	2	15	6	5	11	11
Hr Total	1	2	0	3	7	6	19	30	20	16	24	35

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	9	10	15	25	3	4	0	3	0	0
30	10	12	3	10	9	12	7	1	3	0	1	0
45	8	3	7	45	15	15	6	6	2	0	0	0
00	5	4	5	26	13	7	5	1	0	0	0	4
Hr Total	33	29	24	91	52	59	21	12	5	3	1	4

24 Hour Total : 497  
 AM peak hour begins : 11:15 AM peak volume : 36 Peak hour factor : 0.82  
 PM peak hour begins : 15:15 PM peak volume : 96 Peak hour factor : 0.53  
 \*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407007.PRN  
 Station : 000004051101  
 Identification : 000065310015 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Lockhart Road south of SR 50

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	3	4	2	10	15	8	11	4	20
30	2	2	0	2	4	2	10	9	16	7	10	14
45	1	0	1	5	17	5	23	23	13	8	14	11
00	0	4	0	2	26	8	25	22	9	9	19	18
Hr Total	5	6	1	12	51	17	68	69	46	35	47	63

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	20	13	20	23	36	8	7	4	7	3	1
30	16	19	9	15	14	22	14	6	9	1	5	0
45	11	8	10	51	21	22	13	9	5	3	1	1
00	14	11	16	30	22	14	11	8	2	0	1	4
Hr Total	61	58	48	116	80	94	46	30	20	11	10	6

24 Hour Total : 1000

AM peak hour begins : 06:15 AM peak volume : 73 Peak hour factor : 0.73  
 PM peak hour begins : 15:15 PM peak volume : 119 Peak hour factor : 0.58

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*  
Data File : D0406008.PRN  
Station : 000004051102  
Identification : 001540900007 Interval : 15 minutes  
Start date : Apr 6, 11 Start time : 00:00  
Stop date : Apr 6, 11 Stop time : 24:00  
City/Town : Ridge Manor County : Hernando  
Location : SR 50 east of Lockhart Road  
\*\*\*\*\*

Apr 6 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	20	12	13	24	71	134	116	178	152	141	161
30	7	6	11	20	59	87	129	169	137	183	144	148
45	16	17	9	19	67	104	127	158	164	153	178	144
00	11	11	23	32	67	96	151	193	150	167	152	165
Hr Total	57	54	55	84	217	358	541	636	629	655	615	618

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	140	129	139	138	180	161	119	85	64	51	46	21
30	149	116	120	144	178	204	123	83	82	47	38	16
45	123	122	141	190	176	132	100	72	67	46	26	23
00	125	132	153	195	153	161	84	71	69	60	27	18
Hr Total	537	499	553	667	687	658	426	311	282	204	137	78

24 Hour Total : 9558  
AM peak hour begins : 07:15 AM peak volume : 698 Peak hour factor : 0.90  
PM peak hour begins : 15:30 PM peak volume : 743 Peak hour factor : 0.95  
\*\*\*\*\*

Apr 6 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	15	18	16	31	26	56	131	139	136	147	138
30	13	22	14	12	34	37	104	137	173	135	143	146
45	23	13	20	32	41	42	126	166	135	174	115	155
00	16	20	17	15	48	51	113	133	122	132	97	136
Hr Total	82	70	69	75	154	156	399	567	569	577	502	575

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	143	145	145	187	178	153	99	82	56	59	31
30	144	138	145	192	174	174	147	89	93	76	38	39
45	162	131	136	204	201	151	142	93	89	58	33	31
00	121	152	140	173	170	136	126	83	69	39	32	34
Hr Total	559	564	566	714	732	639	568	364	333	229	162	135

24 Hour Total : 9360  
AM peak hour begins : 07:30 AM peak volume : 611 Peak hour factor : 0.88  
PM peak hour begins : 15:15 PM peak volume : 756 Peak hour factor : 0.93  
\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406008.PRN  
 Station : 000004051102  
 Identification : 001540900007 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : SR 50 east of Lockhart Road

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	35	30	29	55	97	190	247	317	288	288	299
30	20	28	25	32	93	124	233	306	310	318	287	294
45	39	30	29	51	108	146	253	324	299	327	293	299
00	27	31	40	47	115	147	264	326	272	299	249	301
Hr Total	139	124	124	159	371	514	940	1203	1198	1232	1117	1193

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	272	284	283	367	339	272	184	146	107	105	52
30	293	254	265	336	352	378	270	172	175	123	76	55
45	285	253	277	394	377	283	242	165	156	104	59	54
00	246	284	293	368	323	297	210	154	138	99	59	52
Hr Total	1096	1063	1119	1381	1419	1297	994	675	615	433	299	213

24 Hour Total : 18918

AM peak hour begins : 07:30 AM peak volume : 1277 Peak hour factor : 0.98

PM peak hour begins : 15:30 PM peak volume : 1481 Peak hour factor : 0.94

\*\*\*\*\*



Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407008.PRN  
 Station : 000004051102  
 Identification : 001540900007 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : SR 50 east of Lockhart Road

\*\*\*\*\*

Apr 7 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	10	8	14	28	82	120	102	161	154	145	156
30	12	16	7	9	49	68	150	157	185	155	157	139
45	9	11	15	31	87	83	160	159	138	166	122	156
00	10	9	16	28	105	105	137	167	147	141	135	142
Hr Total	48	46	46	82	269	338	567	585	631	616	559	593

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	156	136	153	188	143	133	97	74	54	47	29
30	155	154	140	144	171	185	95	87	70	53	45	20
45	164	154	153	172	178	145	101	112	65	64	40	29
00	129	173	194	192	191	169	118	84	45	33	26	23
Hr Total	585	637	623	661	728	642	447	380	254	204	158	101

24 Hour Total : 9800  
 AM peak hour begins : 07:30 AM peak volume : 672 Peak hour factor : 0.91  
 PM peak hour begins : 15:45 PM peak volume : 729 Peak hour factor : 0.95

\*\*\*\*\*

Apr 7 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	21	12	14	33	34	76	122	153	125	114	148
30	26	12	14	25	21	33	111	134	123	147	144	149
45	27	18	17	31	59	33	117	144	155	121	141	120
00	23	10	17	26	40	36	126	134	161	106	157	155
Hr Total	98	61	60	96	153	136	430	534	592	499	556	572

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	158	139	160	217	184	150	110	80	66	48	44
30	156	153	141	158	176	200	112	98	68	62	47	20
45	140	145	169	219	199	154	164	107	77	73	38	36
00	137	135	153	178	213	144	127	123	80	40	40	30
Hr Total	570	591	602	715	805	682	553	438	305	241	173	130

24 Hour Total : 9592  
 AM peak hour begins : 10:30 AM peak volume : 595 Peak hour factor : 0.95  
 PM peak hour begins : 16:00 PM peak volume : 805 Peak hour factor : 0.93

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407008.PRN  
Station : 000004051102  
Identification : 001540900007 Interval : 15 minutes  
Start date : Apr 7, 11 Start time : 00:00  
Stop date : Apr 7, 11 Stop time : 24:00  
City/Town : Ridge Manor County : Hernando  
Location : SR 50 east of Lockhart Road

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	31	20	28	61	116	196	224	314	279	259	304
30	38	28	21	34	70	101	261	291	308	302	301	288
45	36	29	32	62	146	116	277	303	293	287	263	276
00	33	19	33	54	145	141	263	301	308	247	292	297
Hr Total	146	107	106	178	422	474	997	1119	1223	1115	1115	1165

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	274	314	275	313	405	327	283	207	154	120	95	73
30	311	307	281	302	347	385	207	185	138	115	92	40
45	304	299	322	391	377	299	265	219	142	137	78	65
00	266	308	347	370	404	313	245	207	125	73	66	53
Hr Total	1155	1228	1225	1376	1533	1324	1000	818	559	445	331	231

24 Hour Total : 19392

AM peak hour begins : 07:30 AM peak volume : 1226 Peak hour factor : 0.98

PM peak hour begins : 16:00 PM peak volume : 1533 Peak hour factor : 0.95

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406009.PRN  
Station : 000004051103  
Identification : 000138590003 Interval : 15 minutes  
Start date : Apr 6, 11 Start time : 00:00  
Stop date : Apr 6, 11 Stop time : 24:00  
City/Town : Ridge Manor County : Hernando  
Location : SR 50 west of Windmere Road/Bronson Blvd

\*\*\*\*\*

Apr 6 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	24	17	24	29	67	142	181	215	209	204	198
30	23	22	24	37	62	103	135	203	201	177	160	172
45	37	27	21	43	71	109	165	230	223	224	185	203
00	16	14	26	40	99	115	172	237	206	219	198	227
Hr Total	107	87	88	144	261	394	614	851	845	829	747	800

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	236	183	168	200	224	223	176	158	125	97	79	44
30	209	134	185	193	204	251	182	137	109	94	70	39
45	184	175	165	213	218	211	176	134	122	76	41	56
00	160	157	178	238	189	231	141	92	112	71	43	31
Hr Total	789	649	696	844	835	916	675	521	468	338	233	170

24 Hour Total : 12901  
AM peak hour begins : 07:15 AM peak volume : 885 Peak hour factor : 0.93  
PM peak hour begins : 17:00 PM peak volume : 916 Peak hour factor : 0.91

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406010.PRN  
Station : 000004051104  
Identification : 000158000001 Interval : 15 minutes  
Start date : Apr 6, 11 Start time : 00:00  
Stop date : Apr 6, 11 Stop time : 24:00  
City/Town : Ridge Manor County : Hernando  
Location : SR 50 west of Windmere Road/Bronson Blvd

\*\*\*\*\*

Apr 6 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	24	10	19	37	66	128	175	207	202	220	172
30	13	16	22	19	43	68	153	206	182	204	182	186
45	25	23	21	30	55	66	191	202	145	216	171	217
00	20	25	19	32	74	103	154	191	184	219	169	201
Hr Total	96	88	72	100	209	303	626	774	718	841	742	776

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	229	171	189	196	193	155	117	101	93	70	46
30	211	152	167	217	184	182	149	104	102	72	53	38
45	229	211	153	228	188	159	132	135	105	69	46	48
00	163	196	164	195	213	147	139	99	73	57	37	20
Hr Total	791	788	655	829	781	681	575	455	381	291	206	152

24 Hour Total : 11930  
AM peak hour begins : 09:15 AM peak volume : 859 Peak hour factor : 0.98  
PM peak hour begins : 15:15 PM peak volume : 836 Peak hour factor : 0.92

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407009.PRN  
 Station : 000004051103  
 Identification : 000138590003 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : SR 50 west of Windmere Road/Bronson Blvd

\*\*\*\*\*

Apr 7 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	14	10	24	23	79	109	136	182	176	186	185
30	34	23	11	15	51	60	125	170	196	192	193	189
45	38	19	20	31	115	76	156	215	142	210	193	193
00	14	20	29	41	115	87	136	184	175	166	214	174
Hr Total	115	76	70	111	304	302	526	705	695	744	786	741

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	196	222	173	206	236	207	162	153	124	77	81	59
30	220	171	159	236	244	228	178	143	131	95	52	32
45	190	217	158	220	251	184	167	160	111	97	62	44
00	191	175	213	242	238	221	156	145	96	74	50	38
Hr Total	797	785	703	904	969	840	663	601	462	343	245	173

24 Hour Total : 12660  
 AM peak hour begins : 10:00 AM peak volume : 786 Peak hour factor : 0.92  
 PM peak hour begins : 15:45 PM peak volume : 973 Peak hour factor : 0.97

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407010.PRN  
Station : 000004051104  
Identification : 000158000001 Interval : 15 minutes  
Start date : Apr 7, 11 Start time : 00:00  
Stop date : Apr 7, 11 Stop time : 24:00  
City/Town : Ridge Manor County : Hernando  
Location : SR 50 west of Windmere Road/Bronson Blvd

\*\*\*\*\*

Apr 7 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	28	19	17	43	74	137	175	195	178	195	200
30	20	20	11	38	39	49	135	210	174	206	197	198
45	34	23	20	30	62	64	172	201	203	171	185	155
00	22	10	14	42	59	81	167	170	197	162	200	230
Hr Total	102	81	64	127	203	268	611	756	769	717	777	783

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	180	189	174	180	230	190	176	118	92	76	67	48
30	167	212	163	198	195	204	133	138	90	77	61	42
45	185	224	219	223	192	155	158	118	99	79	39	53
00	170	209	167	193	211	157	129	124	95	58	65	36
Hr Total	702	834	723	794	828	706	596	498	376	290	232	179

24 Hour Total : 12016  
AM peak hour begins : 08:30 AM peak volume : 784 Peak hour factor : 0.95  
PM peak hour begins : 15:15 PM peak volume : 844 Peak hour factor : 0.92

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*  
 Data File : D0406011.PRN  
 Station : 000004051105  
 Identification : 000025620006 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Windmere Road north of SR 50  
 \*\*\*\*\*

Apr 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	1	0	0	1	3	4	10	13	10	9
30	1	1	2	1	2	0	2	8	8	8	7	11
45	0	0	1	2	1	1	0	6	4	4	9	6
00	0	1	0	1	1	2	1	10	14	5	14	20
Hr Total	7	3	4	4	4	4	6	28	36	30	40	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	4	12	11	12	18	8	12	15	9	4	6
30	7	13	9	15	17	21	15	13	11	4	3	2
45	11	12	11	13	18	20	11	8	12	6	3	2
00	5	11	20	12	17	17	8	9	4	11	2	0
Hr Total	38	40	52	51	64	76	42	42	42	30	12	10

24 Hour Total : 711  
 AM peak hour begins : 11:15 AM peak volume : 52 Peak hour factor : 0.65  
 PM peak hour begins : 16:45 PM peak volume : 76 Peak hour factor : 0.90  
 \*\*\*\*\*

Apr 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	0	2	4	8	15	19	19	7	9
30	1	0	1	0	1	3	12	15	15	15	10	14
45	0	0	1	1	1	4	26	19	8	8	7	9
00	0	0	2	1	1	4	11	10	17	10	8	13
Hr Total	5	0	4	2	5	15	57	59	59	52	32	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	13	7	10	10	14	8	6	6	1	6	2
30	10	2	8	12	10	12	8	4	13	3	1	4
45	20	10	11	11	13	6	8	2	6	4	4	0
00	5	7	10	8	7	4	8	5	6	1	3	0
Hr Total	51	32	36	41	40	36	32	17	31	9	14	6

24 Hour Total : 680  
 AM peak hour begins : 06:30 AM peak volume : 67 Peak hour factor : 0.64  
 PM peak hour begins : 12:00 PM peak volume : 51 Peak hour factor : 0.64  
 \*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406011.PRN  
 Station : 000004051105  
 Identification : 000025620006 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Windmere Road north of SR 50

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	1	1	0	2	5	11	19	29	32	17	18
30	2	1	3	1	3	3	14	23	23	23	17	25
45	0	0	2	3	2	5	26	25	12	12	16	15
00	0	1	2	2	2	6	12	20	31	15	22	33
Hr Total	12	3	8	6	9	19	63	87	95	82	72	91

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	17	19	21	22	32	16	18	21	10	10	8
30	17	15	17	27	27	33	23	17	24	7	4	6
45	31	22	22	24	31	26	19	10	18	10	7	2
00	10	18	30	20	24	21	16	14	10	12	5	0
Hr Total	89	72	88	92	104	112	74	59	73	39	26	16

24 Hour Total : 1391

AM peak hour begins : 11:15 AM peak volume : 104 Peak hour factor : 0.79

PM peak hour begins : 16:30 PM peak volume : 120 Peak hour factor : 0.91

\*\*\*\*\*



Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407011.PRN  
 Station : 000004051105  
 Identification : 000025620006 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Windmere Road north of SR 50

\*\*\*\*\*

Apr 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	0	1	2	4	7	13	9	14
30	2	3	2	4	1	1	3	6	7	2	10	2
45	0	1	0	0	0	2	4	5	8	6	8	9
00	1	2	0	0	0	2	2	12	12	3	12	16
Hr Total	4	7	2	5	1	6	11	27	34	24	39	41

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	10	6	7	17	14	9	17	12	7	6	3
30	10	10	12	23	21	7	9	12	11	7	4	6
45	8	9	5	10	17	20	7	10	4	7	3	8
00	9	8	16	11	28	9	11	12	11	5	6	3
Hr Total	34	37	39	51	83	50	36	51	38	26	19	20

24 Hour Total : 685  
 AM peak hour begins : 10:15 AM peak volume : 44 Peak hour factor : 0.79  
 PM peak hour begins : 16:00 PM peak volume : 83 Peak hour factor : 0.74

\*\*\*\*\*

Apr 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	1	5	9	17	10	19	7	17
30	1	0	0	2	1	0	13	12	9	5	16	17
45	0	0	0	0	0	3	14	10	6	5	9	9
00	1	1	0	1	1	7	20	16	16	8	10	9
Hr Total	2	1	1	4	3	15	56	55	41	37	42	52

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	10	7	11	16	25	4	9	2	6	3	3
30	3	13	9	11	20	13	9	7	3	7	9	1
45	10	7	12	11	11	16	2	7	7	2	0	2
00	10	10	12	7	18	7	5	2	5	3	3	2
Hr Total	35	40	40	40	65	61	20	25	17	18	15	8

24 Hour Total : 693  
 AM peak hour begins : 06:15 AM peak volume : 64 Peak hour factor : 0.80  
 PM peak hour begins : 16:15 PM peak volume : 74 Peak hour factor : 0.74

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407011.PRN  
 Station : 000004051105  
 Identification : 000025620006 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Windmere Road north of SR 50

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	2	1	6	11	21	17	32	16	31
30	3	3	2	6	2	1	16	18	16	7	26	19
45	0	1	0	0	0	5	18	15	14	11	17	18
00	2	3	0	1	1	9	22	28	28	11	22	25
Hr Total	6	8	3	9	4	21	67	82	75	61	81	93

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	20	13	18	33	39	13	26	14	13	9	6
30	13	23	21	34	41	20	18	19	14	14	13	7
45	18	16	17	21	28	36	9	17	11	9	3	10
00	19	18	28	18	46	16	16	14	16	8	9	5
Hr Total	69	77	79	91	148	111	56	76	55	44	34	28

24 Hour Total : 1378

AM peak hour begins : 10:15 AM peak volume : 96 Peak hour factor : 0.77

PM peak hour begins : 16:15 PM peak volume : 154 Peak hour factor : 0.84

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406012.PRN  
 Station : 000004051106  
 Identification : 000158000015 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Bronson Boulevard south of SR 50

\*\*\*\*\*

Apr 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	4	0	0	0	3	9	5	18	22	15
30	0	0	0	0	0	6	0	5	6	13	17	20
45	2	1	0	0	1	0	1	7	12	10	12	20
00	0	1	0	1	0	1	1	6	10	26	10	23
Hr Total	2	2	4	1	1	7	5	27	33	67	61	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	24	17	19	13	19	15	21	18	17	11	1
30	30	24	10	16	12	5	13	15	13	8	5	1
45	22	26	19	11	13	17	8	17	16	10	2	0
00	30	20	12	11	14	11	15	20	7	6	1	0
Hr Total	97	94	58	57	52	52	51	73	54	41	19	2

24 Hour Total : 938  
 AM peak hour begins : 11:30 AM peak volume : 88 Peak hour factor : 0.73  
 PM peak hour begins : 12:15 PM peak volume : 106 Peak hour factor : 0.88

\*\*\*\*\*

Apr 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	2	0	0	2	7	7	15	19	8	19
30	0	0	0	0	1	1	6	4	8	13	8	12
45	0	0	0	0	0	1	3	3	11	10	16	19
00	0	1	0	0	3	3	2	9	14	15	9	20
Hr Total	0	2	2	0	4	7	18	23	48	57	41	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	9	10	2	9	16	12	18	12	3	2	1
30	23	8	8	14	7	12	15	9	8	3	0	0
45	14	8	9	6	5	14	9	9	3	3	0	0
00	11	10	15	6	12	12	6	9	5	0	6	0
Hr Total	68	35	42	28	33	54	42	45	28	9	8	1

24 Hour Total : 665  
 AM peak hour begins : 11:30 AM peak volume : 82 Peak hour factor : 0.89  
 PM peak hour begins : 12:00 PM peak volume : 68 Peak hour factor : 0.74

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406012.PRN  
 Station : 000004051106  
 Identification : 000158000015 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Bronson Boulevard south of SR 50

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	6	0	0	2	10	16	20	37	30	34
30	0	0	0	0	1	7	6	9	14	26	25	32
45	2	1	0	0	1	1	4	10	23	20	28	39
00	0	2	0	1	3	4	3	15	24	41	19	43
Hr Total	2	4	6	1	5	14	23	50	81	124	102	148

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	33	27	21	22	35	27	39	30	20	13	2
30	53	32	18	30	19	17	28	24	21	11	5	1
45	36	34	28	17	18	31	17	26	19	13	2	0
00	41	30	27	17	26	23	21	29	12	6	7	0
Hr Total	165	129	100	85	85	106	93	118	82	50	27	3

24 Hour Total : 1603

AM peak hour begins : 11:30 AM peak volume : 170 Peak hour factor : 0.80

PM peak hour begins : 12:00 PM peak volume : 165 Peak hour factor : 0.78

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407012.PRN  
 Station : 000004051106  
 Identification : 000158000015 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Bronson Boulevard south of SR 50

\*\*\*\*\*

Apr 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	0	1	0	2	5	9	7	16	14
30	2	0	2	0	2	1	1	11	11	19	17	15
45	0	0	0	0	1	0	4	14	13	17	12	20
00	2	0	0	0	1	1	2	9	8	15	16	20
Hr Total	8	1	2	0	5	2	9	39	41	58	61	69

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	20	13	14	20	20	12	17	17	12	6	1
30	16	33	22	19	18	18	14	20	16	15	7	2
45	29	29	18	11	20	13	20	18	16	7	0	0
00	20	22	8	12	19	18	16	14	10	8	2	2
Hr Total	83	104	61	56	77	69	62	69	59	42	15	5

24 Hour Total : 997  
 AM peak hour begins : 11:30 AM peak volume : 74 Peak hour factor : 0.64  
 PM peak hour begins : 13:00 PM peak volume : 104 Peak hour factor : 0.79

\*\*\*\*\*

Apr 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	8	8	15	14	10
30	0	0	0	0	0	0	6	6	5	25	15	14
45	0	0	0	0	1	1	4	13	10	14	20	23
00	0	0	0	2	2	3	4	12	9	9	12	19
Hr Total	0	0	0	2	3	5	15	39	32	63	61	66

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	17	11	5	11	9	13	12	4	7	3	0
30	13	17	5	15	10	18	20	6	6	2	3	0
45	20	7	14	7	13	9	12	10	8	1	3	4
00	21	10	9	7	13	15	7	11	4	0	0	0
Hr Total	66	51	39	34	47	51	52	39	22	10	9	4

24 Hour Total : 710  
 AM peak hour begins : 11:15 AM peak volume : 68 Peak hour factor : 0.74  
 PM peak hour begins : 12:30 PM peak volume : 75 Peak hour factor : 0.89

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407012.PRN  
 Station : 000004051106  
 Identification : 000158000015 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Bronson Boulevard south of SR 50

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	0	1	1	3	13	17	22	30	24
30	2	0	2	0	2	1	7	17	16	44	32	29
45	0	0	0	0	2	1	8	27	23	31	32	43
00	2	0	0	2	3	4	6	21	17	24	28	39
Hr Total	8	1	2	2	8	7	24	78	73	121	122	135

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	37	24	19	31	29	25	29	21	19	9	1
30	29	50	27	34	28	36	34	26	22	17	10	2
45	49	36	32	18	33	22	32	28	24	8	3	4
00	41	32	17	19	32	33	23	25	14	8	2	2
Hr Total	149	155	100	90	124	120	114	108	81	52	24	9

24 Hour Total : 1707

AM peak hour begins : 11:15 AM peak volume : 141 Peak hour factor : 0.82  
 PM peak hour begins : 12:30 PM peak volume : 177 Peak hour factor : 0.88

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406013.PRN  
 Station : 000004051107  
 Identification : 000039640003 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Croom Rital Road north of SR 50

\*\*\*\*\*

Apr 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	2	0	5	6	8	6
30	0	0	0	0	2	0	3	2	4	4	4	5
45	1	1	0	1	0	0	4	4	7	8	8	2
00	0	0	0	2	1	1	2	5	2	10	7	7
Hr Total	1	2	0	3	3	1	11	11	18	28	27	20

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	9	8	8	4	5	5	0	3	2	0	0
30	7	3	6	10	4	3	4	3	1	2	1	0
45	7	8	5	9	8	8	3	4	1	2	1	1
00	7	7	3	6	9	6	6	0	1	1	0	0
Hr Total	23	27	22	33	25	22	18	7	6	7	2	1

24 Hour Total : 318  
 AM peak hour begins : 09:15 AM peak volume : 30 Peak hour factor : 0.75  
 PM peak hour begins : 15:00 PM peak volume : 33 Peak hour factor : 0.82

\*\*\*\*\*

Apr 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	1	5	8	5	2
30	0	0	0	0	0	1	1	2	2	5	4	5
45	1	0	0	0	0	0	2	2	2	3	8	6
00	1	0	0	1	2	1	0	3	5	5	6	4
Hr Total	2	0	0	1	2	2	4	8	14	21	23	17

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

24 Hour Total : 260  
 AM peak hour begins : 10:00 AM peak volume : 23 Peak hour factor : 0.72  
 PM peak hour begins : 16:15 PM peak volume : 33 Peak hour factor : 0.75

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406013.PRN  
 Station : 000004051107  
 Identification : 000039640003 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Croom Rital Road north of SR 50

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	3	1	10	14	13	8
30	0	0	0	0	2	1	4	4	6	9	8	10
45	2	1	0	1	0	0	6	6	9	11	16	8
00	1	0	0	3	3	2	2	8	7	15	13	11
Hr Total	3	2	0	4	5	3	15	19	32	49	50	37

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	16	14	12	9	14	11	5	4	4	0	0
30	10	9	9	18	15	6	8	8	4	2	1	0
45	13	11	12	13	14	10	9	9	1	3	1	1
00	10	11	7	8	16	8	9	4	1	1	0	0
Hr Total	41	47	42	51	54	38	37	26	10	10	2	1

24 Hour Total : 578

AM peak hour begins : 09:45 AM peak volume : 52 Peak hour factor : 0.81  
 PM peak hour begins : 16:15 PM peak volume : 59 Peak hour factor : 0.92

\*\*\*\*\*



Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407013.PRN  
 Station : 000004051107  
 Identification : 000039640003 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Croom Rital Road north of SR 50

\*\*\*\*\*

Apr 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	0	1	3	3	3	5	3
30	0	0	0	1	1	0	2	1	5	1	4	11
45	0	0	0	0	0	0	1	2	1	2	1	1
00	0	0	0	2	0	1	0	8	6	8	4	6
Hr Total	0	1	0	4	1	1	4	14	15	14	14	21

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	6	6	9	4	4	5	4	0	1	0	0
30	5	2	2	4	10	9	3	1	4	0	0	0
45	8	5	4	7	6	4	7	5	0	2	0	0
00	3	6	3	6	5	5	3	0	0	1	0	1
Hr Total	22	19	15	26	25	22	18	10	4	4	0	1

24 Hour Total : 255  
 AM peak hour begins : 11:15 AM peak volume : 24 Peak hour factor : 0.55  
 PM peak hour begins : 15:30 PM peak volume : 27 Peak hour factor : 0.68

\*\*\*\*\*

Apr 7 Southbound Volume for Lane 2

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

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

24 Hour Total : 222  
 AM peak hour begins : 11:15 AM peak volume : 26 Peak hour factor : 0.81  
 PM peak hour begins : 14:00 PM peak volume : 24 Peak hour factor : 0.60

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407013.PRN  
 Station : 000004051107  
 Identification : 000039640003 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Croom Rital Road north of SR 50

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	1	1	3	6	5	7	6	5
30	0	0	0	1	1	0	5	1	6	4	7	19
45	1	0	0	0	0	0	4	4	2	8	6	8
00	0	0	0	3	0	1	1	14	11	10	4	12
Hr Total	1	1	0	5	2	2	13	25	24	29	23	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	10	12	13	5	7	11	10	1	1	0	0
30	11	5	8	9	12	13	6	5	6	0	0	0
45	13	7	6	9	15	4	10	9	0	2	1	0
00	7	11	13	11	7	12	10	2	0	2	0	1
Hr Total	42	33	39	42	39	36	37	26	7	5	1	1

24 Hour Total : 477

AM peak hour begins : 11:15 AM peak volume : 50 Peak hour factor : 0.66  
 PM peak hour begins : 14:45 PM peak volume : 44 Peak hour factor : 0.85

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406014.PRN  
 Station : 000004051108  
 Identification : 000158000004 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Kettering Road south of SR 50

\*\*\*\*\*

Apr 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	1	1	18	17	8	11	5	14	18	20
30	2	1	3	3	29	8	3	12	17	15	20	19
45	6	7	3	3	33	6	5	8	8	14	22	4
00	1	1	3	3	24	5	17	28	4	12	25	10
Hr Total	11	12	10	10	104	36	33	59	34	55	85	53

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	16	27	27	20	16	9	5	1	7	7	9
30	37	23	17	50	32	24	7	4	9	2	11	7
45	22	22	15	97	19	14	14	9	7	8	15	3
00	14	12	18	33	10	12	8	7	5	7	9	5
Hr Total	90	73	77	207	81	66	38	25	22	24	42	24

24 Hour Total : 1271  
 AM peak hour begins : 04:00 AM peak volume : 104 Peak hour factor : 0.79  
 PM peak hour begins : 15:00 PM peak volume : 207 Peak hour factor : 0.53

\*\*\*\*\*

Apr 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	2	1	14	21	11	15	10	6	9	10
30	2	5	0	3	35	32	9	18	19	7	6	11
45	3	3	3	12	45	8	17	13	14	18	15	11
00	0	0	4	15	81	9	27	7	20	21	25	23
Hr Total	7	11	9	31	175	70	64	53	63	52	55	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	7	14	28	30	10	10	9	5	15	18	0
30	16	20	14	21	15	5	8	10	4	0	15	7
45	12	21	19	33	17	15	8	6	10	8	9	2
00	6	7	23	51	9	11	13	4	2	2	22	5
Hr Total	57	55	70	133	71	41	39	29	21	25	64	14

24 Hour Total : 1264  
 AM peak hour begins : 04:15 AM peak volume : 182 Peak hour factor : 0.56  
 PM peak hour begins : 15:15 PM peak volume : 135 Peak hour factor : 0.66

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

```
Data File       : D0406014.PRN
Station        : 000004051108
Identification  : 000158000004      Interval       : 15 minutes
Start date     : Apr 6, 11          Start time     : 00:00
Stop date      : Apr 6, 11          Stop time      : 24:00
City/Town      : Ridge Manor        County         : Hernando
Location       : Kettering Road south of SR 50
```

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	6	3	2	32	38	19	26	15	20	27	30
30	4	6	3	6	64	40	12	30	36	22	26	30
45	9	10	6	15	78	14	22	21	22	32	37	15
00	1	1	7	18	105	14	44	35	24	33	50	33
Hr Total	18	23	19	41	279	106	97	112	97	107	140	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	23	41	55	50	26	19	14	6	22	25	9
30	53	43	31	71	47	29	15	14	13	2	26	14
45	34	43	34	130	36	29	22	15	17	16	24	5
00	20	19	41	84	19	23	21	11	7	9	31	10
Hr Total	147	128	147	340	152	107	77	54	43	49	106	38

```
24 Hour Total       : 2535
AM peak hour begins : 04:15      AM peak volume : 285      Peak hour factor : 0.68
PM peak hour begins : 15:00      PM peak volume : 340      Peak hour factor : 0.65
```

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407014.PRN  
 Station : 000004051108  
 Identification : 000158000004 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Kettering Road south of SR 50

\*\*\*\*\*

Apr 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	6	6	1	29	18	15	15	11	13	12	20
30	2	4	2	4	23	9	6	14	9	13	11	20
45	8	3	4	6	31	8	7	12	14	14	16	22
00	2	1	3	8	25	4	15	15	14	16	21	25
Hr Total	15	14	15	19	108	39	43	56	48	56	60	87

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	19	17	24	45	8	14	17	6	3	4	6
30	14	26	20	44	34	13	14	13	5	7	6	1
45	24	22	25	101	17	14	12	4	9	14	23	6
00	14	18	11	41	15	20	12	12	14	3	7	3
Hr Total	66	85	73	210	111	55	52	46	34	27	40	16

24 Hour Total : 1375  
 AM peak hour begins : 04:00 AM peak volume : 108 Peak hour factor : 0.87  
 PM peak hour begins : 15:15 PM peak volume : 231 Peak hour factor : 0.57

\*\*\*\*\*

Apr 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	6	11	20	6	7	14	7	18	23
30	9	5	0	7	23	27	11	14	3	18	11	22
45	3	2	3	7	58	8	21	15	8	7	17	12
00	0	5	16	17	88	11	22	16	14	14	21	16
Hr Total	15	14	19	37	180	66	60	52	39	46	67	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	10	17	27	27	12	10	10	9	6	3	2
30	13	4	14	40	22	9	19	10	15	2	3	2
45	12	17	12	29	22	14	23	17	10	7	5	6
00	16	14	36	45	14	11	12	13	2	13	25	1
Hr Total	53	45	79	141	85	46	64	50	36	28	36	11

24 Hour Total : 1342  
 AM peak hour begins : 04:30 AM peak volume : 193 Peak hour factor : 0.55  
 PM peak hour begins : 15:00 PM peak volume : 141 Peak hour factor : 0.78

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

```
Data File       : D0407014.PRN
Station        : 000004051108
Identification  : 000158000004      Interval       : 15 minutes
Start date     : Apr 7, 11          Start time     : 00:00
Stop date      : Apr 7, 11          Stop time      : 24:00
City/Town      : Ridge Manor        County         : Hernando
Location       : Kettering Road south of SR 50
```

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	8	6	7	40	38	21	22	25	20	30	43
30	11	9	2	11	46	36	17	28	12	31	22	42
45	11	5	7	13	89	16	28	27	22	21	33	34
00	2	6	19	25	113	15	37	31	28	30	42	41
Hr Total	30	28	34	56	288	105	103	108	87	102	127	160

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	29	34	51	72	20	24	27	15	9	7	8
30	27	30	34	84	56	22	33	23	20	9	9	3
45	36	39	37	130	39	28	35	21	19	21	28	12
00	30	32	47	86	29	31	24	25	16	16	32	4
Hr Total	119	130	152	351	196	101	116	96	70	55	76	27

24 Hour Total : 2717

AM peak hour begins : 04:00      AM peak volume : 288      Peak hour factor : 0.64  
 PM peak hour begins : 15:15      PM peak volume : 372      Peak hour factor : 0.72

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*  
 Data File : D0406015.PRN  
 Station : 000004051111  
 Identification : 000145150009 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : SR 700/US 98/McKethan Rd south of SR 50  
 \*\*\*\*\*

Apr 6 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	12	7	13	10	22	45	79	59	55	53	43
30	9	7	6	11	18	21	33	72	60	55	38	55
45	17	13	7	18	26	37	60	73	64	72	47	57
00	7	7	9	11	5	37	45	86	52	59	63	44
Hr Total	43	39	29	53	59	117	183	310	235	241	201	199

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	72	50	50	60	62	45	45	31	35	33	15
30	72	43	60	60	68	65	53	33	27	24	24	18
45	79	56	73	89	73	68	47	35	45	14	7	20
00	56	53	48	67	68	61	41	35	23	24	10	10
Hr Total	265	224	231	266	269	256	186	148	126	97	74	63

24 Hour Total : 3914  
 AM peak hour begins : 07:00 AM peak volume : 310 Peak hour factor : 0.90  
 PM peak hour begins : 15:30 PM peak volume : 284 Peak hour factor : 0.80  
 \*\*\*\*\*

Apr 6 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	11	2	12	10	18	52	52	52	60	61	55
30	4	3	13	13	12	20	54	59	46	78	67	92
45	16	12	12	16	25	21	47	45	37	68	49	60
00	9	3	7	24	38	30	31	53	65	79	63	71
Hr Total	41	29	34	65	85	89	184	209	200	285	240	278

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	61	51	83	70	60	60	42	36	31	24	10
30	65	58	64	71	68	94	60	43	38	17	16	16
45	62	69	66	81	101	77	47	55	22	26	8	25
00	56	63	53	85	90	64	34	24	26	17	16	5
Hr Total	247	251	234	320	329	295	201	164	122	91	64	56

24 Hour Total : 4113  
 AM peak hour begins : 11:15 AM peak volume : 287 Peak hour factor : 0.78  
 PM peak hour begins : 16:30 PM peak volume : 345 Peak hour factor : 0.85  
 \*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

```
Data File       : D0406015.PRN
Station        : 000004051111
Identification  : 000145150009      Interval       : 15 minutes
Start date     : Apr 6, 11          Start time      : 00:00
Stop date      : Apr 6, 11          Stop time       : 24:00
City/Town      : Ridge Manor        County          : Hernando
Location       : SR 700/US 98/McKethan Rd south of SR 50
```

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	23	9	25	20	40	97	131	111	115	114	98
30	13	10	19	24	30	41	87	131	106	133	105	147
45	33	25	19	34	51	58	107	118	101	140	96	117
00	16	10	16	35	43	67	76	139	117	138	126	115
Hr Total	84	68	63	118	144	206	367	519	435	526	441	477

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	133	101	133	130	122	105	87	67	66	57	25
30	137	101	124	131	136	159	113	76	65	41	40	34
45	141	125	139	170	174	145	94	90	67	40	15	45
00	112	116	101	152	158	125	75	59	49	41	26	15
Hr Total	512	475	465	586	598	551	387	312	248	188	138	119

24 Hour Total : 8027

AM peak hour begins : 09:00 AM peak volume : 526 Peak hour factor : 0.94

PM peak hour begins : 16:30 PM peak volume : 613 Peak hour factor : 0.88

\*\*\*\*\*



Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

Page 1

\*\*\*\*\*

Data File : D0407015.PRN  
Station : 000004051111  
Identification : 000145150009 Interval : 15 minutes  
Start date : Apr 7, 11 Start time : 00:00  
Stop date : Apr 7, 11 Stop time : 24:00  
City/Town : Ridge Manor County : Hernando  
Location : SR 700/US 98/McKethan Rd south of SR 50

\*\*\*\*\*

Apr 7 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	4	1	14	22	41	49	54	37	47	46
30	10	4	6	9	19	17	66	75	63	61	60	54
45	13	9	7	15	18	23	72	78	63	61	55	41
00	12	7	9	9	18	33	71	80	71	50	55	41
Hr Total	44	25	26	34	69	95	250	282	251	209	217	182

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	63	66	64	78	62	66	46	43	26	19	18
30	53	68	50	83	73	53	33	43	36	37	18	16
45	67	72	71	72	71	64	52	49	43	32	24	22
00	73	55	58	73	73	56	40	40	34	13	17	11
Hr Total	246	258	245	292	295	235	191	178	156	108	78	67

24 Hour Total : 4033

AM peak hour begins : 07:15 AM peak volume : 287 Peak hour factor : 0.90

PM peak hour begins : 15:15 PM peak volume : 306 Peak hour factor : 0.92

\*\*\*\*\*

Apr 7 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	9	5	8	11	19	35	35	42	58	84	60
30	7	6	13	28	13	27	44	56	55	65	56	46
45	3	7	8	14	21	25	63	55	77	53	63	68
00	2	7	9	18	25	30	48	40	68	48	64	68
Hr Total	21	29	35	68	70	101	190	186	242	224	267	242

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	62	55	69	72	78	66	53	29	30	29	21
30	71	57	69	87	68	68	72	48	35	22	14	16
45	51	66	85	80	77	78	59	52	14	25	15	17
00	72	54	60	68	80	73	49	37	30	25	39	14
Hr Total	252	239	269	304	297	297	246	190	108	102	97	68

24 Hour Total : 4144

AM peak hour begins : 08:30 AM peak volume : 268 Peak hour factor : 0.87

PM peak hour begins : 15:15 PM peak volume : 307 Peak hour factor : 0.88

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407015.PRN  
 Station : 000004051111  
 Identification : 000145150009 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : SR 700/US 98/McKethan Rd south of SR 50

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	14	9	9	25	41	76	84	96	95	131	106
30	17	10	19	37	32	44	110	131	118	126	116	100
45	16	16	15	29	39	48	135	133	140	114	118	109
00	14	14	18	27	43	63	119	120	139	98	119	109
Hr Total	65	54	61	102	139	196	440	468	493	433	484	424

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	125	121	133	150	140	132	99	72	56	48	39
30	124	125	119	170	141	121	105	91	71	59	32	32
45	118	138	156	152	148	142	111	101	57	57	39	39
00	145	109	118	141	153	129	89	77	64	38	56	25
Hr Total	498	497	514	596	592	532	437	368	264	210	175	135

24 Hour Total : 8177

AM peak hour begins : 08:30 AM peak volume : 500 Peak hour factor : 0.89

PM peak hour begins : 15:15 PM peak volume : 613 Peak hour factor : 0.90

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406016.PRN  
 Station : 000004051110  
 Identification : 000065310004 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Olancha Road north of SR 50

\*\*\*\*\*

Apr 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	1	1	3	7	9
30	1	0	0	0	0	3	1	1	2	4	2	4
45	1	0	0	3	1	1	0	2	5	6	9	8
00	0	0	0	0	0	0	0	4	6	6	6	3
Hr Total	2	0	0	3	1	4	1	8	14	19	24	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	3	4	15	6	14	10	7	7	3	3	0
30	6	11	5	9	11	27	18	6	8	4	5	2
45	7	5	13	17	15	19	12	6	0	5	0	0
00	4	6	5	17	13	9	5	6	5	3	5	0
Hr Total	22	25	27	58	45	69	45	25	20	15	13	2

24 Hour Total : 466  
 AM peak hour begins : 10:30 AM peak volume : 28 Peak hour factor : 0.78  
 PM peak hour begins : 16:45 PM peak volume : 73 Peak hour factor : 0.68

\*\*\*\*\*

Apr 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	2	0	4	11	5	3	6	5
30	0	1	0	0	2	3	6	15	8	6	5	5
45	0	2	1	0	3	1	11	6	5	10	8	6
00	0	0	1	1	3	2	4	10	12	3	11	6
Hr Total	0	3	3	1	10	6	25	42	30	22	30	22

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	12	3	9	3	16	9	14	8	2	2	1
30	6	4	9	9	5	8	6	5	4	3	1	1
45	9	6	7	8	13	5	12	2	6	4	2	1
00	6	9	5	9	5	8	5	4	2	2	1	0
Hr Total	24	31	24	35	26	37	32	25	20	11	6	3

24 Hour Total : 468  
 AM peak hour begins : 07:00 AM peak volume : 42 Peak hour factor : 0.70  
 PM peak hour begins : 16:30 PM peak volume : 42 Peak hour factor : 0.66

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406016.PRN  
 Station : 000004051110  
 Identification : 000065310004 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Olancha Road north of SR 50

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	2	0	4	12	6	6	13	14
30	1	1	0	0	2	6	7	16	10	10	7	9
45	1	2	1	3	4	2	11	8	10	16	17	14
00	0	0	1	1	3	2	4	14	18	9	17	9
Hr Total	2	3	3	4	11	10	26	50	44	41	54	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	15	7	24	9	30	19	21	15	5	5	1
30	12	15	14	18	16	35	24	11	12	7	6	3
45	16	11	20	25	28	24	24	8	6	9	2	1
00	10	15	10	26	18	17	10	10	7	5	6	0
Hr Total	46	56	51	93	71	106	77	50	40	26	19	5

24 Hour Total : 934

AM peak hour begins : 10:30 AM peak volume : 57 Peak hour factor : 0.84  
 PM peak hour begins : 16:30 PM peak volume : 111 Peak hour factor : 0.79

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407016.PRN  
 Station : 000004051110  
 Identification : 000065310004 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Olancha Road north of SR 50

\*\*\*\*\*

Apr 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	2	0	2	0	1	1	6	13	7
30	0	0	1	1	0	1	1	0	2	2	6	4
45	0	1	0	0	0	0	0	4	4	5	7	10
00	0	1	1	0	0	0	2	3	4	7	4	9
Hr Total	2	3	3	3	0	3	3	8	11	20	30	30

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	5	11	9	12	17	10	11	9	4	5	1
30	7	10	11	13	14	11	12	9	4	6	3	0
45	6	7	9	15	13	18	8	9	2	4	3	1
00	7	4	8	14	17	13	11	11	7	3	2	1
Hr Total	26	26	39	51	56	59	41	40	22	17	13	3

24 Hour Total : 509  
 AM peak hour begins : 09:45 AM peak volume : 33 Peak hour factor : 0.63  
 PM peak hour begins : 16:45 PM peak volume : 63 Peak hour factor : 0.88

\*\*\*\*\*

Apr 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	2	4	12	11	9	8	4
30	0	1	1	1	2	1	9	11	5	8	7	6
45	0	1	0	0	3	1	7	13	7	5	6	8
00	0	2	0	3	3	3	6	7	11	8	9	4
Hr Total	0	4	2	4	9	7	26	43	34	30	30	22

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	4	6	4	10	16	4	7	11	6	6	1
30	6	6	9	10	15	8	7	10	3	5	3	2
45	7	9	4	3	9	9	8	6	4	2	2	1
00	13	4	2	10	11	5	6	11	5	0	0	0
Hr Total	32	23	21	27	45	38	25	34	23	13	11	4

24 Hour Total : 507  
 AM peak hour begins : 07:00 AM peak volume : 43 Peak hour factor : 0.83  
 PM peak hour begins : 16:15 PM peak volume : 51 Peak hour factor : 0.80

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407016.PRN  
 Station : 000004051110  
 Identification : 000065310004 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : Olancha Road north of SR 50

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	2	1	4	4	13	12	15	21	11
30	0	1	2	2	2	2	10	11	7	10	13	10
45	0	2	0	0	3	1	7	17	11	10	13	18
00	0	3	1	3	3	3	8	10	15	15	13	13
Hr Total	2	7	5	7	9	10	29	51	45	50	60	52

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	9	17	13	22	33	14	18	20	10	11	2
30	13	16	20	23	29	19	19	19	7	11	6	2
45	13	16	13	18	22	27	16	15	6	6	5	2
00	20	8	10	24	28	18	17	22	12	3	2	1
Hr Total	58	49	60	78	101	97	66	74	45	30	24	7

24 Hour Total : 1016  
 AM peak hour begins : 09:45 AM peak volume : 62 Peak hour factor : 0.74  
 PM peak hour begins : 16:15 PM peak volume : 112 Peak hour factor : 0.85

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406017.PRN  
 Station : 000004051109  
 Identification : 000039640001 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : SR 50 west of McKethan Rd/Olancha Rd

\*\*\*\*\*

Apr 6 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	17	16	19	16	47	106	129	130	134	127	123
30	20	8	9	21	29	50	93	147	116	130	103	108
45	22	22	13	28	45	75	105	144	167	128	122	127
00	13	7	24	22	34	72	114	153	118	124	135	118
Hr Total	69	54	62	90	124	244	418	573	531	516	487	476

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	130	123	120	155	151	113	95	62	56	52	26
30	138	95	119	138	126	136	118	69	66	56	44	23
45	137	109	135	166	153	138	112	86	89	51	25	37
00	111	106	112	133	153	126	78	66	67	35	17	21
Hr Total	512	440	489	557	587	551	421	316	284	198	138	107

24 Hour Total : 8244  
 AM peak hour begins : 07:15 AM peak volume : 574 Peak hour factor : 0.94  
 PM peak hour begins : 16:30 PM peak volume : 593 Peak hour factor : 0.97

\*\*\*\*\*

Apr 6 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	21	7	14	21	54	90	110	130	131	120	133
30	4	9	19	21	34	44	124	137	124	147	138	157
45	20	18	20	30	52	52	111	117	103	131	105	143
00	13	14	16	36	63	90	112	112	150	140	140	135
Hr Total	55	62	62	101	170	240	437	476	507	549	503	568

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	127	114	151	138	105	138	74	72	64	44	23
30	160	111	109	127	138	141	100	75	66	57	30	30
45	138	136	118	141	166	135	109	87	55	48	20	31
00	117	134	100	142	162	111	83	56	49	38	23	10
Hr Total	544	508	441	561	604	492	430	292	242	207	117	94

24 Hour Total : 8262  
 AM peak hour begins : 10:45 AM peak volume : 573 Peak hour factor : 0.91  
 PM peak hour begins : 16:00 PM peak volume : 604 Peak hour factor : 0.91

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406017.PRN  
 Station : 000004051109  
 Identification : 000039640001 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : SR 50 west of McKethan Rd/Olancha Rd

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	38	23	33	37	101	196	239	260	265	247	256
30	24	17	28	42	63	94	217	284	240	277	241	265
45	42	40	33	58	97	127	216	261	270	259	227	270
00	26	21	40	58	97	162	226	265	268	264	275	253
Hr Total	124	116	124	191	294	484	855	1049	1038	1065	990	1044

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	257	237	271	293	256	251	169	134	120	96	49
30	298	206	228	265	264	277	218	144	132	113	74	53
45	275	245	253	307	319	273	221	173	144	99	45	68
00	228	240	212	275	315	237	161	122	116	73	40	31
Hr Total	1056	948	930	1118	1191	1043	851	608	526	405	255	201

24 Hour Total : 16506  
 AM peak hour begins : 08:30 AM peak volume : 1080 Peak hour factor : 0.97  
 PM peak hour begins : 16:00 PM peak volume : 1191 Peak hour factor : 0.93

\*\*\*\*\*



Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

```
Data File       : D0407017.PRN
Station        : 000004051109
Identification  : 000039640001      Interval       : 15 minutes
Start date     : Apr 7, 11          Start time    : 00:00
Stop date      : Apr 7, 11          Stop time     : 24:00
City/Town      : Ridge Manor        County        : Hernando
Location       : SR 50 west of McKethan Rd/Olancha Rd
```

\*\*\*\*\*

Apr 7 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	7	5	19	56	82	87	94	106	121	115
30	19	12	7	15	42	34	97	109	128	124	120	130
45	26	14	19	21	55	56	108	130	102	134	115	114
00	14	10	13	14	58	60	107	124	115	96	124	116
Hr Total	71	42	46	55	174	206	394	450	439	460	480	475

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	138	118	139	157	133	110	89	87	59	39	28
30	134	119	99	142	152	131	96	96	60	63	32	31
45	145	140	124	160	137	128	102	99	78	71	34	25
00	115	148	126	141	164	126	96	83	58	34	28	19
Hr Total	497	545	467	582	610	518	404	367	283	227	133	103

```
24 Hour Total      : 8028
AM peak hour begins : 10:30      AM peak volume : 484      Peak hour factor : 0.93
PM peak hour begins : 15:30      PM peak volume : 610      Peak hour factor : 0.95
```

\*\*\*\*\*

Apr 7 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	17	9	12	21	48	87	93	97	135	145	124
30	18	16	14	46	36	50	92	134	112	127	121	128
45	14	12	15	19	39	50	112	103	142	118	133	118
00	15	11	16	29	59	90	117	126	123	107	127	144
Hr Total	63	56	54	106	155	238	408	456	474	487	526	514

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	125	108	129	167	151	117	90	62	47	43	32
30	108	118	124	151	135	145	119	92	75	51	30	26
45	120	142	125	136	143	118	119	87	46	41	28	28
00	129	125	148	120	160	113	74	63	54	44	50	23
Hr Total	478	510	505	536	605	527	429	332	237	183	151	109

```
24 Hour Total      : 8139
AM peak hour begins : 08:30      AM peak volume : 527      Peak hour factor : 0.93
PM peak hour begins : 16:00      PM peak volume : 605      Peak hour factor : 0.91
```

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407017.PRN  
 Station : 000004051109  
 Identification : 000039640001 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : SR 50 west of McKethan Rd/Olancha Rd

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	23	16	17	40	104	169	180	191	241	266	239
30	37	28	21	61	78	84	189	243	240	251	241	258
45	40	26	34	40	94	106	220	233	244	252	248	232
00	29	21	29	43	117	150	224	250	238	203	251	260
Hr Total	134	98	100	161	329	444	802	906	913	947	1006	989

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	224	263	226	268	324	284	227	179	149	106	82	60
30	242	237	223	293	287	276	215	188	135	114	62	57
45	265	282	249	296	280	246	221	186	124	112	62	53
00	244	273	274	261	324	239	170	146	112	78	78	42
Hr Total	975	1055	972	1118	1215	1045	833	699	520	410	284	212

24 Hour Total : 16167

AM peak hour begins : 10:00 AM peak volume : 1006 Peak hour factor : 0.95

PM peak hour begins : 16:00 PM peak volume : 1215 Peak hour factor : 0.94

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406018.PRN  
 Station : 000004051112  
 Identification : 000039640004 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : SR 50 east of McKethan Rd/Olancha Rd

\*\*\*\*\*

Apr 6 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	6	6	10	18	47	41	64	73	86	84
30	5	0	6	5	7	22	43	61	54	73	71	65
45	4	6	6	9	20	35	46	59	82	65	85	78
00	6	1	11	8	23	28	59	63	74	71	79	88
Hr Total	20	13	29	28	60	103	195	224	274	282	321	315

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	52	78	78	108	88	74	55	35	23	23	13
30	88	67	70	79	76	94	80	39	41	34	20	8
45	65	62	69	79	85	76	59	56	56	35	21	20
00	65	57	74	79	103	78	54	34	42	20	8	10
Hr Total	294	238	291	315	372	336	267	184	174	112	72	51

24 Hour Total : 4570  
 AM peak hour begins : 11:30 AM peak volume : 330 Peak hour factor : 0.94  
 PM peak hour begins : 16:00 PM peak volume : 372 Peak hour factor : 0.86

\*\*\*\*\*

Apr 6 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	10	6	3	9	34	45	66	64	67	67	87
30	2	5	6	9	23	21	63	73	75	68	64	88
45	6	5	5	13	27	32	55	66	77	77	67	76
00	5	10	7	12	26	55	76	66	83	73	80	66
Hr Total	20	30	24	37	85	142	239	271	299	285	278	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	69	80	68	72	50	76	34	39	41	28	16
30	113	63	58	69	91	77	57	38	36	39	19	17
45	65	69	57	72	84	70	68	48	46	23	14	7
00	64	70	70	73	76	57	46	28	25	21	15	6
Hr Total	318	271	265	282	323	254	247	148	146	124	76	46

24 Hour Total : 4527  
 AM peak hour begins : 10:45 AM peak volume : 331 Peak hour factor : 0.94  
 PM peak hour begins : 16:00 PM peak volume : 323 Peak hour factor : 0.89

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

```
Data File       : D0406018.PRN
Station        : 000004051112
Identification : 000039640004      Interval   : 15 minutes
Start date     : Apr 6, 11          Start time  : 00:00
Stop date      : Apr 6, 11          Stop time   : 24:00
City/Town      : Ridge Manor        County      : Hernando
Location       : SR 50 east of McKethan Rd/Olancha Rd
```

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	16	12	9	19	52	92	107	128	140	153	171
30	7	5	12	14	30	43	106	134	129	141	135	153
45	10	11	11	22	47	67	101	125	159	142	152	154
00	11	11	18	20	49	83	135	129	157	144	159	154
Hr Total	40	43	53	65	145	245	434	495	573	567	599	632

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	121	158	146	180	138	150	89	74	64	51	29
30	201	130	128	148	167	171	137	77	77	73	39	25
45	130	131	126	151	169	146	127	104	102	58	35	27
00	129	127	144	152	179	135	100	62	67	41	23	16
Hr Total	612	509	556	597	695	590	514	332	320	236	148	97

24 Hour Total : 9097

AM peak hour begins : 11:30 AM peak volume : 661 Peak hour factor : 0.82

PM peak hour begins : 16:00 PM peak volume : 695 Peak hour factor : 0.97

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

```
Data File       : D0407018.PRN
Station        : 000004051112
Identification : 000039640004      Interval   : 15 minutes
Start date     : Apr 7, 11         Start time  : 00:00
Stop date      : Apr 7, 11         Stop time   : 24:00
City/Town      : Ridge Manor       County      : Hernando
Location       : SR 50 east of McKethan Rd/Olancha Rd
```

\*\*\*\*\*

Apr 7 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	3	0	7	38	35	46	49	59	66	80
30	7	8	1	8	22	20	48	46	60	68	79	84
45	11	7	12	9	35	28	37	58	59	84	70	70
00	8	4	5	9	40	36	47	51	63	58	76	73
Hr Total	31	23	21	26	104	122	167	201	231	269	291	307

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	83	68	76	94	92	55	46	41	28	26	12
30	83	65	68	86	86	75	62	56	36	30	13	19
45	87	81	56	83	69	81	73	60	44	40	20	10
00	62	88	81	71	96	78	55	57	30	26	14	8
Hr Total	296	317	273	316	345	326	245	219	151	124	73	49

```
24 Hour Total      : 4527
AM peak hour begins : 10:30      AM peak volume : 310      Peak hour factor : 0.92
PM peak hour begins : 16:00      PM peak volume : 345      Peak hour factor : 0.90
```

\*\*\*\*\*

Apr 7 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	3	7	7	24	50	59	56	67	79	78
30	13	10	5	15	23	24	54	72	68	68	60	70
45	11	8	4	9	22	30	50	51	76	68	73	65
00	15	4	9	10	33	54	70	77	62	64	63	79
Hr Total	47	31	21	41	85	132	224	259	262	267	275	292

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	67	63	78	105	79	65	43	34	20	22	11
30	40	77	67	60	70	85	52	45	51	35	15	12
45	80	78	61	67	74	61	64	47	32	20	18	16
00	73	77	100	64	90	50	44	35	29	24	22	13
Hr Total	262	299	291	269	339	275	225	170	146	99	77	52

```
24 Hour Total      : 4440
AM peak hour begins : 11:00      AM peak volume : 292      Peak hour factor : 0.92
PM peak hour begins : 16:00      PM peak volume : 339      Peak hour factor : 0.81
```

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407018.PRN  
 Station : 000004051112  
 Identification : 000039640004 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : SR 50 east of McKethan Rd/Olancha Rd

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	13	6	7	14	62	85	105	105	126	145	158
30	20	18	6	23	45	44	102	118	128	136	139	154
45	22	15	16	18	57	58	87	109	135	152	143	135
00	23	8	14	19	73	90	117	128	125	122	139	152
Hr Total	78	54	42	67	189	254	391	460	493	536	566	599

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	150	131	154	199	171	120	89	75	48	48	23
30	123	142	135	146	156	160	114	101	87	65	28	31
45	167	159	117	150	143	142	137	107	76	60	38	26
00	135	165	181	135	186	128	99	92	59	50	36	21
Hr Total	558	616	564	585	684	601	470	389	297	223	150	101

24 Hour Total : 8967

AM peak hour begins : 11:00 AM peak volume : 599 Peak hour factor : 0.95

PM peak hour begins : 16:00 PM peak volume : 684 Peak hour factor : 0.86

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406019.PRN  
 Station : 000004051113  
 Identification : 000065310001 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : US 301 north of SR 50

\*\*\*\*\*

Apr 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	2	5	3	9	21	31	43	27	37	47
30	5	1	5	3	4	18	36	42	39	40	54	50
45	2	3	5	5	5	16	31	29	38	38	57	51
00	12	3	3	2	16	18	28	44	34	48	44	52
Hr Total	30	9	15	15	28	61	116	146	154	153	192	200

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	41	63	72	59	81	69	36	39	26	20	9
30	57	50	43	53	56	81	54	34	42	27	13	21
45	36	65	46	50	71	62	50	35	27	36	20	10
00	52	40	60	69	72	62	42	43	38	26	15	8
Hr Total	199	196	212	244	258	286	215	148	146	115	68	48

24 Hour Total : 3254  
 AM peak hour begins : 11:30 AM peak volume : 214 Peak hour factor : 0.94  
 PM peak hour begins : 16:30 PM peak volume : 305 Peak hour factor : 0.94

\*\*\*\*\*

Apr 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	4	2	4	16	39	59	58	46	47	36
30	6	3	6	3	9	16	42	49	45	42	42	56
45	2	2	3	10	12	21	32	44	60	46	36	46
00	2	3	0	6	11	24	57	47	39	44	41	37
Hr Total	17	9	13	21	36	77	170	199	202	178	166	175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	50	48	40	55	47	44	28	25	21	15	9
30	50	48	29	41	55	55	42	29	33	21	18	6
45	43	54	52	42	41	57	51	29	21	17	8	4
00	39	30	45	69	55	47	34	20	19	18	7	5
Hr Total	179	182	174	192	206	206	171	106	98	77	48	24

24 Hour Total : 2926  
 AM peak hour begins : 07:45 AM peak volume : 210 Peak hour factor : 0.88  
 PM peak hour begins : 15:30 PM peak volume : 221 Peak hour factor : 0.80

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406019.PRN  
Station : 000004051113  
Identification : 000065310001 Interval : 15 minutes  
Start date : Apr 6, 11 Start time : 00:00  
Stop date : Apr 6, 11 Stop time : 24:00  
City/Town : Ridge Manor County : Hernando  
Location : US 301 north of SR 50

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	3	6	7	7	25	60	90	101	73	84	83
30	11	4	11	6	13	34	78	91	84	82	96	106
45	4	5	8	15	17	37	63	73	98	84	93	97
00	14	6	3	8	27	42	85	91	73	92	85	89
Hr Total	47	18	28	36	64	138	286	345	356	331	358	375

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	91	111	112	114	128	113	64	64	47	35	18
30	107	98	72	94	111	136	96	63	75	48	31	27
45	79	119	98	92	112	119	101	64	48	53	28	14
00	91	70	105	138	127	109	76	63	57	44	22	13
Hr Total	378	378	386	436	464	492	386	254	244	192	116	72

24 Hour Total : 6180

AM peak hour begins : 11:30 AM peak volume : 394 Peak hour factor : 0.92

PM peak hour begins : 16:45 PM peak volume : 510 Peak hour factor : 0.94

\*\*\*\*\*



Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

```
Data File       : D0407019.PRN
Station        : 000004051113
Identification  : 000065310001      Interval       : 15 minutes
Start date     : Apr 7, 11           Start time      : 00:00
Stop date      : Apr 7, 11           Stop time       : 24:00
City/Town      : Ridge Manor         County          : Hernando
Location       : US 301 north of SR 50
```

\*\*\*\*\*

Apr 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	5	0	4	15	10	39	24	39	43	44
30	4	1	3	2	3	20	31	24	44	31	42	53
45	7	1	3	3	17	14	31	46	44	50	32	50
00	7	6	4	6	9	22	22	40	46	51	46	59
Hr Total	31	14	15	11	33	71	94	149	158	171	163	206

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	64	41	68	59	83	67	45	28	24	26	10
30	53	41	45	56	62	81	49	46	37	29	10	14
45	50	76	44	59	59	75	37	36	31	29	15	19
00	29	68	61	58	64	72	53	38	32	30	12	8
Hr Total	183	249	191	241	244	311	206	165	128	112	63	51

```
24 Hour Total       : 3260
AM peak hour begins : 11:15      AM peak volume : 213      Peak hour factor : 0.90
PM peak hour begins : 17:00      PM peak volume : 311      Peak hour factor : 0.94
```

\*\*\*\*\*

Apr 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	5	8	14	37	45	63	44	35	43
30	4	2	1	3	6	23	41	51	49	48	54	49
45	7	0	3	11	19	22	52	53	40	42	56	47
00	2	10	4	6	12	20	64	48	63	35	45	28
Hr Total	14	12	9	25	45	79	194	197	215	169	190	167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	37	37	34	46	50	37	23	17	16	12	5
30	47	55	36	40	64	56	36	23	30	20	11	8
45	46	44	53	49	39	41	28	28	23	19	6	8
00	37	41	46	49	71	41	27	29	18	11	7	1
Hr Total	180	177	172	172	220	188	128	103	88	66	36	22

```
24 Hour Total       : 2868
AM peak hour begins : 07:15      AM peak volume : 215      Peak hour factor : 0.85
PM peak hour begins : 16:15      PM peak volume : 224      Peak hour factor : 0.79
```

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407019.PRN  
 Station : 000004051113  
 Identification : 000065310001 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : US 301 north of SR 50

\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	6	6	5	12	29	47	84	87	83	78	87
30	8	3	4	5	9	43	72	75	93	79	96	102
45	14	1	6	14	36	36	83	99	84	92	88	97
00	9	16	8	12	21	42	86	88	109	86	91	87
Hr Total	45	26	24	36	78	150	288	346	373	340	353	373

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	101	78	102	105	133	104	68	45	40	38	15
30	100	96	81	96	126	137	85	69	67	49	21	22
45	96	120	97	108	98	116	65	64	54	48	21	27
00	66	109	107	107	135	113	80	67	50	41	19	9
Hr Total	363	426	363	413	464	499	334	268	216	178	99	73

24 Hour Total : 6128

AM peak hour begins : 11:15 AM peak volume : 387 Peak hour factor : 0.95  
 PM peak hour begins : 16:45 PM peak volume : 521 Peak hour factor : 0.95

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406020.PRN  
 Station : 000004051114  
 Identification : 000140510022 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : US 301 south of SR 50

\*\*\*\*\*

Apr 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	4	3	15	34	58	59	47	67	48
30	7	2	7	0	2	12	43	51	52	33	51	39
45	3	2	4	6	4	19	22	47	57	53	33	54
00	5	2	3	5	6	19	47	59	43	45	49	30
Hr Total	19	8	16	15	15	65	146	215	211	178	200	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	59	57	43	45	36	41	28	20	21	13	8
30	52	66	41	54	55	52	40	28	27	17	20	3
45	47	47	45	59	45	65	44	32	23	27	10	5
00	50	33	68	65	67	41	38	19	22	12	5	9
Hr Total	195	205	211	221	212	194	163	107	92	77	48	25

24 Hour Total : 3009  
 AM peak hour begins : 07:45 AM peak volume : 227 Peak hour factor : 0.96  
 PM peak hour begins : 14:45 PM peak volume : 224 Peak hour factor : 0.82

\*\*\*\*\*

Apr 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	10	10	20	39	47	44	20	51	45
30	6	2	7	4	2	32	32	34	43	50	52	45
45	1	2	4	6	10	20	42	42	51	47	65	40
00	3	0	1	7	15	33	39	42	39	50	62	62
Hr Total	14	6	14	27	37	105	152	165	177	167	230	192

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	34	72	68	58	70	60	27	35	23	21	8
30	65	48	41	73	64	73	54	29	35	27	12	14
45	45	48	52	52	70	77	38	32	29	21	10	11
00	50	42	57	64	67	51	34	30	21	12	10	10
Hr Total	207	172	222	257	259	271	186	118	120	83	53	43

24 Hour Total : 3277  
 AM peak hour begins : 10:00 AM peak volume : 230 Peak hour factor : 0.88  
 PM peak hour begins : 16:45 PM peak volume : 287 Peak hour factor : 0.93

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0406020.PRN  
 Station : 000004051114  
 Identification : 000140510022 Interval : 15 minutes  
 Start date : Apr 6, 11 Start time : 00:00  
 Stop date : Apr 6, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : US 301 south of SR 50

\*\*\*\*\*

Apr 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	4	14	13	35	73	105	103	67	118	93
30	13	4	14	4	4	44	75	85	95	83	103	84
45	4	4	8	12	14	39	64	89	108	100	98	94
00	8	2	4	12	21	52	86	101	82	95	111	92
Hr Total	33	14	30	42	52	170	298	380	388	345	430	363

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	93	129	111	103	106	101	55	55	44	34	16
30	117	114	82	127	119	125	94	57	62	44	32	17
45	92	95	97	111	115	142	82	64	52	48	20	16
00	100	75	125	129	134	92	72	49	43	24	15	19
Hr Total	402	377	433	478	471	465	349	225	212	160	101	68

24 Hour Total : 6286  
 AM peak hour begins : 10:00 AM peak volume : 430 Peak hour factor : 0.91  
 PM peak hour begins : 16:45 PM peak volume : 507 Peak hour factor : 0.89

\*\*\*\*\*

Adams Traffic  
813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*

Data File : D0407020.PRN  
 Station : 000004051114  
 Identification : 000140510022 Interval : 15 minutes  
 Start date : Apr 7, 11 Start time : 00:00  
 Stop date : Apr 7, 11 Stop time : 24:00  
 City/Town : Ridge Manor County : Hernando  
 Location : US 301 south of SR 50

\*\*\*\*\*

Apr 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	7	4	4	4	7	23	42	58	50	41	55
30	6	6	3	1	8	15	37	43	43	45	42	42
45	3	0	4	3	14	14	48	56	42	40	52	39
00	2	6	7	5	5	21	62	53	63	46	43	36
Hr Total	13	19	18	13	31	57	170	194	206	181	178	172

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	39	56	54	53	30	27	29	16	16	5	7
30	52	53	40	38	50	34	33	25	29	26	11	6
45	51	46	48	46	48	59	41	22	23	14	8	6
00	37	40	60	62	45	37	23	24	11	10	4	1
Hr Total	188	178	204	200	196	160	124	100	79	66	28	20

24 Hour Total : 2795  
 AM peak hour begins : 07:15 AM peak volume : 210 Peak hour factor : 0.91  
 PM peak hour begins : 15:45 PM peak volume : 213 Peak hour factor : 0.86

\*\*\*\*\*

Apr 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	6	2	0	9	19	32	42	26	38	49	43
30	7	4	12	5	14	33	38	37	45	32	53	50
45	9	2	3	6	14	22	42	42	41	57	47	45
00	1	5	9	8	17	31	39	33	55	50	40	68
Hr Total	20	17	26	19	54	105	151	154	167	177	189	206

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	61	64	37	54	58	60	34	26	23	19	6
30	56	50	43	46	57	72	47	28	28	18	21	8
45	56	45	50	53	67	71	42	20	15	10	19	11
00	52	42	55	60	80	57	31	17	22	19	10	3
Hr Total	214	198	212	196	258	258	180	99	91	70	69	28

24 Hour Total : 3158  
 AM peak hour begins : 11:30 AM peak volume : 219 Peak hour factor : 0.81  
 PM peak hour begins : 16:45 PM peak volume : 281 Peak hour factor : 0.88

\*\*\*\*\*

Adams Traffic

813-763-7763

Volume Report with 24 Hour Totals

\*\*\*\*\*  
Data File : D0407020.PRN  
Station : 000004051114  
Identification : 000140510022 Interval : 15 minutes  
Start date : Apr 7, 11 Start time : 00:00  
Stop date : Apr 7, 11 Stop time : 24:00  
City/Town : Ridge Manor County : Hernando  
Location : US 301 south of SR 50  
\*\*\*\*\*

Apr 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	13	6	4	13	26	55	84	84	88	90	98
30	13	10	15	6	22	48	75	80	88	77	95	92
45	12	2	7	9	28	36	90	98	83	97	99	84
00	3	11	16	13	22	52	101	86	118	96	83	104
Hr Total	33	36	44	32	85	162	321	348	373	358	367	378

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	100	120	91	107	88	87	63	42	39	24	13
30	108	103	83	84	107	106	80	53	57	44	32	14
45	107	91	98	99	115	130	83	42	38	24	27	17
00	89	82	115	122	125	94	54	41	33	29	14	4
Hr Total	402	376	416	396	454	418	304	199	170	136	97	48

24 Hour Total : 5953  
AM peak hour begins : 11:30 AM peak volume : 394 Peak hour factor : 0.91  
PM peak hour begins : 16:00 PM peak volume : 454 Peak hour factor : 0.91  
\*\*\*\*\*

***APPENDIX C***

---

***6-HOUR TURNING MOVEMENT COUNTS***

Adams Traffic, Inc.

