MLK
SR 574 BLVD
PD&E Study

Project Development and Environment (PD&E) Study

Final Traffic Technical Memorandum

S.R. 574 (Martin Luther King Jr. Boulevard) from C.R. 579 to McIntosh Road Hillsborough County, Florida

WPI Segment No. 255893 1
FAP No. 2081-018P

Florida Department of Transportation - District 7
Tampa, Florida

August 2000

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S.R. 574 (Martin Luther King Jr. Boulevard) from C.R. 579 to McIntosh Road Hillsborough County, Florida

Section 10090

WPI Segment No.: 255893 1
FAP No. 2081-018P

Submitted to:

Florida Department of Transportation - District 7
Tampa, Florida

Submitted by:

BAYSIDE ENGINEERING, INC.

Bayside Engineering, Inc.
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August 2000

PROFESSIONAL ENGINEER ENDORSEMENT

'eby certify that I am a Registered Professional Engineer in the State of Florida and ticing with Bayside Engineering, Inc.. Bayside Engineering, Inc. is authorized via ificate Number EB 7102 to operate as an Engineering Business by the Florida State 'd of Professional Engineers, State of Florida Department of Professional Regulation. I e prepared or supervised the preparation of the evaluations, findings, conclusions, mmendations, or professional opinions/advice contained in this document. My orsement constitutes my approval of these items.

I Segment No. 255893 1

P No. 2081-018P

scription: This project involves the widening of S.R. 574 (Dr. M. L. King Boulevard) from C.R. 579 to McIntosh Road in Hillsborough County, Florida.

e results contained in this report were developed using procedures and references ndard to the transportation engineering practice. These references and procedures were plied using professional judgment and experience.

ame: Taylor H. Stukes, PE

E. No.: 42090

ate: July 19, 2002

Signature: _____ 7/19/02

FACE

report was prepared in accordance with Florida Department Design Traffic Handbook, da Department of Transportation (FDOT) March, 1997. Project traffic forecasting is ired in developing improvements involving reconstruction, additional lanes, new roadways, major intersection improvements. Project traffic forecasting is generally required for rmining the number of lanes required to meet the anticipated future traffic demands.

design Hourly Volumes (DHV), the vehicle type composition, and the directional distribution all essential to the development and design of a transportation improvement project. Design rly Volumes are based on the 30th highest hour (K_{30}) projected to occur in the year 2025. ffic projections used in this study are based on values provided by the FDOT Planning partment which are in turn based on the Tampa Bay Regional Planning Model (TBRPM) and usted using the design traffic procedures adopted by FDOT.

ture major land use changes are incorporated in the travel projections. The data and sumptions for all computer traffic assignments are based on the model developed within the nsportation planning process. System traffic is one of the products of the transportation anning process.

TABLE OF CONTENTS

		Page
	PREFACE	*i*
	LIST OF FIGURES	*iii*
	LIST OF TABLES	*iv*
	LIST OF APPENDICES	*v*
)	EXECUTIVE SUMMARY	1
)	INTRODUCTION	2
0	EXISTING CONDITIONS	3
	3.1 Roadway Characteristics	3
	3.2 Study Intersections	3
	3.3 Count Data	3
	3.4 Field Inventory	8
	3.5 Crash Data	8
	3.6 Existing Level of Service Analysis: HCS	8
.0	FUTURE YEAR TRAFFIC VOLUME PROJECTIONS	12
	4.1 Methodology	12
	4.2 Future Year Traffic Volume Projections	12
	4.3 Design Year Level of Service	13
	4.4 Storage Length Requirements	13
5.0	AIR AND NOISE TRAFFIC DATA DEVELOPMENT	20
	5.1 Air Traffic Data	20
	5.2 Noise Traffic Data	20
6.0	RECOMMENDATIONS AND CONCLUSIONS	21

LIST OF FIGURES

ure No.	Page
Project Location Map	5
Existing Traffic: Daily Volumes	6
Existing Traffic: Turning Movement Volumes	7
Existing Intersection Geometry	9
Daily Traffic Projections	14
Design Hour Volumes	15
Recommended Intersection Geometry, Year 2025	17

LIST OF TABLES

Table No.		Page
1	Collision Summary	10
2	Existing HCS Level of Service Summary	11
3	Future HCS Level of Service Summary	16
4	Storage Length Requirements	18,19

LIST OF APPENDICES

Appendix

A Approach Counts and Turning Movement Counts

B Correspondence

C Crash Summaries and Crash Diagrams

D HCS Analysis and Art-Plan Worksheets

E Design Traffic Projections

F Air and Noise Traffic Data Forms

1.0 EXECUTIVE SUMMARY

State Road 574 (Dr. Martin Luther King Jr. Boulevard) is an arterial that extends through much of central Hillsborough County, Florida. It runs from Dale Mabry Highway (US 92) east to Thonotosassa Road (SR 566) in Plant City. The section from CR 579 (Mango Road) to McIntosh Road is being studied, and data collection was conducted along the corridor. An assessment of multi-laning SR 574 was made, including individual intersection improvements.

Based on the analysis performed, the following recommendations were developed:

- Six-lane SR 574 from the existing six-lane section west of Highview Road to the intersection of SR 574 at Kingsway Road. Four-lane SR 574 from east of Kingsway to McIntosh Road. Geometric improvements to several of the side streets are also recommended. These improvements were developed in order to maintain acceptable operating conditions up to 2025.

- An additional through lane is anticipated by the year 2025 at the intersection of SR 574 and CR 579 (Mango Road) in order to maintain acceptable operating conditions

1.0 INTRODUCTION

State Road 574 (Dr. Martin Luther King Jr. Boulevard) is an arterial that extends through much of central Hillsborough County, Florida. SR 574 is projected to experience modest growth in the future. This traffic study quantifies capacity improvements that will be required within the study corridor through the design year of 2025.

An assessment of a proposed widening of SR 574 through the entire study corridor was made. In addition, individual intersection improvements were developed in order to reduce projected congestion and improve arterial flow. This study documents the evaluation method, summarizes the findings, and contains the recommended improvements.

The purpose of this Traffic Technical Memorandum is to document the methodology and procedures used in the development of the forecasted Average Annual Daily Traffic (AADT) and Design Hourly Volumes (DHV) for opening year 2005 and Design Year 2025 for the PD&E Study on SR 574. The design year alternatives evaluated for this study case considers the current route alignment and include the existing facility (i.e., the No-Build Alternative).

The limits of the SR 574 PD&E Study are from C.R. 579 (Mango Road) to McIntosh Road, a distance of approximately 3.6 miles (5.84km). This report was prepared using English units of measure.

3.0 EXISTING CONDITIONS

3.1 Roadway Characteristics

From C.R. 579 to McIntosh Road, S.R. 574 has a functional classification of an urban minor arterial. The existing roadway is a six-lane urban section at C.R. 579, which transitions to a three-lane rural section (with a two-way left-turn lane) east of Highview Road. The three-lane section is retained until Kingsway Road, where the roadway transitions to a two-lane rural section and remains a two-lane section to McIntosh Road. The approaches to the intersection of S.R. 574 and C.R. 579 are the only sections of the corridor with a raised median. The posted speed limit for S.R. 574 in this area varies from 45 mph (70 km/hr) to 50 mph (80 km/hr). Figure 1 is a project location map.

3.2 Study Intersections

Seven intersections were analyzed within the study area:

- SR 574 at CR 579 (Mango Road)
- SR 574 at Highview Road
- SR 574 at Pine Street
- SR 574 at Parsons Avenue
- SR 574 at Kingsway Road
- SR 574 at Valrico Road
- SR 574 at McIntosh Road

All seven intersections are signalized.

3.3 Count Data

Bi-directional approach counts at each of the study intersections were completed between Tuesday, March 28, and Tuesday May 2, 2000. Three seven day bi-directional counts were conducted between Tuesday, March 28, and Sunday, April 16, 2000. The specific locations of the seven day counts were:

- SR 574 between CR 579 (Mango Road) and Highview Road
- SR 574 between Parsons Avenue and Kingsway Road
- SR 574 between Valrico Road and McIntosh Road

Depending on the count location, typical weekday traffic volumes on SR 574 ranged from approximately 10,000 vehicles to over 35,000 vehicles. Eight-hour turning movement counts were collected at the analysis intersections between March 28 and March 30, 2000. All turning movement counts were collected on a Tuesday, Wednesday or Thursday and peak holiday times were avoided.

Figure 2 illustrates existing daily traffic count data. Figure 3 illustrates existing AM and PM peak turning movement count data. Both figures illustrate raw count data. Eight hour turning movement count summary tables that are contained in Appendix A

As provided by the FDOT Systems Planning Office, the following K, D, and T factors were used to define the traffic characteristics used in the design hour traffic level of service (LOS) analyses:

- K(30) factor = 9.89 percent
- D-factor = 54.37 percent
- T-Factor = 3.0 percent peak hour
- T-Factor = 6.0 percent daily
- Peak Hour Factor (PHF) = 0.95

FDOT correspondence is included in Appendix B.

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S.R. 574 (Martin Luther King Jr. Blvd.)
Project Development & Environment (PD&E) Study
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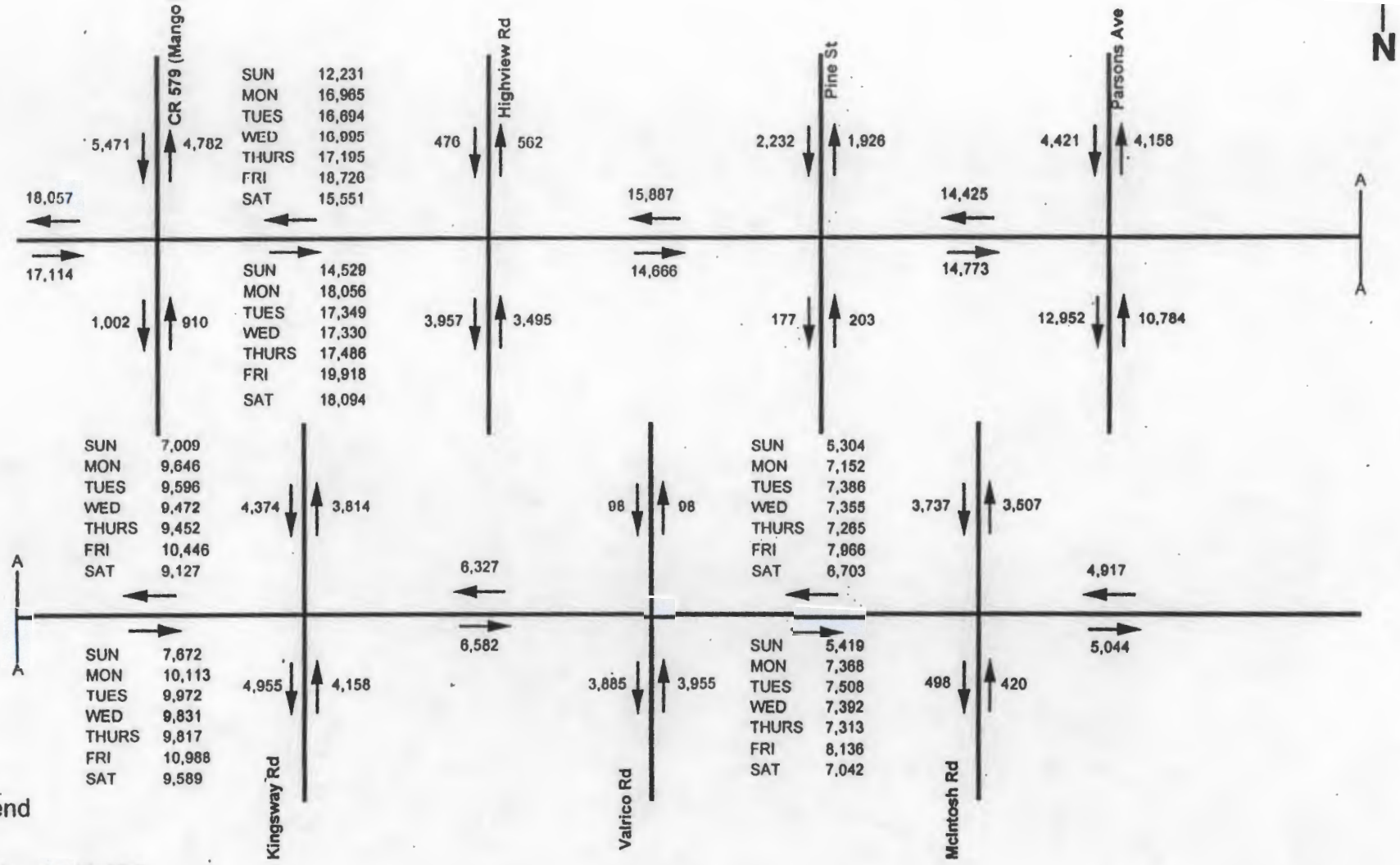
GENERAL PROJECT LOCATION MAP

Figure 1



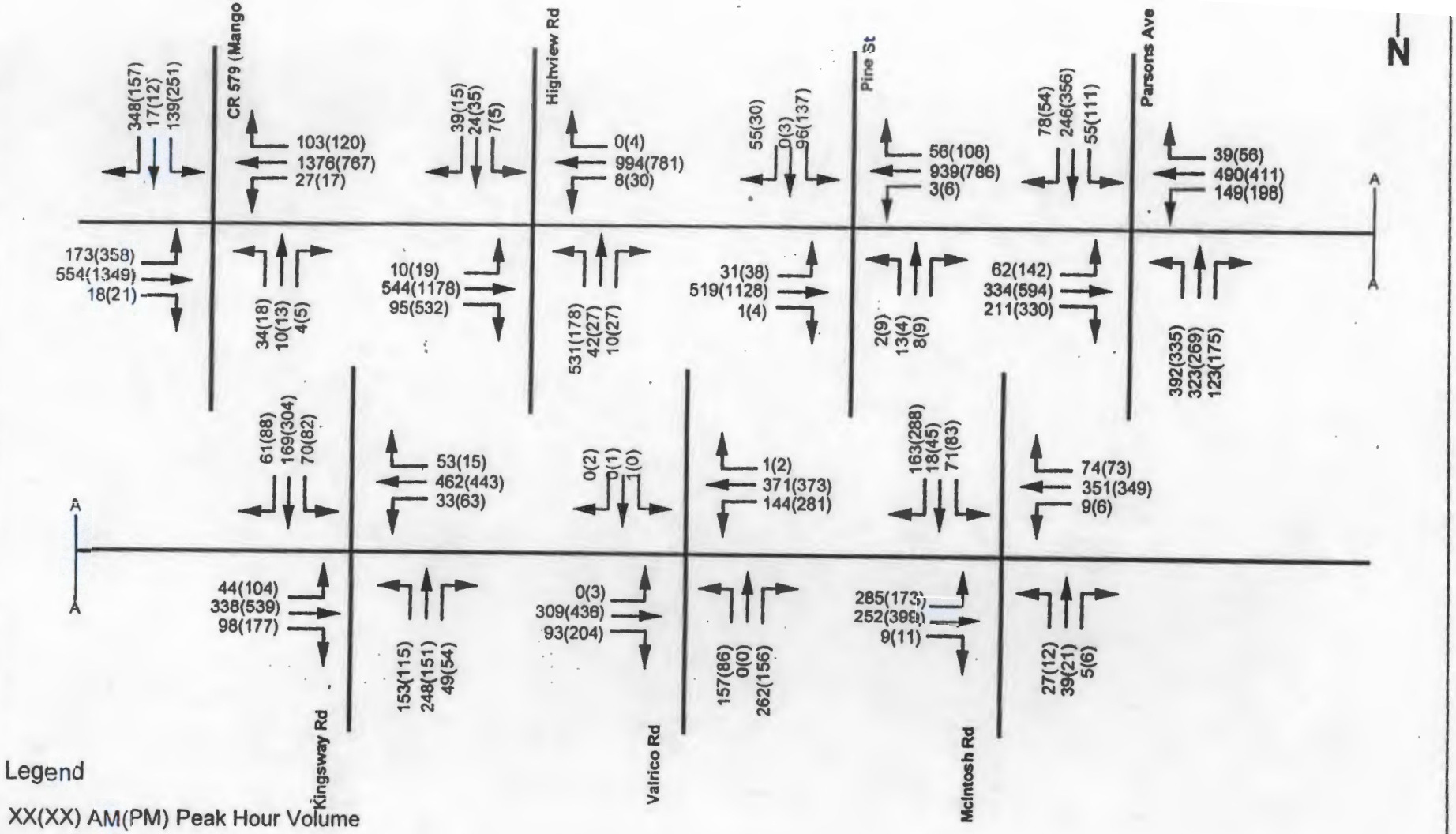
Legend

XX Year 2000 ADT

S.R. 574 (Martin Luther King Jr. Blvd.)
Project Development & Environment (PD&E) Study
Hillsborough County, Florida
WPI Segment No. 255893 1
FAP No. 2061-018P

Existing Traffic - Daily Volumes

Figure 2



MLK BLVD S.R. 574 (Martin Luther King Jr. Blvd.) Project Development & Environment (PD&E) Study Hillsborough County, Florida WPI Segment No. 25[illegible] 1 FAP No. 2061-018P	**Existing Traffic - Turning Movement Volumes**	***Figure 3***

4 Field Inventory

ı inventory of each intersection was conducted. This included a review of the geometry and ›ndition of each intersection as well as existing signal phasings at each intersection. Peak ›ur field observations also provided opportunities to observe operating conditions along the terial section. Figure 4 illustrates the existing geometric configuration of each analysis tersection.

.5 Crash Data

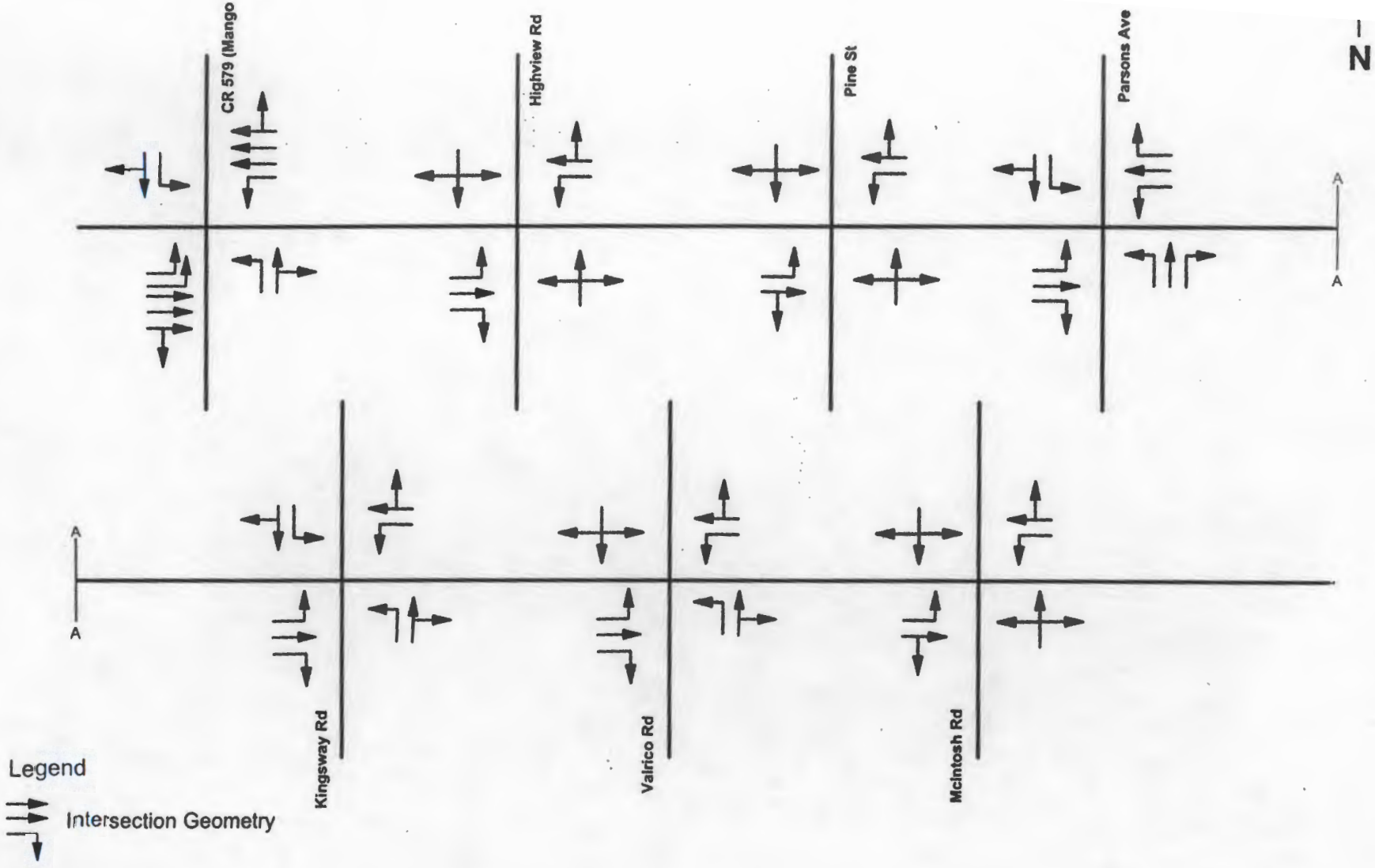
Crash records for each study intersection were obtained from the FDOT. Crash records for the ›ears 1995 through 1999 were obtained. Crash diagrams were prepared at each of the seven study intersections for all five years.

Table 1 provides a summary of collisions through the study area. A total of 257 crashes were reported at these seven intersections over the five-year period with no fatalities. Of these seven locations, the intersection of SR 574 at Highview Road had the greatest frequency of collisions, with 24 collisions in 1995, 17 in 1996, 13 in 1997, 13 in 1998, and 12 in 1999. The majority of collisions at all seven intersections were rear ends, which is typical of congested conditions at signalized intersections. Crash rates are relatively low at all intersections. The crash rate is the number of collisions per million entering vehicles (MEV). There were no safety issues observed at any of the study intersections, however operational and geometric improvements described in the following sections may reduce the number of collisions due to congestion reduction.

Crash summaries and diagrams are provided in Appendix C.

3.6 Existing Level of Service Analysis: HCS

A level of service analysis was employed to determine operating conditions at each intersection and segment for the existing year, and was conducted using the latest version of the Highway Capacity Software (HCS) and Art-Plan. Table 2 is a summary of the Level of Service (LOS) analysis for the existing year conditions. Printouts of the existing HCS and Art-Plan analysis are included in Appendix D.



MLK PD&E Study	S.R. 574 (Martin Luther King Jr. Blvd.) Project Development & Environment (PD&E) Study Hillsborough County, Florida WPI Segment No. 255893 1 FAP No. 2081-018P	**Existing Intersection Geometry**	***Figure 4***

Table 1
Collision Summary
SR 574 TRAFFIC MEMORANDUM

Intersection	SR 574 at CR 579 (Mango Road)						SR 574 at Highview Road						SR 574 at Pine Street						SR 574 at Parsons Avenue					
Collision Type	1995	1996	1997	1998	1999	Total	1995	1996	1997	1998	1999	Total	1995	1996	1997	1998	1999	Total	1995	1996	1997	1998	1999	Total
Rear End	9	3	8	2	2	24	11	3	5	6	11	36	5	2	4	4	7	22	2	0	1	1	6	10
Left Turn	3	2	0	1	2	8	1	2	1	2	0	6	0	1	1	1	0	3	0	3	0	1	2	6
Angle	3	0	1	1	1	6	12	12	5	3	1	33	0	2	0	2	1	5	1	2	1	0	0	4
Sideswipe	0	0	1	0	1	2	0	0	1	2	0	3	0	0	2	2	0	4	0	0	1	0	1	2
Right Turn	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped / Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1
Head On	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Other	1	0	0	2	0	3	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Injury	5	2	5	6	2	20	9	9	6	7	5	36	3	4	2	4	3	16	2	3	3	1	4	13
Property Damage	12	3	5	1	4	25	15	8	7	6	7	43	2	2	5	6	7	22	3	2	1	1	6	13
Day	13	5	6	5	3	32	18	14	9	12	9	62	4	3	6	8	8	29	4	4	3	2	6	19
Night	4	0	4	2	3	13	6	3	4	1	3	17	1	3	1	2	2	9	1	1	1	0	4	7
Wet	4	1	4	3	2	14	13	3	1	4	4	25	1	2	0	1	2	6	0	0	1	0	2	3
Dry	13	4	6	4	4	31	11	14	12	9	8	54	4	4	7	9	8	32	5	5	3	2	8	23
Collision Rate	2.5	0.7	1.4	0.9	0.5		3.5	2.5	1.8	1.7	1		0.7	0.9	1	1.3	0.9		0.7	0.7	0.6	0.3	1.1	

Intersection	SR 574 at Kingsway Road						SR 574 at Valrico Road						SR 574 at McIntosh Road						Corridor Total
Collision Type	1995	1996	1997	1998	1999	Total	1995	1996	1997	1998	1999	Total	1995	1996	1997	1998	1999	Total	Total
Rear End	1	0	0	2	0	3	3	2	1	2	5	13	0	2	2	2	3	9	117
Left Turn	0	0	2	3	2	7	0	0	1	0	1	2	2	1	0	2	1	6	38
Angle	2	2	0	0	1	5	0	0	0	1	0	1	1	1	2	3	2	9	63
Sideswipe	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	13
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Ped / Bike	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Head On	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Other	0	0	0	0	1	1	3	0	0	1	0	4	1	0	0	1	2	4	15
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Injury	1	1	0	3	2	7	4	0	0	2	3	9	3	4	3	6	1	17	118
Property Damage	2	2	3	2	3	12	2	2	2	2	3	11	1	0	1	3	8	13	139
Day	2	2	3	4	3	14	4	1	1	4	4	14	4	4	3	8	9	28	198
Night	1	1	0	1	2	5	2	1	1	0	2	6	0	0	1	1	0	2	59
Wet	0	1	0	2	0	3	0	0	1	0	1	2	0	2	2	0	3	7	60
Dry	3	2	3	3	5	16	6	2	1	4	5	18	4	2	2	9	6	23	197
Collision Rate	0.4	0.4	0.4	0.6	0.9		1.9	0.6	0.6	1.1	1.2		1.3	1.2	1.2	2.4	2		

Table 2
Existing HCS Level of Service Summary
SR 574 TRAFFIC MEMORANDUM

Intersections	Existing Year 2000	
	Delay (sec)	LOS
SR 574 at CR 579 (Mango Road)	39.3	D
SR 574 at Highview Road	271.5	F
SR 574 at Pine Street	21.6	C
SR 574 at Parsons Avenue	78.5	E
SR 574 at Kingsway Road	22.9	C
SR 574 at Valrico Road	21.8	C
SR 574 at McIntosh Road	65.8	E
Segments Eastbound	**Existing Year 2000**	
	Delay (sec)	LOS
CR 579 (Mango Road) to Highview Road	157.3	F
Highview Road to Pine Street	7.3	B
Pine Street to Parsons Avenue	44.9	D
Parsons Avenue to Kingsway Road	12.4	B
Kingsway Road to Valrico	25.6	A
Valrico Road to McIntosh Road	51.0	D
Segments Westbound	**Existing Year 2000**	
	Delay (sec)	LOS
McIntosh Road to Valrico Road	17.5	B
Valrico to Kingsway Road	23.0	A
Kingsway Road to Parsons Avenue	39.8	D
Parsons Avenue to Pine Street	20.6	C
Pine Street to Highview Road	37.8	E
Highview Road to CR 579 (Mango Road)	35.5	E

FUTURE YEAR TRAFFIC VOLUME PROJECTIONS

rder to assess future year operating conditions, traffic projections for the opening year 5) and design year (2025) were developed.

Methodology

FDOT District Seven Planning Department provided traffic projections along SR 574 and at ch of the analysis intersections. These daily traffic projections were based on the Tampa Bay gional Planning Model (TBRPM) and adjusted using the design traffic procedures adopted by OT. Projections for the year 2025, for example, were extrapolated from the years 2000 and 20 values. Figure 5 illustrates the daily traffic projections through the design year, based on e methodology described above. No distinction in traffic volume projections was made etween a Build Condition (widening of SR 574) and No Build condition.

.2 Future Year Traffic Volume Projections

The TURNS4 spreadsheet was used to develop design hour turning volumes for the opening year (2005), mid-year (2015) and design year (2025) conditions. TURNS4 is a Lotus 1-2-3 template which develops future year turning movements based on user provided inputs. It employs components of the TURNFLOW program (developed by McTrans) with the TURNS3 program, developed by the FDOT District One. Figure 6 illustrates the turning volume projections for the design year developed by TURNS4. Design traffic volume worksheets are provided in Appendix E.

4.3 Design Year Level of Service

HCS analysis was employed to determine operating conditions at each intersection for the No Build and Build alternatives in the design year (2025). Design Traffic projections for the design year (2025) from the TURNS4 outputs were used. Table 3 is a summary of the Level of Service (LOS) analysis for both intersections and segments. In the design year, intersection operations of each intersection are at LOS D or better based on a four to six lane configuration of SR 574. Figure 7 illustrates the recommended geometry for each signalized intersection in the study corridor. The HCS and Art-Plan worksheets for the analyses are contained in Appendix D. Traffic volumes were analyzed using existing laneage for conditions during the design hour. Then intersection improvements were progressively analyzed until LOS D achieved.

In addition to the widening on SR 574, geometric improvements for each intersection are recommended to have the intersections operate at an acceptable level of service in the design year. These specific improvements include:

- An additional through lane is needed by the design year (2025) at the intersection of SR 574 at CR 579 (Mango Road). An additional southbound left turn lane is also needed.
- Provide dual northbound left turn lanes at the intersection of Highview Road.
- Provide a separate southbound left turn lane at Pine Street.
- Provide a second northbound left turn lane, a second southbound through lane, and a separate southbound left turn lane at Parsons Avenue.

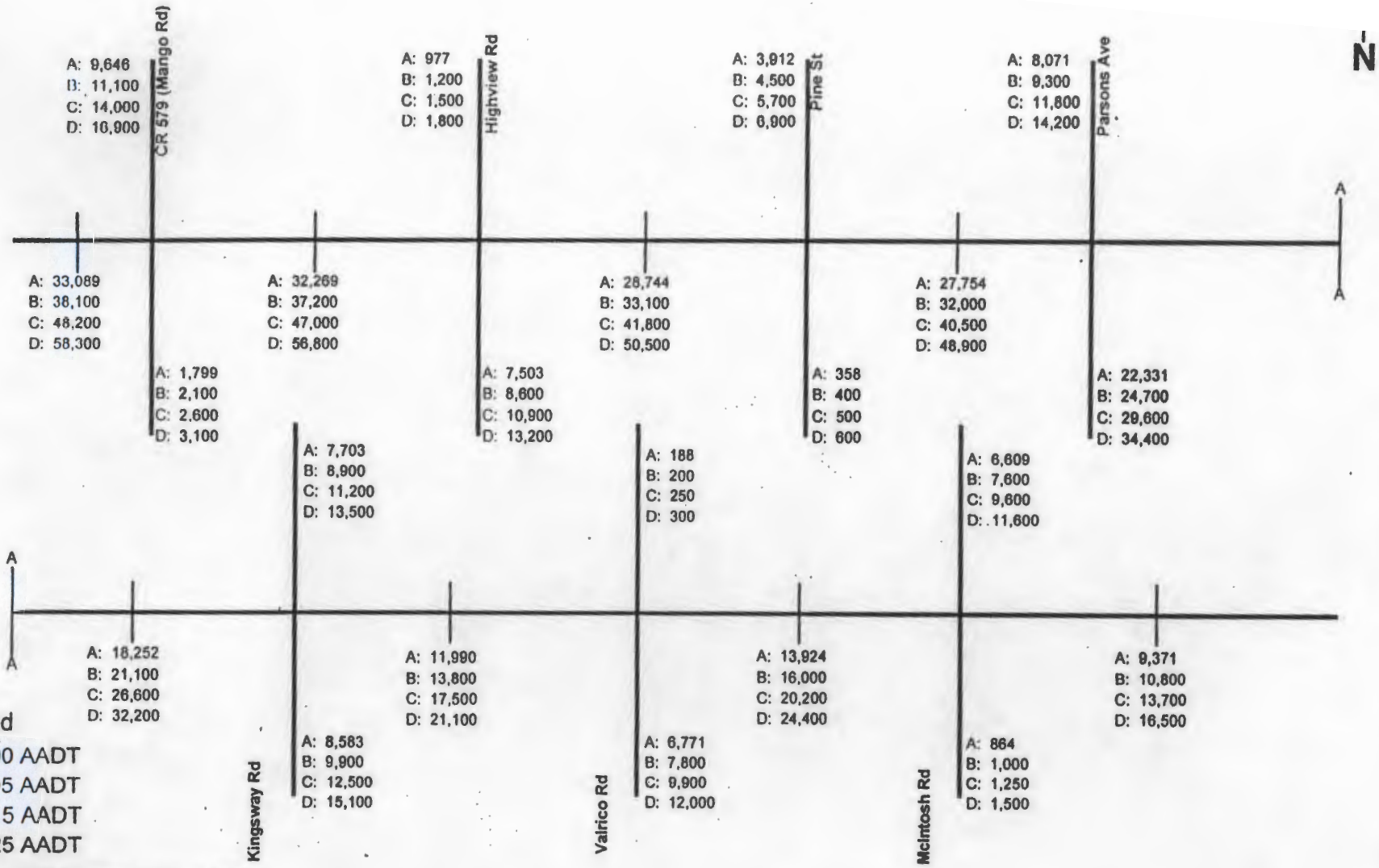
- Provide a second northbound left turn lane and a separate southbound right turn lane at Kingsway Road.

- Provide a separate southbound right turn lane at McIntosh Road.

4 Storage Length Requirements

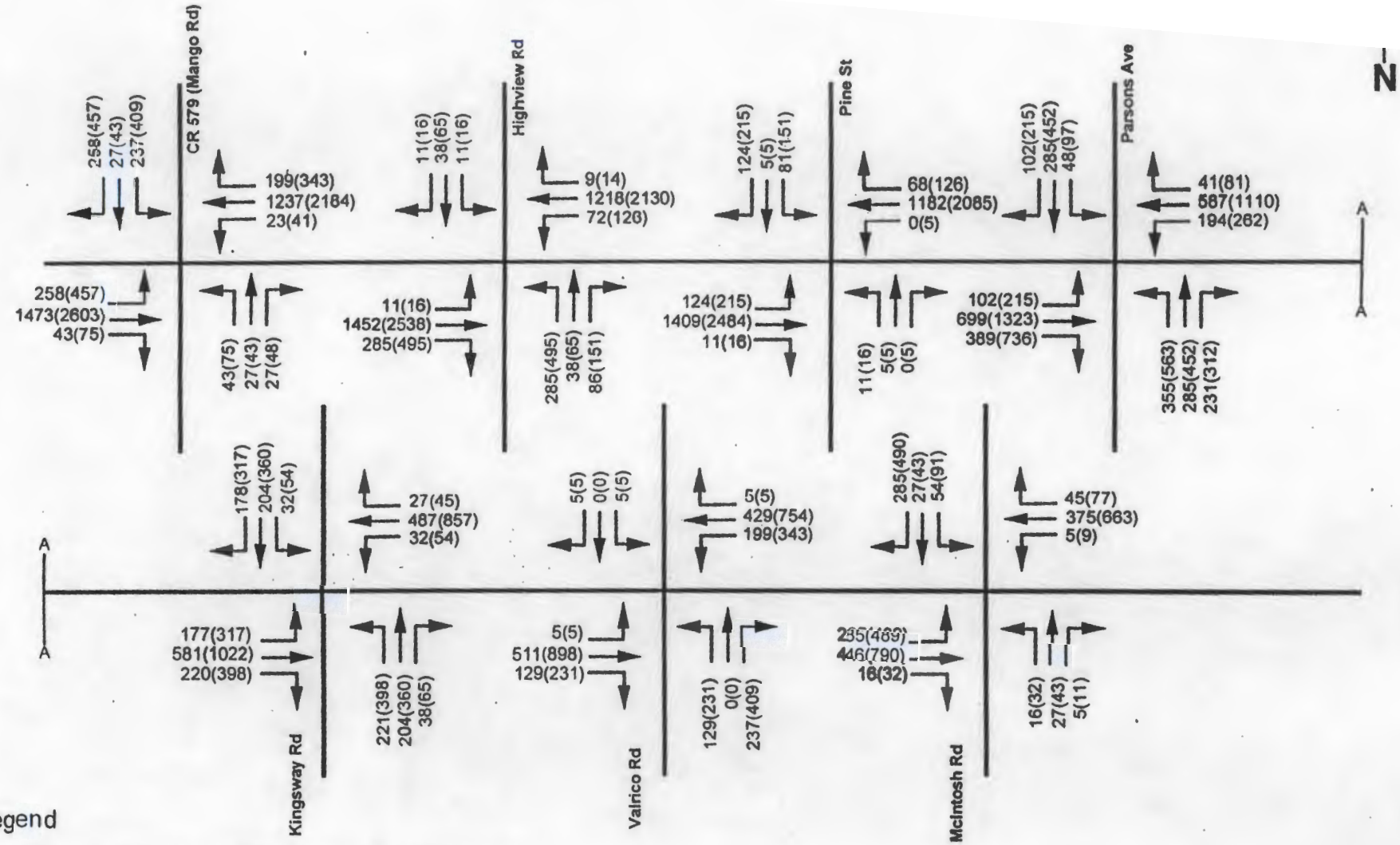
ased on the traffic projections and HCS analysis described above, storage lengths at all the udy intersections for each approach lane were developed for the design year (2025).

torage length requirements were based on the Plans Preparation Manual (PPM) method, vhich uses traffic volumes and cycle lengths in its projection of storage lane lengths. Table 4 provides a summary of storage lengths for each analyzed intersection. Additional length will be required to provide adequate taper for turn lanes. Table 4 summarizes the recommended storage lengths for each analyzed intersection.



Source: FDOT Systems Planning Office

MLK SR 574 BLVD PD&E Study	S.R. 574 (Martin Luther King Jr. Blvd.) Project Development & Environment (PD&E) Study Hillsborough County, Florida WPI Segment No. 255893 1 FAP No. 2081-018P	**Daily Traffic Projections**
		Figure 5



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XX(XX) Year 2000(Year 2025) Design Hour Volume

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Project Development & Environment (PD&E) Study
Hillsborough County, Florida
WPI Segment No. 2558931
FAP No. 2081-018P

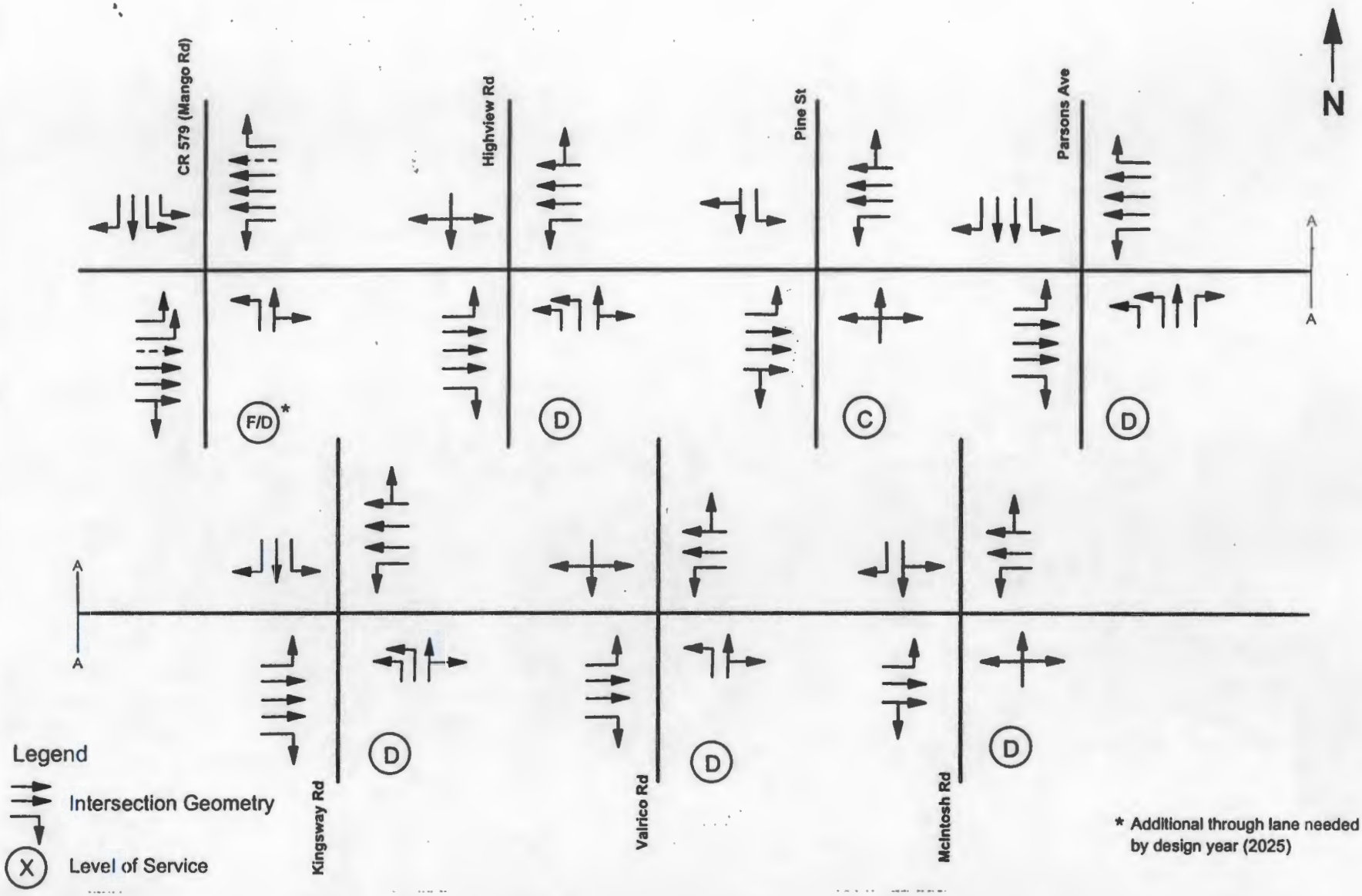
Design Hour Volumes

Figure 6

Table 3
Future HCS Level of Service Summary
SR 574 TRAFFIC MEMORANDUM

Intersection	No Build Condition (Year 2025)		Build Condition (Year 2025)		Build Condition (Year 2025) with 8L Imp (1)	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
SR 574 at CR 579 (Mango Road)	>200	F	218.6	F	43.8	D (1)
SR 574 at Highview Road	>200	F	52.0	D	NA	NA
SR 574 at Pine Street	>200	F	26.6	C	NA	NA
SR 574 at Parsons Avenue	>200	F	46.8	D	NA	NA
SR 574 at Kingsway Road	>200	F	48.7	D	NA	NA
SR 574 at Valrico Road	193.5	F	42.0	D	NA	NA
SR 574 at McIntosh Road	>200	F	44.8	D	NA	NA
Segments Eastbound	**No Build Condition (Year 2025)**		**Build Condition (Year 2025)**		**Build Condition (Year 2025) with 8L Imp (1)**	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
CR 579 (Mango Road) to Highview Road	>200	F	33.7	E	33.7	E
Highview Road to Pine Street	>200	F	5.6	B	5.6	B
Pine Street to Parsons Avenue	>200	F	45.1	D	45.1	D
Parsons Avenue to Kingsway Road	>200	F	47.9	D	47.9	D
Kingsway Road to Valrico	129.4	D	51.6	B	51.6	B
Valrico Road to McIntosh Road	143.5	F	52.3	D	52.3	D
Segments Westbound	**No Build Condition (Year 2025)**		**Build Condition (Year 2025)**		**Build Condition (Year 2025) with 8L Imp (1)**	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
McIntosh Road to Valrico Road	6.2	B	22.4	B	22.5	B
Valrico to Kingsway Road	>200	E	49.6	B	49.6	B
Kingsway Road to Parsons Avenue	>200	F	47.4	D	47.4	D
Parsons Avenue to Pine Street	>200	F	32.9	C	32.9	C
Pine Street to Highview Road	>200	F	40.3	E	40.3	E
Highview Road to CR 579 (Mango Road)	>200	F	81.3	F	42.8	E

(1) Additional through lanes in the eastbound and westbound direction are needed to maintain LOS D.



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S.R. 574 (Martin Luther King Jr. Blvd.)
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Recommended Intersection Geometry

Figure 7

Table 4
Storage Length
Design Year (2025)
SR 574 TRAFFIC MEMORANDUM

SR 574 at CR 579 (Mango Road)

Turning Movement			Turning Volume (Veh/Hr)	Cycle Length (Sec)	Number of Cycles per Hr	Number of Lanes	Per-Lane Volume (VPHPL)	Arrival Factor	Calculated Lane Length (Ft)	Recommended Lane Length (Ft)
EB	L	:	457	150.0	24.0	2	229	2.0	476.0	500
EB	TR	:	2678	150.0	24.0	4	670	2.0	1,394.8	1,400
WB	L	:	41	150.0	24.0	1	41	2.0	85.4	100
WB	T	:	2184	150.0	24.0	4	546	2.0	1,137.5	1,150
WB	R	:	343	150.0	24.0	1	343	2.0	714.6	725
NB	L	:	75	150.0	24.0	1	75	2.0	156.3	175
NB	TR	:	91	150.0	24.0	1	91	2.0	189.6	200
SB	L	:	409	150.0	24.0	2	205	2.0	426.0	450
SB	T	:	43	150.0	24.0	1	43	2.0	89.6	100
SB	R	:	457	150.0	24.0	1	457	2.0	952.1	975

SR 574 at Highview Road

Turning Movement			Turning Volume (Veh/Hr)	Cycle Length (Sec)	Number of Cycles per Hr	Number of Lanes	Per-Lane Volume (VPHPL)	Arrival Factor	Calculated Lane Length (Ft)	Recommended Lane Length (Ft)
EB	L	:	16	150.0	24.0	1	16	2.0	33.3	50
EB	T	:	2538	150.0	24.0	3	846	2.0	1,762.5	1,775
EB	R	:	495	150.0	24.0	1	495	2.0	1,031.3	1,050
WB	L	:	126	150.0	24.0	1	126	2.0	262.5	275
WB	TR	:	2144	150.0	24.0	3	715	2.0	1,488.9	1,500
NB	L	:	495	150.0	24.0	2	248	2.0	515.6	500*
NB	TR	:	216	150.0	24.0	1	216	2.0	450	475
SB	LTR	:	97	150.0	24.0	1	97	2.0	202.1	225

SR 574 at Pine Street

Turning Movement			Turning Volume (Veh/Hr)	Cycle Length (Sec)	Number of Cycles per Hr	Number of Lanes	Per-Lane Volume (VPHPL)	Arrival Factor	Calculated Lane Length (Ft)	Recommended Lane Length (Ft)
EB	L	:	215	120.0	30.0	1	215	2.0	358.3	375
EB	TR	:	2500	120.0	30.0	3	833	2.0	1,388.9	1,400
WB	L	:	5	120.0	30.0	1	5	2.0	8.3	50
WB	TR	:	2211	120.0	30.0	3	737	2.0	1,228.3	1,250
NB	LTR	:	26	120.0	30.0	1	26	2.0	43.3	50
SB	L	:	151	120.0	30.0	1	151	2.0	251.7	275
SB	TR	:	220	120.0	30.0	1	220	2.0	366.7	375

SR 574 at Parsons Avenue

Turning Movement			Turning Volume (Veh/Hr)	Cycle Length (Sec)	Number of Cycles per Hr	Number of Lanes	Per-Lane Volume (VPHPL)	Arrival Factor	Calculated Lane Length (Ft)	Recommended Lane Length (Ft)
EB	L	:	215	150.0	24.0	1	215	2.0	447.9	450
EB	T	:	1323	150.0	24.0	3	441	2.0	918.8	925
EB	R	:	736	150.0	24.0	1	736	2.0	1,533.3	1,550
WB	L	:	262	150.0	24.0	1	262	2.0	545.8	500*
WB	T		1110	150.0	24.0	3	370	2.0	770.8	775
WB	R	:	81	150.0	24.0	1	81	2.0	168.8	175
NB	L	:	563	150.0	24.0	2	282	2.0	586.5	500*
NB	T	:	452	150.0	24.0	1	452	2.0	941.7	950
NB	R	:	312	150.0	24.0	1	312	2.0	650.0	675
SB	L	:	97	150.0	24.0	1	97	2.0	202.1	225
SB	T	:	452	150.0	24.0	2	226	2.0	470.8	475
SB	R	:	215	150.0	24.0	1	215	2.0	447.9	450

* Left turn storage lanes max 500' recommended

Table 4 (cont.)
Storage Length
Design Year (2025)
S.R. 574 TRAFFIC MEMORANDUM

SR 574 at Kingsway Road

Turning Movement			Turning Volume (Veh/Hr)	Cycle Length (Sec)	Number of Cycles per Hr	Number of Lanes	Per-Lane Volume (VPHPL)	Arrival Factor	Calculated Lane Length (Ft)	Recommended Lane Length (Ft)
EB	L	:	317	150.0	24.0	1	317	2.0	660	500*
EB	T	:	1022	150.0	24.0	3	341	2.0	709.7	725
EB	R	:	398	150.0	24.0	1	398	2.0	829.2	850
WB	L	:	54	150.0	24.0	1	54	2.0	112.5	125
WB	TR	:	902	150.0	24.0	3	301	2.0	626.4	650
NB	L	:	398	150.0	24.0	2	199	2.0	414.6	425
NB	TR	:	425	150.0	24.0	1	425	2.0	885	900
SB	L	:	54	150.0	24.0	1	54	2.0	113	125
SB	T	:	360	150.0	24.0	1	360	2.0	750	775
SB	R	:	317	150.0	24.0	1	317	2.0	660	675

SR 574 at Valrico Road

Turning Movement			Turning Volume (Veh/Hr)	Cycle Length (Sec)	Number of Cycles per Hr	Number of Lanes	Per-Lane Volume (VPHPL)	Arrival Factor	Calculated Lane Length (Ft)	Recommended Lane Length (Ft)
EB	L	:	5	150.0	24.0	1	5	2.0	10	50
EB	T	:	898	150.0	24.0	2	449	2.0	935	950
EB	R	:	231	150.0	24.0	1	231	2.0	481	500
WB	L	:	343	150.0	24.0	1	343	2.0	714.6	500*
WB	TR	:	759	150.0	24.0	2	380	2.0	790.6	800
NB	L	:	231	150.0	24.0	1	231	2.0	481.3	500
NB	TR	:	409	150.0	24.0	1	409	2.0	852.1	875
SB	LTR	:	10	150.0	24.0	1	10	2.0	20.8	50

SR 574 at McIntosh Road

Turning Movement			Turning Volume (Veh/Hr)	Cycle Length (Sec)	Number of Cycles per Hr	Number of Lanes	Per-Lane Volume (VPHPL)	Arrival Factor	Calculated Lane Length (Ft)	Recommended Lane Length (Ft)
EB	L	:	489	150.0	24.0	1	489	2.0	1019	500*
EB	TR	:	822	150.0	24.0	2	411	2.0	856	875
WB	L	:	9	150.0	24.0	1	9	2.0	18.8	50
WB	TR	:	740	150.0	24.0	2	370	2.0	770.8	775
NB	LTR	:	86	150.0	24.0	1	86	2.0	179.2	200
SB	TL	:	134	150.0	24.0	1	134	2.0	279.2	300
SB	R	:	490	150.0	24.0	1	490	2.0	1,020.8	1,025

* Left turn storage lanes max 500' recommended

5.0 AIR AND NOISE TRAFFIC DATA DEVELOPMENT

5.1 Air Traffic Data

Traffic data were developed for the required air quality screening test. The data was based on the forecasted traffic for Opening Year 2005 and Design Year 2025. The methodology for the development of the traffic forecasts is documented in the Future Year Traffic Volume Projections section.

The traffic demand is assumed to be the same for the Build and No Build scenarios, but the approach speed will be different due to the level of congestion anticipated. The most congested intersection in the study area under all scenarios is the intersection of SR 574 and CR 579 (Mango Road) as determined by the design hour turning movement volumes documented in Figure 6 for the Design Year 2025.

The No Build approach speed for the design year is anticipated to be lower than the No Build cruise speed for the opening year due to the anticipated increase in congestion. Art-Plan was used to develop the approach speeds with and without intersection approach delay. The required forms for the air study screening data were completed and documented in Appendix F.

5.2 Noise Traffic Data

Traffic data were developed for the required noise studies. The following four study segments were determined by changes in traffic volumes and posted speed:

1. CR 579 (Mango Road) to Highview Road
2. Highview Road to Parsons Avenue
3. Parsons Avenue to Kingsway Road
4. Kingsway Road to McIntosh Road

The existing traffic volumes and characteristics were based on 2000 AADT volumes developed by the FDOT. For each study segment, the existing AADT traffic volumes are documented in Figure 2. Traffic characteristics (K, D, and T factors) were provided by the FDOT Planning Department. The posted speed limits were obtained from field observations.

The future design year 2025 traffic volumes were developed by the FDOT. The future AADT volumes are assumed to be the same for the Build and No Build scenarios as documented in Figure 6.

The required noise traffic data forms were completed and documented in Appendix F.

6.0 RECOMMENDATIONS AND CONCLUSIONS

Based on the analysis performed, the following conclusions and recommendations have been developed:

The corridor fails under the existing geometric condition by the design year of 2025. In fact, 2 of the 7 intersections analyzed fail under existing traffic conditions. By the design year, all 7 intersections are projected to operate at LOS F under the No Build condition.

Six-laning of SR 574 is recommended from the existing six-lane section west of Highview Road to the intersection of SR 574 at Kingsway Road. Four-laning of SR 574 is recommended from east of Kingsway to McIntosh Road. Geometric improvements to several of the side streets are also recommended. Those improvements are illustrated in Figure 7. These improvements were developed in order to maintain acceptable operating conditions up to 2025. Construction of these improvements may be limited by right-of-way, geometric constraints, or other design constraints.

An additional through lane in each direction is anticipated by the year 2025 at the intersection of SR 574 and CR 579 (Mango Road) in order to maintain acceptable operating conditions. This lane will serve as an auxiliary lane for this intersection.

With these geometric improvements, revisions to existing storage lengths were considered. These storage lengths were calculated using the FDOT PPM methodology and is summarized in Table 4. Intersection geometry and cycle length are variables that are used in the consideration of storage length.

The improvements called for in this document are inconsistent with the current Hillsborough County Metropolitan Planning Organization's (MPO's) 2020 Long Range Plan and the Transportation Element of Hillsborough County's Comprehensive Plan. Coordination with these two agencies will be necessary in order to develop a consistent improvement plan.

Median openings along the corridor will be considered using FDOT Access Management Guidelines and public involvement. Those revisions will be considered in the Preliminary Engineering Report.

Multi-modal improvements and Traffic Management System (TMS) improvements may contribute to the reduction of future travel demand along the corridor. Such improvements will be considered in the Preliminary Engineering Report.

APPENDIX A

APPROACH COUNTS
TURNING MOVEMENT COUNTS

TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: Mango Rd North of MLK Blvd.

Station No: See below Machine No: see below

Speed Limit: _____ Machine attached to: signs

SET Date: 4-24-00 Time: 2:45

Weather: Hot

UP Date: 4-27-00 Time: 9:31 am

Weather: Hot

NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ta File : D0426009.PRN
ation : 424004
entification : 4544
art date : Apr 26, 00
op date : Apr 26, 00
ty/Town : Seffner
cation : Mango Rd north of M.L.K. BL

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

r 26

Northbound Volume

d Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	3	1	2	5	18	72	56	47	63	48
30	10	11	3	7	0	7	32	53	65	49	44	63
45	6	8	1	3	6	16	37	70	56	48	64	76
00	4	7	3	4	4	24	43	93	57	49	63	63
Total	29	31	10	15	12	52	130	288	234	193	234	250

d Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	69	100	75	88	111	123	84	72	44	17	24
30	76	74	85	83	97	123	78	84	32	42	24	12
45	69	71	87	61	106	110	98	80	58	44	15	14
00	94	79	85	76	89	128	75	61	64	26	25	9
Total	302	293	357	295	380	472	374	309	226	156	81	59

Hour Total : 4782
peak hour begins : 07:00 AM peak volume : 288 Peak hour factor : 0.77
peak hour begins : 17:15 PM peak volume : 484 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ata File : D0426010.PRN
cation : 424005
dentification : 4539
tart date : Apr 26, 00
top date : Apr 26, 00
ity/Town : Seffner
ocation : Mango Rd north of M.L.K. BL

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

or 26 Southbound Volume

nd Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	6	3	5	10	29	88	94	58	57	58
30	6	9	2	6	3	16	34	101	81	70	63	57
45	7	5	4	5	5	13	60	125	75	64	56	77
00	8	4	0	3	10	17	72	155	81	56	54	90
r Total	32	25	12	17	23	56	195	469	331	248	230	282

nd Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	87	81	119	80	102	97	62	62	59	37	13
30	80	98	112	97	91	117	94	68	56	59	26	15
45	95	72	90	114	104	91	87	58	84	44	19	11
00	76	87	90	92	106	107	90	86	71	47	15	9
r Total	345	344	373	422	381	417	368	274	273	209	97	48

Hour Total : 5471
M peak hour begins : 07:15 AM peak volume : 475 Peak hour factor : 0.77
M peak hour begins : 16:30 PM peak volume : 429 Peak hour factor : 0.92

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: Lemon ST S. of MLK Blvd

Station No: 45003 - 45004 Machine No: See below

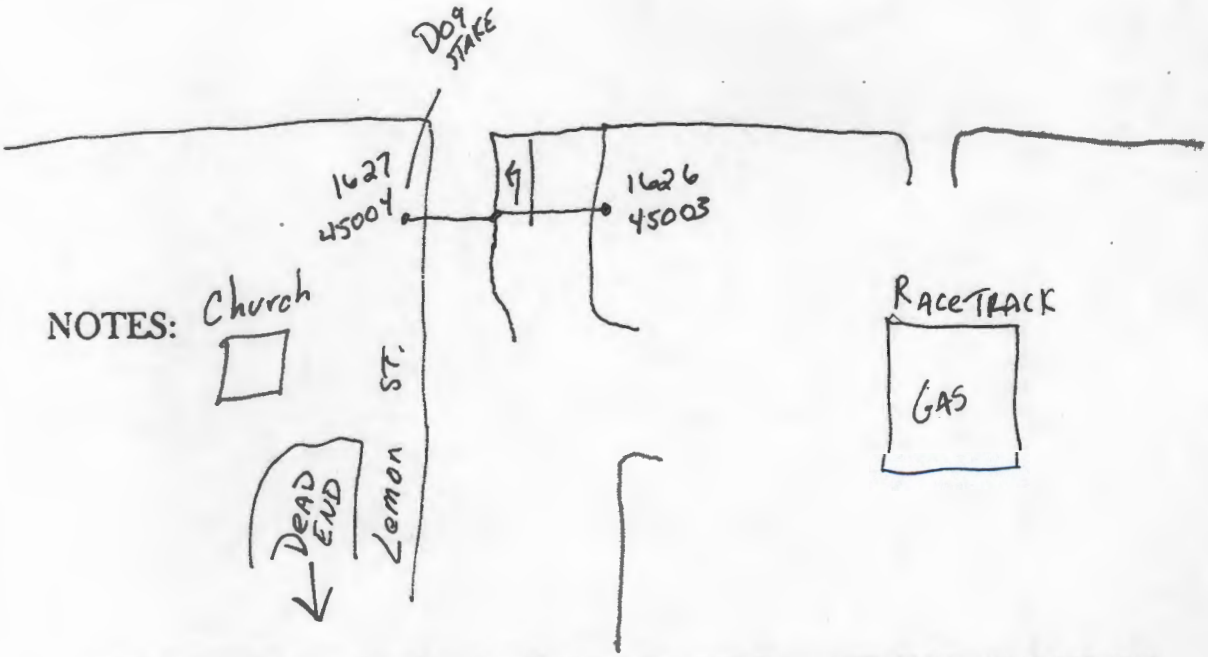
Speed Limit: UNK Machine attached to: Pole

SET Date: 4-5-00 Time: 10:25 AM

Weather: Cool

UP Date: 4-7-00 Time: 12:13

Weather: HOT



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ata File : D0405006.PRN
tation : 000000045003
dentification : 162600000000
tart date : Apr 5, 00
top date : Apr 5, 00
ity/Town : Seffner
ocation : Lemon St south of MLK

Interval : 15 minutes
Start time : 10:30
Stop time : 24:00
County : Hillsborough

****

pr 5/Apr 6 Northbound Volume

nd Time	00	01	02	03	04	05	06	07	08	09	10	11
15												9
30												11
45											22	7
00											12	12
r Total											34	39

nd Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	10	4	19	13	11	11	6	14	16	10	4
30	13	19	9	16	7	12	9	9	16	9	5	5
45	12	6	13	7	9	16	11	12	11	11	3	5
00	4	12	9	13	10	12	16	17	11	7	7	3
r Total	36	47	35	55	39	51	47	44	52	43	25	17

4 Hour Total : 564
M peak hour begins : 10:30 AM peak volume : 54 Peak hour factor : 0.61
M peak hour begins : 19:30 PM peak volume : 59 Peak hour factor : 0.87

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ta File : D0406007.PRN
ation : 000000045003
dentification : 162600000000
art date : Apr 6, 00
op date : Apr 6, 00
ty/Town : Seffner
ocation : Lemon St south of MLK

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

r 6

Northbound Volume

d Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	0	1	0	3	18	13	12	10	7	7
30	4	4	3	1	2	7	15	9	10	4	11	9
45	2	1	2	0	2	14	11	11	10	7	12	12
00	0	2	2	1	2	3	15	6	10	4	8	9
Total	12	8	7	3	6	27	59	39	42	25	38	37

d Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	22	25	14	12	24	18	10	8	10	7	6
30	10	11	10	20	9	18	15	9	9	9	5	8
45	12	12	13	16	21	25	20	20	10	9	5	2
00	19	13	10	12	13	11	11	18	13	7	4	10
Total	53	58	58	62	55	78	64	57	40	35	21	26

Hour Total : 910
peak hour begins : 06:00 AM peak volume : 59 Peak hour factor : 0.82
peak hour begins : 16:45 PM peak volume : 80 Peak hour factor : 0.80

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ata File : D0407007.PRN
tation : 000000045003
dentification : 162600000000
tart date : Apr 7, 00
top date : Apr 7, 00
ity/Town : Seffner
ocation : Lemon St south of MLK

Interval : 15 minutes
Start time : 00:00
Stop time : 12:14
County : Hillsborough

****

pr 7 Northbound Volume

nd Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	1	1	5	1	13	19	17	9	10	9
30	5	1	1	3	3	4	14	10	9	18	21	15
45	11	0	2	3	4	7	17	12	18	13	16	10
00	0	0	2	2	5	5	13	23	18	12	11	24
r Total	19	5	6	9	17	17	57	64	62	52	58	58

nd Time	12	13	14	15	16	17	18	19	20	21	22	23
15												
30												
45												
00												
r Total												

4 Hour Total : 424
4 peak hour begins : 07:45 AM peak volume : 67 Peak hour factor : 0.73
4 peak hour begins : PM peak volume : Peak hour factor :

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ata File : D0405005.PRN
ation : 000000045004
dentification : 000000001627
art date : Apr 5, 00
op date : Apr 5, 00
ity/Town : Seffner
ocation : Lemon St south of MLK

Interval : 15 minutes
Start time : 10:30
Stop time : 24:00
County : Hillsborough

****

or 5/Apr 6 Southbound Volume

d Time	00	01	02	03	04	05	06	07	08	09	10	11
15												12
30												10
45											16	9
00											12	10
Total											28	41

d Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	12	12	21	15	14	15	8	14	14	11	4
30	15	23	11	19	15	13	14	13	13	11	7	7
45	16	11	14	15	15	12	15	18	14	18	5	4
00	6	12	12	15	13	19	25	22	19	7	5	3
Total	42	58	49	70	58	58	69	61	60	50	28	18