P.O. Box 997

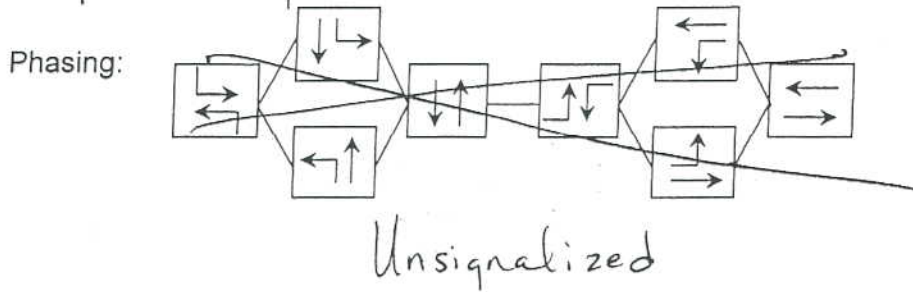
Plant City, FL 33564

Tel: (813) 763-7763 Fax: (813) 659-8688

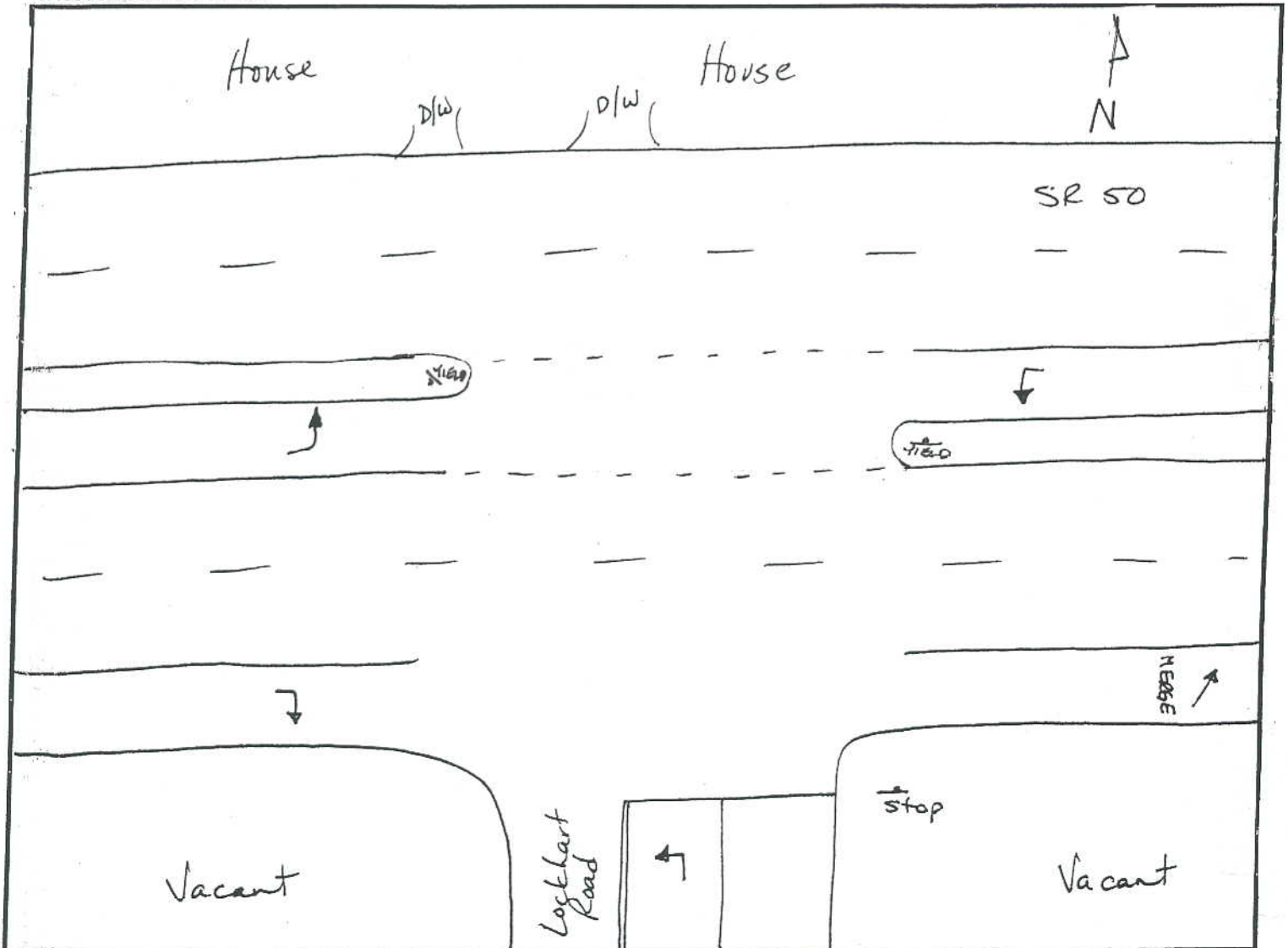
Project No.: 07151.01

### Turning Movement Count Field Data Sheet

Date: 4/5/11 Count Times: 7-10 AM & 3-6pm  
Major Street: SR 50 Direction: E-W Speed Limit: 60 mph  
Minor Street: Lockhart Road Direction: N-S Speed Limit: 45 mph  
City/County: Ridge Manor | Hernando Weather: Some AM Rain



#### Intersection Sketch





Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&lockhart  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	SR 50 Westbound				LOCKHART ROAD Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	114	0	121	6	0	5	11	0	86	7	93	225
07:15 AM	5	86	0	91	0	0	3	3	0	115	5	120	214
07:30 AM	6	119	0	125	1	0	3	4	0	156	3	159	288
07:45 AM	3	125	0	128	2	0	5	7	0	144	6	150	285
Total	21	444	0	465	9	0	16	25	0	501	21	522	1012
08:00 AM	8	109	0	117	1	0	3	4	0	120	4	124	245
08:15 AM	5	83	0	88	1	0	3	4	0	105	1	106	198
08:30 AM	6	102	0	108	3	0	4	7	1	104	3	108	223
08:45 AM	4	92	0	96	1	0	2	3	1	99	2	102	201
Total	23	386	0	409	6	0	12	18	2	428	10	440	867
09:00 AM	5	90	0	95	4	0	1	5	0	106	1	107	207
09:15 AM	4	101	0	105	3	0	2	5	0	94	4	98	208
09:30 AM	1	95	0	96	2	0	1	3	0	107	2	109	208
09:45 AM	3	97	0	100	3	0	4	7	0	95	2	97	204
Total	13	383	0	396	12	0	8	20	0	402	9	411	827
*** BREAK ***													
03:00 PM	6	117	0	123	1	0	4	5	1	149	3	153	281
03:15 PM	6	139	0	145	4	0	6	10	0	131	3	134	289
03:30 PM	7	184	0	191	32	0	18	50	3	134	4	141	382
03:45 PM	9	157	0	166	6	0	6	12	0	147	5	152	330
Total	28	597	0	625	43	0	34	77	4	561	15	580	1282
04:00 PM	8	167	0	175	10	0	9	19	2	145	4	151	345
04:15 PM	3	153	0	156	7	0	4	11	0	146	4	150	317
04:30 PM	10	161	0	171	14	0	6	20	1	122	3	126	317
04:45 PM	2	131	0	133	7	0	8	15	1	169	1	171	319
Total	23	612	0	635	38	0	27	65	4	582	12	598	1298
05:00 PM	7	153	0	160	7	0	6	13	0	144	1	145	318
05:15 PM	5	176	0	181	5	0	9	14	1	147	3	151	346
05:30 PM	4	165	0	169	4	0	4	8	0	122	3	125	302
05:45 PM	7	136	0	143	4	0	2	6	0	122	2	124	273
Total	23	630	0	653	20	0	21	41	1	535	9	545	1239
Grand Total	131	3052	0	3183	128	0	118	246	11	3009	76	3096	6525
Aprpch %	4.1	95.9	0.0		52.0	0.0	48.0		0.4	97.2	2.5		
Total %	2.0	46.8	0.0	48.8	2.0	0.0	1.8	3.8	0.2	46.1	1.2	47.4	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&lockhart  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	SR 50 Westbound				LOCKHART ROAD Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1													
Intersection	07:15 AM												
Volume	22	439	0	461	4	0	14	18	0	535	18	553	1032
Percent	4.8	95.2	0.0		22.2	0.0	77.8		0.0	96.7	3.3		
07:30 Volume	6	119	0	125	1	0	3	4	0	156	3	159	288
Peak Factor													0.896
High Int.	07:45 AM				07:45 AM				07:30 AM				
Volume	3	125	0	128	2	0	5	7	0	156	3	159	
Peak Factor	0.900								0.643				0.869
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1													
By Approach	07:00 AM				07:00 AM				07:15 AM				
Volume	21	444	0	465	9	0	16	25	0	535	18	553	
Percent	4.5	95.5	0.0		36.0	0.0	64.0		0.0	96.7	3.3		
High Int.	07:45 AM				07:00 AM				07:30 AM				
Volume	3	125	0	128	6	0	5	11	0	156	3	159	
Peak Factor	0.908								0.568				0.869
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	03:30 PM												
Volume	27	661	0	688	55	0	37	92	5	572	17	594	1374
Percent	3.9	96.1	0.0		59.8	0.0	40.2		0.8	96.3	2.9		
03:30 Volume	7	184	0	191	32	0	18	50	3	134	4	141	382
Peak Factor													0.899
High Int.	03:30 PM				03:30 PM				03:45 PM				
Volume	7	184	0	191	32	0	18	50	0	147	5	152	
Peak Factor	0.901								0.460				0.977
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	03:30 PM				03:30 PM				04:00 PM				
Volume	27	661	0	688	55	0	37	92	4	582	12	598	
Percent	3.9	96.1	0.0		59.8	0.0	40.2		0.7	97.3	2.0		
High Int.	03:30 PM				03:30 PM				04:45 PM				
Volume	7	184	0	191	32	0	18	50	1	169	1	171	
Peak Factor	0.901								0.460				0.874

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&lockhart  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SR 50 Westbound				LOCKHART ROAD Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	97	0	103	6	0	4	10	0	75	7	82	195
07:15 AM	2	75	0	77	0	0	3	3	0	101	5	106	186
07:30 AM	6	105	0	111	1	0	3	4	0	132	3	135	250
07:45 AM	3	113	0	116	2	0	5	7	0	130	6	136	259
Total	17	390	0	407	9	0	15	24	0	438	21	459	890
08:00 AM	5	93	0	98	1	0	3	4	0	105	4	109	211
08:15 AM	4	74	0	78	1	0	3	4	0	92	1	93	175
08:30 AM	6	88	0	94	3	0	4	7	0	92	3	95	196
08:45 AM	4	78	0	82	1	0	2	3	0	90	2	92	177
Total	19	333	0	352	6	0	12	18	0	379	10	389	759
09:00 AM	5	81	0	86	4	0	1	5	0	99	1	100	191
09:15 AM	2	87	0	89	3	0	2	5	0	80	4	84	178
09:30 AM	1	79	0	80	2	0	0	2	0	98	2	100	182
09:45 AM	3	79	0	82	3	0	4	7	0	81	1	82	171
Total	11	326	0	337	12	0	7	19	0	358	8	366	722
*** BREAK ***													
03:00 PM	5	104	0	109	1	0	3	4	0	141	3	144	257
03:15 PM	5	131	0	136	4	0	5	9	0	127	3	130	275
03:30 PM	7	176	0	183	32	0	18	50	0	125	4	129	362
03:45 PM	7	148	0	155	6	0	6	12	0	133	5	138	305
Total	24	559	0	583	43	0	32	75	0	526	15	541	1199
04:00 PM	7	148	0	155	10	0	8	18	0	133	3	136	309
04:15 PM	3	146	0	149	7	0	4	11	0	136	4	140	300
04:30 PM	8	149	0	157	14	0	6	20	0	109	2	111	288
04:45 PM	1	123	0	124	7	0	7	14	0	158	1	159	297
Total	19	566	0	585	38	0	25	63	0	536	10	546	1194
05:00 PM	7	148	0	155	6	0	6	12	0	139	1	140	307
05:15 PM	5	164	0	169	5	0	9	14	0	139	3	142	325
05:30 PM	3	159	0	162	4	0	4	8	0	118	3	121	291
05:45 PM	3	132	0	135	3	0	2	5	0	116	2	118	258
Total	18	603	0	621	18	0	21	39	0	512	9	521	1181
Grand Total	108	2777	0	2885	126	0	112	238	0	2749	73	2822	5945
Aprch %	3.7	96.3	0.0		52.9	0.0	47.1		0.0	97.4	2.6		
Total %	1.8	46.7	0.0	48.5	2.1	0.0	1.9	4.0	0.0	46.2	1.2	47.5	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&lockhart  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	SR 50 Westbound				LOCKHART ROAD Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1													
Intersection	07:15 AM												
Volume	16	386	0	402	4	0	14	18	0	468	18	486	906
Percent	4.0	96.0	0.0		22.2	0.0	77.8		0.0	96.3	3.7		
07:45 Volume	3	113	0	116	2	0	5	7	0	130	6	136	259
Peak Factor													0.875
High Int.	07:45 AM				07:45 AM				07:45 AM				
Volume	3	113	0	116	2	0	5	7	0	130	6	136	
Peak Factor	0.866								0.643				0.893
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1													
By Approach	07:00 AM				07:00 AM				07:15 AM				
Volume	17	390	0	407	9	0	15	24	0	468	18	486	
Percent	4.2	95.8	0.0		37.5	0.0	62.5		0.0	96.3	3.7		
High Int.	07:45 AM				07:00 AM				07:45 AM				
Volume	3	113	0	116	6	0	4	10	0	130	6	136	
Peak Factor	0.877								0.600				0.893
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	03:30 PM												
Volume	24	618	0	642	55	0	36	91	0	527	16	543	1276
Percent	3.7	96.3	0.0		60.4	0.0	39.6		0.0	97.1	2.9		
03:30 Volume	7	176	0	183	32	0	18	50	0	125	4	129	362
Peak Factor													0.881
High Int.	03:30 PM				03:30 PM				04:15 PM				
Volume	7	176	0	183	32	0	18	50	0	136	4	140	
Peak Factor	0.877								0.455				0.970
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	03:30 PM				03:30 PM				04:45 PM				
Volume	24	618	0	642	55	0	36	91	0	554	8	562	
Percent	3.7	96.3	0.0		60.4	0.0	39.6		0.0	98.6	1.4		
High Int.	03:30 PM				03:30 PM				04:45 PM				
Volume	7	176	0	183	32	0	18	50	0	158	1	159	
Peak Factor	0.877								0.455				0.884

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&lockhart  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	SR 50 Westbound				LOCKHART ROAD Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	17	0	17	0	0	1	1	0	11	0	11	29
07:15 AM	0	11	0	11	0	0	0	0	0	14	0	14	25
07:30 AM	0	14	0	14	0	0	0	0	0	24	0	24	38
07:45 AM	0	12	0	12	0	0	0	0	0	14	0	14	26
Total	0	54	0	54	0	0	1	1	0	63	0	63	118
08:00 AM	1	16	0	17	0	0	0	0	0	15	0	15	32
08:15 AM	1	9	0	10	0	0	0	0	0	13	0	13	23
08:30 AM	0	14	0	14	0	0	0	0	0	12	0	12	26
08:45 AM	0	14	0	14	0	0	0	0	0	9	0	9	23
Total	2	53	0	55	0	0	0	0	0	49	0	49	104
09:00 AM	0	9	0	9	0	0	0	0	0	7	0	7	16
09:15 AM	0	14	0	14	0	0	0	0	0	14	0	14	28
09:30 AM	0	16	0	16	0	0	1	1	0	9	0	9	26
09:45 AM	0	18	0	18	0	0	0	0	0	14	1	15	33
Total	0	57	0	57	0	0	1	1	0	44	1	45	103
*** BREAK ***													
03:00 PM	0	13	0	13	0	0	1	1	0	8	0	8	22
03:15 PM	0	8	0	8	0	0	1	1	0	4	0	4	13
03:30 PM	0	8	0	8	0	0	0	0	0	9	0	9	17
03:45 PM	0	9	0	9	0	0	0	0	0	14	0	14	23
Total	0	38	0	38	0	0	2	2	0	35	0	35	75
04:00 PM	1	19	0	20	0	0	1	1	0	12	1	13	34
04:15 PM	0	7	0	7	0	0	0	0	0	10	0	10	17
04:30 PM	0	12	0	12	0	0	0	0	0	13	1	14	26
04:45 PM	1	8	0	9	0	0	1	1	0	11	0	11	21
Total	2	46	0	48	0	0	2	2	0	46	2	48	98
05:00 PM	0	5	0	5	1	0	0	1	0	5	0	5	11
05:15 PM	0	12	0	12	0	0	0	0	0	8	0	8	20
05:30 PM	1	6	0	7	0	0	0	0	0	4	0	4	11
05:45 PM	0	4	0	4	1	0	0	1	0	6	0	6	11
Total	1	27	0	28	2	0	0	2	0	23	0	23	53
Grand Total	5	275	0	280	2	0	6	8	0	260	3	263	551
Aprch %	1.8	98.2	0.0		25.0	0.0	75.0		0.0	98.9	1.1		
Total %	0.9	49.9	0.0	50.8	0.4	0.0	1.1	1.5	0.0	47.2	0.5	47.7	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&lockhart  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	SR 50 Westbound				LOCKHART ROAD Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1													
Intersection	07:15 AM												
Volume	1	53	0	54	0	0	0	0	0	67	0	67	121
Percent	1.9	98.1	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
07:30 Volume	0	14	0	14	0	0	0	0	0	24	0	24	38
Peak Factor													0.796
High Int.	08:00 AM				6:45:00 AM				07:30 AM				
Volume	1	16	0	17	0	0	0	0	0	24	0	24	
Peak Factor	0.794								0.698				
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1													
By Approach	09:00 AM				07:00 AM				07:15 AM				
Volume	0	57	0	57	0	0	1	1	0	67	0	67	
Percent	0.0	100.0	0.0		0.0	0.0	100.0		0.0	100.0	0.0		
High Int.	09:45 AM				07:00 AM				07:30 AM				
Volume	0	18	0	18	0	0	1	1	0	24	0	24	
Peak Factor	0.792				0.250				0.698				
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	03:45 PM												
Volume	1	47	0	48	0	0	1	1	0	49	2	51	100
Percent	2.1	97.9	0.0		0.0	0.0	100.0		0.0	96.1	3.9		
04:00 Volume	1	19	0	20	0	0	1	1	0	12	1	13	34
Peak Factor													0.735
High Int.	04:00 PM				04:00 PM				03:45 PM				
Volume	1	19	0	20	0	0	1	1	0	14	0	14	
Peak Factor	0.600				0.250				0.911				
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	03:45 PM				03:00 PM				03:45 PM				
Volume	1	47	0	48	0	0	2	2	0	49	2	51	
Percent	2.1	97.9	0.0		0.0	0.0	100.0		0.0	96.1	3.9		
High Int.	04:00 PM				03:00 PM				03:45 PM				
Volume	1	19	0	20	0	0	1	1	0	14	0	14	
Peak Factor	0.600				0.500				0.911				

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&lockhart  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- U-Turns

Start Time	SR 50 Westbound				LOCKHART ROAD Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
*** BREAK ***													
Total	4	0	0	4	0	0	0	0	0	0	0	0	4
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***													
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	2	0	0	2	0	0	0	0	2	0	0	2	4
*** BREAK ***													
09:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***													
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***													
03:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
03:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
03:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	4	0	0	4	8
04:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***													
04:30 PM	2	0	0	2	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	2	0	0	2	0	0	0	0	4	0	0	4	6
*** BREAK ***													
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
05:45 PM	4	0	0	4	0	0	0	0	0	0	0	0	4
Total	4	0	0	4	0	0	0	0	1	0	0	1	5
Grand Total	18	0	0	18	0	0	0	0	11	0	0	11	29
Apprch %	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	62.1	0.0	0.0	62.1	0.0	0.0	0.0	0.0	37.9	0.0	0.0	37.9	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&lockhart  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	SR 50 Westbound				LOCKHART ROAD Northbound				SR 50 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1													
Intersection	07:15 AM												
Volume	5	0	0	5	0	0	0	0	0	0	0	0	5
Percent	100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:15 Volume	3	0	0	3	0	0	0	0	0	0	0	0	3
Peak Factor													0.417
High Int.	07:15 AM				6:45:00 AM				6:45:00 AM				
Volume	3	0	0	3									
Peak Factor					0.417								
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1													
By Approach	07:15 AM				07:00 AM				08:00 AM				
Volume	5	0	0	5	0	0	0	0	2	0	0	2	
Percent	100.0	0.0	0.0		-	-	-	-	100.0	0.0	0.0		
High Int.	07:15 AM				-				08:30 AM				
Volume	3	0	0	3	-	-	-	-	1	0	0	1	
Peak Factor					0.417								0.500
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1													
Intersection	03:00 PM												
Volume	4	0	0	4	0	0	0	0	4	0	0	4	8
Percent	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
03:30 Volume	0	0	0	0	0	0	0	0	3	0	0	3	3
Peak Factor													0.667
High Int.	03:45 PM								03:30 PM				
Volume	2	0	0	2	0	0	0	0	3	0	0	3	
Peak Factor					0.500								0.333
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1													
By Approach	03:00 PM				03:00 PM				03:15 PM				
Volume	4	0	0	4	0	0	0	0	5	0	0	5	
Percent	100.0	0.0	0.0		-	-	-	-	100.0	0.0	0.0		
High Int.	03:45 PM				-				03:30 PM				
Volume	2	0	0	2	-	-	-	-	3	0	0	3	
Peak Factor					0.500								0.417



### Pedestrian/Bicycle Count Field Data Sheet

Date: 4/5/11

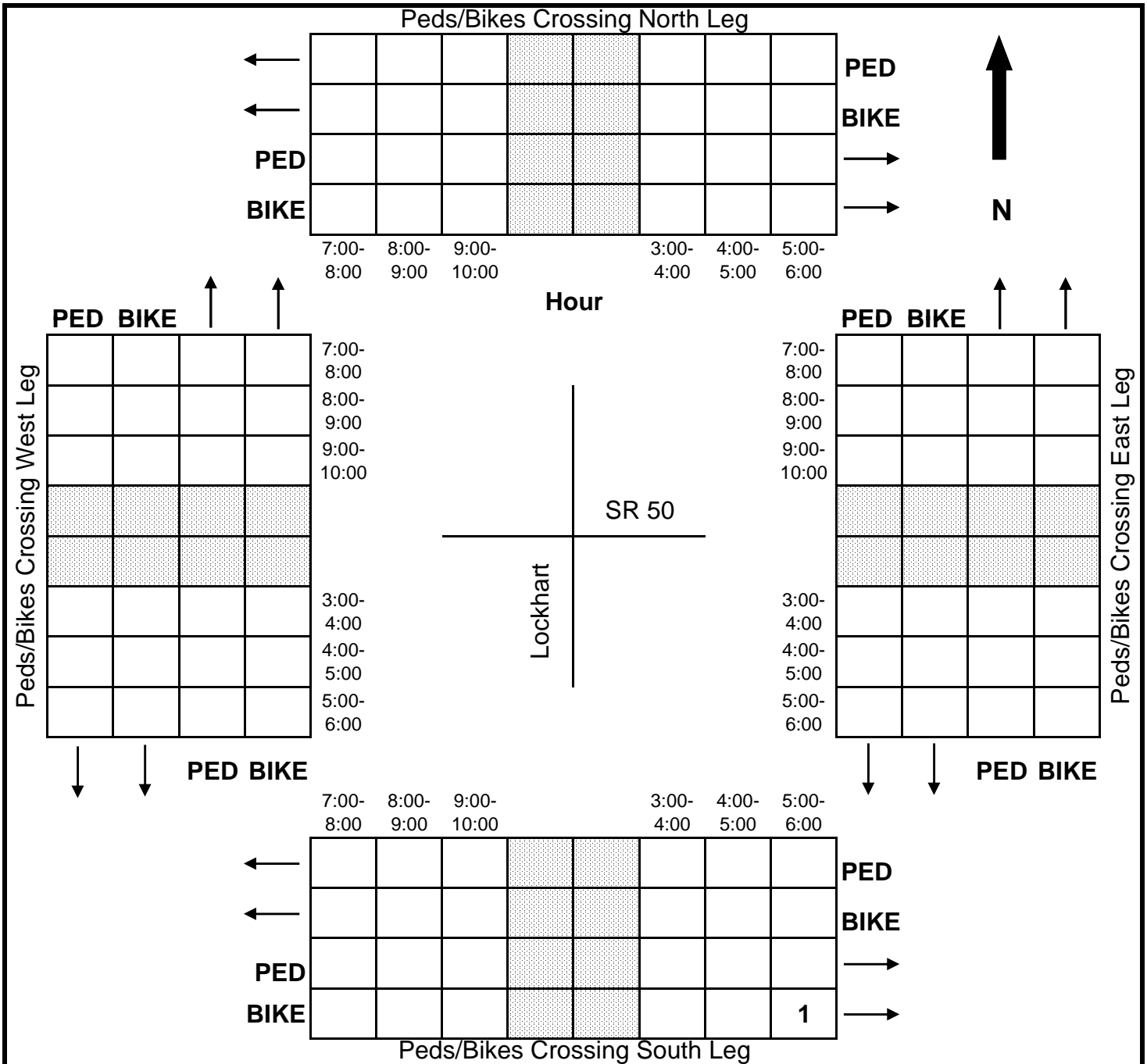
Day: Tuesday

Count Times: 7-10am & 3-6pm

Weather: Some AM Rain

Intersection: SR 50 at Lockhart Road

Comments: \_\_\_\_\_



### Turning Movement Count Field Data Sheet

Date: 4/6/11

Count Times: 7-10Am & 3-6pm

Major Street: SR 50

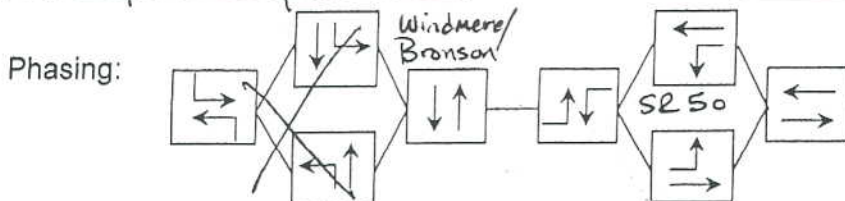
Direction: E-W Speed Limit: 45 mph

Minor Street: Bronson Blvd/Windmere Rd.

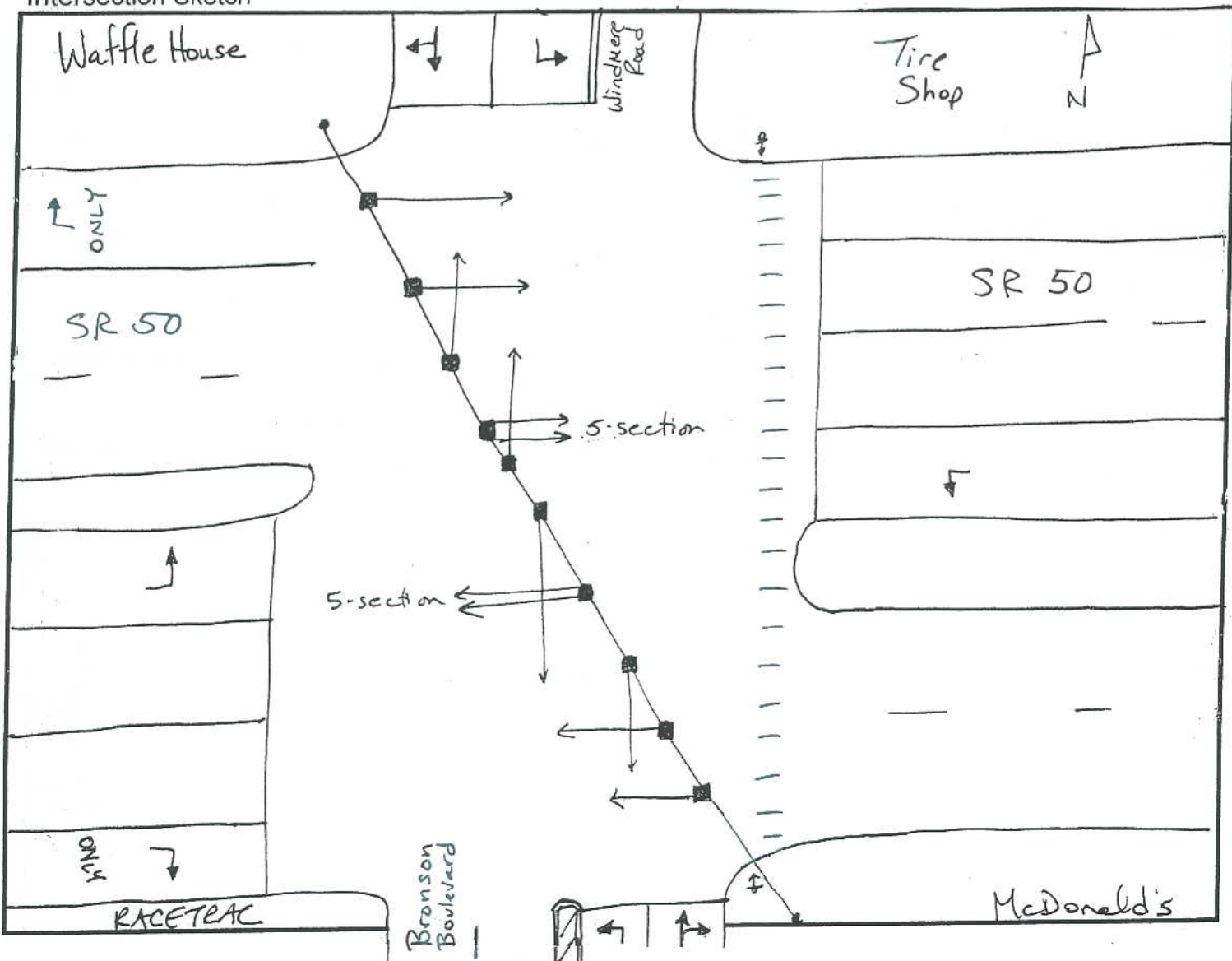
Direction: N-S Speed Limit: 30 mph

City/County: Ridge Manor/Hernando

Weather: Clear



#### Intersection Sketch



Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Clear  
 Comments:

File Name : sr50&windmere  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	WINDMERE ROAD Southbound					SR 50 Westbound					BRONSON BOULEVARD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	4	3	3	8	18	11	119	2	1	133	32	2	4	9	47	2	73	31	5	111	309
07:15 AM	3	1	7	5	16	15	141	0	2	158	27	1	4	7	39	9	99	28	8	144	357
07:30 AM	3	7	3	6	19	14	118	2	1	135	45	7	5	12	69	13	102	30	8	153	376
07:45 AM	5	2	4	4	15	12	115	3	1	131	34	4	5	7	50	21	118	44	1	184	380
Total	15	13	17	23	68	52	493	7	5	557	138	14	18	35	205	45	392	133	22	592	1422
08:00 AM	6	0	8	6	20	20	125	2	0	147	41	3	12	5	61	8	96	46	3	153	381
08:15 AM	3	4	4	4	15	16	105	2	1	124	46	2	3	11	62	9	85	24	4	122	323
08:30 AM	2	1	2	2	7	16	83	1	0	100	34	2	8	5	49	4	112	32	7	155	311
08:45 AM	6	4	5	6	21	10	109	6	1	126	35	3	6	7	51	16	97	42	5	160	358
Total	17	9	19	18	63	62	422	11	2	497	156	10	29	28	223	37	390	144	19	590	1373
09:00 AM	7	6	3	4	20	15	109	6	0	130	47	4	3	12	66	11	96	45	10	162	378
09:15 AM	6	5	1	4	16	12	118	2	0	132	41	2	4	11	58	11	101	35	4	151	357
09:30 AM	4	4	2	4	14	13	127	0	0	140	50	2	9	3	64	5	102	39	5	151	369
09:45 AM	1	0	2	3	6	16	115	4	1	136	61	1	10	9	81	7	128	25	9	169	392
Total	18	15	8	15	56	56	469	12	1	538	199	9	26	35	269	34	427	144	28	633	1496
*** BREAK ***																					
03:00 PM	8	2	2	5	17	4	117	3	1	125	36	1	10	5	52	10	126	31	2	169	363
03:15 PM	5	3	1	4	13	13	137	6	1	157	47	1	5	11	64	13	125	32	1	171	405
03:30 PM	9	1	1	4	15	15	161	1	1	178	33	1	6	8	48	13	140	25	4	182	423
03:45 PM	4	3	2	2	11	14	126	0	1	141	39	2	6	9	56	9	148	25	2	184	392
Total	26	9	6	15	56	46	541	10	4	601	155	5	27	33	220	45	539	113	9	706	1583
04:00 PM	7	1	1	4	13	11	130	2	0	143	41	2	12	12	67	11	152	32	2	197	420
04:15 PM	3	4	1	7	15	14	119	4	0	137	27	0	5	11	43	15	141	26	2	184	379
04:30 PM	8	0	2	8	18	13	131	4	1	149	29	3	7	7	46	11	141	27	2	181	394
04:45 PM	6	3	2	2	13	11	140	6	0	157	42	5	11	4	62	14	126	32	3	175	407
Total	24	8	6	21	59	49	520	16	1	586	139	10	35	34	218	51	560	117	9	737	1600
05:00 PM	8	1	6	4	19	13	119	5	0	137	48	3	10	4	65	9	135	45	1	190	411
05:15 PM	4	1	6	0	11	14	140	6	0	160	24	0	23	0	47	16	146	45	0	207	425
05:30 PM	2	0	5	0	7	15	102	8	0	125	21	1	28	0	50	9	134	27	0	170	352
05:45 PM	1	0	0	4	5	9	101	3	1	114	28	2	8	11	49	17	137	33	3	190	358
Total	15	2	17	8	42	51	462	22	1	536	121	6	69	15	211	51	552	150	4	757	1546
Grand Total	115	56	73	100	344	316	2907	78	14	3315	908	54	204	180	1346	263	2860	801	91	4015	9020
Apprch %	33.4	16.3	21.2	29.1		9.5	87.7	2.4	0.4		67.5	4.0	15.2	13.4		6.6	71.2	20.0	2.3		
Total %	1.3	0.6	0.8	1.1	3.8	3.5	32.2	0.9	0.2	36.8	10.1	0.6	2.3	2.0	14.9	2.9	31.7	8.9	1.0	44.5	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&windmere  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 2

Start Time	WINDMERE ROAD Southbound					SR 50 Westbound					BRONSON BOULEVARD Northbound					SR 50 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 Intersection 09:00 AM	Volume 18	15	8	15	56	56	469	12	1	538	199	9	26	35	269	34	427	144	28	633	1496	
	Percent 32.1	26.8	14.3	26.8		10.4	87.2	2.2	0.2		74.0	3.3	9.7	13.0		5.4	67.5	22.7	4.4			
09:45 Volume	1	0	2	3	6	16	115	4	1	136	61	1	10	9	81	7	128	25	9	169	392	
Peak Factor																					0.954	
High Int. 09:00 AM						09:30 AM					09:45 AM					09:45 AM						
Volume	7	6	3	4	20	13	127	0	0	140	61	1	10	9	81	7	128	25	9	169		
Peak Factor					0.700					0.961					0.830						0.936	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 By Approach 08:45 AM	Volume 23	19	11	18	71	07:15 AM	61	499	7	4	571	199	9	26	35	269	07:15 AM	51	415	148	20	634
	Percent 32.4	26.8	15.5	25.4		10.7	87.4	1.2	0.7		74.0	3.3	9.7	13.0		8.0	65.5	23.3	3.2			
High Int. 08:45 AM						07:15 AM					09:45 AM					07:45 AM						
Volume	6	4	5	6	21	15	141	0	2	158	61	1	10	9	81	21	118	44	1	184		
Peak Factor					0.845					0.903					0.830						0.861	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 Intersection 03:15 PM	Volume 25	8	5	14	52	53	554	9	3	619	160	6	29	40	235	46	565	114	9	734	1640	
	Percent 48.1	15.4	9.6	26.9		8.6	89.5	1.5	0.5		68.1	2.6	12.3	17.0		6.3	77.0	15.5	1.2			
03:30 Volume	9	1	1	4	15	15	161	1	1	178	33	1	6	8	48	13	140	25	4	182	423	
Peak Factor																					0.969	
High Int. 03:30 PM						03:30 PM					04:00 PM					04:00 PM						
Volume	9	1	1	4	15	15	161	1	1	178	41	2	12	12	67	11	152	32	2	197		
Peak Factor					0.867					0.869					0.877						0.931	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 By Approach 04:15 PM	Volume 25	8	11	21	65	03:15 PM	53	554	9	3	619	160	6	29	40	235	05:00 PM	51	552	150	4	757
	Percent 38.5	12.3	16.9	32.3		8.6	89.5	1.5	0.5		68.1	2.6	12.3	17.0		6.7	72.9	19.8	0.5			
High Int. 05:00 PM						03:30 PM					04:00 PM					05:15 PM						
Volume	8	1	6	4	19	15	161	1	1	178	41	2	12	12	67	16	146	45	0	207		
Peak Factor					0.855					0.869					0.877						0.914	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Clear  
 Comments:

File Name : sr50&windmere  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	WINDMERE ROAD Southbound					SR 50 Westbound					BRONSON BOULEVARD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	4	3	3	8	18	11	111	2	1	125	32	2	3	9	46	2	55	30	5	92	281
07:15 AM	3	1	6	4	14	13	129	0	2	144	24	1	3	7	35	3	78	26	8	115	308
07:30 AM	3	7	3	6	19	13	105	2	1	121	43	7	5	11	66	11	86	30	8	135	341
07:45 AM	5	2	4	4	15	11	105	3	1	120	31	3	5	7	46	14	102	41	1	158	339
Total	15	13	16	22	66	48	450	7	5	510	130	13	16	34	193	30	321	127	22	500	1269
08:00 AM	6	0	6	6	18	18	109	2	0	129	37	3	11	5	56	7	84	43	3	137	340
08:15 AM	3	4	3	4	14	16	94	2	0	112	44	2	3	11	60	6	64	23	4	97	283
08:30 AM	2	1	2	2	7	14	73	1	0	88	33	2	8	5	48	3	97	28	7	135	278
08:45 AM	6	4	4	6	20	8	85	6	1	100	32	3	6	6	47	10	77	41	5	133	300
Total	17	9	15	18	59	56	361	11	1	429	146	10	28	27	211	26	322	135	19	502	1201
09:00 AM	5	6	3	4	18	15	91	6	0	112	44	4	3	12	63	6	81	43	10	140	333
09:15 AM	6	5	1	4	16	9	95	2	0	106	40	2	3	11	56	10	86	33	3	132	310
09:30 AM	4	4	2	4	14	11	110	0	0	121	48	2	9	3	62	4	89	37	4	134	331
09:45 AM	1	0	2	3	6	14	91	4	1	110	61	1	9	8	79	4	107	24	9	144	339
Total	16	15	8	15	54	49	387	12	1	449	193	9	24	34	260	24	363	137	26	550	1313
*** BREAK ***																					
03:00 PM	8	2	2	5	17	3	105	3	1	112	35	1	9	5	50	9	109	30	2	150	329
03:15 PM	5	3	1	4	13	13	121	6	1	141	45	1	5	11	62	8	112	31	1	152	368
03:30 PM	9	1	1	4	15	13	143	1	1	158	33	1	6	8	48	11	121	22	4	158	379
03:45 PM	4	3	1	2	10	12	111	0	1	124	37	2	6	9	54	7	137	25	2	171	359
Total	26	9	5	15	55	41	480	10	4	535	150	5	26	33	214	35	479	108	9	631	1435
04:00 PM	7	1	1	4	13	11	112	2	0	125	39	2	11	12	64	8	137	27	2	174	376
04:15 PM	3	4	1	7	15	13	103	4	0	120	26	0	5	10	41	13	128	24	2	167	343
04:30 PM	8	0	2	8	18	13	120	4	1	138	27	3	7	6	43	9	126	26	2	163	362
04:45 PM	5	3	2	2	12	11	120	6	0	137	38	5	10	4	57	10	122	29	3	164	370
Total	23	8	6	21	58	48	455	16	1	520	130	10	33	32	205	40	513	106	9	668	1451
05:00 PM	5	1	6	4	16	12	108	5	0	125	47	3	8	4	62	8	122	44	1	175	378
05:15 PM	4	1	6	0	11	8	128	6	0	142	24	0	22	0	46	11	135	44	0	190	389
05:30 PM	2	0	5	0	7	12	94	8	0	114	21	1	28	0	50	7	125	24	0	156	327
05:45 PM	1	0	0	4	5	8	93	3	1	105	27	2	7	11	47	16	127	33	3	179	336
Total	12	2	17	8	39	40	423	22	1	486	119	6	65	15	205	42	509	145	4	700	1430
Grand Total	109	56	67	99	331	282	2556	78	13	2929	868	53	192	175	1288	197	2507	758	89	3551	8099
Apprch %	32.9	16.9	20.2	29.9		9.6	87.3	2.7	0.4		67.4	4.1	14.9	13.6		5.5	70.6	21.3	2.5		
Total %	1.3	0.7	0.8	1.2	4.1	3.5	31.6	1.0	0.2	36.2	10.7	0.7	2.4	2.2	15.9	2.4	31.0	9.4	1.1	43.8	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&windmere  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 2

Start Time	WINDMERE ROAD Southbound					SR 50 Westbound					BRONSON BOULEVARD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 Intersection 07:15 AM																					
Volume	17	10	19	20	66	55	448	7	4	514	135	14	24	30	203	35	350	140	20	545	1328
Percent	25.8	15.2	28.8	30.3		10.7	87.2	1.4	0.8		66.5	6.9	11.8	14.8		6.4	64.2	25.7	3.7		
07:30 Volume	3	7	3	6	19	13	105	2	1	121	43	7	5	11	66	11	86	30	8	135	341
Peak Factor																					0.974
High Int. 07:30 AM						07:15 AM					07:30 AM					07:45 AM					
Volume	3	7	3	6	19	13	129	0	2	144	43	7	5	11	66	14	102	41	1	158	
Peak Factor					0.868					0.892					0.769					0.862	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 By Approach 08:45 AM						07:15 AM					09:00 AM					09:00 AM					
Volume	21	19	10	18	68	55	448	7	4	514	193	9	24	34	260	24	363	137	26	550	
Percent	30.9	27.9	14.7	26.5		10.7	87.2	1.4	0.8		74.2	3.5	9.2	13.1		4.4	66.0	24.9	4.7		
High Int. 08:45 AM						07:15 AM					09:45 AM					09:45 AM					
Volume	6	4	4	6	20	13	129	0	2	144	61	1	9	8	79	4	107	24	9	144	
Peak Factor					0.850					0.892					0.823					0.955	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 Intersection 04:30 PM																					
Volume	22	5	16	14	57	44	476	21	1	542	136	11	47	14	208	38	505	143	6	692	1499
Percent	38.6	8.8	28.1	24.6		8.1	87.8	3.9	0.2		65.4	5.3	22.6	6.7		5.5	73.0	20.7	0.9		
05:15 Volume	4	1	6	0	11	8	128	6	0	142	24	0	22	0	46	11	135	44	0	190	389
Peak Factor																					0.963
High Int. 04:30 PM						05:15 PM					05:00 PM					05:15 PM					
Volume	8	0	2	8	18	8	128	6	0	142	47	3	8	4	62	11	135	44	0	190	
Peak Factor					0.792					0.954					0.839					0.911	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 By Approach 04:15 PM						03:15 PM					03:15 PM					05:00 PM					
Volume	21	8	11	21	61	49	487	9	3	548	154	6	28	40	228	42	509	145	4	700	
Percent	34.4	13.1	18.0	34.4		8.9	88.9	1.6	0.5		67.5	2.6	12.3	17.5		6.0	72.7	20.7	0.6		
High Int. 04:30 PM						03:30 PM					04:00 PM					05:15 PM					
Volume	8	0	2	8	18	13	143	1	1	158	39	2	11	12	64	11	135	44	0	190	
Peak Factor					0.847					0.867					0.891					0.921	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Clear  
 Comments:

File Name : sr50&windmere  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	WINDMERE ROAD Southbound					SR 50 Westbound					BRONSON BOULEVARD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	18	1	0	19	28
07:15 AM	0	0	1	1	2	1	12	0	0	13	3	0	1	0	4	1	21	2	0	24	43
07:30 AM	0	0	0	0	0	0	13	0	0	13	2	0	0	1	3	0	16	0	0	16	32
07:45 AM	0	0	0	0	0	0	10	0	0	10	3	1	0	0	4	0	16	3	0	19	33
Total	0	0	1	1	2	1	43	0	0	44	8	1	2	1	12	1	71	6	0	78	136
08:00 AM	0	0	2	0	2	2	16	0	0	18	4	0	1	0	5	0	12	3	0	15	40
08:15 AM	0	0	1	0	1	0	11	0	1	12	2	0	0	0	2	0	21	1	0	22	37
08:30 AM	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	15	4	0	19	30
08:45 AM	0	0	1	0	1	0	24	0	0	24	2	0	0	1	3	0	20	1	0	21	49
Total	0	0	4	0	4	2	61	0	1	64	9	0	1	1	11	0	68	9	0	77	156
09:00 AM	2	0	0	0	2	0	18	0	0	18	2	0	0	0	2	0	15	2	0	17	39
09:15 AM	0	0	0	0	0	1	23	0	0	24	1	0	1	0	2	0	15	2	1	18	44
09:30 AM	0	0	0	0	0	0	17	0	0	17	2	0	0	0	2	0	13	2	1	16	35
09:45 AM	0	0	0	0	0	0	24	0	0	24	0	0	1	1	2	0	21	1	0	22	48
Total	2	0	0	0	2	1	82	0	0	83	5	0	2	1	8	0	64	7	2	73	166
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	12	0	0	12	1	0	1	0	2	0	17	1	0	18	32
03:15 PM	0	0	0	0	0	0	16	0	0	16	2	0	0	0	2	1	13	1	0	15	33
03:30 PM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	19	3	0	22	40
03:45 PM	0	0	1	0	1	0	15	0	0	15	2	0	0	0	2	0	11	0	0	11	29
Total	0	0	1	0	1	0	61	0	0	61	5	0	1	0	6	1	60	5	0	66	134
04:00 PM	0	0	0	0	0	0	18	0	0	18	2	0	1	0	3	2	15	5	0	22	43
04:15 PM	0	0	0	0	0	0	16	0	0	16	1	0	0	1	2	0	13	2	0	15	33
04:30 PM	0	0	0	0	0	0	11	0	0	11	2	0	0	1	3	0	15	1	0	16	30
04:45 PM	1	0	0	0	1	0	20	0	0	20	4	0	1	0	5	1	4	3	0	8	34
Total	1	0	0	0	1	0	65	0	0	65	9	0	2	2	13	3	47	11	0	61	140
05:00 PM	1	0	0	0	1	0	11	0	0	11	1	0	2	0	3	0	13	1	0	14	29
05:15 PM	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	2	11	1	0	14	27
05:30 PM	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	9	3	0	12	21
05:45 PM	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	0	10	0	0	10	20
Total	1	0	0	0	1	1	39	0	0	40	2	0	4	0	6	2	43	5	0	50	97
Grand Total	4	0	6	1	11	5	351	0	1	357	38	1	12	5	56	7	353	43	2	405	829
Apprch %	36.4	0.0	54.5	9.1		1.4	98.3	0.0	0.3		67.9	1.8	21.4	8.9		1.7	87.2	10.6	0.5		
Total %	0.5	0.0	0.7	0.1	1.3	0.6	42.3	0.0	0.1	43.1	4.6	0.1	1.4	0.6	6.8	0.8	42.6	5.2	0.2	48.9	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&windmere  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 2

Start Time	WINDMERE ROAD Southbound					SR 50 Westbound					BRONSON BOULEVARD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection 08:45 AM																					
Volume	2	0	1	0	3	1	82	0	0	83	7	0	1	1	9	0	63	7	2	72	167
Percent	66.7	0.0	33.3	0.0		1.2	98.8	0.0	0.0		77.8	0.0	11.1	11.1		0.0	87.5	9.7	2.8		
08:45 Volume	0	0	1	0	1	0	24	0	0	24	2	0	0	1	3	0	20	1	0	21	49
Peak Factor																					
High Int. 09:00 AM						08:45 AM					08:45 AM					08:45 AM					
Volume	2	0	0	0	2	0	24	0	0	24	2	0	0	1	3	0	20	1	0	21	
Peak Factor	0.375										0.865					0.750					0.857
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
By Approach 07:15 AM						08:45 AM					07:15 AM					08:15 AM					
Volume	0	0	3	1	4	1	82	0	0	83	12	1	2	1	16	0	71	8	0	79	
Percent	0.0	0.0	75.0	25.0		1.2	98.8	0.0	0.0		75.0	6.3	12.5	6.3		0.0	89.9	10.1	0.0		
High Int. 07:15 AM						08:45 AM					08:00 AM					08:15 AM					
Volume	0	0	1	1	2	0	24	0	0	24	4	0	1	0	5	0	21	1	0	22	
Peak Factor	0.500										0.865					0.800					0.898
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 03:15 PM																					
Volume	0	0	1	0	1	0	67	0	0	67	6	0	1	0	7	3	58	9	0	70	145
Percent	0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		85.7	0.0	14.3	0.0		4.3	82.9	12.9	0.0		
04:00 Volume	0	0	0	0	0	0	18	0	0	18	2	0	1	0	3	2	15	5	0	22	43
Peak Factor																					
High Int. 03:45 PM						03:30 PM					04:00 PM					03:30 PM					
Volume	0	0	1	0	1	0	18	0	0	18	2	0	1	0	3	0	19	3	0	22	
Peak Factor	0.250					0.931					0.583					0.795					
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 04:15 PM						03:15 PM					04:00 PM					03:15 PM					
Volume	2	0	0	0	2	0	67	0	0	67	9	0	2	2	13	3	58	9	0	70	
Percent	100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		69.2	0.0	15.4	15.4		4.3	82.9	12.9	0.0		
High Int. 04:45 PM						03:30 PM					04:45 PM					03:30 PM					
Volume	1	0	0	0	1	0	18	0	0	18	4	0	1	0	5	0	19	3	0	22	
Peak Factor	0.500					0.931					0.650					0.795					



Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Clear  
 Comments:

File Name : sr50&windmere  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 1

Groups Printed- U-Turns

Start Time	WINDMERE ROAD Southbound					SR 50 Westbound					BRONSON BOULEVARD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	6
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	14	0	0	0	14	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
08:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
08:45 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	6	0	0	0	6	9
Total	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	11	0	0	0	11	16
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	6
09:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
09:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
09:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	5
Total	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1	10	0	0	0	10	17
*** BREAK ***																					
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	4	0	0	0	4	4
03:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
03:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9	0	0	0	9	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8	9
05:00 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	4
05:15 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	9
05:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	2	0	0	0	2	10	0	0	0	10	0	0	0	0	0	7	0	0	0	7	19
Grand Total	2	0	0	0	2	29	0	0	0	29	2	0	0	0	2	59	0	0	0	59	92
Apprch %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	2.2	0.0	0.0	0.0	2.2	31.5	0.0	0.0	0.0	31.5	2.2	0.0	0.0	0.0	2.2	64.1	0.0	0.0	0.0	64.1	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&windmere  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 2

Start Time	WINDMERE ROAD Southbound					SR 50 Westbound					BRONSON BOULEVARD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection 08:15 AM																					
Volume	0	0	0	0	0	4	0	0	0	4	2	0	0	0	2	15	0	0	0	15	21
Percent	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	
08:45 Volume	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	6	0	0	0	6	9
Peak Factor																					
High Int. 6:45:00 AM						08:30 AM					08:45 AM					08:45 AM					0.583
Volume	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	6	0	0	0	6	
Peak Factor						0.500					0.500					0.625					
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
By Approach 07:00 AM						08:30 AM					08:15 AM					07:15 AM					
Volume	0	0	0	0	0	6	0	0	0	6	2	0	0	0	2	15	0	0	0	15	
Percent	-	-	-	-	-	100.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	
High Int. -						08:30 AM					08:45 AM					07:45 AM					
Volume	-	-	-	-	-	2	0	0	0	2	1	0	0	0	1	7	0	0	0	7	
Peak Factor						0.750					0.500					0.536					
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:45 PM																					
Volume	2	0	0	0	2	9	0	0	0	9	0	0	0	0	0	9	0	0	0	9	20
Percent	100.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	
05:15 Volume	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	9
Peak Factor																					
High Int. 05:00 PM						05:15 PM										04:45 PM					0.556
Volume	2	0	0	0	2	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	
Peak Factor	0.250					0.375										0.750					
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 04:15 PM						05:00 PM					03:00 PM					03:00 PM					
Volume	2	0	0	0	2	10	0	0	0	10	0	0	0	0	0	9	0	0	0	9	
Percent	100.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	-	-	-	-	-	100.0	0.0	0.0	0.0	100.0	
High Int. 05:00 PM						05:15 PM					-					03:15 PM					
Volume	2	0	0	0	2	6	0	0	0	6	-	-	-	-	-	4	0	0	0	4	
Peak Factor	0.250					0.417					-					-					0.563

## Pedestrian/Bicycle Count Field Data Sheet

Date: 4/6/11

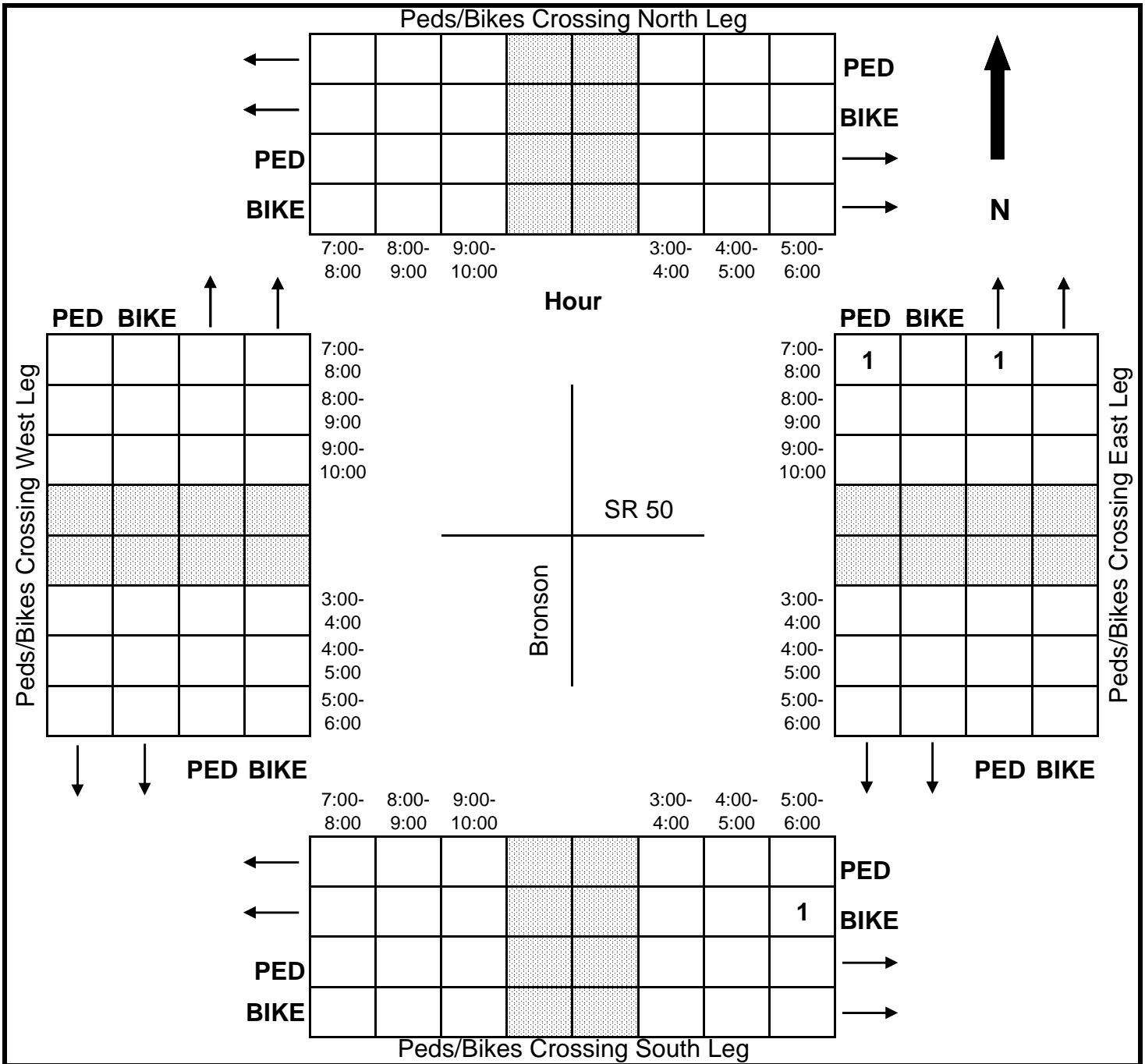
Day: Wednesday

Count Times: 7-10am & 3-6pm

Weather: Clear

Intersection: SR 50 at Windmere Road/Bronson Boulevard

Comments: \_\_\_\_\_



Adams Traffic, Inc.