Hour Total : 690
peak hour begins : 10:30 AM peak volume : 50 Peak hour factor : 0.78
peak hour begins : 15:00 PM peak volume : 70 Peak hour factor : 0.83

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0406006.PRN
ion : 000000045004
tification : 000000001627 Interval : 15 minutes
t date : Apr 6, 00 Start time : 00:00
date : Apr 6, 00 Stop time : 24:00
/Town : Seffner County : Hillsborough
tion : Lemon St south of MLK

****

6 Southbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	5	1	0	1	1	4	12	6	12	8	6	12
0	5	2	3	0	2	4	17	10	12	5	15	12
5	0	1	1	0	0	6	5	8	10	9	13	10
0	1	2	1	2	2	9	11	9	9	8	10	12
otal	11	6	5	3	5	23	45	33	43	30	44	46

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	5	22	12	14	24	34	16	14	13	16	7	8
0	23	13	21	23	20	18	13	16	15	14	6	3
5	12	15	9	15	18	22	20	15	19	10	5	4
0	17	21	17	12	20	19	14	17	13	8	6	10
otal	57	71	59	64	82	93	63	62	60	48	24	25

our Total : 1002
eak hour begins : 10:15 AM peak volume : 50 Peak hour factor : 0.83
eak hour begins : 16:45 PM peak volume : 94 Peak hour factor : 0.69

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0407006.PRN
on : 000000045004
ification : 000000001627
date : Apr 7, 00
date : Apr 7, 00
Town : Seffner
ion : Lemon St south of MLK

Interval : 15 minutes
Start time : 00:00
Stop time : 12:14
County : Hillsborough

****

7 Southbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	6	7	0	1	2	1	12	17	15	13	21	10
0	6	3	2	1	1	7	12	6	12	7	16	17
5	4	0	2	3	6	1	9	15	26	17	15	16
0	0	0	4	0	1	7	9	23	15	7	14	18
otal	16	10	8	5	10	16	42	61	68	44	66	61

Time	12	13	14	15	16	17	18	19	20	21	22	23
5												
0												
5												
0												
otal												

our Total : 407
eak hour begins : 07:45 AM peak volume : 76 Peak hour factor : 0.73
eak hour begins : PM peak volume : Peak hour factor :

****

TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: MLK Blvd. W. of Mango RD

Station No: 45002 Machine No: 4537

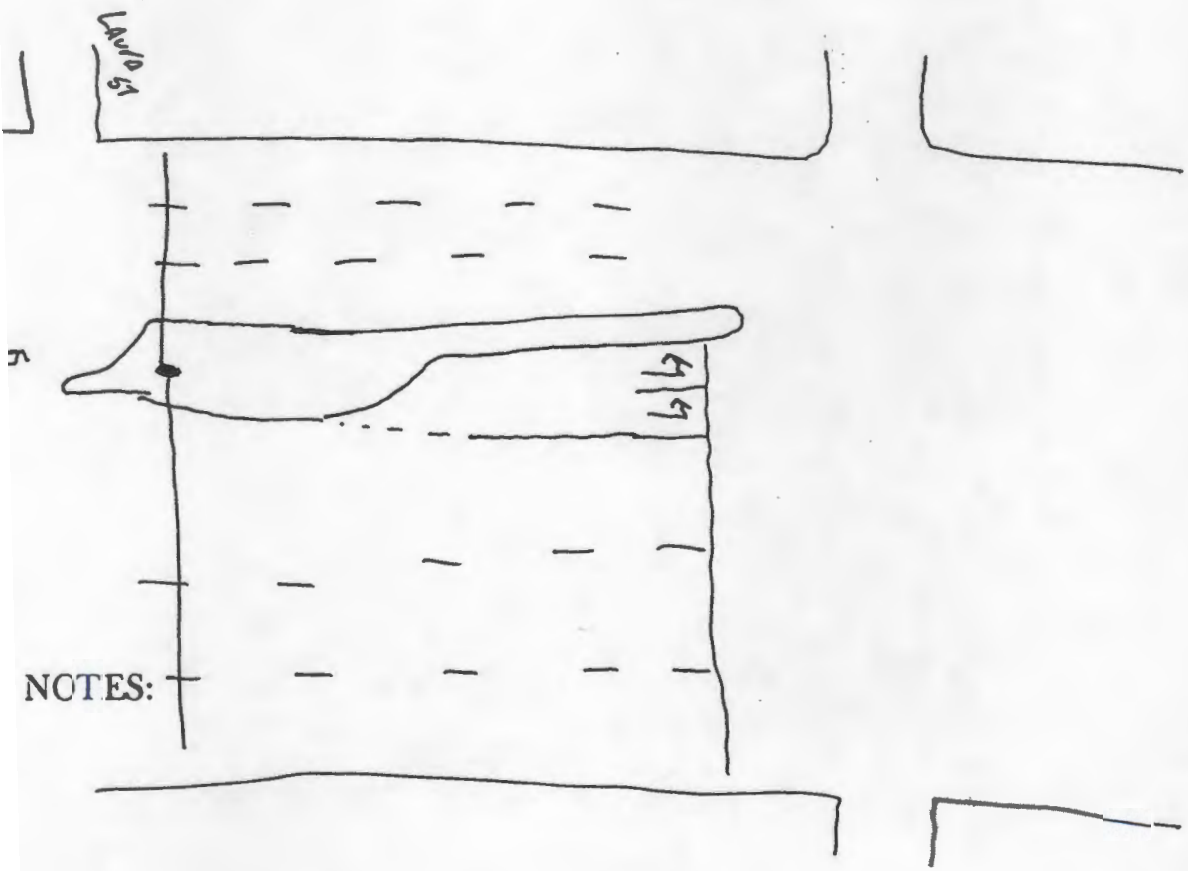
Speed Limit: 45 Machine attached to: Sign in Median

SET Date: 4-5-00 Time: 9:53 am

Weather: Cool

UP Date: 4-7-00 Time: 1317

Weather: Hot



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0406001.PRN
ion : 45002
tification : 4537
t date : Apr 6, 00
date : Apr 6, 00
/Town : Mango
tion : MLK BL west of Mango Rd

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

6 Eastbound Volume for Lane 1

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	65	25	20	17	11	22	64	155	187	201	196	194
0	52	21	21	14	16	21	80	176	180	161	173	208
5	28	26	18	18	23	35	104	169	183	181	184	261
0	34	23	13	24	23	34	122	183	158	182	205	262
otal	179	95	72	73	73	112	370	683	708	725	758	925

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	286	267	274	300	356	422	384	246	203	181	109	87
0	296	256	305	335	337	465	332	263	201	173	113	71
5	266	294	288	336	395	413	329	240	197	150	106	61
0	275	253	297	387	443	404	261	211	175	132	103	63
otal	1123	1070	1164	1358	1531	1704	1306	960	776	636	431	282

our Total : 17114
eak hour begins : 11:30 AM peak volume : 1105 Peak hour factor : 0.93
eak hour begins : 16:45 PM peak volume : 1743 Peak hour factor : 0.94

****

6 Westbound Volume for Lane 2

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	28	15	24	12	27	48	230	441	428	286	194	215
0	25	29	9	9	18	99	297	466	375	252	234	213
5	27	16	19	14	31	109	340	541	306	230	197	220
0	15	26	13	24	47	129	435	590	282	201	220	208
otal	95	86	65	59	123	385	1302	2038	1391	969	845	856

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	271	263	290	298	268	251	251	178	186	126	105	70
0	269	271	290	241	259	279	234	182	168	119	100	50
5	273	266	291	259	259	292	243	209	153	114	92	52
0	307	313	240	247	229	231	208	177	166	108	63	32
otal	1120	1113	1111	1045	1015	1053	936	746	673	467	360	204

our Total : 18057
eak hour begins : 07:00 AM peak volume : 2038 Peak hour factor : 0.86
eak hour begins : 13:45 PM peak volume : 1184 Peak hour factor : 0.95

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: Highview Rd N of MLK Blvd.

Station No: 45006 Machine No: 45416

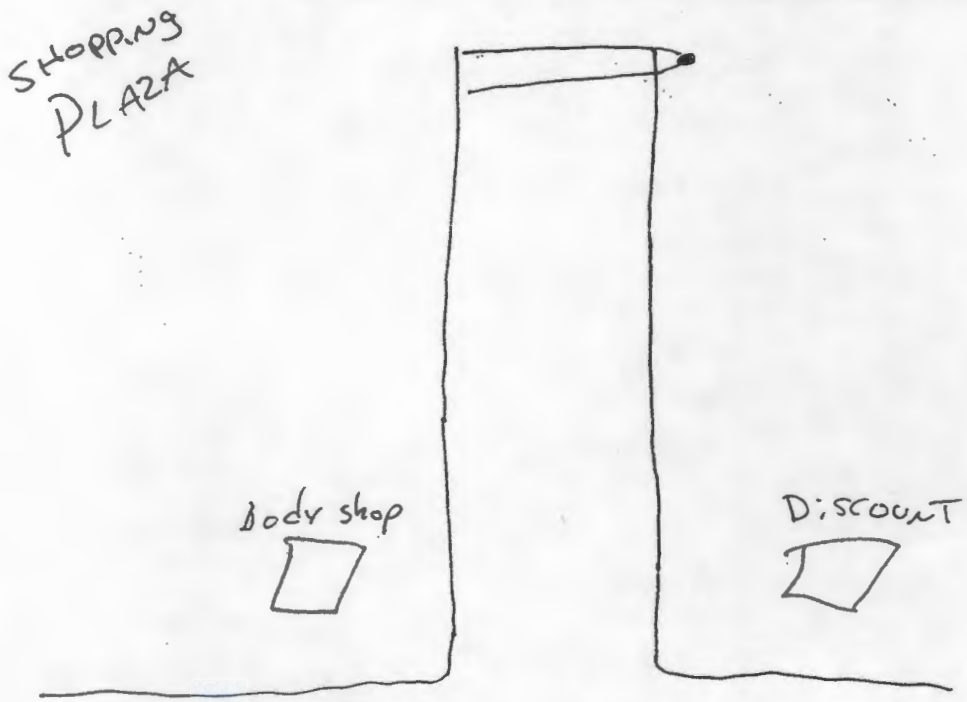
Speed Limit: 45 Machine attached to: Pole

SET Date: 4-5-00 Time: 11:00 AM

Weather: Cool

UP Date: 4-7-00 Time: 12:32

Weather: Hot



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0406004.PRN
ion : 45006
tification : 4546 Interval : 15 minutes
t date : Apr 6, 00 Start time : 00:00
date : Apr 6, 00 Stop time : 24:00
/Town : Mango County : Hillsborough
tion : Highview Rd north of MLK BL

****

6 Northbound Volume for Lane 1

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	0	0	0	0	0	0	5	13	8	6	1	1
0	0	1	0	0	0	1	2	13	4	3	6	4
5	0	1	0	0	0	0	7	5	2	4	5	3
0	0	1	0	0	0	1	7	8	7	3	6	3
otal	0	3	0	0	0	2	21	39	21	16	18	11

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	6	3	5	4	16	18	19	13	10	9	5	4
0	9	6	10	9	12	19	7	12	10	6	2	2
5	5	7	13	8	16	21	5	9	6	4	4	2
0	9	3	12	15	23	18	13	9	6	3	4	0
otal	29	19	40	36	67	76	44	43	32	22	15	8

our Total : 562
eak hour begins : 06:30 AM peak volume : 40 Peak hour factor : 0.77
eak hour begins : 16:45 PM peak volume : 81 Peak hour factor : 0.88

****

6 Southbound Volume for Lane 2

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	0	0	0	0	0	0	2	11	17	5	5	3
0	0	1	0	0	0	0	1	15	7	2	2	3
5	0	2	0	0	0	1	10	19	3	3	5	3
0	0	0	0	0	1	3	5	20	10	5	7	4
otal	0	3	0	0	1	4	18	65	37	15	19	13

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	4	6	6	14	6	6	6	8	5	4	1	1
0	6	8	7	8	9	12	10	8	4	4	3	2
5	5	4	9	4	7	19	8	10	6	4	1	0
0	4	5	9	8	9	21	3	7	2	5	3	0
otal	19	23	31	34	31	58	27	33	17	17	8	3

our Total : 476
eak hour begins : 07:15 AM peak volume : 71 Peak hour factor : 0.89
eak hour begins : 17:00 PM peak volume : 58 Peak hour factor : 0.69

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: Highview South of MLK Blvd

Station No: see below Machine No: see below

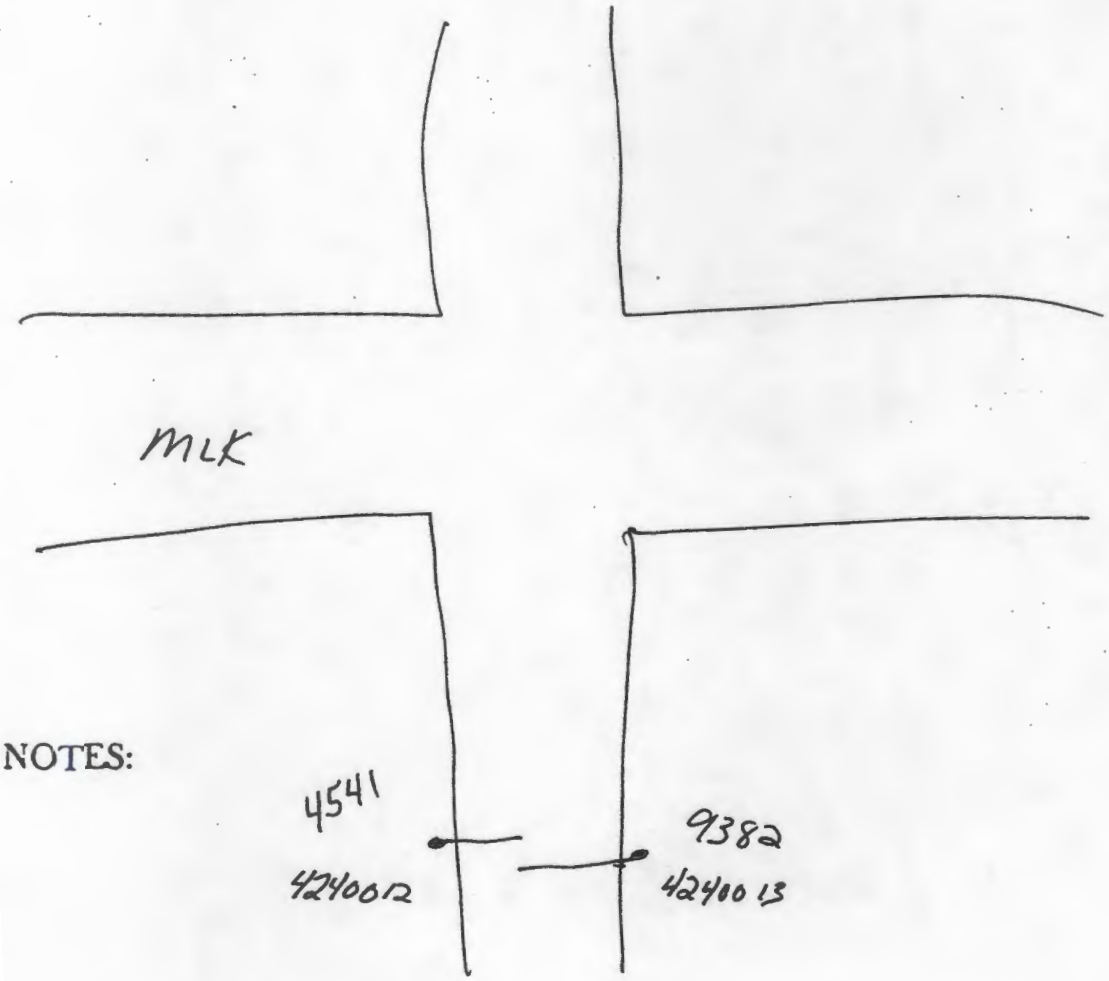
Speed Limit: _____ Machine attached to: sign

SET Date: 4-24-00 Time: 4:00

Weather: Hot

UP Date: 4-27-00 Time: 9:40 AM

Weather: Hot



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

a File : D0426007.PRN
tion : 4240013
ntification : 9382
rt date : Apr 26, 00
p date : Apr 26, 00
y/Town : Seffner
ation : Highview Rd south of M.L.K. BL

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

26 Northbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	1	0	3	11	40	141	101	51	37	39
30	3	2	1	0	6	12	68	125	80	38	27	46
45	1	1	3	5	5	22	108	158	76	46	27	37
00	4	2	1	1	8	22	117	135	56	31	27	27
Total	19	10	6	6	22	67	333	559	313	166	118	149

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	34	46	43	46	45	64	50	36	31	15	5
30	34	30	36	30	68	52	62	56	26	25	16	5
45	40	44	38	44	56	38	41	29	27	25	15	9
00	35	35	39	44	42	68	61	42	27	20	13	5
Total	144	143	159	161	212	203	228	177	116	101	59	24

Hour Total : 3495
peak hour begins : 07:00 AM peak volume : 559 Peak hour factor : 0.88
peak hour begins : 17:45 PM peak volume : 235 Peak hour factor : 0.86

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ta File : D0426008.PRN
ation : 4240012
entification : 4541 Interval : 15 minutes
art date : Apr 26, 00 Start time : 00:00
op date : Apr 26, 00 Stop time : 24:00
ty/Town : Seffner County : Hillsborough
cation : Highview Rd south of M.L.K. BL

****

r 26 Southbound Volume

d Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	3	2	2	3	4	31	37	26	29	28
30	6	4	1	2	5	3	11	31	37	29	32	40
45	4	4	4	3	2	0	11	31	33	38	24	30
00	5	2	1	1	0	5	18	30	40	25	22	43
Total	26	14	9	8	9	11	44	123	147	118	107	141

d Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	55	52	87	76	114	141	71	54	49	33	10
30	46	49	63	74	123	137	87	75	55	64	19	11
45	47	48	61	75	103	141	96	55	76	46	31	6
00	54	53	70	121	120	145	77	61	57	49	17	5
Total	188	205	246	357	422	537	401	262	242	208	100	32

Hour Total : 3957
peak hour begins : 11:30 AM peak volume : 160 Peak hour factor : 0.85
peak hour begins : 17:15 PM peak volume : 564 Peak hour factor : 0.97

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: MLK Blvd. E. of Highview

Station No: 45007 - 45008 Machine No: _____

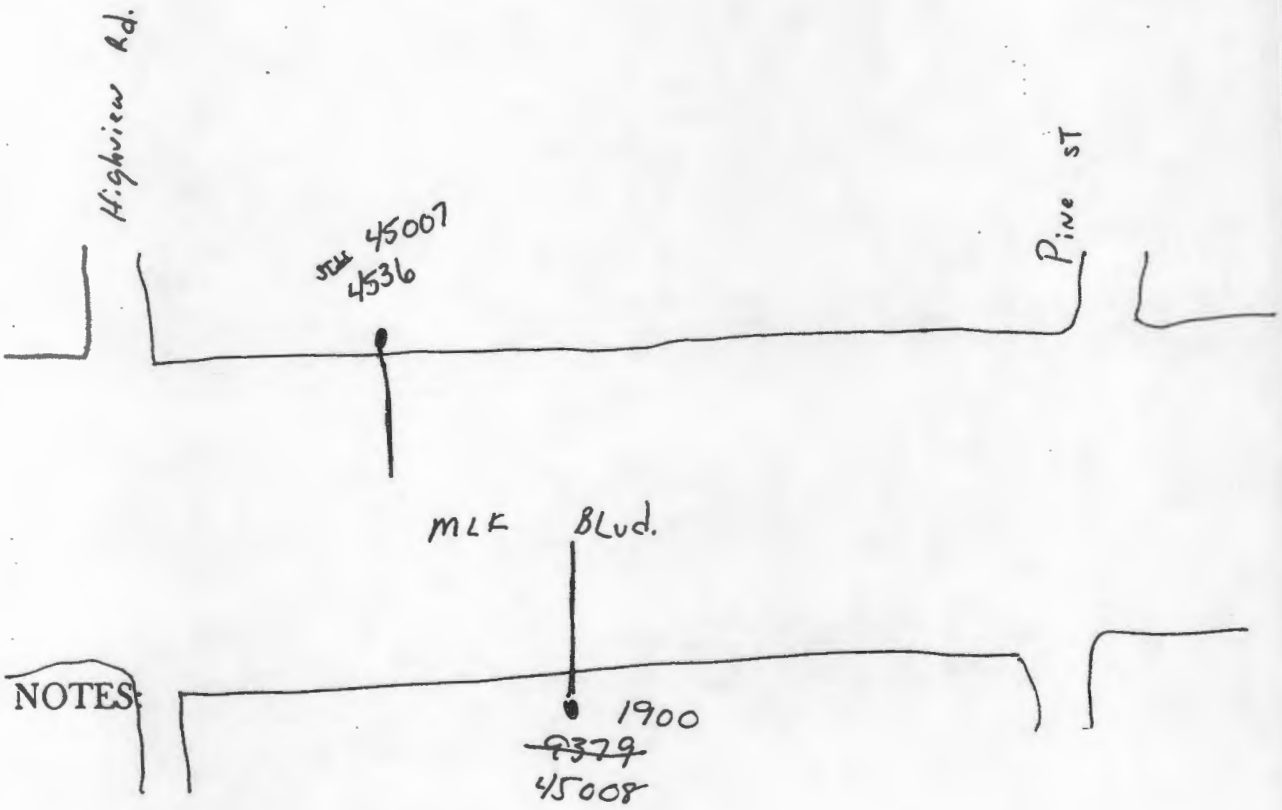
Speed Limit: _____ Machine attached to: Sign

SET Date: 4-5-00 Time: 11:15

Weather: Cool

UP Date: 4-7-00 Time: 12:37

Weather: Hot



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ta File : D0406003.PRN
ation : 45008
entification : 1900
art date : Apr 6, 00
op date : Apr 6, 00
ty/Town : Mango
cation : MLK BL east of Highview Rd

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

r 6

Eastbound Volume

d Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	28	17	17	14	24	47	108	163	177	196	172
30	39	19	17	10	13	18	78	157	164	133	157	207
45	24	20	11	14	22	31	79	135	159	178	158	235
00	30	26	18	20	17	28	96	162	155	179	178	221
Total	149	93	63	61	66	101	300	562	641	667	689	835

d Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	242	235	256	292	305	264	217	198	179	119	90
30	240	234	251	280	281	275	276	214	171	168	103	68
45	247	237	256	281	301	330	272	201	195	143	96	53
00	255	255	249	291	323	326	228	189	185	142	105	59
Total	1004	968	991	1108	1197	1236	1040	821	749	632	423	270

Hour Total : 14666
peak hour begins : 11:30 AM peak volume : 958 Peak hour factor : 0.91
peak hour begins : 17:00 PM peak volume : 1236 Peak hour factor : 0.94

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

a File : D0406002.PRN
tion : 45007
ntification : 4536
rt date : Apr 6, 00
p date : Apr 6, 00
y/Town : Mango
ation : MLK BL east of Highview

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

6 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	18	16	10	23	41	202	375	316	274	192	215
30	22	23	8	11	22	88	259	368	308	230	194	213
45	19	12	18	19	23	90	378	356	222	212	207	223
00	14	20	11	20	39	116	355	350	227	178	202	211
Total	81	73	53	60	107	335	1194	1449	1073	894	795	862

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	269	267	243	265	246	229	226	165	148	128	103	66
30	273	256	251	232	252	224	243	188	147	122	97	45
45	246	217	234	234	232	247	221	187	153	116	74	45
00	286	220	227	220	179	199	185	166	143	101	60	34
Total	1074	960	955	951	909	899	875	706	591	467	334	190

Hour Total : 15887
peak hour begins : 06:30 AM peak volume : 1476 Peak hour factor : 0.98
peak hour begins : 12:00 PM peak volume : 1074 Peak hour factor : 0.94

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: SR 574 East of Mango Rd

Station No: 40301 Machine No: 4552

Speed Limit: _____ Machine attached to: Sign

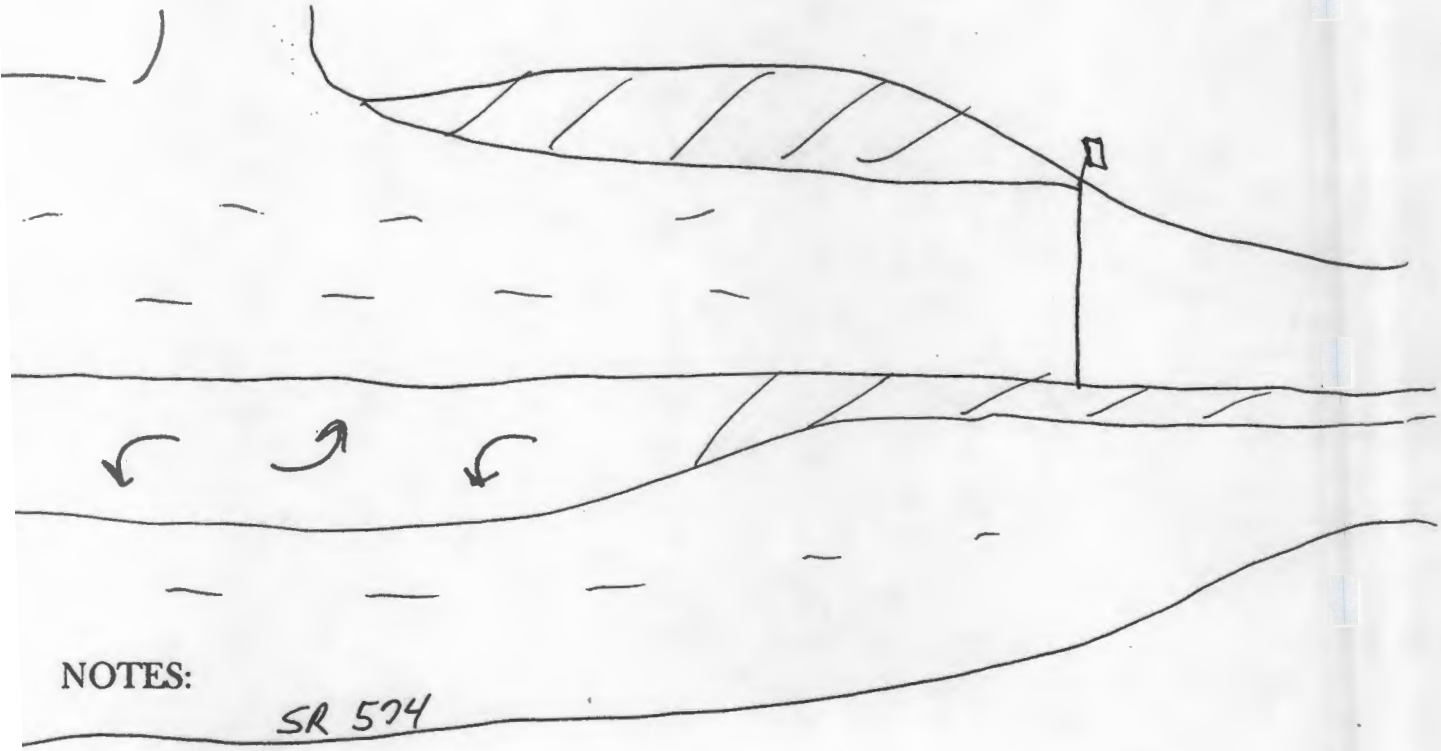
SET Date: 4-7-00 Time: 9:54

Weather: warm

UP Date: 4-17-00 Time: 12:20

Weather: warm

WAlmart



NOTES:

C & J
Auto Sales

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

'ile : D0410004.PRN
on : 40301
.fication : 4552
date : Apr 10, 00
date : Apr 10, 00
Town : Tampa
ion : MLK Blvd. East of Mango Rd.

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

) Westbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	28	8	16	13	31	52	194	398	382	232	245	221
	20	9	12	18	16	74	274	403	312	248	235	233
	25	12	9	14	28	102	348	406	310	244	204	249
	13	8	8	23	53	147	387	391	285	260	240	276
tal	86	37	45	68	128	375	1203	1598	1289	984	924	979

'ime	12	13	14	15	16	17	18	19	20	21	22	23
	285	257	238	246	252	234	232	191	161	126	79	42
	278	260	265	274	276	237	281	221	165	123	68	51
	293	252	261	251	224	238	226	183	132	84	56	39
	238	269	269	223	233	230	232	164	134	93	49	34
otal	1094	1038	1033	994	985	939	971	759	592	426	252	166

our Total : 16965
eak hour begins : 07:00 AM peak volume : 1598 Peak hour factor : 0.98
eak hour begins : 12:00 PM peak volume : 1094 Peak hour factor : 0.93

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0411004.PRN
on : 40301
ification : 4552
date : Apr 11, 00
date : Apr 11, 00
Town : Tampa
ion : MLK Blvd. East of Mango Rd.

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

.1 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	26	14	15	12	30	56	207	378	373	292	224	234
0	23	17	12	14	26	86	266	406	294	206	203	238
5	16	15	17	21	27	111	361	430	285	232	219	232
0	20	12	12	28	49	137	391	399	281	221	260	234
otal	85	58	56	75	132	390	1225	1613	1233	951	906	938

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	259	233	225	245	254	236	291	203	173	135	84	54
0	262	243	277	232	225	262	228	182	150	116	84	41
5	271	248	259	244	243	245	272	171	142	120	72	30
0	300	227	259	236	213	218	226	169	137	112	84	40
otal	1092	951	1020	957	935	961	1017	725	602	483	324	165

our Total : 16894
eak hour begins : 07:00 AM peak volume : 1613 Peak hour factor : 0.94
eak hour begins : 12:00 PM peak volume : 1092 Peak hour factor : 0.91

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0412007.PRN
on : 40301
ification : 4552 Interval : 15 minutes
date : Apr 12, 00 Start time : 00:00
date : Apr 12, 00 Stop time : 24:00
Town : Tampa County : Hillsborough
ion : MLK Blvd. East of Mango Rd.

****

2 Westbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	39	18	23	2	32	61	199	366	356	240	203	193
	22	20	22	18	24	83	287	387	332	265	248	214
	22	17	19	12	34	111	344	425	280	250	211	242
	33	11	13	20	44	139	386	390	278	221	199	245
otal	116	66	77	52	134	394	1216	1568	1246	976	861	894

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	225	223	248	239	230	236	256	227	172	123	77	59
0	263	230	245	269	272	265	253	205	188	116	83	45
5	264	211	238	261	250	277	245	209	181	124	65	47
0	286	239	249	268	223	257	217	167	167	114	61	26
otal	1038	903	980	1037	975	1035	971	808	708	477	286	177

our Total : 16995
eak hour begins : 07:00 AM peak volume : 1568 Peak hour factor : 0.92
eak hour begins : 17:15 PM peak volume : 1055 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0412007.PRN
on : 40301
ification : 4552
date : Apr 12, 00
date : Apr 12, 00
Town : Tampa
.ion : MLK Blvd. East of Mango Rd.

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

.2 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	39	18	23	2	32	61	199	366	356	240	203	193
0	22	20	22	18	24	83	287	387	332	265	248	214
5	22	17	19	12	34	111	344	425	280	250	211	242
0	33	11	13	20	44	139	386	390	278	221	199	245
otal	116	66	77	52	134	394	1216	1568	1246	976	861	894

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	225	223	248	239	230	236	256	227	172	123	77	59
0	263	230	245	269	272	265	253	205	188	116	83	45
5	264	211	238	261	250	277	245	209	181	124	65	47
0	286	239	249	268	223	257	217	167	167	114	61	26
Total	1038	903	980	1037	975	1035	971	808	708	477	286	177

Hour Total : 16995
eak hour begins : 07:00 AM peak volume : 1568 Peak hour factor : 0.92
eak hour begins : 17:15 PM peak volume : 1055 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0413007.PRN
on : 40301
ification : 4552 Interval : 15 minutes
date : Apr 13, 00 Start time : 00:00
date : Apr 13, 00 Stop time : 24:00
Town : Tampa County : Hillsborough
ion : MLK Blvd. East of Mango Rd.