P.O. Box 997

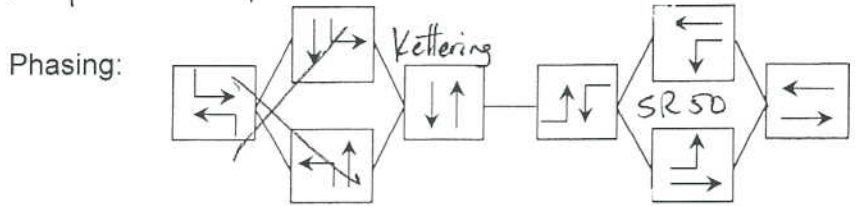
Plant City, FL 33564

Tel:(813) 763-7763 Fax:(813) 659-8688

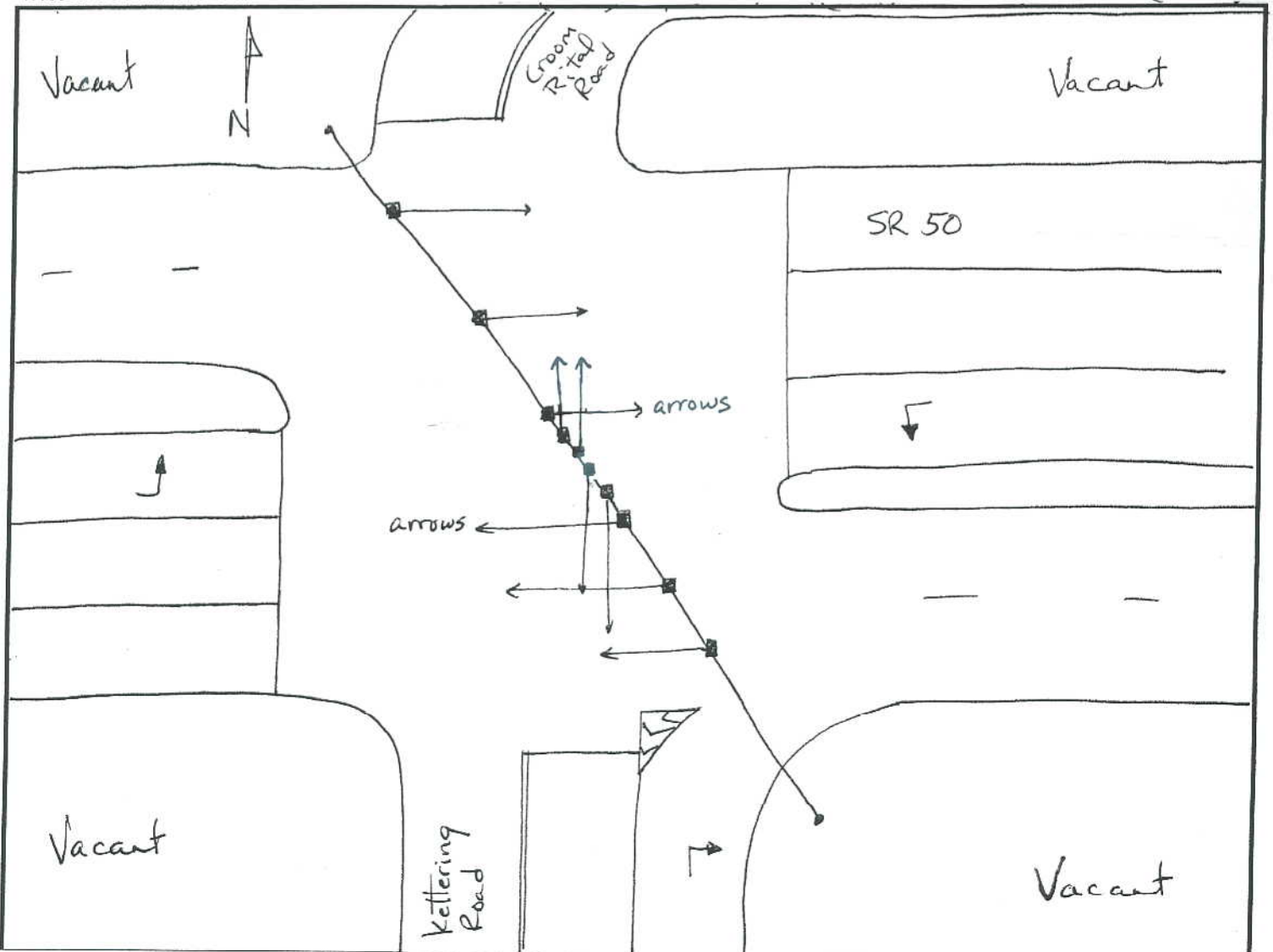
Project No.: 07151.01

### Turning Movement Count Field Data Sheet

Date: 4/5/11 Count Times: 7-10AM & 3-6pm  
Major Street: SR 50 Direction: E-W Speed Limit: 55 mph  
Minor Street: Kettering Road / Croom Lital Road Direction: N-S Speed Limit: 55 mph  
City/County: Ridge Manor / Hernando Weather: Some AM Rain



#### Intersection Sketch



Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&kettering  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	CROOM RITAL ROAD Southbound					SR 50 Westbound					KETTERING ROAD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	2	0	2	1	107	1	0	109	3	0	2	0	5	3	72	5	0	80	196
07:15 AM	0	0	1	1	2	2	106	1	0	109	2	0	0	1	3	0	85	11	1	97	211
07:30 AM	2	0	1	1	4	3	106	0	0	109	3	0	0	0	3	1	103	1	0	105	221
07:45 AM	3	0	0	0	3	1	109	1	0	111	2	0	0	1	3	1	102	6	2	111	228
Total	5	0	4	2	11	7	428	3	0	438	10	0	2	2	14	5	362	23	3	393	856
08:00 AM	2	0	0	3	5	5	106	0	0	111	6	0	2	1	9	3	101	3	0	107	232
08:15 AM	3	0	1	1	5	4	104	1	0	109	6	0	1	1	8	1	103	7	0	111	233
08:30 AM	0	0	2	0	2	3	62	0	0	65	8	1	1	0	10	2	53	5	0	60	137
08:45 AM	2	1	0	1	4	3	79	3	0	85	4	0	2	0	6	0	71	4	0	75	170
Total	7	1	3	5	16	15	351	4	0	370	24	1	6	2	33	6	328	19	0	353	772
09:00 AM	0	0	0	1	1	0	99	0	0	99	5	0	2	2	9	0	82	6	0	88	197
09:15 AM	0	1	1	2	4	0	62	1	0	63	5	0	0	3	8	1	52	2	0	55	130
09:30 AM	0	0	0	1	1	1	82	0	0	83	1	0	3	2	6	0	72	4	0	76	166
09:45 AM	0	0	0	2	2	1	97	0	0	98	2	0	0	3	5	0	79	3	0	82	187
Total	0	1	1	6	8	2	340	1	0	343	13	0	5	10	28	1	285	15	0	301	680
*** BREAK ***																					
03:00 PM	0	0	1	1	2	3	78	1	0	82	12	0	3	2	17	2	108	11	0	121	222
03:15 PM	1	0	1	1	3	6	99	2	2	109	40	0	6	7	53	1	104	11	3	119	284
03:30 PM	1	0	0	2	3	8	89	0	0	97	64	2	8	10	84	3	112	29	3	147	331
03:45 PM	0	0	3	1	4	11	101	1	0	113	25	0	3	5	33	3	149	30	7	189	339
Total	2	0	5	5	12	28	367	4	2	401	141	2	20	24	187	9	473	81	13	576	1176
04:00 PM	1	0	0	0	1	5	111	1	0	117	13	0	3	11	27	2	146	10	1	159	304
04:15 PM	1	0	0	1	2	4	144	3	0	151	5	0	1	4	10	4	129	10	2	145	308
04:30 PM	0	0	2	3	5	2	114	0	1	117	8	0	1	2	11	3	130	6	0	139	272
04:45 PM	1	1	1	0	3	3	112	3	0	118	4	0	0	2	6	0	142	9	0	151	278
Total	3	1	3	4	11	14	481	7	1	503	30	0	5	19	54	9	547	35	3	594	1162
05:00 PM	1	0	0	1	2	1	111	3	0	115	12	0	1	2	15	1	116	4	0	121	253
05:15 PM	0	0	0	2	2	5	131	8	0	144	8	0	1	3	12	3	130	8	0	141	299
05:30 PM	2	0	1	1	4	1	112	0	0	113	12	0	0	2	14	4	115	1	0	120	251
05:45 PM	3	0	0	1	4	2	106	0	0	108	5	0	1	0	6	5	123	5	0	133	251
Total	6	0	1	5	12	9	460	11	0	480	37	0	3	7	47	13	484	18	0	515	1054
Grand Total	23	3	17	27	70	75	2427	30	3	2535	255	3	41	64	363	43	2479	191	19	2732	5700
Apprch %	32.9	4.3	24.3	38.6		3.0	95.7	1.2	0.1		70.2	0.8	11.3	17.6		1.6	90.7	7.0	0.7		
Total %	0.4	0.1	0.3	0.5	1.2	1.3	42.6	0.5	0.1	44.5	4.5	0.1	0.7	1.1	6.4	0.8	43.5	3.4	0.3	47.9	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&kettering  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	CROOM RITAL ROAD Southbound					SR 50 Westbound					KETTERING ROAD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 Intersection 07:30 AM																					
Volume	10	0	2	5	17	13	425	2	0	440	17	0	3	3	23	6	409	17	2	434	914
Percent	58.8	0.0	11.8	29.4		3.0	96.6	0.5	0.0		73.9	0.0	13.0	13.0		1.4	94.2	3.9	0.5		
08:15 Volume	3	0	1	1	5	4	104	1	0	109	6	0	1	1	8	1	103	7	0	111	233
Peak Factor																					0.981
High Int. 08:00 AM						07:45 AM					08:00 AM					07:45 AM					
Volume	2	0	0	3	5	1	109	1	0	111	6	0	2	1	9	1	102	6	2	111	
Peak Factor					0.850					0.991					0.639					0.977	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 By Approach 07:30 AM						07:15 AM					08:00 AM					07:30 AM					
Volume	10	0	2	5	17	11	427	2	0	440	24	1	6	2	33	6	409	17	2	434	
Percent	58.8	0.0	11.8	29.4		2.5	97.0	0.5	0.0		72.7	3.0	18.2	6.1		1.4	94.2	3.9	0.5		
High Int. 08:00 AM						07:45 AM					08:30 AM					07:45 AM					
Volume	2	0	0	3	5	1	109	1	0	111	8	1	1	0	10	1	102	6	2	111	
Peak Factor					0.850					0.991					0.825					0.977	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 Intersection 03:30 PM																					
Volume	3	0	3	4	10	28	445	5	0	478	107	2	15	30	154	12	536	79	13	640	1282
Percent	30.0	0.0	30.0	40.0		5.9	93.1	1.0	0.0		69.5	1.3	9.7	19.5		1.9	83.8	12.3	2.0		
03:45 Volume	0	0	3	1	4	11	101	1	0	113	25	0	3	5	33	3	149	30	7	189	339
Peak Factor																					0.945
High Int. 03:45 PM						04:15 PM					03:30 PM					03:45 PM					
Volume	0	0	3	1	4	4	144	3	0	151	64	2	8	10	84	3	149	30	7	189	
Peak Factor					0.625					0.791					0.458					0.847	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 By Approach 03:00 PM						04:00 PM					03:15 PM					03:30 PM					
Volume	2	0	5	5	12	14	481	7	1	503	142	2	20	33	197	12	536	79	13	640	
Percent	16.7	0.0	41.7	41.7		2.8	95.6	1.4	0.2		72.1	1.0	10.2	16.8		1.9	83.8	12.3	2.0		
High Int. 03:45 PM						04:15 PM					03:30 PM					03:45 PM					
Volume	0	0	3	1	4	4	144	3	0	151	64	2	8	10	84	3	149	30	7	189	
Peak Factor					0.750					0.833					0.586					0.847	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&kettering  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	CROOM RITAL ROAD Southbound					SR 50 Westbound					KETTERING ROAD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	2	0	2	1	94	1	0	96	2	0	1	0	3	3	59	2	0	64	165
07:15 AM	0	0	0	1	1	1	93	1	0	95	2	0	0	0	2	0	73	7	1	81	179
07:30 AM	2	0	1	1	4	2	96	0	0	98	1	0	0	0	1	1	86	0	0	87	190
07:45 AM	3	0	0	0	3	1	97	1	0	99	0	0	0	1	1	1	85	3	2	91	194
Total	5	0	3	2	10	5	380	3	0	388	5	0	1	1	7	5	303	12	3	323	728
08:00 AM	2	0	0	3	5	2	95	0	0	97	1	0	0	0	1	3	90	1	0	94	197
08:15 AM	3	0	1	1	5	3	87	1	0	91	4	0	0	0	4	1	88	3	0	92	192
08:30 AM	0	0	1	0	1	3	53	0	0	56	2	1	0	0	3	1	40	4	0	45	105
08:45 AM	2	1	0	1	4	2	69	2	0	73	2	0	0	0	2	0	65	3	0	68	147
Total	7	1	2	5	15	10	304	3	0	317	9	1	0	0	10	5	283	11	0	299	641
09:00 AM	0	0	0	1	1	0	88	0	0	88	4	0	1	0	5	0	76	4	0	80	174
09:15 AM	0	1	1	2	4	0	55	1	0	56	1	0	0	0	1	1	43	2	0	46	107
09:30 AM	0	0	0	1	1	0	71	0	0	71	1	0	1	1	3	0	60	1	0	61	136
09:45 AM	0	0	0	2	2	1	80	0	0	81	2	0	0	1	3	0	65	1	0	66	152
Total	0	1	1	6	8	1	294	1	0	296	8	0	2	2	12	1	244	8	0	253	569
*** BREAK ***																					
03:00 PM	0	0	1	1	2	2	71	1	0	74	9	0	2	2	13	1	102	10	0	113	202
03:15 PM	1	0	0	1	2	6	90	1	2	99	39	0	6	6	51	1	96	11	3	111	263
03:30 PM	1	0	0	2	3	6	84	0	0	90	61	2	6	9	78	3	105	25	3	136	307
03:45 PM	0	0	3	1	4	10	89	1	0	100	23	0	2	5	30	2	132	25	7	166	300
Total	2	0	4	5	11	24	334	3	2	363	132	2	16	22	172	7	435	71	13	526	1072
04:00 PM	1	0	0	0	1	4	99	1	0	104	13	0	3	10	26	2	135	7	1	145	276
04:15 PM	1	0	0	1	2	4	131	3	0	138	4	0	1	4	9	3	121	8	2	134	283
04:30 PM	0	0	1	3	4	2	104	0	1	107	8	0	0	2	10	3	121	4	0	128	249
04:45 PM	1	1	1	0	3	2	101	3	0	106	2	0	0	1	3	0	134	5	0	139	251
Total	3	1	2	4	10	12	435	7	1	455	27	0	4	17	48	8	511	24	3	546	1059
05:00 PM	1	0	0	1	2	1	96	3	0	100	12	0	1	1	14	0	110	3	0	113	229
05:15 PM	0	0	0	2	2	2	122	8	0	132	8	0	0	2	10	3	120	3	0	126	270
05:30 PM	2	0	1	1	4	1	107	0	0	108	10	0	0	2	12	4	112	0	0	116	240
05:45 PM	3	0	0	1	4	1	103	0	0	104	3	0	0	0	3	5	117	1	0	123	234
Total	6	0	1	5	12	5	428	11	0	444	33	0	1	5	39	12	459	7	0	478	973
Grand Total	23	3	13	27	66	57	2175	28	3	2263	214	3	24	47	288	38	2235	133	19	2425	5042
Apprch %	34.8	4.5	19.7	40.9		2.5	96.1	1.2	0.1		74.3	1.0	8.3	16.3		1.6	92.2	5.5	0.8		
Total %	0.5	0.1	0.3	0.5	1.3	1.1	43.1	0.6	0.1	44.9	4.2	0.1	0.5	0.9	5.7	0.8	44.3	2.6	0.4	48.1	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&kettering  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	CROOM RITAL ROAD Southbound					SR 50 Westbound					KETTERING ROAD Northbound					SR 50 Eastbound					Int. Total		
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 Intersection 07:30 AM	Volume 10	0	2	5	17	8	375	2	0	385	6	0	0	1	7	6	349	7	2	364	773		
Percent 58.8	0.0	11.8	29.4			2.1	97.4	0.5	0.0		85.7	0.0	0.0	14.3		1.6	95.9	1.9	0.5				
08:00 Volume 2	0	0	3	5		2	95	0	0	97	1	0	0	0	1	3	90	1	0	94	197		
Peak Factor High Int. 08:00 AM	Volume 2	0	0	3	5	07:45 AM	1	97	1	0	99	08:15 AM	4	0	0	0	08:00 AM	3	90	1	0	94	
Peak Factor 0.850										0.972					0.438						0.968	0.981	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 By Approach 07:30 AM	Volume 10	0	2	5	17	07:15 AM	6	381	2	0	389	08:15 AM	12	1	1	0	14	07:30 AM	6	349	7	2	364
Percent 58.8	0.0	11.8	29.4			1.5	97.9	0.5	0.0		85.7	7.1	7.1	0.0		1.6	95.9	1.9	0.5				
High Int. 08:00 AM	Volume 2	0	0	3	5	07:45 AM	1	97	1	0	99	09:00 AM	4	0	1	0	5	08:00 AM	3	90	1	0	94
Peak Factor 0.850										0.982					0.700						0.968		
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 Intersection 03:30 PM	Volume 3	0	3	4	10	24	403	5	0	432	101	2	12	28	143	10	493	65	13	581	1166		
Percent 30.0	0.0	30.0	40.0			5.6	93.3	1.2	0.0		70.6	1.4	8.4	19.6		1.7	84.9	11.2	2.2				
03:30 Volume 1	0	0	2	3		6	84	0	0	90	61	2	6	9	78	3	105	25	3	136	307		
Peak Factor High Int. 03:45 PM	Volume 0	0	3	1	4	04:15 PM	4	131	3	0	138	03:30 PM	61	2	6	9	78	03:45 PM	2	132	25	7	166
Peak Factor 0.625										0.783					0.458						0.875	0.950	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 By Approach 05:00 PM	Volume 6	0	1	5	12	12	435	7	1	455	136	2	17	30	185	10	493	65	13	581			
Percent 50.0	0.0	8.3	41.7			2.6	95.6	1.5	0.2		73.5	1.1	9.2	16.2		1.7	84.9	11.2	2.2				
High Int. 05:30 PM	Volume 2	0	1	1	4	04:15 PM	4	131	3	0	138	03:30 PM	61	2	6	9	78	03:45 PM	2	132	25	7	166
Peak Factor 0.750										0.824					0.593						0.875		



Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&kettering  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CROOM RITAL ROAD Southbound					SR 50 Westbound					KETTERING ROAD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	13	0	0	13	1	0	1	0	2	0	13	3	0	16	31
07:15 AM	0	0	1	0	1	1	13	0	0	14	0	0	0	1	1	0	12	4	0	16	32
07:30 AM	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	0	17	1	0	18	30
07:45 AM	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	0	17	3	0	20	34
Total	0	0	1	0	1	1	48	0	0	49	5	0	1	1	7	0	59	11	0	70	127
08:00 AM	0	0	0	0	0	3	11	0	0	14	5	0	2	1	8	0	11	2	0	13	35
08:15 AM	0	0	0	0	0	1	17	0	0	18	2	0	1	1	4	0	15	4	0	19	41
08:30 AM	0	0	1	0	1	0	9	0	0	9	6	0	1	0	7	1	13	1	0	15	32
08:45 AM	0	0	0	0	0	1	10	1	0	12	2	0	2	0	4	0	6	1	0	7	23
Total	0	0	1	0	1	5	47	1	0	53	15	0	6	2	23	1	45	8	0	54	131
09:00 AM	0	0	0	0	0	0	11	0	0	11	1	0	1	2	4	0	6	2	0	8	23
09:15 AM	0	0	0	0	0	0	7	0	0	7	4	0	0	3	7	0	9	0	0	9	23
09:30 AM	0	0	0	0	0	1	11	0	0	12	0	0	2	1	3	0	12	3	0	15	30
09:45 AM	0	0	0	0	0	0	17	0	0	17	0	0	0	2	2	0	14	2	0	16	35
Total	0	0	0	0	0	1	46	0	0	47	5	0	3	8	16	0	41	7	0	48	111
*** BREAK ***																					
03:00 PM	0	0	0	0	0	1	7	0	0	8	3	0	1	0	4	1	6	1	0	8	20
03:15 PM	0	0	1	0	1	0	9	1	0	10	1	0	0	1	2	0	8	0	0	8	21
03:30 PM	0	0	0	0	0	2	5	0	0	7	3	0	2	1	6	0	7	4	0	11	24
03:45 PM	0	0	0	0	0	1	12	0	0	13	2	0	1	0	3	1	17	5	0	23	39
Total	0	0	1	0	1	4	33	1	0	38	9	0	4	2	15	2	38	10	0	50	104
04:00 PM	0	0	0	0	0	1	12	0	0	13	0	0	0	1	1	0	11	3	0	14	28
04:15 PM	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	1	8	2	0	11	25
04:30 PM	0	0	1	0	1	0	10	0	0	10	0	0	1	0	1	0	9	2	0	11	23
04:45 PM	0	0	0	0	0	1	11	0	0	12	2	0	0	1	3	0	8	4	0	12	27
Total	0	0	1	0	1	2	46	0	0	48	3	0	1	2	6	1	36	11	0	48	103
05:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	1	1	0	6	1	0	7	23
05:15 PM	0	0	0	0	0	3	9	0	0	12	0	0	1	1	2	0	10	5	0	15	29
05:30 PM	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	0	3	1	0	4	11
05:45 PM	0	0	0	0	0	1	3	0	0	4	2	0	1	0	3	0	6	4	0	10	17
Total	0	0	0	0	0	4	32	0	0	36	4	0	2	2	8	0	25	11	0	36	80
Grand Total	0	0	4	0	4	17	252	2	0	271	41	0	17	17	75	4	244	58	0	306	656
Apprch %	0.0	0.0	100.0	0.0		6.3	93.0	0.7	0.0		54.7	0.0	22.7	22.7		1.3	79.7	19.0	0.0		
Total %	0.0	0.0	0.6	0.0	0.6	2.6	38.4	0.3	0.0	41.3	6.3	0.0	2.6	2.6	11.4	0.6	37.2	8.8	0.0	46.6	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&kettering  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	CROOM RITAL ROAD Southbound					SR 50 Westbound					KETTERING ROAD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection 07:45 AM																					
Volume	0	0	1	0	1	4	49	0	0	53	15	0	4	2	21	1	56	10	0	67	142
Percent	0.0	0.0	100.0	0.0		7.5	92.5	0.0	0.0		71.4	0.0	19.0	9.5		1.5	83.6	14.9	0.0		
08:15 Volume	0	0	0	0	0	1	17	0	0	18	2	0	1	1	4	0	15	4	0	19	41
Peak Factor																					0.866
High Int. 08:30 AM						08:15 AM					08:00 AM					07:45 AM					
Volume	0	0	1	0	1	1	17	0	0	18	5	0	2	1	8	0	17	3	0	20	
Peak Factor	0.250										0.736					0.656					0.838
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
By Approach 07:00 AM						07:30 AM					08:00 AM					07:00 AM					
Volume	0	0	1	0	1	4	50	0	0	54	15	0	6	2	23	0	59	11	0	70	
Percent	0.0	0.0	100.0	0.0		7.4	92.6	0.0	0.0		65.2	0.0	26.1	8.7		0.0	84.3	15.7	0.0		
High Int. 07:15 AM						08:15 AM					08:00 AM					07:45 AM					
Volume	0	0	1	0	1	1	17	0	0	18	5	0	2	1	8	0	17	3	0	20	
Peak Factor	0.250										0.750					0.719					0.875
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 03:30 PM																					
Volume	0	0	0	0	0	4	42	0	0	46	6	0	3	2	11	2	43	14	0	59	116
Percent	0.0	0.0	0.0	0.0		8.7	91.3	0.0	0.0		54.5	0.0	27.3	18.2		3.4	72.9	23.7	0.0		
03:45 Volume	0	0	0	0	0	1	12	0	0	13	2	0	1	0	3	1	17	5	0	23	39
Peak Factor																					0.744
High Int. 03:45 PM						03:45 PM					03:30 PM					03:45 PM					
Volume	0	0	0	0	0	1	12	0	0	13	3	0	2	1	6	1	17	5	0	23	
Peak Factor						0.885					0.458					0.641					
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 03:00 PM						04:15 PM					03:00 PM					03:30 PM					
Volume	0	0	1	0	1	1	49	0	0	50	9	0	4	2	15	2	43	14	0	59	
Percent	0.0	0.0	100.0	0.0		2.0	98.0	0.0	0.0		60.0	0.0	26.7	13.3		3.4	72.9	23.7	0.0		
High Int. 03:15 PM						05:00 PM					03:30 PM					03:45 PM					
Volume	0	0	1	0	1	0	15	0	0	15	3	0	2	1	6	1	17	5	0	23	
Peak Factor	0.250					0.833					0.625					0.641					

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&kettering  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- U-Turns

Start Time	CROOM RITAL ROAD Southbound					SR 50 Westbound					KETTERING ROAD Northbound					SR 50 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
*** BREAK ***																						
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
Apprch %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	

Start Time	CROOM RITAL ROAD Southbound					SR 50 Westbound					KETTERING ROAD Northbound					SR 50 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																						
Intersection 07:00 AM																						
Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0	0.0	0.0	0.0	0.0	100.0	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	
07:30 Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Peak Factor																						
High Int. 6:45:00 AM						07:30 AM						6:45:00 AM						0.250				
Volume	0	0	0	0	0	1	0	0	0	1												
Peak Factor							0.250															
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																						
By Approach 07:00 AM																						
Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
Percent	-	-	-	-	-	100.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	
High Int. -						07:30 AM						-						-				
Volume	-	-	-	-	-	1	0	0	0	1	-	-	-	-	-	-	-	-	-	-	-	
Peak Factor							0.250															

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&kettering  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	CROOM RITAL ROAD Southbound					SR 50 Westbound					KETTERING ROAD Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 Intersection 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Percent	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	100.0	0.0	0.0	0.0	1	1
05:00 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Peak Factor																					0.250
High Int. Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	05:00 PM 1	0	0	0	1	
Peak Factor																				0.250	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 By Approach 03:00 PM	0	0	0	0	0	03:00 PM 0	0	0	0	0	03:00 PM 0	0	0	0	0	04:15 PM 1	0	0	0	1	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	0.0	0.0	0.0	-	
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	05:00 PM 1	0	0	0	1	
Peak Factor																				0.250	

### Pedestrian/Bicycle Count Field Data Sheet

Date: 4/5/11

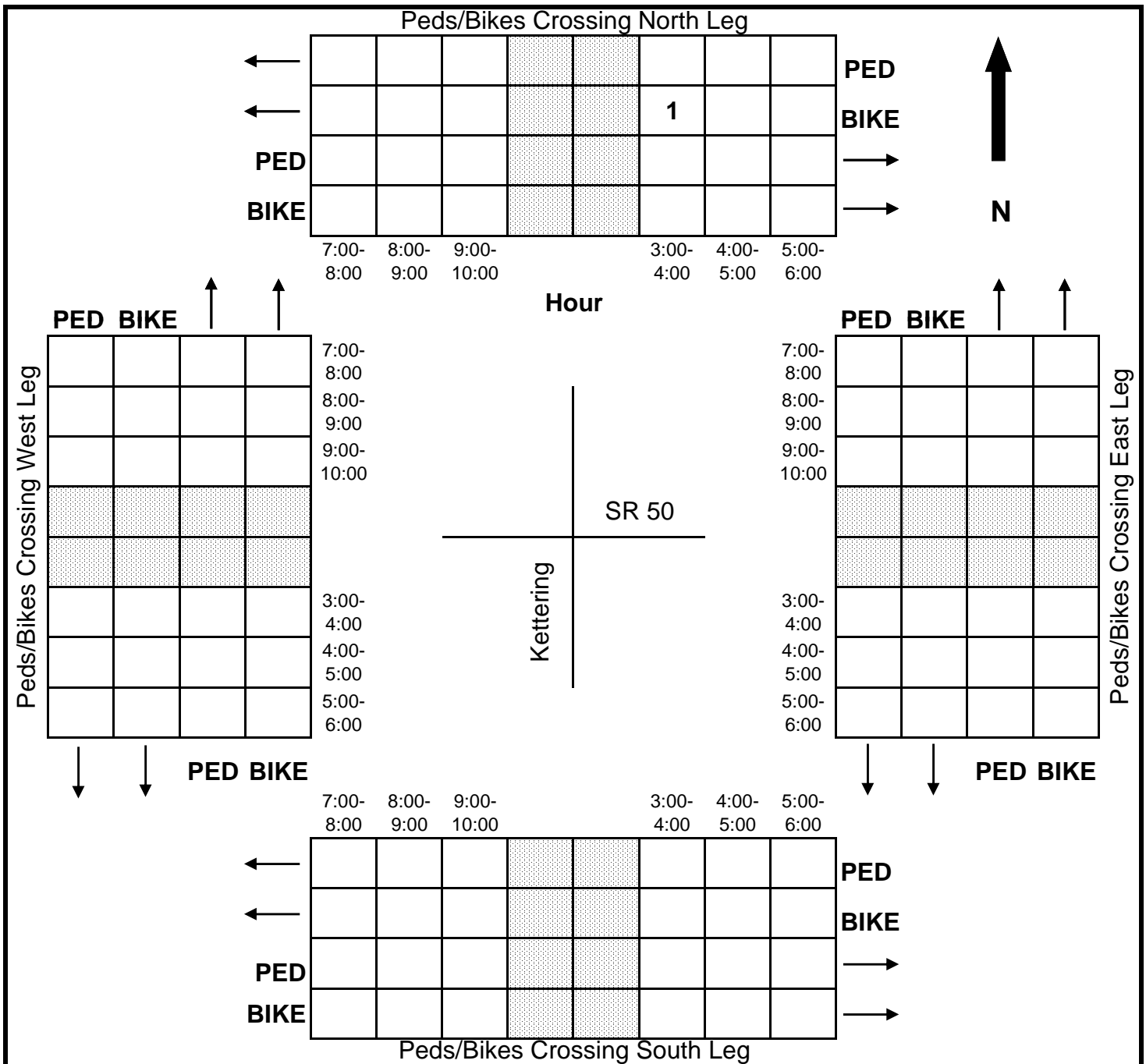
Day: Tuesday

Count Times: 7-10am & 3-6pm

Weather: Some AM Rain

Intersection: SR 50 at Kettering Road/Croom Rital Road

Comments: \_\_\_\_\_



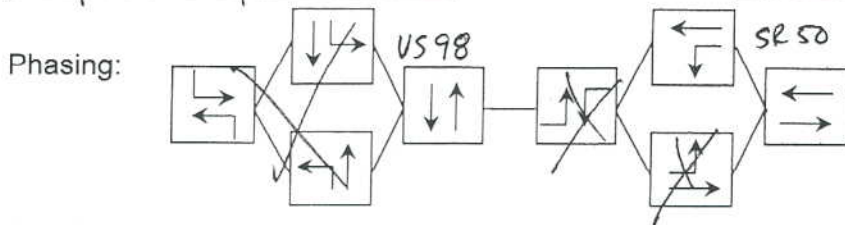
### Turning Movement Count Field Data Sheet

Date: 4/5/11 Count Times: 7-10 AM & 3-6 PM

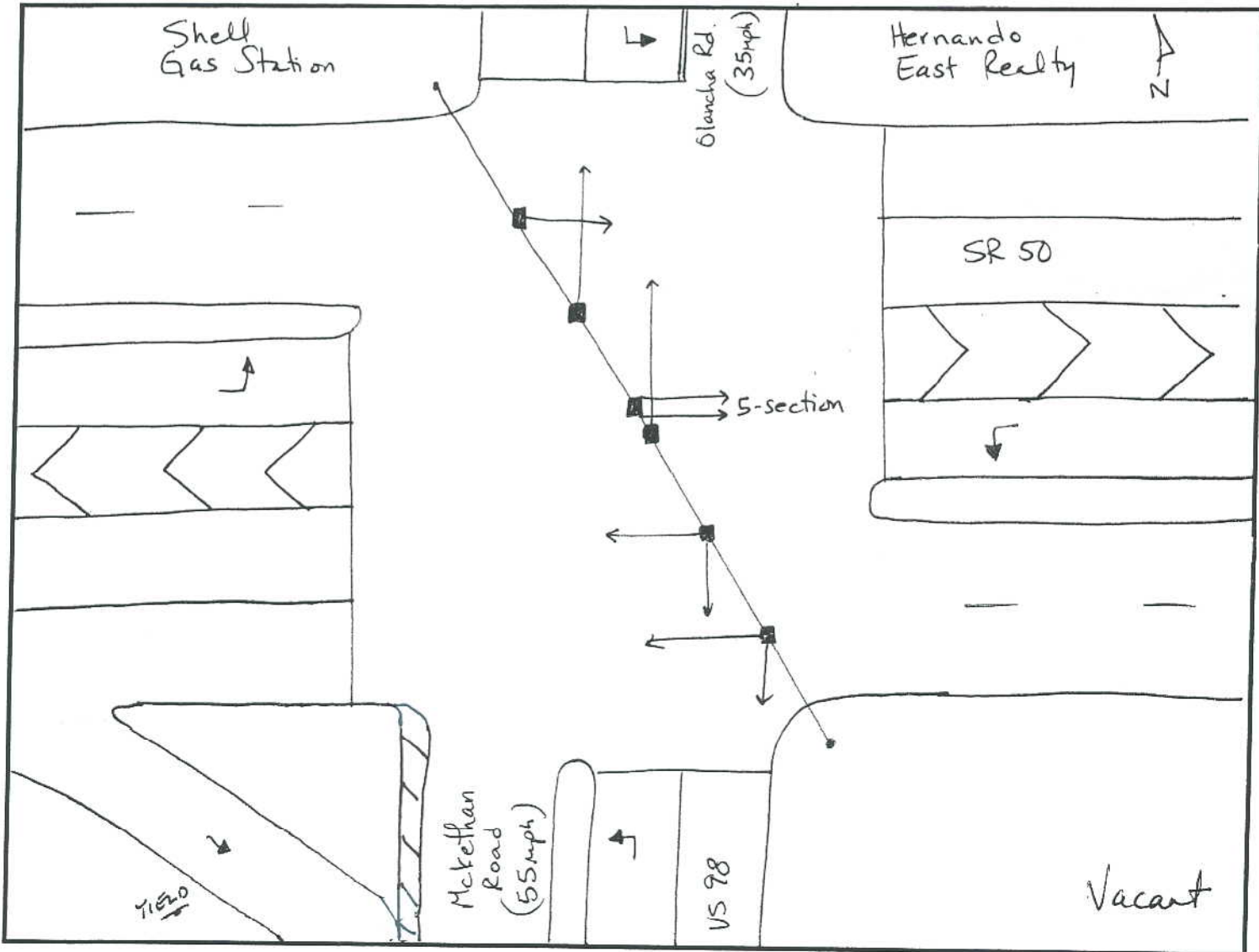
Major Street: SR 50 Direction: E-W Speed Limit: 55 mph

Minor Street: US 98 (McKethan Rd) / Olancha Rd Direction: N-S Speed Limit: see sketch mph

City/County: Ridge Manor / Hernando Weather: Some AM Rain



#### Intersection Sketch



Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&us98  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	OLANCHA ROAD Southbound					SR 50 Westbound					US 98 (MCKETHAN ROAD) Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	4	3	0	7	2	46	2	0	50	28	1	1	0	30	1	34	44	0	79	166
07:15 AM	1	6	1	1	9	1	48	0	0	49	41	4	0	0	45	1	44	32	0	77	180
07:30 AM	0	4	1	0	5	2	58	1	0	61	29	3	0	1	33	1	52	46	0	99	198
07:45 AM	0	6	2	3	11	2	44	2	0	48	37	1	6	2	46	0	57	55	0	112	217
Total	1	20	7	4	32	7	196	5	0	208	135	9	7	3	154	3	187	177	0	367	761
08:00 AM	0	4	0	1	5	4	64	1	0	69	36	4	3	2	45	1	42	39	0	82	201
08:15 AM	2	2	0	0	4	0	38	1	1	40	40	0	0	1	41	3	49	24	0	76	161
08:30 AM	0	7	0	1	8	3	48	1	0	52	35	0	0	1	36	0	41	24	0	65	161
08:45 AM	0	5	2	0	7	2	42	1	1	46	46	4	2	2	54	4	32	18	0	54	161
Total	2	18	2	2	24	9	192	4	2	207	157	8	5	6	176	8	164	105	0	277	684
09:00 AM	0	5	3	0	8	4	45	3	0	52	32	4	0	2	38	4	60	24	0	88	186
09:15 AM	1	2	1	2	6	1	57	0	0	58	24	0	1	2	27	0	32	27	0	59	150
09:30 AM	2	4	1	0	7	2	45	1	0	48	61	2	1	1	65	0	47	26	0	73	193
09:45 AM	3	4	0	1	8	3	55	4	0	62	48	5	1	3	57	3	52	25	0	80	207
Total	6	15	5	3	29	10	202	8	0	220	165	11	3	8	187	7	191	102	0	300	736
*** BREAK ***																					
03:00 PM	0	6	0	0	6	2	39	0	1	42	39	0	1	3	43	3	62	38	0	103	194
03:15 PM	1	5	0	1	7	3	41	3	0	47	54	3	4	3	64	6	63	34	0	103	221
03:30 PM	0	4	2	2	8	5	67	2	0	74	42	5	3	2	52	4	77	52	0	133	267
03:45 PM	1	4	2	1	8	4	56	2	0	62	45	6	1	2	54	1	59	60	0	120	244
Total	2	19	4	4	29	14	203	7	1	225	180	14	9	10	213	14	261	184	0	459	926
04:00 PM	1	2	1	2	6	6	62	1	0	69	51	4	3	1	59	5	55	56	0	116	250
04:15 PM	4	4	0	0	8	3	66	1	0	70	50	5	2	0	57	5	55	40	0	100	235
04:30 PM	0	7	2	0	9	3	58	1	0	62	51	9	0	2	62	5	55	36	0	96	229
04:45 PM	3	2	1	0	6	4	65	2	0	71	60	4	3	1	68	9	57	44	0	110	255
Total	8	15	4	2	29	16	251	5	0	272	212	22	8	4	246	24	222	176	0	422	969
05:00 PM	1	2	0	0	3	4	57	1	0	62	42	8	1	2	53	1	67	35	0	103	221
05:15 PM	1	4	1	0	6	5	56	0	0	61	74	8	1	2	85	2	69	29	0	100	252
05:30 PM	4	3	0	0	7	2	51	2	0	55	46	5	0	2	53	3	52	23	0	78	193
05:45 PM	1	0	0	1	2	3	69	1	0	73	42	5	1	1	49	3	64	33	0	100	224
Total	7	9	1	1	18	14	233	4	0	251	204	26	3	7	240	9	252	120	0	381	890
Grand Total	26	96	23	16	161	70	1277	33	3	1383	1053	90	35	38	1216	65	1277	864	0	2206	4966
Apprch %	16.1	59.6	14.3	9.9		5.1	92.3	2.4	0.2		86.6	7.4	2.9	3.1		2.9	57.9	39.2	0.0		
Total %	0.5	1.9	0.5	0.3	3.2	1.4	25.7	0.7	0.1	27.8	21.2	1.8	0.7	0.8	24.5	1.3	25.7	17.4	0.0	44.4	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&us98  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	OLANCHA ROAD Southbound					SR 50 Westbound					US 98 (MCKETHAN ROAD) Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 Intersection 07:15 AM	Volume 1	20	4	5	30	9	214	4	0	227	143	12	9	5	169	3	195	172	0	370	796
Percent 3.3	66.7	13.3	16.7			4.0	94.3	1.8	0.0		84.6	7.1	5.3	3.0		0.8	52.7	46.5	0.0		
07:45 Volume 0	6	2	3	11		2	44	2	0	48	37	1	6	2	46	0	57	55	0	112	217
Peak Factor High Int. 07:45 AM																					0.917
Volume 0	6	2	3	11		08:00 AM 4	64	1	0	69	07:45 AM 37	1	6	2	46	07:45 AM 0	57	55	0	112	
Peak Factor 0.682										0.822					0.918					0.826	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 By Approach 07:00 AM	Volume 1	20	7	4	32	07:15 AM 9	214	4	0	227	09:00 AM 165	11	3	8	187	07:15 AM 3	195	172	0	370	
Percent 3.1	62.5	21.9	12.5			4.0	94.3	1.8	0.0		88.2	5.9	1.6	4.3		0.8	52.7	46.5	0.0		
High Int. 07:45 AM						08:00 AM 4	64	1	0	69	09:30 AM 61	2	1	1	65	07:45 AM 0	57	55	0	112	
Volume 0	6	2	3	11																	
Peak Factor 0.727										0.822					0.719					0.826	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 Intersection 03:30 PM	Volume 6	14	5	5	30	18	251	6	0	275	188	20	9	5	222	15	246	208	0	469	996
Percent 20.0	46.7	16.7	16.7			6.5	91.3	2.2	0.0		84.7	9.0	4.1	2.3		3.2	52.5	44.3	0.0		
03:30 Volume 0	4	2	2	8		5	67	2	0	74	42	5	3	2	52	4	77	52	0	133	267
Peak Factor High Int. 03:30 PM																					0.933
Volume 0	4	2	2	8		03:30 PM 5	67	2	0	74	04:00 PM 51	4	3	1	59	03:30 PM 4	77	52	0	133	
Peak Factor 0.938										0.929					0.941					0.882	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 By Approach 03:45 PM	Volume 6	17	5	3	31	03:30 PM 18	251	6	0	275	04:30 PM 227	29	5	7	268	03:15 PM 16	254	202	0	472	
Percent 19.4	54.8	16.1	9.7			6.5	91.3	2.2	0.0		84.7	10.8	1.9	2.6		3.4	53.8	42.8	0.0		
High Int. 04:30 PM						03:30 PM 5	67	2	0	74	05:15 PM 74	8	1	2	85	03:30 PM 4	77	52	0	133	
Volume 0	7	2	0	9																	
Peak Factor 0.861										0.929					0.788					0.887	



Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&us98  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLANCHA ROAD Southbound					SR 50 Westbound					US 98 (MCKETHAN ROAD) Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	4	3	0	7	2	38	2	0	42	22	1	1	0	24	0	28	35	0	63	136
07:15 AM	1	6	1	1	9	1	43	0	0	44	36	4	0	0	40	0	39	31	0	70	163
07:30 AM	0	4	1	0	5	2	50	1	0	53	24	2	0	1	27	1	37	39	0	77	162
07:45 AM	0	6	2	3	11	2	40	1	0	43	29	1	6	2	38	0	44	50	0	94	186
Total	1	20	7	4	32	7	171	4	0	182	111	8	7	3	129	1	148	155	0	304	647
08:00 AM	0	4	0	1	5	4	58	1	0	63	28	3	2	2	35	1	39	30	0	70	173
08:15 AM	1	2	0	0	3	0	30	1	1	32	31	0	0	0	31	1	44	19	0	64	130
08:30 AM	0	7	0	1	8	2	41	1	0	44	30	0	0	1	31	0	34	18	0	52	135
08:45 AM	0	5	1	0	6	2	39	1	1	43	36	4	2	2	44	2	27	15	0	44	137
Total	1	18	1	2	22	8	168	4	2	182	125	7	4	5	141	4	144	82	0	230	575
09:00 AM	0	5	3	0	8	4	39	3	0	46	28	4	0	2	34	4	53	18	0	75	163
09:15 AM	1	2	1	2	6	1	46	0	0	47	18	0	1	2	21	0	24	20	0	44	118
09:30 AM	2	4	1	0	7	1	34	1	0	36	50	2	1	1	54	0	39	17	0	56	153
09:45 AM	3	4	0	1	8	2	41	3	0	46	36	5	1	2	44	3	41	14	0	58	156
Total	6	15	5	3	29	8	160	7	0	175	132	11	3	7	153	7	157	69	0	233	590
*** BREAK ***																					
03:00 PM	0	6	0	0	6	1	36	0	1	38	30	0	1	3	34	2	61	31	0	94	172
03:15 PM	1	5	0	1	7	2	36	3	0	41	49	3	2	3	57	5	56	30	0	91	196
03:30 PM	0	4	2	2	8	5	63	2	0	70	39	5	2	2	48	4	72	45	0	121	247
03:45 PM	1	4	2	1	8	4	48	2	0	54	39	6	1	2	48	1	55	50	0	106	216
Total	2	19	4	4	29	12	183	7	1	203	157	14	6	10	187	12	244	156	0	412	831
04:00 PM	1	2	1	2	6	5	54	1	0	60	44	4	3	1	52	5	51	51	0	107	225
04:15 PM	3	4	0	0	7	3	63	1	0	67	41	5	2	0	48	4	49	36	0	89	211
04:30 PM	0	7	2	0	9	3	55	1	0	59	46	9	0	2	57	4	52	29	0	85	210
04:45 PM	2	1	1	0	4	2	59	2	0	63	52	4	3	1	60	7	53	40	0	100	227
Total	6	14	4	2	26	13	231	5	0	249	183	22	8	4	217	20	205	156	0	381	873
05:00 PM	1	2	0	0	3	1	53	1	0	55	32	7	1	2	42	1	63	29	0	93	193
05:15 PM	1	4	1	0	6	5	49	0	0	54	68	8	1	2	79	2	64	25	0	91	230
05:30 PM	4	3	0	0	7	2	49	2	0	53	44	5	0	2	51	3	49	21	0	73	184
05:45 PM	1	0	0	1	2	3	65	1	0	69	40	5	1	1	47	3	62	30	0	95	213
Total	7	9	1	1	18	11	216	4	0	231	184	25	3	7	219	9	238	105	0	352	820
Grand Total	23	95	22	16	156	59	1129	31	3	1222	892	87	31	36	1046	53	1136	723	0	1912	4336
Apprch %	14.7	60.9	14.1	10.3		4.8	92.4	2.5	0.2		85.3	8.3	3.0	3.4		2.8	59.4	37.8	0.0		
Total %	0.5	2.2	0.5	0.4	3.6	1.4	26.0	0.7	0.1	28.2	20.6	2.0	0.7	0.8	24.1	1.2	26.2	16.7	0.0	44.1	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&us98  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	OLANCHA ROAD Southbound					SR 50 Westbound					US 98 (MCKETHAN ROAD) Northbound					SR 50 Eastbound					Int. Total		
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 Intersection 07:15 AM	Volume 1	20	4	5	30	9	191	3	0	203	117	10	8	5	140	2	159	150	0	311	684		
Percent 3.3	66.7	13.3	16.7			4.4	94.1	1.5	0.0		83.6	7.1	5.7	3.6		0.6	51.1	48.2	0.0				
07:45 Volume 0	6	2	3	11		2	40	1	0	43	29	1	6	2	38	0	44	50	0	94	186		
Peak Factor High Int. 07:45 AM	Volume 0	6	2	3	11	08:00 AM	4	58	1	0	63	07:15 AM	36	4	0	0	40	07:45 AM	0	44	50	0	94
Peak Factor 0.682					0.682					0.806					0.875						0.827	0.919	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 By Approach 07:00 AM	Volume 1	20	7	4	32	07:15 AM	9	191	3	0	203	08:45 AM	132	10	4	7	153	07:15 AM	2	159	150	0	311
Percent 3.1	62.5	21.9	12.5			4.4	94.1	1.5	0.0		86.3	6.5	2.6	4.6		0.6	51.1	48.2	0.0				
High Int. 07:45 AM	Volume 0	6	2	3	11	08:00 AM	4	58	1	0	63	09:30 AM	50	2	1	1	54	07:45 AM	0	44	50	0	94
Peak Factor 0.727					0.727					0.806					0.708							0.827	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 Intersection 03:30 PM	Volume 5	14	5	5	29	17	228	6	0	251	163	20	8	5	196	14	227	182	0	423	899		
Percent 17.2	48.3	17.2	17.2			6.8	90.8	2.4	0.0		83.2	10.2	4.1	2.6		3.3	53.7	43.0	0.0				
03:30 Volume 0	4	2	2	8		5	63	2	0	70	39	5	2	2	48	4	72	45	0	121	247		
Peak Factor High Int. 03:30 PM	Volume 0	4	2	2	8	03:30 PM	5	63	2	0	70	04:00 PM	44	4	3	1	52	03:30 PM	4	72	45	0	121
Peak Factor 0.906					0.906					0.896					0.942							0.874	0.910
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 By Approach 03:45 PM	Volume 5	17	5	3	30	03:30 PM	17	228	6	0	251	04:30 PM	198	28	5	7	238	03:15 PM	15	234	176	0	425
Percent 16.7	56.7	16.7	10.0			6.8	90.8	2.4	0.0		83.2	11.8	2.1	2.9		3.5	55.1	41.4	0.0				
High Int. 04:30 PM	Volume 0	7	2	0	9	03:30 PM	5	63	2	0	70	05:15 PM	68	8	1	2	79	03:30 PM	4	72	45	0	121
Peak Factor 0.833					0.833					0.896					0.753							0.878	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&us98  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLANCHA ROAD Southbound					SR 50 Westbound					US 98 (MCKETHAN ROAD) Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	8	0	0	8	6	0	0	0	6	1	6	9	0	16	30
07:15 AM	0	0	0	0	0	0	5	0	0	5	5	0	0	0	5	1	5	1	0	7	17
07:30 AM	0	0	0	0	0	0	8	0	0	8	5	1	0	0	6	0	15	7	0	22	36
07:45 AM	0	0	0	0	0	0	4	1	0	5	8	0	0	0	8	0	13	5	0	18	31
Total	0	0	0	0	0	0	25	1	0	26	24	1	0	0	25	2	39	22	0	63	114
08:00 AM	0	0	0	0	0	0	6	0	0	6	8	1	1	0	10	0	3	9	0	12	28
08:15 AM	1	0	0	0	1	0	8	0	0	8	9	0	0	1	10	1	5	5	0	11	30
08:30 AM	0	0	0	0	0	0	7	0	0	7	5	0	0	0	5	0	7	6	0	13	25
08:45 AM	0	0	1	0	1	0	3	0	0	3	10	0	0	0	10	0	5	3	0	8	22
Total	1	0	1	0	2	0	24	0	0	24	32	1	1	1	35	1	20	23	0	44	105
09:00 AM	0	0	0	0	0	0	6	0	0	6	4	0	0	0	4	0	7	6	0	13	23
09:15 AM	0	0	0	0	0	0	11	0	0	11	6	0	0	0	6	0	8	7	0	15	32
09:30 AM	0	0	0	0	0	1	11	0	0	12	11	0	0	0	11	0	8	9	0	17	40
09:45 AM	0	0	0	0	0	0	14	1	0	15	12	0	0	1	13	0	11	11	0	22	50
Total	0	0	0	0	0	1	42	1	0	44	33	0	0	1	34	0	34	33	0	67	145
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	3	0	0	3	9	0	0	0	9	1	1	7	0	9	21
03:15 PM	0	0	0	0	0	1	5	0	0	6	5	0	2	0	7	0	7	4	0	11	24
03:30 PM	0	0	0	0	0	0	4	0	0	4	3	0	1	0	4	0	5	7	0	12	20
03:45 PM	0	0	0	0	0	0	8	0	0	8	6	0	0	0	6	0	4	10	0	14	28
Total	0	0	0	0	0	1	20	0	0	21	23	0	3	0	26	1	17	28	0	46	93
04:00 PM	0	0	0	0	0	0	8	0	0	8	7	0	0	0	7	0	4	5	0	9	24
04:15 PM	1	0	0	0	1	0	3	0	0	3	9	0	0	0	9	0	6	4	0	10	23
04:30 PM	0	0	0	0	0	0	3	0	0	3	5	0	0	0	5	0	3	7	0	10	18
04:45 PM	1	1	0	0	2	2	6	0	0	8	8	0	0	0	8	1	4	4	0	9	27
Total	2	1	0	0	3	2	20	0	0	22	29	0	0	0	29	1	17	20	0	38	92
05:00 PM	0	0	0	0	0	3	4	0	0	7	10	1	0	0	11	0	4	6	0	10	28
05:15 PM	0	0	0	0	0	0	7	0	0	7	6	0	0	0	6	0	5	4	0	9	22
05:30 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	3	2	0	5	9
05:45 PM	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	2	3	0	5	11
Total	0	0	0	0	0	3	17	0	0	20	20	1	0	0	21	0	14	15	0	29	70
Grand Total	3	1	1	0	5	7	148	2	0	157	161	3	4	2	170	5	141	141	0	287	619
Apprch %	60.0	20.0	20.0	0.0		4.5	94.3	1.3	0.0		94.7	1.8	2.4	1.2		1.7	49.1	49.1	0.0		
Total %	0.5	0.2	0.2	0.0	0.8	1.1	23.9	0.3	0.0	25.4	26.0	0.5	0.6	0.3	27.5	0.8	22.8	22.8	0.0	46.4	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&us98  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	OLANCHA ROAD Southbound					SR 50 Westbound					US 98 (MCKETHAN ROAD) Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection 09:00 AM																					
Volume	0	0	0	0	0	1	42	1	0	44	33	0	0	1	34	0	34	33	0	67	145
Percent	0.0	0.0	0.0	0.0	0.0	2.3	95.5	2.3	0.0		97.1	0.0	0.0	2.9		0.0	50.7	49.3	0.0		
09:45 Volume	0	0	0	0	0	0	14	1	0	15	12	0	0	1	13	0	11	11	0	22	50
Peak Factor																					
High Int. 6:45:00 AM						09:45 AM					09:45 AM					09:45 AM					
Volume	0	0	0	0	0	0	14	1	0	15	12	0	0	1	13	0	11	11	0	22	
Peak Factor						0.733					0.654					0.761					
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
By Approach 08:00 AM						09:00 AM					08:00 AM					09:00 AM					
Volume	1	0	1	0	2	1	42	1	0	44	32	1	1	1	35	0	34	33	0	67	
Percent	50.0	0.0	50.0	0.0		2.3	95.5	2.3	0.0		91.4	2.9	2.9	2.9		0.0	50.7	49.3	0.0		
High Int. 08:15 AM						09:45 AM					08:00 AM					09:45 AM					
Volume	1	0	0	0	1	0	14	1	0	15	8	1	1	0	10	0	11	11	0	22	
Peak Factor	0.500					0.733					0.875					0.761					
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 03:15 PM																					
Volume	0	0	0	0	0	1	25	0	0	26	21	0	3	0	24	0	20	26	0	46	96
Percent	0.0	0.0	0.0	0.0	0.0	3.8	96.2	0.0	0.0		87.5	0.0	12.5	0.0		0.0	43.5	56.5	0.0		
03:45 Volume	0	0	0	0	0	0	8	0	0	8	6	0	0	0	6	0	4	10	0	14	28
Peak Factor																					
High Int. 03:45 PM						03:45 PM					03:15 PM					03:45 PM					
Volume	0	0	0	0	0	0	8	0	0	8	5	0	2	0	7	0	4	10	0	14	
Peak Factor						0.813					0.857					0.821					
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 04:00 PM						03:15 PM					04:15 PM					03:00 PM					
Volume	2	1	0	0	3	1	25	0	0	26	32	1	0	0	33	1	17	28	0	46	
Percent	66.7	33.3	0.0	0.0		3.8	96.2	0.0	0.0		97.0	3.0	0.0	0.0		2.2	37.0	60.9	0.0		
High Int. 04:45 PM						03:45 PM					05:00 PM					03:45 PM					
Volume	1	1	0	0	2	0	8	0	0	8	10	1	0	0	11	0	4	10	0	14	
Peak Factor	0.375					0.813					0.750					0.821					

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Some AM Rain  
 Comments:

File Name : sr50&us98  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 1

Groups Printed- U-Turns

Start Time	OLANCHA ROAD Southbound					SR 50 Westbound					US 98 (MCKETHAN ROAD) Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
*** BREAK ***																					
09:45 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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
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	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
*** BREAK ***																					
Grand Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	11
Aprch %	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	36.4	0.0	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	63.6	0.0	0.0	0.0	63.6	

Start Time	OLANCHA ROAD Southbound					SR 50 Westbound					US 98 (MCKETHAN ROAD) Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
Percent	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
08:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Peak Factor																					
High Int.	6:45:00 AM																				
Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0.500
Peak Factor						0.250										0.375					

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&us98  
 Site Code : 00715101  
 Start Date : 04/05/2011  
 Page No : 2

Start Time	OLANCHA ROAD Southbound					SR 50 Westbound					US 98 (MCKETHAN ROAD) Northbound					SR 50 Eastbound					Int. Total		
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																							
By Approach 07:00 AM																							
Volume	0	0	0	0	0	07:45 AM	1	0	0	0	1	07:00 AM	0	0	0	0	0	08:00 AM	3	0	0	0	3
Percent	-	-	-	-	-	100.0	0.0	0.0	0.0	0.0	-	-	-	-	-	100.0	0.0	0.0	0.0	0.0	0.0		
High Int.	-	-	-	-	-	08:30 AM	1	0	0	0	1	-	-	-	-	-	08:45 AM	2	0	0	0	2	
Volume	-	-	-	-	-	1	0	0	0	1	-	-	-	-	-	2	0	0	0	0	2		
Peak Factor	-	-	-	-	-	-	-	-	-	0.250	-	-	-	-	-	-	-	-	-	-	0.375		
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																							
Intersection 04:00 PM																							
Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3	4	
Percent	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	1	
04:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.000	
High Int.	-	-	-	-	-	04:00 PM	1	0	0	0	1	-	-	-	-	-	04:15 PM	1	0	0	0	1	1
Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	1	
Peak Factor	-	-	-	-	-	-	-	-	-	0.250	-	-	-	-	-	-	-	-	-	-	-	0.750	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																							
By Approach 03:00 PM																							
Volume	0	0	0	0	0	03:00 PM	1	0	0	0	1	03:00 PM	0	0	0	0	0	04:00 PM	3	0	0	0	3
Percent	-	-	-	-	-	100.0	0.0	0.0	0.0	0.0	-	-	-	-	-	100.0	0.0	0.0	0.0	0.0	0.0	1	
High Int.	-	-	-	-	-	03:00 PM	1	0	0	0	1	-	-	-	-	-	04:15 PM	1	0	0	0	1	
Volume	-	-	-	-	-	1	0	0	0	1	-	-	-	-	-	1	0	0	0	0	1	1	
Peak Factor	-	-	-	-	-	-	-	-	-	0.250	-	-	-	-	-	-	-	-	-	-	-	0.750	

## Pedestrian/Bicycle Count Field Data Sheet

Date: 4/5/11

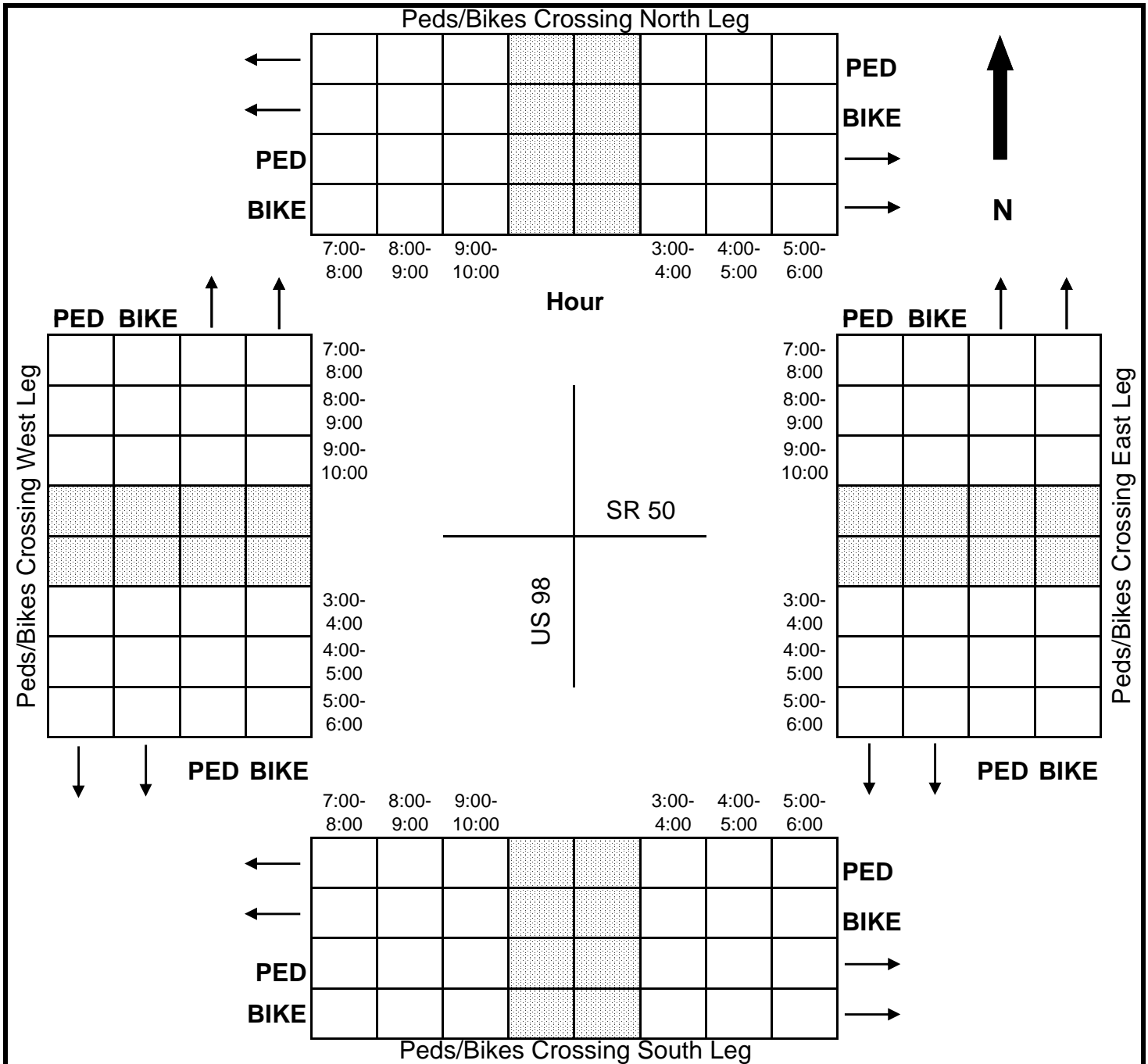
Day: Tuesday

Count Times: 7-10am & 3-6pm

Weather: Some AM Rain

Intersection: SR 50 at US 98 (McKethan Road)/Olancha Road

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



### Turning Movement Count Field Data Sheet

Date: 4/6/11

Count Times: 7-10AM & 3-6PM

Major Street: SR 50

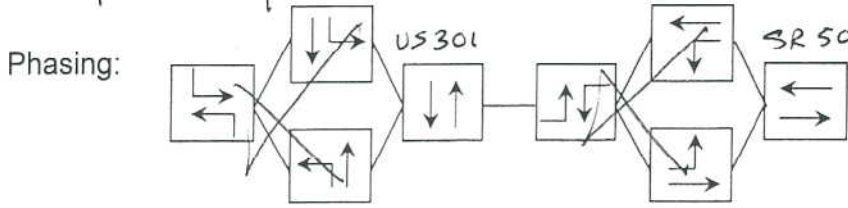
Direction: E-W Speed Limit: 45 mph  
@ intersection

Minor Street: US 301

Direction: N-S Speed Limit: 45 mph  
@ intersection

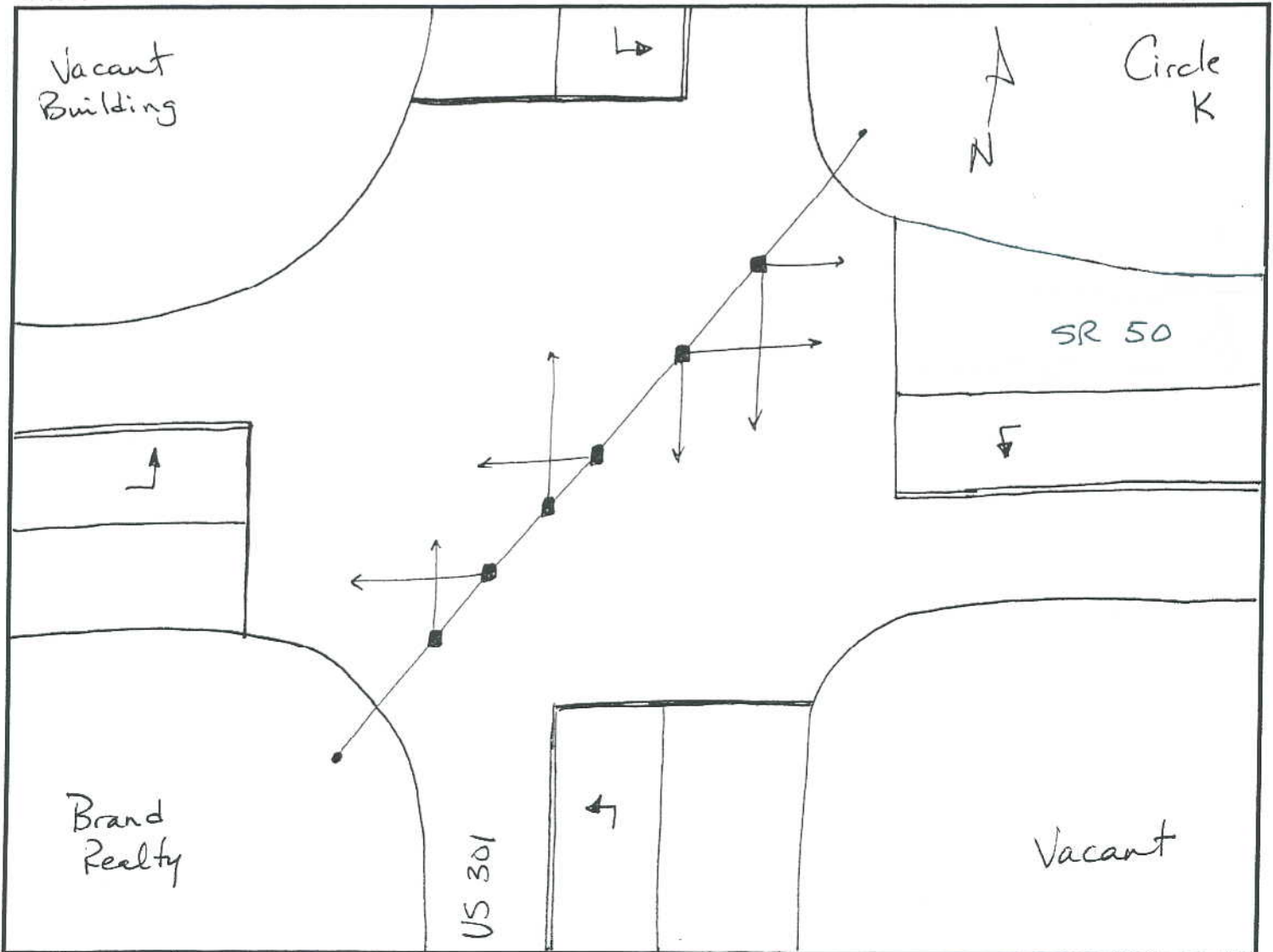
City/County: Ridge Manor / Hernando

Weather: Clear



\* Construction at the intersection \*

#### Intersection Sketch





Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Clear  
 Comments:

File Name : sr50&us301  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	US 301 Southbound					SR 50 Westbound					US 301 Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	7	41	3	5	56	13	34	0	1	48	2	19	7	10	38	7	32	1	0	40	182
07:15 AM	2	34	7	2	45	14	36	0	0	50	4	17	3	7	31	8	41	1	2	52	178
07:30 AM	3	28	5	7	43	9	31	1	0	41	5	19	6	2	32	5	31	6	0	42	158
07:45 AM	4	23	7	7	41	15	21	0	0	36	7	28	3	2	40	9	36	2	2	49	166
Total	16	126	22	21	185	51	122	1	1	175	18	83	19	21	141	29	140	10	4	183	684
08:00 AM	4	29	7	2	42	15	33	0	1	49	3	33	6	2	44	10	34	6	2	52	187
08:15 AM	2	27	9	6	44	5	31	0	1	37	7	25	3	2	37	6	33	2	2	43	161
08:30 AM	1	34	8	4	47	12	38	0	2	52	8	21	5	5	39	5	43	3	2	53	191
08:45 AM	3	27	8	6	44	6	38	0	2	46	6	21	4	5	36	11	43	5	4	63	189
Total	10	117	32	18	177	38	140	0	6	184	24	100	18	14	156	32	153	16	10	211	728
09:00 AM	4	34	8	3	49	8	36	0	0	44	6	28	3	2	39	15	45	3	2	65	197
09:15 AM	4	21	3	5	33	5	28	1	1	35	12	23	5	1	41	12	48	3	2	65	174
09:30 AM	0	33	10	3	46	9	40	2	0	51	8	26	5	5	44	7	38	2	7	54	195
09:45 AM	2	26	10	3	41	5	37	3	0	45	7	33	1	7	48	8	44	2	5	59	193
Total	10	114	31	14	169	27	141	6	1	175	33	110	14	15	172	42	175	10	16	243	759
*** BREAK ***																					
03:00 PM	1	29	4	5	39	8	44	2	0	54	7	39	5	3	54	13	35	2	3	53	200
03:15 PM	4	32	6	4	46	16	39	1	0	56	12	34	8	5	59	15	39	4	3	61	222
03:30 PM	0	20	5	6	31	15	22	2	0	39	7	29	6	4	46	11	44	3	4	62	178
03:45 PM	2	49	13	7	71	12	28	2	3	45	12	40	3	3	58	25	35	3	4	67	241
Total	7	130	28	22	187	51	133	7	3	194	38	142	22	15	217	64	153	12	14	243	841
04:00 PM	5	34	8	6	53	9	43	1	0	53	6	30	12	0	48	14	48	1	3	66	220
04:15 PM	1	32	14	2	49	8	38	1	0	47	8	32	2	5	47	18	38	4	4	64	207
04:30 PM	1	30	5	5	41	12	42	1	1	56	12	46	10	1	69	15	42	3	1	61	227
04:45 PM	4	30	9	9	52	17	42	1	0	60	9	47	13	3	72	23	50	7	6	86	270
Total	11	126	36	22	195	46	165	4	1	216	35	155	37	9	236	70	178	15	14	277	924
05:00 PM	3	31	5	6	45	8	29	0	2	39	6	44	9	2	61	23	41	2	0	66	211
05:15 PM	1	39	11	11	62	6	40	2	1	49	7	51	11	5	74	25	45	5	3	78	263
05:30 PM	3	50	10	3	66	9	40	0	1	50	12	46	11	6	75	16	35	5	3	59	250
05:45 PM	3	19	7	9	38	13	39	3	2	57	8	33	1	3	45	11	36	2	2	51	191
Total	10	139	33	29	211	36	148	5	6	195	33	174	32	16	255	75	157	14	8	254	915
Grand Total	64	752	182	126	1124	249	849	23	18	1139	181	764	142	90	1177	312	956	77	66	1411	4851
Apprch %	5.7	66.9	16.2	11.2		21.9	74.5	2.0	1.6		15.4	64.9	12.1	7.6		22.1	67.8	5.5	4.7		
Total %	1.3	15.5	3.8	2.6	23.2	5.1	17.5	0.5	0.4	23.5	3.7	15.7	2.9	1.9	24.3	6.4	19.7	1.6	1.4	29.1	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&us301  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 2

Start Time	US 301 Southbound					SR 50 Westbound					US 301 Northbound					SR 50 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 Intersection 09:00 AM	Volume	10	114	31	14	169	27	141	6	1	175	33	110	14	15	172	42	175	10	16	243	759
	Percent	5.9	67.5	18.3	8.3		15.4	80.6	3.4	0.6		19.2	64.0	8.1	8.7		17.3	72.0	4.1	6.6		
09:00 Volume	4	34	8	3	49	8	36	0	0	44	6	28	3	2	39	15	45	3	2	65	197	
Peak Factor																						0.963
High Int. 09:00 AM						09:30 AM					09:45 AM					09:00 AM						
Volume	4	34	8	3	49	9	40	2	0	51	7	33	1	7	48	15	45	3	2	65		
Peak Factor					0.862					0.858					0.896						0.935	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 By Approach 07:00 AM	Volume	16	126	22	21	185	38	140	0	6	184	33	110	14	15	172	45	174	13	15	247	
	Percent	8.6	68.1	11.9	11.4		20.7	76.1	0.0	3.3		19.2	64.0	8.1	8.7		18.2	70.4	5.3	6.1		
High Int. 07:00 AM						08:00 AM					09:00 AM					08:45 AM						
Volume	7	41	3	5	56	12	38	0	2	52	7	33	1	7	48	15	45	3	2	65		
Peak Factor					0.826					0.885					0.896						0.950	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 Intersection 04:45 PM	Volume	11	150	35	29	225	40	151	3	4	198	34	188	44	16	282	87	171	19	12	289	994
	Percent	4.9	66.7	15.6	12.9		20.2	76.3	1.5	2.0		12.1	66.7	15.6	5.7		30.1	59.2	6.6	4.2		
04:45 Volume	4	30	9	9	52	17	42	1	0	60	9	47	13	3	72	23	50	7	6	86	270	
Peak Factor																						0.920
High Int. 05:30 PM						04:45 PM					05:30 PM					04:45 PM						
Volume	3	50	10	3	66	17	42	1	0	60	12	46	11	6	75	23	50	7	6	86		
Peak Factor					0.852					0.825					0.940						0.840	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 By Approach 04:45 PM	Volume	11	150	35	29	225	46	165	4	1	216	34	188	44	16	282	86	178	17	10	291	
	Percent	4.9	66.7	15.6	12.9		21.3	76.4	1.9	0.5		12.1	66.7	15.6	5.7		29.6	61.2	5.8	3.4		
High Int. 05:30 PM						04:00 PM					04:45 PM					04:30 PM						
Volume	3	50	10	3	66	17	42	1	0	60	12	46	11	6	75	23	50	7	6	86		
Peak Factor					0.852					0.900					0.940						0.846	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Clear  
 Comments:

File Name : sr50&us301  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					SR 50 Westbound					US 301 Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	6	39	2	5	52	12	29	0	1	42	2	15	6	5	28	6	27	1	0	34	156
07:15 AM	2	34	7	2	45	12	30	0	0	42	4	14	2	7	27	7	36	1	2	46	160
07:30 AM	3	28	5	7	43	8	23	1	0	32	4	16	6	2	28	5	26	5	0	36	139
07:45 AM	2	22	5	7	36	14	17	0	0	31	7	26	3	2	38	7	27	2	2	38	143
Total	13	123	19	21	176	46	99	1	1	147	17	71	17	16	121	25	116	9	4	154	598
08:00 AM	3	28	7	2	40	13	26	0	1	40	3	29	6	2	40	7	28	6	2	43	163
08:15 AM	1	24	7	5	37	4	29	0	0	33	7	20	3	1	31	5	30	1	2	38	139
08:30 AM	1	29	5	4	39	11	29	0	2	42	7	17	5	4	33	4	36	3	2	45	159
08:45 AM	2	24	7	6	39	6	25	0	2	33	6	17	2	5	30	11	38	5	4	58	160
Total	7	105	26	17	155	34	109	0	5	148	23	83	16	12	134	27	132	15	10	184	621
09:00 AM	4	30	7	3	44	8	31	0	0	39	5	27	3	2	37	13	40	2	2	57	177
09:15 AM	3	20	1	5	29	5	21	1	1	28	12	21	4	1	38	12	41	3	2	58	153
09:30 AM	0	29	10	3	42	9	35	1	0	45	8	23	4	3	38	7	31	2	7	47	172
09:45 AM	1	24	10	3	38	4	28	2	0	34	7	30	0	6	43	8	39	0	5	52	167
Total	8	103	28	14	153	26	115	4	1	146	32	101	11	12	156	40	151	7	16	214	669
*** BREAK ***																					
03:00 PM	1	27	4	5	37	8	39	2	0	49	7	33	5	3	48	12	31	2	2	47	181
03:15 PM	3	32	6	4	45	13	30	1	0	44	12	30	6	3	51	15	33	4	3	55	195
03:30 PM	0	20	5	6	31	12	19	1	0	32	5	28	6	2	41	10	38	3	4	55	159
03:45 PM	2	47	12	6	67	10	25	2	3	40	10	37	3	3	53	25	32	3	3	63	223
Total	6	126	27	21	180	43	113	6	3	165	34	128	20	11	193	62	134	12	12	220	758
04:00 PM	3	32	8	6	49	9	32	1	0	42	5	30	11	0	46	14	43	1	3	61	198
04:15 PM	1	32	14	1	48	8	34	1	0	43	6	31	2	4	43	17	37	4	4	62	196
04:30 PM	1	30	4	5	40	10	42	0	1	53	11	45	10	1	67	14	39	3	1	57	217
04:45 PM	4	28	8	9	49	15	37	1	0	53	9	43	12	3	67	22	44	7	6	79	248
Total	9	122	34	21	186	42	145	3	1	191	31	149	35	8	223	67	163	15	14	259	859
05:00 PM	3	29	5	6	43	8	24	0	2	34	6	43	9	2	60	22	36	2	0	60	197
05:15 PM	1	38	10	11	60	6	38	2	1	47	7	51	11	5	74	24	39	3	3	69	250
05:30 PM	3	50	10	3	66	8	37	0	1	46	11	45	11	6	73	16	30	4	3	53	238
05:45 PM	2	19	7	9	37	11	38	3	2	54	8	32	1	3	44	11	34	2	2	49	184
Total	9	136	32	29	206	33	137	5	6	181	32	171	32	16	251	73	139	11	8	231	869
Grand Total	52	715	166	123	1056	224	718	19	17	978	169	703	131	75	1078	294	835	69	64	1262	4374
Apprch %	4.9	67.7	15.7	11.6		22.9	73.4	1.9	1.7		15.7	65.2	12.2	7.0		23.3	66.2	5.5	5.1		
Total %	1.2	16.3	3.8	2.8	24.1	5.1	16.4	0.4	0.4	22.4	3.9	16.1	3.0	1.7	24.6	6.7	19.1	1.6	1.5	28.9	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&us301  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 2

Start Time	US 301 Southbound					SR 50 Westbound					US 301 Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 Intersection 09:00 AM																					
Volume	8	103	28	14	153	26	115	4	1	146	32	101	11	12	156	40	151	7	16	214	669
Percent	5.2	67.3	18.3	9.2		17.8	78.8	2.7	0.7		20.5	64.7	7.1	7.7		18.7	70.6	3.3	7.5		
09:00 Volume	4	30	7	3	44	8	31	0	0	39	5	27	3	2	37	13	40	2	2	57	177
Peak Factor																					0.945
High Int. 09:00 AM						09:30 AM					09:45 AM					09:15 AM					
Volume	4	30	7	3	44	9	35	1	0	45	7	30	0	6	43	12	41	3	2	58	
Peak Factor	0.869										0.811					0.907					0.922
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 By Approach 07:00 AM						08:00 AM					09:00 AM					08:45 AM					
Volume	13	123	19	21	176	34	109	0	5	148	32	101	11	12	156	43	150	12	15	220	
Percent	7.4	69.9	10.8	11.9		23.0	73.6	0.0	3.4		20.5	64.7	7.1	7.7		19.5	68.2	5.5	6.8		
High Int. 07:00 AM						08:30 AM					09:45 AM					08:45 AM					
Volume	6	39	2	5	52	11	29	0	2	42	7	30	0	6	43	11	38	5	4	58	
Peak Factor	0.846										0.881					0.907					0.948
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 Intersection 04:45 PM																					
Volume	11	145	33	29	218	37	136	3	4	180	33	182	43	16	274	84	149	16	12	261	933
Percent	5.0	66.5	15.1	13.3		20.6	75.6	1.7	2.2		12.0	66.4	15.7	5.8		32.2	57.1	6.1	4.6		
05:15 Volume	1	38	10	11	60	6	38	2	1	47	7	51	11	5	74	24	39	3	3	69	250
Peak Factor																					0.933
High Int. 05:30 PM						04:45 PM					05:15 PM					04:45 PM					
Volume	3	50	10	3	66	15	37	1	0	53	7	51	11	5	74	22	44	7	6	79	
Peak Factor	0.826					0.849					0.926					0.826					
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 By Approach 04:45 PM						04:00 PM					04:45 PM					04:30 PM					
Volume	11	145	33	29	218	42	145	3	1	191	33	182	43	16	274	82	158	15	10	265	
Percent	5.0	66.5	15.1	13.3		22.0	75.9	1.6	0.5		12.0	66.4	15.7	5.8		30.9	59.6	5.7	3.8		
High Int. 05:30 PM						04:30 PM					05:15 PM					04:45 PM					
Volume	3	50	10	3	66	10	42	0	1	53	7	51	11	5	74	22	44	7	6	79	
Peak Factor	0.826					0.901					0.926					0.839					

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Clear  
 Comments:

File Name : sr50&us301  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					SR 50 Westbound					US 301 Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	2	1	0	4	1	5	0	0	6	0	4	1	5	10	1	5	0	0	6	26
07:15 AM	0	0	0	0	0	2	6	0	0	8	0	3	1	0	4	1	5	0	0	6	18
07:30 AM	0	0	0	0	0	1	8	0	0	9	1	3	0	0	4	0	5	1	0	6	19
07:45 AM	2	1	2	0	5	1	4	0	0	5	0	2	0	0	2	2	9	0	0	11	23
Total	3	3	3	0	9	5	23	0	0	28	1	12	2	5	20	4	24	1	0	29	86
08:00 AM	1	1	0	0	2	2	7	0	0	9	0	4	0	0	4	3	6	0	0	9	24
08:15 AM	1	3	2	1	7	1	2	0	1	4	0	5	0	1	6	1	3	1	0	5	22
08:30 AM	0	5	3	0	8	1	9	0	0	10	1	4	0	1	6	1	7	0	0	8	32
08:45 AM	1	3	1	0	5	0	13	0	0	13	0	4	2	0	6	0	5	0	0	5	29
Total	3	12	6	1	22	4	31	0	1	36	1	17	2	2	22	5	21	1	0	27	107
09:00 AM	0	4	1	0	5	0	5	0	0	5	1	1	0	0	2	2	5	1	0	8	20
09:15 AM	1	1	2	0	4	0	7	0	0	7	0	2	1	0	3	0	7	0	0	7	21
09:30 AM	0	4	0	0	4	0	5	1	0	6	0	3	1	2	6	0	7	0	0	7	23
09:45 AM	1	2	0	0	3	1	9	1	0	11	0	3	1	1	5	0	5	2	0	7	26
Total	2	11	3	0	16	1	26	2	0	29	1	9	3	3	16	2	24	3	0	29	90
*** BREAK ***																					
03:00 PM	0	2	0	0	2	0	5	0	0	5	0	6	0	0	6	1	4	0	1	6	19
03:15 PM	1	0	0	0	1	3	9	0	0	12	0	4	2	2	8	0	6	0	0	6	27
03:30 PM	0	0	0	0	0	3	3	1	0	7	2	1	0	2	5	1	6	0	0	7	19
03:45 PM	0	2	1	1	4	2	3	0	0	5	2	3	0	0	5	0	3	0	1	4	18
Total	1	4	1	1	7	8	20	1	0	29	4	14	2	4	24	2	19	0	2	23	83
04:00 PM	2	2	0	0	4	0	11	0	0	11	1	0	1	0	2	0	5	0	0	5	22
04:15 PM	0	0	0	1	1	0	4	0	0	4	2	1	0	1	4	1	1	0	0	2	11
04:30 PM	0	0	1	0	1	2	0	1	0	3	1	1	0	0	2	1	3	0	0	4	10
04:45 PM	0	2	1	0	3	2	5	0	0	7	0	4	1	0	5	1	6	0	0	7	22
Total	2	4	2	1	9	4	20	1	0	25	4	6	2	1	13	3	15	0	0	18	65
05:00 PM	0	2	0	0	2	0	5	0	0	5	0	1	0	0	1	1	5	0	0	6	14
05:15 PM	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	1	6	2	0	9	13
05:30 PM	0	0	0	0	0	1	3	0	0	4	1	1	0	0	2	0	5	1	0	6	12
05:45 PM	1	0	0	0	1	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	7
Total	1	3	1	0	5	3	11	0	0	14	1	3	0	0	4	2	18	3	0	23	46
Grand Total	12	37	16	3	68	25	131	4	1	161	12	61	11	15	99	18	121	8	2	149	477
Apprch %	17.6	54.4	23.5	4.4		15.5	81.4	2.5	0.6		12.1	61.6	11.1	15.2		12.1	81.2	5.4	1.3		
Total %	2.5	7.8	3.4	0.6	14.3	5.2	27.5	0.8	0.2	33.8	2.5	12.8	2.3	3.1	20.8	3.8	25.4	1.7	0.4	31.2	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

File Name : sr50&us301  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 2

Start Time	US 301 Southbound					SR 50 Westbound					US 301 Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 Intersection 08:00 AM																					
Volume	3	12	6	1	22	4	31	0	1	36	1	17	2	2	22	5	21	1	0	27	107
Percent	13.6	54.5	27.3	4.5		11.1	86.1	0.0	2.8		4.5	77.3	9.1	9.1		18.5	77.8	3.7	0.0		
08:30 Volume	0	5	3	0	8	1	9	0	0	10	1	4	0	1	6	1	7	0	0	8	32
Peak Factor																					0.836
High Int. 08:30 AM						08:45 AM					08:15 AM					08:00 AM					
Volume	0	5	3	0	8	0	13	0	0	13	0	5	0	1	6	3	6	0	0	9	
Peak Factor					0.688					0.692					0.917					0.750	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1 By Approach 08:15 AM						08:00 AM					08:00 AM					07:45 AM					
Volume	2	15	7	1	25	4	31	0	1	36	1	17	2	2	22	7	25	1	0	33	
Percent	8.0	60.0	28.0	4.0		11.1	86.1	0.0	2.8		4.5	77.3	9.1	9.1		21.2	75.8	3.0	0.0		
High Int. 08:30 AM						08:45 AM					08:15 AM					07:45 AM					
Volume	0	5	3	0	8	0	13	0	0	13	0	5	0	1	6	2	9	0	0	11	
Peak Factor					0.781					0.692					0.917					0.750	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 Intersection 03:15 PM																					
Volume	3	4	1	1	9	8	26	1	0	35	5	8	3	4	20	1	20	0	1	22	86
Percent	33.3	44.4	11.1	11.1		22.9	74.3	2.9	0.0		25.0	40.0	15.0	20.0		4.5	90.9	0.0	4.5		
03:15 Volume	1	0	0	0	1	3	9	0	0	12	0	4	2	2	8	0	6	0	0	6	27
Peak Factor																					0.796
High Int. 03:45 PM						03:15 PM					03:15 PM					03:30 PM					
Volume	0	2	1	1	4	3	9	0	0	12	0	4	2	2	8	1	6	0	0	7	
Peak Factor					0.563					0.729					0.625					0.786	
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1 By Approach 03:45 PM						03:15 PM					03:00 PM					04:45 PM					
Volume	2	4	2	2	10	8	26	1	0	35	4	14	2	4	24	3	22	3	0	28	
Percent	20.0	40.0	20.0	20.0		22.9	74.3	2.9	0.0		16.7	58.3	8.3	16.7		10.7	78.6	10.7	0.0		
High Int. 03:45 PM						03:15 PM					03:15 PM					05:15 PM					
Volume	0	2	1	1	4	3	9	0	0	12	0	4	2	2	8	1	6	2	0	9	
Peak Factor					0.625					0.729					0.750					0.778	

Turning Movement Count  
 Adams Traffic, Inc.  
 (813) 763-7763

City/County: Ridge Manor/Hernando  
 Weather: Clear  
 Comments:

File Name : sr50&us301  
 Site Code : 00715101  
 Start Date : 04/06/2011  
 Page No : 1

Groups Printed- U-Turns

Start Time	US 301 Southbound					SR 50 Westbound					US 301 Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	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		
Total %																					

Start Time	US 301 Southbound					SR 50 Westbound					US 301 Northbound					SR 50 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection 07:00 AM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	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		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					
High Int. 6:45:00 AM						6:45:00 AM						6:45:00 AM						0.000			
Volume																					
Peak Factor																					

Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
By Approach 07:00 AM						07:00 AM						07:00 AM									
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	-	-	-	-		-	-	-	-		-	-	-	-		-	-	-	-		
High Int. -						-						-									
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peak Factor																					

Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 03:00 PM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	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		
03:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					
High Int.																					
Volume																					
Peak Factor																					





## Pedestrian/Bicycle Count Field Data Sheet

Date: 4/6/11

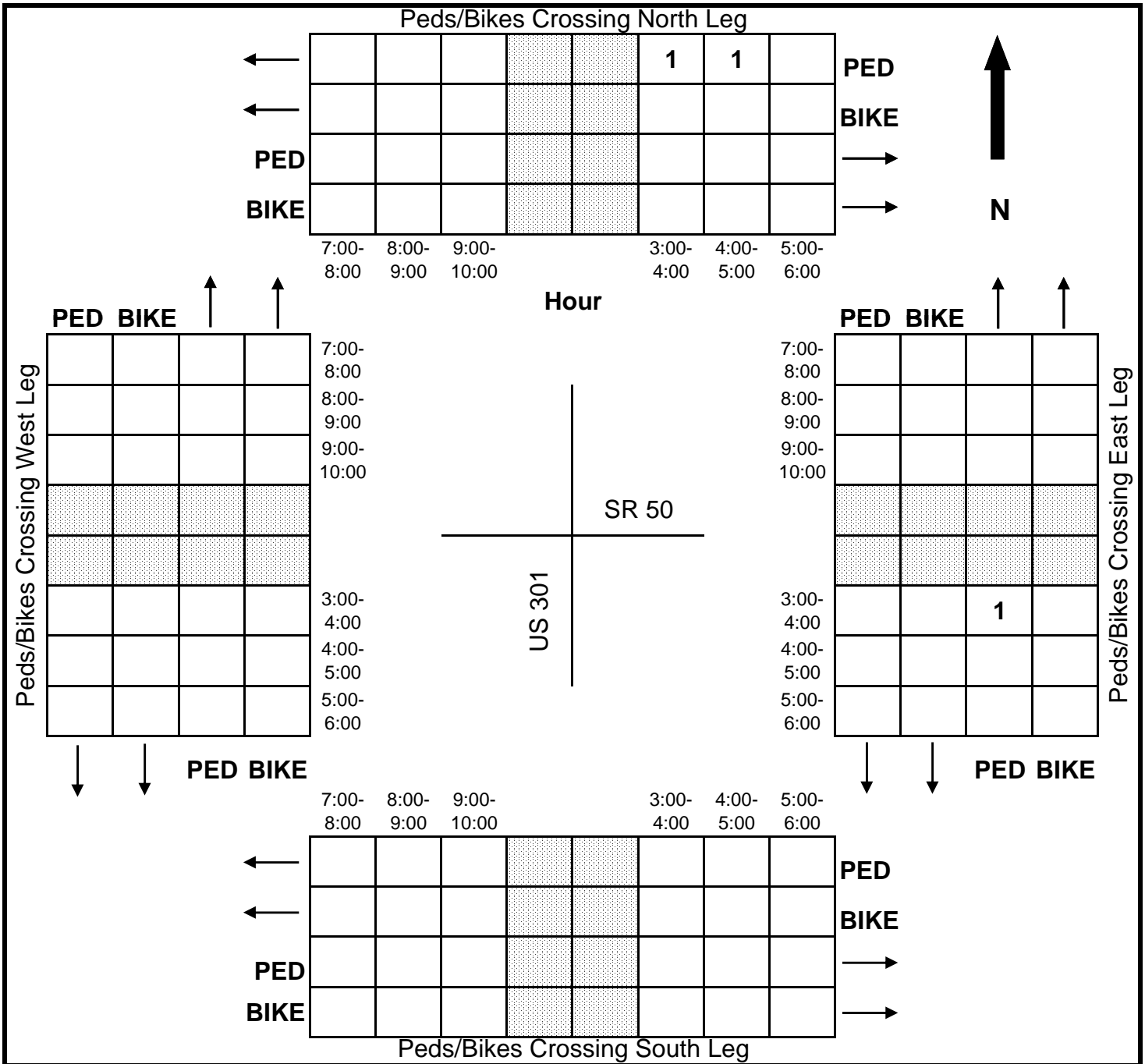
Day: Wednesday

Count Times: 7-10am & 3-6pm

Weather: Clear

Intersection: SR 50 at US 301

Comments: \_\_\_\_\_



## ***APPENDIX D***

---

***2010 FTI SEASONAL ADJUSTMENT FACTOR***

2010 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 0800 HERNANDO COUNTYWIDE

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2010 - 01/02/2010	1.02	1.09
2	01/03/2010 - 01/09/2010	1.01	1.08
3	01/10/2010 - 01/16/2010	1.00	1.06
4	01/17/2010 - 01/23/2010	0.99	1.05
5	01/24/2010 - 01/30/2010	0.98	1.04
* 6	01/31/2010 - 02/06/2010	0.96	1.02
* 7	02/07/2010 - 02/13/2010	0.95	1.01
* 8	02/14/2010 - 02/20/2010	0.94	1.00
* 9	02/21/2010 - 02/27/2010	0.93	0.99
*10	02/28/2010 - 03/06/2010	0.93	0.99
*11	03/07/2010 - 03/13/2010	0.92	0.98
*12	03/14/2010 - 03/20/2010	0.92	0.98
*13	03/21/2010 - 03/27/2010	0.92	0.98
*14	03/28/2010 - 04/03/2010	0.93	0.99
*15	04/04/2010 - 04/10/2010	0.94	1.00
*16	04/11/2010 - 04/17/2010	0.94	1.00
*17	04/18/2010 - 04/24/2010	0.96	1.02
*18	04/25/2010 - 05/01/2010	0.97	1.03
19	05/02/2010 - 05/08/2010	0.98	1.04
20	05/09/2010 - 05/15/2010	1.00	1.06
21	05/16/2010 - 05/22/2010	1.00	1.06
22	05/23/2010 - 05/29/2010	1.01	1.08
23	05/30/2010 - 06/05/2010	1.02	1.09
24	06/06/2010 - 06/12/2010	1.03	1.10
25	06/13/2010 - 06/19/2010	1.04	1.11
26	06/20/2010 - 06/26/2010	1.05	1.12
27	06/27/2010 - 07/03/2010	1.06	1.13
28	07/04/2010 - 07/10/2010	1.06	1.13
29	07/11/2010 - 07/17/2010	1.07	1.14
30	07/18/2010 - 07/24/2010	1.07	1.14
31	07/25/2010 - 07/31/2010	1.07	1.14
32	08/01/2010 - 08/07/2010	1.06	1.13
33	08/08/2010 - 08/14/2010	1.06	1.13
34	08/15/2010 - 08/21/2010	1.06	1.13
35	08/22/2010 - 08/28/2010	1.05	1.12
36	08/29/2010 - 09/04/2010	1.05	1.12
37	09/05/2010 - 09/11/2010	1.04	1.11
38	09/12/2010 - 09/18/2010	1.04	1.11
39	09/19/2010 - 09/25/2010	1.03	1.10
40	09/26/2010 - 10/02/2010	1.02	1.09
41	10/03/2010 - 10/09/2010	1.01	1.08
42	10/10/2010 - 10/16/2010	1.00	1.06
43	10/17/2010 - 10/23/2010	1.00	1.06
44	10/24/2010 - 10/30/2010	1.00	1.06
45	10/31/2010 - 11/06/2010	1.00	1.06
46	11/07/2010 - 11/13/2010	1.00	1.06
47	11/14/2010 - 11/20/2010	0.99	1.05
48	11/21/2010 - 11/27/2010	1.00	1.06
49	11/28/2010 - 12/04/2010	1.01	1.08
50	12/05/2010 - 12/11/2010	1.02	1.09
51	12/12/2010 - 12/18/2010	1.02	1.09
52	12/19/2010 - 12/25/2010	1.01	1.08
53	12/26/2010 - 12/31/2010	1.00	1.06

\* PEAK SEASON

09-FEB-2011 13:44:38

830UPD [1,0,0,1]

7\_0800\_PKSEASON.TXT

2010 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 0875 HERNANDO I75

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2010 - 01/02/2010	0.93	0.99
2	01/03/2010 - 01/09/2010	1.02	1.08
3	01/10/2010 - 01/16/2010	1.12	1.19
4	01/17/2010 - 01/23/2010	1.10	1.17
5	01/24/2010 - 01/30/2010	1.09	1.15
6	01/31/2010 - 02/06/2010	1.07	1.13
7	02/07/2010 - 02/13/2010	1.06	1.12
8	02/14/2010 - 02/20/2010	1.05	1.11
9	02/21/2010 - 02/27/2010	1.02	1.08
10	02/28/2010 - 03/06/2010	1.00	1.06
11	03/07/2010 - 03/13/2010	0.97	1.03
12	03/14/2010 - 03/20/2010	0.95	1.01
13	03/21/2010 - 03/27/2010	0.95	1.01
14	03/28/2010 - 04/03/2010	0.94	1.00
15	04/04/2010 - 04/10/2010	0.94	1.00
16	04/11/2010 - 04/17/2010	0.94	1.00
17	04/18/2010 - 04/24/2010	0.97	1.03
18	04/25/2010 - 05/01/2010	1.00	1.06
19	05/02/2010 - 05/08/2010	1.04	1.10
20	05/09/2010 - 05/15/2010	1.08	1.14
21	05/16/2010 - 05/22/2010	1.07	1.13
22	05/23/2010 - 05/29/2010	1.06	1.12
23	05/30/2010 - 06/05/2010	1.06	1.12
24	06/06/2010 - 06/12/2010	1.05	1.11
25	06/13/2010 - 06/19/2010	1.05	1.11
26	06/20/2010 - 06/26/2010	1.04	1.10
27	06/27/2010 - 07/03/2010	1.04	1.10
28	07/04/2010 - 07/10/2010	1.04	1.10
29	07/11/2010 - 07/17/2010	1.04	1.10
30	07/18/2010 - 07/24/2010	1.05	1.11
31	07/25/2010 - 07/31/2010	1.07	1.13
32	08/01/2010 - 08/07/2010	1.08	1.14
33	08/08/2010 - 08/14/2010	1.10	1.17
34	08/15/2010 - 08/21/2010	1.12	1.19
35	08/22/2010 - 08/28/2010	1.09	1.15
36	08/29/2010 - 09/04/2010	1.07	1.13
37	09/05/2010 - 09/11/2010	1.05	1.11
38	09/12/2010 - 09/18/2010	1.03	1.09
*39	09/19/2010 - 09/25/2010	1.01	1.07
*40	09/26/2010 - 10/02/2010	1.00	1.06
*41	10/03/2010 - 10/09/2010	0.98	1.04
*42	10/10/2010 - 10/16/2010	0.97	1.03
*43	10/17/2010 - 10/23/2010	0.96	1.02
*44	10/24/2010 - 10/30/2010	0.94	1.00
*45	10/31/2010 - 11/06/2010	0.93	0.99
*46	11/07/2010 - 11/13/2010	0.91	0.96
*47	11/14/2010 - 11/20/2010	0.90	0.95
*48	11/21/2010 - 11/27/2010	0.91	0.96
*49	11/28/2010 - 12/04/2010	0.91	0.96
*50	12/05/2010 - 12/11/2010	0.92	0.97
*51	12/12/2010 - 12/18/2010	0.93	0.99
52	12/19/2010 - 12/25/2010	1.02	1.08
53	12/26/2010 - 12/31/2010	1.12	1.19

\* PEAK SEASON

09-FEB-2011 13:44:38

830UPD [1,0,0,1]

7\_0875\_PKSEASON.TXT

***APPENDIX E***

---

***2011 ANNUAL AVERAGE DAILY TRAFFIC CALCULATIONS***

**SR 50 (Cortez Boulevard) Lockhart Road to US 301 Traffic Study**  
**Existing AADT Volume Estimates**  
 (From 48 and 72-Hour Count Data)

**SR 50 west of Lockhart Road** (72-Hour Count)

**Date of Count From** 4/5/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 0.89

Day	2011 Raw Data			Date	2011 Adjusted Data		
	EB	WB	EB+WB		EB	WB	EB+WB
Tuesday	7565	7210	14775	4/5/11	6329	6032	12361
Wednesday	8334	7996	16330	4/6/11	6972	6689	13662
Thursday	8457	8136	16593	4/7/11	7075	6807	13882
Average	8119	7781	15899		6792	6509	13301

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**13300**

**SR 50 east of US 301** (72-Hour Count)

**Date of Count From** 4/5/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 0.85

Day	2011 Raw Data			Date	2011 Adjusted Data		
	EB	WB	EB+WB		EB	WB	EB+WB
Tuesday	2562	2520	5082	4/5/11	2047	2013	4061
Wednesday	3039	2972	6011	4/6/11	2428	2375	4803
Thursday	2984	2899	5883	4/7/11	2384	2316	4701
Average	2862	2797	5659		2286	2235	4521

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**4500**

**SR 50 (Cortez Boulevard) Lockhart Road to US 301 Traffic Study**  
**Existing AADT Volume Estimates**  
 (From 48 and 72-Hour Count Data)

**SR 50 east of Windmere Road/Bronson Boulevard** (72-Hour Count)

**Date of Count From** 4/5/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 0.87

Day	2011 Raw Data			Date	2011 Adjusted Data		
	EB	WB	EB+WB		EB	WB	EB+WB
Tuesday	7714	7838	15552	4/5/11	6309	6410	12718
Wednesday	8584	8840	17424	4/6/11	7020	7229	14249
Thursday	8623	8826	17449	4/7/11	7052	7218	14270
Average	8307	8501	16808		6793	6952	13746

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**13700**

**Lockhart Road south of SR 50** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 1.00

Day	2011 Raw Data			Date	2011 Adjusted Data		
	NB	SB	NB+SB		NB	SB	NB+SB
Wednesday	540	522	1062	4/6/11	508	491	998
Thursday	497	503	1000	4/7/11	467	473	940
Average	519	513	1031		487	482	969

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**1000**

**SR 50 (Cortez Boulevard) Lockhart Road to US 301 Traffic Study**  
**Existing AADT Volume Estimates**  
 (From 48 and 72-Hour Count Data)

**SR 50 east of Lockhart Road** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 0.89

Day	2011 Raw Data			Date	2011 Adjusted Data		
	EB	WB	EB+WB		EB	WB	EB+WB
Wednesday	9558	9360	18918	4/6/11	7996	7831	15827
Thursday	9800	9592	19392	4/7/11	8199	8025	16223
Average	9679	9476	19155		8097	7928	16025

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**16000**

**SR 50 west of Windmere Road/Bronson Boulevard** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 0.87

Day	2011 Raw Data			Date	2011 Adjusted Data		
	EB	WB	EB+WB		EB	WB	EB+WB
Wednesday	12901	11930	24831	4/6/11	10550	9756	20307
Thursday	12660	12016	24676	4/7/11	10353	9827	20180
Average	12781	11973	24754		10452	9792	20243

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**20200**



**SR 50 (Cortez Boulevard) Lockhart Road to US 301 Traffic Study**  
**Existing AADT Volume Estimates**  
 (From 48 and 72-Hour Count Data)

**Windmere Road north of SR 50** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 1.00

Day	2011 Raw Data			Date	2011 Adjusted Data		
	NB	SB	NB+SB		NB	SB	NB+SB
Wednesday	711	680	1391	4/6/11	668	639	1308
Thursday	685	693	1378	4/7/11	644	651	1295
Average	698	687	1385		656	645	1301

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**1300**

**Bronson Boulevard south of SR 50** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 1.00

Day	2011 Raw Data			Date	2011 Adjusted Data		
	NB	SB	NB+SB		NB	SB	NB+SB
Wednesday	938	665	1603	4/6/11	882	625	1507
Thursday	997	710	1707	4/7/11	937	667	1605
Average	968	688	1655		909	646	1556

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**1600**

**SR 50 (Cortez Boulevard) Lockhart Road to US 301 Traffic Study**  
**Existing AADT Volume Estimates**  
 (From 48 and 72-Hour Count Data)

**CR 39 north of SR 50** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 1.00

Day	2011 Raw Data			Date	2011 Adjusted Data		
	NB	SB	NB+SB		NB	SB	NB+SB
Wednesday	318	260	578	4/6/11	299	244	543
Thursday	255	222	477	4/7/11	240	209	448
Average	287	241	528		269	227	496

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**500**

**Kettering Road south of SR 50** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 1.00

Day	2011 Raw Data			Date	2011 Adjusted Data		
	NB	SB	NB+SB		NB	SB	NB+SB
Wednesday	1271	1264	2535	4/6/11	1195	1188	2383
Thursday	1375	1342	2717	4/7/11	1293	1261	2554
Average	1323	1303	2626		1244	1225	2468

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**2500**

**SR 50 (Cortez Boulevard) Lockhart Road to US 301 Traffic Study**  
**Existing AADT Volume Estimates**  
 (From 48 and 72-Hour Count Data)

**SR 700 (McKethan Road) south of SR 50** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 0.87

Day	2011 Raw Data			Date	2011 Adjusted Data		
	NB	SB	NB+SB		NB	SB	NB+SB
Wednesday	4113	3914	8027	4/6/11	3364	3201	6564
Thursday	4144	4033	8177	4/7/11	3389	3298	6687
Average	4129	3974	8102		3376	3250	6626

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**6600**

**Olancha Road north of SR 50** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 1.00

Day	2011 Raw Data			Date	2011 Adjusted Data		
	NB	SB	NB+SB		NB	SB	NB+SB
Wednesday	466	468	934	4/6/11	438	440	878
Thursday	509	507	1016	4/7/11	478	477	955
Average	488	488	975		458	458	917

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**900**

**SR 50 (Cortez Boulevard) Lockhart Road to US 301 Traffic Study**  
**Existing AADT Volume Estimates**  
 (From 48 and 72-Hour Count Data)

**SR 50 west of McKethan Road/Olancha Road** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 0.87

Day	2011 Raw Data			Date	2011 Adjusted Data		
	EB	WB	EB+WB		EB	WB	EB+WB
Wednesday	8244	8262	16506	4/6/11	6742	6757	13499
Thursday	8028	8139	16167	4/7/11	6565	6656	13221
Average	8136	8201	16337		6654	6706	13360

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**13400**

**SR 50 east of McKethan Road/Olancha Road** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 0.86

Day	2011 Raw Data			Date	2011 Adjusted Data		
	EB	WB	EB+WB		EB	WB	EB+WB
Wednesday	4570	4527	9097	4/6/11	3694	3660	7354
Thursday	4527	4440	8967	4/7/11	3660	3589	7249
Average	4549	4484	9032		3677	3624	7301

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**7300**

**SR 50 (Cortez Boulevard) Lockhart Road to US 301 Traffic Study**  
**Existing AADT Volume Estimates**  
 (From 48 and 72-Hour Count Data)

**US 301 north of SR 50** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 0.85

Day	2011 Raw Data			Date	2011 Adjusted Data		
	NB	SB	NB+SB		NB	SB	NB+SB
Wednesday	3254	2926	6180	4/6/11	2600	2338	4938
Thursday	3260	2868	6128	4/7/11	2605	2292	4896
Average	3257	2897	6154		2602	2315	4917

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**4900**

**US 301 south of SR 50** (48-Hour Count)

**Date of Count From** 4/6/2011  
**Date of Count To** 4/7/2011  
**Seasonal Factors** 0.94  
**Axle Factor** 0.85

Day	2011 Raw Data			Date	2011 Adjusted Data		
	NB	SB	NB+SB		NB	SB	NB+SB
Wednesday	3009	3277	6286	4/6/11	2404	2618	5023
Thursday	2795	3158	5953	4/7/11	2233	2523	4756
Average	2902	3218	6120		2319	2571	4889

**2011 Adjusted Data**

Calculated AADT (Rounded to nearest 100)

**4900**

***APPENDIX F***

---

***K30, D30 & T24 FACTOR CALCULATIONS***

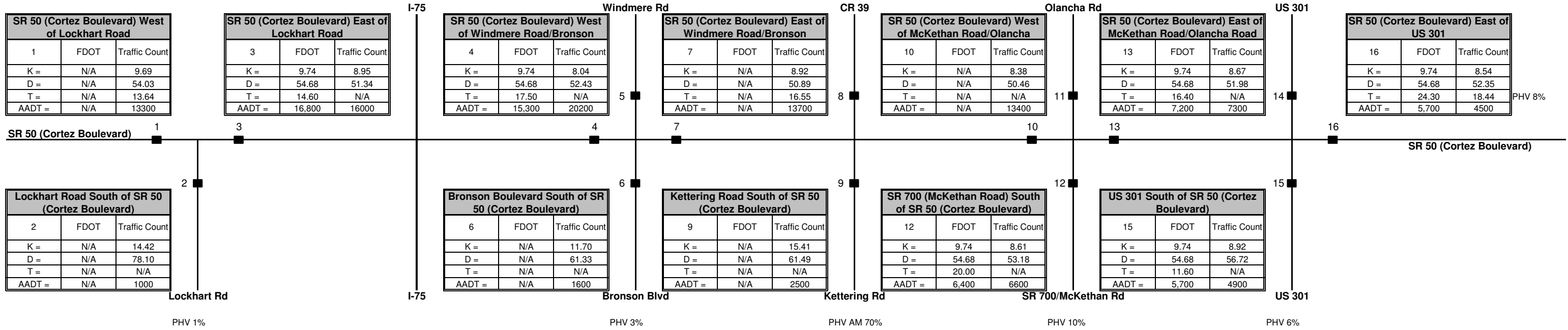
# SR 50 (Cortez Boulevard) - K and D Factors

	Recommended*	Project Traffic Handbook		
		Low	High	Average
K <sub>30</sub> Factor	9.74	9.2	11.5	10.2
D <sub>30</sub> Factor	54.68	50.8	67.1	57.9

\* Recommended weekday traffic count K and D factors on SR 50 (Cortez Boulevard) section under study



Windmere Road North of SR 50 (Cortez Boulevard)			CR 39 North of SR 50 (Cortez Boulevard)			Olancha Road North of SR 50 (Cortez Boulevard)			US 301 North of SR 50 (Cortez Boulevard)		
5	FDOT	Traffic Count	8	FDOT	Traffic Count	11	FDOT	Traffic Count	14	FDOT	Traffic Count
K =	N/A	11.27	K =	N/A	11.06	K =	N/A	13.04	K =	N/A	9.53
D =	N/A	56.81	D =	N/A	54.10	D =	N/A	58.31	D =	N/A	58.10
T =	N/A	N/A	T =	N/A	N/A	T =	N/A	N/A	T =	N/A	N/A
AAADT =	N/A	1300	AAADT =	N/A	500	AAADT =	N/A	900	AAADT =	N/A	4900



# - Traffic count location

Sources:  
 2010 Florida Traffic Information DVD  
 2011 traffic counts conducted by Adams Traffic, Inc. on April 5 - 7, 2011.

**SR 50 (Cortez Boulevard) West of Lockhart Road**

TME	Tuesday 4/5/2011				Wednesday 4/6/2011				Thursday 4/7/2011				
	EB	WB	EB + WB	Hourly Sum	EB	WB	EB + WB	Hourly Sum	EB	WB	EB + WB	Hourly Sum	
00:00	0-15	9	24	33	33	20	31	51	51	16	22	38	38
	15-30	11	17	28	61	9	15	24	75	10	20	30	68
	30-45	11	10	21	36	97	10	17	102	9	22	30	98
	45-60	12	18	30	127	6	13	19	121	7	21	28	126
01:00	0-15	14	17	31	125	15	12	27	127	8	14	22	110
	15-30	11	5	16	113	5	16	21	124	12	13	25	105
	30-45	8	14	22	99	10	21	31	128	7	15	22	97
	45-60	6	9	15	84	10	17	27	136	7	8	15	84
02:00	0-15	12	6	18	71	6	17	23	88	8	13	21	53
	15-30	9	10	19	74	7	16	23	88	7	11	18	78
	30-45	10	9	19	71	8	12	20	87	10	7	17	71
	45-60	11	14	25	81	17	11	28	88	10	16	26	82
03:00	0-15	10	7	17	60	7	13	20	91	12	10	22	83
	15-30	7	10	17	78	12	9	21	89	9	17	26	91
	30-45	14	11	25	84	15	18	33	102	19	22	41	115
	45-60	28	7	35	64	19	11	30	104	24	18	42	159
04:00	0-15	19	12	31	108	24	16	40	124	24	22	46	155
	15-30	31	22	53	144	47	23	70	173	38	20	58	187
	30-45	77	14	91	210	58	31	89	229	75	45	120	266
	45-60	91	19	110	285	72	28	100	299	96	22	118	342
05:00	0-15	60	28	88	342	61	26	87	346	61	25	86	382
	15-30	71	27	98	387	67	24	91	367	51	24	75	399
	30-45	76	49	125	421	77	35	112	390	67	36	103	392
	45-60	89	35	124	435	74	42	116	406	91	42	133	397
06:00	0-15	94	52	146	493	114	47	161	490	106	60	166	477
	15-30	111	76	187	582	107	78	185	574	121	89	210	612
	30-45	132	85	217	674	124	98	222	684	131	98	229	738
	45-60	131	72	203	753	145	80	225	793	124	83	207	812
07:00	0-15	83	121	204	621	108	115	223	655	214	122	336	866
	15-30	107	63	170	824	136	122	258	828	134	110	244	900
	30-45	156	113	269	876	146	143	289	955	144	142	286	957
	45-60	131	123	254	927	162	115	277	1047	146	120	266	1016
08:00	0-15	114	106	220	933	158	112	270	1064	134	124	258	1054
	15-30	110	81	191	934	119	142	261	1097	156	100	256	1066
	30-45	107	100	207	872	136	122	258	1066	115	109	224	1004
	45-60	112	95	207	825	122	110	232	1021	122	92	214	966
09:00	0-15	89	92	181	788	133	98	231	982	132	102	234	974
	15-30	100	96	196	791	157	117	274	995	135	125	260	978
	30-45	112	105	217	815	128	134	262	989	142	97	239	980
	45-60	100	80	180	774	148	115	263	1030	118	82	210	943
10:00	0-15	97	98	195	788	115	117	232	1031	118	94	212	921
	15-30	90	95	185	777	119	119	238	995	122	115	237	898
	30-45	100	82	182	742	150	96	246	976	107	118	225	884
	45-60	131	87	218	780	127	87	214	930	118	120	238	912
11:00	0-15	94	95	189	774	135	116	251	949	136	108	244	944
	15-30	96	84	180	769	126	134	260	971	121	115	236	928
	30-45	110	74	184	771	122	139	261	966	125	95	220	923
	45-60	126	88	214	767	147	111	258	1030	115	118	233	918
12:00	0-15	103	110	213	791	118	104	222	1001	121	104	225	899
	15-30	105	85	190	765	128	119	247	988	130	111	241	909
	30-45	119	112	231	874	110	125	235	962	136	123	259	948
	45-60	105	115	220	880	110	98	208	912	114	105	219	834
13:00	0-15	83	93	176	843	108	118	224	914	120	131	251	860
	15-30	115	114	229	856	98	93	191	858	116	126	238	974
	30-45	104	90	194	819	116	112	228	851	135	113	248	956
	45-60	115	87	202	811	115	128	243	865	151	117	268	1005
14:00	0-15	117	141	258	893	125	118	243	905	118	115	233	943
	15-30	102	141	243	907	102	127	229	943	125	105	230	917
	30-45	102	107	209	922	114	118	232	947	131	155	286	1017
	45-60	130	100	230	940	114	114	227	961	172	129	301	1050
15:00	0-15	145	117	262	944	125	121	246	964	134	129	263	1080
	15-30	131	144	275	976	123	163	286	1021	137	128	265	1115
	30-45	136	215	351	1118	163	227	390	1219	152	208	360	1189
	45-60	150	164	314	1202	164	165	329	1251	151	166	317	1205
16:00	0-15	147	177	324	1264	160	182	342	1347	162	196	358	1300
	15-30	144	156	302	1261	153	158	311	1372	159	188	327	1362
	30-45	121	173	294	1234	160	182	342	1324	162	177	339	1341
	45-60	164	136	300	1220	144	166	310	1305	166	204	370	1394
17:00	0-15	140	161	301	1197	146	187	313	1276	131	161	292	1328
	15-30	147	178	325	1220	181	137	318	1283	155	172	327	1328
	30-45	125	161	286	1212	120	120	240	1181	126	141	267	1256
	45-60	123	139	262	1174	148	113	261	1132	160	121	281	1167
18:00	0-15	99	131	230	1103	101	129	230	1049	124	121	245	1126
	15-30	96	90	186	964	117	136	253	894	87	98	185	978
	30-45	93	109	202	890	88	141	229	873	94	139	233	944
	45-60	74	98	172	790	78	106	184	896	107	122	229	892
19:00	0-15	72	85	157	717	79	69	158	834	83	95	178	825
	15-30	59	89	148	679	75	79	154	735	85	103	188	828
	30-45	81	71	152	629	88	80	148	854	106	90	196	791
	45-60	73	65	141	598	79	72	142	612	83	103	186	748
20:00	0-15	58	55	113	554	71	72	143	587	68	72	140	710
	15-30	50	54	104	510	76	75	151	584	64	58	122	644
	30-45	58	57	115	473	87	74	131	567	59	63	122	570
	45-60	49	56	105	437	60	66	126	551	41	74	115	499
21:00	0-15	58	38	96	420	49	60	109	517	51	70	121	480
	15-30	46	45	91	407	42	69	111	477	52	51	103	461
	30-45	34	48	82	374	42	51	83	426	58	62	118	457
	45-60	42	44	86	355	53	38	91	404	32	37	69	411
22:00	0-15	27	39	66	325	40	52	92	387	45	41	86	376
	15-30	31	39	70	304	37	35	72	348	39	52	101	374
	30-45	39	32	71	293	27	31	53	308	36	36	72	328
	45-60	20	30	50	257	24	23	47	294	23	32	55	314
23:00	0-15	17	32	49	240	21	28	47	279	25	40	65	293
	15-30	19	19	38	208	14	29	43	190	19	23	42	204
	30-45	19	31	50	187	22	30	5					



**SR 50 (Cortez Boulevard) East of Windmere Road/Bronson Boulevard**

TME	Tuesday 4/5/2011				Wednesday 4/6/2011				Thursday 4/7/2011				
	EB	WB	EB + WB	Hourly Sum	EB	WB	EB + WB	Hourly Sum	EB	WB	EB + WB	Hourly Sum	
00:00	0-15	13	20	33	33	14	16	30	30	18	14	32	32
15:30	19	10	29	62	15	8	23	53	18	8	26	58	
30:45	23	25	48	110	19	16	35	98	18	19	40	98	
45:60	14	11	25	135	9	14	23	111	10	20	30	128	
01:00	0-15	15	15	30	132	15	16	54	135	7	15	22	118
15:30	12	10	22	125	9	10	19	131	13	11	24	116	
30:45	8	11	19	96	14	16	30	126	13	17	30	106	
45:60	13	10	23	94	6	17	23	126	14	10	24	100	
02:00	0-15	11	7	18	82	10	15	25	82	9	13	22	100
15:30	7	3	10	70	10	15	25	88	5	8	13	89	
30:45	12	10	22	73	11	11	22	90	11	10	21	80	
45:60	12	11	23	73	13	15	28	95	13	12	25	81	
03:00	0-15	6	8	14	69	7	11	18	93	3	7	10	75
15:30	5	8	13	72	15	11	26	94	12	25	37	99	
30:45	14	6	20	70	20	25	45	117	18	21	39	117	
45:60	34	105	50	97	19	25	44	133	27	25	52	109	
04:00	0-15	16	22	38	121	20	25	45	160	20	39	59	187
15:30	31	25	56	164	33	37	70	204	38	32	70	220	
30:45	58	21	79	223	65	60	118	277	74	54	128	309	
45:60	80	34	114	287	65	56	121	354	78	45	123	300	
05:00	0-15	42	41	83	332	47	43	90	399	44	45	89	410
15:30	51	38	89	365	49	54	103	432	40	41	81	421	
30:45	61	68	129	415	58	51	109	423	52	45	87	390	
45:60	60	65	125	426	63	70	133	435	65	77	142	409	
06:00	0-15	66	77	143	486	75	97	172	517	67	96	163	483
15:30	73	114	187	584	75	118	193	607	85	108	194	596	
30:45	87	117	204	659	90	121	211	709	97	125	222	721	
45:60	91	119	210	744	101	107	208	784	90	116	206	785	
07:00	0-15	89	133	222	823	92	144	236	848	75	132	207	829
15:30	101	122	223	859	113	158	271	926	105	147	252	907	
30:45	106	127	233	888	121	144	265	980	118	138	256	921	
45:60	114	129	243	921	132	136	268	1040	112	139	251	966	
08:00	0-15	100	123	223	922	115	132	247	1071	102	128	230	890
15:30	88	107	195	894	110	136	246	1048	113	112	243	980	
30:45	83	103	186	847	133	99	232	1013	84	137	221	945	
45:60	96	117	213	817	114	129	243	988	104	139	247	947	
09:00	0-15	87	100	187	781	111	131	242	953	101	115	216	927
15:30	75	109	184	770	126	147	273	990	125	150	275	959	
30:45	104	117	221	885	121	138	259	1017	128	117	245	983	
45:60	89	110	209	801	153	132	285	1050	100	109	209	945	
10:00	0-15	74	129	203	817	110	135	245	1062	109	127	236	965
15:30	88	100	188	821	113	132	245	1034	106	123	229	919	
30:45	103	108	211	811	117	131	248	1023	110	145	255	929	
45:60	104	121	225	827	137	121	258	996	124	121	245	965	
11:00	0-15	97	116	213	837	125	135	260	1011	120	140	260	989
15:30	98	111	209	858	124	152	276	1042	127	138	265	1015	
30:45	105	135	240	887	130	162	292	1086	127	123	250	1010	
45:60	125	140	265	927	151	147	298	1126	108	162	270	1035	
12:00	0-15	126	106	232	948	130	135	265	1131	125	122	247	1022
15:30	129	129	258	988	140	172	312	1167	146	118	262	1051	
30:45	107	129	236	984	142	144	286	1161	140	132	272	1051	
45:60	128	142	270	989	123	134	257	1120	124	131	255	1036	
13:00	0-15	122	132	254	1011	128	152	280	1135	129	153	288	1071
15:30	122	128	250	1010	119	120	239	1062	128	133	261	1070	
30:45	115	98	213	987	126	144	270	1048	153	167	320	1118	
45:60	139	112	251	986	99	155	253	1042	130	159	289	1126	
14:00	0-15	110	131	241	955	117	119	236	986	126	137	262	1113
15:30	132	156	288	993	118	123	241	1000	126	127	253	1105	
30:45	123	114	237	1017	137	118	255	985	127	141	268	1053	
45:60	138	128	266	1029	128	122	250	982	163	132	295	1079	
15:00	0-15	150	113	263	1051	142	133	275	1021	169	134	303	1119
15:30	135	139	274	1037	159	175	334	1114	162	162	324	1190	
30:45	172	181	353	1153	171	188	369	1228	163	181	344	1266	
45:60	161	147	308	1198	178	156	334	1312	183	159	342	1313	
16:00	0-15	148	131	279	1214	176	143	319	1396	173	181	354	1364
15:30	162	131	293	1233	152	153	305	1157	196	143	339	1349	
30:45	126	129	255	1135	165	155	320	1278	177	154	331	1336	
45:60	163	132	295	1122	147	171	318	1262	177	186	363	1357	
17:00	0-15	168	164	332	1175	184	134	298	1241	164	143	307	1310
15:30	159	158	318	1196	181	157	338	1274	175	155	340	1341	
30:45	127	132	259	1202	172	124	296	1250	162	132	294	1304	
45:60	135	109	244	1151	167	122	289	1221	167	130	297	1238	
18:00	0-15	127	138	265	1084	131	133	264	1187	121	140	261	1182
15:30	114	125	239	1007	140	113	253	1102	114	116	230	1082	
30:45	119	120	239	987	127	112	239	1045	121	118	239	1022	
45:60	95	109	204	947	110	91	201	957	125	97	222	952	
19:00	0-15	91	79	170	852	98	99	197	890	98	98	194	200
15:30	83	78	161	774	93	78	171	808	121	99	220	881	
30:45	81	71	152	667	92	86	178	747	126	96	222	884	
45:60	92	67	164	647	84	67	151	697	109	91	200	842	
20:00	0-15	69	61	130	607	78	77	155	655	89	67	156	798
15:30	59	53	112	558	85	73	158	642	92	81	173	751	
30:45	61	61	145	551	84	72	160	630	83	59	139	688	
45:60	66	48	114	501	64	52	116	595	63	54	117	585	
21:00	0-15	74	50	124	495	88	64	132	572	73	58	131	560
15:30	58	47	105	498	72	58	130	544	65	52	117	504	
30:45	43	40	83	428	52	42	91	478	71	59	130	495	
45:60	44	31	75	387	52	47	99	462	50	41	91	469	
22:00	0-15	39	29	68	331	53	54	107	437	46	48	94	432
15:30	31	33	64	290	55	36	91	368	41	44	85	400	
30:45	33	50	83	290	29	39	68	365	46	50	96	366	
45:60	47	35	82	297	39	32	71	337	44	45	89	354	
23:00	0-15	31	20	51	280	29	34	63	293	27	38	65	335
15:30	20	19	39	255	22	34	56	268	22	24	46	296	
30:45	22	15	37	209	34	29	63	253	22	33	55	255	
45:60	21	19	40	167	17	14	31	213	18	19	37	203	
Total Day		7714	7838	15552	8584	8840	17447		8623	8826	17449		
	12:45-1:00pm			A.M. Peak	989	12:15-12:30pm		A.M. Peak	1167	12:30-12:45pm		A.M. Peak	1051
	1:15-4:30pm			P.M. Peak	1233	4:00-4:15pm		P.M. Peak	1356	4:00-4:15pm		P.M. Peak	1364

**SR 50 (Cortez Boulevard) East of Windmere Road/Bronson Boulevard**

**Traffic Characteristics Estimates - Weekday**

Year	MOCF
2008	
2009	0.94
2010	0.94
Avg.	0.94

FDOT's Rural Conversion Factor  
1.07

ESTIMATED K						
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio		
Tuesday 4/5/2011	4:15-4:30pm	15552	1233	7.93%		
Wednesday 4/6/2011	4:00-4:15pm	17447	1356	7.77%		
Thursday 4/7/2011	4:00-4:15pm	17449	1364	7.82%		
Average			13616	N/A	7.84%	
Estimated K100	=	Avg. Pk-Daily / Avg. MOCF				
Estimated K100	=	7.84%	/	0.94	=	8.34%
Estimated K30	=	Est. K100 X FDOT's Rural Conversion Factor				
Estimated K30	=	8.34%	X	1.07	=	8.92%

ESTIMATED D				
Measured Day	Peak Hour	EB + WB	EB	D
Tuesday 4/5/2011	4:15-4:30pm	1233	843	52.15%
Wednesday 4/6/2011	4:00-4:15pm	1356	684	50.44%
Thursday 4/7/2011	4:00-4:15pm	1364	681	50.07%
Average				Estimated D = 50.89%

**SR 50 (Cortez Boulevard) East of US 301**

TME	Tuesday 4/5/2011				Wednesday 4/6/2011				Thursday 4/7/2011				
	EB	WB	EB + WB	Hourly Sum	EB	WB	EB + WB	Hourly Sum	EB	WB	EB + WB	Hourly Sum	
00:00	0-15	5	6	11	11	2	8	10	10	1	8	9	9
	15-30	2	4	6	40	2	2	4	14	4	8	12	21
	30-45	3	9	12	35	3	1	4	18	11	10	21	42
	45-60	2	7	9	44	1	6	7	25	4	12	16	58
01:00	0-15	8	5	13	46	1	7	16	31	5	7	12	61
	15-30	2	4	6	40	2	2	4	14	4	8	12	21
	30-45	2	6	8	36	1	6	7	37	4	5	9	48
	45-60	2	3	5	32	5	8	13	43	2	4	6	38
02:00	0-15	4	4	8	27	5	6	11	38	1	3	4	30
	15-30	5	1	6	27	5	6	11	42	6	7	12	30
	30-45	3	3	6	25	1	6	7	42	6	2	8	30
	45-60	6	3	9	29	2	2	4	33	4	4	8	32
03:00	0-15	1	3	4	25	5	3	8	30	3	7	10	38
	15-30	2	3	5	24	3	4	7	26	6	3	9	35
	30-45	8	4	12	30	7	12	19	38	8	4	12	39
	45-60	9	3	12	33	6	4	10	44	5	3	8	35
04:00	0-15	10	9	19	48	5	4	9	45	8	3	11	40
	15-30	6	10	16	59	8	8	16	54	17	9	26	57
	30-45	15	8	16	63	13	9	22	57	18	11	27	72
	45-60	19	14	33	84	16	11	27	74	29	6	35	99
05:00	0-15	21	10	31	96	20	14	34	99	26	9	35	123
	15-30	19	14	33	113	20	6	26	109	24	7	31	128
	30-45	33	16	49	146	26	23	49	133	21	15	36	137
	45-60	36	17	53	166	28	35	63	169	32	31	63	165
06:00	0-15	39	21	60	195	37	20	57	192	44	16	60	190
	15-30	39	37	76	236	43	39	73	239	39	26	65	224
	30-45	51	38	89	278	52	35	87	280	41	30	71	259
	45-60	56	32	88	313	59	30	89	306	55	35	90	286
07:00	0-15	48	34	82	335	42	34	76	343	28	41	69	235
	15-30	46	35	81	340	42	50	102	372	48	44	92	332
	30-45	42	27	69	320	41	33	74	359	36	32	68	319
	45-60	47	44	91	323	48	42	90	360	46	48	94	323
08:00	0-15	41	45	86	327	50	57	107	374	32	37	67	321
	15-30	45	29	74	320	42	37	79	350	50	47	97	326
	30-45	27	30	57	308	50	50	100	376	46	33	79	337
	45-60	37	29	66	283	50	48	98	346	37	26	73	316
09:00	0-15	45	34	79	276	52	33	85	362	36	40	76	325
	15-30	28	42	70	272	52	40	92	375	43	48	91	319
	30-45	30	38	68	281	48	53	101	374	53	39	98	338
	45-60	47	44	91	306	58	50	108	383	45	37	82	347
10:00	0-15	38	38	76	303	70	41	111	409	39	38	77	348
	15-30	35	35	70	303	40	44	84	401	53	29	82	339
	30-45	32	34	64	301	59	49	107	410	57	51	108	349
	45-60	45	44	89	299	66	49	115	417	52	44	96	363
11:00	0-15	42	33	75	298	43	56	99	405	49	44	93	379
	15-30	41	35	76	354	48	47	95	416	56	48	104	401
	30-45	26	34	60	300	41	54	95	404	58	50	108	401
	45-60	43	44	87	298	47	32	79	368	51	44	95	400
12:00	0-15	50	27	77	350	43	51	94	363	37	49	86	393
	15-30	42	43	85	309	53	59	112	380	50	30	80	369
	30-45	40	40	80	329	43	32	75	360	52	45	97	358
	45-60	49	47	96	338	41	62	103	384	54	42	96	359
13:00	0-15	40	34	74	335	47	38	85	355	37	51	88	381
	15-30	30	35	65	315	40	45	85	328	38	58	96	377
	30-45	36	25	61	296	31	47	78	331	43	51	94	374
	45-60	46	48	94	344	40	48	88	316	56	46	99	374
14:00	0-15	45	48	92	312	55	39	94	345	40	46	88	374
	15-30	47	47	94	341	46	50	96	356	40	28	68	346
	30-45	31	57	88	368	46	35	81	359	39	51	90	342
	45-60	40	28	68	342	48	61	109	360	41	64	105	351
15:00	0-15	35	31	66	316	39	41	80	366	45	47	92	355
	15-30	52	40	92	314	53	57	110	380	47	54	101	388
	30-45	45	56	101	327	61	36	97	396	58	42	100	396
	45-60	35	45	80	339	48	46	94	381	58	57	113	406
16:00	0-15	39	52	91	364	62	57	119	420	62	64	126	440
	15-30	38	50	88	360	50	48	98	406	59	51	110	449
	30-45	33	47	80	339	56	59	115	424	49	61	110	459
	45-60	46	41	87	346	64	55	119	449	48	58	106	452
17:00	0-15	45	42	87	342	58	37	95	425	65	50	115	441
	15-30	48	52	100	354	58	45	103	425	49	68	116	447
	30-45	47	46	93	367	59	47	106	426	54	42	96	433
	45-60	35	53	88	368	48	60	108	415	42	48	90	417
18:00	0-15	26	50	76	357	33	55	88	408	35	44	79	381
	15-30	30	37	67	324	48	34	82	394	33	36	69	334
	30-45	29	39	68	299	37	52	89	367	35	50	85	323
	45-60	32	24	56	267	37	37	74	333	29	41	70	303
19:00	0-15	16	19	35	228	29	26	55	300	21	33	54	278
	15-30	29	34	63	222	24	33	57	275	23	27	50	259
	30-45	19	20	39	193	28	33	61	247	33	34	67	241
	45-60	21	24	45	182	26	28	52	225	36	30	66	237
20:00	0-15	19	18	37	184	22	24	46	216	29	22	51	234
	15-30	15	17	32	153	23	26	49	208	26	32	58	242
	30-45	15	25	40	154	34	29	63	210	23	26	46	221
	45-60	15	15	30	139	16	25	41	139	18	23	41	196
21:00	0-15	15	16	31	133	15	29	44	197	14	16	30	175
	15-30	13	15	28	129	24	32	56	204	21	35	56	173
	30-45	11	19	30	119	19	25	44	179	17	7	24	91
	45-60	9	14	23	112	16	15	31	169	16	24	40	150
22:00	0-15	11	16	27	108	15	20	35	160	15	12	27	147
	15-30	7	15	22	102	10	16	26	130	13	14	27	118
	30-45	12	12	24	96	11	17	28	120	7	15	22	116
	45-60	11	9	20	93	3	11	14	103	13	15	28	104
23:00	0-15	8	10	18	84	3	12	15	83	10	10	14	91
	15-30	6	7	13	75	8	15	23	80	10	10	20	84
	30-45	3	6	9	60	6	6	12	64	10	15	25	87
	45-60	6	6	12	52	5	4	9	59	1	8	9	68
Total Day	2562	2520	5082		5039	2972	6019		2994	2899	5893		
	7:15-7:30am			A.M. Peak	340	10:45-11:00am		A.M. Peak	417	11:15-11:30am		A.M. Peak	401
	2:30-2:45pm			P.M. Peak	368	4:45-5:00pm		P.M. Peak	449	4:00-4:15pm		P.M. Peak	459

**SR 50 (Cortez Boulevard) East of US 301**

**Traffic Characteristics Estimates - Weekday**

Year	MOCF
2008	
2009	0.94
2010	0.94
Avg.	0.94

FDOT's Rural Conversion Factor  
1.07

**Lockhart Road South of SR 50 (Cortez Boulevard)**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011				
	NB	SB	Total NB + SB	Hourly Sum	NB	SB	Total NB + SB	Hourly Sum	
00:00	0-15	1	4	5	5	1	1	2	2
	15-30	1	1	2	7	0	2	2	4
	30-45	0	1	1	8	0	1	1	5
	45-60	1	0	1	9	0	0	0	5
01:00	0-15	0	1	1	5	0	0	3	6
	15-30	0	0	0	3	0	2	2	4
	30-45	2	0	2	4	0	0	0	5
	45-60	0	2	2	5	2	2	4	9
02:00	0-15	2	4	6	10	0	0	0	6
	15-30	1	0	1	11	0	0	0	4
	30-45	0	0	0	9	0	1	1	5
	45-60	0	2	2	9	0	0	0	1
03:00	0-15	5	2	7	10	0	3	3	4
	15-30	0	2	2	11	0	2	2	6
	30-45	2	0	2	13	3	2	5	10
	45-60	1	1	2	13	0	2	2	12
04:00	0-15	0	2	2	8	1	3	4	13
	15-30	1	8	9	15	0	4	4	15
	30-45	2	6	8	21	4	13	17	27
	45-60	3	20	23	42	2	24	26	51
05:00	0-15	0	1	1	41	0	2	2	45
	15-30	0	4	4	36	0	2	2	47
	30-45	3	2	5	33	2	3	5	35
	45-60	8	4	12	22	4	4	8	17
06:00	0-15	5	4	9	30	5	5	10	25
	15-30	9	6	17	43	6	4	10	33
	30-45	3	20	23	61	6	17	23	51
	45-60	0	29	29	78	2	23	25	68
07:00	0-15	5	11	16	85	7	8	15	73
	15-30	4	7	11	79	3	6	9	72
	30-45	5	13	18	74	5	18	23	72
	45-60	14	8	22	67	15	7	22	69
08:00	0-15	4	6	10	61	5	3	8	62
	15-30	6	7	13	63	6	10	16	69
	30-45	8	4	12	57	3	10	13	59
	45-60	9	2	11	46	6	5	9	46
09:00	0-15	7	14	21	57	4	7	11	45
	15-30	9	8	17	61	4	3	7	40
	30-45	6	4	10	59	3	5	8	35
	45-60	11	4	15	63	5	4	9	35
10:00	0-15	8	7	15	57	2	2	4	28
	15-30	3	7	10	50	6	4	10	31
	30-45	5	6	11	51	5	9	14	37
	45-60	16	7	23	59	11	8	19	47
11:00	0-15	6	5	11	55	9	11	20	63
	15-30	8	7	15	60	10	4	14	67
	30-45	8	6	14	63	5	6	11	64
	45-60	9	7	16	56	11	7	18	63
12:00	0-15	6	9	15	60	10	10	20	63
	15-30	4	3	7	52	10	6	16	65
	30-45	11	9	20	58	8	3	11	65
	45-60	6	10	16	58	5	9	14	61
13:00	0-15	5	4	9	52	10	10	20	61
	15-30	7	6	13	58	12	7	19	64
	30-45	4	5	9	47	3	5	8	61
	45-60	6	6	12	43	4	7	11	58
14:00	0-15	3	9	12	46	9	4	13	51
	15-30	8	6	14	47	3	6	9	41
	30-45	10	4	14	52	7	3	10	43
	45-60	7	13	20	60	5	11	16	48
15:00	0-15	10	10	20	68	10	10	20	55
	15-30	10	8	18	72	10	5	15	61
	30-45	59	9	68	126	45	6	51	102
	45-60	23	5	28	134	26	4	30	116
16:00	0-15	9	11	20	134	15	8	23	119
	15-30	17	10	27	143	9	5	14	118
	30-45	17	4	21	96	15	6	21	88
	45-60	11	8	19	87	13	9	22	80
17:00	0-15	22	5	27	94	25	11	36	93
	15-30	6	8	14	81	12	10	22	101
	30-45	14	7	21	81	15	7	22	102
	45-60	7	7	14	76	7	7	14	84
18:00	0-15	8	8	16	65	3	5	8	64
	15-30	7	6	13	64	7	7	14	58
	30-45	6	2	8	51	6	7	13	49
	45-60	3	7	10	47	5	6	11	46
19:00	0-15	4	3	7	38	4	3	7	45
	15-30	3	2	5	30	1	5	6	37
	30-45	3	3	6	28	6	3	9	33
	45-60	1	4	5	23	1	7	8	30
20:00	0-15	3	8	11	27	0	4	4	27
	15-30	1	6	7	29	3	6	9	30
	30-45	3	6	9	32	2	3	5	26
	45-60	3	1	4	31	0	2	2	20
21:00	0-15	2	4	6	26	3	4	7	23
	15-30	3	4	7	26	0	1	1	15
	30-45	1	3	4	21	0	3	3	13
	45-60	1	1	2	19	0	0	0	11
22:00	0-15	0	3	3	16	0	3	3	7
	15-30	2	1	3	12	1	4	5	11
	30-45	1	0	1	9	0	1	1	9
	45-60	2	2	4	11	0	1	1	10
23:00	0-15	0	2	2	10	0	1	1	8
	15-30	0	1	1	8	0	0	0	3
	30-45	0	1	1	8	0	1	1	3
	45-60	0	0	0	4	4	0	4	6
Total/Day		540	522	1062	497	503	1003		
		7:00-7:15am		A.M. Peak	85	7:00-7:15am		A.M. Peak	73
		4:15-4:30pm		P.M. Peak	143	4:00-4:15pm		P.M. Peak	119

**Lockhart Road South of SR 50 (Cortez Boulevard)**

**Traffic Characteristics Estimates - Weekday**

Year: 2008, 2009, 2010, Avg. MOCF: 0.94, 0.94, 0.94, Avg. 0.94

FDOT's Rural Conversion Factor: 1.07

ESTIMATED K				
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Wednesday 4/6/2011	4:15-4:30pm	1062	143	13.47%
Thursday 4/7/2011	4:00-4:15pm	1003	119	11.86%
Average		1033	NA	12.67%
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF			
Estimated K100 =	12.67%	/	0.94	= 13.48%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor			
Estimated K30 =	13.48%	X	1.07	= 14.42%

ESTIMATED D				
Measured Day	Peak Hour	Peak Hour Count		D
		NB + SB	SB	
Wednesday 4/6/2011	4:15-4:30pm	143	108	75.52%
Thursday 4/7/2011	4:00-4:15pm	119	96	80.67%
Average		Estimated D =		78.10%