****

.3 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	33	14	18	12	23	54	208	379	393	268	235	217
0	33	15	20	16	32	66	271	376	314	251	234	205
5	27	21	13	18	34	98	332	414	329	241	213	238
0	25	12	11	25	51	160	379	397	261	213	195	236
otal	118	62	62	71	140	378	1190	1566	1297	973	877	896

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	278	273	240	272	283	245	251	243	167	116	99	50
0	258	269	246	243	277	259	256	209	182	134	103	56
5	250	257	268	254	268	279	241	167	176	111	84	39
0	248	218	237	268	242	218	213	180	159	96	57	26
otal	1034	1017	991	1037	1070	1001	961	799	684	457	343	171

our Total : 17195
eak hour begins : 07:15 AM peak volume : 1580 Peak hour factor : 0.95
eak hour begins : 15:45 PM peak volume : 1096 Peak hour factor : 0.97

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0414007.PRN
n : 40301
ification : 4552 Interval : 15 minutes
date : Apr 14, 00 Start time : 00:00
date : Apr 14, 00 Stop time : 24:00
own : Tampa County : Hillsborough
on : MLK Blvd. East of Mango Rd.

****

Westbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	26	16	14	13	18	62	230	330	384	301	248	250
	25	16	16	18	23	67	262	388	366	276	299	251
	18	18	17	19	35	120	344	412	290	297	227	292
	24	20	16	28	52	149	403	410	295	238	232	294
al	93	70	63	78	128	398	1239	1540	1335	1112	1006	1087

me	12	13	14	15	16	17	18	19	20	21	22	23
	280	245	279	287	286	258	273	238	190	142	117	83
	278	330	304	282	279	241	274	225	165	135	97	94
	270	325	275	272	299	248	280	233	171	106	103	74
	301	296	243	284	281	293	248	178	154	120	79	62
al	1129	1196	1101	1125	1145	1040	1075	874	680	503	396	313

r Total : 18726
k hour begins : 07:15 AM peak volume : 1594 Peak hour factor : 0.97
k hour begins : 13:15 PM peak volume : 1230 Peak hour factor : 0.93

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

'ile : D0415001.PRN
on : 40301
.fication : 4552 Interval : 15 minutes
date : Apr 15, 00 Start time : 00:00
date : Apr 15, 00 Stop time : 24:00
Town : Tampa County : Hillsborough
ion : MLK Blvd. East of Mango Rd.

****

5 Westbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	57	33	30	14	16	33	69	97	135	215	250	268
	37	37	24	25	16	30	92	123	172	238	278	304
	31	28	21	15	29	53	98	167	192	232	286	260
	42	29	18	24	25	74	107	166	220	268	291	309
tal	167	127	93	78	86	190	366	553	719	953	1105	1141

ime	12	13	14	15	16	17	18	19	20	21	22	23
	297	283	245	242	249	239	267	188	190	185	131	82
	259	261	242	252	290	235	226	187	183	146	117	87
	297	293	268	254	234	258	233	204	196	121	125	64
	272	262	247	265	242	223	208	171	148	142	93	70
tal	1125	1099	1002	1013	1015	955	934	750	717	594	466	303

our Total : 15551
eak hour begins : 11:15 AM peak volume : 1170 Peak hour factor : 0.95
eak hour begins : 12:00 PM peak volume : 1125 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

'ile : D0331001.PRN
on : 328002_
ification : 1629
date : Mar 31, 00
date : Mar 31, 00
Town : Seffner
ion : SR 574 btwn CR 579 & Highview

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

Eastbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	51	30	20	15	13	36	61	173	205	210	208	245
	42	23	21	23	22	24	84	167	206	197	224	249
	36	29	17	23	15	33	98	186	185	239	226	286
	33	16	22	25	18	56	115	201	217	232	245	284
tal	162	98	80	86	68	149	358	727	813	878	903	1064

ime	12	13	14	15	16	17	18	19	20	21	22	23
	352	303	310	377	407	418	391	283	233	179	168	152
	309	338	327	339	441	431	443	361	237	236	169	155
	341	324	326	375	423	440	361	301	230	233	162	116
	342	327	328	387	418	416	326	300	214	208	171	104
tal	1344	1292	1291	1478	1689	1705	1521	1245	914	856	670	527

ur Total : 19918
ak hour begins : 11:30 AM peak volume : 1231 Peak hour factor : 0.87
ak hour begins : 16:45 PM peak volume : 1707 Peak hour factor : 0.97

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0401001.PRN
on : 328002_
ification : 1629
date : Apr 1, 00
date : Apr 1, 00
Town : Seffner
ion : SR 574 btwn CR 579 & Highview

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

1 Eastbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	98	64	50	32	19	17	42	97	152	236	282	322
	73	43	48	28	32	32	66	107	172	226	277	271
	60	49	40	24	24	35	64	128	184	203	314	338
	68	39	37	27	33	50	68	160	190	265	309	334
tal	299	195	175	111	108	134	240	492	698	930	1182	1265

ime	12	13	14	15	16	17	18	19	20	21	22	23
	324	346	310	324	317	333	270	256	240	198	179	115
	311	291	314	316	357	284	267	251	222	187	131	131
	344	316	297	319	291	316	325	246	197	169	135	109
	299	292	315	315	319	314	255	217	214	152	129	106
tal	1278	1245	1236	1274	1284	1247	1117	970	873	706	574	461

ur Total : 18094
ak hour begins : 11:30 AM peak volume : 1307 Peak hour factor : 0.95
ak hour begins : 15:30 PM peak volume : 1308 Peak hour factor : 0.92

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0402001.PRN
on : 328002_
ification : 1629
date : Apr 2, 00
date : Apr 2, 00
Town : Seffner
ion : SR 574 btwn CR 579 & Highview

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

2 Eastbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	90	54	37	33	24	27	39	69	103	160	210	260
	100	57	42	23	22	34	53	87	133	208	211	315
	83	44	29	20	28	35	61	89	152	190	243	287
	60	37	31	14	24	39	64	108	151	198	214	273
tal	333	192	139	90	98	135	217	353	539	756	878	1135

ime	12	13	14	15	16	17	18	19	20	21	22	23
	287	244	224	250	250	264	231	241	203	145	87	59
	294	258	231	236	263	247	271	213	190	112	79	42
	261	278	238	268	276	283	215	216	125	106	74	36
	274	283	252	235	290	216	284	239	127	91	57	19
tal	1116	1063	945	989	1079	1010	1001	909	645	454	297	156

ur Total : 14529
ak hour begins : 11:15 AM peak volume : 1162 Peak hour factor : 0.92
ak hour begins : 12:00 PM peak volume : 1116 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0403001.PRN
n : 328002_
fication : 1629
date : Apr 3, 00
date : Apr 3, 00
own : Seffner
on : SR 574 btwn CR 579 & Highview

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

Eastbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	27	11	16	15	20	72	147	203	214	199	260	321
	30	14	12	13	30	89	146	175	201	199	243	325
	14	13	15	25	39	81	174	173	219	222	275	295
	10	20	8	21	40	106	172	207	213	251	318	322
al	81	58	51	74	129	348	639	758	847	871	1096	1263

me	12	13	14	15	16	17	18	19	20	21	22	23
	270	268	327	312	439	446	288	229	205	126	71	47
	281	312	323	413	409	351	277	250	201	112	66	60
	302	301	350	410	442	333	240	215	169	89	78	42
	269	306	394	377	414	277	260	194	140	74	53	29
al	1122	1187	1394	1512	1704	1407	1065	888	715	401	268	178

ur Total : 18056
ak hour begins : 11:00 AM peak volume : 1263 Peak hour factor : 0.97
ak hour begins : 16:15 PM peak volume : 1711 Peak hour factor : 0.96

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0404001.PRN
on : 328002_
ification : 1629
date : Apr 4, 00
date : Apr 4, 00
Town : Seffner
ion : SR 574 btwn CR 579 & Highview

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

4 Eastbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	36	25	15	13	22	50	144	174	187	204	231	325
	21	13	21	24	23	71	151	191	178	229	247	238
	30	20	10	17	45	91	164	196	185	190	261	262
	14	14	17	22	48	108	196	185	191	204	269	260
tal	101	72	63	76	138	320	655	746	741	827	1008	1085

ime	12	13	14	15	16	17	18	19	20	21	22	23
	250	292	273	362	431	439	282	240	184	121	94	53
	268	267	334	367	419	329	264	206	192	102	70	51
	262	272	321	441	424	314	230	199	171	109	61	39
	273	277	383	382	401	283	256	185	156	97	57	34
tal	1053	1108	1311	1552	1675	1365	1032	830	703	429	282	177

our Total : 17349
eak hour begins : 10:15 AM peak volume : 1102 Peak hour factor : 0.85
eak hour begins : 16:15 PM peak volume : 1683 Peak hour factor : 0.96

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0405007.PRN
n : 328002_
fication : 1629
date : Apr 5, 00
date : Apr 5, 00
own : Seffner
on : SR 574 btwn CR 579 & Highview

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

Eastbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	21	17	14	20	23	67	150	176	175	214	240	293
	17	12	15	11	22	76	161	177	180	196	240	253
	24	21	8	24	29	87	141	191	192	233	252	306
	15	15	16	22	49	118	189	169	184	173	253	253
:al	77	65	53	77	123	348	641	713	731	816	985	1105

ime	12	13	14	15	16	17	18	19	20	21	22	23
	239	292	299	389	437	371	280	217	270	151	101	61
	305	269	338	372	412	338	245	226	234	100	74	49
	275	279	361	372	446	308	262	238	208	111	59	28
	269	269	384	372	438	289	258	242	186	73	51	32
tal	1088	1109	1382	1505	1733	1306	1045	923	898	435	285	170

ur Total : 17613
ak hour begins : 10:45 AM peak volume : 1105 Peak hour factor : 0.90
ak hour begins : 16:00 PM peak volume : 1733 Peak hour factor : 0.97

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0406008.PRN
n : 328002_
fication : 1629 Interval : 15 minutes
date : Apr 6, 00 Start time : 00:00
date : Apr 6, 00 Stop time : 24:00
'own : Seffner County : Hillsborough
on : SR 574 btwn CR 579 & Highview

****

Eastbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	27	21	17	10	24	56	134	191	196	203	219	286
	16	17	16	18	21	96	161	166	153	180	217	308
	28	20	12	23	33	92	156	185	193	183	259	270
	21	15	26	20	29	107	182	174	203	212	253	292
cal	92	73	71	71	107	351	633	716	745	778	948	1156

ime	12	13	14	15	16	17	18	19	20	21	22	23
	279	280	321	371	427	357	274	233	199	131	104	57
	262	327	339	378	441	380	261	214	200	120	79	53
	299	299	355	377	413	304	250	240	169	115	58	43
	262	311	364	421	441	297	246	222	164	116	57	30
cal	1102	1217	1379	1547	1722	1338	1031	909	732	482	298	183

ur Total : 17681
ak hour begins : 11:00 AM peak volume : 1156 Peak hour factor : 0.94
ak hour begins : 16:00 PM peak volume : 1722 Peak hour factor : 0.98

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0407008.PRN
n : 328002_
ification : 1629
date : Apr 7, 00
date : Apr 7, 00
own : Seffner
on : SR 574 btwn CR 579 & Highview

Interval : 15 minutes
Start time : 00:00
Stop time : 11:17
County : Hillsborough

****

Eastbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	33	21	24	17	24	74	130	191	206	218	268	341
	26	20	16	20	37	95	155	154	185	251	304	
	27	16	24	20	38	75	176	189	198	232	291	
	30	17	25	21	47	124	220	171	204	238	319	
al	116	74	89	78	146	368	681	705	793	939	1182	341

me	12	13	14	15	16	17	18	19	20	21	22	23
tal												

ur Total : 5512
ak hour begins : 10:15 AM peak volume : 1255 Peak hour factor : 0.92
ak hour begins : PM peak volume : Peak hour factor :

****

TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: Pine ST. N of MLK

Station No: see below Machine No: See below

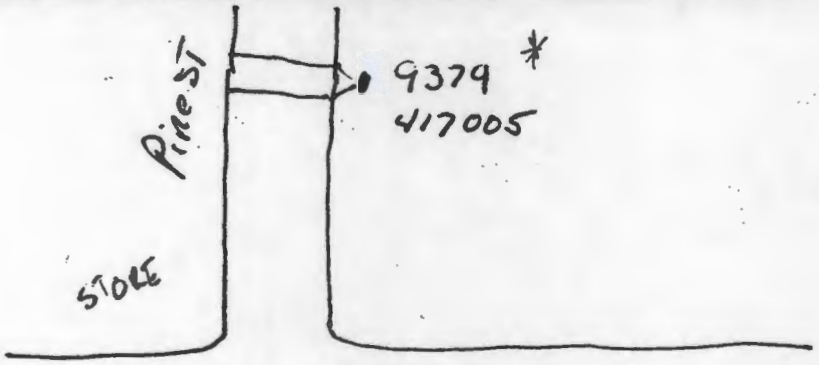
Speed Limit: _____ Machine attached to: Pole

SET Date: 4-17-00 Time: 11:49

Weather: Hot

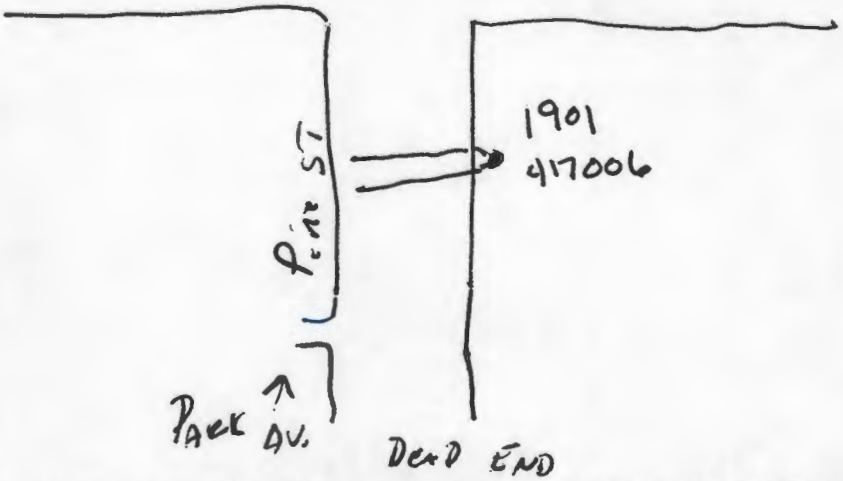
UP Date: ~~4-17-00~~ 4-21-00 Time: ~~9:46 AM~~ 9:15

Weather: Warm



MLK

NOTES:



Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0418004.PRN
n : 417006
fication : 1901
date : Apr 18, 00
date : Apr 18, 00
own : Seffner
on : Pine St south of M.L.K. BL

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

Northbound Volume for Lane 1

me	00	01	02	03	04	05	06	07	08	09	10	11
	1	0	1	0	0	0	1	3	3	2	4	5
	0	0	0	0	1	1	1	5	1	3	5	3
	0	0	0	0	0	2	3	1	6	4	3	3
	0	0	0	0	0	1	1	2	3	0	6	2
al	1	0	1	0	1	4	6	11	13	9	18	13

me	12	13	14	15	16	17	18	19	20	21	22	23
	1	2	3	2	1	6	6	3	3	1	0	1
	2	2	4	4	5	8	3	7	3	3	3	1
	3	0	2	3	4	3	2	2	1	0	0	3
	1	5	4	4	0	3	4	1	3	0	3	1
al	7	9	13	13	10	20	15	13	10	4	6	6

r Total : 203
k hour begins : 10:15 AM peak volume : 19 Peak hour factor : 0.79
k hour begins : 17:00 PM peak volume : 20 Peak hour factor : 0.63

****

Southbound Volume for Lane 2

me	00	01	02	03	04	05	06	07	08	09	10	11
	0	0	0	0	0	0	0	0	1	2	3	3
	0	0	0	0	1	0	0	1	2	3	2	0
	0	0	0	0	0	0	0	1	4	0	3	1
	0	0	0	0	2	0	0	0	4	2	3	0
al	0	0	0	0	3	0	0	2	11	7	11	4

me	12	13	14	15	16	17	18	19	20	21	22	23
	0	2	2	3	3	2	4	5	4	1	1	0
	1	2	2	3	4	3	7	2	4	4	2	1
	9	1	4	4	6	6	2	1	2	4	2	4
	3	4	2	4	2	6	6	1	2	0	1	1
al	13	9	10	14	15	17	19	9	12	9	6	6

r Total : 177
ak hour begins : 08:30 AM peak volume : 13 Peak hour factor : 0.81
ak hour begins : 17:30 PM peak volume : 23 Peak hour factor : 0.82

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0420002.PRN
n : 417005
fication : 9379 Interval : 15 minutes
date : Apr 20, 00 Start time : 00:00
date : Apr 20, 00 Stop time : 24:00
own : Seffner County : Hillsborough
on : Pine ST north of M.L.K. BL

****

Northbound Volume for Lane 1

me	00	01	02	03	04	05	06	07	08	09	10	11
	10	3	3	2	1	0	5	11	16	21	16	25
	12	0	0	1	1	2	4	10	18	13	23	22
	2	3	2	1	1	3	9	16	15	28	23	27
	1	2	1	0	2	5	11	12	16	17	16	28
:al	25	8	6	4	5	10	29	49	65	79	78	102

me	12	13	14	15	16	17	18	19	20	21	22	23
	25	29	37	24	29	44	38	44	42	30	26	13
	25	29	29	29	31	48	32	38	41	33	22	13
	31	21	29	18	55	42	38	43	36	25	16	20
	32	28	28	28	35	41	32	29	31	19	29	9
:al	113	107	123	99	150	175	140	154	150	107	93	55

ur Total : 1926
ak hour begins : 11:30 AM peak volume : 105 Peak hour factor : 0.85
ak hour begins : 16:30 PM peak volume : 182 Peak hour factor : 0.83

****

0

Southbound Volume for Lane 2

ime	00	01	02	03	04	05	06	07	08	09	10	11
	5	4	3	0	5	2	13	28	30	27	23	23
	3	1	2	0	1	4	13	36	33	33	32	34
	4	1	3	3	2	16	25	42	35	21	41	26
	2	1	1	3	4	18	29	38	27	28	21	35
tal	14	7	9	6	12	40	80	144	125	109	117	118

ime	12	13	14	15	16	17	18	19	20	21	22	23
	31	32	26	33	21	50	37	39	33	20	23	11
	37	30	28	26	40	45	50	35	21	27	13	6
	31	28	33	23	34	55	48	34	29	22	9	13
	36	30	32	45	47	55	36	33	25	17	12	10
tal	135	120	119	127	142	205	171	141	108	86	57	40

ur Total : 2232
ak hour begins : 07:15 AM peak volume : 146 Peak hour factor : 0.87
ak hour begins : 17:00 PM peak volume : 205 Peak hour factor : 0.93

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: MLK btwn Pine ST AND PARSONS RD

Station No: 4170010 + 4170011 Machine No: ~~Pole~~

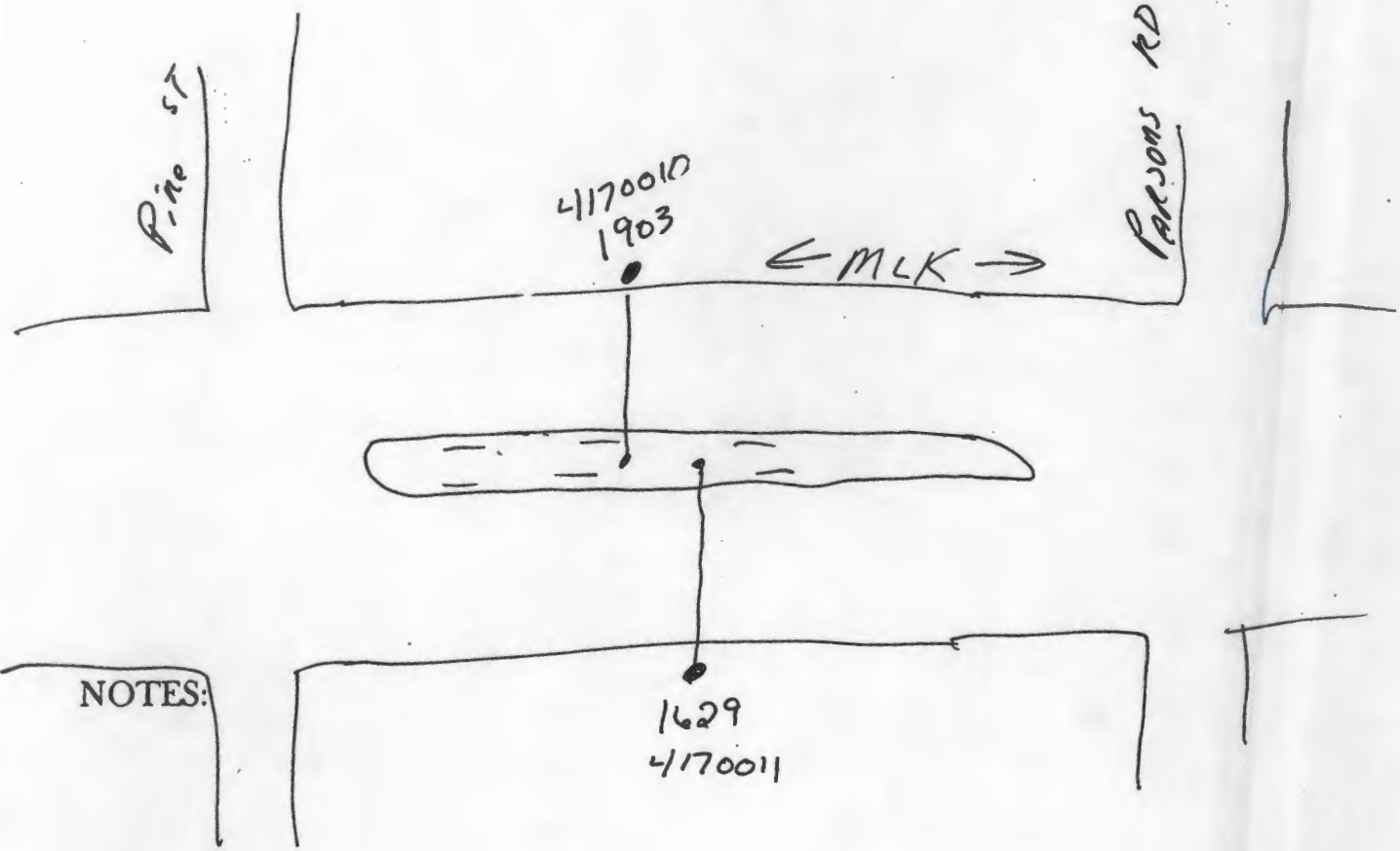
Speed Limit: _____ Machine attached to: Pole

SET Date: 4-17-00 Time: 1:01 pm

Weather: HOT

UP Date: 4-19-00 Time: 10:00 AM

Weather: HOT



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0418008.PRN
n : 4170010
fication : 1903 Interval : 15 minutes
date : Apr 18, 00 Start time : 00:00
date : Apr 18, 00 Stop time : 24:00
own : Seffner County : Hillsborough
on : M.L.K. btw Pine St & Parsons Rd

****

Westbound Volume

.me	00	01	02	03	04	05	06	07	08	09	10	11
	27	15	8	18	18	42	154	280	239	255	226	210
	37	11	14	24	26	60	192	268	216	200	213	231
	25	17	15	19	20	110	243	254	251	196	179	231
	14	21	16	24	41	97	236	223	216	231	222	244
tal	103	64	53	85	105	309	825	1025	922	882	840	916

ime	12	13	14	15	16	17	18	19	20	21	22	23
	234	227	218	212	195	218	204	176	154	113	95	65
	251	230	208	211	213	235	211	152	153	121	89	63
	236	221	210	200	217	237	169	152	144	149	81	40
	261	226	216	236	198	186	173	164	138	96	60	38
tal	982	904	852	859	823	876	757	644	589	479	325	206

ur Total : 14425
ak hour begins : 06:45 AM peak volume : 1038 Peak hour factor : 0.93
ak hour begins : 12:00 PM peak volume : 982 Peak hour factor : 0.94

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

.le : D0418001.PRN
ı : 4170011
:ication : 1629 Interval : 15 minutes
ıate : Apr 18, 00 Start time : 00:00
ıate : Apr 18, 00 Stop time : 24:00
ɔwn : Seffner County : Hillsborough
ɔn : M.L.K. btw Pine St & Parsons Rd

****

Eastbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	53	20	20	20	13	18	44	101	151	154	186	234
	49	11	19	12	18	24	64	130	151	167	180	233
	31	29	19	14	13	43	66	147	165	150	191	250
	28	17	15	16	24	45	80	151	177	180	215	255
:al	161	77	73	62	68	130	254	529	644	651	772	972

ıme	12	13	14	15	16	17	18	19	20	21	22	23
	262	252	252	206	280	284	311	254	176	166	115	91
	293	247	259	238	296	311	282	220	195	170	99	72
	283	257	249	235	269	311	253	201	178	153	101	56
	250	238	260	265	292	308	230	188	182	153	82	55
tal	1088	994	1020	944	1137	1214	1076	863	731	642	397	274

ur Total : 14773
ak hour begins : 11:30 AM peak volume : 1060 Peak hour factor : 0.90
ak hour begins : 17:15 PM peak volume : 1241 Peak hour factor : 1.00

****

TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: Parsons & ML King Blvd

Station No: 417007 Machine No: 1627

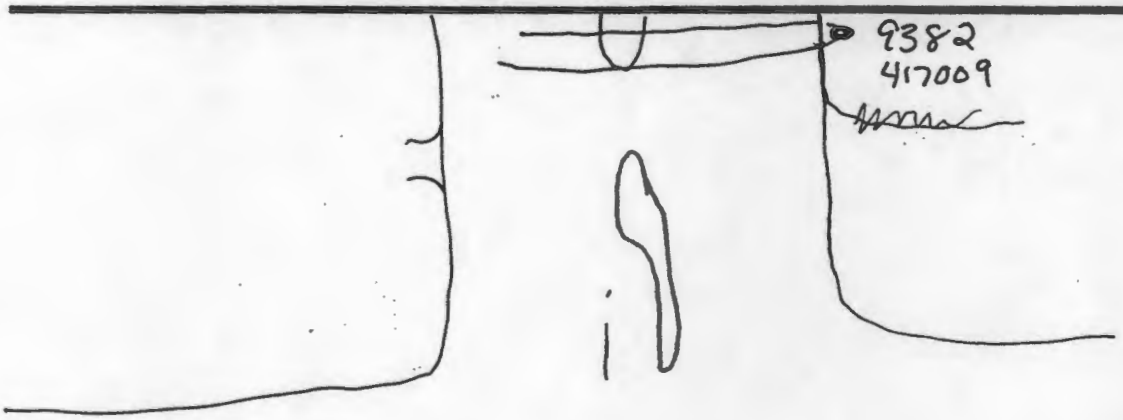
Speed Limit: _____ Machine attached to: _____

SET Date: 4-17-00 Time: 12:19

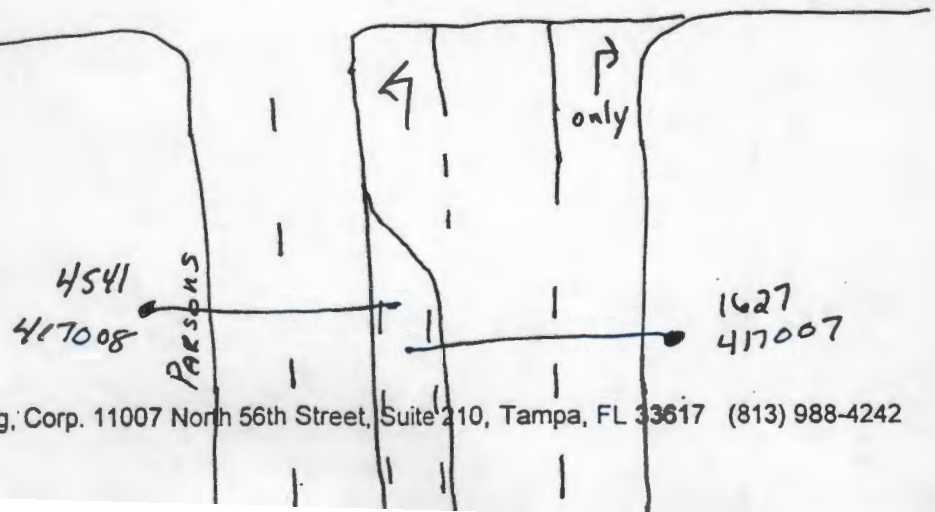
Weather: Hot

UP Date: 4-18-00 Time: 10:10 am

Weather: Hot



NOTES:



Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0418003.PRN
: 417009
ication : 9382
ate : Apr 18, 00
ate : Apr 18, 00
wn : Seffner
n : Parsons Rd north of M.L.K. BL

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

Northbound Volume for Lane 1

me	00	01	02	03	04	05	06	07	08	09	10	11
	8	10	6	1	1	5	24	34	46	41	39	56
	6	4	7	3	1	7	37	53	40	35	52	55
	8	9	2	6	1	12	24	41	25	48	44	46
	6	2	1	3	8	24	30	56	47	51	52	76
al	28	25	16	13	11	48	115	184	158	175	187	233

me	12	13	14	15	16	17	18	19	20	21	22	23
	70	60	41	67	75	83	88	73	57	55	34	17
	80	77	58	70	97	86	101	82	50	54	36	28
	82	60	87	73	81	72	72	56	69	43	28	14
	59	46	73	66	92	78	83	61	62	29	27	13
tal	291	243	259	276	345	319	344	272	238	181	125	72

ur Total : 4158
ak hour begins : 11:30 AM peak volume : 272 Peak hour factor : 0.83
ak hour begins : 16:15 PM peak volume : 353 Peak hour factor : 0.91

****

3 Southbound Volume for Lane 2

ime	00	01	02	03	04	05	06	07	08	09	10	11
	9	1	5	4	2	6	40	61	63	61	77	63
	6	4	4	3	3	7	44	75	53	56	52	60
	5	5	4	1	4	21	57	67	76	51	59	58
	4	6	2	8	7	36	47	57	72	80	49	64
tal	24	16	15	16	16	70	188	260	264	248	237	245

ime	12	13	14	15	16	17	18	19	20	21	22	23
	57	64	79	64	56	99	83	79	83	29	32	12
	70	60	66	64	68	93	95	39	62	36	27	9
	65	70	50	72	84	84	74	77	52	32	25	9
	78	78	61	76	84	87	68	65	48	30	17	10
tal	270	272	256	276	292	363	320	260	245	127	101	40

ur Total : 4421
ak hour begins : 09:45 AM peak volume : 268 Peak hour factor : 0.84
ak hour begins : 17:00 PM peak volume : 363 Peak hour factor : 0.92

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0418005.PRN
: 417008
ication : 4541
Interval : 15 minutes
date : Apr 18, 00
Start time : 00:00
date : Apr 18, 00
Stop time : 24:00
own : Seffner
County : Hillsborough
on : Parsons Rd south of M.L.K. BL

****

Southbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	36	10	11	12	10	17	59	153	178	183	223	159
	28	7	13	11	12	14	78	196	167	151	187	209
	19	18	11	13	8	31	100	195	181	162	158	181
	20	11	8	9	11	43	125	186	209	169	184	208
al	103	46	43	45	41	105	362	730	735	665	752	757

ime	12	13	14	15	16	17	18	19	20	21	22	23
	193	210	189	205	229	266	241	208	149	98	84	61
	217	246	180	176	226	272	237	186	148	117	88	40
	217	211	190	177	254	311	224	187	177	128	79	35
	228	207	203	234	237	273	183	177	149	113	62	46
tal	855	874	762	792	946	1122	885	758	623	456	313	182

ur Total : 12952
ak hour begins : 11:30 AM peak volume : 799 Peak hour factor : 0.92
ak hour begins : 17:00 PM peak volume : 1122 Peak hour factor : 0.90