**SR 50 (Cortez Boulevard) East of Lockhart Road**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011					
	0-15	15-30	30-45	45-60	0-15	15-30	30-45	45-60	Total	Hourly
									EB	WB
00:00	23	30	53	53	17	22	39	39		
01:00	7	13	20	73	12	26	38	77		
02:00	16	23	39	112	9	27	36	113		
03:00	11	16	27	139	10	23	33	146		
04:00	20	15	35	121	10	21	97	204		
05:00	6	22	28	129	16	12	28	194		
06:00	17	13	30	120	11	18	29	187		
07:00	11	20	31	124	9	10	19	173		
08:00	12	18	30	119	8	12	20	96		
09:00	11	14	25	116	7	14	21	89		
10:00	9	20	29	115	15	17	32	92		
11:00	23	17	40	124	16	17	33	106		
12:00	13	16	29	123	14	14	28	114		
13:00	20	12	32	130	9	25	34	127		
14:00	19	32	51	152	31	31	62	157		
15:00	32	15	47	159	28	26	54	178		
16:00	24	31	55	185	28	33	61	211		
17:00	59	34	93	246	49	21	70	247		
18:00	67	41	108	303	87	59	146	331		
19:00	67	48	115	371	105	40	145	422		
20:00	71	25	97	413	62	34	115	477		
21:00	87	37	124	444	68	33	101	508		
22:00	104	42	146	482	83	33	116	478		
23:00	96	51	147	514	105	36	141	474		
Total/Day	9558	9360	18918	1277	9800	9592	19458	1226	1533	

**SR 50 (Cortez Boulevard) East of Lockhart Road**  
Traffic Characteristics Estimates - Weekday

Year: 2008, 2009, 2010, Avg.  
MOCF: 0.94, 0.94, 0.94, 0.94  
FDOT's Rural Conversion Factor: 1.07

ESTIMATED K				
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Wednesday 4/6/2011	4:15-4:30pm	18918	1481	7.83%
Thursday 4/7/2011	4:45-5:00pm	19458	1533	7.88%
Average		19188	NA	7.86%
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF			
Estimated K100 =	7.86%	/	0.94	= 8.36%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor			
Estimated K30 =	8.36%	X	1.07	= 8.95%

ESTIMATED D				
Measured Day	Peak Hour	Peak Hour Count		D
		EB + WB	WB	
Wednesday 4/6/2011	4:15-4:30pm	1481	743	50.17%
Thursday 4/7/2011	4:45-5:00pm	1533	728	52.51%
Average		Estimated D =		51.34%

**SR 50 (Cortez Boulevard) West of Windmere Road/Bronson Boulevard**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011				
	EB	WB	Total EB + WB	Hourly Sum	EB	WB	Total EB + WB	Hourly Sum	
00:00	0-15	31	38	69	69	29	26	55	55
	15-30	23	13	36	105	34	20	54	109
	30-45	37	25	62	167	38	34	72	181
	45-60	16	20	36	203	14	22	36	217
01:00	0-15	24	24	48	182	14	28	104	266
	15-30	22	16	38	184	23	20	43	255
	30-45	27	23	50	172	19	23	42	225
	45-60	14	25	39	175	20	10	30	219
02:00	0-15	17	10	27	154	10	19	29	144
	15-30	24	22	46	162	11	11	22	123
	30-45	21	21	42	154	20	20	40	121
	45-60	26	19	45	160	29	14	43	154
03:00	0-15	24	19	43	176	24	17	41	146
	15-30	37	19	56	186	15	38	53	177
	30-45	43	30	73	217	31	30	61	198
	45-60	40	32	72	244	41	42	83	238
04:00	0-15	29	37	66	267	23	43	66	263
	15-30	62	43	105	316	51	39	90	300
	30-45	71	55	126	369	115	62	177	416
	45-60	99	74	173	470	115	59	174	507
05:00	0-15	67	66	133	537	79	74	153	584
	15-30	103	68	171	603	60	49	109	613
	30-45	109	66	175	652	76	64	140	576
	45-60	115	103	218	697	87	81	168	570
06:00	0-15	142	128	270	834	109	137	246	663
	15-30	135	153	288	951	125	135	260	814
	30-45	165	191	356	1132	156	172	328	1002
	45-60	172	154	326	1240	136	167	303	1137
07:00	0-15	181	175	356	1326	136	175	311	1202
	15-30	203	206	409	1447	170	210	380	1322
	30-45	230	202	432	1523	215	201	416	1410
	45-60	237	191	428	1625	184	170	354	1461
08:00	0-15	215	207	422	1691	182	195	377	1527
	15-30	201	182	383	1665	196	174	370	1517
	30-45	223	145	368	1601	142	203	345	1446
	45-60	206	164	380	1563	175	197	372	1464
09:00	0-15	209	202	411	1552	176	178	354	1441
	15-30	177	204	381	1550	192	206	398	1469
	30-45	224	216	440	1622	210	171	381	1505
	45-60	219	219	438	1670	166	162	328	1461
10:00	0-15	204	220	424	1683	186	195	381	1488
	15-30	160	182	342	1644	193	197	390	1480
	30-45	185	171	356	1560	193	185	378	1477
	45-60	198	169	367	1489	214	200	414	1563
11:00	0-15	198	172	370	1435	185	200	385	1567
	15-30	172	166	338	1451	169	198	367	1564
	30-45	203	217	420	1515	193	155	348	1534
	45-60	227	201	428	1576	174	230	404	1524
12:00	0-15	236	188	424	1630	196	180	376	1515
	15-30	209	211	420	1692	220	167	387	1515
	30-45	184	229	413	1695	190	185	375	1542
	45-60	160	163	323	1580	191	170	361	1499
13:00	0-15	183	229	412	1568	222	189	411	1534
	15-30	134	152	286	1434	171	212	383	1530
	30-45	175	211	386	1407	217	224	441	1596
	45-60	157	196	353	1437	175	209	384	1619
14:00	0-15	168	171	339	1364	173	174	347	1535
	15-30	185	167	352	1430	159	163	322	1494
	30-45	165	153	318	1362	158	219	377	1430
	45-60	178	164	342	1351	213	167	380	1426
15:00	0-15	200	189	389	1401	206	180	386	1465
	15-30	193	217	410	1459	236	198	434	1577
	30-45	213	228	441	1582	220	223	443	1643
	45-60	238	195	433	1673	242	193	435	1698
16:00	0-15	224	196	420	1704	236	230	466	1778
	15-30	204	184	388	1682	244	195	439	1783
	30-45	219	198	416	1647	251	192	443	1763
	45-60	189	213	402	1616	238	211	449	1797
17:00	0-15	223	193	416	1612	207	190	397	1728
	15-30	251	182	433	1657	228	204	432	1721
	30-45	211	159	370	1621	184	155	339	1617
	45-60	231	147	378	1597	221	157	378	1548
18:00	0-15	176	155	331	1512	162	178	338	1467
	15-30	182	149	331	1410	178	133	311	1366
	30-45	176	132	308	1348	167	158	325	1352
	45-60	141	139	280	1250	156	129	285	1259
19:00	0-15	158	117	275	1194	153	118	271	1192
	15-30	137	104	241	1104	143	138	281	1162
	30-45	134	135	269	1065	160	118	278	1115
	45-60	92	99	191	976	145	124	269	1099
20:00	0-15	125	101	226	927	124	92	216	1044
	15-30	109	102	211	897	131	90	221	984
	30-45	122	105	227	855	111	99	210	916
	45-60	112	73	185	849	96	95	191	838
21:00	0-15	97	93	190	813	77	76	153	775
	15-30	94	72	166	768	95	77	172	726
	30-45	76	69	145	696	97	79	176	692
	45-60	71	67	138	629	74	58	132	653
22:00	0-15	79	70	149	588	81	67	148	628
	15-30	70	53	123	545	52	61	113	569
	30-45	41	46	87	487	62	39	101	494
	45-60	43	37	80	439	50	65	115	477
23:00	0-15	44	46	90	380	59	48	107	435
	15-30	39	38	77	334	32	42	74	397
	30-45	56	48	104	351	44	53	97	393
	45-60	31	20	51	322	38	36	74	352
Total/Day		12901	11930	24831	12660	12016	24738		
		12:15-12:30pm		A.M. Peak	1692	11:00-11:15am		A.M. Peak	1567
		4:00-4:15pm		P.M. Peak	1704	4:45-5:00pm		P.M. Peak	1797

**SR 50 (Cortez Boulevard) West of Windmere Road/Bronson Boulevard**  
Traffic Characteristics Estimates - Weekday

Year: 2008, 2009, 2010, Avg.  
MOCF: 0.94, 0.94, 0.94, 0.94  
FDOT's Rural Conversion Factor: 1.07

ESTIMATED K				
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Wednesday 4/6/2011	4:00-4:15pm	24831	1704	6.86%
Thursday 4/7/2011	4:45-5:00pm	24738	1797	7.26%
Average		24785	NA	7.06%
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF			
Estimated K100 =	7.06%	/	0.94	= 7.51%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor			
Estimated K30 =	7.51%	X	1.07	= 8.04%

ESTIMATED D					
Measured Day	Peak Hour	Peak Hour Count		D	
		EB + WB	EB	WB	
Wednesday 4/6/2011	4:00-4:15pm	1704	968	836	50.94%
Thursday 4/7/2011	4:45-5:00pm	1797	969	828	53.92%
Average		Estimated D =		52.43%	

**Windmere Road North of SR 50 (Cortez Boulevard)**

TIME		Wednesday 4/6/2011				Thursday 4/7/2011			
		NB	SB	Total NB + SB	Hourly Sum	NB	SB	Total NB + SB	Hourly Sum
00:00	0-15	6	4	10	10	1	0	1	1
	15-30	1	1	2	12	2	1	3	4
	30-45	0	0	0	12	0	0	0	4
	45-60	0	0	0	12	1	1	2	6
01:00	0-15	1	0	1	3	1	0	2	7
	15-30	1	0	1	2	3	0	3	7
	30-45	0	0	0	2	1	0	1	8
	45-60	1	0	1	3	2	1	3	9
02:00	0-15	1	0	1	3	0	1	1	8
	15-30	2	1	3	5	2	0	2	7
	30-45	1	1	2	7	0	0	0	6
	45-60	0	2	2	8	0	0	0	3
03:00	0-15	0	0	0	7	1	1	2	4
	15-30	1	0	1	5	4	2	6	8
	30-45	2	1	3	6	0	0	0	8
	45-60	1	1	2	6	0	1	1	9
04:00	0-15	0	2	2	8	0	1	1	8
	15-30	2	1	3	10	1	1	2	4
	30-45	1	1	2	9	0	0	0	4
	45-60	1	1	2	9	0	1	1	4
05:00	0-15	1	4	5	12	1	5	6	8
	15-30	0	3	3	12	1	0	1	8
	30-45	1	4	5	15	2	3	5	13
	45-60	2	4	6	19	2	7	9	21
06:00	0-15	3	8	11	25	2	9	11	26
	15-30	2	12	14	36	3	13	16	41
	30-45	0	26	26	57	4	14	18	54
	45-60	1	11	12	63	2	20	22	67
07:00	0-15	4	15	19	71	4	17	21	77
	15-30	8	15	23	80	6	12	18	79
	30-45	6	19	25	79	5	10	15	76
	45-60	10	10	20	87	12	16	28	82
08:00	0-15	10	19	29	97	7	10	17	78
	15-30	8	15	23	97	7	9	16	76
	30-45	4	8	12	84	8	6	14	75
	45-60	14	17	31	95	12	16	28	95
09:00	0-15	13	19	32	98	13	19	32	99
	15-30	8	15	23	98	2	5	7	81
	30-45	4	8	12	98	6	5	11	78
	45-60	5	10	15	82	3	8	11	61
10:00	0-15	10	7	17	67	9	7	16	45
	15-30	7	10	17	61	10	16	26	64
	30-45	9	7	16	65	8	9	17	70
	45-60	14	8	22	72	12	10	22	81
11:00	0-15	9	9	18	73	14	17	31	96
	15-30	11	14	25	81	2	17	19	69
	30-45	6	9	15	80	9	9	18	90
	45-60	20	13	33	91	16	9	25	93
12:00	0-15	15	16	31	104	7	12	19	81
	15-30	7	10	17	96	10	3	13	75
	30-45	11	20	31	112	8	10	18	75
	45-60	5	5	10	89	9	10	19	69
13:00	0-15	4	13	17	75	10	10	20	70
	15-30	13	2	15	73	10	13	23	80
	30-45	12	10	22	64	9	7	16	78
	45-60	11	7	18	72	8	10	18	77
14:00	0-15	12	7	19	74	6	7	13	76
	15-30	9	8	17	76	12	9	21	68
	30-45	11	11	22	76	5	12	17	69
	45-60	20	10	30	88	16	12	28	79
15:00	0-15	11	10	21	90	7	11	18	84
	15-30	15	12	27	100	23	11	34	97
	30-45	13	11	24	102	10	11	21	101
	45-60	12	8	20	92	11	7	18	91
16:00	0-15	12	10	22	93	17	16	33	106
	15-30	17	10	27	93	21	20	41	113
	30-45	18	13	31	100	17	11	28	120
	45-60	17	7	24	104	28	18	46	148
17:00	0-15	18	14	32	114	14	25	39	154
	15-30	21	12	33	120	7	13	20	133
	30-45	20	6	26	115	20	16	36	141
	45-60	17	4	21	112	9	7	16	111
18:00	0-15	8	8	16	96	9	4	13	83
	15-30	15	8	23	86	9	9	18	83
	30-45	11	8	19	79	7	2	9	56
	45-60	8	8	16	74	11	5	16	56
19:00	0-15	12	6	18	76	17	9	26	69
	15-30	13	4	17	70	12	7	19	70
	30-45	8	2	10	61	10	7	17	78
	45-60	9	5	14	59	12	2	14	76
20:00	0-15	15	6	21	62	12	2	14	64
	15-30	11	13	24	69	11	3	14	59
	30-45	12	6	18	77	4	7	11	53
	45-60	4	6	10	73	11	5	16	55
21:00	0-15	9	1	10	62	7	6	13	54
	15-30	4	3	7	45	7	7	14	54
	30-45	6	4	10	37	7	2	9	52
	45-60	11	1	12	39	5	3	8	44
22:00	0-15	4	6	10	39	6	3	9	40
	15-30	3	1	4	36	4	9	13	39
	30-45	3	4	7	33	3	0	3	33
	45-60	2	3	5	26	6	3	9	34
23:00	0-15	6	2	8	24	3	3	6	34
	15-30	2	4	6	26	6	1	7	25
	30-45	2	0	2	21	8	2	10	32
	45-60	0	0	0	16	3	2	5	28
Total/Day		711	680	1391		685	693	1379	
		12:30-12:45pm		A.M. Peak	112	11:00-11:15am		A.M. Peak	96
		5:15-5:30pm		P.M. Peak	120	5:00-5:15pm		P.M. Peak	154

**Windmere Road North of SR 50 (Cortez Boulevard)**

**Traffic Characteristics Estimates - Weekday**

Year: 2008  
 2009: 0.94  
 2010: 0.94  
 Avg.: 0.94

MOCF: 1.07

FDOT's Rural Conversion Factor: 1.07

ESTIMATED K					
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio	
Wednesday 4/6/2011	5:15-5:30pm	1391	120	8.63%	
Thursday 4/7/2011	5:00-5:15pm	1379	154	11.17%	
Average		1385	NA	9.90%	
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF				
Estimated K100 =	9.90%	/	0.94	=	10.53%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor				
Estimated K30 =	10.53%	X	1.07	=	11.27%

ESTIMATED D					
Measured Day	Peak Hour	Peak Hour Count		D	
		NB + SB	SB		
Wednesday 4/6/2011	5:15-5:30pm	120	74	46	61.67%
Thursday 4/7/2011	5:00-5:15pm	154	80	74	51.95%
Average		Estimated D =		56.81%	

**Bronson Boulevard South of SR 50 (Cortez Boulevard)**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011				
	NB	SB	Total NB + SB	Hourly Sum	NB	SB	Total NB + SB	Hourly Sum	
00:00	0-15	0	0	0	0	4	0	4	4
	15-30	0	0	0	0	2	0	2	6
	30-45	2	0	2	2	0	0	2	6
	45-60	0	0	0	2	0	0	2	8
01:00	0-15	0	1	1	3	1	0	1	4
	15-30	0	0	0	3	0	0	3	2
	30-45	1	0	1	2	0	0	2	2
	45-60	1	1	2	4	0	0	4	0
02:00	0-15	4	2	6	9	0	0	0	0
	15-30	0	0	0	9	2	0	2	2
	30-45	0	0	0	8	0	0	0	2
	45-60	0	0	0	6	0	0	0	2
03:00	0-15	0	0	0	0	0	0	0	2
	15-30	0	0	0	0	0	0	0	0
	30-45	0	0	0	0	0	0	0	0
	45-60	1	0	1	1	0	2	2	2
04:00	0-15	0	0	0	1	1	0	1	3
	15-30	0	1	1	2	2	0	2	5
	30-45	1	0	1	3	1	1	2	7
	45-60	0	3	3	5	1	2	3	8
05:00	0-15	0	2	2	7	0	1	1	7
	15-30	6	1	7	13	0	0	1	8
	30-45	0	1	1	13	0	1	1	6
	45-60	1	3	4	14	1	3	4	7
06:00	0-15	3	7	10	22	2	1	3	9
	15-30	0	6	6	21	1	6	7	15
	30-45	1	3	4	24	4	4	8	22
	45-60	1	2	3	23	2	4	6	24
07:00	0-15	9	7	16	29	5	8	13	34
	15-30	5	4	9	32	11	6	17	44
	30-45	7	3	10	38	14	13	27	63
	45-60	6	9	15	50	9	12	21	78
08:00	0-15	5	15	20	54	9	8	17	82
	15-30	6	8	14	59	11	5	16	81
	30-45	12	11	23	72	13	10	23	77
	45-60	10	14	24	81	9	9	17	73
09:00	0-15	18	19	37	98	7	15	22	78
	15-30	13	13	26	110	19	25	44	106
	30-45	10	10	20	107	17	14	31	114
	45-60	26	15	41	124	15	9	24	121
10:00	0-15	22	8	30	117	16	14	30	129
	15-30	17	8	25	116	17	15	32	117
	30-45	12	16	28	124	12	20	32	118
	45-60	10	9	19	102	16	12	28	122
11:00	0-15	15	19	34	106	14	10	24	116
	15-30	20	12	32	113	15	14	29	113
	30-45	20	19	39	124	20	23	43	124
	45-60	23	20	43	148	20	19	39	135
12:00	0-15	15	20	35	149	18	12	30	141
	15-30	30	23	53	170	16	13	29	141
	30-45	22	14	36	167	29	20	49	147
	45-60	30	11	41	165	20	21	41	149
13:00	0-15	24	9	33	163	20	17	37	156
	15-30	24	8	32	142	33	17	50	177
	30-45	26	8	34	140	29	7	36	164
	45-60	20	10	30	129	22	10	32	155
14:00	0-15	17	10	27	123	13	11	24	142
	15-30	10	8	18	109	22	5	27	119
	30-45	19	9	28	103	18	14	32	115
	45-60	12	15	27	100	8	9	17	100
15:00	0-15	19	2	21	94	14	5	19	95
	15-30	16	14	30	106	19	15	34	102
	30-45	11	6	17	95	11	7	18	88
	45-60	11	6	17	85	12	7	19	80
16:00	0-15	13	9	22	86	20	11	31	102
	15-30	12	7	19	75	18	10	28	96
	30-45	13	5	18	76	20	13	33	111
	45-60	14	12	26	85	19	13	32	124
17:00	0-15	19	16	35	98	20	9	29	122
	15-30	5	12	17	96	18	18	36	130
	30-45	17	14	31	109	13	9	22	119
	45-60	11	12	23	108	18	15	33	120
18:00	0-15	15	12	27	98	12	13	25	116
	15-30	13	15	28	109	14	20	34	114
	30-45	8	9	17	95	20	12	32	124
	45-60	15	6	21	93	16	7	23	114
19:00	0-15	21	18	39	105	17	12	29	118
	15-30	15	9	24	101	20	6	26	110
	30-45	17	9	26	110	18	10	28	106
	45-60	20	9	29	118	14	11	25	108
20:00	0-15	18	12	30	109	17	4	21	100
	15-30	13	8	21	106	16	6	22	96
	30-45	16	3	19	99	16	8	24	92
	45-60	7	5	12	82	10	4	14	81
21:00	0-15	17	3	20	72	12	7	19	79
	15-30	8	3	11	62	15	2	17	74
	30-45	10	3	13	56	7	1	8	58
	45-60	6	0	6	50	8	0	8	52
22:00	0-15	11	2	13	43	6	3	9	42
	15-30	5	0	5	37	7	3	10	35
	30-45	2	0	2	26	0	3	3	30
	45-60	1	6	7	27	2	0	2	24
23:00	0-15	1	1	2	16	1	0	1	15
	15-30	1	0	1	12	2	0	2	8
	30-45	0	0	0	10	0	4	4	9
	45-60	0	0	0	3	2	0	2	9
Total/Day		938	665	1603		997	710	1706	
		12:15-12:30pm		A.M. Peak	170	12:45-1:00pm		A.M. Peak	149
		1:00-1:15pm		P.M. Peak	163	1:15-1:30pm		P.M. Peak	177

**Bronson Boulevard South of SR 50 (Cortez Boulevard)**  
Traffic Characteristics Estimates - Weekday

Year: 2008, MOCF: 0.94  
 2009: 0.94  
 2010: 0.94  
 Avg.: 0.94

FDOT's Rural Conversion Factor: 1.07

ESTIMATED K				
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Wednesday 4/6/2011	1:00-1:15pm	1603	163	10.17%
Thursday 4/7/2011	1:15-1:30pm	1706	177	10.38%
Average		1655	NA	10.28%
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF			
Estimated K100 =	10.28%	/	0.94	= 10.94%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor			
Estimated K30 =	10.94%	X	1.07	= 11.70%

ESTIMATED D				
Measured Day	Peak Hour	Peak Hour Count		D
		NB + SB	NB	SB
Wednesday 4/6/2011	1:00-1:15pm	163	106	57
Thursday 4/7/2011	1:15-1:30pm	177	102	75
Average		Estimated D =		61.33%

**CR 39 North of SR 50 (Cortez Boulevard)**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011			
	NB	SB	Total NB + SB	Hourly Sum	NB	SB	Total NB + SB	Hourly Sum
00:00	0	0	0	0	0	0	0	0
01:00	1	0	1	4	1	0	1	2
02:00	0	0	0	1	0	0	0	0
03:00	0	0	0	0	1	0	1	1
04:00	2	0	2	6	1	0	1	5
05:00	1	2	3	5	0	0	0	2
06:00	2	1	3	6	1	2	3	4
07:00	2	2	4	13	3	3	6	16
08:00	5	5	10	28	3	2	5	24
09:00	4	5	9	39	1	3	4	26
10:00	8	5	13	48	5	1	6	38
11:00	6	2	8	45	3	2	5	22
12:00	7	3	10	37	5	6	11	42
13:00	9	7	16	49	6	4	10	41
14:00	8	6	14	45	6	6	12	38
15:00	8	4	12	40	9	4	13	40
16:00	4	5	9	48	4	1	5	34
17:00	5	9	14	59	4	3	7	41
18:00	5	6	11	35	5	6	11	40
19:00	0	5	5	31	4	6	10	36
20:00	1	3	4	21	4	2	6	18
21:00	2	2	4	10	1	0	1	7
22:00	1	0	1	3	0	1	1	3
23:00	0	0	0	2	0	0	0	1
Total/Day	318	260	578		255	222	477	
	10:30-10:45am		A.M. Peak	52	12:00-12:15pm		A.M. Peak	50
	5:00-5:15pm		P.M. Peak	59	11:45-12:00pm		P.M. Peak	44

**CR 39 North of SR 50 (Cortez Boulevard)**  
Traffic Characteristics Estimates - Weekday

Year: 2008  
 MOCF: 0.94  
 2010: 0.94  
 Avg.: 0.94

FDOT's Rural Conversion Factor: 1.07

ESTIMATED K				
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Wednesday 4/6/2011	5:00-5:15pm	578	59	10.21%
Thursday 4/7/2011	11:45-12:00pm	477	44	9.22%
Average		528	NA	9.72%
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF			
Estimated K100 =	9.72%	/	0.94	= 10.34%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor			
Estimated K30 =	10.34%	X	1.07	= 11.06%

ESTIMATED D					
Measured Day	Peak Hour	NB + SB	NB	SB	D
Wednesday 4/6/2011	5:00-5:15pm	59	26	33	55.93%
Thursday 4/7/2011	11:45-12:00pm	44	21	23	52.27%
Average					Estimated D = 54.10%



**Kettering Road South of SR 50 (Cortez Boulevard)**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011				
	NB	SB	Total NB + SB	Hourly Sum	NB	SB	Total NB + SB	Hourly Sum	
00:00	0-15	2	2	4	4	3	3	6	6
	15-30	2	2	4	8	2	9	11	17
	30-45	6	3	9	17	8	3	11	28
	45-60	1	0	1	18	2	0	2	38
01:00	0-15	3	3	6	20	6	2	14	38
	15-30	1	5	6	22	4	5	9	35
	30-45	7	3	10	23	3	2	5	30
	45-60	1	0	1	23	1	5	6	34
02:00	0-15	1	2	3	20	6	0	6	26
	15-30	3	0	3	17	2	0	2	19
	30-45	3	3	6	13	4	3	7	21
	45-60	3	4	7	19	3	16	19	34
03:00	0-15	1	1	2	18	1	6	7	35
	15-30	3	3	6	21	4	7	11	44
	30-45	3	12	15	30	6	7	13	50
	45-60	3	15	18	41	8	17	25	56
04:00	0-15	18	14	32	71	29	11	40	89
	15-30	29	35	64	129	23	23	46	124
	30-45	33	45	78	192	31	58	89	200
	45-60	24	81	105	279	25	88	113	288
05:00	0-15	17	21	38	285	18	20	38	286
	15-30	8	32	40	261	9	27	36	273
	30-45	6	8	14	197	8	8	16	205
	45-60	5	9	14	106	4	11	15	105
06:00	0-15	8	11	19	87	15	6	21	88
	15-30	3	9	12	59	6	11	17	69
	30-45	5	17	22	67	7	21	28	81
	45-60	17	27	44	97	15	22	37	103
07:00	0-15	11	15	26	104	15	7	22	104
	15-30	12	18	30	122	14	14	28	115
	30-45	8	13	21	121	12	15	27	114
	45-60	28	7	35	112	15	16	31	108
08:00	0-15	5	10	15	101	11	14	25	111
	15-30	17	19	36	107	9	3	12	95
	30-45	8	14	22	108	14	8	22	90
	45-60	4	20	24	97	14	14	28	87
09:00	0-15	14	6	20	102	13	7	20	82
	15-30	15	7	22	88	13	18	31	101
	30-45	14	18	32	98	14	7	21	100
	45-60	12	21	33	107	16	14	30	102
10:00	0-15	18	9	27	114	12	18	30	112
	15-30	20	6	26	118	11	11	22	103
	30-45	22	15	37	123	16	17	33	115
	45-60	25	25	50	140	21	21	42	127
11:00	0-15	20	10	30	143	20	23	43	140
	15-30	19	11	30	147	20	22	42	150
	30-45	4	11	15	125	22	12	34	161
	45-60	10	23	33	108	25	16	41	160
12:00	0-15	17	23	40	118	14	12	26	143
	15-30	37	16	53	141	14	13	27	128
	30-45	22	12	34	160	24	12	36	130
	45-60	14	6	20	147	14	16	30	119
13:00	0-15	16	7	23	130	19	10	29	122
	15-30	23	20	43	120	26	4	30	125
	30-45	22	21	43	129	22	17	39	128
	45-60	12	7	19	128	18	14	32	130
14:00	0-15	27	14	41	146	17	17	34	126
	15-30	17	14	31	134	20	14	34	139
	30-45	15	19	34	125	25	12	37	137
	45-60	18	23	41	147	11	36	47	152
15:00	0-15	27	28	55	161	24	27	51	169
	15-30	50	21	71	201	44	40	84	219
	30-45	97	33	130	297	101	29	130	312
	45-60	33	51	84	340	41	45	86	351
16:00	0-15	20	30	50	335	45	27	72	372
	15-30	32	15	47	311	34	22	56	344
	30-45	19	17	36	217	17	22	39	253
	45-60	10	9	19	152	15	14	29	196
17:00	0-15	16	10	26	128	8	12	20	144
	15-30	24	5	29	110	13	9	22	110
	30-45	14	15	29	103	14	14	28	99
	45-60	12	11	23	107	20	11	31	101
18:00	0-15	9	10	19	100	14	10	24	105
	15-30	7	8	15	86	14	19	33	116
	30-45	14	8	22	79	12	23	35	123
	45-60	8	13	21	77	12	12	24	116
19:00	0-15	5	9	14	72	17	10	27	119
	15-30	4	10	14	71	13	10	23	109
	30-45	9	6	15	64	4	17	21	95
	45-60	7	4	11	54	12	13	25	96
20:00	0-15	1	5	6	46	6	9	15	84
	15-30	9	4	13	45	5	15	20	81
	30-45	7	10	17	47	9	10	19	79
	45-60	5	2	7	43	14	2	16	70
21:00	0-15	7	15	22	59	3	6	9	64
	15-30	2	0	2	48	7	2	9	53
	30-45	8	8	16	47	14	7	21	55
	45-60	7	2	9	49	3	13	16	55
22:00	0-15	7	18	25	52	4	3	7	53
	15-30	11	15	26	76	6	3	9	53
	30-45	15	9	24	84	23	5	28	60
	45-60	9	22	31	108	7	25	32	76
23:00	0-15	9	0	9	90	6	2	8	77
	15-30	7	7	14	78	1	2	3	71
	30-45	3	2	5	59	6	6	12	55
	45-60	5	5	10	38	3	1	4	27
Total/Day		1271	1264	2535		1375	1342	2723	
		6:00-5:15am		A.M. Peak	285	4:45-5:00am		A.M. Peak	288
		3:45-4:00pm		P.M. Peak	340	4:00-4:15pm		P.M. Peak	372

**Kettering Road South of SR 50 (Cortez Boulevard)**

**Traffic Characteristics Estimates - Weekday**

Year: 2008, 2009, 2010, Avg.  
MOCF: 0.94, 0.94, 0.94, 0.94  
FDOT's Rural Conversion Factor: 1.07

ESTIMATED K				
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Wednesday 4/6/2011	3:45-4:00pm	2535	340	13.41%
Thursday 4/7/2011	4:00-4:15pm	2723	372	13.66%
Average		2629	NA	13.54%
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF			
Estimated K100 =	13.54%	/	0.94	= 14.40%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor			
Estimated K30 =	14.40%	X	1.07	= 15.41%

ESTIMATED D					
Measured Day	Peak Hour	Peak Hour Count		D	
		NB + SB	NB	SB	
Wednesday 4/6/2011	3:45-4:00pm	340	207	133	60.88%
Thursday 4/7/2011	4:00-4:15pm	372	231	141	62.10%
Average		Estimated D =	61.49%		

**SR 50 (Cortez Boulevard) West of McKethan Road/Olancha Road**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011				
	EB	WB	EB + WB	Hourly Sum	EB	WB	EB + WB	Hourly Sum	
00:00	0-15	14	18	32	32	12	16	28	28
	15-30	20	4	24	56	19	18	37	65
	30-45	22	20	42	98	26	14	40	105
	45-60	13	13	26	124	14	15	29	134
01:00	0-15	17	21	38	130	6	17	64	170
	15-30	9	9	17	123	12	16	28	161
	30-45	22	18	40	121	14	12	26	147
	45-60	7	14	21	116	10	11	21	139
02:00	0-15	16	7	23	101	7	9	16	91
	15-30	9	19	28	112	7	14	21	84
	30-45	13	20	33	105	19	15	34	92
	45-60	24	16	40	124	13	16	29	100
03:00	0-15	19	14	33	134	5	12	17	101
	15-30	21	21	42	148	15	46	61	141
	30-45	28	30	58	173	21	19	40	147
	45-60	22	36	58	191	14	29	43	161
04:00	0-15	16	21	37	195	19	21	40	194
	15-30	29	34	63	216	42	36	78	201
	30-45	45	52	97	255	55	39	94	255
	45-60	34	63	97	294	58	59	117	329
05:00	0-15	47	54	101	353	56	48	104	383
	15-30	50	44	94	389	34	50	84	399
	30-45	75	52	127	419	56	50	106	411
	45-60	72	90	162	484	60	90	150	444
06:00	0-15	106	90	196	579	82	87	169	509
	15-30	93	124	217	702	97	92	189	614
	30-45	105	111	216	791	108	112	220	728
	45-60	114	112	226	855	107	117	224	802
07:00	0-15	129	110	239	898	87	93	180	813
	15-30	147	137	284	965	109	134	243	867
	30-45	144	117	261	1010	130	103	233	880
	45-60	153	112	265	1049	124	126	250	906
08:00	0-15	130	130	260	1070	94	97	191	917
	15-30	116	124	240	1026	128	112	240	914
	30-45	167	103	270	1035	102	142	244	925
	45-60	118	150	268	1038	115	123	238	913
09:00	0-15	134	131	265	1043	106	135	241	953
	15-30	130	147	277	1080	124	127	251	974
	30-45	128	131	259	1069	134	118	252	982
	45-60	124	140	264	1065	96	107	203	947
10:00	0-15	127	120	247	1047	121	145	266	972
	15-30	103	138	241	1011	120	121	241	962
	30-45	122	105	227	979	115	133	248	958
	45-60	135	140	275	990	124	127	251	1006
11:00	0-15	123	133	256	999	115	124	239	979
	15-30	108	157	265	1023	130	128	258	996
	30-45	127	143	270	1066	114	118	232	980
	45-60	118	135	253	1044	116	144	260	989
12:00	0-15	126	129	255	1043	103	121	224	974
	15-30	138	160	298	1076	134	108	242	958
	30-45	137	138	275	1081	145	120	265	991
	45-60	111	117	228	1056	115	129	244	975
13:00	0-15	130	127	257	1058	138	125	263	1014
	15-30	95	111	206	966	119	118	237	1009
	30-45	109	136	245	936	140	142	282	1026
	45-60	106	134	240	948	148	125	273	1055
14:00	0-15	123	114	237	928	118	108	226	918
	15-30	119	109	228	950	99	124	223	1004
	30-45	135	118	253	958	124	125	249	971
	45-60	112	100	212	930	126	148	274	972
15:00	0-15	120	151	271	964	139	129	268	1014
	15-30	136	127	265	1001	142	151	293	1094
	30-45	166	141	307	1055	160	136	296	1131
	45-60	133	142	275	1118	141	120	261	1118
16:00	0-15	155	138	293	1140	157	167	324	1174
	15-30	126	138	264	1139	152	135	287	1168
	30-45	153	166	319	1151	137	143	280	1152
	45-60	153	162	315	1191	164	160	324	1215
17:00	0-15	151	105	256	1154	133	151	284	1175
	15-30	136	141	277	1167	131	145	276	1164
	30-45	138	135	273	1121	128	118	246	1130
	45-60	126	111	237	1043	126	113	239	1045
18:00	0-15	113	138	251	1038	110	117	227	988
	15-30	118	100	218	979	96	119	215	927
	30-45	112	109	221	927	102	119	221	902
	45-60	78	83	161	851	96	74	170	833
19:00	0-15	95	74	169	769	89	90	179	785
	15-30	69	75	144	695	96	92	188	758
	30-45	86	87	173	647	99	87	186	723
	45-60	66	56	122	608	83	63	146	699
20:00	0-15	62	72	134	573	87	62	149	669
	15-30	66	66	132	561	60	75	135	616
	30-45	89	65	144	532	78	46	124	554
	45-60	67	49	116	526	58	54	112	520
21:00	0-15	56	64	120	512	59	47	106	477
	15-30	56	57	113	493	63	51	114	456
	30-45	51	48	99	448	71	41	112	444
	45-60	35	38	73	405	34	44	78	410
22:00	0-15	52	44	96	381	39	43	82	386
	15-30	44	30	74	342	32	30	62	334
	30-45	25	20	45	288	34	28	62	284
	45-60	17	23	40	255	28	50	78	284
23:00	0-15	28	23	49	208	28	32	60	260
	15-30	23	30	53	187	31	26	57	257
	30-45	37	31	68	210	25	28	53	248
	45-60	21	10	31	201	19	23	42	212
Total/Day		8244	8262	16506		8028	8139	16208	
		12:30-12:45pm		A.M. Peak	1081	10:45-11:00am		A.M. Peak	1006
		4:45-5:00pm		P.M. Peak	1191	4:45-5:00pm		P.M. Peak	1215

**SR 50 (Cortez Boulevard) West of McKethan Road/Olancha Road**  
Traffic Characteristics Estimates - Weekday

Year: 2008  
 2009: 0.94  
 2010: 0.94  
 Avg.: 0.94

MOCF: 0.94

FDOT's Rural Conversion Factor: 1.07

ESTIMATED K					
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio	
Wednesday 4/6/2011	4:45-5:00pm	16506	1191	7.22%	
Thursday 4/7/2011	4:45-5:00pm	16208	1215	7.50%	
Average		16357	NA	7.36%	
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF				
Estimated K100 =	7.36%	/	0.94	=	7.83%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor				
Estimated K30 =	7.83%	X	1.07	=	8.38%

ESTIMATED D					
Measured Day	Peak Hour	Peak Hour Count		D	
		EB + WB	EB	WB	
Wednesday 4/6/2011	4:45-5:00pm	1191	587	604	50.71%
Thursday 4/7/2011	4:45-5:00pm	1215	610	605	50.21%
Average		Estimated D =	50.46%		

**Olancha Road North of SR 50 (Cortez Boulevard)**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011				
	NB	SB	Total NB + SB	Hourly Sum	NB	SB	Total NB + SB	Hourly Sum	
00:00	0-15	0	0	0	0	2	0	2	2
	15-30	1	0	1	1	0	0	0	2
	30-45	1	0	1	2	0	0	0	2
	45-60	0	0	0	2	0	0	0	2
01:00	0-15	0	0	0	2	1	0	0	0
	15-30	0	1	1	2	0	1	1	1
	30-45	0	2	2	3	1	1	2	3
	45-60	0	0	0	3	1	2	3	6
02:00	0-15	0	1	1	4	1	1	2	8
	15-30	0	0	0	3	1	1	2	9
	30-45	0	1	1	2	0	0	0	7
	45-60	0	1	1	3	1	0	1	5
03:00	0-15	0	0	0	2	2	0	2	5
	15-30	0	0	0	2	1	1	2	5
	30-45	3	0	3	4	0	0	0	5
	45-60	0	1	1	4	0	3	3	7
04:00	0-15	0	2	2	6	0	1	1	6
	15-30	0	2	2	8	0	2	2	6
	30-45	1	3	4	9	0	3	3	9
	45-60	0	3	3	11	0	3	3	9
05:00	0-15	0	0	0	9	2	2	4	12
	15-30	3	3	6	13	1	1	2	10
	30-45	1	1	2	11	0	1	1	12
	45-60	0	2	2	10	0	3	3	10
06:00	0-15	0	4	4	14	0	4	4	10
	15-30	1	6	7	15	1	9	10	18
	30-45	0	11	11	24	0	7	7	24
	45-60	0	4	4	26	2	6	8	29
07:00	0-15	1	11	12	34	1	12	13	38
	15-30	1	15	16	43	0	11	11	39
	30-45	2	6	8	40	4	13	17	49
	45-60	4	10	14	50	3	7	10	51
08:00	0-15	1	5	6	44	1	11	12	50
	15-30	2	8	10	38	2	5	7	46
	30-45	5	5	10	40	4	7	11	40
	45-60	6	12	18	44	4	11	15	45
09:00	0-15	3	3	6	44	6	9	15	48
	15-30	4	6	10	44	2	8	10	51
	30-45	6	10	16	50	5	5	10	50
	45-60	6	3	9	41	7	8	15	50
10:00	0-15	7	6	13	48	13	8	21	58
	15-30	2	7	9	45	6	7	13	59
	30-45	9	8	17	46	7	6	13	62
	45-60	6	11	17	54	4	9	13	60
11:00	0-15	9	5	14	55	7	4	11	50
	15-30	4	5	9	57	4	6	10	47
	30-45	8	6	14	54	10	8	18	52
	45-60	3	6	9	46	9	4	13	52
12:00	0-15	5	3	8	40	6	6	12	53
	15-30	6	6	12	43	7	6	13	56
	30-45	7	9	16	45	6	7	13	51
	45-60	4	6	10	46	7	13	20	58
13:00	0-15	3	12	15	53	5	4	9	55
	15-30	11	4	15	56	10	6	16	58
	30-45	5	6	11	51	7	9	16	61
	45-60	6	9	15	56	4	4	8	49
14:00	0-15	4	3	7	48	11	6	17	53
	15-30	5	9	14	47	11	9	20	61
	30-45	13	7	20	56	9	4	13	58
	45-60	5	5	10	51	8	2	10	60
15:00	0-15	15	9	24	68	9	4	13	56
	15-30	9	9	18	72	13	10	23	59
	30-45	17	8	25	77	15	3	18	64
	45-60	17	9	26	93	14	10	24	78
16:00	0-15	6	3	9	78	12	10	22	87
	15-30	11	5	16	76	14	15	29	93
	30-45	15	13	28	79	13	9	22	97
	45-60	13	5	18	71	17	11	28	101
17:00	0-15	14	16	30	92	17	16	33	112
	15-30	27	8	35	111	11	8	19	102
	30-45	19	5	24	107	18	9	27	107
	45-60	9	8	17	106	13	5	18	97
18:00	0-15	10	9	19	95	10	4	14	78
	15-30	18	6	24	84	12	7	19	78
	30-45	12	12	24	84	8	8	16	67
	45-60	5	5	10	77	11	6	17	66
19:00	0-15	7	14	21	79	11	7	18	70
	15-30	6	5	11	66	9	10	19	70
	30-45	6	2	8	50	9	6	15	69
	45-60	6	4	10	50	11	11	22	74
20:00	0-15	7	8	15	44	9	11	20	76
	15-30	8	4	12	45	4	3	7	64
	30-45	0	6	6	43	2	4	6	55
	45-60	5	2	7	40	7	5	12	45
21:00	0-15	3	2	5	30	4	6	10	35
	15-30	4	3	7	25	6	5	11	39
	30-45	5	4	9	28	4	2	6	39
	45-60	3	2	5	26	3	0	3	30
22:00	0-15	3	2	5	26	5	6	11	31
	15-30	5	1	6	25	3	3	6	26
	30-45	0	2	2	18	3	2	5	25
	45-60	5	1	6	19	2	0	2	24
23:00	0-15	0	1	1	15	1	1	2	15
	15-30	2	1	3	12	0	2	2	11
	30-45	0	1	1	11	1	1	2	8
	45-60	0	0	0	5	1	0	1	7
Total/Day		466	468	934	509	507	1015		
		11:15-11:30am		A.M. Peak	57	10:30-10:45am	A.M. Peak	62	
		5:15-5:30pm		P.M. Peak	111	5:00-5:15pm	P.M. Peak	112	

**Olancha Road North of SR 50 (Cortez Boulevard)**

**Traffic Characteristics Estimates - Weekday**

Year: 2008, 2009, 2010, Avg.  
 MOCF: 0.94, 0.94, 0.94  
 FDOT's Rural Conversion Factor: 1.07

ESTIMATED K				
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Wednesday 4/6/2011	5:15-5:30pm	934	111	11.88%
Thursday 4/7/2011	5:00-5:15pm	1015	112	11.03%
Average		975	NA	11.46%
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF			
Estimated K100 =	11.46%	/	0.94	= 12.19%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor			
Estimated K30 =	12.19%	X	1.07	= 13.04%

ESTIMATED D				
Measured Day	Peak Hour	Peak Hour Count		D
		NB + SB	SB	
Wednesday 4/6/2011	5:15-5:30pm	111	42	82.16%
Thursday 4/7/2011	5:00-5:15pm	112	51	54.46%
Average		Estimated D =		58.31%

**SR 700 (McKethan Road) South of SR 50 (Cortez Boulevard)**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011				
	NB	SB	Total NB + SB	Hourly Sum	NB	SB	Total NB + SB	Hourly Sum	
00:00	0-15	12	10	22	22	9	9	18	18
	15-30	4	9	13	35	7	10	17	35
	30-45	16	17	33	68	3	13	16	51
	45-60	9	7	16	84	2	12	14	65
01:00	0-15	11	12	23	85	9	5	40	87
	15-30	3	7	10	82	6	4	10	80
	30-45	12	13	25	74	7	9	16	80
	45-60	3	7	10	68	7	7	14	80
02:00	0-15	2	7	9	54	5	4	9	49
	15-30	13	6	19	63	13	6	19	58
	30-45	12	7	19	57	8	7	15	57
	45-60	7	9	16	63	9	9	18	61
03:00	0-15	12	13	25	79	8	1	9	61
	15-30	13	11	24	84	28	9	37	79
	30-45	16	18	34	99	14	15	29	93
	45-60	24	11	35	118	18	9	27	102
04:00	0-15	10	10	20	113	11	14	25	118
	15-30	12	18	30	119	13	19	32	113
	30-45	25	26	51	136	21	18	39	123
	45-60	38	5	43	144	25	18	43	139
05:00	0-15	18	22	40	164	19	22	41	155
	15-30	20	21	41	175	27	17	44	167
	30-45	21	37	58	182	25	23	48	176
	45-60	30	37	67	206	30	33	63	196
06:00	0-15	52	45	97	263	35	41	76	231
	15-30	54	63	117	309	44	66	110	297
	30-45	47	60	107	358	63	72	135	384
	45-60	31	45	76	367	48	71	119	440
07:00	0-15	52	79	131	401	35	49	84	448
	15-30	59	72	131	445	56	75	131	469
	30-45	45	73	118	456	55	78	133	467
	45-60	53	86	139	519	40	80	120	468
08:00	0-15	52	59	111	499	42	54	96	480
	15-30	46	60	106	474	55	63	118	467
	30-45	37	64	101	457	77	63	140	474
	45-60	65	52	117	435	68	71	139	493
09:00	0-15	60	55	115	439	58	37	95	492
	15-30	78	55	133	466	65	61	126	500
	30-45	68	72	140	505	53	61	114	474
	45-60	79	59	138	526	48	50	98	433
10:00	0-15	61	53	114	525	84	47	131	469
	15-30	67	38	105	497	56	60	116	459
	30-45	49	47	96	453	63	55	118	463
	45-60	63	63	126	441	64	55	119	484
11:00	0-15	55	43	98	425	60	46	106	459
	15-30	92	55	147	467	46	54	100	443
	30-45	60	57	117	488	68	41	109	434
	45-60	71	44	115	477	68	41	109	424
12:00	0-15	64	58	122	501	58	53	111	429
	15-30	65	72	137	491	71	53	124	453
	30-45	62	79	141	515	51	67	118	462
	45-60	56	56	112	512	72	73	145	498
13:00	0-15	61	72	133	523	62	63	125	512
	15-30	58	43	101	487	57	68	125	513
	30-45	69	56	125	471	66	72	138	533
	45-60	63	53	116	475	54	55	109	497
14:00	0-15	61	60	121	443	55	66	121	459
	15-30	64	60	124	466	69	50	119	487
	30-45	66	73	139	480	85	71	156	505
	45-60	53	48	101	465	60	58	118	514
15:00	0-15	83	50	133	497	69	64	133	526
	15-30	71	60	131	504	67	83	170	577
	30-45	81	89	170	535	80	72	152	573
	45-60	85	67	152	586	68	73	141	596
16:00	0-15	70	60	130	583	72	78	150	613
	15-30	68	68	136	588	68	73	141	584
	30-45	101	73	174	582	77	71	148	580
	45-60	90	68	158	598	80	73	153	592
17:00	0-15	60	62	122	590	78	62	140	582
	15-30	94	65	159	613	68	53	121	562
	30-45	77	68	145	584	78	64	142	556
	45-60	64	61	125	551	73	56	129	532
18:00	0-15	60	45	105	534	66	66	132	524
	15-30	60	53	113	488	72	33	105	508
	30-45	47	47	94	437	59	52	111	477
	45-60	34	41	75	387	49	40	89	437
19:00	0-15	42	45	87	369	53	46	99	404
	15-30	43	33	76	332	48	43	91	390
	30-45	55	35	90	328	52	49	101	380
	45-60	24	35	59	312	37	40	77	368
20:00	0-15	36	31	67	292	29	43	72	341
	15-30	38	27	65	281	35	36	71	321
	30-45	22	45	67	258	14	43	57	277
	45-60	26	23	49	248	30	34	64	264
21:00	0-15	31	35	66	247	30	26	56	248
	15-30	17	24	41	223	22	37	59	236
	30-45	26	14	40	196	25	32	57	236
	45-60	17	24	41	188	25	13	38	210
22:00	0-15	24	33	57	179	29	19	48	202
	15-30	16	24	40	178	14	18	32	175
	30-45	8	7	15	153	15	24	39	157
	45-60	16	10	26	138	39	17	56	175
23:00	0-15	10	15	25	106	21	16	39	166
	15-30	16	18	34	100	16	16	32	166
	30-45	25	20	45	130	17	22	39	166
	45-60	5	10	15	119	14	11	25	135
Total/Day	4113	3914	8027		4144	4033	8203		
	8:45-10:00am		A.M. Peak	526	9:15-9:30am		A.M. Peak	500	
	5:15-5:30pm		P.M. Peak	613	4:00-4:15pm		P.M. Peak	613	

**SR 700 (McKethan Road) South of SR 50 (Cortez Boulevard)**

**Traffic Characteristics Estimates - Weekday**

Year: 2008  
 2009  
 2010  
 Avg. 0.94

MOCF: 0.94

FDOT's Rural Conversion Factor: 1.07

ESTIMATED K					
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio	
Wednesday 4/6/2011	5:15-5:30pm	8027	613	7.64%	
Thursday 4/7/2011	4:00-4:15pm	8203	613	7.47%	
Average		8115	NA	7.56%	
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF				
Estimated K100 =	7.56%	/	0.94	=	8.04%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor				
Estimated K30 =	8.04%	X	1.07	=	8.61%

ESTIMATED D					
Measured Day	Peak Hour	Peak Hour Count			D
		NB + SB	NB	SB	
Wednesday 4/6/2011	5:15-5:30pm	613	345	268	56.28%
Thursday 4/7/2011	4:00-4:15pm	613	307	306	50.08%
Average		Estimated D =			53.18%

**SR 50 (Cortez Boulevard) East of McKethan Road/Olancha Road**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011				
	EB	WB	Total EB + WB	Hourly Sum	EB	WB	Total EB + WB	Hourly Sum	
00:00	0-15	5	7	12	12	5	8	13	13
	15-30	5	2	7	19	7	13	20	33
	30-45	4	6	10	29	11	11	22	55
	45-60	6	5	11	40	8	15	23	78
01:00	0-15	6	10	16	44	4	9	48	113
	15-30	0	5	5	42	8	10	18	111
	30-45	6	5	11	43	7	8	15	104
	45-60	1	10	11	43	4	4	8	89
02:00	0-15	6	6	12	39	3	3	6	47
	15-30	6	6	12	46	1	5	6	35
	30-45	6	5	11	46	12	4	16	36
	45-60	11	7	18	53	5	9	14	42
03:00	0-15	6	3	9	50	0	7	7	43
	15-30	5	9	14	52	8	15	23	60
	30-45	9	13	22	63	9	9	18	62
	45-60	8	12	20	65	9	10	19	67
04:00	0-15	10	9	19	75	7	7	14	74
	15-30	7	23	30	91	22	23	45	96
	30-45	20	27	47	116	35	22	57	135
	45-60	23	26	49	145	40	33	73	189
05:00	0-15	18	34	52	178	38	24	62	237
	15-30	22	21	43	191	20	24	44	236
	30-45	35	32	67	211	28	30	58	237
	45-60	28	55	83	245	36	54	90	254
06:00	0-15	47	45	92	285	35	50	85	277
	15-30	43	63	106	348	48	54	102	335
	30-45	46	55	101	382	37	50	87	364
	45-60	59	76	135	434	47	70	117	391
07:00	0-15	41	66	107	449	46	59	105	411
	15-30	61	73	134	477	46	72	118	427
	30-45	59	66	125	501	58	51	109	449
	45-60	63	66	129	495	51	77	128	460
08:00	0-15	64	64	128	516	49	56	105	460
	15-30	54	75	129	511	60	68	128	470
	30-45	82	77	159	545	59	76	135	496
	45-60	74	83	157	573	63	62	125	493
09:00	0-15	73	67	140	585	59	67	126	514
	15-30	73	68	141	597	68	68	136	522
	30-45	65	77	142	580	84	68	152	539
	45-60	71	73	144	567	58	64	122	536
10:00	0-15	86	67	153	580	66	79	145	555
	15-30	71	64	135	574	79	60	139	558
	30-45	85	67	152	584	70	73	143	549
	45-60	79	80	159	599	76	63	139	566
11:00	0-15	84	87	171	617	80	78	158	579
	15-30	65	98	163	635	84	70	154	594
	30-45	78	76	154	637	70	65	135	586
	45-60	88	66	154	632	73	79	152	599
12:00	0-15	76	76	152	613	64	69	133	574
	15-30	88	113	201	661	83	40	123	543
	30-45	65	65	130	637	87	80	167	575
	45-60	65	64	129	612	62	73	135	558
13:00	0-15	52	69	121	581	83	67	150	575
	15-30	67	63	130	510	65	77	142	594
	30-45	62	69	131	511	81	78	159	586
	45-60	57	70	127	509	88	77	165	616
14:00	0-15	78	60	138	546	69	63	131	597
	15-30	70	58	128	544	68	67	135	590
	30-45	69	57	126	539	56	61	117	548
	45-60	74	70	144	556	81	100	181	564
15:00	0-15	78	68	146	544	76	78	154	587
	15-30	79	69	148	564	86	60	146	599
	30-45	79	72	151	589	83	67	150	631
	45-60	79	73	152	597	71	64	135	585
16:00	0-15	108	72	180	631	94	105	199	630
	15-30	76	91	167	650	86	70	156	640
	30-45	85	84	169	669	69	74	143	633
	45-60	103	76	179	695	96	90	186	684
17:00	0-15	88	50	138	653	92	79	171	656
	15-30	94	77	171	657	75	85	160	660
	30-45	76	70	146	634	81	61	142	659
	45-60	78	57	135	590	78	50	128	601
18:00	0-15	74	78	150	602	55	65	120	550
	15-30	80	57	137	568	62	52	114	504
	30-45	59	68	127	549	73	64	137	499
	45-60	54	46	100	514	55	44	99	470
19:00	0-15	55	34	89	453	46	43	89	439
	15-30	39	38	77	393	56	45	101	426
	30-45	56	48	104	370	60	47	107	396
	45-60	34	28	62	332	57	35	92	389
20:00	0-15	35	39	74	317	41	34	75	375
	15-30	41	36	77	317	36	51	87	361
	30-45	56	46	102	315	44	32	76	330
	45-60	42	25	67	320	30	29	59	297
21:00	0-15	23	41	64	310	28	20	48	270
	15-30	34	39	73	306	30	35	65	248
	30-45	35	23	58	262	40	20	60	232
	45-60	20	21	41	238	26	24	50	223
22:00	0-15	23	28	51	223	26	22	48	223
	15-30	20	19	39	189	13	15	28	186
	30-45	21	14	35	166	20	18	38	164
	45-60	8	15	23	148	14	22	36	150
23:00	0-15	13	15	28	128	12	11	23	125
	15-30	8	17	25	112	19	12	31	128
	30-45	20	7	27	104	10	16	26	116
	45-60	10	6	16	97	8	13	21	101
Total/Day		4570	4527	9097		4527	4440	9002	
		12:15-12:30pm		A.M. Peak	661	11:45-12:00pm		A.M. Peak	599
		4:45-5:00pm		P.M. Peak	695	4:45-5:00pm		P.M. Peak	684

**SR 50 (Cortez Boulevard) East of McKethan Road/Olancha Road**  
**Traffic Characteristics Estimates - Weekday**

Year: 2008  
 MOCF: 0.94  
 2010: 0.94  
 Avg.: 0.94

FDOT's Rural Conversion Factor: 1.07

ESTIMATED K					
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio	
Wednesday 4/6/2011	4:45-5:00pm	9097	695	7.64%	
Thursday 4/7/2011	4:45-5:00pm	9002	684	7.60%	
Average		9050	NA	7.62%	
Estimated K100 =	Avg. Pk-Daily / Avg. MOCF				
Estimated K100 =	7.62%	/	0.94	=	8.11%
Estimated K30 =	Est. K100 X FDOT's Rural Conversion Factor				
Estimated K30 =	8.11%	X	1.07	=	8.67%

ESTIMATED D				
Measured Day	Peak Hour	Peak Hour Count		D
		EB + WB	WB	
Wednesday 4/6/2011	4:45-5:00pm	695	372	53.53%
Thursday 4/7/2011	4:45-5:00pm	684	339	50.44%
Average		Estimated D =		51.98%

**US 301 North of SR 50 (Cortez Boulevard)**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011				
	NB	SB	Total NB + SB	Hourly Sum	NB	SB	Total NB + SB	Hourly Sum	
00:00	0-15	11	7	18	18	13	1	14	14
	15-30	5	6	11	29	4	4	8	22
	30-45	2	2	4	33	7	7	14	36
	45-60	12	2	14	47	7	2	9	45
01:00	0-15	2	1	3	32	6	0	13	44
	15-30	1	3	4	25	1	2	3	39
	30-45	3	2	5	26	1	0	1	26
	45-60	3	3	6	18	6	10	16	33
02:00	0-15	2	4	6	21	5	1	6	26
	15-30	5	6	11	28	3	1	4	27
	30-45	5	3	8	31	3	3	6	32
	45-60	3	0	3	28	4	4	8	24
03:00	0-15	5	2	7	29	0	5	5	23
	15-30	3	3	6	24	2	3	5	24
	30-45	5	10	15	31	3	11	14	32
	45-60	2	6	8	36	6	6	12	36
04:00	0-15	3	4	7	36	4	9	12	43
	15-30	4	9	13	43	3	6	9	47
	30-45	5	12	17	45	17	19	36	69
	45-60	16	11	27	64	9	12	21	78
05:00	0-15	9	16	25	62	15	14	29	95
	15-30	18	16	34	103	20	23	43	129
	30-45	16	21	37	123	14	22	36	129
	45-60	18	24	42	138	22	20	42	150
06:00	0-15	21	39	60	173	10	37	47	168
	15-30	36	42	78	217	31	41	72	197
	30-45	31	32	63	243	31	52	83	244
	45-60	28	57	85	286	22	64	86	288
07:00	0-15	31	59	90	316	39	45	84	325
	15-30	42	49	91	329	24	51	75	328
	30-45	29	44	73	339	46	53	99	344
	45-60	44	47	91	345	40	48	88	346
08:00	0-15	43	58	101	356	24	63	87	349
	15-30	39	45	84	349	44	49	93	367
	30-45	38	60	98	374	44	40	84	352
	45-60	34	39	73	356	46	53	109	373
09:00	0-15	27	46	73	328	39	44	83	369
	15-30	40	42	82	326	31	48	79	355
	30-45	38	46	84	312	50	42	92	363
	45-60	48	44	92	331	51	35	86	340
10:00	0-15	37	47	84	342	43	35	78	335
	15-30	54	42	96	356	42	54	96	352
	30-45	57	36	93	365	32	56	88	348
	45-60	44	41	85	358	46	45	91	353
11:00	0-15	47	36	83	357	44	43	87	362
	15-30	50	56	106	367	53	49	102	369
	30-45	51	46	97	371	50	47	97	377
	45-60	52	37	89	375	59	28	87	373
12:00	0-15	54	47	101	393	51	50	101	387
	15-30	57	50	107	394	53	47	100	385
	30-45	36	43	79	376	50	46	96	384
	45-60	52	39	91	378	29	37	66	363
13:00	0-15	41	50	91	368	64	37	101	363
	15-30	50	48	98	359	41	55	96	359
	30-45	65	54	119	399	76	44	120	383
	45-60	40	30	70	378	68	41	109	426
14:00	0-15	63	48	111	398	41	37	78	403
	15-30	43	29	72	372	45	36	81	388
	30-45	46	52	98	351	44	53	97	365
	45-60	60	45	105	386	61	46	107	363
15:00	0-15	72	40	112	387	68	34	102	387
	15-30	53	41	94	409	56	40	96	402
	30-45	50	42	92	403	59	49	108	413
	45-60	69	69	138	436	58	49	107	413
16:00	0-15	59	55	114	438	59	46	105	416
	15-30	56	55	111	455	62	64	126	446
	30-45	71	41	112	475	59	39	98	436
	45-60	72	55	127	464	64	71	135	464
17:00	0-15	81	47	128	478	83	50	133	492
	15-30	81	55	136	503	81	56	137	503
	30-45	62	57	119	510	75	41	116	521
	45-60	62	47	109	492	72	41	113	499
18:00	0-15	69	44	113	477	67	37	104	470
	15-30	54	42	96	437	49	36	85	418
	30-45	50	51	101	419	37	28	65	367
	45-60	42	34	76	386	53	27	80	334
19:00	0-15	36	28	64	337	45	23	68	298
	15-30	34	29	63	304	46	23	69	282
	30-45	35	29	64	267	36	28	64	281
	45-60	43	20	63	254	38	29	67	268
20:00	0-15	39	25	64	254	28	17	45	245
	15-30	42	33	75	266	37	30	67	243
	30-45	27	21	48	250	31	23	54	233
	45-60	38	19	57	244	32	18	50	216
21:00	0-15	26	21	47	227	24	16	40	211
	15-30	27	21	48	200	29	20	49	193
	30-45	36	17	53	205	29	19	48	187
	45-60	26	18	44	192	30	11	41	178
22:00	0-15	20	15	35	180	26	12	38	176
	15-30	13	18	31	163	10	11	21	148
	30-45	20	8	28	138	15	6	21	121
	45-60	15	7	22	116	12	7	19	99
23:00	0-15	9	9	18	99	10	5	15	75
	15-30	21	6	27	95	14	8	22	77
	30-45	10	4	14	81	19	8	27	83
	45-60	8	5	13	72	8	1	9	73
Total/Day		3254	2926	6180		3260	2868	6135	
		12:15-12:30pm		A.M. Peak	394	12:00-12:15pm		A.M. Peak	387
		5:30-5:45pm		P.M. Peak	510	5:30-5:45pm		P.M. Peak	521

**US 301 North of SR 50 (Cortez Boulevard)**  
Traffic Characteristics Estimates - Weekday

Year: 2008, 2009, 2010, Avg.  
MOCF: 0.94, 0.94, 0.94, 0.94  
FDOT's Rural Conversion Factor: 1.07

ESTIMATED K				
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Wednesday 4/6/2011	5:30-5:45pm	6180	510	8.25%
Thursday 4/7/2011	5:30-5:45pm	6135	521	8.49%
Average		6158	NA	8.37%
Estimated K100 = Avg. Pk-Daily / Avg. MOCF				
Estimated K100 =	8.37%	/	0.94	= 8.90%
Estimated K30 = Est. K100 X FDOT's Rural Conversion Factor				
Estimated K30 =	8.90%	X	1.07	= 9.53%

ESTIMATED D				
Measured Day	Peak Hour	Peak Hour Count		D
		NB + SB	SB	
Wednesday 4/6/2011	5:30-5:45pm	510	266	58.04%
Thursday 4/7/2011	5:30-5:45pm	521	303	58.16%
Average		Estimated D =		58.10%

**US 301 South of SR 50 (Cortez Boulevard)**

TIME	Wednesday 4/6/2011				Thursday 4/7/2011				
	NB	SB	Total NB + SB	Hourly Sum	NB	SB	Total NB + SB	Hourly Sum	
00:00	0-15	4	4	8	8	2	3	5	5
	15-30	7	6	13	21	6	7	13	18
	30-45	3	1	4	25	3	9	12	30
	45-60	5	3	8	33	2	1	3	33
01:00	0-15	2	2	4	29	7	6	23	51
	15-30	2	2	4	20	6	4	10	48
	30-45	2	2	4	20	0	2	2	38
	45-60	2	0	2	14	6	5	11	46
02:00	0-15	2	2	4	14	4	2	6	29
	15-30	7	7	14	24	3	12	15	34
	30-45	4	4	8	28	4	3	7	39
	45-60	3	1	4	30	7	9	16	44
03:00	0-15	4	10	14	40	4	0	4	42
	15-30	0	4	4	30	1	5	6	33
	30-45	6	6	12	34	3	6	9	35
	45-60	5	7	12	42	5	8	13	32
04:00	0-15	3	10	13	41	4	9	13	41
	15-30	2	2	4	41	8	14	22	57
	30-45	4	10	14	43	14	14	28	76
	45-60	6	15	21	52	5	17	22	85
05:00	0-15	15	20	35	74	7	19	26	95
	15-30	12	32	44	114	15	33	48	124
	30-45	19	20	39	139	14	22	36	132
	45-60	19	33	52	170	21	31	52	162
06:00	0-15	34	39	73	208	23	32	55	191
	15-30	43	32	75	239	37	38	75	218
	30-45	22	42	64	264	48	42	90	272
	45-60	47	39	86	298	62	39	101	321
07:00	0-15	58	47	105	330	42	42	84	350
	15-30	51	34	85	340	43	37	80	355
	30-45	47	42	89	365	56	42	98	363
	45-60	59	42	101	390	53	33	86	348
08:00	0-15	59	44	103	378	58	26	84	348
	15-30	52	43	95	388	43	45	88	356
	30-45	57	51	108	407	42	41	83	341
	45-60	43	39	82	398	53	55	108	373
09:00	0-15	47	20	67	352	50	38	88	377
	15-30	33	50	83	340	45	32	77	366
	30-45	53	47	100	332	40	57	97	380
	45-60	45	50	95	345	46	50	96	358
10:00	0-15	67	51	118	396	41	49	90	360
	15-30	51	52	103	416	42	53	95	378
	30-45	33	65	98	414	52	47	99	380
	45-60	49	62	111	430	43	40	83	367
11:00	0-15	48	45	93	405	55	43	98	375
	15-30	39	45	84	395	42	50	92	372
	30-45	54	40	94	382	39	45	84	357
	45-60	30	62	92	363	36	68	104	378
12:00	0-15	46	47	93	363	48	50	98	378
	15-30	52	65	117	396	52	56	108	394
	30-45	47	45	92	394	51	56	107	417
	45-60	50	50	100	402	37	52	89	402
13:00	0-15	59	34	93	402	39	61	100	404
	15-30	66	48	114	399	53	50	103	399
	30-45	47	48	95	402	46	45	91	383
	45-60	33	42	75	377	40	42	82	376
14:00	0-15	57	72	129	413	56	64	120	396
	15-30	41	41	82	381	40	43	83	376
	30-45	45	52	97	383	48	50	98	383
	45-60	68	57	125	433	60	55	115	416
15:00	0-15	43	68	111	415	54	37	91	387
	15-30	54	73	127	460	38	46	84	389
	30-45	59	52	111	474	46	53	99	389
	45-60	65	64	129	478	62	60	122	396
16:00	0-15	45	58	103	470	53	54	107	412
	15-30	55	64	119	462	50	57	107	435
	30-45	45	70	115	466	48	67	115	451
	45-60	67	67	134	471	45	80	125	454
17:00	0-15	36	70	106	474	30	58	88	435
	15-30	52	73	125	480	34	72	106	434
	30-45	65	77	142	507	59	71	130	449
	45-60	41	51	92	465	37	57	94	419
18:00	0-15	41	60	101	460	27	60	87	417
	15-30	40	54	94	429	33	47	80	391
	30-45	44	38	82	369	41	42	83	344
	45-60	38	34	72	349	23	31	54	304
19:00	0-15	28	27	55	303	29	34	63	280
	15-30	28	29	57	286	25	28	53	253
	30-45	32	32	64	248	22	20	42	212
	45-60	19	30	49	225	24	17	41	199
20:00	0-15	20	35	55	225	16	26	42	178
	15-30	27	35	62	230	29	28	57	182
	30-45	23	29	52	218	23	15	38	178
	45-60	22	21	43	212	11	22	33	170
21:00	0-15	21	23	44	201	16	23	39	167
	15-30	17	27	44	183	26	18	44	154
	30-45	27	21	48	179	14	10	24	140
	45-60	12	12	24	160	10	19	29	136
22:00	0-15	13	21	34	150	5	19	24	121
	15-30	20	12	32	138	11	21	32	109
	30-45	10	10	20	110	8	19	27	112
	45-60	5	10	15	101	4	10	14	97
23:00	0-15	6	6	12	63	7	6	13	63
	15-30	3	14	17	68	6	8	14	68
	30-45	5	11	16	64	6	11	17	58
	45-60	9	10	19	68	1	3	4	48
Total/Day		3009	3277	6286		2795	3158	5963	
		10:45-11:00am		A.M. Peak	430	12:30-12:45pm		A.M. Peak	417
		5:30-5:45pm		P.M. Peak	507	4:45-5:00pm		P.M. Peak	454

**US 301 South of SR 50 (Cortez Boulevard)**  
Traffic Characteristics Estimates - Weekday

Year: 2008  
 2009: 0.94  
 2010: 0.94  
 Avg.: 0.94

MOCF: 0.94

FDOT's Rural Conversion Factor: 1.07

ESTIMATED K				
Measured Day	Peak Hour	Raw Daily Count	Pk Hr Count	Peak to Daily Ratio
Wednesday 4/6/2011	5:30-5:45pm	6286	507	8.07%
Thursday 4/7/2011	4:45-5:00pm	5963	454	7.61%
Average		6125	NA	7.84%
Estimated K100 = Avg. Pk-Daily / Avg. MOCF				
Estimated K100 =		7.84%	/	0.94 = 8.34%
Estimated K30 = Est. K100 X FDOT's Rural Conversion Factor				
Estimated K30 =		8.34%	X	1.07 = 8.92%

ESTIMATED D				
Measured Day	Peak Hour	Peak Hour Count		D
		NB + SB	NB	SB
Wednesday 4/6/2011	5:30-5:45pm	507	220	287
Thursday 4/7/2011	4:45-5:00pm	454	196	258
Average		Estimated D =		56.72%

***APPENDIX G***

---

***EXISTING (2011) DHV CALCULATIONS***



## SR 50 PD&E Study 2011 AM TMVs (Balanced)

### SR 50 at Lockhart Road

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.TMC	4	N/A	13	2011 Pk.Hr.TMC	N/A	N/A	N/A	2011 Pk.Hr.TMC	N/A	503	17	2011 Pk.Hr.TMC	21	413	N/A
2011% Turns	24%	N/A	76%	2011% Turns	N/A	N/A	N/A	2011% Turns	N/A	97%	3%	2011% Turns	5%	95%	N/A
2011 AADT	1000			2011 AADT	0			2011 AADT	13300			2011 AADT	16800		
K30 0.0974	97			K30 0.0974	0			K30 0.0974	1295			K30 0.0974	1636		
D30 0.4532	44			D30 0.5468	0			D30 0.5468	708			D30 0.4532	741		
<b>2011 AM TMV</b>	<b>11</b>	<b>N/A</b>	<b>33</b>	<b>2011 AM TMV</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>2011 AM TMV</b>	<b>N/A</b>	<b>687</b>	<b>21</b>	<b>2011 AM TMV</b>	<b>37</b>	<b>704</b>	<b>N/A</b>

### SR 50 at Bronson Boulevard/Windmere Road

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.TMC	187	8	57	2011 Pk.Hr.TMC	17	14	22	2011 Pk.Hr.TMC	32	401	162	2011 Pk.Hr.TMC	53	441	12
2011% Turns	74%	3%	23%	2011% Turns	32%	26%	42%	2011% Turns	5%	67%	27%	2011% Turns	10%	87%	2%
2011 AADT	1600			2011 AADT	1300			2011 AADT	20200			2011 AADT	13700		
K30 0.0974	156			K30 0.0974	127			K30 0.0974	1967			K30 0.0974	1334		
D30 0.4532	71			D30 0.5468	69			D30 0.4532	891			D30 0.5468	729		
<b>2011 AM TMV</b>	<b>53</b>	<b>2</b>	<b>16</b>	<b>2011 AM TMV</b>	<b>22</b>	<b>18</b>	<b>29</b>	<b>2011 AM TMV</b>	<b>45</b>	<b>597</b>	<b>249</b>	<b>2011 AM TMV</b>	<b>73</b>	<b>634</b>	<b>22</b>

### SR 50 at Kettering Road/CR 39

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.TMC	16	0	6	2011 Pk.Hr.TMC	9	0	7	2011 Pk.Hr.TMC	6	384	18	2011 Pk.Hr.TMC	12	400	2
2011% Turns	73%	0%	27%	2011% Turns	56%	0%	44%	2011% Turns	1%	94%	4%	2011% Turns	3%	97%	0%
2011 AADT	2500			2011 AADT	500			2011 AADT	13700			2011 AADT	13400		
K30 0.0974	244			K30 0.0974	49			K30 0.0974	1334			K30 0.0974	1305		
D30 0.4532	111			D30 0.5468	27			D30 0.4532	605			D30 0.5468	714		
<b>2011 AM TMV</b>	<b>81</b>	<b>0</b>	<b>30</b>	<b>2011 AM TMV</b>	<b>15</b>	<b>0</b>	<b>12</b>	<b>2011 AM TMV</b>	<b>6</b>	<b>569</b>	<b>30</b>	<b>2011 AM TMV</b>	<b>21</b>	<b>609</b>	<b>0</b>
										<b>594</b>				<b>643</b>	

### SR 50 at SR 700/US98/Olancha Road

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.TMC	134	11	13	2011 Pk.Hr.TMC	1	19	8	2011 Pk.Hr.TMC	3	183	162	2011 Pk.Hr.TMC	8	201	4
2011% Turns	85%	7%	8%	2011% Turns	4%	68%	29%	2011% Turns	1%	53%	47%	2011% Turns	4%	94%	2%
2011 AADT	6600			2011 AADT	900			2011 AADT	13400			2011 AADT	7300		
K30 0.0974	643			K30 0.0974	88			K30 0.0974	1305			K30 0.0974	711		
D30 0.4532	291			D30 0.5468	48			D30 0.4532	591			D30 0.5468	389		
<b>2011 AM TMV</b>	<b>247</b>	<b>20</b>	<b>24</b>	<b>2011 AM TMV</b>	<b>2</b>	<b>33</b>	<b>13</b>	<b>2011 AM TMV</b>	<b>6</b>	<b>313</b>	<b>272</b>	<b>2011 AM TMV</b>	<b>16</b>	<b>366</b>	<b>7</b>

### SR 50 at US 301

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.TMC	31	103	27	2011 Pk.Hr.TMC	9	107	42	2011 Pk.Hr.TMC	39	165	24	2011 Pk.Hr.TMC	25	133	7
2011% Turns	19%	64%	17%	2011% Turns	6%	68%	27%	2011% Turns	17%	72%	11%	2011% Turns	15%	81%	4%
2011 AADT	5700			2011 AADT	4900			2011 AADT	7300			2011 AADT	5700		
K30 0.0974	555			K30 0.0974	477			K30 0.0974	711			K30 0.0974	555		
D30 0.4532	252			D30 0.5468	261			D30 0.4532	322			D30 0.5468	303		
<b>2011 AM TMV</b>	<b>48</b>	<b>161</b>	<b>43</b>	<b>2011 AM TMV</b>	<b>16</b>	<b>177</b>	<b>68</b>	<b>2011 AM TMV</b>	<b>55</b>	<b>232</b>	<b>35</b>	<b>2011 AM TMV</b>	<b>45</b>	<b>245</b>	<b>13</b>

## SR 50 PD&E Study 2011 PM TMVs (Balanced)

### SR 50 at Lockhart Road

NB				SB				EB				WB			
2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right
2011% Turns	52	N/A	35	2011% Turns	N/A	N/A	N/A	2011% Turns	N/A	538	16	2011% Turns	25	621	N/A
2011 AADT	60%	N/A	40%	2011 AADT	0			2011 AADT	13300			2011 AADT	16800		
K30 0.0974	97			K30 0.0974	0			K30 0.0974	1295			K30 0.0974	1636		
D30 0.5468	53			D30 0.4532	0			D30 0.5468	587			D30 0.5468	895		
<b>2011 PM TMV</b>	<del>92</del>	N/A	<del>21</del>	<b>2011 PM TMV</b>	N/A	N/A	N/A	<b>2011 PM TMV</b>	N/A	569	18	<b>2011 PM TMV</b>	36	859	N/A
	52		35												

### SR 50 at Bronson Boulevard/Windmere Road

NB				SB				EB				WB			
2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right
2011% Turns	150	6	65	2011% Turns	24	8	18	2011% Turns	43	531	116	2011% Turns	50	521	11
2011 AADT	68%	3%	29%	2011 AADT	1300			2011 AADT	20200			2011 AADT	13700		
K30 0.0974	156			K30 0.0974	127			K30 0.0974	1967			K30 0.0974	1334		
D30 0.5468	85			D30 0.4532	58			D30 0.5468	1076			D30 0.4532	605		
<b>2011 PM TMV</b>	<del>58</del>	3	<del>24</del>	<b>2011 PM TMV</b>	28	9	21	<b>2011 PM TMV</b>	65	829	182	<b>2011 PM TMV</b>	54	545	6
	150	6	65												

### SR 50 at Kettering Road/CR 39

NB				SB				EB				WB			
2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right
2011% Turns	101	2	42	2011% Turns	3	0	7	2011% Turns	11	504	86	2011% Turns	26	418	5
2011 AADT	70%	1%	29%	2011 AADT	500			2011 AADT	13700			2011 AADT	13400		
K30 0.0974	244			K30 0.0974	49			K30 0.0974	1934			K30 0.0974	1305		
D30 0.5468	133			D30 0.4532	22			D30 0.5468	729			D30 0.4532	591		
<b>2011 PM TMV</b>	93	1	39	<b>2011 PM TMV</b>	7	0	15	<b>2011 PM TMV</b>	15	<del>642</del>	<del>182</del>	<b>2011 PM TMV</b>	35	550	6
										712	127				

### SR 50 at SR 700/US98/Olancha Road

NB				SB				EB				WB			
2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right
2011% Turns	177	19	13	2011% Turns	6	13	9	2011% Turns	14	231	196	2011% Turns	17	236	6
2011 AADT	85%	9%	6%	2011 AADT	900			2011 AADT	13400			2011 AADT	7300		
K30 0.0974	6600			K30 0.0974	88			K30 0.0974	1305			K30 0.0974	711		
D30 0.5468	643			D30 0.4532	40			D30 0.5468	714			D30 0.4532	322		
<b>2011 PM TMV</b>	299	32	21	<b>2011 PM TMV</b>	8	18	14	<b>2011 PM TMV</b>	21	371	322	<b>2011 PM TMV</b>	23	293	6

### SR 50 at US 301

NB				SB				EB				WB			
2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right	2011 Pk.Hr.TMC	Left	Thru	Right
2011% Turns	32	177	56	2011% Turns	10	141	60	2011% Turns	82	161	29	2011% Turns	38	142	7
2011 AADT	12%	67%	21%	2011 AADT	4900			2011 AADT	7300			2011 AADT	5700		
K30 0.0974	5700			K30 0.0974	477			K30 0.0974	711			K30 0.0974	555		
D30 0.5468	555			D30 0.4532	216			D30 0.5468	389			D30 0.4532	252		
<b>2011 PM TMV</b>	36	203	64	<b>2011 PM TMV</b>	11	145	60	<b>2011 PM TMV</b>	117	230	42	<b>2011 PM TMV</b>	50	192	10

***APPENDIX H***

---

***EXISTING (2011) PEAK HOUR FACTOR CALCULATIONS***

## SR 50 PD&E Study 2011 AM TMVs (Balanced)

### SR 50 at Lockhart Road

				NB						SB						EB						WB		
				Left	Thru	Right				Left	Thru	Right				Left	Thru	Right				Left	Thru	Right
2011 Pk.Hr.TMC				4	N/A	13				N/A	N/A	N/A				N/A	503	17				21	413	N/A
2011% Turns				24%	N/A	76%				N/A	N/A	N/A				N/A	97%	3%				5%	95%	N/A
2011 AADT				1000						0						13300						16800		
K30 0.0974				97						0						1295						1636		
D30 0.4532				44						0						708						741		
<b>2011 AM TMV</b>				<b>11</b>	<b>N/A</b>	<b>33</b>				<b>N/A</b>	<b>N/A</b>	<b>N/A</b>				<b>N/A</b>	<b>687</b>	<b>21</b>				<b>37</b>	<b>704</b>	<b>N/A</b>

### SR 50 at Bronson Boulevard/Windmere Road

				NB						SB						EB						WB		
				Left	Thru	Right				Left	Thru	Right				Left	Thru	Right				Left	Thru	Right
2011 Pk.Hr.TMC				187	8	57				17	14	22				32	401	162				53	441	12
2011% Turns				74%	3%	23%				32%	26%	42%				5%	67%	27%				10%	87%	2%
2011 AADT				1600						1300						20200						13700		
K30 0.0974				156						127						1967						1334		
D30 0.4532				71						69						891						729		
<b>2011 AM TMV</b>				<b>53</b>	<b>2</b>	<b>16</b>				<b>22</b>	<b>18</b>	<b>29</b>				<b>45</b>	<b>597</b>	<b>249</b>				<b>73</b>	<b>634</b>	<b>22</b>

### SR 50 at Kettering Road/CR 39

				NB						SB						EB						WB		
				Left	Thru	Right				Left	Thru	Right				Left	Thru	Right				Left	Thru	Right
2011 Pk.Hr.TMC				16	0	6				9	0	7				6	384	18				12	400	2
2011% Turns				73%	0%	27%				56%	0%	44%				1%	94%	4%				3%	97%	0%
2011 AADT				2500						500						13700						13400		
K30 0.0974				244						49						1334						1305		
D30 0.4532				111						27						605						714		
<b>2011 AM TMV</b>				<b>81</b>	<b>0</b>	<b>30</b>				<b>15</b>	<b>0</b>	<b>12</b>				<b>6</b>	<del>568</del> <b>594</b>	<b>30</b>				<b>21</b>	<del>608</del> <b>643</b>	<b>0</b>

### SR 50 at SR 700/US98/Olancha Road

				NB						SB						EB						WB		
				Left	Thru	Right				Left	Thru	Right				Left	Thru	Right				Left	Thru	Right
2011 Pk.Hr.TMC				134	11	13				1	19	8				3	183	162				8	201	4
2011% Turns				85%	7%	8%				4%	68%	29%				1%	53%	47%				4%	94%	2%
2011 AADT				6600						900						13400						7300		
K30 0.0974				643						88						1305						711		
D30 0.4532				291						48						591						389		
<b>2011 AM TMV</b>				<b>247</b>	<b>20</b>	<b>24</b>				<b>2</b>	<b>33</b>	<b>13</b>				<b>6</b>	<b>313</b>	<b>272</b>				<b>16</b>	<b>366</b>	<b>7</b>

### SR 50 at US 301

				NB						SB						EB						WB		
				Left	Thru	Right				Left	Thru	Right				Left	Thru	Right				Left	Thru	Right
2011 Pk.Hr.TMC				31	103	27				9	107	42				39	165	24				25	133	7
2011% Turns				19%	64%	17%				6%	68%	27%				17%	72%	11%				15%	81%	4%
2011 AADT				5700						4900						7300						5700		
K30 0.0974				555						477						711						555		
D30 0.4532				252						261						322						303		
<b>2011 AM TMV</b>				<b>48</b>	<b>161</b>	<b>43</b>				<b>16</b>	<b>177</b>	<b>68</b>				<b>55</b>	<b>232</b>	<b>35</b>				<b>45</b>	<b>245</b>	<b>13</b>

## SR 50 PD&E Study 2011 PM TMVs (Balanced)

### SR 50 at Lockhart Road

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.TMC	52	N/A	35	2011 Pk.Hr.TMC	N/A	N/A	N/A	2011 Pk.Hr.TMC	N/A	538	16	2011 Pk.Hr.TMC	25	621	N/A
2011% Turns	60%	N/A	40%	2011% Turns	N/A	N/A	N/A	2011% Turns	N/A	97%	3%	2011% Turns	4%	96%	N/A
2011 AADT	1000			2011 AADT	0			2011 AADT	13300			2011 AADT	16800		
K30 0.0974	97			K30 0.0974	0			K30 0.0974	1295			K30 0.0974	1636		
D30 0.5468	53			D30 0.4532	0			D30 0.5468	587			D30 0.5468	895		
<b>2011 PM TMV</b>	<del>92</del>	N/A	<del>21</del>	<b>2011 PM TMV</b>	N/A	N/A	N/A	<b>2011 PM TMV</b>	N/A	569	18	<b>2011 PM TMV</b>	36	859	N/A
	52		35												

### SR 50 at Bronson Boulevard/Windmere Road

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.TMC	150	6	65	2011 Pk.Hr.TMC	24	8	18	2011 Pk.Hr.TMC	43	531	116	2011 Pk.Hr.TMC	50	521	11
2011% Turns	68%	3%	29%	2011% Turns	48%	16%	36%	2011% Turns	6%	77%	17%	2011% Turns	9%	90%	2%
2011 AADT	1600			2011 AADT	1300			2011 AADT	20200			2011 AADT	13700		
K30 0.0974	156			K30 0.0974	127			K30 0.0974	1967			K30 0.0974	1334		
D30 0.5468	85			D30 0.4532	58			D30 0.5468	1076			D30 0.4532	605		
<b>2011 PM TMV</b>	<del>58</del>	<del>3</del>	<del>24</del>	<b>2011 PM TMV</b>	28	9	21	<b>2011 PM TMV</b>	65	829	182	<b>2011 PM TMV</b>	54	545	6
	150	6	65												

### SR 50 at Kettering Road/CR 39

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.TMC	101	2	42	2011 Pk.Hr.TMC	3	0	7	2011 Pk.Hr.TMC	11	504	86	2011 Pk.Hr.TMC	26	418	5
2011% Turns	70%	1%	29%	2011% Turns	30%	0%	70%	2011% Turns	2%	84%	14%	2011% Turns	6%	93%	1%
2011 AADT	2500			2011 AADT	500			2011 AADT	13700			2011 AADT	13400		
K30 0.0974	244			K30 0.0974	49			K30 0.0974	1934			K30 0.0974	1305		
D30 0.5468	133			D30 0.4532	22			D30 0.5468	729			D30 0.4532	591		
<b>2011 PM TMV</b>	93	1	39	<b>2011 PM TMV</b>	7	0	15	<b>2011 PM TMV</b>	15	<del>642</del>	<del>182</del>	<b>2011 PM TMV</b>	35	550	6
										712	127				

### SR 50 at SR 700/US98/Olancha Road

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.TMC	177	19	13	2011 Pk.Hr.TMC	6	13	9	2011 Pk.Hr.TMC	14	231	196	2011 Pk.Hr.TMC	17	236	6
2011% Turns	85%	9%	6%	2011% Turns	21%	46%	32%	2011% Turns	3%	52%	44%	2011% Turns	7%	91%	2%
2011 AADT	6600			2011 AADT	900			2011 AADT	13400			2011 AADT	7300		
K30 0.0974	643			K30 0.0974	88			K30 0.0974	1305			K30 0.0974	711		
D30 0.5468	352			D30 0.4532	40			D30 0.5468	714			D30 0.4532	322		
<b>2011 PM TMV</b>	299	32	21	<b>2011 PM TMV</b>	8	18	14	<b>2011 PM TMV</b>	21	371	322	<b>2011 PM TMV</b>	23	293	6

### SR 50 at US 301

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.TMC	32	177	56	2011 Pk.Hr.TMC	10	141	60	2011 Pk.Hr.TMC	82	161	29	2011 Pk.Hr.TMC	38	142	7
2011% Turns	12%	67%	21%	2011% Turns	5%	67%	28%	2011% Turns	30%	59%	11%	2011% Turns	20%	76%	4%
2011 AADT	5700			2011 AADT	4900			2011 AADT	7300			2011 AADT	5700		
K30 0.0974	555			K30 0.0974	477			K30 0.0974	711			K30 0.0974	555		
D30 0.5468	303			D30 0.4532	216			D30 0.5468	389			D30 0.4532	252		
<b>2011 PM TMV</b>	36	203	64	<b>2011 PM TMV</b>	11	145	60	<b>2011 PM TMV</b>	117	230	42	<b>2011 PM TMV</b>	50	192	10

***APPENDIX I***

---

***SIGNAL OPERATION PLANS***



Coordination Patterns

-----  
 Pattern 1

Cycle Length . . . 135 COS . . . . . 111  
 Offset . . . . . 125  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 30 2- 60 3- 0 4- 40  
           Phase 5- 20 6- 60 7- 0 8- 40  
           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 . . . 100 COS . . . . . 211  
 Offset . . . . . 25  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 18 2- 45 3- 0 4- 37  
           Phase 5- 18 6- 45 7- 0 8- 35  
           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	0600	1	NO
2	1	2000	0	NO



Coordination Patterns

-----  
 Pattern 1

Cycle Length . . . 135 COS . . . . . 111  
 Offset . . . . . 81  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 30 2- 60 3- 0 4- 40  
           Phase 5- 30 6- 60 7- 0 8- 40  
           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 . . . 100 COS . . . . . 211  
 Offset . . . . . 81  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 20 2- 45 3- 0 4- 35  
           Phase 5- 20 6- 45 7- 0 8- 35  
           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	0600	1	NO
2	1	2000	0	NO





***APPENDIX J***

---

***EXISTING (2011) INTERSECTION ANALYSIS***

HCM Unsignalized Intersection Capacity Analysis  
1: SR 50 & Lockhart Rd

AM Peak  
8/9/2011



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Volume (veh/h)	687	21	37	704	11	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.90	0.90	0.64	0.64
Hourly flow rate (vph)	790	24	41	782	17	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			814		1263	395
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			814		1263	395
tC, single (s)			4.3		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			95		89	92
cM capacity (veh/h)			771		154	607

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	
Volume Total	395	395	24	41	391	391	17	52	
Volume Left	0	0	0	41	0	0	17	0	
Volume Right	0	0	24	0	0	0	0	52	
cSH	1700	1700	1700	771	1700	1700	154	607	
Volume to Capacity	0.23	0.23	0.01	0.05	0.23	0.23	0.11	0.08	
Queue Length 95th (ft)	0	0	0	4	0	0	9	7	
Control Delay (s)	0.0	0.0	0.0	9.9	0.0	0.0	31.2	11.5	
Lane LOS				A				D	B
Approach Delay (s)	0.0			0.5			16.4		
Approach LOS							C		

Intersection Summary

Average Delay	0.9	
Intersection Capacity Utilization	35.7%	ICU Level of Service A
Analysis Period (min)	15	



# HCM Signalized Intersection Capacity Analysis

## 2: SR 50 & Windmere Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Volume (vph)	45	597	249	73	634	22	187	8	57	22	18	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.87		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	4779		1752	1603		1752	1675	
Flt Permitted	0.36	1.00	1.00	0.38	1.00		0.71	1.00		0.71	1.00	
Satd. Flow (perm)	641	3343	1495	673	4779		1316	1603		1302	1675	
Peak-hour factor, PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.83	0.83	0.83	0.70	0.70	0.70
Adj. Flow (vph)	48	635	265	76	660	23	225	10	69	31	26	41
RTOR Reduction (vph)	0	0	112	0	2	0	0	54	0	0	32	0
Lane Group Flow (vph)	48	635	153	76	681	0	225	25	0	31	35	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	82.6	75.3	75.3	81.0	74.5		28.7	28.7		28.7	28.7	
Effective Green, g (s)	82.6	75.3	75.3	81.0	74.5		28.7	28.7		28.7	28.7	
Actuated g/C Ratio	0.64	0.58	0.58	0.62	0.57		0.22	0.22		0.22	0.22	
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	5.0	4.5	4.5	3.0	4.5		4.5	4.5		4.5	4.5	
Lane Grp Cap (vph)	465	1936	866	469	2739		291	354		287	370	
v/s Ratio Prot	0.01	c0.19		c0.01	0.14			0.02			0.02	
v/s Ratio Perm	0.06		0.10	0.09			c0.17			0.02		
v/c Ratio	0.10	0.33	0.18	0.16	0.25		0.77	0.07		0.11	0.09	
Uniform Delay, d1	8.9	14.2	12.8	9.8	13.8		47.6	40.1		40.4	40.3	
Progression Factor	1.00	1.00	1.00	1.16	1.02		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.5	0.4	0.2	0.2		13.4	0.1		0.3	0.2	
Delay (s)	9.1	14.7	13.3	11.5	14.3		61.0	40.2		40.7	40.5	
Level of Service	A	B	B	B	B		E	D		D	D	
Approach Delay (s)		14.0			14.0			55.6			40.6	
Approach LOS		B			B			E			D	

### Intersection Summary

HCM Average Control Delay	21.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
3: SR 50 & Croom Rital Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↘	↘		↕	
Volume (vph)	6	594	30	21	643	2	81	0	30	15	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Fr <sub>t</sub>	1.00	0.99		1.00	1.00			1.00	0.85		0.94	
Fl <sub>t</sub> Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.97	
Satd. Flow (prot)	1671	3318		1671	3341			1062	950		1739	
Fl <sub>t</sub> Permitted	0.40	1.00		0.38	1.00			0.74	1.00		0.83	
Satd. Flow (perm)	700	3318		661	3341			823	950		1486	
Peak-hour factor, PHF	0.98	0.98	0.98	0.99	0.99	0.99	0.64	0.64	0.64	0.85	0.85	0.85
Adj. Flow (vph)	6	606	31	21	649	2	127	0	47	18	0	14
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	38	0	11	0
Lane Group Flow (vph)	6	635	0	21	651	0	0	127	9	0	21	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	70%	70%	70%	0%	0%	0%
Turn Type	pm+pt		pm+pt		Perm		Perm		Perm			
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	81.8	80.6		87.2	83.3			26.0	26.0		26.0	
Effective Green, g (s)	81.8	80.6		87.2	83.3			26.0	26.0		26.0	
Actuated g/C Ratio	0.63	0.62		0.67	0.64			0.20	0.20		0.20	
Clearance Time (s)	7.0	7.0		7.0	7.0			5.5	5.5		5.5	
Vehicle Extension (s)	3.0	5.0		3.0	5.0			4.0	4.0		4.0	
Lane Grp Cap (vph)	449	2057		474	2141			165	190		297	
v/s Ratio Prot	0.00	0.19		c0.00	c0.19							
v/s Ratio Perm	0.01			0.03				c0.15	0.01		0.01	
v/c Ratio	0.01	0.31		0.04	0.30			0.77	0.05		0.07	
Uniform Delay, d <sub>1</sub>	9.0	11.6		7.3	10.4			49.2	42.0		42.2	
Progression Factor	1.98	1.53		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d <sub>2</sub>	0.0	0.4		0.0	0.4			20.3	0.1		0.1	
Delay (s)	17.8	18.2		7.4	10.8			69.4	42.2		42.3	
Level of Service	B	B		A	B			E	D		D	
Approach Delay (s)		18.2			10.7			62.1			42.3	
Approach LOS		B			B			E			D	

Intersection Summary

HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		
Description: Kettering Rd			
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 4: SR 50 & Olancha Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↗		↘	↗	
Volume (vph)	6	313	272	16	366	7	247	20	24	2	33	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.92		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	3333		1641	1587		1752	1767	
Flt Permitted	0.49	1.00	1.00	0.44	1.00		0.71	1.00		0.73	1.00	
Satd. Flow (perm)	861	3343	1495	770	3333		1231	1587		1339	1767	
Peak-hour factor, PHF	0.83	0.83	0.83	0.82	0.82	0.82	0.92	0.92	0.92	0.68	0.68	0.68
Adj. Flow (vph)	7	377	328	20	446	9	268	22	26	3	49	19
RTOR Reduction (vph)	0	0	205	0	2	0	0	17	0	0	13	0
Lane Group Flow (vph)	7	377	123	20	453	0	268	31	0	3	55	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	10%	10%	10%	3%	3%	3%
Turn Type	Perm		Perm	pm+pt			Perm			Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	24.2	24.2	24.2	30.7	30.7		21.1	21.1		21.1	21.1	
Effective Green, g (s)	24.2	24.2	24.2	30.7	30.7		21.1	21.1		21.1	21.1	
Actuated g/C Ratio	0.38	0.38	0.38	0.48	0.48		0.33	0.33		0.33	0.33	
Clearance Time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	6.0	6.0	6.0	2.5	6.0		5.0	5.0		3.0	3.0	
Lane Grp Cap (vph)	324	1258	563	389	1591		404	521		439	580	
v/s Ratio Prot		0.11		0.00	c0.14			0.02			0.03	
v/s Ratio Perm	0.01		0.08	0.02			c0.22			0.00		
v/c Ratio	0.02	0.30	0.22	0.05	0.28		0.66	0.06		0.01	0.10	
Uniform Delay, d1	12.6	14.1	13.6	9.1	10.2		18.5	14.8		14.5	15.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.4	0.6	0.0	0.3		5.4	0.1		0.0	0.1	
Delay (s)	12.7	14.5	14.2	9.1	10.4		23.9	14.9		14.6	15.1	
Level of Service	B	B	B	A	B		C	B		B	B	
Approach Delay (s)		14.3			10.4			22.5			15.0	
Approach LOS		B			B			C			B	

### Intersection Summary

HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	64.3	Sum of lost time (s)	12.5
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 5: SR 50 & US 301

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	232	35	45	245	13	48	161	43	16	177	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1724		1671	1746		1703	1736		1703	1718	
Flt Permitted	0.58	1.00		0.58	1.00		0.58	1.00		0.62	1.00	
Satd. Flow (perm)	1015	1724		1027	1746		1049	1736		1106	1718	
Peak-hour factor, PHF	0.93	0.93	0.93	0.86	0.86	0.86	0.90	0.90	0.90	0.86	0.86	0.86
Adj. Flow (vph)	59	249	38	52	285	15	53	179	48	19	206	79
RTOR Reduction (vph)	0	7	0	0	2	0	0	13	0	0	19	0
Lane Group Flow (vph)	59	280	0	52	298	0	53	214	0	19	266	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)	19.9	19.9		19.9	19.9		16.5	16.5		16.5	16.5	
Effective Green, g (s)	19.9	19.9		19.9	19.9		16.5	16.5		16.5	16.5	
Actuated g/C Ratio	0.41	0.41		0.41	0.41		0.34	0.34		0.34	0.34	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	417	709		422	718		358	592		377	586	
v/s Ratio Prot		0.16			c0.17			0.12			c0.15	
v/s Ratio Perm	0.06			0.05			0.05			0.02		
v/c Ratio	0.14	0.39		0.12	0.41		0.15	0.36		0.05	0.45	
Uniform Delay, d1	8.9	10.0		8.8	10.1		11.1	12.0		10.7	12.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.8		0.3	0.8		0.4	0.8		0.1	1.2	
Delay (s)	9.2	10.8		9.1	10.9		11.5	12.8		10.8	13.6	
Level of Service	A	B		A	B		B	B		B	B	
Approach Delay (s)		10.5			10.7			12.5			13.4	
Approach LOS		B			B			B			B	

### Intersection Summary

HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	48.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
1: SR 50 & Lockhart Rd

PM Peak  
8/9/2011



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Volume (veh/h)	569	18	36	859	52	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.90	0.90	0.46	0.46
Hourly flow rate (vph)	581	18	40	954	113	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			599		1138	290
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			599		1138	290
tC, single (s)			4.3		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			96		40	89
cM capacity (veh/h)			934		190	712

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	
Volume Total	290	290	18	40	477	477	113	76	
Volume Left	0	0	0	40	0	0	113	0	
Volume Right	0	0	18	0	0	0	0	76	
cSH	1700	1700	1700	934	1700	1700	190	712	
Volume to Capacity	0.17	0.17	0.01	0.04	0.28	0.28	0.60	0.11	
Queue Length 95th (ft)	0	0	0	3	0	0	82	9	
Control Delay (s)	0.0	0.0	0.0	9.0	0.0	0.0	48.6	10.7	
Lane LOS				A				E	B
Approach Delay (s)	0.0			0.4			33.3		
Approach LOS							D		

Intersection Summary

Average Delay	3.7	
Intersection Capacity Utilization	33.7%	ICU Level of Service A
Analysis Period (min)	15	

# HCM Signalized Intersection Capacity Analysis

## 2: SR 50 & Windmere Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	829	182	54	545	11	150	6	65	28	9	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.86		1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	4788		1752	1592		1752	1649	
Flt Permitted	0.38	1.00	1.00	0.28	1.00		0.73	1.00		0.70	1.00	
Satd. Flow (perm)	676	3343	1495	500	4788		1356	1592		1299	1649	
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.88	0.88	0.88	0.87	0.87	0.87
Adj. Flow (vph)	70	891	196	62	626	13	170	7	74	32	10	24
RTOR Reduction (vph)	0	0	73	0	1	0	0	61	0	0	20	0
Lane Group Flow (vph)	70	891	123	62	638	0	170	20	0	32	14	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	89.3	81.6	81.6	85.7	79.8		23.0	23.0		23.0	23.0	
Effective Green, g (s)	89.3	81.6	81.6	85.7	79.8		23.0	23.0		23.0	23.0	
Actuated g/C Ratio	0.69	0.63	0.63	0.66	0.61		0.18	0.18		0.18	0.18	
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	5.0	4.5	4.5	3.0	4.5		4.5	4.5		4.5	4.5	
Lane Grp Cap (vph)	523	2098	938	383	2939		240	282		230	292	
v/s Ratio Prot	c0.01	c0.27		0.01	0.13			0.01			0.01	
v/s Ratio Perm	0.08		0.08	0.10			c0.13			0.02		
v/c Ratio	0.13	0.42	0.13	0.16	0.22		0.71	0.07		0.14	0.05	
Uniform Delay, d1	6.7	12.3	9.8	8.2	11.2		50.3	44.6		45.1	44.4	
Progression Factor	1.00	1.00	1.00	1.58	1.32		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.6	0.3	0.2	0.2		10.5	0.2		0.5	0.1	
Delay (s)	6.9	12.9	10.1	13.1	15.0		60.8	44.8		45.6	44.5	
Level of Service	A	B	B	B	B		E	D		D	D	
Approach Delay (s)		12.1			14.8			55.6			45.1	
Approach LOS		B			B			E			D	

### Intersection Summary

HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: SR 50 & Croom Rital Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑			↘	↘		↕	
Volume (vph)	15	712	127	35	550	6	93	1	39	7	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	1.00			1.00	0.85		0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1671	3267		1671	3337			1708	1524		1697	
Flt Permitted	0.37	1.00		0.23	1.00			0.70	1.00		0.89	
Satd. Flow (perm)	652	3267		405	3337			1259	1524		1540	
Peak-hour factor, PHF	0.85	0.85	0.85	0.79	0.79	0.79	0.46	0.46	0.46	0.63	0.63	0.63
Adj. Flow (vph)	18	838	149	44	696	8	202	2	85	11	0	24
RTOR Reduction (vph)	0	8	0	0	0	0	0	0	68	0	19	0
Lane Group Flow (vph)	18	979	0	44	704	0	0	204	17	0	16	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	0%	0%	0%
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	80.9	78.3		86.7	81.2			26.7	26.7		26.7	
Effective Green, g (s)	80.9	78.3		86.7	81.2			26.7	26.7		26.7	
Actuated g/C Ratio	0.62	0.60		0.67	0.62			0.21	0.21		0.21	
Clearance Time (s)	7.0	7.0		7.0	7.0			5.5	5.5		5.5	
Vehicle Extension (s)	3.0	5.0		3.0	5.0			4.0	4.0		4.0	
Lane Grp Cap (vph)	426	1968		324	2084			259	313		316	
v/s Ratio Prot	0.00	c0.30		c0.01	c0.21							
v/s Ratio Perm	0.03			0.08				c0.16	0.01		0.01	
v/c Ratio	0.04	0.50		0.14	0.34			0.79	0.06		0.05	
Uniform Delay, d1	9.4	14.7		8.6	11.6			49.0	41.5		41.5	
Progression Factor	1.29	1.01		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.0	0.8		0.2	0.4			15.4	0.1		0.1	
Delay (s)	12.1	15.6		8.8	12.0			64.3	41.6		41.6	
Level of Service	B	B		A	B			E	D		D	
Approach Delay (s)		15.6			11.9			57.7			41.6	
Approach LOS		B			B			E			D	

### Intersection Summary

HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		
Description: Kettering Rd			
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 4: SR 50 & Olancha Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	371	322	23	293	6	299	32	21	8	18	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.94		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	3333		1641	1625		1752	1723	
Flt Permitted	0.56	1.00	1.00	0.42	1.00		0.73	1.00		0.72	1.00	
Satd. Flow (perm)	981	3343	1495	745	3333		1269	1625		1329	1723	
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	24	422	366	25	315	6	318	34	22	9	19	15
RTOR Reduction (vph)	0	0	227	0	2	0	0	14	0	0	10	0
Lane Group Flow (vph)	24	422	139	25	319	0	318	42	0	9	24	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	10%	10%	10%	3%	3%	3%
Turn Type	Perm		Perm	pm+pt			Perm			Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	25.9	25.9	25.9	32.4	32.4		23.4	23.4		23.4	23.4	
Effective Green, g (s)	25.9	25.9	25.9	32.4	32.4		23.4	23.4		23.4	23.4	
Actuated g/C Ratio	0.38	0.38	0.38	0.47	0.47		0.34	0.34		0.34	0.34	
Clearance Time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	6.0	6.0	6.0	2.5	6.0		5.0	5.0		3.0	3.0	
Lane Grp Cap (vph)	372	1268	567	374	1581		435	557		455	590	
v/s Ratio Prot		c0.13		0.00	c0.10			0.03			0.01	
v/s Ratio Perm	0.02		0.09	0.03			c0.25			0.01		
v/c Ratio	0.06	0.33	0.24	0.07	0.20		0.73	0.07		0.02	0.04	
Uniform Delay, d1	13.5	15.1	14.5	9.8	10.4		19.7	15.1		14.9	15.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.4	0.6	0.1	0.2		7.5	0.1		0.0	0.0	
Delay (s)	13.7	15.5	15.1	9.8	10.6		27.2	15.3		14.9	15.0	
Level of Service	B	B	B	A	B		C	B		B	B	
Approach Delay (s)		15.3			10.6			25.4			15.0	
Approach LOS		B			B			C			B	

### Intersection Summary

HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	68.3	Sum of lost time (s)	19.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 5: SR 50 & US 301

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	230	42	50	192	10	36	203	64	11	145	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1719		1671	1746		1703	1728		1703	1714	
Flt Permitted	0.61	1.00		0.55	1.00		0.61	1.00		0.58	1.00	
Satd. Flow (perm)	1069	1719		976	1746		1091	1728		1037	1714	
Peak-hour factor, PHF	0.84	0.84	0.84	0.83	0.83	0.83	0.94	0.94	0.94	0.85	0.85	0.85
Adj. Flow (vph)	139	274	50	60	231	12	38	216	68	13	171	71
RTOR Reduction (vph)	0	9	0	0	2	0	0	16	0	0	20	0
Lane Group Flow (vph)	139	315	0	60	241	0	38	268	0	13	222	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)	21.1	21.1		21.1	21.1		17.0	17.0		17.0	17.0	
Effective Green, g (s)	21.1	21.1		21.1	21.1		17.0	17.0		17.0	17.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.34	0.34		0.34	0.34	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	450	724		411	735		370	586		352	582	
v/s Ratio Prot		c0.18			0.14			c0.16			0.13	
v/s Ratio Perm	0.13			0.06			0.03			0.01		
v/c Ratio	0.31	0.44		0.15	0.33		0.10	0.46		0.04	0.38	
Uniform Delay, d1	9.6	10.3		8.9	9.7		11.3	12.9		11.1	12.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.9		0.3	0.5		0.3	1.2		0.1	0.9	
Delay (s)	10.5	11.2		9.3	10.3		11.6	14.1		11.2	13.4	
Level of Service	B	B		A	B		B	B		B	B	
Approach Delay (s)		11.0			10.1			13.8			13.3	
Approach LOS		B			B			B			B	

### Intersection Summary

HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	50.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

***APPENDIX K***

---

***EXISTING (2011) SEGMENT ANALYSIS***

## Arterial Level of Service: EB SR 50

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bronson Rd	I	45	18.2	16.1	34.3	0.18	18.4	E
Kettering Rd	I	52	57.2	19.6	76.8	0.82	38.7	B
Mckethan Rd	I	50	141.2	15.5	156.7	1.98	45.5	A
US 301	I	55	99.0	12.9	111.9	1.51	48.6	A
Total	I		315.6	64.1	379.7	4.49	42.6	A

## Arterial Level of Service: WB SR 50

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	I	55	36.8	13.4	50.2	0.47	33.8	C
Olancha Rd	I	55	99.0	12.0	111.0	1.51	49.0	A
Croom Rital Rd	I	55	129.6	10.3	139.9	1.98	51.0	A
Windmere Rd	I	52	57.2	15.5	72.7	0.82	40.8	B
Total	I		322.6	51.2	373.8	4.79	46.1	A

---

 Arterial Level of Service: EB SR 50
 

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bronson Rd	I	45	18.2	14.1	32.3	0.18	19.5	E
Kettering Rd	I	52	57.2	16.5	73.7	0.82	40.3	B
Mckethan Rd	I	50	141.2	16.6	157.8	1.98	45.2	A
US 301	I	55	99.0	13.3	112.3	1.51	48.4	A
Total	I		315.6	60.5	376.1	4.49	43.0	A

---

 Arterial Level of Service: WB SR 50
 

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	I	55	36.8	12.3	49.1	0.47	34.6	B
Olancha Rd	I	55	99.0	12.2	111.2	1.51	48.9	A
Croom Rital Rd	I	55	129.6	12.0	141.6	1.98	50.4	A
Windmere Rd	I	52	57.2	16.3	73.5	0.82	40.4	B
Total	I		322.6	52.8	375.4	4.79	45.9	A

***APPENDIX L***

---

***SAFETY RATIOS FROM CRASH ANALYSIS***

**SR 50 - Lockhart Rd to West of I-75 (MP 3.031 - 3.768)**

Year	ADT	Crashes	Segment Length	M	R	K	R/M	1/2M	SQUARE ROOT(R/M)	C	ACR	SAFETY RATIO
2005	25,000	1	0.74	6.725	0.598	1.645	0.089	0.074	0.298	1.014	0.149	0.147
2006	19,900	3	0.74	5.353	0.597	1.645	0.112	0.093	0.334	1.053	0.560	0.532
2007	19,900	2	0.74	5.353	0.626	1.645	0.117	0.093	0.342	1.095	0.374	0.341
2008	18,800	2	0.74	5.057	0.551	1.645	0.109	0.099	0.330	0.995	0.395	0.397
2009	17,600	5	0.74	4.734	0.563	1.645	0.119	0.106	0.345	1.025	1.056	1.031
											Average	0.490

SR 50 - Lockhart Rd to West of I-75 (MP 3.031 - 3.768)

2005

Actual Crash Rate = 0.149

Critical Crash Rate = 1.014

Safety Ratio = 0.147

2006

Actual Crash Rate = 0.560

Critical Crash Rate = 1.053

Safety Ratio = 0.532

2007

Actual Crash Rate = 0.374

Critical Crash Rate = 1.095

Safety Ratio = 0.341

2008

Actual Crash Rate = 0.395

Critical Crash Rate = 0.995

Safety Ratio = 0.397

2009

Actual Crash Rate = 1.056

Critical Crash Rate = 1.025

Safety Ratio = 1.031

Notes:

M = Average Vehicle exposure for one year on segment (million vehicles)

R = Average Crash Rate

K = Constant

C = Critical Crash Rate

ACR = Actual Crash Rate

**SR 50 - East of Bronson Blvd / Windmere Rd to West of Kettering Rd / Croom Rital Rd (MP 4.318 - 4.957)**

Year	ADT	Crashes	Segment Length	M	R	K	R/M	1/2M	SQUARE ROOT(R/M)	C	ACR	SAFETY RATIO
2005	21,000	9	0.64	4.898	0.598	1.645	0.122	0.102	0.349	1.071	1.838	1.716
2006	18,700	6	0.64	4.361	0.597	1.645	0.137	0.115	0.370	1.091	1.376	1.261
2007	19,100	3	0.64	4.455	0.626	1.645	0.141	0.112	0.375	1.130	0.673	0.596
2008	21,500	8	0.64	5.015	0.551	1.645	0.110	0.100	0.331	0.997	1.595	1.601
2009	15,700	9	0.64	3.662	0.563	1.645	0.154	0.137	0.392	1.071	2.458	2.294
											Average	1.494

SR 50 - East of Bronson Blvd / Windmere Rd to West of Kettering Rd / Croom Rital Rd (MP 4.318 - 4.957)

2005

Actual Crash Rate = 1.838

Critical Crash Rate = 1.071

Safety Ratio = 1.716

2006

Actual Crash Rate = 1.376

Critical Crash Rate = 1.091

Safety Ratio = 1.261

2007

Actual Crash Rate = 0.673

Critical Crash Rate = 1.130

Safety Ratio = 0.596

2008

Actual Crash Rate = 1.595

Critical Crash Rate = 0.997

Safety Ratio = 1.601

2009

Actual Crash Rate = 2.458

Critical Crash Rate = 1.071

Safety Ratio = 2.294

Notes:

M = Average Vehicle exposure for one year on segment (million vehicles)

R = Average Crash Rate

K = Constant

C = Critical Crash Rate

ACR = Actual Crash Rate

**SR 50 - Kettering Rd / Croom Rital Rd to US98 / SR700 / McKethan Rd / Olancha Rd (MP 5.148 - 6.930)**

Year	ADT*	Crashes	Segment Length	M	R	K	R/M	1/2M	SQUARE ROOT(R/M)	C	ACR	SAFETY RATIO
2005	19,900	9	1.78	12.944	0.598	1.645	0.046	0.039	0.215	0.913	0.695	0.762
2006	13,950	4	1.78	9.073	0.597	1.645	0.066	0.055	0.257	0.964	0.441	0.457
2007	13,850	2	1.78	9.008	0.626	1.645	0.069	0.056	0.264	1.004	0.222	0.221
2008	14,750	2	1.78	9.594	0.551	1.645	0.057	0.052	0.240	0.893	0.208	0.233
2009	11,750	5	1.78	7.643	0.563	1.645	0.074	0.065	0.271	0.944	0.654	0.693
											Average	0.473

SR 50 - Kettering Rd / Croom Rital Rd to US98 / SR700 / McKethan Rd / Olancha Rd (MP 5.148 - 6.930)

2005

Actual Crash Rate = 0.695

Critical Crash Rate = 0.913

Safety Ratio = 0.762

2006

Actual Crash Rate = 0.441

Critical Crash Rate = 0.964

Safety Ratio = 0.457

2007

Actual Crash Rate = 0.222

Critical Crash Rate = 1.004

Safety Ratio = 0.221

2008

Actual Crash Rate = 0.208

Critical Crash Rate = 0.893

Safety Ratio = 0.233

2009

Actual Crash Rate = 0.654

Critical Crash Rate = 0.944

Safety Ratio = 0.693

Notes:

M = Average Vehicle exposure for one year on segment (million vehicles)

R = Average Crash Rate

K = Constant

C = Critical Crash Rate

ACR = Actual Crash Rate



**SR 50 - US98 / SR700 / McKethan Rd / Olancha Rd to US301 / SR35 / Treiman Blvd (MP 7.121 - 8.447)**

Year	ADT	Crashes	Segment Length	M	R	K	R/M	1/2M	SQUARE ROOT(R/M)	C	ACR	SAFETY RATIO
2005	18,800	3	1.33	9.099	0.573	1.645	0.063	0.055	0.251	0.931	0.330	0.354
2006	9,200	5	1.33	4.453	0.597	1.645	0.134	0.112	0.366	1.087	1.123	1.033
2007	8,600	1	1.33	4.162	0.628	1.645	0.151	0.120	0.388	1.147	0.240	0.209
2008	8,000	0	1.33	3.872	0.537	1.645	0.139	0.129	0.372	1.020	0.000	0.000
2009	7,800	1	1.33	3.775	0.585	1.645	0.155	0.132	0.394	1.100	0.265	0.241
											Average	0.367

SR 50 - US98 / SR700 / McKethan Rd / Olancha Rd to US301 / SR35 / Treiman Blvd (MP 7.121 - 8.447)

2005

Actual Crash Rate = 0.330

Critical Crash Rate = 0.931

Safety Ratio = 0.354

2006

Actual Crash Rate = 1.123

Critical Crash Rate = 1.087

Safety Ratio = 1.033

2007

Actual Crash Rate = 0.240

Critical Crash Rate = 1.147

Safety Ratio = 0.209

2008

Actual Crash Rate = 0.000

Critical Crash Rate = 1.020

Safety Ratio = 0.000

2009

Actual Crash Rate = 0.265

Critical Crash Rate = 1.100

Safety Ratio = 0.241

Notes:

M = Average Vehicle exposure for one year on segment (million vehicles)

R = Average Crash Rate

K = Constant

C = Critical Crash Rate

ACR = Actual Crash Rate

**SR 50 @ Bronson Blvd / Windmere Rd (MP 4.159 - 4.317)**

Year	ADT	Crashes	V	A	K	A/V	1/2V	SQUARE ROOT(A/V)	C	ACR	SAFETY RATIO
2005	23,500	7	8.578	0.294	1.645	0.034276	0.058	0.185	0.540	0.816	1.511
2006	20,900	5	7.629	0.298	1.645	0.039064	0.066	0.198	0.558	0.655	1.175
2007	21,300	5	7.775	0.290	1.645	0.037301	0.064	0.193	0.543	0.643	1.184
2008	24,000	9	8.760	0.265	1.645	0.030251	0.057	0.174	0.494	1.027	2.080
2009	17,500	8	6.388	0.287	1.645	0.044892	0.078	0.212	0.557	1.252	2.249
										Average	1.640

SR 50 @ Bronson Blvd / Windmere Rd (MP 4.159 - 4.317)

2005

Actual Crash Rate = 0.816

Critical Crash Rate = 0.540

Safety Ratio = 1.511

2006

Actual Crash Rate = 0.655

Critical Crash Rate = 0.558

Safety Ratio = 1.175

2007

Actual Crash Rate = 0.643

Critical Crash Rate = 0.543

Safety Ratio = 1.184

2008

Actual Crash Rate = 1.027

Critical Crash Rate = 0.494

Safety Ratio = 2.080

2009

Actual Crash Rate = 1.252

Critical Crash Rate = 0.557

Safety Ratio = 2.249

Notes:

V= Average Vehicle exposure for one year at spot (million vehicles)

A = Average Crash Rate

K = Constant

C = Critical Crash Rate

ACR = Actual Crash Rate

**SR 50 @ Kettering Rd / Croom Rital Rd (MP 4.958 - 5.147)**

Year	ADT	Crashes	V	A	K	A/V	1/2V	SQUARE ROOT(A/V)	C	ACR	SAFETY RATIO
2005	24,800	5	9.052	0.294	1.645	0.032479	0.055	0.180	0.535	0.552	1.032
2006	22,100	2	8.067	0.298	1.645	0.036943	0.062	0.192	0.552	0.248	0.449
2007	22,600	5	8.249	0.290	1.645	0.035156	0.061	0.187	0.538	0.606	1.127
2008	25,400	2	9.271	0.265	1.645	0.028584	0.054	0.169	0.489	0.216	0.441
2009	18,600	4	6.789	0.287	1.645	0.042237	0.074	0.206	0.551	0.589	1.069
										Average	0.824

SR 50 @ Kettering Rd / Croom Rital Rd (MP 4.958 - 5.147)

2005

Actual Crash Rate = 0.552

Critical Crash Rate = 0.535

Safety Ratio = 1.032

2006

Actual Crash Rate = 0.248

Critical Crash Rate = 0.552

Safety Ratio = 0.449

2007

Actual Crash Rate = 0.606

Critical Crash Rate = 0.538

Safety Ratio = 1.127

2008

Actual Crash Rate = 0.216

Critical Crash Rate = 0.489

Safety Ratio = 0.441

2009

Actual Crash Rate = 0.589

Critical Crash Rate = 0.551

Safety Ratio = 1.069

Notes:

V= Average Vehicle exposure for one year at spot (million vehicles)

A = Average Crash Rate

K = Constant

C = Critical Crash Rate

ACR = Actual Crash Rate

**SR 50 @ US98 / SR700 / McKethan Rd / Olancha Rd (MP 6.931 - 7.120)**

Year	ADT	Crashes	V	A	K	A/V	1/2V	SQUARE ROOT(A/V)	C	ACR	SAFETY RATIO
2005	25,400	3	9.271	0.294	1.645	0.031712	0.054	0.178	0.533	0.324	0.607
2006	16,000	5	5.840	0.298	1.645	0.051027	0.086	0.226	0.584	0.856	1.466
2007	15,300	7	5.585	0.290	1.645	0.051929	0.090	0.228	0.575	1.253	2.179
2008	14,300	3	5.220	0.265	1.645	0.050771	0.096	0.225	0.540	0.575	1.065
2009	14,300	8	5.220	0.287	1.645	0.054938	0.096	0.234	0.577	1.533	2.659
										Average	1.595

SR 50 @ US98 / SR700 / McKethan Rd / Olancha Rd (MP 6.931 - 7.120)

2005

Actual Crash Rate = 0.324

Critical Crash Rate = 0.533

Safety Ratio = 0.607

2006

Actual Crash Rate = 0.856

Critical Crash Rate = 0.584

Safety Ratio = 1.466

2007

Actual Crash Rate = 1.253

Critical Crash Rate = 0.575

Safety Ratio = 2.179

2008

Actual Crash Rate = 0.575

Critical Crash Rate = 0.540

Safety Ratio = 1.065

2009

Actual Crash Rate = 1.533

Critical Crash Rate = 0.577

Safety Ratio = 2.659

Notes:

V= Average Vehicle exposure for one year at spot (million vehicles)

A = Average Crash Rate

K = Constant

C = Critical Crash Rate

ACR = Actual Crash Rate

**SR 50 @ US301 / SR35 / Treiman Blvd (MP 8.448 - 8.638)**

Year	ADT	Crashes	V	A	K	A/V	1/2V	SQUARE ROOT(A/V)	C	ACR	SAFETY RATIO
2005	24,800	3	9.052	0.235	1.645	0.025961	0.055	0.161	0.445	0.331	0.745
2006	15,400	4	5.621	0.229	1.645	0.04074	0.089	0.202	0.472	0.712	1.507
2007	14,600	0	5.329	0.260	1.645	0.04879	0.094	0.221	0.530	0.000	0.000
2008	13,600	2	4.964	0.223	1.645	0.044923	0.101	0.212	0.471	0.403	0.856
2009	13,600	3	4.964	0.230	1.645	0.046334	0.101	0.215	0.483	0.604	1.250
										Average	0.872

SR 50 @ US301 / SR35 / Treiman Blvd (MP 8.448 - 8.638)

2005

Actual Crash Rate = 0.331

Critical Crash Rate = 0.445

Safety Ratio = 0.745

2006

Actual Crash Rate = 0.712

Critical Crash Rate = 0.472

Safety Ratio = 1.507

2007

Actual Crash Rate = 0.000

Critical Crash Rate = 0.530

Safety Ratio = 0.000

2008

Actual Crash Rate = 0.403

Critical Crash Rate = 0.471

Safety Ratio = 0.856

2009

Actual Crash Rate = 0.604

Critical Crash Rate = 0.483

Safety Ratio = 1.250

Notes:

V= Average Vehicle exposure for one year at spot (million vehicles)

A = Average Crash Rate

K = Constant

C = Critical Crash Rate

ACR = Actual Crash Rate

***APPENDIX M***

---

***FUTURE TRAFFIC DEVELOPMENT MEMO***

**Date:** June 30, 2011

**REVISED  
VERSION 2**

**To:** Waddah Farah – FDOT D7  
Peter Maas – FDOT D7  
Elaine Martino – FDOT D7  
Kirk Bogen – FDOT D7  
Robin Rhinesmith – FDOT D7

**cc:** Thirulokesh Krishnan – ATKINS  
Doug Reed – ATKINS

**From:** Naresh Kotari – ATKINS

**Reference:** **Development of Future Traffic Volumes**  
SR 50 (Cortez Blvd.) from Lockhart Rd to US 301 Corridor Study  
Financial Project Number: 416732-2

## **Analysis of available Annual Average Daily Traffic (AADT) volumes from various sources**

For the development of future Annual Average Daily Traffic (AADT) volumes along SR 50 (Cortez Blvd.) from Lockhart Rd to US 301 the following data sources were referred:

- Tampa Bay Regional Planning Model (TBRPM) Version 7.0 – 2006 Validation & 2035 Cost Feasible Model
- 2010 Florida Traffic Information (FTI) DVD - Historical AADT volumes
- I-75 PD&E Study 2030 AADT volumes
- 2011 AADT volumes obtained for the study.

Attachment 1 – Shows six different methodologies and yearly growth rates calculated along SR 50 study corridor. Methodology 1 uses historical AADT data from 2005 to 2009 and it indicates that there is a negative growth of approximately -4% - -5%. Methodologies 2-5 & 7 indicate that traffic along SR 50 (within the study corridor) will grow by approximately 10% - 18%. Methodology 6 which uses NCHRP Report 255 procedure, indicates that the traffic along SR 50 grows by 8% (adjacent to I-75) and 5% - 3% (adjacent to US 301) from validation year to 2035.

The future traffic development memo that was sent on June 3, 2011 indicated that growth rates obtained from Methodology 6 will be utilized. However, the project scope indicated that the design year I-75 ramps and SR 50 traffic volumes developed for the I-75 PD&E Study (Preliminary Engineering Report, I-75 (SR 93) Project Development and Environment Study



**Atkins North America, Inc.**  
4030 West Boy Scout Boulevard, Suite 700  
Tampa, Florida 33607

**Telephone: +1.813.282.7275**

**[www.atkinsglobal.com/northamerica](http://www.atkinsglobal.com/northamerica)**

from north of SR 52 to south of CR 476B, Federal Aid Project Number 0751-120I, June 2007) needs to be fitted/balanced along with the traffic volumes developed for this study. This exercise indicated that the growth rates from Methodology 6 will not adequately represent the growth in traffic near SR 50 and I-75 interchange.

Updated growth rate percentages that will be used for this study are presented in Attachment 1 in Table 1: Recommended Growth Rates. These recommended growth rates were an average of growth rates calculated from Methodology 4 and Methodology 7. It should also be noted that 2030 traffic volumes from the I-75 PD&E Study will be used as is and will not be projected to 2035 with 15% growth because the current trends (past four years 2007-2011) show a decrease in traffic volumes along SR 50.



### Growth Rates

**Methodology 1: Trend Extrapolation**

Year	SR 50 W of I-75	SR 50 E of I-75	SR 50 W of US 301	SR 50 E of US 301
2006	19,900	18,700	9,200	7,300
2007	19,900	19,100	8,600	7,000
2008	18,800	21,500	8,000	6,500
2009	17,600	15,700	7,800	6,400
2010	16,800	15,300	7,200	5,700
<b>2035</b>	<b>-4,350</b>	<b>-9,480</b>	<b>-4,800</b>	<b>-3,680</b>
	<b>-4%</b>	<b>-5%</b>	<b>-5%</b>	<b>-5%</b>

Source: 2010 FTI DVD Historical AADT Volumes

- 1. SR 50 Traffic Volumes Adjacent to I-75 only
- 2. SR 50 Traffic Volumes Adjacent to I-75 & US 301

Average Growth	
I-75 <sup>1</sup>	All <sup>2</sup>
-4%	-5%

**Methodology 2: Growth Rate (Calculated using 2010 AADT and 2035 Model AADT)**

Year	West of I-75	East of I-75	West of US 301	East of US 301
2010	16,800	15,300	7,200	5,700
2035	79,100	75,100	24,700	12,300
<b>Growth</b>	<b>15%</b>	<b>16%</b>	<b>10%</b>	<b>5%</b>

Source: 2010 FTI DVD & 2035 AADT Traffic Volumes from 2035 Cost Feasible Model (TBRPM V7.0)

Average Growth	
I-75 <sup>1</sup>	All <sup>2</sup>
15%	11%

**Methodology 3 - I-75 PD&E Study (Calculated using 2010 AADT and I-75 PD&E Study 2030 AADT volumes)**

Year	West of I-75	East of I-75
2010	16,800	15,300
2030	64,000	75,000
<b>Growth</b>	<b>14%</b>	<b>20%</b>

Source: 2010 FTI DVD & 2030 AADT Traffic Volumes from I-75 PD&E Study

Average Growth	
I-75 <sup>1</sup>	
17%	

**Methodology 4 - Growth Rate (Calculated using 2011 Traffic Count AADT and 2035 Model AADT)**

Year	West of I-75	East of I-75	West of US 301	East of US 301
2011	16,000	20,200	7,300	4,500
2035	79,100	75,100	24,700	12,300
<b>Growth</b>	<b>16%</b>	<b>11%</b>	<b>10%</b>	<b>7%</b>

Source: 2011 Traffic Counts (obtained for SR 50 Study) & 2035 AADT Traffic Volumes from 2035 Cost Feasible Model (TBRPM V7.0)

Average Growth	
I-75 <sup>1</sup>	All <sup>2</sup>
14%	11%

**Methodology 5 - Growth Rate (Calculated using 2011 Traffic Count AADT and 2035 TREND Spreadsheet AADT\*)**

Year	West of I-75	East of I-75	West of US 301	East of US 301
2011	16,000	20,200	7,300	4,500
2035	84,000	77,700	50,400	24,700
<b>Growth</b>	<b>18%</b>	<b>12%</b>	<b>25%</b>	<b>19%</b>

Average Growth	
I-75 <sup>1</sup>	All <sup>2</sup>
15%	18%

\* Used 2000 to 2010 FTI AADT (when available) and 2035 Model AADT in TREND Spreadsheet.