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

.le : D0418006.PRN
: 417007
ication : 1627 Interval : 15 minutes
iate : Apr 18, 00 Start time : 00:00
iate : Apr 18, 00 Stop time : 24:00
own : Seffner County : Hillsborough
on : Parsons Rd south of M.L.K. BL

****

Northbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	23	10	5	9	11	32	87	181	162	190	150	112
	16	8	11	8	10	31	117	188	155	146	141	171
	9	5	10	15	10	63	112	171	181	151	131	161
	9	9	8	10	25	69	148	188	167	158	152	165
al	57	32	34	42	56	195	464	728	665	645	574	609

me	12	13	14	15	16	17	18	19	20	21	22	23
	176	165	144	150	181	238	186	147	117	107	79	51
	169	196	141	157	158	202	171	134	138	96	75	53
	162	131	191	127	205	196	172	125	143	106	61	48
	161	164	174	195	177	182	146	132	115	64	45	30
tal	668	656	650	629	721	818	675	538	513	373	260	182

ur Total : 10784
ak hour begins : 07:00 AM peak volume : 728 Peak hour factor : 0.97
ak hour begins : 16:30 PM peak volume : 822 Peak hour factor : 0.86

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: Kingsway Rd @ MLK Blvd

Station No: see below Machine No: see below

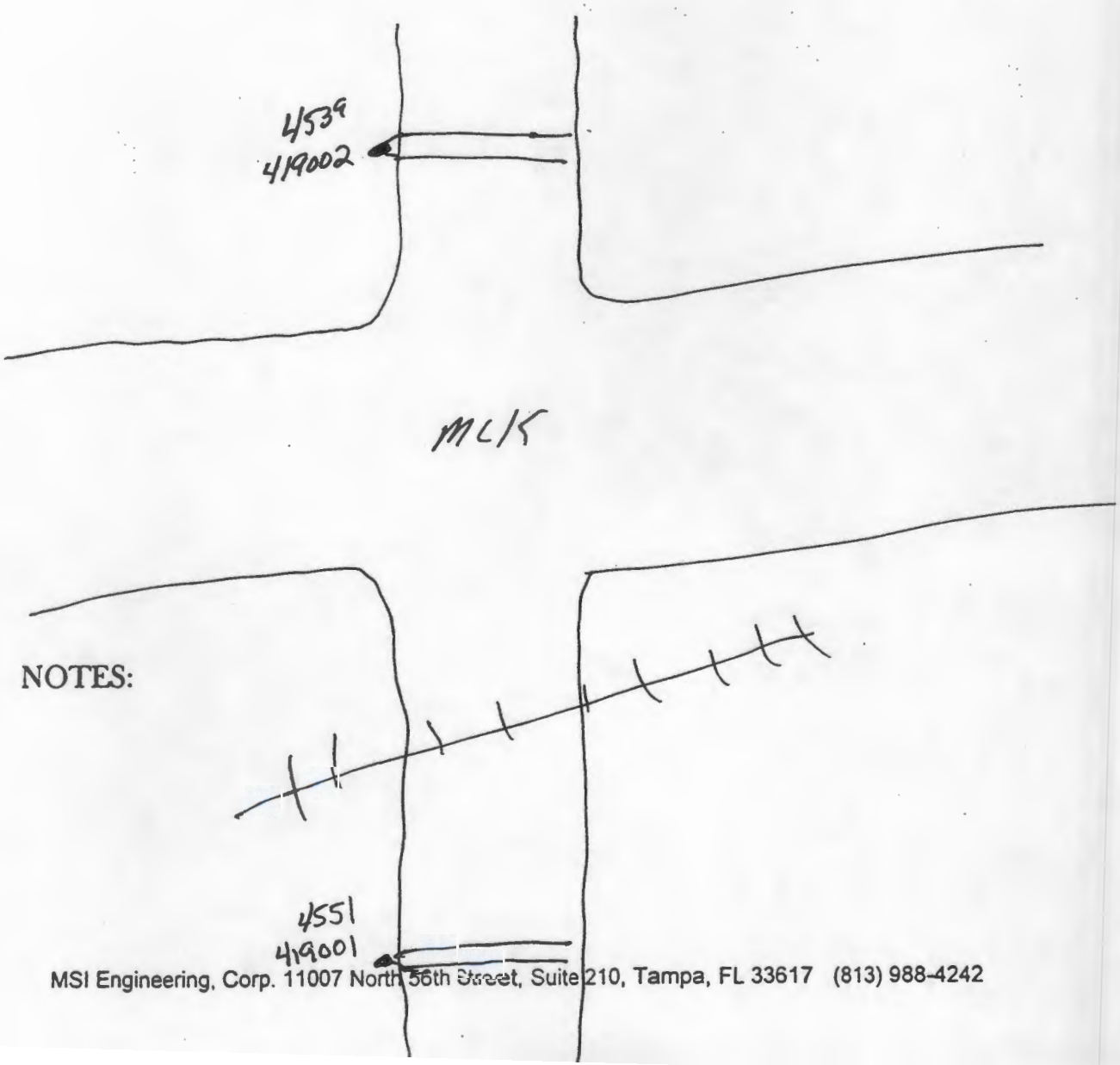
Speed Limit: _____ Machine attached to: Sign

SET Date: 4-19-00 Time: 10:22

Weather: Hot

UP Date: 4-21-06 Time: 9:35

Weather: Hot



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0420008.PRN
: 419001
ication : 4551 Interval : 15 minutes
late : Apr 20, 00 Start time : 00:00
iate : Apr 20, 00 Stop time : 24:00
own : Seffner County : Hillsborough
on : Kingsway Rd south of M.L.K. BL

****

Northbound Volume for Lane 1

me	00	01	02	03	04	05	06	07	08	09	10	11
	12	1	3	6	6	15	31	64	73	53	56	62
	9	3	3	3	5	19	42	65	55	64	63	62
	7	5	3	4	5	18	59	70	63	61	55	37
	9	4	0	6	8	28	69	62	57	43	65	85
:al	37	13	9	19	24	80	201	261	248	221	239	246

ime	12	13	14	15	16	17	18	19	20	21	22	23
	70	51	66	56	143	50	78	46	52	41	22	22
	76	43	62	62	35	64	66	53	55	38	23	21
	52	47	70	75	63	63	67	49	39	33	20	16
	61	66	50	125	64	89	71	46	38	39	13	9
tal	259	207	248	318	305	266	282	194	184	151	78	68

ur Total : 4158
ak hour begins : 07:15 AM peak volume : 270 Peak hour factor : 0.92
ak hour begins : 15:15 PM peak volume : 405 Peak hour factor : 0.71

****

0 Southbound Volume for Lane 2

ime	00	01	02	03	04	05	06	07	08	09	10	11
	16	13	4	2	3	4	14	43	57	43	69	51
	15	5	4	7	8	7	18	30	48	55	51	65
	12	8	2	2	4	4	29	30	63	58	54	65
	15	5	5	4	5	12	35	52	64	58	55	54
tal	58	31	15	15	20	27	96	155	232	214	229	235

ime	12	13	14	15	16	17	18	19	20	21	22	23
	71	60	65	74	178	124	143	100	78	40	51	40
	62	53	76	68	38	108	104	75	60	52	29	30
	77	69	76	122	126	137	94	65	55	45	27	18
	65	69	67	170	114	129	105	70	62	40	25	22
tal	275	251	284	434	456	498	446	310	255	177	132	110

ur Total : 4955
eak hour begins : 11:15 AM peak volume : 255 Peak hour factor : 0.90
eak hour begins : 15:15 PM peak volume : 538 Peak hour factor : 0.76

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0426005.PRN
: 424006
ication : 4537 Interval : 15 minutes
date : Apr 26, 00 Start time : 00:00
date : Apr 26, 00 Stop time : 24:00
own : Seffner County : Hillsborough
on : Kingsway Rd north of M.L.K. BL

****

Northbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	12	4	3	1	2	6	18	87	57	51	28	29
	9	3	0	1	1	6	23	97	54	47	42	46
	3	2	3	2	2	9	45	111	73	34	32	46
	6	0	0	1	4	24	61	90	50	52	36	41
al	30	9	6	5	9	45	147	385	234	184	138	162

ime	12	13	14	15	16	17	18	19	20	21	22	23
	51	55	56	59	88	88	68	66	63	40	25	21
	41	52	61	90	58	62	80	47	49	32	11	12
	45	50	64	64	71	75	79	45	53	32	17	12
	48	54	52	56	61	67	58	57	64	28	25	8
tal	185	211	233	269	278	292	285	215	229	132	78	53

ur Total : 3814
ak hour begins : 07:00 AM peak volume : 385 Peak hour factor : 0.87
ak hour begins : 15:15 PM peak volume : 298 Peak hour factor : 0.83

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0426006.PRN
on : 424007
ification : 4545 Interval : 15 minutes
date : Apr 26, 00 Start time : 00:00
date : Apr 26, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : Kingsway Rd north of M.L.K. BL

****

5 Southbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	7	6	4	4	3	3	18	59	56	44	45	53
	5	3	1	0	4	3	27	72	53	67	65	49
	6	4	4	2	3	7	47	64	64	50	47	45
	3	3	4	3	3	16	48	80	87	49	52	59
tal	21	16	13	9	13	29	140	275	260	210	209	206

ime	12	13	14	15	16	17	18	19	20	21	22	23
	62	49	43	82	85	130	116	60	54	48	21	11
	55	64	71	76	74	128	108	60	48	43	25	12
	57	63	60	71	89	113	89	49	57	27	20	15
	63	52	69	103	101	126	74	55	52	19	12	12
tal	237	228	243	332	349	497	387	224	211	137	78	50

ur Total : 4374
ak hour begins : 07:00 AM peak volume : 275 Peak hour factor : 0.86
ak hour begins : 17:00 PM peak volume : 497 Peak hour factor : 0.96

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

↑ Location: SR 574 btw Parsons Ave & Kingsway Rd

Station No: See Sketch Machine No: See Sketch

Speed Limit: _____ Machine attached to: See Sketch

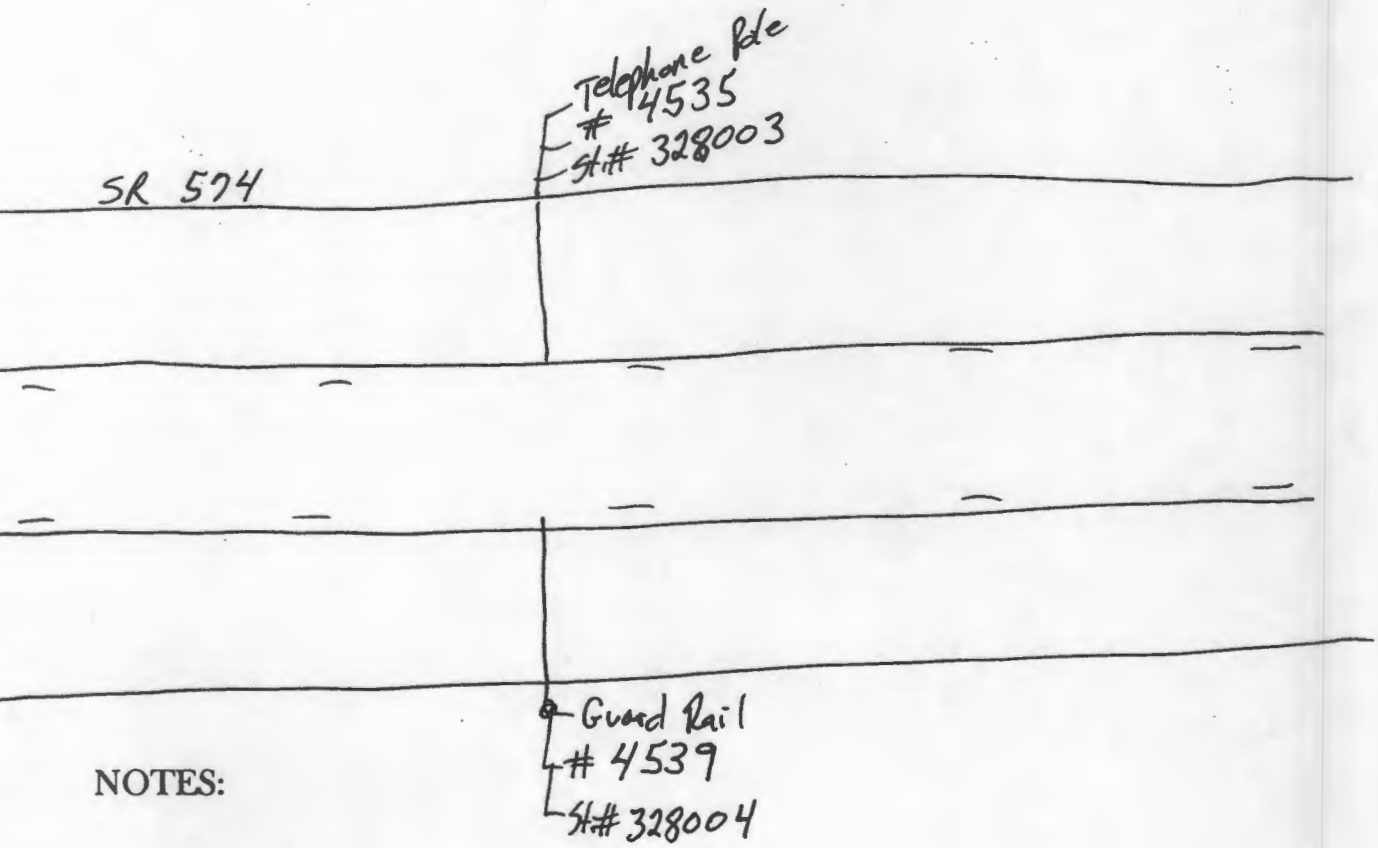
SET Date: 3-28-00 Time: 1:36

Weather: warm

UP Date: 4.7.00 Time: 12:53

Weather: Hot

Mini - Storage (under Construction)



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0328005.PRN
ion : 000000328004
tification : 000000004539
t date : Mar 28, 00
date : Mar 28, 00
/Town : Valrico
tion : SR 574 btwn Parsons & Kingsway

Interval : 15 minutes
Start time : 13:45
Stop time : 24:00
County : Hillsborough

****

28/Mar 29 Eastbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5												
0												
5												
0												
Total												

Time	12	13	14	15	16	17	18	19	20	21	22	23
15			157	157	216	209	207	146	116	96	44	47
30			144	178	192	228	192	133	102	94	53	23
45			135	203	186	199	210	129	109	91	37	29
00		157	156	173	215	221	155	121	85	74	46	19
Total		157	592	711	809	857	764	529	412	355	180	118

Hour Total : 5484
peak hour begins : AM peak volume : Peak hour factor :
peak hour begins : 17:00 PM peak volume : 857 Peak hour factor : 0.94

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0329005.PRN
ion : 000000328004
tification : 000000004539
t date : Mar 29, 00
date : Mar 29, 00
/Town : Valrico
tion : SR 574 btwn Parsons & Kingsway

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

29 Eastbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	24	15	13	10	13	15	47	103	139	125	103	133
0	31	6	3	5	11	19	59	109	128	128	136	126
5	15	13	6	7	19	34	77	117	103	116	122	137
0	12	6	9	8	13	31	90	145	116	128	120	165
Total	82	40	31	30	56	99	273	474	486	497	481	561

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	150	148	163	186	196	237	236	155	108	99	66	47
0	154	127	154	189	194	206	175	162	124	101	68	44
5	177	160	159	153	208	214	189	115	128	95	53	29
0	151	146	151	171	192	198	157	118	121	76	45	26
Total	632	581	627	699	790	855	757	550	481	371	232	146

Hour Total : 9831
peak hour begins : 11:30 AM peak volume : 606 Peak hour factor : 0.86
peak hour begins : 17:00 PM peak volume : 855 Peak hour factor : 0.90

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0330005.PRN
ion : 000000328004
tification : 000000004539
t date : Mar 30, 00
date : Mar 30, 00
/Town : Valrico
tion : SR 574 btwn Parsons & Kingsway

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

30

Eastbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	25	15	7	15	7	16	44	102	117	123	144	151
0	29	14	6	9	15	18	63	112	118	104	105	130
5	12	12	8	5	20	22	73	105	120	108	128	134
0	16	13	6	11	28	25	75	159	98	133	127	136
Total	82	54	27	40	70	81	255	478	453	468	504	551

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	143	158	169	205	213	196	165	127	90	78	43
30	170	160	169	164	194	233	201	162	121	82	56	45
45	158	152	164	194	182	206	178	131	112	71	58	27
00	173	137	175	190	225	194	147	109	108	86	50	26
Total	658	592	666	717	806	846	722	567	468	329	242	141

Hour Total : 9817
peak hour begins : 11:30 AM peak volume : 597 Peak hour factor : 0.88
peak hour begins : 16:45 PM peak volume : 877 Peak hour factor : 0.94

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0331005.PRN
: 000000328004
ication : 000000004539
Interval : 15 minutes
late : Mar 31, 00
Start time : 00:00
date : Mar 31, 00
Stop time : 24:00
own : Valrico
County : Hillsborough
on : SR 574 btwn Parsons & Kingsway

****

Eastbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	24	13	7	13	10	19	46	105	112	139	145	153
	21	10	10	16	13	27	57	139	127	130	107	159
	25	15	7	12	17	21	71	143	125	141	134	138
	28	15	11	6	17	40	78	137	122	138	142	155
tal	98	53	35	47	57	107	252	524	486	548	528	605

ime	12	13	14	15	16	17	18	19	20	21	22	23
	166	182	191	185	196	230	203	160	127	106	102	77
	173	172	165	204	204	223	225	165	139	126	92	66
	189	194	183	176	235	234	190	149	120	108	86	53
	182	176	185	211	203	228	180	149	117	95	71	55
tal	710	724	724	776	838	915	798	623	503	435	351	251

ur Total : 10988
ak hour begins : 11:30 AM peak volume : 632 Peak hour factor : 0.84
ak hour begins : 17:00 PM peak volume : 915 Peak hour factor : 0.98

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

.le : D0404005.PRN
: 000000328004
ication : 000000004539 Interval : 15 minutes
late : Apr 4, 00 Start time : 00:00
late : Apr 4, 00 Stop time : 24:00
own : Valrico County : Hillsborough
on : SR 574 btwn Parsons & Kingsway

****

Eastbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	24	13	10	5	15	48	91	97	119	149	128	152
	12	7	10	13	12	53	100	95	120	144	158	147
	19	9	6	10	39	61	115	118	131	153	129	141
	5	10	10	14	40	79	130	118	127	126	144	160
al	60	39	36	42	106	241	436	428	497	572	559	600

me	12	13	14	15	16	17	18	19	20	21	22	23
	145	173	148	215	190	212	153	136	94	62	51	25
	157	141	175	226	218	203	147	119	111	57	31	28
	154	146	176	218	234	179	154	120	98	56	27	18
	161	162	206	210	221	170	129	120	81	46	30	23
tal	617	622	705	869	863	764	583	495	384	221	139	94

ar Total : 9972
ak hour begins : 11:30 AM peak volume : 603 Peak hour factor : 0.94
ak hour begins : 16:15 PM peak volume : 885 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0405011.PRN
: 000000328004
ication : 000000004539 Interval : 15 minutes
ate : Apr 5, 00 Start time : 00:00
ate : Apr 5, 00 Stop time : 24:00
wn : Valrico County : Hillsborough
n : SR 574 btwn Parsons & Kingsway

****

Eastbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	8	11	10	6	20	48	95	116	113	145	146	164
	15	7	11	14	21	43	121	116	111	115	125	148
	17	9	5	16	24	68	126	108	128	123	128	150
	15	10	8	15	24	86	135	124	112	112	147	184
al	55	37	34	51	89	245	477	464	464	495	546	646

me	12	13	14	15	16	17	18	19	20	21	22	23
	148	153	178	211	215	204	142	113	145	75	48	24
	130	164	193	206	207	188	142	134	152	57	49	23
	161	159	161	188	202	160	147	127	107	49	23	15
	170	148	171	204	218	166	140	123	88	43	29	17
al	609	624	703	809	842	718	571	497	492	224	149	79

r Total : 9920
k hour begins : 11:00 AM peak volume : 646 Peak hour factor : 0.88
k hour begins : 16:00 PM peak volume : 842 Peak hour factor : 0.97

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0329003.PRN
: 328003
ication : 4535 Interval : 15 minutes
ate : Mar 29, 00 Start time : 00:00
ate : Mar 29, 00 Stop time : 24:00
wn : Valrico County : Hillsborough
n : SR 574 btwn Parsons & Kingsway

****

Westbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	13	9	5	4	14	16	104	190	151	165	139	139
	14	5	4	14	9	41	131	180	152	165	134	152
	11	8	7	12	19	52	171	185	159	143	151	160
	11	14	7	10	19	78	150	199	172	138	137	144
al	49	36	23	40	61	187	556	754	634	611	561	595

me	12	13	14	15	16	17	18	19	20	21	22	23
	169	161	149	174	130	163	170	133	78	54	38	20
	155	143	134	166	164	170	142	127	60	54	38	19
	154	133	145	141	136	148	143	123	69	66	32	18
	151	143	152	143	148	160	119	72	66	47	28	17
al	629	580	580	624	578	641	574	455	273	221	136	74

r Total : 9472
k hour begins : 07:00 AM peak volume : 754 Peak hour factor : 0.95
k hour begins : 17:15 PM peak volume : 648 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

.le : D0330003.PRN
ı : 328003
ification : 4535 Interval : 15 minutes
date : Mar 30, 00 Start time : 00:00
date : Mar 30, 00 Stop time : 24:00
own : Valrico County : Hillsborough
on : SR 574 btwn Parsons & Kingsway

****

Westbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	18	11	7	13	15	24	99	201	162	151	144	171
	18	4	4	6	10	27	154	172	149	147	164	144
	4	14	5	9	21	67	149	171	167	137	146	140
	10	9	5	7	21	65	150	187	175	164	138	159
al	50	38	21	35	67	183	552	731	653	599	592	614

me	12	13	14	15	16	17	18	19	20	21	22	23
	165	137	156	161	157	152	168	126	77	45	50	22
	157	140	155	157	145	186	140	111	57	60	36	27
	139	137	140	131	174	140	124	93	66	58	23	26
	156	120	163	161	159	171	111	80	61	45	33	19
al	617	534	614	610	635	649	543	410	261	208	142	94

ır Total : 9452
k hour begins : 07:00 AM peak volume : 731 Peak hour factor : 0.91
k hour begins : 16:30 PM peak volume : 671 Peak hour factor : 0.90

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0331003.PRN
: 328003
ication : 4535 Interval : 15 minutes
ate : Mar 31, 00 Start time : 00:00
ate : Mar 31, 00 Stop time : 24:00
wn : Valrico County : Hillsborough
n : SR 574 btwn Parsons & Kingsway

****

Westbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	10	5	10	3	12	25	105	184	183	146	149	144
	12	8	13	13	14	34	146	172	140	141	159	174
	15	8	4	18	20	71	166	193	186	159	175	190
	14	13	7	16	20	72	141	172	182	163	148	154
al	51	34	34	50	66	202	558	721	691	609	631	662

me	12	13	14	15	16	17	18	19	20	21	22	23
	190	169	150	194	180	174	135	129	131	74	58	47
	160	157	168	162	172	168	157	131	100	63	65	35
	162	167	154	169	182	163	145	115	82	67	46	26
	175	149	171	154	182	171	151	121	75	78	37	26
al	687	642	643	679	716	676	588	496	388	282	206	134

r Total : 10446
k hour begins : 07:00 AM peak volume : 721 Peak hour factor : 0.93
k hour begins : 16:00 PM peak volume : 716 Peak hour factor : 0.98

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0401003.PRN
: 328003
ication : 4535 Interval : 15 minutes
late : Apr 1, 00 Start time : 00:00
late : Apr 1, 00 Stop time : 24:00
own : Valrico County : Hillsborough
on : SR 574 btwn Parsons & Kingsway

****

Westbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	33	27	10	11	6	15	39	68	118	158	164	181
	22	15	13	5	10	13	53	83	134	161	181	194
	28	10	9	15	26	30	73	97	140	172	215	206
	22	21	16	11	14	44	57	96	144	189	187	185
al	105	73	48	42	56	102	222	344	536	680	747	766

me	12	13	14	15	16	17	18	19	20	21	22	23
	184	171	122	140	138	145	137	118	87	64	55	33
	167	158	148	135	140	139	139	115	60	57	51	45
	191	182	121	123	152	149	117	97	89	53	58	28
	157	162	162	142	122	137	121	119	64	44	38	30
tal	699	673	553	540	552	570	514	449	300	218	202	136

ur Total : 9127
ak hour begins : 10:30 AM peak volume : 777 Peak hour factor : 0.90
ak hour begins : 12:00 PM peak volume : 699 Peak hour factor : 0.91

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0402003.PRN
: 328003
ication : 4535 Interval : 15 minutes
ate : Apr 2, 00 Start time : 00:00
ate : Apr 2, 00 Stop time : 24:00
wn : Valrico County : Hillsborough
n : SR 574 btwn Parsons & Kingsway

****

Westbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	37	19	17	7	15	17	26	42	80	96	134	149
	27	20	8	10	15	18	34	49	76	99	121	136
	15	15	12	7	8	22	45	62	114	114	130	142
	26	11	10	10	22	27	42	62	97	147	123	137
al	105	65	47	34	60	84	147	215	367	456	508	564

me	12	13	14	15	16	17	18	19	20	21	22	23
	158	131	112	118	122	110	96	122	80	41	35	24
	138	103	110	158	109	116	93	100	56	56	29	9
	142	112	108	98	134	83	122	94	57	34	34	12
	137	132	136	136	129	120	121	66	64	41	16	3
al	575	478	466	510	494	429	432	382	257	172	114	48

r Total : 7009
k hour begins : 11:30 AM peak volume : 575 Peak hour factor : 0.91
k hour begins : 12:00 PM peak volume : 575 Peak hour factor : 0.91

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0403003.PRN
: 328003
ication : 4535
Interval : 15 minutes
ate : Apr 3, 00
Start time : 00:00
ate : Apr 3, 00
Stop time : 24:00
wn : Valrico
County : Hillsborough
n : SR 574 btwn Parsons & Kingsway

****

Westbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	7	6	4	11	28	106	172	178	150	154	160	169
	5	5	9	24	37	115	169	167	162	170	154	187
	7	8	6	18	55	148	195	162	166	143	176	162
	11	8	15	11	53	134	176	166	149	171	150	158
al	30	27	34	64	173	503	712	673	627	638	640	676

me	12	13	14	15	16	17	18	19	20	21	22	23
	140	136	149	143	176	145	97	83	51	51	28	14
	170	137	171	181	162	145	108	88	47	37	23	17
	142	178	160	155	146	148	108	79	49	30	17	8
	144	135	146	185	142	116	93	77	46	25	17	4
tal	596	586	626	664	626	554	406	327	193	143	85	43

ur Total : 9646
ak hour begins : 06:15 AM peak volume : 718 Peak hour factor : 0.92
ak hour begins : 15:15 PM peak volume : 697 Peak hour factor : 0.94

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

le : D0404003.PRN
: 328003
ication : 4535 Interval : 15 minutes
ate : Apr 4, 00 Start time : 00:00
ate : Apr 4, 00 Stop time : 24:00
wn : Valrico County : Hillsborough
n : SR 574 btwn Parsons & Kingsway

****

Westbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	10	6	7	7	23	99	170	175	170	135	144	141
	6	5	10	14	40	135	192	148	170	186	134	154
	7	4	10	15	58	184	183	166	139	155	137	146
	8	8	15	26	81	161	190	170	166	112	146	120
al	31	23	42	62	202	579	735	659	645	588	561	561

me	12	13	14	15	16	17	18	19	20	21	22	23
	151	152	155	172	169	162	107	79	61	43	27	17
	137	173	143	196	146	145	113	93	67	44	24	16
	147	123	182	172	154	128	104	73	48	27	16	6
	142	153	159	166	138	106	107	59	44	28	21	13
al	577	601	639	706	607	541	431	304	220	142	88	52

r Total : 9596
k hour begins : 06:15 AM peak volume : 740 Peak hour factor : 0.96
k hour begins : 14:30 PM peak volume : 709 Peak hour factor : 0.90

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

a File : D0405009.PRN
tion : 328003
ntification : 4535
rt date : Apr 5, 00
p date : Apr 5, 00
y/Town : Valrico
ation : SR 574 btwn Parsons & Kingsway

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

5 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	7	8	7	20	105	187	164	160	153	165	165
30	5	8	8	18	46	124	154	139	163	133	143	175
45	12	6	8	20	54	158	214	170	129	121	158	166
00	9	6	8	17	70	147	186	149	143	140	136	143
Total	30	27	32	62	190	534	741	622	595	547	602	649

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	161	135	143	149	166	152	127	100	59	49	27	18
30	134	191	179	144	150	152	101	86	61	36	20	12
45	145	154	157	144	181	143	107	87	56	29	22	17
00	135	160	155	164	155	130	97	81	52	27	14	9
Total	575	640	634	601	652	577	432	354	228	141	83	56

Hour Total : 9604
peak hour begins : 06:00 AM peak volume : 741 Peak hour factor : 0.87
peak hour begins : 15:45 PM peak volume : 661 Peak hour factor : 0.91

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

a File : D0406010.PRN
tion : 328003
ntification : 4535
rt date : Apr 6, 00
p date : Apr 6, 00
y/Town : Valrico
ation : SR 574 btwn Parsons & Kingsway

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

6 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	10	12	11	25	106	187	183	178	138	158	179
30	10	4	8	14	53	108	151	165	144	133	163	167
45	4	11	11	13	45	167	181	146	136	158	155	170
00	14	6	8	19	76	158	179	194	138	136	140	175
Total	37	31	39	57	199	539	698	688	596	565	616	691

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	131	120	157	155	169	141	130	101	60	55	26	15
30	153	182	170	182	174	152	141	79	60	45	19	13
45	135	148	157	155	178	123	108	91	77	39	17	21
00	132	156	164	151	157	139	87	64	67	22	21	8
Total	551	606	648	643	678	555	466	335	264	161	83	57

Hour Total : 9803
peak hour begins : 06:30 AM peak volume : 708 Peak hour factor : 0.97
peak hour begins : 16:00 PM peak volume : 678 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

a File : D0407009.PRN
tion : 328003
ntification : 4535
rt date : Apr 7, 00
p date : Apr 7, 00
y/Town : Valrico
ation : SR 574 btwn Parsons & Kingsway

Interval : 15 minutes
Start time : 00:00
Stop time : 11:53
County : Hillsborough

****

7 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	9	11	15	22	70	174	154	137	144	167	196
30	9	7	5	20	48	118	186	172	157	155	167	159
45	10	7	13	16	53	158	176	149	148	184	185	170
00	4	6	5	14	71	153	165	157	162	152	129	
Total	32	29	34	65	194	499	701	632	604	635	648	525

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

Hour Total : 4598
peak hour begins : 06:00 AM peak volume : 701 Peak hour factor : 0.94
peak hour begins : PM peak volume : Peak hour factor :

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: Valrico Rd South of M.L.K. BL