**Methodology 6 - NCHRP Report 255 procedure**

mocf = 0.94

Count Station Number	DESCRIPTION		1	2	3	4= 1*mocf	5= 2*mocf	6=(3/4)*5	7=(3-4)+5	8=(6+7)/2	9=(4/3)	10=(8/3)
	FROM	TO	2006 Model PSWADT	2035 Model PSWADT	2006 COUNT AADT	2006 Model AADT	2035 Model AADT	Smoothing		2035 Average AADT	2006 Vol/Count AADT	2035/2006 Growth Ratio
	SR 50 (With Adopted 2035 Network)							Adj Ratio AADT	Adj Diff AADT			
46	Lockhart	I-75	29,900	84,100	19,900	28,106	79,054	55,973	70,848	63,410	1.41	8%
18	I-75	Kettering	31,600	79,900	18,700	29,704	75,106	47,283	64,102	55,692	1.59	8%
25	Kettering	US 301	11,750	26,300	9,200	11,045	24,722	20,592	22,877	21,735	1.20	5%
24	US 301	East	7,100	13,100	7,300	6,674	12,314	13,469	12,940	13,205	0.91	3%

Source: TBRPM V7.0 & Historical AADT Data from 2010 FTI

**Methodology 7 - I-75 PD&E Study (Calculated using 2011 Traffic Count AADT and I-75 PD&E Study 2030 AADT volumes)**

Year	West of I-75	East of I-75
2011	16,000	20,200
2030	64,000	75,000
<b>Growth</b>	<b>16%</b>	<b>14%</b>

Average Growth
I-75 <sup>1</sup>
15%

Source: 2011 Traffic Counts (obtained for SR 50 Study) & 2030 AADT Traffic Volumes from I-75 PD&E Study

## MODEL DATA - 2006 Validation Year and 2035 Cost Feasible Year

### 2035 Model AADT - TBRPM - V7.0

	Segment 1	Segment 2	Segment 3	Min/Med	MOCF	AADT
Lockhard Road to I-75 (Main line)	68,000	68,000	84,100			
Frontage Road North of SR 50 (Bi-Directional)	12,200	16,100				
Frontage Road South of SR 50 (Bi-Directional)			7,100			
<b>TOTAL</b>	<b>80,200</b>	<b>84,100</b>	<b>91,200</b>	<b>84,100</b>	<b>0.94</b>	<b>79,100</b>
I-75 to Kettering Road (Main line)	70,500	70,500	67,700			
<b>SR 50</b> Frontage Road North of SR 50 (Bi-Directional)	9,500	7,300				
Frontage Road South of SR 50 (Bi-Directional)	16,100	2,100	7,800			
<b>TOTAL</b>	<b>96,100</b>	<b>79,900</b>	<b>75,500</b>	<b>79,900</b>	<b>0.94</b>	<b>75,100</b>
Kettering Road to McKethan Road	61,900	55,600	46,200	55,600	0.94	52,300
McKethan Road to US 301	28,600	24,000		26,300	0.94	24,700
East of US 301	13,100			13,100	0.94	12,300

### 2006 Model AADT - TBRPM - V7.0

Lockhard Road to I-75 (Main line)	29,300	29,900	30,500	29,900	0.94	28,100
I-75 to Kettering Road (Main line)	32,400	31,600	29,700	31,600	0.94	29,700
<b>SR 50</b> Kettering Road to McKethan Road	29,100	27,200	22,400	27,200	0.94	25,600
McKethan Road to US 301	12,100	11,400		11,750	0.94	11,000
East of US 301			7,100	7,100	0.94	6,700

**Table 1: Recommended Growth Rates**

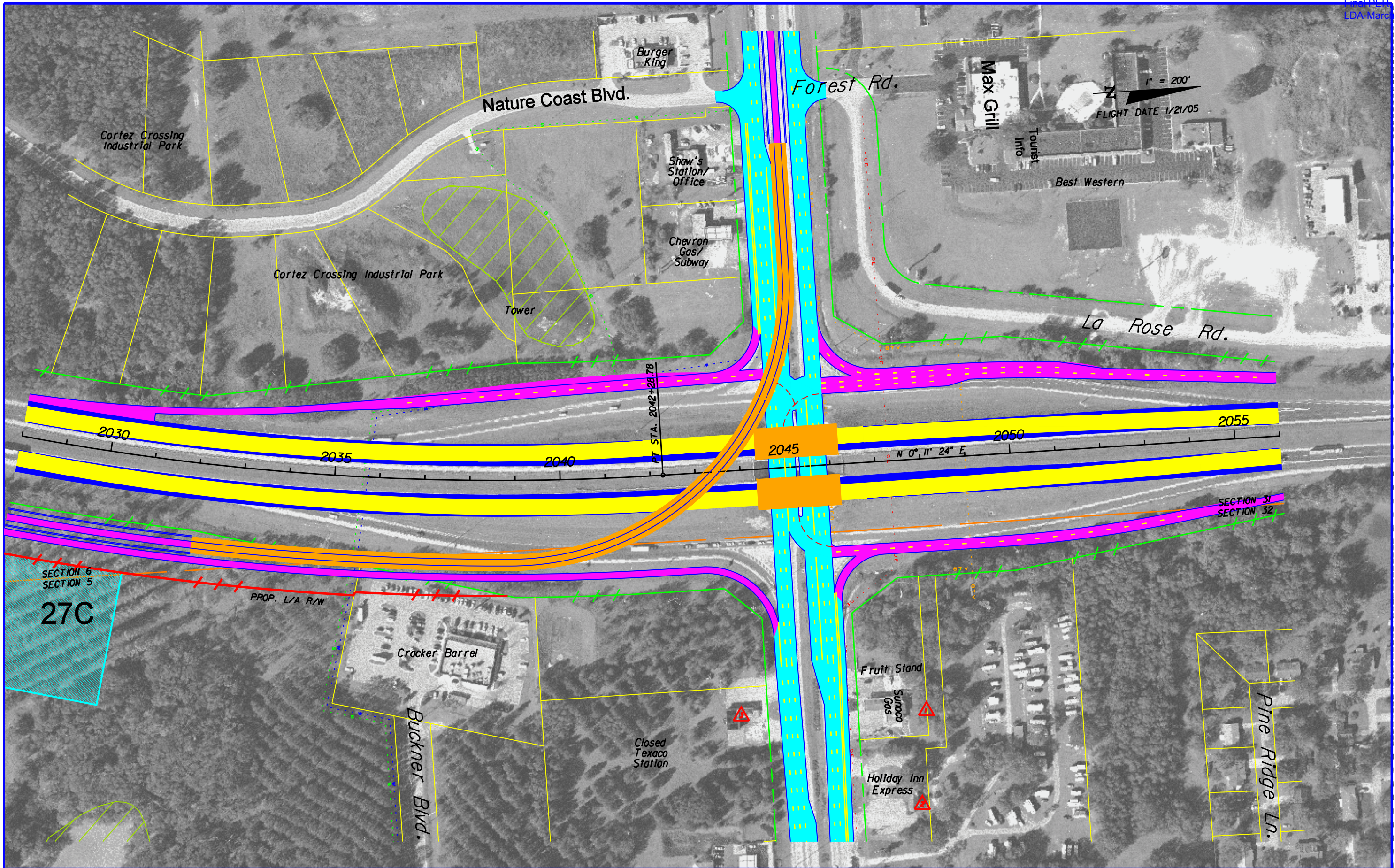
<b>West of I-75</b>	<b>East of I-75</b>	<b>West of US 301</b>	<b>East of US 301</b>
16%	13%	10%	7%

*Source: Average of growth percentages from Methodology 4 & Methodology 7*

***APPENDIX N***

---

***I-75 PD&E STUDY RECOMMENDED ALTERNATIVE***



	EXISTING RIGHT-OF-WAY		RECONSTRUCTED RAMP		POTENTIAL RELOCATIONS		POTENTIAL CONTAMINATION SITES
	EXISTING L/A RIGHT-OF-WAY		RECONSTRUCTED CROSS ROAD				PREFERRED STORMWATER PONDS
	PROPOSED RIGHT-OF-WAY		PROPOSED BRIDGE				STORMWATER NATURAL DISCHARGE AREAS
	PROPOSED L/A RIGHT-OF-WAY		PROPERTY LINES				STATE FOREST BOUNDARY
	INTERIM 6-LANE WIDENING		SECTION LINES				WETLANDS
	ULTIMATE 8-LANE WIDENING		100-YEAR FLOODPLAIN				

**LOCHNER**  
 13577 FEATHER SOUND DR. SUITE 600  
 CLEARWATER, FLORIDA 33762  
 FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

**RECOMMENDED ALTERNATIVE**

SHEET NO.
38

1" = 200'  
 FLIGHT DATE 1/21/05

Hampton Inns

U.S. 98/S.R. 50

SECTION 3  
 SECTION 6

U.S. 98/S.R. 50

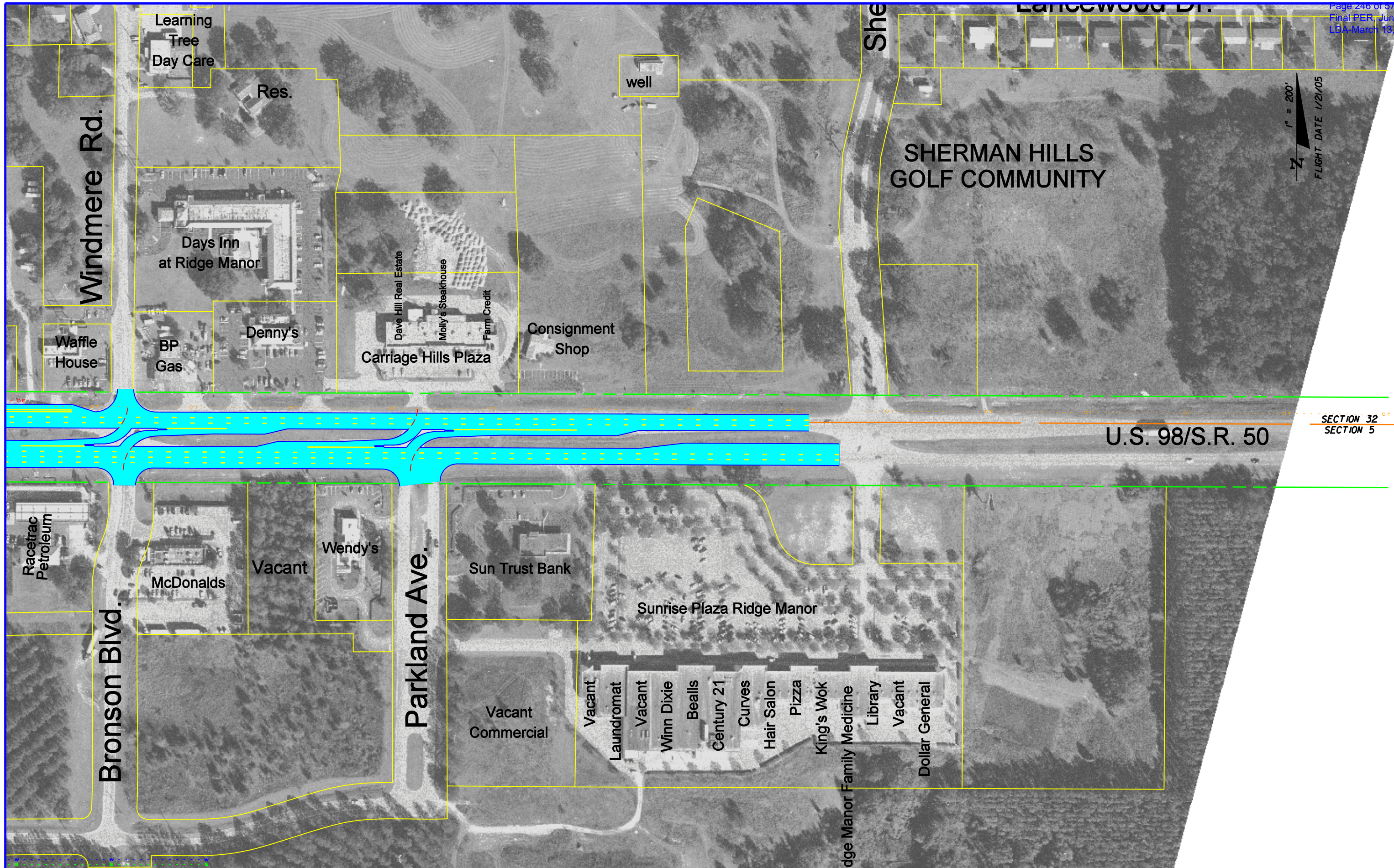
	EXISTING RIGHT-OF-WAY		RECONSTRUCTED RAMP		POTENTIAL RELOCATIONS		POTENTIAL CONTAMINATION SITES
	EXISTING L/A RIGHT-OF-WAY		RECONSTRUCTED CROSS ROAD		PREFERRED STORMWATER PONDS		STORMWATER NATURAL DISCHARGE AREAS
	PROPOSED RIGHT-OF-WAY		PROPOSED BRIDGE		STATE FOREST BOUNDARY		WETLANDS
	PROPOSED L/A RIGHT-OF-WAY		PROPERTY LINES		100-YEAR FLOODPLAIN		
	INTERIM 6-LANE WIDENING						
	ULTIMATE 8-LANE WIDENING						

**LOCHNER**  
 13577 FEATHER SOUND DR. SUITE 600  
 CLEARWATER, FLORIDA 33762  
 FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

**RECOMMENDED ALTERNATIVE**

SHEET NO.  
39



1" = 200'  
 FLIGHT DATE 1/21/05

SECTION 32  
 SECTION 5

	EXISTING RIGHT-OF-WAY		RECONSTRUCTED RAMP		POTENTIAL RELOCATIONS		POTENTIAL CONTAMINATION SITES
	EXISTING L/A RIGHT-OF-WAY		RECONSTRUCTED CROSS ROAD		PREFERRED STORMWATER PONDS		STORMWATER NATURAL DISCHARGE AREAS
	PROPOSED RIGHT-OF-WAY		PROPOSED BRIDGE		STATE FOREST BOUNDARY		WETLANDS
	PROPOSED L/A RIGHT-OF-WAY		PROPERTY LINES		100-YEAR FLOODPLAIN		
	INTERIM 6-LANE WIDENING						
	ULTIMATE 8-LANE WIDENING						

**LOCHNER**  
 13577 FEATHER SOUND DR. SUITE 600  
 CLEARWATER, FLORIDA 33762  
 FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

**RECOMMENDED ALTERNATIVE**

SHEET NO.  
 40



***APPENDIX O***

---

***FUTURE NO-BUILD AADT & DHV CALCULATIONS***

## SR 50 PD&E Study 2015 AM DHV Projections (Balanced)

### SR 50 at Lockhart Road

		NB			SB			EB			WB		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2011 Pk.Hr.Vol		11	N/A	33	N/A	N/A	N/A	N/A	687	21	37	704	N/A
2011% Turns		25%	N/A	75%	N/A	N/A	N/A	N/A	97%	3%	5%	95%	N/A
2011 AADT		1000			0			13300			16800		
Growth Rate		16.00%			16.00%			16.00%			16.00%		
2015 AADT		1640			0			21812			27552		
K30	0.0974	160			0			2124			2684		
D30	0.4532	73			0			1161			1216		
2015 AM DHV		18	N/A	55	N/A	N/A	N/A	N/A	1126	35	61	1155	N/A
								1127					

### SR 50 at Bronson Boulevard/Windmere Road

		NB			SB			EB			WB		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2011 Pk.Hr.Vol		187	8	57	22	18	29	45	597	249	73	634	22
2011% Turns		74%	3%	23%	32%	26%	42%	5%	67%	28%	10%	87%	3%
2011 AADT		1600			1300			20200			13700		
Growth Rate		13.00%			13.00%			13.00%			13.00%		
2015 AADT		2432			1976			30704			20824		
K30	0.0974	237			192			2991			2028		
D30	0.4532	107			105			1356			1109		
2015 AM DHV		79	3	25	34	27	44	68	909	279	111	965	33
						69		925		312		1048	

### SR 50 at Kettering Road/CR 39

		NB			SB			EB			WB		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2011 Pk.Hr.Vol		81	0	30	15	0	12	6	594	30	21	643	2
2011% Turns		73%	0%	27%	56%	0%	44%	1%	94%	5%	3%	97%	0%
2011 AADT		2500			500			13700			13400		
Growth Rate		13.00%			13.00%			13.00%			10.00%		
2015 AADT		3800			760			20824			18760		
K30	0.0974	370			74			2028			1827		
D30	0.4532	168			40			919			999		
2015 AM DHV		123	0	45	22	0	16	0	864	46	30	969	0
						43		865		63		978	

### SR 50 at SR 700/US98/Olancha Road

		NB			SB			EB			WB		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2011 Pk.Hr.Vol		247	20	24	2	33	13	6	313	272	16	366	7
2011% Turns		85%	7%	8%	4%	69%	27%	1%	53%	46%	4%	94%	2%
2011 AADT		6600			900			13400			7300		
Growth Rate		10.00%			10.00%			10.00%			10.00%		
2015 AADT		9240			1260			18760			10220		
K30	0.0974	900			123			1827			995		
D30	0.4532	408			67			828			544		
2015 AM DHV		247	28	32	3	46	16	0	439	381	22	541	11
						43		25		381		546	

### SR 50 at US 301

		NB			SB			EB			WB		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2011 Pk.Hr.Vol		48	161	43	16	177	68	55	232	35	45	245	13
2011% Turns		19%	64%	17%	6%	68%	26%	17%	72%	11%	15%	81%	4%
2011 AADT		5700			4900			7300			5700		
Growth Rate		10.00%			10.00%			7.00%			7.00%		
2015 AADT		7980			6860			9344			7296		
K30	0.0974	777			668			910			711		
D30	0.4532	352			365			412			389		
2015 AM DHV		67	225	60	22	248	65	70	297	45	59	322	17
						120		70		45		322	

Note: 2015 Turning movement volumes were calculated using 16% growth per year west of I-75, 13% growth per year east of I-75, 10% growth west of US 301 and 7% growth east of US 301

## SR 50 PD&E Study 2015 PM DHV Projections (Balanced)

### SR 50 at Lockhart Road

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	52	N/A	35	2011 Pk.Hr.Vol	N/A	N/A	N/A	2011 Pk.Hr.Vol	N/A	569	18	2011 Pk.Hr.Vol	36	859	N/A
2011% Turns	60%	N/A	40%	2011% Turns	N/A	N/A	N/A	2011% Turns	N/A	97%	3%	2011% Turns	4%	96%	N/A
2011 AADT	1000			2011 AADT	0			2011 AADT	13300			2011 AADT	16800		
Growth Rate	16.00%			Growth Rate	16.00%			Growth Rate	16.00%			Growth Rate	16.00%		
2015 AADT	1640			2015 AADT	0			2015 AADT	21812			2015 AADT	27552		
K30 0.0974	160			K30 0.0974	0			K30 0.0974	2124			K30 0.0974	2684		
D30 0.5468	87			D30 0.4532	0			D30 0.4532	963			D30 0.5468	1468		
<b>2015 PM DHV</b>	<del>52</del>	N/A	<del>35</del>	<b>2015 PM DHV</b>	N/A	N/A	N/A	<b>2015 PM DHV</b>	N/A	<del>994</del>	<del>29</del>	<b>2015 PM DHV</b>	<del>59</del>	<del>1469</del>	N/A
	69		46							1034			61	1292	

### SR 50 at Bronson Boulevard/Windmere Road

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	150	6	65	2011 Pk.Hr.Vol	28	9	21	2011 Pk.Hr.Vol	65	829	182	2011 Pk.Hr.Vol	54	545	11
2011% Turns	68%	3%	29%	2011% Turns	48%	16%	36%	2011% Turns	6%	77%	17%	2011% Turns	9%	89%	2%
2011 AADT	1600			2011 AADT	1300			2011 AADT	20200			2011 AADT	13700		
Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	13.00%		
2015 AADT	2432			2015 AADT	1976			2015 AADT	30704			2015 AADT	20824		
K30 0.0974	237			K30 0.0974	192			K30 0.0974	2991			K30 0.0974	2028		
D30 0.5468	130			D30 0.4532	87			D30 0.5468	1635			D30 0.4532	919		
<b>2015 PM DHV</b>	<del>98</del>	<del>4</del>	<del>36</del>	<b>2015 PM DHV</b>	<del>42</del>	<del>14</del>	<del>21</del>	<b>2015 PM DHV</b>	<del>98</del>	<del>1259</del>	<del>276</del>	<b>2015 PM DHV</b>	<del>88</del>	<del>916</del>	<del>18</del>
	182	10	71				61		90	1193	261		82	907	

### SR 50 at Kettering Road/CR 39

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	93	1	39	2011 Pk.Hr.Vol	7	0	15	2011 Pk.Hr.Vol	15	712	127	2011 Pk.Hr.Vol	35	550	6
2011% Turns	70%	1%	29%	2011% Turns	32%	0%	68%	2011% Turns	2%	83%	15%	2011% Turns	6%	93%	1%
2011 AADT	2500			2011 AADT	500			2011 AADT	13700			2011 AADT	13400		
Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	10.00%		
2015 AADT	3800			2015 AADT	760			2015 AADT	20824			2015 AADT	18760		
K30 0.0974	370			K30 0.0974	74			K30 0.0974	2028			K30 0.0974	1827		
D30 0.5468	202			D30 0.4532	34			D30 0.5468	1109			D30 0.4532	828		
<b>2015 PM DHV</b>	<del>141</del>	<del>2</del>	<del>59</del>	<b>2015 PM DHV</b>	<del>11</del>	<del>0</del>	<del>25</del>	<b>2015 PM DHV</b>	<del>22</del>	<del>920</del>	<del>167</del>	<b>2015 PM DHV</b>	<del>60</del>	<del>770</del>	<del>8</del>
	158	5				3	48		23	1009	181		49	803	

### SR 50 at SR 700/US98/Olancha Road

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	299	32	21	2011 Pk.Hr.Vol	8	18	14	2011 Pk.Hr.Vol	21	371	322	2011 Pk.Hr.Vol	23	293	6
2011% Turns	85%	9%	6%	2011% Turns	20%	45%	35%	2011% Turns	3%	52%	45%	2011% Turns	7%	91%	2%
2011 AADT	6600			2011 AADT	900			2011 AADT	13400			2011 AADT	7300		
Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	10.00%		
2015 AADT	9240			2015 AADT	1260			2015 AADT	18760			2015 AADT	10220		
K30 0.0974	900			K30 0.0974	123			K30 0.0974	1827			K30 0.0974	995		
D30 0.5468	492			D30 0.4532	56			D30 0.5468	999			D30 0.4532	451		
<b>2015 PM DHV</b>	<del>418</del>	<del>44</del>	<del>30</del>	<b>2015 PM DHV</b>	<del>11</del>	<del>25</del>	<del>20</del>	<b>2015 PM DHV</b>	<del>30</del>	<del>549</del>	<del>450</del>	<b>2015 PM DHV</b>	<del>32</del>	<del>440</del>	<del>9</del>
	385	45	29							520				444	

### SR 50 at US 301

NB				SB				EB				WB			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	36	203	64	2011 Pk.Hr.Vol	11	145	60	2011 Pk.Hr.Vol	117	230	42	2011 Pk.Hr.Vol	50	192	10
2011% Turns	12%	67%	21%	2011% Turns	5%	67%	28%	2011% Turns	30%	59%	11%	2011% Turns	20%	76%	4%
2011 AADT	5700			2011 AADT	4900			2011 AADT	7300			2011 AADT	5700		
Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	7.00%		
2015 AADT	7980			2015 AADT	6860			2015 AADT	10220			2015 AADT	7296		
K30 0.0974	777			K30 0.0974	668			K30 0.0974	995			K30 0.0974	711		
D30 0.5468	425			D30 0.4532	303			D30 0.5468	544			D30 0.4532	322		
<b>2015 PM DHV</b>	<del>51</del>	<del>205</del>	<del>69</del>	<b>2015 PM DHV</b>	<del>15</del>	<del>203</del>	<del>65</del>	<b>2015 PM DHV</b>	<del>163</del>	<del>321</del>	<del>60</del>	<b>2015 PM DHV</b>	<del>64</del>	<del>245</del>	<del>13</del>
		284	90				84		164	322	59			279	

Note: 2015 Turning movement volumes were calculated using 16% growth per year west of I-75, 13% growth per year east of I-75, 10% growth west of US 301 and 7% growth east of US 301

## SR 50 PD&E Study 2035 AM DHV Projections (Balanced)

### SR 50 at Lockhart Road

	NB				SB				EB				WB		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	11	N/A	33	2011 Pk.Hr.Vol	N/A	N/A	N/A	2011 Pk.Hr.Vol	N/A	687	21	2011 Pk.Hr.Vol	37	704	N/A
2011% Turns	25%	N/A	75%	2011% Turns	N/A	N/A	N/A	2011% Turns	N/A	97%	3%	2011% Turns	5%	95%	N/A
2011 AADT	1000			2011 AADT	0			2011 AADT	13300			2011 AADT	16800		
Growth Rate	16.00%			Growth Rate	16.00%			Growth Rate	16.00%			Growth Rate	16.00%		
2035 AADT	4840			2035 AADT	0			2035 AADT	64372			2035 AADT	81312		
K30 0.0974	471			K30 0.0974	0			K30 0.0974	6270			K30 0.0974	7920		
D30 0.4532	213			D30 0.5468	0			D30 0.5468	3428			D30 0.4532	3589		
<b>2035 AM DHV</b>	<b>53</b>	<b>N/A</b>	<b>160</b>	<b>2035 AM DHV</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>2035 AM DHV</b>	<b>N/A</b>	<b>3325</b>	<b>103</b>	<b>2035 AM DHV</b>	<b>179</b>	<b>3410</b>	<b>N/A</b>

### SR 50 at Bronson Boulevard/Windmere Road

	NB				SB				EB				WB		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	187	8	57	2011 Pk.Hr.Vol	22	18	29	2011 Pk.Hr.Vol	45	597	249	2011 Pk.Hr.Vol	73	634	22
2011% Turns	74%	3%	23%	2011% Turns	32%	26%	42%	2011% Turns	5%	67%	28%	2011% Turns	10%	87%	3%
2011 AADT	1600			2011 AADT	1300			2011 AADT	20200			2011 AADT	13700		
Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	13.00%		
2035 AADT	6592			2035 AADT	5356			2035 AADT	83224			2035 AADT	56444		
K30 0.0974	642			K30 0.0974	522			K30 0.0974	8106			K30 0.0974	5498		
D30 0.4532	291			D30 0.5468	285			D30 0.4532	3674			D30 0.5468	3006		
<b>2035 AM DHV</b>	<del>215</del> 290	<del>9</del> 29	67	<b>2035 AM DHV</b>	<del>91</del> 91	74	<del>120</del> 270	<b>2035 AM DHV</b>	<del>184</del> 184	<del>2462</del> 2562	<del>1025</del> 628	<b>2035 AM DHV</b>	<del>301</del> 301	<del>2615</del> 3115	90

### SR 50 at Kettering Road/CR 39

	NB				SB				EB				WB		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	81	0	30	2011 Pk.Hr.Vol	15	0	12	2011 Pk.Hr.Vol	6	594	30	2011 Pk.Hr.Vol	21	643	2
2011% Turns	73%	0%	27%	2011% Turns	56%	0%	44%	2011% Turns	1%	94%	5%	2011% Turns	3%	97%	0%
2011 AADT	2500			2011 AADT	500			2011 AADT	13700			2011 AADT	13400		
Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	10.00%		
2035 AADT	10300			2035 AADT	2060			2035 AADT	56444			2035 AADT	45560		
K30 0.0974	1003			K30 0.0974	201			K30 0.0974	5498			K30 0.0974	4438		
D30 0.4532	455			D30 0.5468	110			D30 0.4532	2492			D30 0.5468	2427		
<b>2035 AM DHV</b>	<del>322</del> 432	<del>0</del> 20	123	<b>2035 AM DHV</b>	<del>62</del> 62	<del>0</del> 20	<del>46</del> 198	<b>2035 AM DHV</b>	<del>25</del> 125	<del>2242</del> 2217	<del>125</del> 225	<b>2035 AM DHV</b>	<del>73</del> 73	<del>2254</del> 2654	<del>0</del> 20

### SR 50 at SR 700/US98/Olancha Road

	NB				SB				EB				WB		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	247	20	24	2011 Pk.Hr.Vol	2	33	13	2011 Pk.Hr.Vol	6	313	272	2011 Pk.Hr.Vol	16	366	7
2011% Turns	85%	7%	8%	2011% Turns	4%	69%	27%	2011% Turns	1%	53%	46%	2011% Turns	4%	94%	2%
2011 AADT	6600			2011 AADT	900			2011 AADT	13400			2011 AADT	7300		
Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	10.00%		
2035 AADT	22440			2035 AADT	3060			2035 AADT	45560			2035 AADT	24820		
K30 0.0974	2186			K30 0.0974	298			K30 0.0974	4438			K30 0.0974	2417		
D30 0.4532	991			D30 0.5468	163			D30 0.4532	2011			D30 0.5468	1322		
<b>2035 AM DHV</b>	<b>842</b>	<b>69</b>	<b>80</b>	<b>2035 AM DHV</b>	<b>7</b>	<b>112</b>	<b>44</b> 194	<b>2035 AM DHV</b>	<b>26</b> 120	<b>1066</b>	<b>925</b>	<b>2035 AM DHV</b>	<b>53</b>	<b>1443</b>	<b>26</b> 1443

### SR 50 at US 301

	NB				SB				EB				WB		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	48	161	43	2011 Pk.Hr.Vol	16	177	68	2011 Pk.Hr.Vol	55	232	35	2011 Pk.Hr.Vol	45	245	13
2011% Turns	19%	64%	17%	2011% Turns	6%	68%	26%	2011% Turns	17%	72%	11%	2011% Turns	15%	81%	4%
2011 AADT	5700			2011 AADT	4900			2011 AADT	7300			2011 AADT	5700		
Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	7.00%			Growth Rate	7.00%		
2035 AADT	19380			2035 AADT	16660			2035 AADT	19564			2035 AADT	15276		
K30 0.0974	1888			K30 0.0974	1623			K30 0.0974	1906			K30 0.0974	1488		
D30 0.4532	856			D30 0.5468	887			D30 0.4532	864			D30 0.5468	814		
<b>2035 AM DHV</b>	<del>165</del> 238	<b>548</b>	<b>145</b>	<b>2035 AM DHV</b>	<b>53</b>	<b>603</b>	<b>281</b> 381	<b>2035 AM DHV</b>	<b>147</b>	<b>622</b>	<b>95</b>	<b>2035 AM DHV</b>	<del>122</del> 128	<b>665</b>	<b>35</b> 35

Note: 2035 Turning movement volumes were calculated using 16% growth per year west of I-75, 13% growth per year east of I-75, 10% growth west of US 301 and 7% growth east of US 301

## SR 50 PD&E Study 2035 PM DHV Projections (Balanced)

### SR 50 at Lockhart Road

	NB				SB				EB				WB		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	52	N/A	35	2011 Pk.Hr.Vol	N/A	N/A	N/A	2011 Pk.Hr.Vol	N/A	569	18	2011 Pk.Hr.Vol	36	859	N/A
2011% Turns	60%	N/A	40%	2011% Turns	N/A	N/A	N/A	2011% Turns	N/A	97%	3%	2011% Turns	4%	96%	N/A
2011 AADT	1000			2011 AADT	0			2011 AADT	13300			2011 AADT	16800		
Growth Rate	16.00%			Growth Rate	16.00%			Growth Rate	16.00%			Growth Rate	16.00%		
2035 AADT	4840			2035 AADT	0			2035 AADT	64372			2035 AADT	81312		
K30 0.0974	471			K30 0.0974	0			K30 0.0974	6270			K30 0.0974	7920		
D30 0.5468	258			D30 0.4532	0			D30 0.4532	2842			D30 0.5468	4331		
2035 PM DHV	155	N/A	103	2035 PM DHV	N/A	N/A	N/A	2035 PM DHV	N/A	<del>2797</del>	85	2035 PM DHV	173	<del>4186</del>	N/A
										3357					3458

### SR 50 at Bronson Boulevard/Windmere Road

	NB				SB				EB				WB		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	150	6	65	2011 Pk.Hr.Vol	28	9	21	2011 Pk.Hr.Vol	65	829	182	2011 Pk.Hr.Vol	54	545	11
2011% Turns	68%	3%	29%	2011% Turns	48%	16%	36%	2011% Turns	6%	77%	17%	2011% Turns	9%	89%	2%
2011 AADT	1600			2011 AADT	1300			2011 AADT	20200			2011 AADT	13700		
Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	13.00%		
2035 AADT	6592			2035 AADT	5356			2035 AADT	83224			2035 AADT	56444		
K30 0.0974	642			K30 0.0974	522			K30 0.0974	8106			K30 0.0974	5498		
D30 0.5468	351			D30 0.4532	237			D30 0.5468	4432			D30 0.4532	2492		
2035 PM DHV	<del>285</del>	<del>11</del>	101	2035 PM DHV	114	38	<del>85</del>	2035 PM DHV	<del>266</del>	<del>3413</del>	<del>765</del>	2035 PM DHV	224	<del>2216</del>	50
	339	31					260		216	3013	653			2718	

### SR 50 at Kettering Road/CR 39

	NB				SB				EB				WB		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	93	1	39	2011 Pk.Hr.Vol	7	0	15	2011 Pk.Hr.Vol	15	712	127	2011 Pk.Hr.Vol	35	550	6
2011% Turns	70%	1%	29%	2011% Turns	32%	0%	68%	2011% Turns	2%	83%	15%	2011% Turns	6%	93%	1%
2011 AADT	2500			2011 AADT	500			2011 AADT	13700			2011 AADT	13400		
Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	13.00%			Growth Rate	10.00%		
2035 AADT	10300			2035 AADT	2060			2035 AADT	56444			2035 AADT	45560		
K30 0.0974	1003			K30 0.0974	201			K30 0.0974	5498			K30 0.0974	4438		
D30 0.5468	548			D30 0.4532	91			D30 0.5468	3006			D30 0.4532	2011		
2035 PM DHV	<del>284</del>	<del>5</del>	159	2035 PM DHV	29	<del>0</del>	<del>62</del>	2035 PM DHV	60	2495	451	2035 PM DHV	121	<del>1870</del>	20
	484	25				20	212							2070	

### SR 50 at SR 700/US98/Olancha Road

	NB				SB				EB				WB		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	299	32	21	2011 Pk.Hr.Vol	8	18	14	2011 Pk.Hr.Vol	21	371	322	2011 Pk.Hr.Vol	23	293	6
2011% Turns	85%	9%	6%	2011% Turns	20%	45%	35%	2011% Turns	3%	52%	45%	2011% Turns	7%	91%	2%
2011 AADT	6600			2011 AADT	900			2011 AADT	13400			2011 AADT	7300		
Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	10.00%		
2035 AADT	22440			2035 AADT	3060			2035 AADT	45560			2035 AADT	24820		
K30 0.0974	2186			K30 0.0974	298			K30 0.0974	4438			K30 0.0974	2417		
D30 0.5468	1195			D30 0.4532	135			D30 0.5468	2427			D30 0.4532	1095		
2035 PM DHV	<del>1016</del>	108	71	2035 PM DHV	27	61	47	2035 PM DHV	73	1262	1092	2035 PM DHV	77	<del>996</del>	22
	816													1196	

### SR 50 at US 301

	NB				SB				EB				WB		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
2011 Pk.Hr.Vol	36	203	64	2011 Pk.Hr.Vol	11	145	60	2011 Pk.Hr.Vol	117	230	42	2011 Pk.Hr.Vol	50	192	10
2011% Turns	12%	67%	21%	2011% Turns	5%	67%	28%	2011% Turns	30%	59%	11%	2011% Turns	20%	76%	4%
2011 AADT	5700			2011 AADT	4900			2011 AADT	7300			2011 AADT	5700		
Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	10.00%			Growth Rate	7.00%		
2035 AADT	19380			2035 AADT	16660			2035 AADT	24820			2035 AADT	15276		
K30 0.0974	1888			K30 0.0974	1623			K30 0.0974	2417			K30 0.0974	1488		
D30 0.5468	1032			D30 0.4532	736			D30 0.5468	1322			D30 0.4532	674		
2035 PM DHV	124	691	217	2035 PM DHV	37	493	206	2035 PM DHV	397	780	145	2035 PM DHV	135	<del>512</del>	27
														712	

Note: 2035 Turning movement volumes were calculated using 16% growth per year west of I-75, 13% growth per year east of I-75, 10% growth west of US 301 and 7% growth east of US 301

***APPENDIX P***

---

***SR 50 (CORTEZ BOULEVARD) FRONTAGE ROAD  
TRAFFIC PERCENTAGE FROM TBRPM 7.0***

**SR 50 - Percentage of traffic distribution between SR 50 Main Line and Frontage Roads (From Lockhart Rd to I-75 & I-75 to Kettering Rd)**

	Segment 1	Segment 2	Segment 3	Segment 1%	Segment 2%	Segment 3%	Average	
Lockhard Road to I-75 (Main line)	68,000	68,000	84,100	84.8	80.9	92.2	86.0	
Frontage Road North of SR 50 (Bi-Directional)	12,200	16,100		15.2	19.1	0.0	11.0	
Frontage Road South of SR 50 (Bi-Directional)			7,100	0.0	0.0	7.8	3.0	<b>14%</b>
<b>TOTAL</b>	<b>80,200</b>	<b>84,100</b>	<b>91,200</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	
<b>SR 50</b>								
I-75 to Kettering Road (Main line)	70,500	70,500	67,700	73.4	88.2	89.7	84.0	
Frontage Road North of SR 50 (Bi-Directional)	9,500	7,300		9.9	9.1	0.0	6.0	
Frontage Road South of SR 50 (Bi-Directional)	16,100	2,100	7,800	16.8	2.6	10.3	10.0	<b>16%</b>
<b>TOTAL</b>	<b>96,100</b>	<b>79,900</b>	<b>75,500</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	

Note: Segment volumes were obtained from 2035 TBRMP Cost Feasible Model

## ***APPENDIX Q***

---

***OPENING YEAR (2015) AND DESIGN YEAR (2035)  
INTERSECTION ANALYSIS***



HCM Unsignalized Intersection Capacity Analysis  
1: SR 50 & Lockhart Rd

AM Peak  
8/9/2011



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Volume (veh/h)	1127	35	61	1155	18	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1186	37	64	1216	19	57
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1223		1923	593
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1223		1923	593
tC, single (s)			4.3		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			88		64	87
cM capacity (veh/h)			534		52	451

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	
Volume Total	593	593	37	64	608	608	19	57	
Volume Left	0	0	0	64	0	0	19	0	
Volume Right	0	0	37	0	0	0	0	57	
cSH	1700	1700	1700	534	1700	1700	52	451	
Volume to Capacity	0.35	0.35	0.02	0.12	0.36	0.36	0.36	0.13	
Queue Length 95th (ft)	0	0	0	10	0	0	32	11	
Control Delay (s)	0.0	0.0	0.0	12.7	0.0	0.0	108.6	14.1	
Lane LOS				B				F	B
Approach Delay (s)	0.0			0.6		37.8			
Approach LOS						E			

Intersection Summary

Average Delay	1.4	
Intersection Capacity Utilization	47.9%	ICU Level of Service A
Analysis Period (min)	15	

# HCM Signalized Intersection Capacity Analysis

## 2: SR 50 & Windmere Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↗		↘	↗	
Volume (vph)	68	925	312	111	1048	33	204	12	59	34	27	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.88		1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	4781		1752	1616		1752	1645	
Flt Permitted	0.21	1.00	1.00	0.23	1.00		0.69	1.00		0.71	1.00	
Satd. Flow (perm)	367	3343	1495	406	4781		1276	1616		1306	1645	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	72	974	328	117	1103	35	215	13	62	36	28	73
RTOR Reduction (vph)	0	0	139	0	2	0	0	49	0	0	58	0
Lane Group Flow (vph)	72	974	189	117	1136	0	215	26	0	36	43	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	82.7	74.8	74.8	84.3	75.6		27.0	27.0		27.0	27.0	
Effective Green, g (s)	82.7	74.8	74.8	84.3	75.6		27.0	27.0		27.0	27.0	
Actuated g/C Ratio	0.64	0.58	0.58	0.65	0.58		0.21	0.21		0.21	0.21	
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	5.0	4.5	4.5	3.0	4.5		4.5	4.5		4.5	4.5	
Lane Grp Cap (vph)	313	1924	860	348	2780		265	336		271	342	
v/s Ratio Prot	0.01	c0.29		c0.02	0.24			0.02			0.03	
v/s Ratio Perm	0.13		0.13	0.20			c0.17			0.03		
v/c Ratio	0.23	0.51	0.22	0.34	0.41		0.81	0.08		0.13	0.13	
Uniform Delay, d1	9.4	16.5	13.4	10.0	14.9		49.1	41.5		42.0	41.9	
Progression Factor	1.00	1.00	1.00	1.94	1.65		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	1.0	0.6	0.5	0.4		18.5	0.2		0.4	0.3	
Delay (s)	10.2	17.5	14.0	19.8	25.0		67.6	41.6		42.3	42.2	
Level of Service	B	B	B	B	C		E	D		D	D	
Approach Delay (s)		16.3			24.5			60.9			42.2	
Approach LOS		B			C			E			D	

### Intersection Summary

HCM Average Control Delay	25.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: SR 50 & Croom Rital Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕	↗		↕	↗
Volume (vph)	26	865	63	30	978	5	140	5	46	23	5	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00			1.00	0.85		0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1671	3309		1671	3340			1066	950		1716	
Flt Permitted	0.21	1.00		0.23	1.00			0.70	1.00		0.88	
Satd. Flow (perm)	376	3309		409	3340			778	950		1536	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	27	911	66	32	1029	5	147	5	48	24	5	45
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	36	0	34	0
Lane Group Flow (vph)	27	974	0	32	1034	0	0	152	12	0	40	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	70%	70%	70%	0%	0%	0%
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	78.3	74.2		78.5	74.3			32.1	32.1			32.1
Effective Green, g (s)	78.3	74.2		78.5	74.3			32.1	32.1			32.1
Actuated g/C Ratio	0.60	0.57		0.60	0.57			0.25	0.25			0.25
Clearance Time (s)	7.0	7.0		7.0	7.0			5.5	5.5			5.5
Vehicle Extension (s)	3.0	5.0		3.0	5.0			4.0	4.0			4.0
Lane Grp Cap (vph)	267	1889		288	1909			192	235			379
v/s Ratio Prot	0.00	0.29		c0.00	c0.31							
v/s Ratio Perm	0.06			0.06				c0.20	0.01			0.03
v/c Ratio	0.10	0.52		0.11	0.54			0.79	0.05			0.11
Uniform Delay, d1	11.6	17.0		11.4	17.3			45.8	37.3			37.9
Progression Factor	1.85	1.47		1.00	1.00			1.00	1.00			1.00
Incremental Delay, d2	0.1	0.9		0.2	1.1			20.6	0.1			0.2
Delay (s)	21.7	25.8		11.5	18.4			66.4	37.4			38.0
Level of Service	C	C		B	B			E	D			D
Approach Delay (s)		25.7			18.2			59.5				38.0
Approach LOS		C			B			E				D

### Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		
Description: Kettering Rd			
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 4: SR 50 & Olancha Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	439	381	22	546	10	346	28	33	5	46	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.92		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	3333		1641	1586		1752	1711	
Flt Permitted	0.43	1.00	1.00	0.40	1.00		0.70	1.00		0.72	1.00	
Satd. Flow (perm)	758	3343	1495	705	3333		1203	1586		1319	1711	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	462	401	23	575	11	364	29	35	5	48	45
RTOR Reduction (vph)	0	0	252	0	2	0	0	22	0	0	28	0
Lane Group Flow (vph)	26	462	149	23	584	0	364	42	0	5	65	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	10%	10%	10%	3%	3%	3%
Turn Type	Perm		Perm	pm+pt			Perm			Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	27.3	27.3	27.3	33.9	33.9		26.9	26.9		26.9	26.9	
Effective Green, g (s)	27.3	27.3	27.3	33.9	33.9		26.9	26.9		26.9	26.9	
Actuated g/C Ratio	0.37	0.37	0.37	0.46	0.46		0.37	0.37		0.37	0.37	
Clearance Time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	6.0	6.0	6.0	2.5	6.0		5.0	5.0		3.0	3.0	
Lane Grp Cap (vph)	282	1245	557	347	1541		441	582		484	628	
v/s Ratio Prot		0.14		0.00	c0.18			0.03			0.04	
v/s Ratio Perm	0.03		0.10	0.03			c0.30			0.00		
v/c Ratio	0.09	0.37	0.27	0.07	0.38		0.83	0.07		0.01	0.10	
Uniform Delay, d1	14.9	16.7	16.0	11.0	12.8		21.1	15.1		14.7	15.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.5	0.7	0.1	0.4		13.3	0.1		0.0	0.1	
Delay (s)	15.3	17.3	16.8	11.0	13.3		34.3	15.2		14.8	15.3	
Level of Service	B	B	B	B	B		C	B		B	B	
Approach Delay (s)		17.0			13.2			31.5			15.3	
Approach LOS		B			B			C			B	

### Intersection Summary

HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	12.5
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 5: SR 50 & US 301

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	297	45	59	322	17	80	226	60	22	248	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1725		1671	1746		1703	1736		1703	1705	
Flt Permitted	0.50	1.00		0.49	1.00		0.44	1.00		0.55	1.00	
Satd. Flow (perm)	871	1725		865	1746		788	1736		978	1705	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	313	47	62	339	18	84	238	63	23	261	126
RTOR Reduction (vph)	0	7	0	0	2	0	0	12	0	0	22	0
Lane Group Flow (vph)	74	353	0	62	355	0	84	289	0	23	365	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)	23.6	23.6		23.6	23.6		21.4	21.4		21.4	21.4	
Effective Green, g (s)	23.6	23.6		23.6	23.6		21.4	21.4		21.4	21.4	
Actuated g/C Ratio	0.41	0.41		0.41	0.41		0.38	0.38		0.38	0.38	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	361	714		358	723		296	652		367	640	
v/s Ratio Prot		c0.20			0.20			0.17			c0.21	
v/s Ratio Perm	0.08			0.07			0.11			0.02		
v/c Ratio	0.20	0.49		0.17	0.49		0.28	0.44		0.06	0.57	
Uniform Delay, d1	10.7	12.3		10.5	12.3		12.4	13.3		11.4	14.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	1.1		0.5	1.1		1.1	1.0		0.2	1.9	
Delay (s)	11.3	13.4		11.0	13.4		13.5	14.3		11.5	16.1	
Level of Service	B	B		B	B		B	B		B	B	
Approach Delay (s)		13.1			13.0			14.2			15.8	
Approach LOS		B			B			B			B	

### Intersection Summary

HCM Average Control Delay	14.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	57.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
1: SR 50 & Lockhart Rd

PM Peak  
8/9/2011



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑
Volume (veh/h)	1034	29	59	1292	69	46
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1088	31	62	1360	73	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1119		1893	544
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1119		1893	544
tC, single (s)			4.3		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			89		0	90
cM capacity (veh/h)			586		56	488

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	
Volume Total	544	544	31	62	680	680	73	48	
Volume Left	0	0	0	62	0	0	73	0	
Volume Right	0	0	31	0	0	0	0	48	
cSH	1700	1700	1700	586	1700	1700	56	488	
Volume to Capacity	0.32	0.32	0.02	0.11	0.40	0.40	1.29	0.10	
Queue Length 95th (ft)	0	0	0	9	0	0	158	8	
Control Delay (s)	0.0	0.0	0.0	11.9	0.0	0.0	337.0	13.2	
Lane LOS				B				F	B
Approach Delay (s)	0.0			0.5			207.5		
Approach LOS							F		

Intersection Summary

Average Delay	9.7	
Intersection Capacity Utilization	46.2%	ICU Level of Service
Analysis Period (min)	15	
	A	

# HCM Signalized Intersection Capacity Analysis

## 2: SR 50 & Windmere Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↘	↗		↘	↗		↘	↗	
Volume (vph)	90	1193	261	82	907	18	182	10	71	42	14	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.87		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	4789		1752	1603		1752	1620	
Flt Permitted	0.25	1.00	1.00	0.16	1.00		0.71	1.00		0.70	1.00	
Satd. Flow (perm)	437	3343	1495	274	4789		1302	1603		1293	1620	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	1256	275	86	955	19	192	11	75	44	15	64
RTOR Reduction (vph)	0	0	103	0	1	0	0	60	0	0	51	0
Lane Group Flow (vph)	95	1256	172	86	973	0	192	26	0	44	28	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	86.6	76.8	76.8	82.6	74.8		25.9	25.9		25.9	25.9	
Effective Green, g (s)	86.6	76.8	76.8	82.6	74.8		25.9	25.9		25.9	25.9	
Actuated g/C Ratio	0.67	0.59	0.59	0.64	0.58		0.20	0.20		0.20	0.20	
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	5.0	4.5	4.5	3.0	4.5		4.5	4.5		4.5	4.5	
Lane Grp Cap (vph)	384	1975	883	258	2756		259	319		258	323	
v/s Ratio Prot	0.02	c0.38		c0.02	0.20			0.02			0.02	
v/s Ratio Perm	0.15		0.11	0.19			c0.15			0.03		
v/c Ratio	0.25	0.64	0.19	0.33	0.35		0.74	0.08		0.17	0.09	
Uniform Delay, d1	8.1	17.4	12.3	11.6	14.7		48.9	42.4		43.1	42.4	
Progression Factor	1.00	1.00	1.00	1.48	0.98		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	1.6	0.5	0.7	0.3		12.2	0.2		0.5	0.2	
Delay (s)	8.8	19.0	12.8	17.9	14.8		61.1	42.6		43.7	42.6	
Level of Service	A	B	B	B	B		E	D		D	D	
Approach Delay (s)		17.4			15.0			55.4			43.0	
Approach LOS		B			B			E			D	

### Intersection Summary

HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: SR 50 & Croom Rital Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕	↗		↕	↗
Volume (vph)	23	1009	181	49	803	8	158	5	59	11	5	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.98		1.00	1.00			1.00	0.85		0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1671	3266		1671	3338			1709	1524		1693	
Flt Permitted	0.30	1.00		0.16	1.00			0.70	1.00		0.94	
Satd. Flow (perm)	533	3266		281	3338			1254	1524		1598	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	1062	191	52	845	8	166	5	62	12	5	51
RTOR Reduction (vph)	0	8	0	0	0	0	0	0	51	0	42	0
Lane Group Flow (vph)	24	1245	0	52	853	0	0	171	11	0	26	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	0%	0%	0%
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	84.7	80.8		88.3	82.6			24.0	24.0		24.0	
Effective Green, g (s)	84.7	80.8		88.3	82.6			24.0	24.0		24.0	
Actuated g/C Ratio	0.65	0.62		0.68	0.64			0.18	0.18		0.18	
Clearance Time (s)	7.0	7.0		7.0	7.0			5.5	5.5		5.5	
Vehicle Extension (s)	3.0	5.0		3.0	5.0			4.0	4.0		4.0	
Lane Grp Cap (vph)	381	2030		252	2121			232	281		295	
v/s Ratio Prot	0.00	c0.38		c0.01	0.26							
v/s Ratio Perm	0.04			0.13				c0.14	0.01		0.02	
v/c Ratio	0.06	0.61		0.21	0.40			0.74	0.04		0.09	
Uniform Delay, d1	8.2	15.0		9.3	11.6			50.0	43.5		43.9	
Progression Factor	2.00	1.70		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.1	1.1		0.4	0.6			12.3	0.1		0.2	
Delay (s)	16.5	26.7		9.7	12.2			62.3	43.6		44.1	
Level of Service	B	C		A	B			E	D		D	
Approach Delay (s)		26.5			12.0			57.3			44.1	
Approach LOS		C			B			E			D	

### Intersection Summary

HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		
Description: Kettering Rd			
c Critical Lane Group			



# HCM Signalized Intersection Capacity Analysis

## 4: SR 50 & Olancha Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	520	450	32	444	9	385	45	29	11	25	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.94		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	3333		1641	1624		1752	1721	
Flt Permitted	0.48	1.00	1.00	0.34	1.00		0.73	1.00		0.71	1.00	
Satd. Flow (perm)	844	3343	1495	592	3333		1255	1624		1303	1721	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	547	474	34	467	9	405	47	31	12	26	21
RTOR Reduction (vph)	0	0	307	0	2	0	0	19	0	0	13	0
Lane Group Flow (vph)	32	547	167	34	474	0	405	59	0	12	34	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	10%	10%	10%	3%	3%	3%
Turn Type	Perm		Perm	pm+pt			Perm			Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	27.4	27.4	27.4	35.0	35.0		30.1	30.1		30.1	30.1	
Effective Green, g (s)	27.4	27.4	27.4	35.0	35.0		30.1	30.1		30.1	30.1	
Actuated g/C Ratio	0.35	0.35	0.35	0.45	0.45		0.39	0.39		0.39	0.39	
Clearance Time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	6.0	6.0	6.0	2.5	6.0		5.0	5.0		3.0	3.0	
Lane Grp Cap (vph)	298	1180	528	303	1503		487	630		505	668	
v/s Ratio Prot		c0.16		0.00	c0.14			0.04			0.02	
v/s Ratio Perm	0.04		0.11	0.05			c0.32			0.01		
v/c Ratio	0.11	0.46	0.32	0.11	0.32		0.83	0.09		0.02	0.05	
Uniform Delay, d1	16.9	19.4	18.3	12.4	13.6		21.5	15.1		14.7	14.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.8	1.0	0.1	0.3		12.8	0.1		0.0	0.0	
Delay (s)	17.3	20.2	19.3	12.5	14.0		34.2	15.2		14.7	14.9	
Level of Service	B	C	B	B	B		C	B		B	B	
Approach Delay (s)		19.7			13.9			31.1			14.8	
Approach LOS		B			B			C			B	

### Intersection Summary

HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	77.6	Sum of lost time (s)	19.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 5: SR 50 & US 301

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	322	59	64	279	13	51	284	90	15	203	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr <sub>t</sub>	1.00	0.98		1.00	0.99		1.00	0.96		1.00	0.96	
Fl <sub>t</sub> Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1718		1671	1747		1703	1728		1703	1714	
Fl <sub>t</sub> Permitted	0.56	1.00		0.46	1.00		0.53	1.00		0.41	1.00	
Satd. Flow (perm)	984	1718		811	1747		950	1728		732	1714	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	173	339	62	67	294	14	54	299	95	16	214	88
RTOR Reduction (vph)	0	10	0	0	3	0	0	14	0	0	18	0
Lane Group Flow (vph)	173	391	0	67	305	0	54	380	0	16	284	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)	25.7	25.7		25.7	25.7		20.0	20.0		20.0	20.0	
Effective Green, g (s)	25.7	25.7		25.7	25.7		20.0	20.0		20.0	20.0	
Actuated g/C Ratio	0.45	0.45		0.45	0.45		0.35	0.35		0.35	0.35	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	438	765		361	778		329	599		254	594	
v/s Ratio Prot		c0.23			0.17			c0.22			0.17	
v/s Ratio Perm	0.18			0.08			0.06			0.02		
v/c Ratio	0.39	0.51		0.19	0.39		0.16	0.63		0.06	0.48	
Uniform Delay, d <sub>1</sub>	10.8	11.5		9.7	10.8		13.1	15.8		12.6	14.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d <sub>2</sub>	1.2	1.2		0.5	0.7		0.5	3.1		0.2	1.3	
Delay (s)	12.0	12.6		10.2	11.4		13.6	18.8		12.8	16.0	
Level of Service	B	B		B	B		B	B		B	B	
Approach Delay (s)		12.4			11.2			18.2			15.9	
Approach LOS		B			B			B			B	

### Intersection Summary

HCM Average Control Delay	14.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	57.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
1: SR 50 & Lockhart Rd

AM Peak  
8/9/2011



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑
Volume (vph)	1127	35	61	1155	18	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4803	1495	3242	4803	3467	1599
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	4803	1495	3242	4803	3467	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1186	37	64	1216	19	57
RTOR Reduction (vph)	0	13	0	0	0	48
Lane Group Flow (vph)	1186	24	64	1216	19	9
Heavy Vehicles (%)	8%	8%	8%	8%	1%	1%
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	3	
Permitted Phases		2				3
Actuated Green, G (s)	84.8	84.8	11.2	101.0	20.0	20.0
Effective Green, g (s)	84.8	84.8	11.2	101.0	20.0	20.0
Actuated g/C Ratio	0.65	0.65	0.09	0.77	0.15	0.15
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3109	968	277	3703	529	244
v/s Ratio Prot			0.02	c0.25	c0.01	
v/s Ratio Perm		0.02				0.01
v/c Ratio	0.38	0.02	0.23	0.33	0.04	0.04
Uniform Delay, d1	10.8	8.3	55.9	4.6	47.3	47.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.0	0.4	0.2	0.1	0.3
Delay (s)	11.2	8.3	56.3	4.8	47.4	47.6
Level of Service	B	A	E	A	D	D
Approach Delay (s)	11.1			7.4	47.5	
Approach LOS	B			A	D	

Intersection Summary

HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	131.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	37.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: SR 50 & Frontage Road Access

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	925	312	111	1048	33	204	12	59	34	27	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	3242	4803	1495	4942	1616		3400	1845	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.74	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	3242	4803	1495	4942	1616		2651	1845	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	72	974	328	117	1103	35	215	13	62	36	28	73
RTOR Reduction (vph)	0	0	114	0	0	12	0	56	0	0	0	64
Lane Group Flow (vph)	72	974	214	117	1103	23	215	19	0	36	28	9
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			pm+pt		pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases			2			6				4		4
Actuated Green, G (s)	10.2	84.9	84.9	10.0	84.7	84.7	9.7	12.7		7.8	5.4	15.6
Effective Green, g (s)	10.2	84.9	84.9	10.0	84.7	84.7	9.7	12.7		7.8	5.4	15.6
Actuated g/C Ratio	0.08	0.65	0.65	0.08	0.65	0.65	0.07	0.10		0.06	0.04	0.12
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	5.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	5.0
Lane Grp Cap (vph)	254	3137	976	249	3129	974	369	158		173	77	248
v/s Ratio Prot	0.02	0.20		c0.04	c0.23		c0.04	0.01		0.00	c0.02	0.00
v/s Ratio Perm			0.14			0.02				0.01		0.00
v/c Ratio	0.28	0.31	0.22	0.47	0.35	0.02	0.58	0.12		0.21	0.36	0.04
Uniform Delay, d1	56.5	9.8	9.1	57.5	10.2	8.0	58.2	53.6		58.0	60.6	50.6
Progression Factor	1.00	1.00	1.00	0.94	0.78	0.65	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.3	0.3	0.5	1.4	0.3	0.0	2.3	0.6		0.6	5.0	0.1
Delay (s)	57.7	10.1	9.6	55.4	8.3	5.3	60.5	54.1		58.6	65.6	50.7
Level of Service	E	B	A	E	A	A	E	D		E	E	D
Approach Delay (s)		12.5			12.6			58.9			55.8	
Approach LOS		B			B			E			E	

### Intersection Summary

HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: SR 50 & Croom Rital Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↖↖	↗	↖↗	↖↖↖	↗	↖↗↖	↖	↗	↖↗	↖	↗
Volume (vph)	26	865	63	30	978	5	140	5	46	23	5	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	5.0	7.0	7.0	7.0	5.0	5.5	5.5	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	3242	4803	1495	2994	1118	950	1805	1900	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	3242	4803	1495	2994	1118	950	1434	1900	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	27	911	66	32	1029	5	147	5	48	24	5	45
RTOR Reduction (vph)	0	0	18	0	0	2	0	0	43	0	0	39
Lane Group Flow (vph)	27	911	48	32	1029	3	147	5	5	24	5	6
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	70%	70%	70%	0%	0%	0%
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	pm+pt		pt+ov
Protected Phases	5	2	3	1	6		3	8		7	4	4
Permitted Phases			2			6			8	4		
Actuated Green, G (s)	5.5	82.1	93.9	4.4	81.0	81.0	11.8	14.3	14.3	12.4	7.7	18.2
Effective Green, g (s)	5.5	82.1	93.9	4.4	81.0	81.0	11.8	14.3	14.3	12.4	7.7	18.2
Actuated g/C Ratio	0.04	0.63	0.72	0.03	0.62	0.62	0.09	0.11	0.11	0.10	0.06	0.14
Clearance Time (s)	7.0	7.0	5.0	7.0	7.0	7.0	5.0	5.5	5.5	5.0	5.0	5.0
Vehicle Extension (s)	3.0	5.0	3.0	3.0	5.0	5.0	3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	137	3033	1080	110	2993	932	272	123	105	150	113	226
v/s Ratio Prot	0.01	0.19	0.00	c0.01	c0.21		c0.05	0.00		0.01	0.00	0.00
v/s Ratio Perm			0.03			0.00			0.01	c0.01		
v/c Ratio	0.20	0.30	0.04	0.29	0.34	0.00	0.54	0.04	0.05	0.16	0.04	0.03
Uniform Delay, d1	60.1	10.9	5.2	61.3	11.8	9.3	56.5	51.7	51.8	53.9	57.7	48.3
Progression Factor	0.90	0.88	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.2	0.0	1.5	0.3	0.0	2.2	0.2	0.3	0.5	0.2	0.1
Delay (s)	54.8	9.8	3.4	62.7	12.1	9.3	58.7	51.9	52.0	54.4	57.9	48.3
Level of Service	D	A	A	E	B	A	E	D	D	D	E	D
Approach Delay (s)		10.6			13.6			56.9			50.9	
Approach LOS		B			B			E			D	

### Intersection Summary

HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		
Description: Kettering Rd			
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 4: SR 50 & Olancha Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗↗	↘	↑↑↑	↗	↗↗↗	↗		↘	↑	↗
Volume (vph)	25	439	381	22	546	10	346	28	33	5	46	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	6.0		5.0	6.0	6.0
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.94	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	4803	2632	1671	4803	1495	4627	1586		1752	1845	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1671	4803	2632	1671	4803	1495	4627	1586		1752	1845	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	462	401	23	575	11	364	29	35	5	48	45
RTOR Reduction (vph)	0	0	0	0	0	6	0	27	0	0	0	42
Lane Group Flow (vph)	26	462	401	23	575	5	364	37	0	5	48	3
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	10%	10%	10%	3%	3%	3%
Turn Type	Prot		Free	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			6						4
Actuated Green, G (s)	3.3	43.0	90.0	3.0	42.7	42.7	15.1	20.7		0.8	6.4	6.4
Effective Green, g (s)	3.3	43.0	90.0	3.0	42.7	42.7	15.1	20.7		0.8	6.4	6.4
Actuated g/C Ratio	0.04	0.48	1.00	0.03	0.47	0.47	0.17	0.23		0.01	0.07	0.07
Clearance Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	6.0		5.0	6.0	6.0
Vehicle Extension (s)	3.0	6.0		2.5	6.0	6.0	3.0	5.0		3.0	3.0	3.0
Lane Grp Cap (vph)	61	2295	2632	56	2279	709	776	365		16	131	112
v/s Ratio Prot	c0.02	0.10		0.01	c0.12		c0.08	0.02		0.00	c0.03	
v/s Ratio Perm			c0.15			0.00						0.00
v/c Ratio	0.43	0.20	0.15	0.41	0.25	0.01	0.47	0.10		0.31	0.37	0.03
Uniform Delay, d1	42.4	13.6	0.0	42.6	14.1	12.5	33.8	27.3		44.3	39.9	38.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.7	0.2	0.1	3.5	0.3	0.0	0.5	0.3		10.9	1.7	0.1
Delay (s)	47.2	13.8	0.1	46.2	14.4	12.5	34.3	27.6		55.2	41.6	39.0
Level of Service	D	B	A	D	B	B	C	C		E	D	D
Approach Delay (s)		8.6			15.6			33.3			41.1	
Approach LOS		A			B			C			D	

### Intersection Summary

HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 5: SR 50 & US 301

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	297	45	59	322	17	80	226	60	22	248	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Fr <sub>t</sub>	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Fl <sub>t</sub> Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	3277		1671	3317		1703	3406	1524	1703	3406	1524
Fl <sub>t</sub> Permitted	0.95	1.00		0.54	1.00		0.48	1.00	1.00	0.60	1.00	1.00
Satd. Flow (perm)	3242	3277		944	3317		856	3406	1524	1082	3406	1524
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	74	313	47	62	339	18	84	238	63	23	261	126
RTOR Reduction (vph)	0	14	0	0	4	0	0	0	46	0	0	99
Lane Group Flow (vph)	74	346	0	62	353	0	84	238	17	23	261	27
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%
Turn Type	Prot			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7		4
Permitted Phases				6			8		8	4		4
Actuated Green, G (s)	6.5	20.1		24.2	19.4		25.5	18.8	18.8	18.3		15.2
Effective Green, g (s)	6.5	20.1		24.2	19.4		25.5	18.8	18.8	18.3		15.2
Actuated g/C Ratio	0.09	0.29		0.35	0.28		0.37	0.27	0.27	0.26		0.22
Clearance Time (s)	6.0	6.0		6.0	5.0		5.0	6.0	6.0	5.0		6.0
Vehicle Extension (s)	5.0	5.0		5.0	3.0		3.0	5.0	5.0	3.0		5.0
Lane Grp Cap (vph)	302	944		377	922		394	917	410	311		742
v/s Ratio Prot	c0.02	0.11		0.01	c0.11		c0.02	0.07		0.00		c0.08
v/s Ratio Perm				0.05			0.06		0.01	0.02		0.02
v/c Ratio	0.25	0.37		0.16	0.38		0.21	0.26	0.04	0.07		0.35
Uniform Delay, d <sub>1</sub>	29.4	19.8		15.5	20.4		14.9	20.0	18.8	19.3		23.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Incremental Delay, d <sub>2</sub>	0.9	0.5		0.4	0.3		0.3	0.3	0.1	0.1		0.6
Delay (s)	30.3	20.3		15.9	20.6		15.2	20.3	18.9	19.4		23.7
Level of Service	C	C		B	C		B	C	B	B		C
Approach Delay (s)		22.0			19.9			19.0				22.9
Approach LOS		C			B			B				C

### Intersection Summary

HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	69.8	Sum of lost time (s)	27.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 1: SR 50 & Lockhart Rd

PM Peak  
8/9/2011



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗	↙	↑↑↑	↙	↗
Volume (vph)	1034	29	59	1292	69	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4803	1495	3242	4803	3467	1599
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	4803	1495	3242	4803	3467	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1088	31	62	1360	73	48
RTOR Reduction (vph)	0	11	0	0	0	41
Lane Group Flow (vph)	1088	20	62	1360	73	7
Heavy Vehicles (%)	8%	8%	8%	8%	1%	1%
Turn Type		Perm	Prot			Perm
Protected Phases	2		1	6	3	
Permitted Phases		2				3
Actuated Green, G (s)	84.8	84.8	11.2	101.0	20.0	20.0
Effective Green, g (s)	84.8	84.8	11.2	101.0	20.0	20.0
Actuated g/C Ratio	0.65	0.65	0.09	0.77	0.15	0.15
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3109	968	277	3703	529	244
v/s Ratio Prot	0.23		0.02	c0.28	c0.02	
v/s Ratio Perm		0.01				0.00
v/c Ratio	0.35	0.02	0.22	0.37	0.14	0.03
Uniform Delay, d1	10.5	8.3	55.8	4.8	48.0	47.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.0	0.4	0.3	0.5	0.2
Delay (s)	10.8	8.3	56.3	5.1	48.6	47.5
Level of Service	B	A	E	A	D	D
Approach Delay (s)	10.8			7.3	48.1	
Approach LOS	B			A	D	

### Intersection Summary

HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	131.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 2: SR 50 & Frontage Road Access

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↖		↖↗	↑	↖
Volume (vph)	90	1193	261	82	907	18	182	10	71	42	14	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	3242	4803	1495	4942	1603		3400	1845	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		1.00	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	3242	4803	1495	4942	1603		3579	1845	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	1256	275	86	955	19	192	11	75	44	15	64
RTOR Reduction (vph)	0	0	94	0	0	7	0	68	0	0	0	57
Lane Group Flow (vph)	95	1256	181	86	955	12	192	18	0	44	15	7
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			pm+pt		pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases			2			6				4		4
Actuated Green, G (s)	11.0	85.5	85.5	8.8	83.3	83.3	12.2	12.5		6.7	3.5	14.5
Effective Green, g (s)	11.0	85.5	85.5	8.8	83.3	83.3	12.2	12.5		6.7	3.5	14.5
Actuated g/C Ratio	0.08	0.66	0.66	0.07	0.64	0.64	0.09	0.10		0.05	0.03	0.11
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	5.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	5.0
Lane Grp Cap (vph)	274	3159	983	219	3078	958	464	154		180	50	235
v/s Ratio Prot	c0.03	c0.26		0.03	0.20		c0.04	0.01		0.01	c0.01	0.00
v/s Ratio Perm			0.12			0.01				0.01		0.00
v/c Ratio	0.35	0.40	0.18	0.39	0.31	0.01	0.41	0.12		0.24	0.30	0.03
Uniform Delay, d1	56.1	10.3	8.7	58.0	10.5	8.5	55.5	53.7		59.2	62.0	51.5
Progression Factor	1.00	1.00	1.00	0.98	0.81	0.69	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.6	0.4	0.4	1.1	0.3	0.0	0.6	0.6		0.7	5.8	0.1
Delay (s)	57.7	10.7	9.1	57.9	8.7	5.9	56.1	54.3		60.0	67.8	51.6
Level of Service	E	B	A	E	A	A	E	D		E	E	D
Approach Delay (s)		13.2			12.6			55.6			56.6	
Approach LOS		B			B			E			E	

### Intersection Summary

HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: SR 50 & Croom Rital Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↖↖	↗	↖↗	↖↖↖	↗	↖↗↗	↖	↗	↖↗	↖	↗
Volume (vph)	23	1009	181	49	803	8	158	5	59	11	3	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	5.0	7.0	7.0	7.0	5.0	5.5	5.5	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	3242	4803	1495	2994	1118	950	1805	1900	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	3242	4803	1495	2994	1118	950	1434	1900	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	1062	191	52	845	8	166	5	62	12	3	51
RTOR Reduction (vph)	0	0	57	0	0	3	0	0	53	0	0	43
Lane Group Flow (vph)	24	1062	134	52	845	5	166	5	9	12	3	8
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	70%	70%	70%	0%	0%	0%
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	pm+pt		pt+ov
Protected Phases	5	2	3	1	6		3	8		7	4	4
Permitted Phases			2			6			8	4		4
Actuated Green, G (s)	5.4	78.4	90.9	6.3	79.3	79.3	12.5	18.0	18.0	11.6	8.8	19.2
Effective Green, g (s)	5.4	78.4	90.9	6.3	79.3	79.3	12.5	18.0	18.0	11.6	8.8	19.2
Actuated g/C Ratio	0.04	0.60	0.70	0.05	0.61	0.61	0.10	0.14	0.14	0.09	0.07	0.15
Clearance Time (s)	7.0	7.0	5.0	7.0	7.0	7.0	5.0	5.5	5.5	5.0	5.0	
Vehicle Extension (s)	3.0	5.0	3.0	3.0	5.0	5.0	3.0	4.0	4.0	3.0	4.0	
Lane Grp Cap (vph)	135	2897	1045	157	2930	912	288	155	132	136	129	239
v/s Ratio Prot	0.01	c0.22	0.01	c0.02	0.18		c0.06	0.00		0.00	0.00	0.00
v/s Ratio Perm			0.08			0.00			0.01	c0.01		
v/c Ratio	0.18	0.37	0.13	0.33	0.29	0.01	0.58	0.03	0.07	0.09	0.02	0.03
Uniform Delay, d1	60.2	13.1	6.5	59.8	12.0	9.9	56.2	48.5	48.7	54.3	56.6	47.4
Progression Factor	0.90	0.86	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.3	0.1	1.2	0.2	0.0	2.8	0.1	0.3	0.3	0.1	0.1
Delay (s)	54.6	11.6	3.2	61.1	12.2	9.9	59.0	48.6	49.0	54.6	56.7	47.5
Level of Service	D	B	A	E	B	A	E	D	D	D	E	D
Approach Delay (s)		11.2			15.0			56.1			49.2	
Approach LOS		B			B			E			D	