Station No: See Sketch Machine No: See Sketch

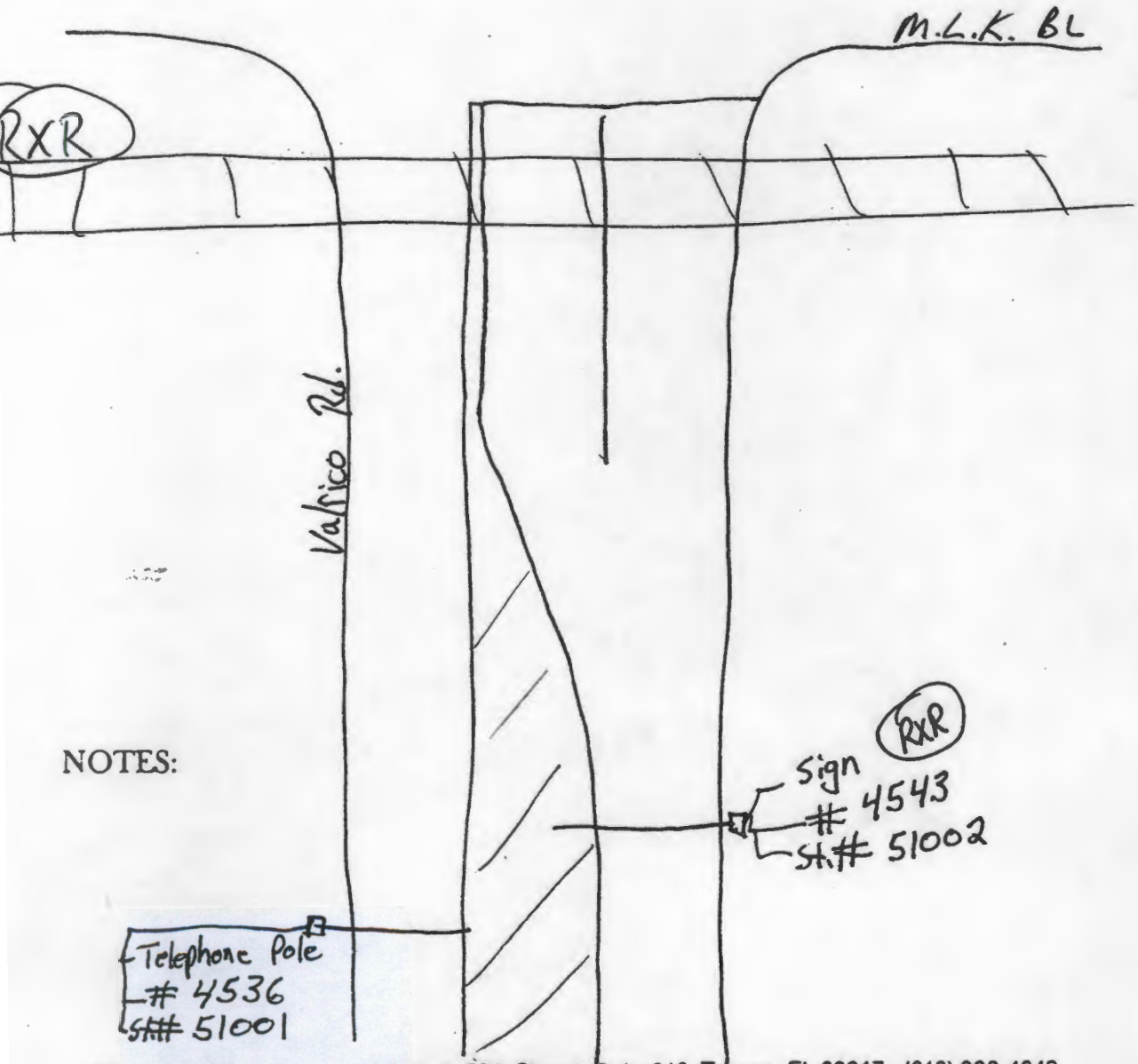
Speed Limit: _____ Machine attached to: See Sketch

SET Date: MAY-1-00 Time: 10:05

Weather: warm

UP Date: May-3-00 Time: 9:00

Weather: warm



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

a File : D0502002.PRN
tion : 51002
ntification : 4543
rt date : May 2, 00
p date : May 2, 00
y/Town : Seffner
ation : Valrico Rd south of M.L.K. BL

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

2 Northbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	4	9	6	54	92	83	41	47	47
30	1	2	1	4	6	22	56	83	74	46	42	29
45	4	2	0	4	10	25	66	134	68	43	48	35
00	4	1	6	3	12	46	101	93	68	51	40	35
Total	12	7	8	15	37	99	277	402	293	181	177	146

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	44	45	55	59	63	62	45	35	30	23	6
30	49	39	49	160	52	79	49	43	25	22	20	8
45	43	48	45	267	72	72	76	50	41	28	13	6
00	37	41	42	62	40	51	60	38	22	21	12	7
Total	174	172	181	544	223	265	247	176	123	101	68	27

Hour Total : 3955
peak hour begins : 06:45 AM peak volume : 410 Peak hour factor : 0.76
peak hour begins : 15:15 PM peak volume : 548 Peak hour factor : 0.51

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0502001.PRN
on : 51001
ification : 4536 Interval : 15 minutes
date : May 2, 00 Start time : 00:00
date : May 2, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : Valrico Rd south of M.L.K. BL

****

2 Southbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	7	6	4	2	0	10	10	56	57	43	40	44
	6	5	3	3	2	2	27	47	60	41	47	35
	6	3	2	0	3	7	35	47	53	46	32	47
	3	1	0	4	4	12	38	74	39	32	30	45
tal	22	15	9	9	9	31	110	224	209	162	149	171

ime	12	13	14	15	16	17	18	19	20	21	22	23
	56	42	58	64	104	95	96	68	46	36	23	23
	47	45	61	72	83	133	87	56	43	38	20	9
	60	52	67	70	95	129	70	52	48	28	15	6
	40	58	65	81	94	115	68	41	43	31	23	9
tal	203	197	251	287	376	472	321	217	180	133	81	47

ır Total : 3885
ak hour begins : 07:45 AM peak volume : 244 Peak hour factor : 0.82
ak hour begins : 17:15 PM peak volume : 473 Peak hour factor : 0.89

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: Valrico Rd North of MLK Jr

Station No: see below Machine No: see below

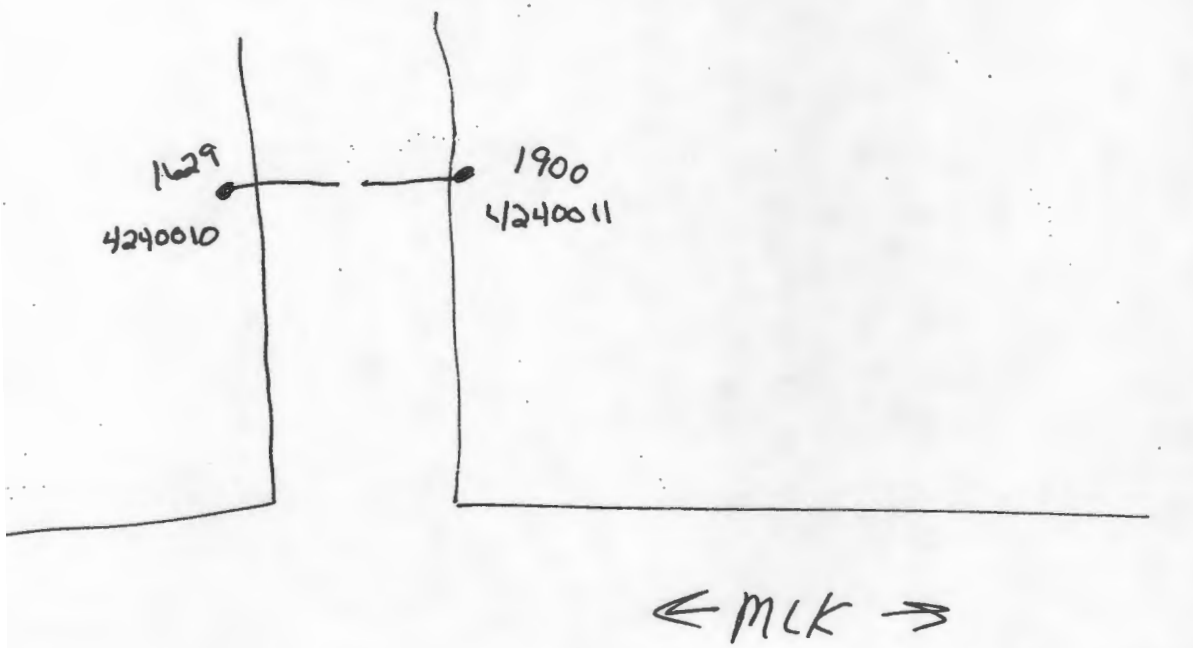
Speed Limit: 20 Machine attached to:

SET Date: 4-24-00 Time: 3:38 pm

Weather: Hot

UP Date: 4-27-00 Time: 10:07

Weather: Hot



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0426002.PRN
on : 4240010
ification : 1629 Interval : 15 minutes
date : Apr 26, 00 Start time : 00:00
date : Apr 26, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : Valrico Rd north of M.L.K. BL

****

6 Southbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	0	0	0	2	0	2	2	2	0	1	2	2
	0	0	0	0	0	0	0	0	1	0	0	1
	0	0	0	0	0	0	2	1	0	2	0	3
	0	0	0	0	0	1	0	3	1	0	1	0
otal	0	0	0	2	0	3	4	6	2	3	3	6

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	2	0	1	0	3	6	6	0	3	1	1	2
0	1	0	2	0	2	3	0	0	0	0	0	0
5	1	0	1	2	0	1	2	6	1	2	0	0
0	0	5	0	1	3	3	1	3	2	1	1	0
otal	4	5	4	3	8	13	9	9	6	4	2	2

our Total : 98
eak hour begins : 10:45 AM peak volume : 7 Peak hour factor : 0.58
eak hour begins : 16:45 PM peak volume : 13 Peak hour factor : 0.54

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0426001.PRN
on : 4240011
ification : 1900 Interval : 15 minutes
date : Apr 26, 00 Start time : 00:00
date : Apr 26, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : Valrico Rd north of M.L.K. BL

****

:6 Northbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	0	0	0	1	0	1	0	0	0	0	3	1
0	0	0	0	0	0	0	0	0	0	0	0	3
5	0	0	0	0	0	0	1	0	1	1	0	3
0	0	0	0	0	0	0	0	2	0	0	0	0
otal	0	0	0	1	0	1	1	2	1	1	3	7

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	3	2	1	0	4	4	5	0	2	0	0	1
0	2	0	3	1	4	2	1	1	0	1	0	0
5	1	3	2	2	1	1	0	4	0	1	2	1
0	0	2	0	3	7	4	2	2	2	3	1	0
otal	6	7	6	6	16	11	8	7	4	5	3	2

our Total : 98
eak hour begins : 11:15 AM peak volume : 9 Peak hour factor : 0.75
eak hour begins : 16:00 PM peak volume : 16 Peak hour factor : 0.57

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: MLK Blvd Btwn Kingsway + Valrico Rd

Station No: See below (8-9) Machine No: see below

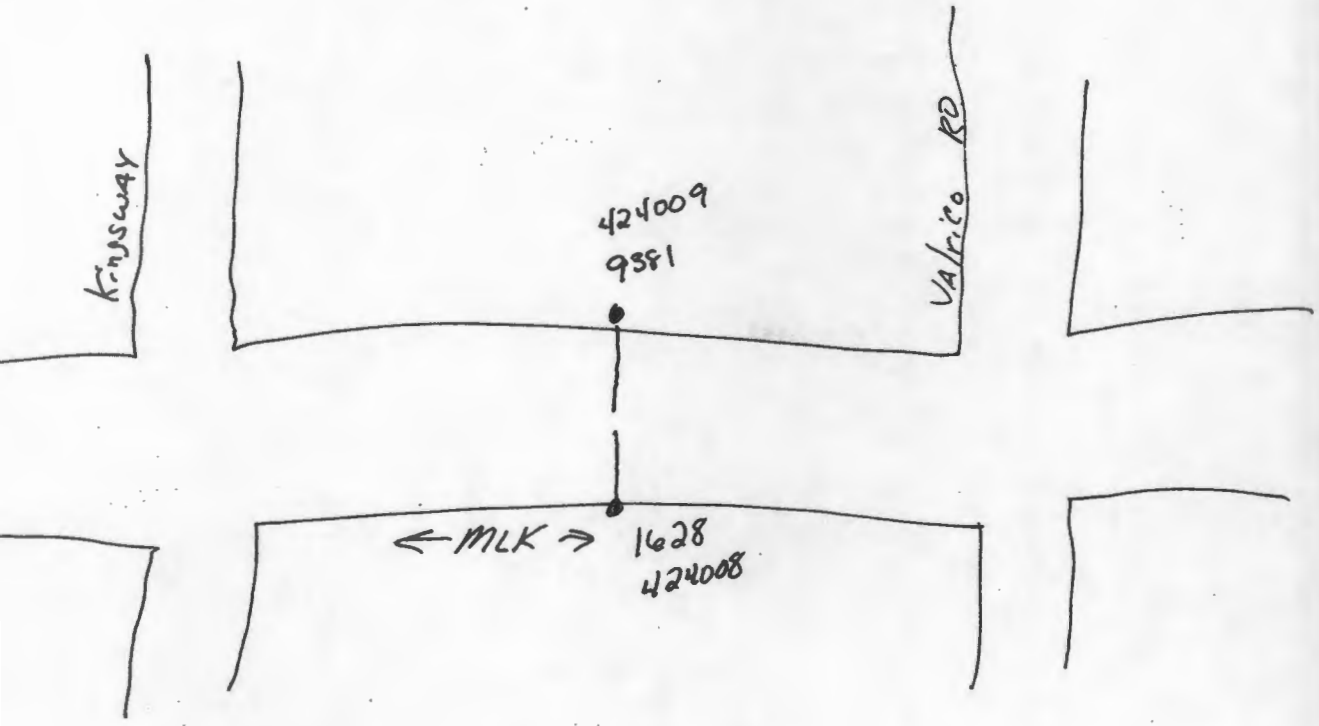
Speed Limit: _____ Machine attached to: bridge rail

SET Date: 4-24-00 Time: 3:18

Weather: Hot

UP Date: 4-27-00 Time: 9:58 AM

Weather: Hot



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0426004.PRN
on : 424008
ification : 1628
date : Apr 26, 00
date : Apr 26, 00
Town : Seffner
ion : M.L.K. BL btw Kingsway Rd & Valrico Rd

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

6 Eastbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	15	12	4	6	9	16	31	79	86	79	80	94
	13	3	2	6	9	14	44	83	84	85	92	70
	9	6	3	6	12	22	71	104	97	71	74	88
	8	6	8	12	21	39	63	103	100	71	91	86
otal	45	27	17	30	51	91	209	369	367	306	337	338

ime	12	13	14	15	16	17	18	19	20	21	22	23
5	105	95	98	104	117	143	132	82	62	71	44	34
0	100	93	111	131	122	164	127	103	60	72	42	23
5	106	106	98	116	126	137	109	93	82	58	39	16
0	89	94	107	130	161	137	106	85	66	42	38	19
otal	400	388	414	481	526	581	474	363	270	243	163	92

our Total : 6582
eak hour begins : 11:30 AM peak volume : 379 Peak hour factor : 0.89
eak hour begins : 16:45 PM peak volume : 605 Peak hour factor : 0.92

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0426003.PRN
on : 424009
ification : 9381
date : Apr 26, 00
date : Apr 26, 00
Town : Seffner
ion : M.L.K. BL btw Kingsway Rd & Valrico Rd

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

6 Westbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	14	7	7	7	5	25	70	123	113	94	101	99
	11	7	6	7	8	28	89	152	101	85	85	89
	5	5	9	5	8	38	123	133	100	94	88	90
	6	7	5	6	9	51	114	142	94	92	75	72
otal	36	26	27	25	30	142	396	550	408	365	349	350

Time	12	13	14	15	16	17	18	19	20	21	22	23
	88	91	104	99	114	131	112	91	43	37	19	17
	88	78	107	102	109	127	101	63	48	29	30	10
	99	86	83	102	112	119	85	83	55	26	26	9
	115	85	99	92	128	99	109	59	47	42	19	6
otal	390	340	393	395	463	476	407	296	193	134	94	42

our Total : 6327
eak hour begins : 07:00 AM peak volume : 550 Peak hour factor : 0.90
eak hour begins : 16:45 PM peak volume : 505 Peak hour factor : 0.96

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: Kingsway Rd. @ North of MLK Blvd.

Station No: see below Machine No: see below

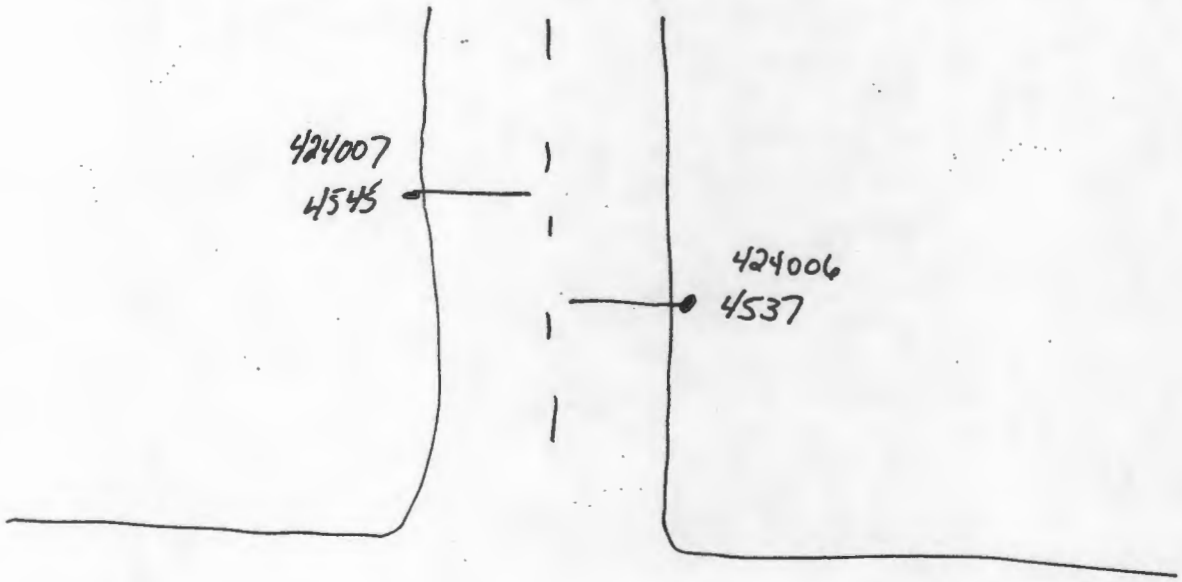
Speed Limit: _____ Machine attached to: signs

SET Date: 4-24-00 Time: 3:05

Weather: Hot

UP Date: 4-27-00 Time: 9:48 AM

Weather: Hot



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0426005.PRN
on : 424006
ification : 4537
date : Apr 26, 00
date : Apr 26, 00
Town : Seffner
ion : Kingsway Rd north of M.L.K. BL

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

6 Northbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	12	4	3	1	2	6	18	87	57	51	28	29
	9	3	0	1	1	6	23	97	54	47	42	46
	3	2	3	2	2	9	45	111	73	34	32	46
	6	0	0	1	4	24	61	90	50	52	36	41
tal	30	9	6	5	9	45	147	385	234	184	138	162

ime	12	13	14	15	16	17	18	19	20	21	22	23
	51	55	56	59	88	88	68	66	63	40	25	21
	41	52	61	90	58	62	80	47	49	32	11	12
	45	50	64	64	71	75	79	45	53	32	17	12
	48	54	52	56	61	67	58	57	64	28	25	8
tal	185	211	233	269	278	292	285	215	229	132	78	53

our Total : 3814
eak hour begins : 07:00 AM peak volume : 385 Peak hour factor : 0.87
eak hour begins : 15:15 PM peak volume : 298 Peak hour factor : 0.83

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0426006.PRN
on : 424007
ification : 4545 Interval : 15 minutes
date : Apr 26, 00 Start time : 00:00
date : Apr 26, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : Kingsway Rd north of M.L.K. BL

****

6 Southbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	7	6	4	4	3	3	18	59	56	44	45	53
	5	3	1	0	4	3	27	72	53	67	65	49
	6	4	4	2	3	7	47	64	64	50	47	45
	3	3	4	3	3	16	48	80	87	49	52	59
tal	21	16	13	9	13	29	140	275	260	210	209	206

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	62	49	43	82	85	130	116	60	54	48	21	11
	55	64	71	76	74	128	108	60	48	43	25	12
5	57	63	60	71	89	113	89	49	57	27	20	15
	63	52	69	103	101	126	74	55	52	19	12	12
tal	237	228	243	332	349	497	387	224	211	137	78	50

our Total : 4374
eak hour begins : 07:00 AM peak volume : 275 Peak hour factor : 0.86
eak hour begins : 17:00 PM peak volume : 497 Peak hour factor : 0.96

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

1) Location: SR 574 btw Valrico Rd & McIntosh Rd

Station No: See Sketch Machine No: See Sketch

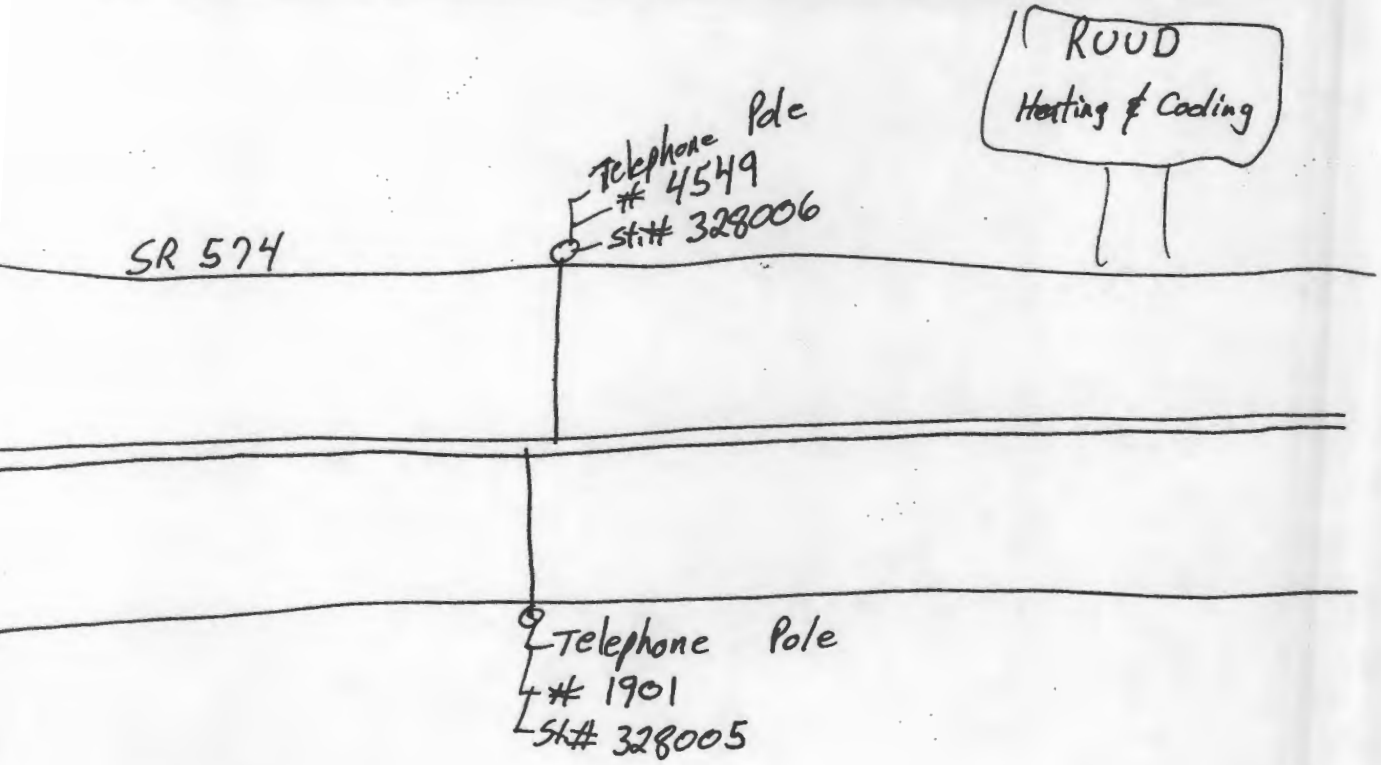
Speed Limit: 50 Machine attached to: See Sketch

SET Date: 3-28-00 Time: 1:58

Weather: warm

UP Date: 4-7-00 Time: 1304

Weather: Hot



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0329002.PRN
n : 328005
fication : 1901 Interval : 15 minutes
date : Mar 29, 00 Start time : 00:00
date : Mar 29, 00 Stop time : 24:00
'own : Valrico County : Hillsborough
.on : SR 574 btwn Valrico Rd & Mcintosh

****

9 Eastbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	12	7	7	7	11	19	52	130	126	95	100	79
	15	5	1	4	18	30	90	127	124	110	88	113
	3	6	5	8	18	43	103	145	99	99	98	100
	7	4	3	5	20	56	110	172	102	95	95	98
otal	37	22	16	24	67	148	355	574	451	399	381	390

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	106	102	110	128	161	145	131	80	61	62	37	26
0	95	106	122	148	126	144	119	99	78	75	41	21
5	112	89	108	122	138	162	132	67	70	60	37	15
0	126	94	115	128	144	147	97	73	91	37	26	15
otal	439	391	455	526	569	598	479	319	300	234	141	77

our Total : 7392
eak hour begins : 07:00 AM peak volume : 574 Peak hour factor : 0.83
eak hour begins : 17:00 PM peak volume : 598 Peak hour factor : 0.92

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0330002.PRN
n : 328005
fication : 1901 Interval : 15 minutes
date : Mar 30, 00 Start time : 00:00
date : Mar 30, 00 Stop time : 24:00
Town : Valrico County : Hillsborough
ion : SR 574 btwn Valrico Rd & Mcintosh

****

) Eastbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	15	11	5	7	6	33	45	127	137	93	86	108
	13	4	6	6	14	17	87	139	116	91	85	112
	9	9	8	9	23	43	96	135	103	93	77	89
	5	7	1	8	26	45	114	179	92	107	91	105
otal	42	31	20	30	69	138	342	580	448	384	339	414

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	107	126	111	132	145	151	132	101	77	49	44	12
0	111	95	117	124	133	148	125	101	67	47	43	30
5	104	99	118	141	132	145	100	91	71	43	33	16
0	119	113	116	150	132	144	79	79	51	36	28	8
otal	441	433	462	547	542	588	436	372	266	175	148	66

our Total : 7313
eak hour begins : 07:15 AM peak volume : 590 Peak hour factor : 0.82
eak hour begins : 17:00 PM peak volume : 588 Peak hour factor : 0.97

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0331002.PRN
n : 328005
.fication : 1901 Interval : 15 minutes
date : Mar 31, 00 Start time : 00:00
date : Mar 31, 00 Stop time : 24:00
Town : Valrico County : Hillsborough
ion : SR 574 btwn Valrico Rd & Mcintosh

****

1 Eastbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	13	12	6	10	10	25	54	118	132	114	102	100
)	11	4	7	7	17	25	82	123	122	111	87	123
5	8	5	2	6	23	32	87	151	114	91	96	111
)	9	7	2	5	19	55	119	159	117	96	119	111
otal	41	28	17	28	69	137	342	551	485	412	404	445

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	131	123	130	147	156	154	154	92	81	65	65	46
0	97	135	128	124	138	158	145	111	74	67	63	37
5	136	133	132	141	146	142	151	100	75	60	49	30
0	128	124	125	141	158	161	135	88	71	63	42	25
Total	492	515	515	553	598	615	585	391	301	255	219	138

Hour Total : 8136
eak hour begins : 07:15 AM peak volume : 565 Peak hour factor : 0.89
eak hour begins : 16:30 PM peak volume : 616 Peak hour factor : 0.97

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0401002.PRN
n : 328005
ification : 1901 Interval : 15 minutes
date : Apr 1, 00 Start time : 00:00
date : Apr 1, 00 Stop time : 24:00
own : Valrico County : Hillsborough
on : SR 574 btwn Valrico Rd & Mcintosh

****

Eastbound Volume

me	00	01	02	03	04	05	06	07	08	09	10	11
	28	26	14	9	18	16	30	53	78	109	125	140
	16	9	13	10	13	13	34	56	87	126	132	123
	15	12	17	12	19	28	60	57	97	90	134	125
	17	17	6	4	12	21	60	67	94	114	149	124
tal	76	64	50	35	62	78	184	233	356	439	540	512

ime	12	13	14	15	16	17	18	19	20	21	22	23
5	143	125	134	124	113	120	94	94	70	63	55	28
0	142	125	107	113	120	109	100	111	76	44	52	25
5	117	117	122	129	115	85	91	87	56	48	43	34
0	143	108	130	97	108	106	122	84	65	41	42	36
otal	545	475	493	463	456	420	407	376	267	196	192	123

our Total : 7042
eak hour begins : 10:15 AM peak volume : 555 Peak hour factor : 0.93
eak hour begins : 12:00 PM peak volume : 545 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0402002.PRN
n : 328005
fication : 1901
date : Apr 2, 00
date : Apr 2, 00
'own : Valrico
.on : SR 574 btwn Valrico Rd & Mcintosh

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

2 Eastbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	21	11	15	12	8	13	20	25	72	68	77	83
	25	16	13	9	7	16	23	39	56	71	112	96
;	24	12	11	7	3	17	24	37	76	85	108	105
)	22	14	13	3	12	11	27	52	77	82	99	109
otal	92	53	52	31	30	57	94	153	281	306	396	393

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	123	110	97	98	95	107	88	79	62	35	26	12
0	101	109	111	79	107	88	75	81	57	42	21	10
5	114	90	87	87	103	86	78	66	48	28	28	11
0	125	90	94	108	89	102	72	73	46	18	15	10
'otal	463	399	389	372	394	383	313	299	213	123	90	43

Iour Total : 5419
eak hour begins : 11:30 AM peak volume : 438 Peak hour factor : 0.89
eak hour begins : 12:00 PM peak volume : 463 Peak hour factor : 0.93

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ile : D0403002.PRN
n : 328005
fication : 1901 Interval : 15 minutes
date : Apr 3, 00 Start time : 00:00
date : Apr 3, 00 Stop time : 24:00
Town : Valrico County : Hillsborough
ion : SR 574 btwn Valrico Rd & Mcintosh

****

3 Eastbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	7	5	9	8	30	54	106	138	78	90	85	122
	6	4	4	22	30	63	111	105	99	96	114	115
	7	4	7	14	41	99	158	95	101	79	94	136
)	6	9	6	29	46	105	131	108	84	93	109	102
otal	26	22	26	73	147	321	506	446	362	358	402	475

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	119	105	126	151	150	156	90	78	61	38	18	17
0	102	114	120	141	164	139	99	77	62	46	16	12
5	108	127	139	144	154	135	71	66	58	16	20	8
0	110	99	133	132	134	107	66	57	55	36	20	8
otal	439	445	518	568	602	537	326	278	236	136	74	45

our Total : 7368
eak hour begins : 06:15 AM peak volume : 538 Peak hour factor : 0.85
eak hour begins : 16:15 PM peak volume : 608 Peak hour factor : 0.93

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0404002.PRN
on : 328005
ification : 1901 Interval : 15 minutes
: date : Apr 4, 00 Start time : 00:00
date : Apr 4, 00 Stop time : 24:00
/Town : Valrico County : Hillsborough
tion : SR 574 btwn Valrico Rd & Mcintosh

****

4 Eastbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	10	12	14	17	51	119	136	110	112	89	115
30	9	4	4	18	25	77	129	109	92	106	122	104
45	5	5	10	18	44	83	138	126	133	105	88	94
00	10	10	6	16	47	116	161	97	105	103	100	101
Total	31	29	32	66	133	327	547	468	440	426	399	414

d Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	114	148	146	156	151	121	77	52	46	20	18
30	110	112	120	161	144	131	93	79	65	28	19	14
45	109	111	137	143	137	111	73	69	63	15	14	12
00	105	97	119	134	150	99	86	71	41	30	15	7
Total	447	434	524	584	587	492	373	296	221	119	68	51

Hour Total : 7508
peak hour begins : 06:15 AM peak volume : 564 Peak hour factor : 0.88
peak hour begins : 15:15 PM peak volume : 594 Peak hour factor : 0.92

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

'ile : D0329004.PRN
on : 328006
.fication : 4549 Interval : 15 minutes
date : Mar 29, 00 Start time : 00:00
date : Mar 29, 00 Stop time : 24:00
Town : Valrico County : Hillsborough
ion : SR 574 btwn Valrico & Mcintosh

****

9 Westbound Volume

'ime	00	01	02	03	04	05	06	07	08	09	10	11
	10	5	4	1	6	18	49	133	107	99	88	85
	7	8	1	8	5	19	78	138	131	107	107	106
	4	7	5	7	14	34	130	143	119	105	106	115
	10	10	3	8	9	53	129	132	96	88	104	94
otal	31	30	13	24	34	124	386	546	453	399	405	400

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	111	104	119	117	146	184	145	112	65	58	27	17
0	98	105	106	112	155	178	130	92	54	42	26	18
5	121	100	110	123	142	165	119	87	60	43	20	10
0	94	115	145	116	143	154	119	74	53	33	28	15
Total	424	424	480	468	586	681	513	365	232	176	101	60

Hour Total : 7355
eak hour begins : 07:00 AM peak volume : 546 Peak hour factor : 0.95
eak hour begins : 17:00 PM peak volume : 681 Peak hour factor : 0.93

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

'ile : D0330004.PRN
on : 328006
.fication : 4549 Interval : 15 minutes
date : Mar 30, 00 Start time : 00:00
date : Mar 30, 00 Stop time : 24:00
Town : Valrico County : Hillsborough
ion : SR 574 btwn Valrico & Mcintosh

****

0 Westbound Volume

ime	00	01	02	03	04	05	06	07	08	09	10	11
	16	10	6	3	5	19	53	134	114	83	92	104
	16	5	5	5	11	23	83	131	103	91	136	91
	8	7	4	2	10	48	138	124	117	97	109	107
	5	4	5	7	10	36	124	160	121	111	105	99
otal	45	26	20	17	36	126	398	549	455	382	442	401

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	122	82	108	122	138	173	150	89	50	45	38	23
0	88	98	108	107	147	176	128	82	47	45	28	20
5	101	103	100	114	151	163	108	82	54	42	23	9
0	113	88	149	146	140	159	100	79	46	49	21	14
Total	424	371	465	489	576	671	486	332	197	181	110	66

Hour Total : 7265
eak hour begins : 07:00 AM peak volume : 549 Peak hour factor : 0.86
eak hour begins : 17:00 PM peak volume : 671 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

'ile : D0331004.PRN
on : 328006
ification : 4549 Interval : 15 minutes
date : Mar 31, 00 Start time : 00:00
date : Mar 31, 00 Stop time : 24:00
Town : Valrico County : Hillsborough
ion : SR 574 btwn Valrico & Mcintosh

****

1 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	14	4	9	4	4	22	53	115	121	92	108	94
0	8	5	7	8	12	22	89	141	106	89	109	122
5	10	8	6	6	14	43	95	142	123	105	118	142
0	10	8	9	11	14	40	124	152	119	101	123	113
'otal	42	25	31	29	44	127	361	550	469	387	458	471

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	143	118	133	132	124	144	128	101	86	52	32	41
30	119	122	120	114	167	181	132	110	64	54	35	28
45	111	124	121	146	175	169	117	92	71	45	46	28
00	122	116	136	142	168	166	128	91	57	74	27	20
Total	495	480	510	534	634	660	505	394	278	225	140	117

Hour Total : 7966
peak hour begins : 07:15 AM peak volume : 556 Peak hour factor : 0.91
peak hour begins : 16:30 PM peak volume : 668 Peak hour factor : 0.92

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0403004.PRN
ion : 328006
ntification : 4549
t date : Apr 3, 00
date : Apr 3, 00
/Town : Valrico
ation : SR 574 btwn Valrico & Mcintosh

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

3 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	2	7	18	64	119	126	92	92	97	105
30	4	1	5	11	24	69	142	104	95	91	93	116
45	7	5	2	11	39	101	124	115	98	107	122	91
00	8	4	11	11	31	111	162	107	103	106	81	88
Total	24	15	20	40	112	345	547	452	388	396	393	400

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	94	123	137	168	133	72	61	43	27	16	15
30	114	100	126	156	182	135	80	65	37	20	18	10
45	112	128	121	157	159	120	78	48	38	21	8	11
00	116	127	140	138	156	107	79	45	38	16	17	7
Total	443	449	510	588	665	495	309	219	156	84	59	43

Hour Total : 7152
peak hour begins : 06:15 AM peak volume : 554 Peak hour factor : 0.85
peak hour begins : 16:00 PM peak volume : 665 Peak hour factor : 0.91

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ı File	: D0404004.PRN		
:ion	: 328006		
ıtification	: 4549	Interval	: 15 minutes
:t date	: Apr 4, 00	Start time	: 00:00
) date	: Apr 4, 00	Stop time	: 24:00
r/Town	: Valrico	County	: Hillsborough
ıtion	: SR 574 btwn Valrico & Mcintosh		

****

4 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
ı5	8	5	4	3	11	45	133	121	90	95	104	102
30	1	2	5	9	27	88	134	122	107	100	82	97
45	1	4	8	12	46	120	140	125	112	105	89	103
)0	5	6	11	12	51	106	145	121	126	105	117	107
Total	15	17	28	36	135	359	552	489	435	405	392	409

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	118	126	152	170	137	96	64	54	35	19	18
30	112	95	130	154	168	130	83	60	52	25	23	10
45	116	96	134	154	180	94	87	45	53	22	11	6
00	107	116	135	153	151	103	81	56	27	19	15	10
Total	447	425	525	613	669	464	347	225	186	101	68	44

Hour Total : 7386
peak hour begins : 06:00 AM peak volume : 552 Peak hour factor : 0.95
peak hour begins : 15:45 PM peak volume : 671 Peak hour factor : 0.93

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0405010.PRN
ion : 328006
tification : 4549
t date : Apr 5, 00
date : Apr 5, 00
/Town : Valrico
tion : SR 574 btwn Valrico & Mcintosh

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

5 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	7	6	6	5	18	62	118	115	87	75	101	120
0	3	8	5	11	23	72	143	92	95	105	92	119
5	4	3	4	12	39	109	166	105	95	80	112	92
0	4	5	5	6	46	114	119	118	101	102	103	108
Total	18	22	20	34	126	357	546	430	378	362	408	439

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	127	119	136	194	141	93	63	54	32	15	16
30	94	126	130	125	166	124	72	59	46	31	24	12
45	116	116	121	157	199	142	86	68	63	27	13	13
00	88	88	140	150	160	109	74	48	29	20	19	7
Total	404	457	510	568	719	516	325	238	192	110	71	48

Hour Total : 7298
peak hour begins : 06:00 AM peak volume : 546 Peak hour factor : 0.82
peak hour begins : 16:00 PM peak volume : 719 Peak hour factor : 0.90

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

ı File : D0406011.PRN
:ion : 328006
ıtification : 4549
:t date : Apr 6, 00
) date : Apr 6, 00
/Town : Valrico
ation : SR 574 btwn Valrico & Mcintosh

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

****

6 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
ı5	5	7	7	4	18	46	111	109	110	95	92	101
30	9	5	6	10	29	70	138	133	104	105	116	107
45	4	7	1	13	37	116	126	127	93	115	115	101
00	8	6	5	16	56	108	148	108	90	105	106	115
Total	26	25	19	43	140	340	523	477	397	420	429	424

Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	110	117	170	176	140	104	71	43	40	21	10
30	75	110	129	134	186	109	119	82	45	30	18	9
45	116	113	131	158	183	97	85	67	73	30	22	10
00	103	122	144	159	146	104	81	53	46	24	7	13
Total	390	455	521	621	691	450	389	273	207	124	68	42

Hour Total : 7494
peak hour begins : 06:00 AM peak volume : 523 Peak hour factor : 0.88
peak hour begins : 15:45 PM peak volume : 704 Peak hour factor : 0.95

****

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File	: D0407010.PRN		
ion	: 328006		
tification	: 4549	Interval	: 15 minutes
t date	: Apr 7, 00	Start time	: 00:00
date	: Apr 7, 00	Stop time	: 12:03
/Town	: Valrico	County	: Hillsborough
tion	: SR 574 btwn Valrico & Mcintosh		

****

7 Westbound Volume

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	4	6	13	7	14	40	129	125	93	108	106	143
0	6	3	6	9	31	84	134	123	97	104	103	105
5	8	6	8	12	35	108	139	97	100	120	100	135
0	8	7	3	9	51	108	138	95	106	119	112	117
otal	26	22	30	37	131	340	540	440	396	451	421	500

Time	12	13	14	15	16	17	18	19	20	21	22	23
5												
0												
5												
0												
otal												

lour Total : 3334
eak hour begins : 06:00 AM peak volume : 540 Peak hour factor : 0.97
eak hour begins : PM peak volume : Peak hour factor :

****

TRAFFIC COUNT FIELD LOCATION SHEET
Volume, Speed, Classification Counts

Location: McINTOSH Rd @ MLK Blvd.

Station No: See below Machine No: See below

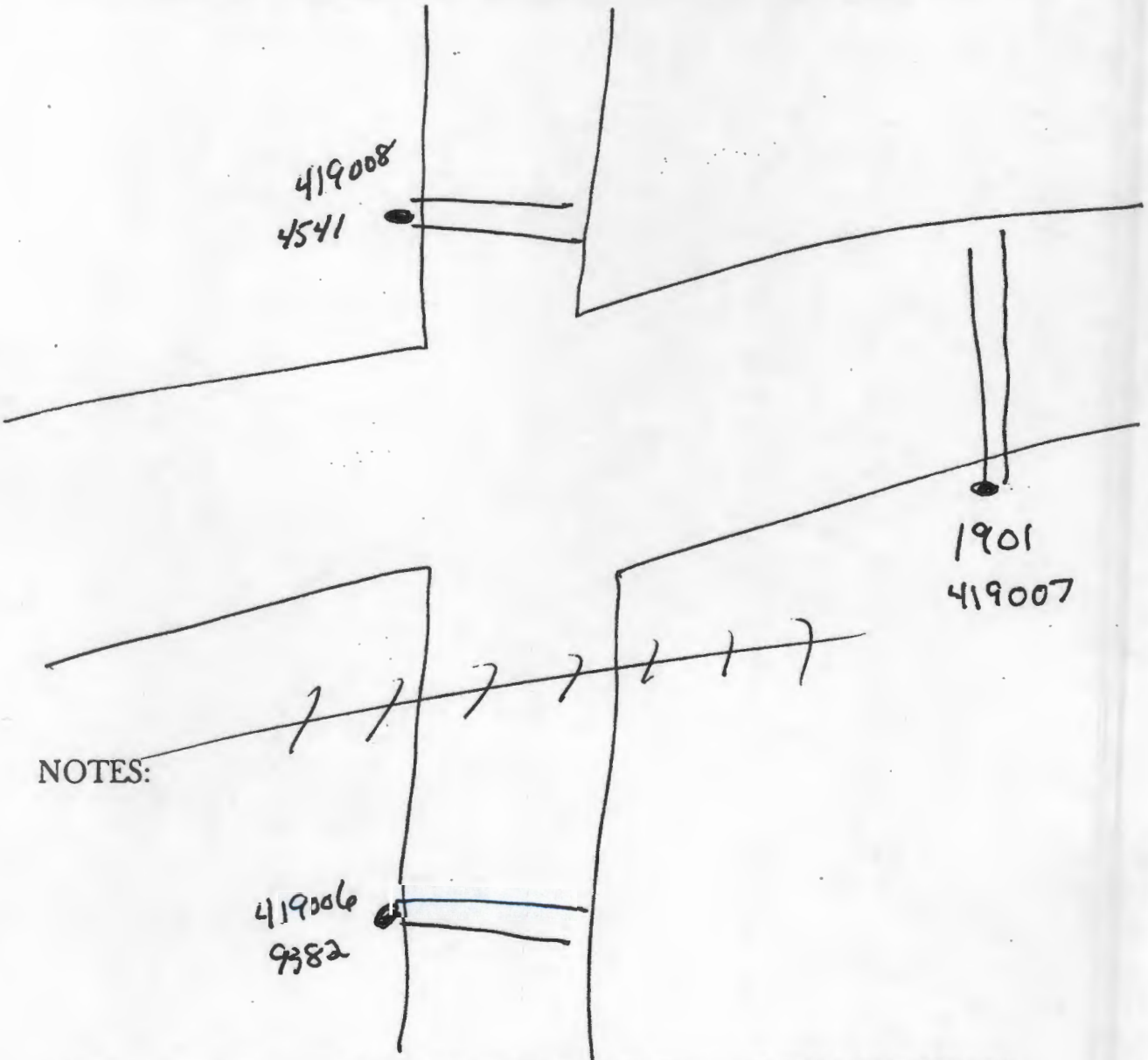
Speed Limit: 45 Machine attached to: Sign

SET Date: 4-19-00 Time: 11:25

Weather: Hot

UP Date: 4-21-00 Time: 9:55

Weather: Hot



NOTES:

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0420003.PRN
on : 419006
ification : 9382 Interval : 15 minutes
date : Apr 20, 00 Start time : 00:00
date : Apr 20, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : Mcintosh Rd south of M.L.K. BL

****

0 Northbound Volume for Lane 1

ime	00	01	02	03	04	05	06	07	08	09	10	11
	1	1	0	1	0	2	5	8	9	7	7	9
	1	0	0	1	0	1	11	12	10	11	7	6
	1	0	1	0	0	3	5	11	6	1	8	6
	1	0	0	0	0	1	11	7	3	4	5	8
otal	4	1	1	2	0	7	32	38	28	23	27	29

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	6	6	6	3	6	11	7	3	5	2	8	1
0	7	2	5	5	7	9	9	7	3	1	1	1
5	3	4	6	3	7	4	5	6	2	3	0	0
0	8	8	7	9	8	7	6	5	1	3	0	2
otal	24	20	24	20	28	31	27	21	11	9	9	4

our Total : 420
eak hour begins : 06:45 AM peak volume : 42 Peak hour factor : 0.88
eak hour begins : 16:30 PM peak volume : 35 Peak hour factor : 0.80

****

20 Southbound Volume for Lane 2

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	1	0	0	1	0	1	3	6	3	6	6	6
0	1	0	0	0	0	0	2	5	5	6	7	5
5	0	0	0	0	0	0	4	9	4	3	6	6
0	0	0	0	0	0	2	3	3	3	4	8	9
otal	2	0	0	1	0	3	12	23	15	19	27	26

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	8	6	7	7	10	9	5	11	5	8	2	2
0	9	8	10	10	19	18	9	7	2	2	2	1
5	11	8	3	10	16	17	14	8	1	5	5	3
0	7	11	7	10	13	12	13	6	6	3	3	1
otal	35	33	27	37	58	56	41	32	14	18	12	7

our Total : 498
eak hour begins : 11:30 AM peak volume : 32 Peak hour factor : 0.73
eak hour begins : 16:00 PM peak volume : 58 Peak hour factor : 0.76

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0420006.PRN
on : 419008
ification : 4541 Interval : 15 minutes
date : Apr 20, 00 Start time : 00:00
date : Apr 20, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : Mcintosh Rd north of M.L.K. BL

****

0 Northbound Volume for Lane 1

ime	00	01	02	03	04	05	06	07	08	09	10	11
	12	4	4	2	5	18	45	74	71	62	41	55
	3	3	4	6	9	9	55	89	65	43	50	51
	5	2	3	2	10	30	61	90	50	47	46	46
	5	1	3	1	8	42	63	57	54	46	45	39
tal	25	10	14	11	32	99	224	310	240	198	182	191

ime	12	13	14	15	16	17	18	19	20	21	22	23
	36	47	48	51	58	69	63	33	19	25	37	10
	51	40	52	48	60	62	53	36	29	26	21	8
	57	54	43	53	64	57	48	30	34	35	19	11
	57	40	52	65	71	49	45	27	34	20	11	13
tal	201	181	195	217	253	237	209	126	116	106	88	42

ur Total : 3507
ak hour begins : 06:45 AM peak volume : 316 Peak hour factor : 0.88
ak hour begins : 16:30 PM peak volume : 266 Peak hour factor : 0.94

****

0 Southbound Volume for Lane 2

ime	00	01	02	03	04	05	06	07	08	09	10	11
	7	2	5	2	4	11	24	32	46	56	43	42
	7	5	6	3	3	5	23	46	46	49	46	57
	9	3	1	6	6	15	27	44	49	35	45	49
	10	6	2	7	11	16	39	54	48	39	38	38
tal	33	16	14	18	24	47	113	176	189	179	172	186

ime	12	13	14	15	16	17	18	19	20	21	22	23
	52	43	60	50	89	66	75	66	55	42	23	18
	52	49	44	53	51	104	75	84	42	47	30	10
	65	44	53	79	39	93	87	64	49	59	23	12
	54	54	64	68	82	93	70	48	33	21	19	17
tal	223	190	221	250	261	356	307	262	179	169	95	57

ur Total : 3737
ak hour begins : 08:30 AM peak volume : 202 Peak hour factor : 0.90
ak hour begins : 17:15 PM peak volume : 365 Peak hour factor : 0.88

Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

****

File : D0420004.PRN
on : 419007
ification : 1901 Interval : 15 minutes
date : Apr 20, 00 Start time : 00:00
date : Apr 20, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : M.L.K. BL east of Mcintosh Rd

****

0 Eastbound Volume for Lane 1

ime	00	01	02	03	04	05	06	07	08	09	10	11
	11	7	10	4	9	17	24	45	54	59	70	68
	12	3	7	9	7	16	32	45	62	53	83	65
	12	5	2	7	8	20	44	60	82	62	66	64
	8	7	6	10	27	22	48	80	83	55	59	72
tal	43	22	25	30	51	75	148	230	281	229	278	269

ime	12	13	14	15	16	17	18	19	20	21	22	23
5	83	77	88	88	97	116	91	64	54	40	46	21
0	83	82	91	94	101	115	76	62	46	44	27	14
5	89	107	80	81	109	96	91	51	59	66	18	20
0	87	83	95	100	114	90	54	56	49	38	20	10
tal	342	349	354	363	421	417	312	233	208	188	111	65

our Total : 5044
eak hour begins : 11:30 AM peak volume : 302 Peak hour factor : 0.85
eak hour begins : 16:30 PM peak volume : 454 Peak hour factor : 0.98

****

20 Westbound Volume for Lane 2

Time	00	01	02	03	04	05	06	07	08	09	10	11
5	17	6	10	7	9	25	40	81	88	83	76	87
0	10	6	2	3	10	23	64	104	76	65	73	90
5	4	2	5	2	10	36	78	75	66	72	60	83
0	5	3	5	5	15	40	89	73	75	74	69	94
tal	36	17	22	17	44	124	271	333	305	294	278	354

Time	12	13	14	15	16	17	18	19	20	21	22	23
5	91	63	98	67	87	117	63	60	35	32	27	21
0	71	70	83	86	93	80	66	68	45	31	24	13
5	71	82	85	71	83	107	64	62	39	17	16	13
0	76	84	61	92	69	74	42	40	28	23	22	10
tal	309	299	327	316	332	378	235	230	147	103	89	57

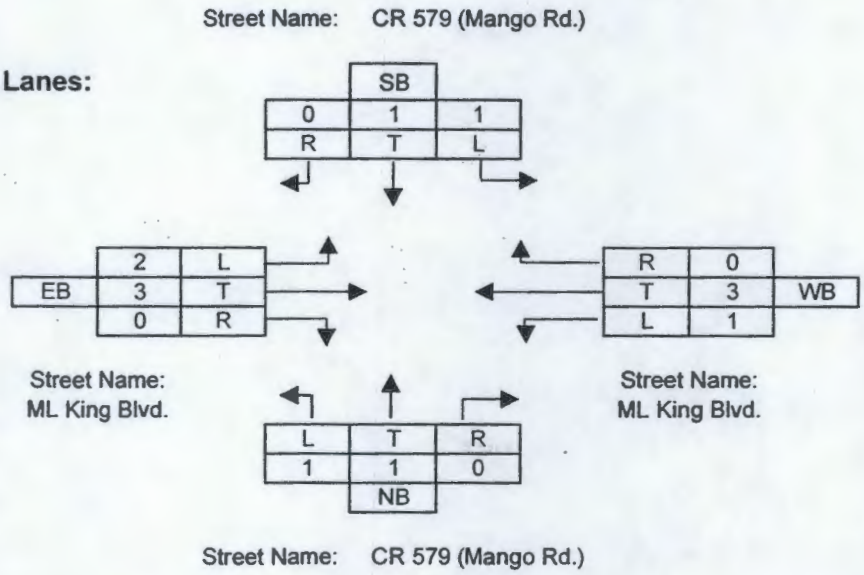
our Total : 4917
eak hour begins : 11:15 AM peak volume : 358 Peak hour factor : 0.95
eak hour begins : 17:00 PM peak volume : 378 Peak hour factor : 0.81

State of Florida Department of Transportation
SUMMARY OF VEHICLE MOVEMENTS

Location: **M.L. King Blvd. at CR 579 (Mango Road)**
County: **Hillsborough**
City: **Brandon**

Section: **10090**
Milepost: **4.126**
Weather: **warm**

Approach Lanes:

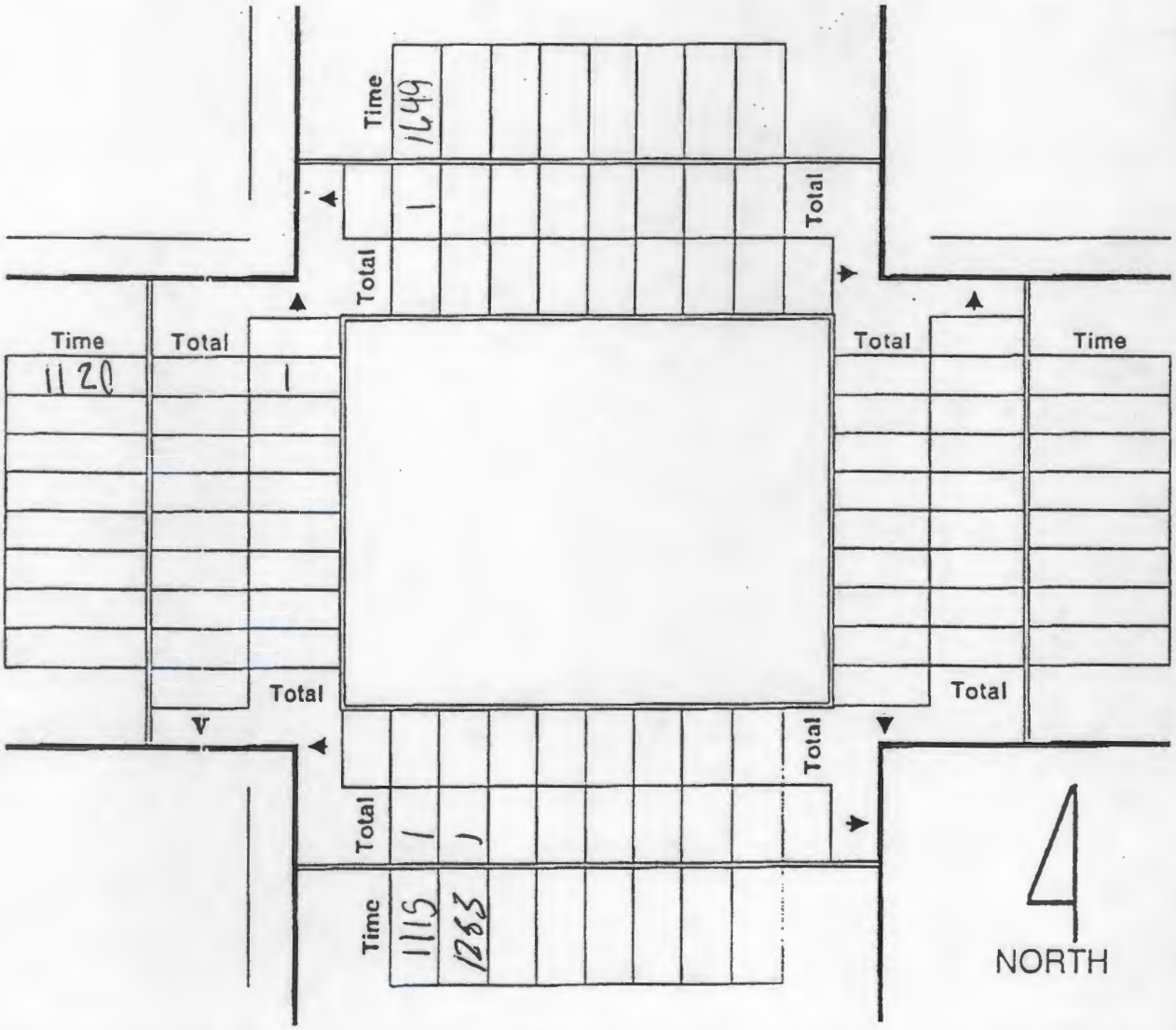


SUMMARY OF VEHICLE MOVEMENTS												
TIME	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 - 8:00 AM	28	9	3	133	16	314	175	517	19	26	1384	107
8:00 - 9:00 AM	39	11	2	149	8	216	142	571	15	27	1115	77
9:00 - 10:00 AM	13	4	5	142	7	154	131	581	15	15	679	88
11:00 - 12:00 PM	25	14	2	166	11	156	162	710	20	22	652	85
12:00 - 1:00 PM	35	10	2	214	11	194	206	923	8	20	856	119
3:00 - 4:00 PM	19	13	1	219	6	171	206	965	10	22	735	84
4:00 - 5:00 PM	18	12	4	221	12	152	313	1194	20	18	723	102
5:00 - 6:00 PM	20	12	5	255	13	161	354	1326	16	20	763	128
AM Peak 7:15 - 8:15 AM	34	10	4	139	17	348	173	554	18	27	1376	103
PM Peak 4:45 - 5:45 PM	18	13	5	251	12	157	358	1349	21	17	767	120
Totals	197	85	24	1499	84	1518	1689	6787	123	170	6907	790

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

Section: _____ State Road: Mango City: Seffner
Milepost: _____ Intersecting Road: MLK County: Hillsborough
Time Periods: 7-10 11-1 3-6
Data By: MHJ Competed By: MHJ
Count Date: 3 28 10 Date: _____



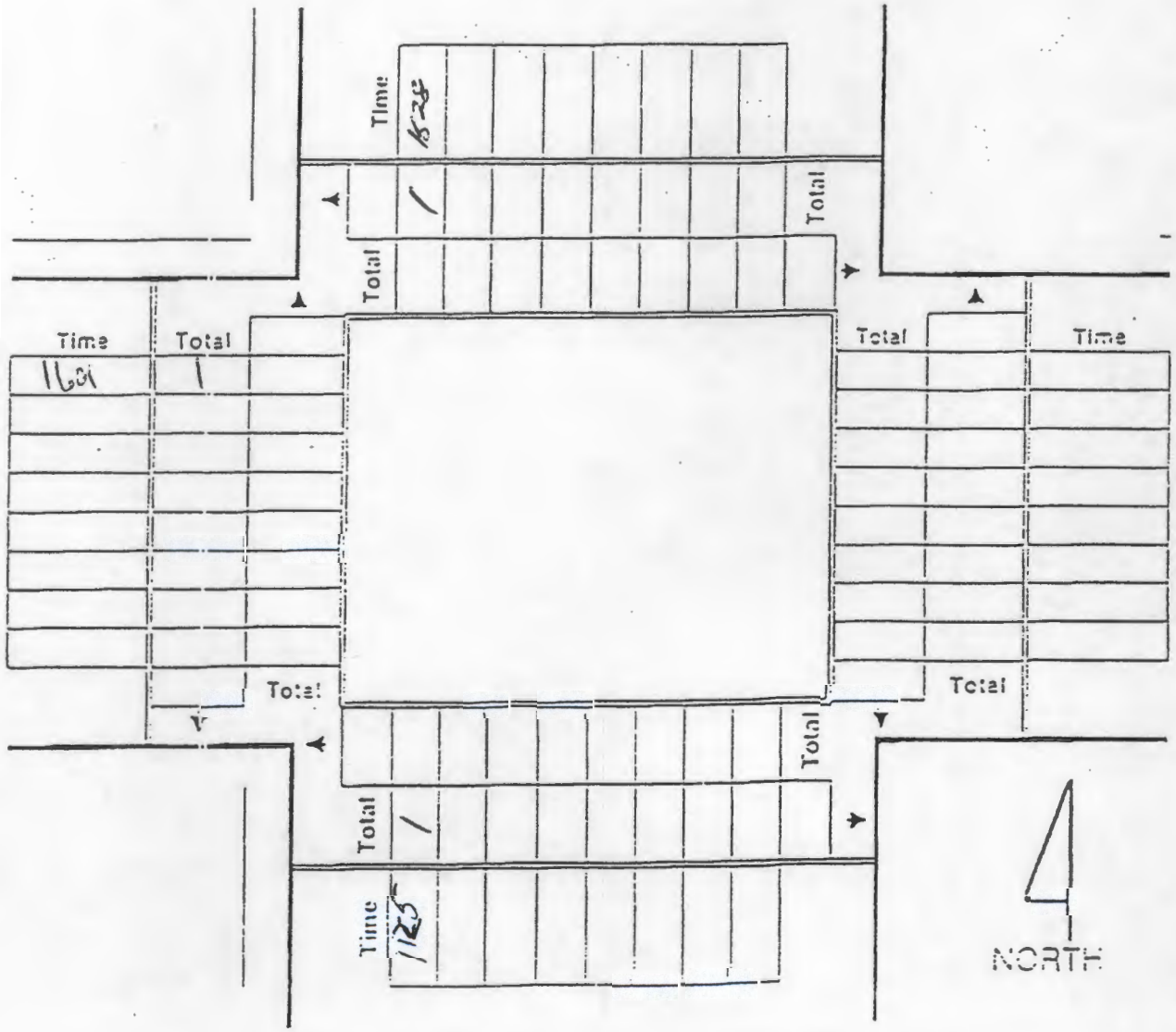
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: _____

State Road: Manga
Intersecting Road: MLK
Data By: MHS
Count Date: 3/28/00

City: Seffner
County: Hillsborough
Computed By: MHS
Date: _____



ed by : Matt
er : warm
: 1321

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@MangoRd
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: Passenger Vehicles