### Intersection Summary

HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		
Description: Kettering Rd			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
4: SR 50 & Olancha Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗↗	↘	↑↑↑	↗	↗↗↗	↗		↘	↑	↗
Volume (vph)	30	520	450	32	444	9	385	45	29	11	25	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	6.0		5.0	6.0	6.0
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.94	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	4803	2632	1671	4803	1495	4627	1624		1752	1845	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1671	4803	2632	1671	4803	1495	4627	1624		1752	1845	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	547	474	34	467	9	405	47	31	12	26	21
RTOR Reduction (vph)	0	0	0	0	0	5	0	25	0	0	0	20
Lane Group Flow (vph)	32	547	474	34	467	4	405	53	0	12	26	1
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	10%	10%	10%	3%	3%	3%
Turn Type	Prot		Free	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			6						4
Actuated Green, G (s)	4.9	43.4	90.0	4.6	43.1	43.1	14.7	18.0		1.5	4.8	4.8
Effective Green, g (s)	4.9	43.4	90.0	4.6	43.1	43.1	14.7	18.0		1.5	4.8	4.8
Actuated g/C Ratio	0.05	0.48	1.00	0.05	0.48	0.48	0.16	0.20		0.02	0.05	0.05
Clearance Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	6.0		5.0	6.0	6.0
Vehicle Extension (s)	3.0	6.0		2.5	6.0	6.0	3.0	5.0		3.0	3.0	3.0
Lane Grp Cap (vph)	91	2316	2632	85	2300	716	756	325		29	98	84
v/s Ratio Prot	0.02	c0.11		c0.02	0.10		c0.09	0.03		0.01	0.01	
v/s Ratio Perm			c0.18			0.00						0.00
v/c Ratio	0.35	0.24	0.18	0.40	0.20	0.01	0.54	0.16		0.41	0.27	0.01
Uniform Delay, d1	41.0	13.6	0.0	41.4	13.5	12.3	34.5	29.8		43.8	40.9	40.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.3	0.2	0.2	2.2	0.2	0.0	0.7	0.5		9.3	1.5	0.1
Delay (s)	43.4	13.9	0.2	43.6	13.7	12.3	35.3	30.3		53.1	42.4	40.4
Level of Service	D	B	A	D	B	B	D	C		D	D	D
Approach Delay (s)		8.6			15.7			34.5			43.9	
Approach LOS		A			B			C			D	

Intersection Summary

HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 5: SR 50 & US 301

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	322	59	64	279	13	51	284	90	15	203	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Fr <sub>t</sub>	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Fl <sub>t</sub> Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	3265		1671	3320		1703	3406	1524	1703	3406	1524
Fl <sub>t</sub> Permitted	0.95	1.00		0.52	1.00		0.50	1.00	1.00	0.57	1.00	1.00
Satd. Flow (perm)	3242	3265		908	3320		896	3406	1524	1020	3406	1524
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	173	339	62	67	294	14	54	299	95	16	214	88
RTOR Reduction (vph)	0	17	0	0	4	0	0	0	71	0	0	70
Lane Group Flow (vph)	173	384	0	67	304	0	54	299	24	16	214	18
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%
Turn Type	Prot			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7		4
Permitted Phases				6			8		8	4		4
Actuated Green, G (s)	9.3	23.9		25.2	20.4		22.6	17.8	17.8	15.8		14.4
Effective Green, g (s)	9.3	23.9		25.2	20.4		22.6	17.8	17.8	15.8		14.4
Actuated g/C Ratio	0.13	0.34		0.36	0.29		0.32	0.25	0.25	0.22		0.20
Clearance Time (s)	6.0	6.0		6.0	5.0		5.0	6.0	6.0	5.0		6.0
Vehicle Extension (s)	5.0	5.0		5.0	3.0		3.0	5.0	5.0	3.0		5.0
Lane Grp Cap (vph)	425	1101		374	955		340	855	383	241		692
v/s Ratio Prot	c0.05	c0.12		0.01	0.09		c0.01	c0.09		0.00		0.06
v/s Ratio Perm				0.05			0.04		0.02	0.01		0.01
v/c Ratio	0.41	0.35		0.18	0.32		0.16	0.35	0.06	0.07		0.31
Uniform Delay, d <sub>1</sub>	28.3	17.7		15.3	19.8		17.1	21.8	20.2	21.6		24.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Incremental Delay, d <sub>2</sub>	1.3	0.4		0.5	0.2		0.2	0.5	0.1	0.1		0.5
Delay (s)	29.6	18.1		15.8	20.0		17.3	22.3	20.3	21.7		24.6
Level of Service	C	B		B	B		B	C	C	C		C
Approach Delay (s)		21.5			19.2			21.3				24.0
Approach LOS		C			B			C				C

### Intersection Summary

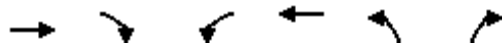
HCM Average Control Delay	21.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	70.9	Sum of lost time (s)	23.0
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

# HCM Unsignalized Intersection Capacity Analysis

## 1: SR 50 & Lockhart Rd

AM Peak  
8/9/2011



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↵
Volume (veh/h)	3325	103	179	3410	53	160
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3500	108	188	3589	56	168
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			3608			5672 1750
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3608			5672 1750
tC, single (s)			4.3			6.8 6.9
tC, 2 stage (s)						
tF (s)			2.3			3.5 3.3
p0 queue free %						
				0	0 0	
cM capacity (veh/h)						
				56	0 76	

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	1750	1750	108	188	1795	1795	56	168
Volume Left	0	0	0	188	0	0	56	0
Volume Right	0	0	108	0	0	0	0	168
cSH	1700	1700	1700	56	1700	1700	0	76
Volume to Capacity	1.03	1.03	0.06	3.35	1.06	1.06	Err	2.22
Queue Length 95th (ft)	0	0	0	Err	0	0	Err	391
Control Delay (s)	0.0	0.0	0.0	1213.2	0.0	0.0	Err	679.7
Lane LOS				F			F	F
Approach Delay (s)	0.0		60.5				Err	
Approach LOS							F	

### Intersection Summary

Average Delay			Err					
Intersection Capacity Utilization			115.2%	ICU Level of Service				H
Analysis Period (min)			15					

# HCM Signalized Intersection Capacity Analysis

## 2: SR 50 & Windmere Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↗	↖	↖	↗↗↗		↖	↗		↖	↗	
Volume (vph)	184	2562	628	301	3115	90	290	29	67	91	74	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.90		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	4782		1752	1652		1752	1628	
Flt Permitted	0.07	1.00	1.00	0.07	1.00		0.26	1.00		0.69	1.00	
Satd. Flow (perm)	127	3343	1495	117	4782		482	1652		1275	1628	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	194	2697	661	317	3279	95	305	31	71	96	78	284
RTOR Reduction (vph)	0	0	138	0	2	0	0	54	0	0	101	0
Lane Group Flow (vph)	194	2697	523	317	3372	0	305	48	0	96	261	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	73.0	55.4	55.4	83.5	60.9		32.0	32.0		32.0	32.0	
Effective Green, g (s)	73.0	55.4	55.4	83.5	60.9		32.0	32.0		32.0	32.0	
Actuated g/C Ratio	0.56	0.43	0.43	0.64	0.47		0.25	0.25		0.25	0.25	
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	5.0	4.5	4.5	3.0	4.5		4.5	4.5		4.5	4.5	
Lane Grp Cap (vph)	280	1425	637	351	2240		119	407		314	401	
v/s Ratio Prot	0.09	c0.81		c0.16	c0.71			0.03			0.16	
v/s Ratio Perm	0.29		0.35	0.42			c0.63			0.08		
v/c Ratio	0.69	1.89	0.82	0.90	1.51		2.56	0.12		0.31	0.65	
Uniform Delay, d1	35.1	37.3	32.9	42.1	34.5		49.0	38.1		39.9	44.0	
Progression Factor	1.00	1.00	1.00	0.58	1.56		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.1	404.3	11.3	3.4	227.6		727.3	0.2		1.0	4.6	
Delay (s)	44.1	441.6	44.2	27.7	281.3		776.3	38.3		40.9	48.5	
Level of Service	D	F	D	C	F		F	D		D	D	
Approach Delay (s)		346.0			259.5			591.4			46.9	
Approach LOS		F			F			F			D	

### Intersection Summary

HCM Average Control Delay	302.1	HCM Level of Service	F
HCM Volume to Capacity ratio	2.02		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	147.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: SR 50 & Croom Rital Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	2217	225	73	2654	20	432	20	123	62	20	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00			1.00	0.85		0.90	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1671	3296		1671	3339			1067	950		1700	
Flt Permitted	0.08	1.00		0.08	1.00			0.50	1.00		0.60	
Satd. Flow (perm)	138	3296		138	3339			554	950		1034	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	2334	237	77	2794	21	455	21	129	65	21	208
RTOR Reduction (vph)	0	6	0	0	1	0	0	0	49	0	56	0
Lane Group Flow (vph)	132	2565	0	77	2814	0	0	476	80	0	238	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	70%	70%	70%	0%	0%	0%
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	56.0	51.0		56.0	51.0			54.5	54.5		54.5	
Effective Green, g (s)	56.0	51.0		56.0	51.0			54.5	54.5		54.5	
Actuated g/C Ratio	0.43	0.39		0.43	0.39			0.42	0.42		0.42	
Clearance Time (s)	7.0	7.0		7.0	7.0			5.5	5.5		5.5	
Vehicle Extension (s)	3.0	5.0		3.0	5.0			4.0	4.0		4.0	
Lane Grp Cap (vph)	118	1293		118	1310			232	398		433	
v/s Ratio Prot	c0.04	0.78		0.03	c0.84							
v/s Ratio Perm	0.44			0.26				c0.86	0.08		0.23	
v/c Ratio	1.12	1.98		0.65	2.15			2.05	0.20		0.55	
Uniform Delay, d1	34.9	39.5		31.0	39.5			37.8	23.9		28.5	
Progression Factor	2.59	1.84		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	64.2	442.9		12.2	519.3			488.0	0.3		1.8	
Delay (s)	154.7	515.4		43.2	558.8			525.7	24.3		30.3	
Level of Service	F	F		D	F			F	C		C	
Approach Delay (s)		497.8			545.1			418.8			30.3	
Approach LOS		F			F			F			C	

### Intersection Summary

HCM Average Control Delay	490.3	HCM Level of Service	F
HCM Volume to Capacity ratio	2.05		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	143.4%	ICU Level of Service	H
Analysis Period (min)	15		
Description: Kettering Rd			
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 4: SR 50 & Olancha Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↗		↘	↗	
Volume (vph)	120	1066	925	53	1443	26	842	69	80	7	112	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.92		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	3334		1641	1589		1752	1669	
Flt Permitted	0.11	1.00	1.00	0.10	1.00		0.46	1.00		0.66	1.00	
Satd. Flow (perm)	198	3343	1495	174	3334		792	1589		1213	1669	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	1122	974	56	1519	27	886	73	84	7	118	204
RTOR Reduction (vph)	0	0	432	0	2	0	0	46	0	0	9	0
Lane Group Flow (vph)	126	1122	542	56	1544	0	886	111	0	7	313	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	10%	10%	10%	3%	3%	3%
Turn Type	Perm		Perm	pm+pt			Perm			Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	35.5	35.5	35.5	44.5	44.5		34.0	34.0		34.0	34.0	
Effective Green, g (s)	35.5	35.5	35.5	44.5	44.5		34.0	34.0		34.0	34.0	
Actuated g/C Ratio	0.39	0.39	0.39	0.49	0.49		0.37	0.37		0.37	0.37	
Clearance Time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	6.0	6.0	6.0	2.5	6.0		5.0	5.0		3.0	3.0	
Lane Grp Cap (vph)	77	1304	583	151	1630		296	594		453	624	
v/s Ratio Prot		0.34		0.02	c0.46			0.07			0.19	
v/s Ratio Perm	c0.64		0.36	0.17			c1.12			0.01		
v/c Ratio	1.64	0.86	0.93	0.37	0.95		2.99	0.19		0.02	0.50	
Uniform Delay, d1	27.8	25.5	26.6	16.4	22.1		28.5	19.2		18.0	22.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	337.4	6.8	22.8	1.1	12.6		906.0	0.3		0.0	0.6	
Delay (s)	365.1	32.3	49.4	17.5	34.7		934.5	19.5		18.0	22.6	
Level of Service	F	C	D	B	C		F	B		B	C	
Approach Delay (s)		58.7			34.1			796.8			22.5	
Approach LOS		E			C			F			C	

### Intersection Summary

HCM Average Control Delay	197.0	HCM Level of Service	F
HCM Volume to Capacity ratio	2.30		
Actuated Cycle Length (s)	91.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	142.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 5: SR 50 & US 301

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	147	622	95	128	709	35	238	548	145	53	603	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr <sub>t</sub>	1.00	0.98		1.00	0.99		1.00	0.97		1.00	0.94	
Fl <sub>t</sub> Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1724		1671	1747		1703	1736		1703	1688	
Fl <sub>t</sub> Permitted	0.11	1.00		0.11	1.00		0.12	1.00		0.12	1.00	
Satd. Flow (perm)	195	1724		195	1747		224	1736		224	1688	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	155	655	100	135	746	37	251	577	153	56	635	401
RTOR Reduction (vph)	0	7	0	0	2	0	0	12	0	0	28	0
Lane Group Flow (vph)	155	748	0	135	781	0	251	718	0	56	1008	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)	36.0	36.0		36.0	36.0		32.0	32.0		32.0	32.0	
Effective Green, g (s)	36.0	36.0		36.0	36.0		32.0	32.0		32.0	32.0	
Actuated g/C Ratio	0.45	0.45		0.45	0.45		0.40	0.40		0.40	0.40	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	88	776		88	786		90	694		90	675	
v/s Ratio Prot		0.43			0.45			0.41			0.60	
v/s Ratio Perm	c0.79			0.69			c1.12			0.25		
v/c Ratio	1.76	0.96		1.53	0.99		2.79	1.03		0.62	1.49	
Uniform Delay, d <sub>1</sub>	22.0	21.4		22.0	21.9		24.0	24.0		19.2	24.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d <sub>2</sub>	384.8	24.1		289.2	30.4		835.1	43.4		17.4	229.7	
Delay (s)	406.8	45.5		311.2	52.3		859.1	67.4		36.6	253.7	
Level of Service	F	D		F	D		F	E		D	F	
Approach Delay (s)		107.0			90.3			269.9			242.5	
Approach LOS		F			F			F			F	

### Intersection Summary

HCM Average Control Delay	182.0	HCM Level of Service	F
HCM Volume to Capacity ratio	2.25		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	140.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
1: SR 50 & Lockhart Rd

PM Peak  
8/9/2011



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Volume (veh/h)	3357	85	173	3458	155	103
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	3534	89	182	3640	163	108
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			3623			5718 1767
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			3623			5718 1767
tC, single (s)			4.3			6.8 6.9
tC, 2 stage (s)						
tF (s)			2.3			3.5 3.3
p0 queue free %			0			0 0
cM capacity (veh/h)			55			0 75

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	1767	1767	89	182	1820	1820	163	108
Volume Left	0	0	0	182	0	0	163	0
Volume Right	0	0	89	0	0	0	0	108
cSH	1700	1700	1700	55	1700	1700	0	75
Volume to Capacity	1.04	1.04	0.05	3.29	1.07	1.07	Err	1.45
Queue Length 95th (ft)	0	0	0	Err	0	0	Err	221
Control Delay (s)	0.0	0.0	0.0	1186.4	0.0	0.0	Err	360.8
Lane LOS				F			F	F
Approach Delay (s)	0.0		56.5					Err
Approach LOS							F	

Intersection Summary

Average Delay			Err					
Intersection Capacity Utilization			121.0%		ICU Level of Service		H	
Analysis Period (min)			15					

# HCM Signalized Intersection Capacity Analysis

## 2: SR 50 & Windmere Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↗		↘	↗	
Volume (vph)	216	3013	653	224	2718	50	339	31	101	114	38	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.89		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	4790		1752	1634		1752	1603	
Flt Permitted	0.06	1.00	1.00	0.06	1.00		0.39	1.00		0.67	1.00	
Satd. Flow (perm)	109	3343	1495	111	4790		720	1634		1233	1603	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	227	3172	687	236	2861	53	357	33	106	120	40	274
RTOR Reduction (vph)	0	0	125	0	2	0	0	76	0	0	97	0
Lane Group Flow (vph)	227	3172	562	236	2912	0	357	63	0	120	217	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	74.5	64.5	64.5	72.5	63.5		37.0	37.0		37.0	37.0	
Effective Green, g (s)	74.5	64.5	64.5	72.5	63.5		37.0	37.0		37.0	37.0	
Actuated g/C Ratio	0.57	0.50	0.50	0.56	0.49		0.28	0.28		0.28	0.28	
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	5.0	4.5	4.5	3.0	4.5		4.5	4.5		4.5	4.5	
Lane Grp Cap (vph)	183	1659	742	170	2340		205	465		351	456	
v/s Ratio Prot	0.10	c0.95		c0.10	0.61			0.04			0.14	
v/s Ratio Perm	0.62		0.38	0.68			c0.50			0.10		
v/c Ratio	1.24	1.91	0.76	1.39	1.24		1.74	0.14		0.34	0.48	
Uniform Delay, d1	41.5	32.8	26.4	40.1	33.2		46.5	34.6		36.9	38.5	
Progression Factor	1.00	1.00	1.00	0.79	1.53		1.00	1.00		1.00	1.00	
Incremental Delay, d2	145.8	412.7	7.1	178.0	110.4		353.1	0.2		1.0	1.4	
Delay (s)	187.4	445.4	33.5	209.7	161.4		399.6	34.8		37.9	39.8	
Level of Service	F	F	C	F	F		F	C		D	D	
Approach Delay (s)		361.8			165.1			297.4			39.3	
Approach LOS		F			F			F			D	

### Intersection Summary

HCM Average Control Delay	264.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.71		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	155.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: SR 50 & Croom Rital Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↕	
Volume (vph)	60	2495	451	121	2070	20	484	25	159	29	20	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0			5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	
Fr <sub>t</sub>	1.00	0.98		1.00	1.00			1.00	0.85		0.89	
Fl <sub>t</sub> Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1671	3266		1671	3338			1711	1524		1683	
Fl <sub>t</sub> Permitted	0.07	1.00		0.07	1.00			0.48	1.00		0.63	
Satd. Flow (perm)	123	3266		121	3338			857	1524		1070	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	2626	475	127	2179	21	509	26	167	31	21	223
RTOR Reduction (vph)	0	11	0	0	1	0	0	0	55	0	56	0
Lane Group Flow (vph)	63	3090	0	127	2199	0	0	535	112	0	219	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	0%	0%	0%
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	5	2		1	6			8				4
Permitted Phases	2			6			8		8	4		
Actuated Green, G (s)	61.0	57.0		63.0	58.0			48.5	48.5			48.5
Effective Green, g (s)	61.0	57.0		63.0	58.0			48.5	48.5			48.5
Actuated g/C Ratio	0.47	0.44		0.48	0.45			0.37	0.37			0.37
Clearance Time (s)	7.0	7.0		7.0	7.0			5.5	5.5			5.5
Vehicle Extension (s)	3.0	5.0		3.0	5.0			4.0	4.0			4.0
Lane Grp Cap (vph)	105	1432		118	1489			320	569			399
v/s Ratio Prot	0.02	c0.95		c0.04	0.66							
v/s Ratio Perm	0.26			0.48				c0.62	0.07			0.20
v/c Ratio	0.60	2.16		1.08	1.48			1.67	0.20			0.55
Uniform Delay, d <sub>1</sub>	30.2	36.5		31.1	36.0			40.8	27.6			32.1
Progression Factor	2.10	1.69		1.00	1.00			1.00	1.00			1.00
Incremental Delay, d <sub>2</sub>	0.8	521.2		104.8	218.4			315.7	0.2			1.9
Delay (s)	64.4	582.8		135.9	254.4			356.5	27.8			34.1
Level of Service	E	F		F	F			F	C			C
Approach Delay (s)		572.4			247.9			278.3				34.1
Approach LOS		F			F			F				C

### Intersection Summary

HCM Average Control Delay	400.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.90		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	154.7%	ICU Level of Service	H
Analysis Period (min)	15		
Description: Kettering Rd			
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 4: SR 50 & Olancha Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗	↘	↘	↗↗		↘	↗		↘	↗	
Volume (vph)	73	1262	1092	77	1196	22	816	108	71	27	61	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.94		1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	3343	1495	1671	3334		1641	1624		1752	1725	
Flt Permitted	0.13	1.00	1.00	0.11	1.00		0.68	1.00		0.63	1.00	
Satd. Flow (perm)	223	3343	1495	193	3334		1182	1624		1171	1725	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	77	1328	1149	81	1259	23	859	114	75	28	64	49
RTOR Reduction (vph)	0	0	549	0	2	0	0	27	0	0	13	0
Lane Group Flow (vph)	77	1328	600	81	1280	0	859	162	0	28	100	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	10%	10%	10%	3%	3%	3%
Turn Type	Perm		Perm	pm+pt			Perm			Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Actuated Green, G (s)	31.5	31.5	31.5	40.5	40.5		38.0	38.0		38.0	38.0	
Effective Green, g (s)	31.5	31.5	31.5	40.5	40.5		38.0	38.0		38.0	38.0	
Actuated g/C Ratio	0.35	0.35	0.35	0.45	0.45		0.42	0.42		0.42	0.42	
Clearance Time (s)	6.5	6.5	6.5	5.0	6.5		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	6.0	6.0	6.0	2.5	6.0		5.0	5.0		3.0	3.0	
Lane Grp Cap (vph)	77	1157	518	151	1484		494	678		489	720	
v/s Ratio Prot		0.40		0.02	c0.38			0.10			0.06	
v/s Ratio Perm	0.34		c0.40	0.22			c0.73			0.02		
v/c Ratio	1.00	1.15	1.16	0.54	0.86		1.74	0.24		0.06	0.14	
Uniform Delay, d1	29.8	29.8	29.8	20.8	22.7		26.5	17.1		15.8	16.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	102.6	77.0	90.9	2.8	6.2		340.9	0.4		0.0	0.1	
Delay (s)	132.3	106.7	120.7	23.6	28.9		367.4	17.5		15.9	16.5	
Level of Service	F	F	F	C	C		F	B		B	B	
Approach Delay (s)		113.8			28.6			304.3			16.4	
Approach LOS		F			C			F			B	

### Intersection Summary

HCM Average Control Delay	127.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.50		
Actuated Cycle Length (s)	91.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	118.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 5: SR 50 & US 301

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↘		↗	↘	
Volume (vph)	397	780	145	135	712	27	124	691	217	37	493	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1671	1718		1671	1750		1703	1728		1703	1713	
Flt Permitted	0.18	1.00		0.09	1.00		0.16	1.00		0.16	1.00	
Satd. Flow (perm)	317	1718		164	1750		287	1728		287	1713	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	418	821	153	142	749	28	131	727	228	39	519	217
RTOR Reduction (vph)	0	8	0	0	2	0	0	14	0	0	19	0
Lane Group Flow (vph)	418	966	0	142	775	0	131	941	0	39	717	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%
Turn Type	Perm		Perm		Perm		Perm		Perm		Perm	
Protected Phases	2		2		4		4		4		4	
Permitted Phases	2		2		4		4		4		4	
Actuated Green, G (s)	43.0	43.0		43.0	43.0		25.0	25.0		25.0	25.0	
Effective Green, g (s)	43.0	43.0		43.0	43.0		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.31	0.31		0.31	0.31	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)	170	923		88	941		90	540		90	535	
v/s Ratio Prot		0.56			0.44			c0.54			0.42	
v/s Ratio Perm	c1.32			0.87			0.46			0.14		
v/c Ratio	2.46	1.05		1.61	0.82		1.46	1.74		0.43	1.34	
Uniform Delay, d1	18.5	18.5		18.5	15.4		27.5	27.5		21.9	27.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	673.9	42.4		322.2	6.6		256.1	341.5		6.9	165.7	
Delay (s)	692.4	60.9		340.7	22.0		283.6	369.0		28.7	193.2	
Level of Service	F	E		F	C		F	F		C	F	
Approach Delay (s)		250.5			71.2			358.7			184.9	
Approach LOS		F			E			F			F	

### Intersection Summary

HCM Average Control Delay	227.0	HCM Level of Service	F
HCM Volume to Capacity ratio	2.19		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	139.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
1: SR 50 & Lockhart Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	3075	153	181	3120	88	103	20	111	175	20	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	3242	4803	1495	3467	1881	1599	3467	1881	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	3242	4803	1495	3467	1881	1599	3467	1881	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	211	3237	161	191	3284	93	108	21	117	184	21	200
RTOR Reduction (vph)	0	0	50	0	0	29	0	0	2	0	0	6
Lane Group Flow (vph)	211	3237	111	191	3284	64	108	21	115	184	21	194
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	1%	1%	1%	1%	1%	1%
Turn Type	Prot		Perm	Prot		Perm	Prot		pm+ov	Prot		pt+ov
Protected Phases	5	2		1	6		3	8	1	7	4	4
Permitted Phases			2			6			8			
Actuated Green, G (s)	10.8	88.0	88.0	9.9	87.1	87.1	7.0	3.0	12.9	11.0	7.0	22.8
Effective Green, g (s)	10.8	88.0	88.0	9.9	87.1	87.1	7.0	3.0	12.9	11.0	7.0	22.8
Actuated g/C Ratio	0.08	0.67	0.67	0.08	0.66	0.66	0.05	0.02	0.10	0.08	0.05	0.17
Clearance Time (s)	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 Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	265	3204	997	243	3172	987	184	43	217	289	100	276
v/s Ratio Prot	0.07	0.67		0.06	c0.68		0.03	0.01	0.04	c0.05	0.01	c0.12
v/s Ratio Perm			0.07			0.04			0.03			
v/c Ratio	0.80	1.01	0.11	0.79	1.04	0.07	0.59	0.49	0.53	0.64	0.21	0.70
Uniform Delay, d1	59.5	22.0	7.9	60.0	22.4	8.0	61.0	63.7	56.6	58.5	59.8	51.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.2	18.5	0.2	15.3	26.0	0.1	13.0	8.5	2.5	4.5	1.0	7.9
Delay (s)	74.6	40.4	8.1	75.3	48.4	8.1	74.0	72.2	59.1	63.1	60.9	59.3
Level of Service	E	D	A	E	D	A	E	E	E	E	E	E
Approach Delay (s)		41.0			48.8			66.8			61.1	
Approach LOS		D			D			E			E	

Intersection Summary

HCM Average Control Delay	46.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	131.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: SR 50 & Frontage Road Access

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↖↖	↗	↖↗	↖↖↖	↗	↖↗↖	↖		↖↗	↖	↗
Volume (vph)	261	2357	628	334	2748	90	318	29	67	171	74	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	3242	4803	1495	4942	1652		3400	1845	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.69	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	3242	4803	1495	4942	1652		2473	1845	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	275	2481	661	352	2893	95	335	31	71	180	78	284
RTOR Reduction (vph)	0	0	125	0	0	22	0	63	0	0	0	1
Lane Group Flow (vph)	275	2481	536	352	2893	73	335	39	0	180	78	283
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			pm+pt		pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases			2			6				4		4
Actuated Green, G (s)	13.1	75.2	75.2	15.9	78.0	78.0	10.0	14.9		12.9	8.9	22.0
Effective Green, g (s)	13.1	75.2	75.2	15.9	78.0	78.0	10.0	14.9		12.9	8.9	22.0
Actuated g/C Ratio	0.10	0.58	0.58	0.12	0.60	0.60	0.08	0.11		0.10	0.07	0.17
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	5.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	5.0
Lane Grp Cap (vph)	327	2778	865	397	2882	897	380	189		274	126	326
v/s Ratio Prot	0.08	0.52		c0.11	c0.60		c0.07	0.02		0.02	0.04	c0.09
v/s Ratio Perm			0.36			0.05				0.04		0.09
v/c Ratio	0.84	0.89	0.62	0.89	1.00	0.08	0.88	0.21		0.66	0.62	0.87
Uniform Delay, d1	57.4	23.9	18.0	56.2	26.0	10.9	59.4	52.2		55.9	58.9	52.6
Progression Factor	1.00	1.00	1.00	0.85	0.96	1.61	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	19.0	4.9	3.3	6.7	9.5	0.0	20.6	0.9		5.6	11.2	22.5
Delay (s)	76.5	28.8	21.3	54.4	34.4	17.6	80.0	53.1		61.5	70.1	75.1
Level of Service	E	C	C	D	C	B	E	D		E	E	E
Approach Delay (s)		31.2			36.0			73.7			69.9	
Approach LOS		C			D			E			E	

### Intersection Summary

HCM Average Control Delay	38.4	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis

## 3: SR 50 & Croom Rital Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	202	2012	225	56	2442	20	460	20	123	142	20	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	5.0	7.0	7.0	7.0	5.0	5.5	5.5	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	3242	4803	1495	2994	1118	950	1805	1900	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	3242	4803	1495	2994	1118	950	1413	1900	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	213	2118	237	59	2571	21	484	21	129	149	21	208
RTOR Reduction (vph)	0	0	66	0	0	8	0	0	81	0	0	4
Lane Group Flow (vph)	213	2118	171	59	2571	13	484	21	48	149	21	204
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	70%	70%	70%	0%	0%	0%
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	pm+pt		pt+ov
Protected Phases	5	2	3	1	6		3	8		7	4	4
Permitted Phases			2			6			8	4		
Actuated Green, G (s)	9.0	72.0	94.0	4.0	67.0	67.0	22.0	18.9	18.9	18.6	8.0	22.0
Effective Green, g (s)	9.0	72.0	94.0	4.0	67.0	67.0	22.0	18.9	18.9	18.6	8.0	22.0
Actuated g/C Ratio	0.07	0.55	0.72	0.03	0.52	0.52	0.17	0.15	0.15	0.14	0.06	0.17
Clearance Time (s)	7.0	7.0	5.0	7.0	7.0	7.0	5.0	5.5	5.5	5.0	5.0	
Vehicle Extension (s)	3.0	5.0	3.0	3.0	5.0	5.0	3.0	4.0	4.0	3.0	4.0	
Lane Grp Cap (vph)	224	2660	1081	100	2475	771	507	163	138	234	117	273
v/s Ratio Prot	0.07	c0.44	0.03	0.02	c0.54		c0.16	0.02		0.05	0.01	c0.13
v/s Ratio Perm			0.09			0.01			0.05	0.04		
v/c Ratio	0.95	0.80	0.16	0.59	1.04	0.02	0.95	0.13	0.35	0.64	0.18	0.75
Uniform Delay, d1	60.3	23.1	5.6	62.2	31.5	15.4	53.5	48.4	50.0	52.0	57.9	51.4
Progression Factor	0.79	1.25	1.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	29.3	1.2	0.0	8.6	29.1	0.0	28.6	0.5	2.1	5.6	1.0	11.3
Delay (s)	76.9	30.1	10.2	70.8	60.6	15.4	82.1	48.9	52.1	57.6	58.9	62.6
Level of Service	E	C	B	E	E	B	F	D	D	E	E	E
Approach Delay (s)		32.1			60.5			74.9			60.4	
Approach LOS		C			E			E			E	

### Intersection Summary

HCM Average Control Delay	50.3	HCM Level of Service	D
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
Description: Kettering Rd			
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 4: SR 50 & Olancha Rd

AM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗↗	↖	↑↑↑	↗	↖↖↖	↖		↖	↑	↗
Volume (vph)	120	1066	925	53	1443	26	842	69	80	7	112	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	6.0		5.0	6.0	6.0
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.94	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	4803	2632	1671	4803	1495	4627	1589		1752	1845	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1671	4803	2632	1671	4803	1495	4627	1589		1752	1845	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	1122	974	56	1519	27	886	73	84	7	118	204
RTOR Reduction (vph)	0	0	0	0	0	10	0	41	0	0	0	124
Lane Group Flow (vph)	126	1122	974	56	1519	17	886	116	0	7	118	80
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	10%	10%	10%	3%	3%	3%
Turn Type	Prot		Free	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			6						4
Actuated Green, G (s)	8.0	32.0	90.0	5.5	29.5	29.5	22.0	29.2		0.8	8.0	8.0
Effective Green, g (s)	8.0	32.0	90.0	5.5	29.5	29.5	22.0	29.2		0.8	8.0	8.0
Actuated g/C Ratio	0.09	0.36	1.00	0.06	0.33	0.33	0.24	0.32		0.01	0.09	0.09
Clearance Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	6.0		5.0	6.0	6.0
Vehicle Extension (s)	3.0	6.0		2.5	6.0	6.0	3.0	5.0		3.0	3.0	3.0
Lane Grp Cap (vph)	149	1708	2632	102	1574	490	1131	516		16	164	139
v/s Ratio Prot	c0.08	0.23		0.03	c0.32		c0.19	0.07		0.00	c0.06	
v/s Ratio Perm			c0.37			0.01						0.05
v/c Ratio	0.85	0.66	0.37	0.55	0.97	0.03	0.78	0.22		0.44	0.72	0.58
Uniform Delay, d1	40.4	24.4	0.0	41.0	29.7	20.6	31.8	22.1		44.4	39.9	39.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	33.3	2.0	0.4	4.7	15.8	0.1	3.6	0.5		18.0	14.0	5.7
Delay (s)	73.7	26.4	0.4	45.7	45.5	20.7	35.4	22.6		62.3	53.9	45.0
Level of Service	E	C	A	D	D	C	D	C		E	D	D
Approach Delay (s)		17.7			45.1			33.5			48.6	
Approach LOS		B			D			C			D	

### Intersection Summary

































HCM Average Control Delay	31.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 5: SR 50 & US 301

AM Peak  
8/9/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 	 	 	 	 
Volume (vph)	147	622	95	128	709	35	238	548	145	53	603	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Fr <sub>t</sub>	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Fl <sub>t</sub> Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	3276		1671	3319		1703	3406	1524	1703	3406	1524
Fl <sub>t</sub> Permitted	0.95	1.00		0.19	1.00		0.20	1.00	1.00	0.41	1.00	1.00
Satd. Flow (perm)	3242	3276		335	3319		355	3406	1524	738	3406	1524
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	155	655	100	135	746	37	251	577	153	56	635	401
RTOR Reduction (vph)	0	15	0	0	4	0	0	0	107	0	0	235
Lane Group Flow (vph)	155	740	0	135	779	0	251	577	46	56	635	166
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%
Turn Type	Prot			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7		4
Permitted Phases				6			8		8	4		4
Actuated Green, G (s)	9.0	20.0		30.0	21.0		34.6	24.6	24.6	25.4		20.0
Effective Green, g (s)	9.0	20.0		30.0	21.0		34.6	24.6	24.6	25.4		20.0
Actuated g/C Ratio	0.11	0.24		0.37	0.26		0.42	0.30	0.30	0.31		0.24
Clearance Time (s)	6.0	6.0		6.0	5.0		5.0	6.0	6.0	5.0		6.0
Vehicle Extension (s)	5.0	5.0		5.0	3.0		3.0	5.0	5.0	3.0		5.0
Lane Grp Cap (vph)	356	799		269	850		314	1022	457	292		372
v/s Ratio Prot	0.05	0.23		c0.06	c0.23		c0.10	0.17		0.01		0.19
v/s Ratio Perm				0.13			c0.24		0.03	0.05		0.11
v/c Ratio	0.44	0.93		0.50	0.92		0.80	0.56	0.10	0.19		0.45
Uniform Delay, d <sub>1</sub>	34.1	30.3		18.9	29.6		17.6	24.2	20.7	20.2		26.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Incremental Delay, d <sub>2</sub>	1.8	17.1		3.1	14.3		13.3	1.2	0.2	0.3		1.8
Delay (s)	35.9	47.4		22.0	44.0		30.8	25.4	20.9	20.5		28.1
Level of Service	D	D		C	D		C	C	C	C		C
Approach Delay (s)		45.4			40.7			26.1				31.0
Approach LOS		D			D			C				C

### Intersection Summary

HCM Average Control Delay	35.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
1: SR 50 & Lockhart Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↕↕	↖	↖↗	↕↕↕	↖	↖↗	↕	↖	↖↗	↕	↖
Volume (vph)	169	3137	135	177	2885	90	156	20	155	180	20	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	3242	4803	1495	3467	1881	1599	3467	1881	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	3242	4803	1495	2920	1881	1599	2920	1881	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	178	3302	142	186	3037	95	164	21	163	189	21	195
RTOR Reduction (vph)	0	0	42	0	0	31	0	0	6	0	0	9
Lane Group Flow (vph)	178	3302	100	186	3037	64	164	21	157	189	21	186
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	1%	1%	1%	1%	1%	1%
Turn Type	Prot		Perm	Prot		Perm	pm+pt		pt+ov	pm+pt		pt+ov
Protected Phases	5	2		1	6		3	8	8	1	7	4
Permitted Phases			2			6	8			4		
Actuated Green, G (s)	10.6	87.0	87.0	9.9	86.3	86.3	13.0	5.0	19.9	13.0	5.0	20.6
Effective Green, g (s)	10.6	87.0	87.0	9.9	86.3	86.3	13.0	5.0	19.9	13.0	5.0	20.6
Actuated g/C Ratio	0.08	0.67	0.67	0.08	0.66	0.66	0.10	0.04	0.15	0.10	0.04	0.16
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	265	3217	1001	247	3191	993	326	72	245	326	72	254
v/s Ratio Prot	0.05	c0.69		0.06	0.63		0.03	0.01	0.10	c0.04	0.01	c0.12
v/s Ratio Perm			0.07			0.04	0.02			0.02		
v/c Ratio	0.67	1.03	0.10	0.75	0.95	0.06	0.50	0.29	0.64	0.58	0.29	0.73
Uniform Delay, d1	58.0	21.5	7.6	58.8	19.9	7.6	55.2	60.7	51.6	55.6	60.7	52.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.5	23.1	0.2	12.2	8.1	0.1	1.2	2.2	5.6	2.5	2.2	10.3
Delay (s)	64.5	44.5	7.8	71.0	28.0	7.8	56.4	63.0	57.3	58.1	63.0	62.4
Level of Service	E	D	A	E	C	A	E	E	E	E	E	E
Approach Delay (s)		44.1			29.8			57.2			60.4	
Approach LOS		D			C			E			E	

Intersection Summary

HCM Average Control Delay	39.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	129.9	Sum of lost time (s)	10.0
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 2: SR 50 & Frontage Road Access

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑↑	↖	↖↗	↑↑↑	↖	↖↗	↖		↖↗	↑	↖
Volume (vph)	306	2772	653	278	2552	50	390	31	101	176	38	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	3242	4803	1495	4942	1634		3400	1845	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.67	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	3242	4803	1495	4942	1634		2391	1845	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	322	2918	687	293	2686	53	411	33	106	185	40	274
RTOR Reduction (vph)	0	0	183	0	0	14	0	90	0	0	0	2
Lane Group Flow (vph)	322	2918	504	293	2686	39	411	49	0	185	40	272
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	3%	3%	3%	3%	3%	3%
Turn Type	Prot		Perm	Prot		Perm	Prot			pm+pt		pm+ov
Protected Phases	5	2		1	6		3	8		7	4	5
Permitted Phases			2			6				4		4
Actuated Green, G (s)	14.7	76.8	76.8	12.9	75.0	75.0	13.2	14.3		13.1	7.1	21.8
Effective Green, g (s)	14.7	76.8	76.8	12.9	75.0	75.0	13.2	14.3		13.1	7.1	21.8
Actuated g/C Ratio	0.11	0.59	0.59	0.10	0.58	0.58	0.10	0.11		0.10	0.05	0.17
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	5.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5		3.0	4.5	5.0
Lane Grp Cap (vph)	367	2837	883	322	2771	863	502	180		288	101	323
v/s Ratio Prot	0.10	c0.61		0.09	0.56		c0.08	0.03		0.03	0.02	c0.10
v/s Ratio Perm			0.34			0.03				0.04		0.08
v/c Ratio	0.88	1.03	0.57	0.91	0.97	0.05	0.82	0.27		0.64	0.40	0.84
Uniform Delay, d1	56.8	26.6	16.4	58.0	26.4	11.9	57.2	53.1		55.6	59.4	52.4
Progression Factor	1.00	1.00	1.00	0.91	0.72	1.11	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	21.7	24.7	2.7	20.0	8.1	0.1	10.0	1.4		4.8	4.4	19.4
Delay (s)	78.5	51.3	19.1	73.0	27.2	13.3	67.3	54.5		60.4	63.7	71.9
Level of Service	E	D	B	E	C	B	E	D		E	E	E
Approach Delay (s)		47.9			31.4			64.0			67.0	
Approach LOS		D			C			E			E	

### Intersection Summary

HCM Average Control Delay	44.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 3: SR 50 & Croom Rital Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↕↕	↖	↖↗	↕↕↕	↖	↖↗	↕	↖	↖	↕	↖
Volume (vph)	150	2254	451	175	1904	20	485	25	159	91	20	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	5.0	7.0	7.0	7.0	5.0	5.5	5.5	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	4803	1495	3242	4803	1495	2994	1118	950	1805	1900	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00	1.00
Satd. Flow (perm)	3242	4803	1495	3242	4803	1495	2994	1118	950	1407	1900	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	158	2373	475	184	2004	21	511	26	167	96	21	223
RTOR Reduction (vph)	0	0	112	0	0	10	0	0	140	0	0	7
Lane Group Flow (vph)	158	2373	363	184	2004	11	511	26	27	96	21	216
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	70%	70%	70%	0%	0%	0%
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	pm+pt		pt+ov
Protected Phases	5	2	3	1	6		3	8		7	4	4
Permitted Phases			2			6			8	4		
Actuated Green, G (s)	8.9	64.1	87.8	9.9	65.1	65.1	23.7	21.1	21.1	18.7	8.3	22.2
Effective Green, g (s)	8.9	64.1	87.8	9.9	65.1	65.1	23.7	21.1	21.1	18.7	8.3	22.2
Actuated g/C Ratio	0.07	0.49	0.68	0.08	0.50	0.50	0.18	0.16	0.16	0.14	0.06	0.17
Clearance Time (s)	7.0	7.0	5.0	7.0	7.0	7.0	5.0	5.5	5.5	5.0	5.0	
Vehicle Extension (s)	3.0	5.0	3.0	3.0	5.0	5.0	3.0	4.0	4.0	3.0	4.0	
Lane Grp Cap (vph)	222	2368	1010	247	2405	749	546	181	154	234	121	276
v/s Ratio Prot	0.05	c0.49	0.07	0.06	0.42		c0.17	0.02		0.03	0.01	c0.13
v/s Ratio Perm			0.18			0.01			0.03	0.03		
v/c Ratio	0.71	1.00	0.36	0.74	0.83	0.01	0.94	0.14	0.18	0.41	0.17	0.78
Uniform Delay, d1	59.3	33.0	9.0	58.8	27.8	16.3	52.4	46.7	47.0	50.3	57.6	51.6
Progression Factor	0.75	1.19	1.58	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9	10.1	0.1	11.5	3.6	0.0	23.5	0.5	0.7	1.2	0.9	14.1
Delay (s)	47.1	49.4	14.4	70.3	31.4	16.3	75.9	47.2	47.7	51.5	58.5	65.7
Level of Service	D	D	B	E	C	B	E	D	D	D	E	E
Approach Delay (s)		43.7			34.5			68.2			61.2	
Approach LOS		D			C			E			E	

### Intersection Summary

HCM Average Control Delay	44.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		
Description: Kettering Rd			
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
4: SR 50 & Olancha Rd

PM Peak  
8/9/2011



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗↗	↘	↑↑↑	↗	↗↗↗	↑		↘	↑	↗
Volume (vph)	73	1262	1092	77	1196	22	816	108	71	27	61	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	6.0		5.0	6.0	6.0
Lane Util. Factor	1.00	0.91	0.88	1.00	0.91	1.00	0.94	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1671	4803	2632	1671	4803	1495	4627	1624		1752	1845	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1671	4803	2632	1671	4803	1495	4627	1624		1752	1845	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	77	1328	1149	81	1259	23	859	114	75	28	64	49
RTOR Reduction (vph)	0	0	0	0	0	9	0	25	0	0	0	46
Lane Group Flow (vph)	77	1328	1149	81	1259	14	859	164	0	28	64	3
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	10%	10%	10%	3%	3%	3%
Turn Type	Prot		Free	Prot		Perm	Prot			Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			Free			6						4
Actuated Green, G (s)	6.4	33.5	90.0	6.3	33.4	33.4	21.3	24.6		3.1	6.4	6.4
Effective Green, g (s)	6.4	33.5	90.0	6.3	33.4	33.4	21.3	24.6		3.1	6.4	6.4
Actuated g/C Ratio	0.07	0.37	1.00	0.07	0.37	0.37	0.24	0.27		0.03	0.07	0.07
Clearance Time (s)	5.0	6.5		5.0	6.5	6.5	5.0	6.0		5.0	6.0	6.0
Vehicle Extension (s)	3.0	6.0		2.5	6.0	6.0	3.0	5.0		3.0	3.0	3.0
Lane Grp Cap (vph)	119	1788	2632	117	1782	555	1095	444		60	131	112
v/s Ratio Prot	0.05	c0.28		0.05	0.26		c0.19	0.10		0.02	0.03	
v/s Ratio Perm			c0.44			0.01						0.00
v/c Ratio	0.65	0.74	0.44	0.69	0.71	0.02	0.78	0.37		0.47	0.49	0.03
Uniform Delay, d1	40.7	24.5	0.0	40.9	24.1	18.0	32.2	26.4		42.6	40.2	38.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.5	2.8	0.5	15.0	2.4	0.1	3.8	1.1		5.6	2.9	0.1
Delay (s)	52.2	27.3	0.5	56.0	26.5	18.0	36.0	27.5		48.3	43.1	39.0
Level of Service	D	C	A	E	C	B	D	C		D	D	D
Approach Delay (s)		16.0			28.1			34.4			42.7	
Approach LOS		B			C			C			D	

Intersection Summary































HCM Average Control Delay	23.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	5.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 5: SR 50 & US 301

PM Peak  
8/9/2011

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Volume (vph)	397	780	145	135	712	27	124	691	217	37	493	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	5.0		5.0	6.0	6.0	5.0	6.0	6.0
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3242	3264		1671	3325		1703	3406	1524	1703	3406	1524
Flt Permitted	0.95	1.00		0.19	1.00		0.30	1.00	1.00	0.22	1.00	1.00
Satd. Flow (perm)	3242	3264		327	3325		543	3406	1524	396	3406	1524
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	418	821	153	142	749	28	131	727	228	39	519	217
RTOR Reduction (vph)	0	18	0	0	3	0	0	0	171	0	0	168
Lane Group Flow (vph)	418	956	0	142	774	0	131	727	57	39	519	49
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	6%	6%	6%
Turn Type	Prot			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7		4
Permitted Phases				6			8		8	4		4
Actuated Green, G (s)	11.1	24.7		28.4	21.5		26.8	19.9	19.9	23.2		18.1
Effective Green, g (s)	11.1	24.7		28.4	21.5		26.8	19.9	19.9	23.2		18.1
Actuated g/C Ratio	0.14	0.31		0.36	0.27		0.34	0.25	0.25	0.29		0.23
Clearance Time (s)	6.0	6.0		6.0	5.0		5.0	6.0	6.0	5.0		6.0
Vehicle Extension (s)	5.0	5.0		5.0	3.0		3.0	5.0	5.0	3.0		5.0
Lane Grp Cap (vph)	452	1013		233	898		283	852	381	199		774
v/s Ratio Prot	c0.13	c0.29		0.05	0.23		c0.04	c0.21		0.01		0.15
v/s Ratio Perm				0.16			0.12		0.04	0.04		0.03
v/c Ratio	0.92	0.94		0.61	0.86		0.46	0.85	0.15	0.20		0.67
Uniform Delay, d1	33.8	26.8		19.1	27.6		19.3	28.5	23.3	20.9		28.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	25.6	16.8		6.5	8.5		1.2	9.1	0.4	0.5		3.0
Delay (s)	59.5	43.6		25.6	36.2		20.5	37.5	23.6	21.4		31.0
Level of Service	E	D		C	D		C	D	C	C		C
Approach Delay (s)		48.4			34.5			32.6				28.8
Approach LOS		D			C			C				C

### Intersection Summary

HCM Average Control Delay	37.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	17.0
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



***APPENDIX R***

---

***OPENING YEAR (2015) & DESIGN YEAR (2035) SEGMENT ANALYSIS***

---

 Arterial Level of Service: EB SR 50
 

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bronson Rd	I	45	18.2	18.8	37.0	0.18	17.0	E
Kettering Rd	I	52	57.2	28.2	85.4	0.82	34.8	B
Mckethan Rd	I	50	141.2	18.0	159.2	1.98	44.8	A
US 301	I	55	99.0	16.2	115.2	1.51	47.2	A
Total	I		315.6	81.2	396.8	4.49	40.8	B

---

 Arterial Level of Service: WB SR 50
 

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	I	55	36.8	16.4	53.2	0.47	31.9	C
Olancha Rd	I	55	99.0	14.9	113.9	1.51	47.8	A
Croom Rital Rd	I	55	129.6	20.1	149.7	1.98	47.6	A
Windmere Rd	I	52	57.2	26.5	83.7	0.82	35.5	B
Total	I		322.6	77.9	400.5	4.79	43.0	A

---

 Arterial Level of Service: EB SR 50
 

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bronson Rd	I	45	18.2	20.8	39.0	0.18	16.2	E
Kettering Rd	I	52	57.2	28.6	85.8	0.82	34.6	B
Mckethan Rd	I	50	141.2	22.3	163.5	1.98	43.6	A
US 301	I	55	99.0	14.2	113.2	1.51	48.1	A
Total	I		315.6	85.9	401.5	4.49	40.3	B

---

 Arterial Level of Service: WB SR 50
 

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	I	55	36.8	12.8	49.6	0.47	34.2	B
Olancha Rd	I	55	99.0	15.8	114.8	1.51	47.4	A
Croom Rital Rd	I	55	129.6	12.8	142.4	1.98	50.1	A
Windmere Rd	I	52	57.2	15.8	73.0	0.82	40.7	B
Total	I		322.6	57.2	379.8	4.79	45.4	A

## Arterial Level of Service: EB SR 50

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Frontage Road Access	I	45	42.8	10.2	53.0	0.49	33.0	C
Kettering Rd	I	50	40.1	9.5	49.6	0.51	37.3	B
Mckethan Rd	I	50	141.2	12.5	153.7	1.98	46.4	A
US 301	I	55	99.0	21.2	120.2	1.51	45.3	A
Total	I		323.1	53.4	376.5	4.49	42.9	A

## Arterial Level of Service: WB SR 50

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	I	55	36.8	23.2	60.0	0.47	28.3	C
Olancha Rd	I	55	99.0	13.0	112.0	1.51	48.6	A
Croom Rital Rd	I	55	129.6	12.1	141.7	1.98	50.3	A
Frontage Road Access	I	50	40.1	8.3	48.4	0.51	38.2	B
Total	I		305.5	56.6	362.1	4.48	44.5	A

## Arterial Level of Service: EB SR 50

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Frontage Road Access	I	45	42.8	10.2	53.0	0.49	33.0	C
Kettering Rd	I	50	40.1	11.3	51.4	0.51	36.0	B
Mckethan Rd	I	50	141.2	13.8	155.0	1.98	46.0	A
US 301	I	55	99.0	19.4	118.4	1.51	45.9	A
Total	I		323.1	54.7	377.8	4.49	42.8	A

## Arterial Level of Service: WB SR 50

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	I	55	36.8	21.5	58.3	0.47	29.1	C
Olancha Rd	I	55	99.0	13.8	112.8	1.51	48.2	A
Croom Rital Rd	I	55	129.6	11.9	141.5	1.98	50.4	A
Frontage Road Access	I	50	40.1	8.3	48.4	0.51	38.2	B
Total	I		305.5	55.5	361.0	4.48	44.6	A

---

 Arterial Level of Service: EB SR 50
 

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bronson Rd	I	45	18.2	429.2	447.4	0.18	1.4	F
Kettering Rd	I	52	57.2	474.2	531.4	0.82	5.6	F
Mckethan Rd	I	50	141.2	33.4	174.6	1.98	40.8	B
US 301	I	55	99.0	48.0	147.0	1.51	37.0	B
Total	I		315.6	984.8	1300.4	4.49	12.4	F

---

 Arterial Level of Service: WB SR 50
 

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	I	55	36.8	54.6	91.4	0.47	18.6	E
Olancha Rd	I	55	99.0	37.9	136.9	1.51	39.7	B
Croom Rital Rd	I	55	129.6	542.3	671.9	1.98	10.6	F
Windmere Rd	I	52	57.2	263.9	321.1	0.82	9.2	F
Total	I		322.6	898.7	1221.3	4.79	14.1	F

---

 Arterial Level of Service: EB SR 50
 

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bronson Rd	I	45	18.2	436.6	454.8	0.18	1.4	F
Kettering Rd	I	52	57.2	545.3	602.5	0.82	4.9	F
Mckethan Rd	I	50	141.2	101.8	243.0	1.98	29.3	C
US 301	I	55	99.0	63.0	162.0	1.51	33.6	C
Total	I		315.6	1146.7	1462.3	4.49	11.1	F

---

 Arterial Level of Service: WB SR 50
 

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	I	55	36.8	24.8	61.6	0.47	27.5	C
Olancha Rd	I	55	99.0	31.3	130.3	1.51	41.8	B
Croom Rital Rd	I	55	129.6	231.9	361.5	1.98	19.7	E
Windmere Rd	I	52	57.2	153.0	210.2	0.82	14.1	F
Total	I		322.6	441.0	763.6	4.79	22.6	D

## Arterial Level of Service: EB SR 50

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Frontage Road Access	I	45	42.8	29.2	72.0	0.49	24.3	D
Kettering Rd	I	50	40.1	29.7	69.8	0.51	26.5	D
Mckethan Rd	I	50	141.2	22.5	163.7	1.98	43.6	A
US 301	I	55	99.0	44.8	143.8	1.51	37.8	B
Total	I		323.1	126.2	449.3	4.49	36.0	B

## Arterial Level of Service: WB SR 50

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	I	55	36.8	42.9	79.7	0.47	21.3	D
Olancha Rd	I	55	99.0	31.7	130.7	1.51	41.6	B
Croom Rital Rd	I	55	129.6	60.5	190.1	1.98	37.5	B
Frontage Road Access	I	50	40.1	34.6	74.7	0.51	24.8	D
Total	I		305.5	169.7	475.2	4.48	33.9	C



## Arterial Level of Service: EB SR 50

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Frontage Road Access	I	45	42.8	47.1	89.9	0.49	19.5	E
Kettering Rd	I	50	40.1	48.8	88.9	0.51	20.8	E
Mckethan Rd	I	50	141.2	25.5	166.7	1.98	42.8	A
US 301	I	55	99.0	41.2	140.2	1.51	38.8	B
Total	I		323.1	162.6	485.7	4.49	33.3	C

## Arterial Level of Service: WB SR 50

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	I	55	36.8	41.5	78.3	0.47	21.7	D
Olancha Rd	I	55	99.0	24.8	123.8	1.51	43.9	A
Croom Rital Rd	I	55	129.6	31.7	161.3	1.98	44.2	A
Frontage Road Access	I	50	40.1	25.6	65.7	0.51	28.2	C
Total	I		305.5	123.6	429.1	4.48	37.6	B

***APPENDIX S***

---

***QUEUE LENGTH ANALYSIS***

**Queue Length Analysis SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard)  
Plans Preparation Manual Method**

AM Peak Hour

SR 50 (Cortez Boulevard) and Lockhart Road	Cycle Length (sec)	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.)	Total Length (Ft.)	Rounded Length (Ft.)
Northbound Left	130	103	2	52	93	50	290	383	400
Northbound Thru	130	20	1	20	36	50	290	326	350
Northbound Right	130	111	1	111	200	50	290	490	500
Southbound Left	130	175	2	88	158	50	290	448	450
Southbound Thru	130	20	1	20	36	50	290	326	350
Southbound Right	130	190	1	190	343	50	290	633	650
Eastbound Left	130	200	2	100	181	50	290	471	475
Eastbound Thru	130	3075	3	1025	1851	50	290	2141	2150
Eastbound Right	130	153	1	153	276	50	290	566	575
Westbound Left	130	181	2	91	163	50	290	453	475
Westbound Thru	130	3120	3	1040	1878	50	290	2168	2175
Westbound Right	130	88	1	88	159	50	290	449	450

PM Peak Hour

SR 50 (Cortez Boulevard) and Lockhart Road	Cycle Length (sec)	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.)	Total Length (Ft.)	Rounded Length (Ft.)	Maximum Calculated Length (Ft.)	Recommended Length (Ft.)
Northbound Left	130	156	2	78	141	50	290	431	450	450	450
Northbound Thru	130	20	1	20	36	50	290	326	350	-	-
Northbound Right	130	155	1	155	280	50	290	570	575	575	575
Southbound Left	130	180	2	90	163	50	290	453	475	475	475
Southbound Thru	130	20	1	20	36	50	290	326	350	-	-
Southbound Right	130	185	1	185	334	50	290	624	625	650	650
Eastbound Left	130	169	2	85	153	50	290	443	450	2200	475
Eastbound Thru	130	3137	3	1046	1888	50	290	2178	2200	-	-
Eastbound Right	130	135	1	135	244	50	290	534	550	2200	575
Westbound Left	130	177	2	89	160	50	290	450	450	2175	475
Westbound Thru	130	2885	3	962	1736	50	290	2026	2050	-	-
Westbound Right	130	90	1	90	163	50	290	453	475	2175	475

Notes:

Queue length:  $2.0 \cdot (DHV) \cdot (\text{Cycle Length}) \cdot (25) / 3600$ .

Source: 2011 FDOT Plans Preparation Manual, Volume 1

Total deceleration lengths are based on the 2006 FDOT Roadway & Traffic Design Standards, Index 301

The recommended lengths are rounded up to the nearest 25 ft., with a minimum of 50 ft. recommended.

The design speed was assumed to be 5 mph above posted speed limit

**Queue Length Analysis SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard)  
Plans Preparation Manual Method**

AM Peak Hour

SR 50 (Cortez Boulevard) and Frontage Road Access (Sherman Hills Boulevard)	Cycle Length (sec)	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.)	Total Length (Ft.)	Rounded Length (Ft.)
Northbound Left	130	318	3	106	191	35	145	336	350
Northbound Thru	130	29	1	29	52	35	145	197	200
Northbound Right	130	67	1	67	121	35	145	266	275
Southbound Left	130	171	2	86	154	35	145	299	300
Southbound Thru	130	74	1	74	134	35	145	279	300
Southbound Right	130	270	1	270	488	35	145	633	650
Eastbound Left	130	261	2	131	236	50	290	526	550
Eastbound Thru	130	2357	3	786	1419	50	290	1709	1725
Eastbound Right	130	628	1	628	1134	50	290	1424	1425
Westbound Left	130	334	2	167	302	50	290	592	600
Westbound Thru	130	2748	3	916	1654	50	290	1944	1950
Westbound Right	130	90	1	90	163	50	290	453	475

PM Peak Hour

SR 50 (Cortez Boulevard) and Frontage Road Access (Sherman Hills Boulevard)	Cycle Length (sec)	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.)	Total Length (Ft.)	Rounded Length (Ft.)	Maximum Calculated Length (Ft.)	Recommended Length (Ft.)
Northbound Left	130	390	3	130	235	35	145	380	400	400	400
Northbound Thru	130	31	1	31	56	35	145	201	225	-	-
Northbound Right	130	101	1	101	182	35	145	327	350	350	350
Southbound Left	130	176	2	88	159	35	145	304	325	325	325
Southbound Thru	130	38	1	38	69	35	145	214	225	-	-
Southbound Right	130	260	1	260	469	35	145	614	625	650	650
Eastbound Left	130	306	2	153	276	50	290	566	575	1975	575
Eastbound Thru	130	2772	3	924	1668	50	290	1958	1975	-	-
Eastbound Right	130	653	1	653	1179	50	290	1469	1475	1975	1475
Westbound Left	130	278	2	139	251	50	290	541	550	1950	600
Westbound Thru	130	2552	3	851	1536	50	290	1826	1850	-	-
Westbound Right	130	50	1	50	90	50	290	380	400	1950	475

Notes:

Queue length:  $2.0 \cdot (DHV) \cdot (\text{Cycle Length}) \cdot (25) / 3600$ .

Source: 2011 FDOT Plans Preparation Manual, Volume 1

Total deceleration lengths are based on the 2006 FDOT Roadway & Traffic Design Standards, Index 301

The recommended lengths are rounded up to the nearest 25 ft., with a minimum of 50 ft. recommended.

The design speed was assumed to be 5 mph above posted speed limit

**Queue Length Analysis SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard)  
Plans Preparation Manual Method**

AM Peak Hour

SR 50 (Cortez Boulevard) and Kettering Road/ CR 39 (Croom Rital Road)	Cycle Length (sec)	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.)	Total Length (Ft.)	Rounded Length (Ft.)
Northbound Left	130	460	3	153	277	60	405	682	700
Northbound Thru	130	20	1	20	36	60	405	441	450
Northbound Right	130	123	1	123	222	60	405	627	650
Southbound Left	130	142	1	142	256	35	145	401	425
Southbound Thru	130	20	1	20	36	35	145	181	200
Southbound Right	130	198	1	198	358	35	145	503	525
Eastbound Left	130	202	2	101	182	50	290	472	475
Eastbound Thru	130	2012	3	671	1211	50	290	1501	1525
Eastbound Right	130	225	1	225	406	50	290	696	700
Westbound Left	130	56	2	28	51	65	460	511	525
Westbound Thru	130	2442	3	814	1470	65	460	1930	1950
Westbound Right	130	20	1	20	36	65	460	496	500

PM Peak Hour

SR 50 (Cortez Boulevard) and Kettering Road/ CR 39 (Croom Rital Road)	Cycle Length (sec)	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.)	Total Length (Ft.)	Rounded Length (Ft.)	Maximum Calculated Length (Ft.)	Recommended Length (Ft.)
Northbound Left	130	485	3	162	292	60	405	697	700	700	700
Northbound Thru	130	25	1	25	45	60	405	450	450	-	-
Northbound Right	130	159	1	159	287	60	405	692	700	700	700
Southbound Left	130	91	1	91	164	35	145	309	325	425	425
Southbound Thru	130	20	1	20	36	35	145	181	200	-	-
Southbound Right	130	212	1	212	383	35	145	528	550	550	550
Eastbound Left	130	150	2	75	135	50	290	425	425	1650	475
Eastbound Thru	130	2254	3	751	1357	50	290	1647	1650	-	-
Eastbound Right	130	451	1	451	814	50	290	1104	1125	1650	1125
Westbound Left	130	175	2	88	158	65	460	618	625	1950	625
Westbound Thru	130	1904	3	635	1146	65	460	1606	1625	-	-
Westbound Right	130	20	1	20	36	65	460	496	500	1950	500

Notes:

Queue length:  $2.0 \cdot (DHV) \cdot (\text{Cycle Length}) \cdot (25) / 3600$ .

Source: 2011 FDOT Plans Preparation Manual, Volume 1

Total deceleration lengths are based on the 2006 FDOT Roadway & Traffic Design Standards, Index 301

The recommended lengths are rounded up to the nearest 25 ft., with a minimum of 50 ft. recommended.

The design speed was assumed to be 5 mph above posted speed limit

**Queue Length Analysis SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard)  
Plans Preparation Manual Method**

AM Peak Hour

SR 50 (Cortez Boulevard) and US 98 (McKethan Road)/Olancha Road	Cycle Length (sec)	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.)	Total Length (Ft.)	Rounded Length (Ft.)
Northbound Left	90	842	3	281	351	60	405	756	775
Northbound Thru	90	69	1	69	86	60	405	491	500
Northbound Right	90	80	1	80	100	60	405	505	525
Southbound Left	90	7	1	7	25	35	145	170	175
Southbound Thru	90	112	1	112	140	35	145	285	300
Southbound Right	90	194	1	194	243	35	145	388	400
Eastbound Left	90	120	1	120	150	65	460	610	625
Eastbound Thru	90	1066	3	355	444	65	460	904	925
Eastbound Right	90	925	2	463	578	65	460	1038	1050
Westbound Left	90	53	1	53	66	65	460	526	550
Westbound Thru	90	1443	3	481	601	65	460	1061	1075
Westbound Right	90	26	1	26	33	65	460	493	500

PM Peak Hour

SR 50 (Cortez Boulevard) and US 98 (McKethan Road)/Olancha Road	Cycle Length (sec)	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.)	Total Length (Ft.)	Rounded Length (Ft.)	Maximum Calculated Length (Ft.)	Recommended Length (Ft.)
Northbound Left	90	816	3	272	340	60	405	745	750	775	775
Northbound Thru	90	108	1	108	135	60	405	540	550	-	-
Northbound Right	90	71	1	71	89	60	405	494	500	550	550
Southbound Left	90	27	1	27	34	35	145	179	200	300	300
Southbound Thru	90	61	1	61	76	35	145	221	225	-	-
Southbound Right	90	47	1	47	59	35	145	204	225	400	400
Eastbound Left	90	73	1	73	91	65	460	551	575	1000	625
Eastbound Thru	90	1262	3	421	526	65	460	986	1000	-	-
Eastbound Right	90	1092	2	546	683	65	460	1143	1150	1150	1150
Westbound Left	90	77	1	77	96	65	460	556	575	1075	575
Westbound Thru	90	1196	3	399	498	65	460	958	975	-	-
Westbound Right	90	22	1	22	28	65	460	488	500	1075	500

Notes:

Queue length:  $2.0 \cdot (DHV) \cdot (\text{Cycle Length}) \cdot (25) / 3600$ .

Source: 2011 FDOT Plans Preparation Manual, Volume 1

Total deceleration lengths are based on the 2006 FDOT Roadway & Traffic Design Standards, Index 301

The recommended lengths are rounded up to the nearest 25 ft., with a minimum of 50 ft. recommended.

The design speed was assumed to be 5 mph above posted speed limit

**Queue Length Analysis SR 50 (Cortez Boulevard) from Lockhart Road to US 301 (Treiman Boulevard)  
Plans Preparation Manual Method**

AM Peak Hour

SR 50 (Cortez Boulevard) and US 301 (Treiman Boulevard)	Cycle Length (sec)	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.)	Total Length (Ft.)	Rounded Length (Ft.)
Northbound Left	80	238	1	238	264	65	460	724	725
Northbound Thru	80	548	2	274	304	65	460	764	775
Northbound Right	80	145	1	145	161	65	460	621	625
Southbound Left	80	53	1	53	59	65	460	519	525
Southbound Thru	80	603	2	302	335	65	460	795	800
Southbound Right	80	381	1	381	423	65	460	883	900
Eastbound Left	80	147	2	74	82	65	460	542	550
Eastbound Thru	80	622	2	311	346	65	460	806	825
Eastbound Right	80	95	1	95	106	65	460	566	575
Westbound Left	80	128	1	128	142	65	460	602	625
Westbound Thru	80	709	2	355	394	65	460	854	875
Westbound Right	80	35	1	35	39	65	460	499	500

PM Peak Hour

SR 50 (Cortez Boulevard) and US 301 (Treiman Boulevard)	Cycle Length (sec)	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Queue Length (Ft.)	Design Speed (mph)	Deceleration Length (Ft.)	Total Length (Ft.)	Rounded Length (Ft.)	Maximum Calculated Length (Ft.)	Recommended Length (Ft.)
Northbound Left	80	124	1	124	138	65	460	598	600	850	850
Northbound Thru	80	691	2	346	384	65	460	844	850	-	-
Northbound Right	80	217	1	217	241	65	460	701	725	850	850
Southbound Left	80	37	1	37	41	65	460	501	525	800	800
Southbound Thru	80	493	2	247	274	65	460	734	750	-	-
Southbound Right	80	206	1	206	229	65	460	689	700	900	900
Eastbound Left	80	397	2	199	221	65	460	681	700	900	900
Eastbound Thru	80	780	2	390	433	65	460	893	900	-	-
Eastbound Right	80	145	1	145	161	65	460	621	625	900	900
Westbound Left	80	135	1	135	150	65	460	610	625	875	875
Westbound Thru	80	712	2	356	396	65	460	856	875	-	-
Westbound Right	80	27	1	27	30	65	460	490	500	875	875

Notes:

Queue length:  $2.0 \cdot (DHV) \cdot (\text{Cycle Length}) \cdot (25) / 3600$ .

Source: 2011 FDOT Plans Preparation Manual, Volume 1

Total deceleration lengths are based on the 2006 FDOT Roadway & Traffic Design Standards, Index 301

The recommended lengths are rounded up to the nearest 25 ft., with a minimum of 50 ft. recommended.

The design speed was assumed to be 5 mph above posted speed limit