	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					
me	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
tor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
:00	23	1	40	0	64	4	334	24	0	362	6	2	0	0	8	38	115	5	0	158	592
:15	26	3	72	0	101	3	336	29	0	368	6	2	0	0	8	41	114	2	0	157	634
:30	37	3	93	0	133	7	362	25	0	394	9	5	0	0	14	47	109	7	0	163	704
:45	46	9	103	0	158	5	329	26	0	360	6	0	3	0	9	35	147	5	0	187	714
otal	132	16	308	0	456	19	1361	104	0	1484	27	9	3	0	39	161	485	19	0	665	2644
:00	28	0	73	0	101	7	324	21	0	352	12	3	1	0	16	35	149	4	0	188	657
:15	46	0	49	0	95	9	285	24	0	318	12	4	0	0	16	29	155	3	0	187	616
:30	39	3	40	0	82	3	262	19	0	284	7	2	0	0	9	34	126	6	0	166	541
:45	32	3	44	0	79	7	205	13	0	225	8	2	0	0	10	33	101	2	0	136	450
otal	145	6	206	0	357	26	1076	77	0	1179	39	11	1	0	51	131	531	15	0	677	2264
:00	36	4	35	0	75	4	184	19	0	207	5	0	0	0	5	31	148	3	0	182	469
:15	33	2	41	0	76	1	180	24	0	205	1	2	3	0	6	34	138	2	0	174	461
:30	32	1	35	0	68	3	153	26	0	182	4	1	1	0	6	25	123	5	0	153	409
:45	36	0	36	0	72	3	128	14	0	145	3	1	0	0	4	31	138	5	0	174	395
otal	137	7	147	0	291	11	645	83	0	739	13	4	4	0	21	121	547	15	0	683	1734
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	42	3	41	0	86	9	138	12	0	159	12	5	2	0	19	36	167	5	0	208	472
:15	44	2	32	0	78	3	152	19	0	174	2	0	0	0	2	39	158	4	0	201	455
:30	38	2	42	0	82	3	184	28	0	215	7	5	0	0	12	42	171	5	0	218	527
:45	38	3	38	0	79	2	159	23	0	184	3	3	0	0	6	40	192	6	0	238	507
otal	162	10	153	0	325	17	633	82	0	732	24	13	2	0	39	157	688	20	0	865	1961
:00	54	1	40	0	95	2	202	22	0	226	12	0	1	0	13	52	239	0	0	291	625
:15	59	5	47	0	111	7	197	30	0	234	8	2	1	0	11	58	237	3	0	298	654
:30	57	4	55	0	116	2	218	29	0	249	4	3	0	0	7	41	213	5	0	259	631
:45	42	1	50	0	93	7	207	34	0	248	11	5	0	0	16	49	220	0	0	269	626
otal	212	11	192	0	415	18	824	115	0	957	35	10	2	0	47	200	909	8	0	1117	2536
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	56	1	48	0	105	7	175	31	0	213	7	0	0	0	7	53	188	2	0	243	568
:15	51	2	34	0	87	6	178	23	0	207	1	5	1	0	7	40	244	3	0	287	588
:30	56	1	40	0	97	5	179	19	0	203	7	4	0	0	11	52	237	3	0	292	603
:45	54	2	44	0	100	3	182	11	0	196	4	4	0	0	8	54	271	2	0	327	631
otal	217	6	166	0	389	21	714	84	0	819	19	13	1	0	33	199	940	10	0	1149	2390
:00	38	3	34	0	75	6	163	24	0	193	8	2	0	0	10	62	274	5	0	341	619
:15	60	7	41	0	108	4	166	29	0	199	4	3	3	0	10	74	277	4	0	355	672
:30	60	1	42	0	103	5	186	19	0	210	4	2	0	0	6	83	275	1	0	359	678
:45	63	1	28	0	92	1	181	21	0	203	2	5	1	0	8	87	349	10	0	446	749
otal	221	12	145	0	378	16	696	93	0	805	18	12	4	0	34	306	1175	20	0	1501	2718
:00	66	3	42	0	111	5	200	42	0	247	2	5	2	0	9	81	301	3	0	385	752
:15	52	4	48	0	104	2	198	36	0	236	6	0	1	0	7	94	338	2	0	434	781
:30	67	4	36	0	107	6	174	20	0	200	8	3	1	0	12	88	344	6	0	438	757
:45	65	2	34	0	101	4	180	30	0	214	4	4	1	0	9	85	328	5	0	418	742
otal	250	13	160	0	423	17	752	128	0	897	20	12	5	0	37	348	1311	16	0	1675	3032

1476	81	1477	0	3034	145	6701	766	0	7612	195	84	22	0	301	1623	6586	123	0	8332	19279
48.6	2.7	48.7	0.0		1.9	88.0	10.1	0.0		64.8	27.9	7.3	0.0		19.5	79.0	1.5	0.0		
7.7	0.4	7.7	0.0	15.7	0.8	34.8	4.0	0.0	39.5	1.0	0.4	0.1	0.0	1.6	8.4	34.2	0.6	0.0	43.2	

	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
From 07:00 to 08:45 - Peak 1 of 1																					
n	07:15																				
e	137	15	341	0	493	22	1351	101	0	1474	33	10	4	0	47	158	519	18	0	695	2709
t	27.8	3.0	69.2	0.0		1.5	91.7	6.9	0.0		70.2	21.3	8.5	0.0		22.7	74.7	2.6	0.0		
t.	07:45					07:30					08:00					08:00					07:45
e	46	9	103	0	158	7	362	29	0	394	12	5	3	0	16	47	149	7	0	188	714
k					0.780					0.935					0.734					0.924	0.949

by : Matt
: warm
: 1321

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@MangoRd
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: Trucks & Buses

	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
	0	0	2	0	2	0	7	1	0	8	0	0	0	0	0	2	5	0	0	7	17
	1	0	0	0	1	1	6	0	0	7	1	0	0	0	1	2	9	0	0	11	20
	0	0	3	0	3	0	1	1	0	2	0	0	0	0	0	7	8	0	0	15	20
	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	3	10	0	0	13	24
al	1	0	6	0	7	1	23	3	0	27	1	0	0	0	1	14	32	0	0	46	81
0	1	2	3	0	6	0	9	0	0	9	0	0	0	0	0	3	8	0	0	11	26
5	2	0	3	0	5	0	15	0	0	15	0	0	1	0	1	3	10	0	0	13	34
0	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	3	11	0	0	14	25
5	0	0	2	0	2	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	19
al	3	2	10	0	15	0	39	0	0	39	0	0	1	0	1	9	40	0	0	49	104
0	1	0	3	0	4	0	8	1	0	9	0	0	0	0	0	2	10	0	0	12	25
15	2	0	1	0	3	0	10	2	0	12	0	0	0	0	0	2	8	0	0	10	25
30	2	0	2	0	4	0	10	2	0	12	0	0	0	0	0	3	11	0	0	14	30
45	0	0	1	0	1	1	6	0	0	7	0	0	1	0	1	3	5	0	0	8	17
tal	5	0	7	0	12	1	34	5	0	40	0	0	1	0	1	10	34	0	0	44	97
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	3	0	3	0	3	2	0	5	1	1	0	0	2	1	8	0	0	9	19
:15	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	2	6	0	0	8	16
:30	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	1	4	0	0	5	13
:45	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	10
otal	4	1	3	0	8	0	19	3	0	22	1	1	0	0	2	4	22	0	0	26	58
2:00	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	19
2:15	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	2	4	0	0	6	13
2:30	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	1	2	0	0	3	11
2:45	2	0	1	0	3	0	7	2	0	9	0	0	0	0	0	1	2	0	0	3	15
otal	2	0	2	0	4	0	32	4	0	36	0	0	0	0	0	4	14	0	0	18	58
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	0	3	0	4	0	5	0	0	5	0	0	0	0	0	0	14	0	0	14	23
5:15	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	9
5:30	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	3	5	0	0	8	17
5:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	9
otal	2	0	5	0	7	0	21	0	0	21	0	0	0	0	0	5	25	0	0	30	58
6:00	0	0	3	0	3	0	13	1	0	14	0	0	0	0	0	0	8	0	0	8	25
6:15	0	0	1	0	1	0	9	6	0	15	0	0	0	0	0	2	2	0	0	4	20
6:30	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	1	4	0	0	5	8
6:45	0	0	2	0	2	0	4	1	0	5	0	0	0	0	0	3	5	0	0	8	15
otal	0	0	7	0	7	0	27	9	0	36	0	0	0	0	0	6	19	0	0	25	68
7:00	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	2	6	0	0	8	13
7:15	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	6
7:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	10
7:45	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	7
otal	4	0	1	0	5	0	11	0	0	11	0	0	0	0	0	5	15	0	0	20	36
rand Total	21	3	41	0	65	2	206	24	0	232	2	1	2	0	5	57	201	0	0	258	560
	[illegible]	4.6	63.1	0.0		0.9	88.8	10.3	0.0		40.0	20.0	40.0	0.0		22.1	77.9	0.0	0.0		

3.8	0.5	7.3	0.0	11.6	0.4	36.8	4.3	0.0	41.4	0.4	0.2	0.4	0.0	0.9	10.2	35.9	0.0	0.0	46.1	

	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
rom 07:00 to 08:45 - Peak 1 of 1																					
n	07:45																				
e	3	2	9	0	14	0	42	1	0	43	0	0	1	0	1	12	39	0	0	51	109
t	21.4	14.3	64.3	0.0		0.0	97.7	2.3	0.0		0.0	0.0	100.0	0.0		23.5	76.5	0.0	0.0		
L	08:00					08:15					08:15					08:30					08:15
e	2	2	3	0	6	0	15	1	0	15	0	0	1	0	1	3	11	0	0	14	34
k					0.583					0.717					0.250					0.911	0.801
r																					

by : Matt
: warm
: 1321

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@MangoRd
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: U-Turns

	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
al	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	4
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
tal	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
otal	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
otal	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
6:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
7:30	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	5
rand Total	2	0	0	0	2	23	0	0	0	23	0	0	0	0	0	9	0	0	0	9	34

	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	
	5.9	0.0	0.0	0.0	5.9	67.6	0.0	0.0	0.0	67.6	0.0	0.0	0.0	0.0	0.0	26.5	0.0	0.0	0.0	26.5

	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
From 07:00 to 08:45 - Peak 1 of 1																					
n	07:00																				
e	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
nt	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		
t.	6:45:00					07:00					6:45:00					6:45:00					07:00
e	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
ik										0.750											0.750
or																					

I by : Matt
r : warm
: 1321

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@MangoRd
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: Passenger Vehicles - Trucks & Buses - U-Turns

	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					
e	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
or	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
0	23	1	42	0	66	6	341	25	0	372	6	2	0	0	8	40	120	5	0	165	611
5	27	3	72	0	102	5	342	29	0	376	7	2	0	0	9	43	123	2	0	168	655
0	37	3	96	0	136	9	363	26	0	398	9	5	0	0	14	54	117	7	0	178	726
5	46	9	104	0	159	6	338	27	0	371	6	0	3	0	9	38	157	5	0	200	739
al	133	16	314	0	463	26	1384	107	0	1517	28	9	3	0	40	175	517	19	0	711	2731
00	29	2	76	0	107	7	333	21	0	361	12	3	1	0	16	38	157	4	0	199	683
15	48	0	52	0	100	9	300	24	0	333	12	4	1	0	17	34	165	3	0	202	652
30	40	3	42	0	85	4	271	19	0	294	7	2	0	0	9	37	137	6	0	180	568
45	32	3	46	0	81	7	211	13	0	231	8	2	0	0	10	33	112	2	0	147	469
tal	149	8	216	0	373	27	1115	77	0	1219	39	11	2	0	52	142	571	15	0	728	2372
:00	37	4	38	0	79	4	192	20	0	216	5	0	0	0	5	33	158	3	0	194	494
:15	35	2	42	0	79	1	190	26	0	217	1	2	3	0	6	36	146	2	0	184	486
:30	34	1	37	0	72	5	163	28	0	196	4	1	1	0	6	28	134	5	0	167	441
:45	36	0	37	0	73	5	134	14	0	153	3	1	1	0	5	34	143	5	0	182	413
otal	142	7	154	0	303	15	679	88	0	782	13	4	5	0	22	131	581	15	0	727	1834
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	42	3	44	0	89	9	141	14	0	164	13	6	2	0	21	37	175	5	0	217	491
1:15	45	2	32	0	79	5	158	20	0	183	2	0	0	0	2	42	164	4	0	210	474
1:30	38	3	42	0	83	5	191	28	0	224	7	5	0	0	12	43	175	5	0	223	542
1:45	41	3	38	0	82	3	162	23	0	188	3	3	0	0	6	40	196	6	0	242	518
Total	166	11	156	0	333	22	652	85	0	759	25	14	2	0	41	162	710	20	0	892	2025
2:00	54	1	41	0	96	2	214	22	0	238	12	0	1	0	13	53	245	0	0	298	645
2:15	59	5	47	0	111	7	203	31	0	241	8	2	1	0	11	60	241	3	0	304	667
2:30	57	4	55	0	116	3	225	30	0	258	4	3	0	0	7	42	215	5	0	262	643
2:45	44	1	51	0	96	8	214	36	0	258	11	5	0	0	16	51	222	0	0	273	643
Total	214	11	194	0	419	20	856	119	0	995	35	10	2	0	47	206	923	8	0	1137	2598
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	57	1	51	0	109	8	180	31	0	219	7	0	0	0	7	54	202	2	0	258	593
15:15	51	2	35	0	88	6	182	23	0	211	1	5	1	0	7	42	247	3	0	292	598
15:30	57	1	41	0	99	5	186	19	0	210	7	4	0	0	11	55	242	3	0	300	620
15:45	54	2	44	0	100	3	187	11	0	201	4	4	0	0	8	55	274	2	0	331	640
Total	219	6	171	0	396	22	735	84	0	841	19	13	1	0	33	206	965	10	0	1181	2451
16:00	38	3	37	0	78	7	176	25	0	208	8	2	0	0	10	62	282	5	0	349	645
16:15	60	7	42	0	109	5	175	35	0	215	4	3	3	0	10	77	279	4	0	360	694
16:30	60	1	43	0	104	5	187	20	0	212	4	2	0	0	6	84	279	1	0	364	686
16:45	63	1	30	0	94	1	185	22	0	208	2	5	1	0	8	90	354	10	0	454	764
Total	221	12	152	0	385	18	723	102	0	843	18	12	4	0	34	313	1194	20	0	1527	2789
17:00	67	3	43	0	113	5	203	42	0	250	2	5	2	0	9	83	307	3	0	393	765
17:15	53	4	48	0	105	4	201	36	0	241	6	0	1	0	7	96	339	2	0	437	790
17:30	68	4	36	0	108	7	178	20	0	205	8	3	1	0	12	89	349	6	0	444	769
17:45	67	2	34	0	103	4	181	30	0	215	4	4	1	0	9	86	331	5	0	422	749
Total	255	13	161	0	429	20	763	128	0	911	20	12	5	0	37	354	1326	16	0	1696	3073

rand Total	149 9	84	151 8	0	3101	170	690 7	790	0	7867	197	85	24	0	306	168 9	678 7	123	0	8599	19873
ch %	48.3	2.7	49.0	0.0		2.2	87.8	10.0	0.0		64.4	27.8	7.8	0.0		19.6	78.9	1.4	0.0		
al %	7.5	0.4	7.6	0.0	15.6	0.9	34.8	4.0	0.0	39.6	1.0	0.4	0.1	0.0	1.5	8.5	34.2	0.6	0.0	43.3	

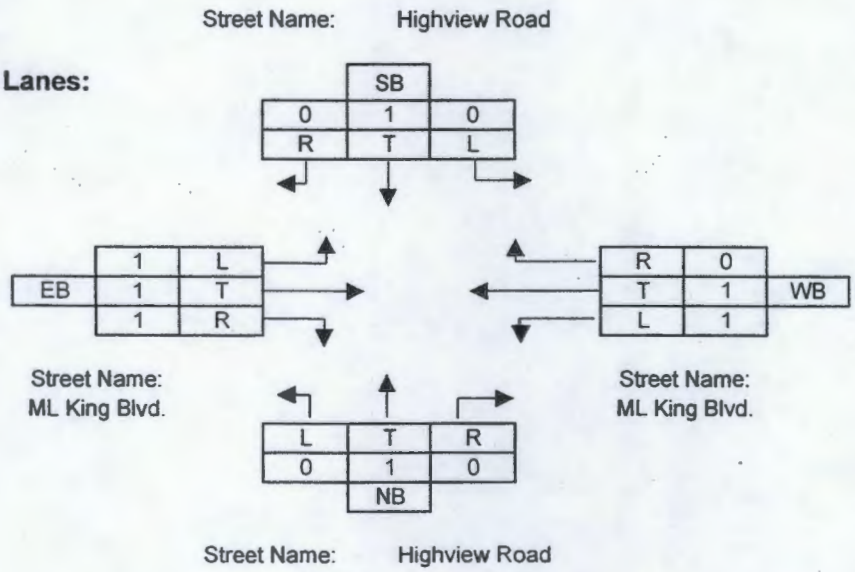
	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					
Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
our From 07:00 to 08:45 - Peak 1 of 1																					
ction	07:15																				
lume	139	17	348	0	504	27	137 6	103	0	1506	34	10	4	0	48	173	554	18	0	745	2803
rcent	27.6	3.4	69.0	0.0		1.8	91.4	6.8	0.0		70.8	20.8	8.3	0.0		23.2	74.4	2.4	0.0		
h Int.	07:45					07:30					08:00					07:45					07:45
lume	46	9	104	0	159	9	363	29	0	398	12	5	3	0	16	54	157	7	0	200	739
Peak actor					0.792					0.946					0.750					0.931	0.948

State of Florida Department of Transportation
SUMMARY OF VEHICLE MOVEMENTS

Location: **M.L. King Blvd. at Highview Road**
County: **Hillsborough**
City: **Brandon**

Section: **10090**
Milepost: **4.368**
Weather: **warm**

Approach Lanes:



SUMMARY OF VEHICLE MOVEMENTS												
TIME	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 - 8:00 AM	531	42	10	7	24	39	10	544	95	8	994	0
8:00 - 9:00 AM	299	10	27	2	14	6	3	585	100	13	949	2
9:00 - 10:00 AM	142	5	29	9	9	15	6	665	88	21	776	4
11:00 - 12:00 PM	88	10	20	2	4	12	14	801	113	15	729	7
12:00 - 1:00 PM	142	11	19	8	7	12	14	932	150	24	833	17
3:00 - 4:00 PM	134	19	24	10	16	11	33	953	286	30	775	13
4:00 - 5:00 PM	124	10	23	7	11	15	28	1090	379	29	709	6
5:00 - 6:00 PM	178	27	27	5	35	15	19	1178	532	30	781	4
AM Peak 7:00 - 8:00 AM	531	42	10	7	24	39	10	544	95	8	994	0
PM Peak 5:00 - 6:00 PM	178	27	27	5	35	15	19	1178	532	30	781	4
Totals	1638	134	179	50	120	125	127	6748	1743	170	6546	53

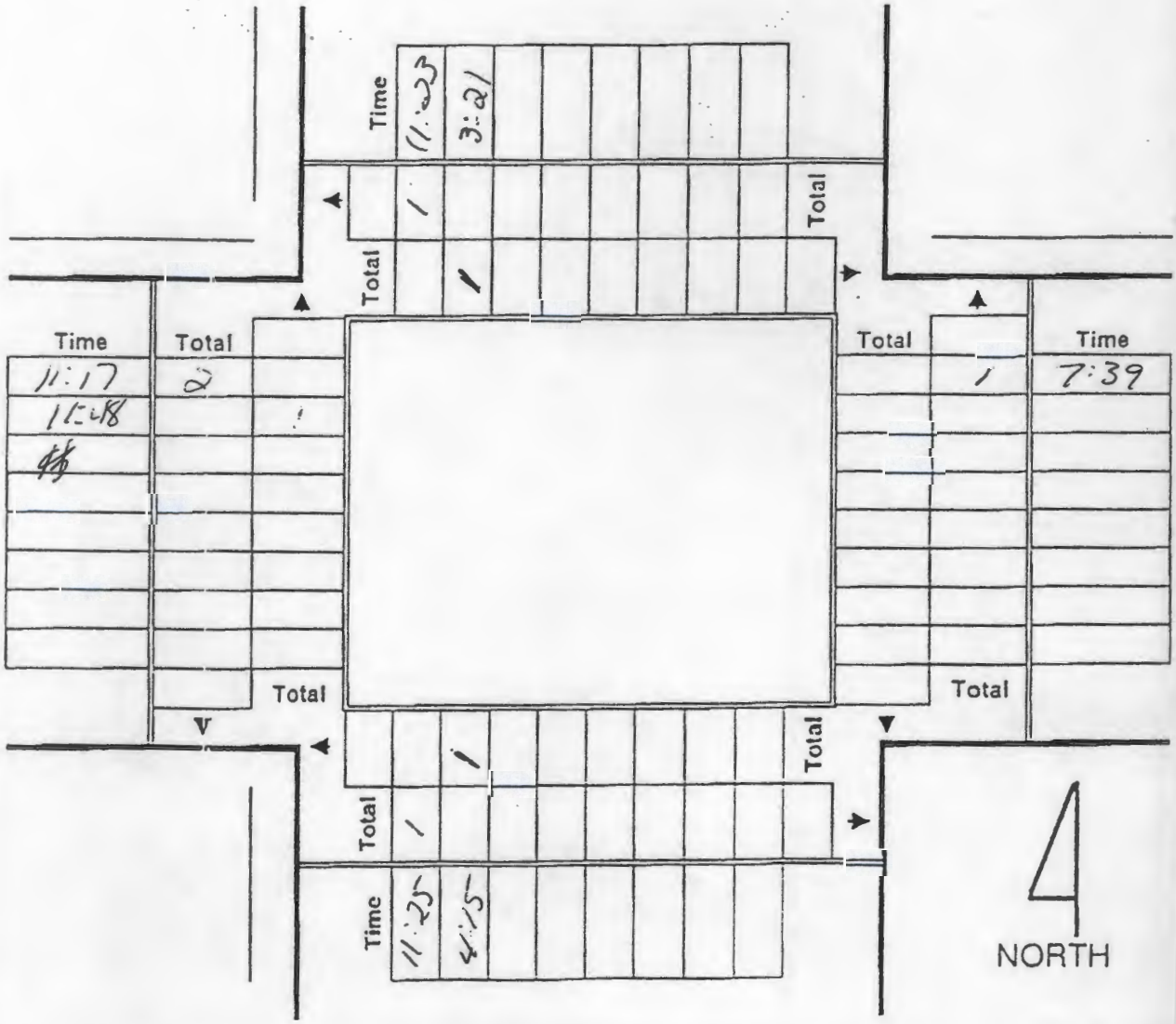
FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: 7-10, 11-1, 3-6

State Road: 574 - MLK Blvd
Intersecting Road: Highview Rd
Data By: DW
Count Date: 3-28-00

City: Tampa
County: Hillsborough
Competed By: _____
Date: _____



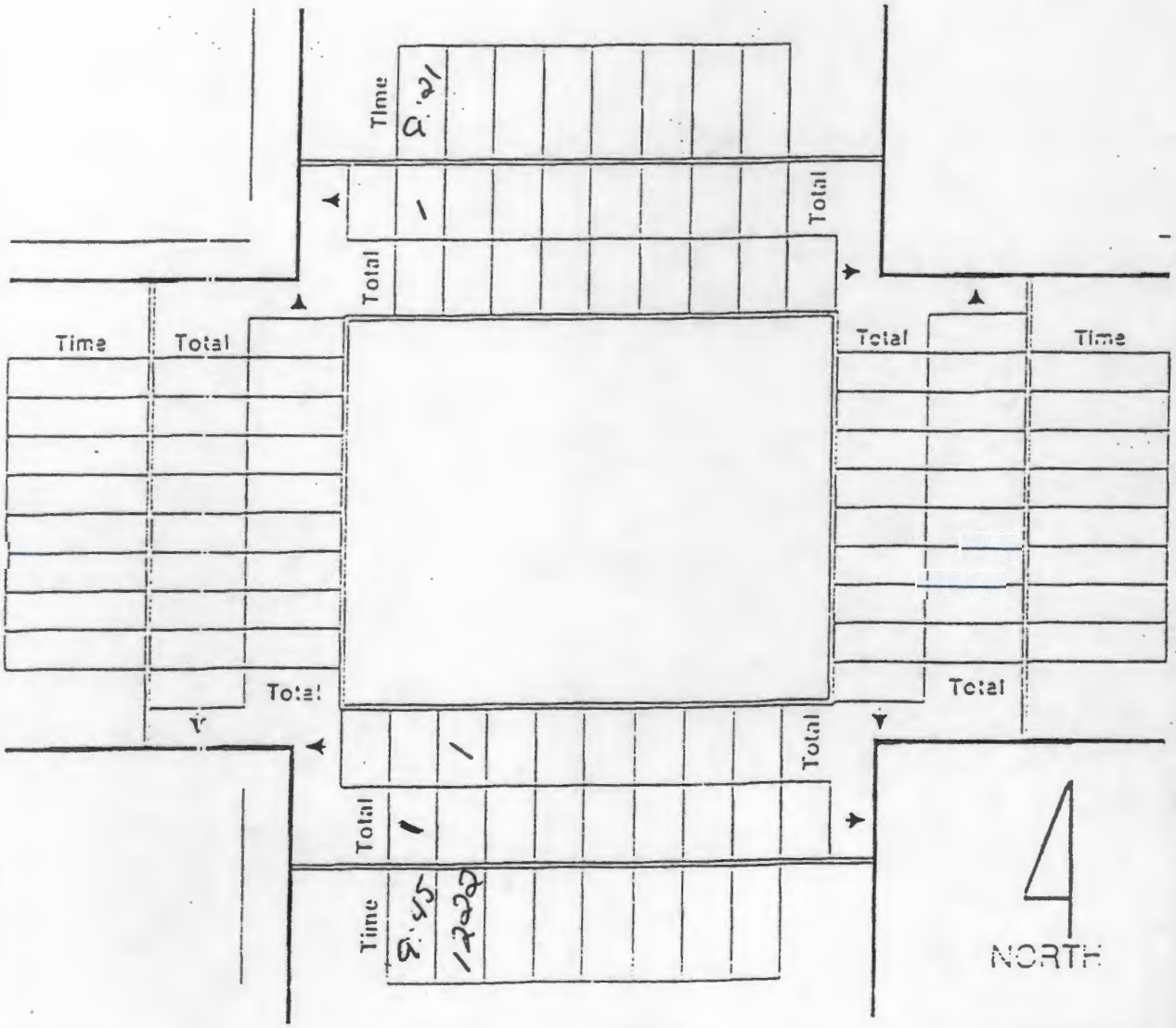
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: 7-10
11-1
3-6

State Road: 574 MLK Blvd
Intersecting Road: Highview Rd
Data By: DW
Count Date: 3-28-00

City: TAMPA
County: Hillsborough
Computed By: _____
Date: _____



ed by : Donnie
ner : warm
: 1324

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@HighviewRd
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: Passenger Vehicles

	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					
ime	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
ctor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
7:00	2	5	2	0	9	3	257	0	0	260	132	14	2	0	148	1	130	28	0	159	576
7:15	1	8	7	0	16	1	257	0	0	258	131	15	3	0	149	3	118	15	0	136	559
7:30	2	4	20	0	26	1	234	0	0	235	130	8	2	0	140	3	145	26	0	174	575
7:45	2	7	10	0	19	1	229	0	0	230	134	5	3	0	142	3	128	25	0	156	547
otal	7	24	39	0	70	6	977	0	0	983	527	42	10	0	579	10	521	94	0	625	2257
8:00	1	5	3	0	9	2	257	1	0	260	125	6	6	0	137	0	131	25	0	156	562
8:15	0	4	0	0	4	4	226	0	0	230	82	2	4	0	88	0	150	29	0	179	501
8:30	1	3	1	0	5	4	226	0	0	230	48	1	10	0	59	1	148	21	0	170	464
8:45	0	2	2	0	4	2	217	1	0	220	43	1	5	0	49	2	130	18	0	150	423
otal	2	14	6	0	22	12	926	2	0	940	298	10	25	0	333	3	559	93	0	655	1950
9:00	1	2	1	0	4	3	212	3	0	218	45	5	7	0	57	2	157	18	0	177	456
9:15	2	4	5	0	11	1	193	0	0	194	42	0	6	0	48	0	176	22	0	198	451
9:30	2	2	7	0	11	9	187	0	0	196	15	0	9	0	24	2	148	19	0	169	400
9:45	4	1	2	0	7	7	163	1	0	171	35	0	6	0	41	2	159	28	0	189	408
Total	9	9	15	0	33	20	755	4	0	779	137	5	28	0	170	6	640	87	0	733	1715
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	1	3	0	5	2	162	3	0	167	17	2	6	0	25	2	199	35	0	236	433
11:15	1	3	3	0	7	8	172	1	0	181	21	2	5	0	28	4	200	29	0	233	449
11:30	0	0	3	0	3	3	191	0	0	194	29	3	4	0	36	5	195	19	0	219	452
11:45	0	0	3	0	3	2	184	2	0	188	20	3	5	0	28	3	182	29	0	214	433
Total	2	4	12	0	18	15	709	6	0	730	87	10	20	0	117	14	776	112	0	902	1767
12:00	4	1	2	0	7	9	172	9	0	190	34	5	5	0	44	4	232	39	0	275	516
12:15	2	1	2	0	5	10	211	2	0	223	36	1	3	0	40	6	253	33	0	292	560
12:30	1	4	3	0	8	2	217	2	0	221	40	3	6	0	49	1	215	45	0	261	539
12:45	1	1	4	0	6	2	207	3	0	212	29	2	5	0	36	3	212	33	0	248	502
Total	8	7	11	0	26	23	807	16	0	846	139	11	19	0	169	14	912	150	0	1076	2117
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	4	5	3	0	12	4	185	5	0	194	33	10	5	0	48	8	212	55	0	275	529
15:15	4	3	3	0	10	7	203	3	0	213	32	3	8	0	43	7	226	70	0	303	569
15:30	1	6	2	0	9	11	184	2	0	197	27	4	5	0	36	9	254	66	0	329	571
15:45	1	2	3	0	6	7	182	3	0	192	42	2	6	0	50	9	240	90	0	339	587
Total	10	16	11	0	37	29	754	13	0	796	134	19	24	0	177	33	932	281	0	1246	2256
16:00	2	4	3	0	9	8	176	0	0	184	21	1	5	0	27	4	239	76	0	319	539
16:15	1	4	6	0	11	6	157	0	0	163	22	3	3	0	28	5	282	99	0	386	588
16:30	2	0	3	0	5	6	176	5	0	187	39	2	9	0	50	11	271	96	0	378	620
16:45	2	3	3	0	8	9	178	1	0	188	33	4	6	0	43	7	287	104	0	398	637
Total	7	11	15	0	33	29	687	6	0	722	115	10	23	0	148	27	1079	375	0	1481	2384
17:00	1	9	4	0	14	7	197	0	0	204	47	5	8	0	60	5	276	115	0	396	674
17:15	0	8	5	0	13	7	212	2	0	221	32	9	8	0	49	4	297	150	0	451	734
17:30	2	6	3	0	11	9	175	2	0	186	59	6	7	0	72	2	314	143	0	459	728
17:45	2	12	3	0	17	7	190	0	0	197	36	7	4	0	47	7	279	122	0	408	669
Total	5	35	15	0	55	30	774	4	0	808	174	27	27	0	228	18	1166	530	0	1714	2805
Grand Total	50	120	124	0	294	164	6389	51	0	6604	1611	134	176	0	1921	125	6585	1722	0	8432	17251

ch %	17.0	40.8	42.2	0.0		2.5	96.7	0.8	0.0		83.9	7.0	9.2	0.0		1.5	78.1	20.4	0.0	
tal %	0.3	0.7	0.7	0.0	1.7	1.0	37.0	0.3	0.0	38.3	9.3	0.8	1.0	0.0	11.1	0.7	38.2	10.0	0.0	48.9

	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					
Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
our From 07:00 to 09:45 - Peak 1 of 1																					
ction	07:00																				
lume	7	24	39	0	70	6	977	0	0	983	527	42	10	0	579	10	521	94	0	625	2257
rcent	10.0	34.3	55.7	0.0		0.6	99.4	0.0	0.0		91.0	7.3	1.7	0.0		1.6	83.4	15.0	0.0		
h Int.	07:30					07:00					07:15					07:30					07:00
lume	2	8	20	0	26	3	257	0	0	260	134	15	3	0	149	3	145	28	0	174	576
Peak																					
actor					0.673					0.945					0.971					0.898	0.980
our From 11:00 to 12:45 - Peak 1 of 1																					
ction	12:00																				
lume	8	7	11	0	26	23	807	16	0	846	139	11	19	0	169	14	912	150	0	1076	2117
rcent	30.8	26.9	42.3	0.0		2.7	95.4	1.9	0.0		82.2	6.5	11.2	0.0		1.3	84.8	13.9	0.0		
h Int.	12:30					12:15					12:30					12:15					12:15
lume	4	4	4	0	8	10	217	9	0	223	40	5	6	0	49	6	253	45	0	292	560
Peak																					
actor					0.813					0.948					0.862					0.921	0.945
our From 15:00 to 17:45 - Peak 1 of 1																					
ction	17:00																				
lume	5	35	15	0	55	30	774	4	0	808	174	27	27	0	228	18	1166	530	0	1714	2805
rcent	9.1	63.6	27.3	0.0		3.7	95.8	0.5	0.0		76.3	11.8	11.8	0.0		1.1	68.0	30.9	0.0		
h Int.	17:45					17:15					17:30					17:30					17:15
lume	2	12	5	0	17	9	212	2	0	221	59	9	8	0	72	7	314	150	0	459	734
Peak																					
actor					0.809					0.914					0.792					0.934	0.955

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

inted by : Donnie
ather : warm
rd # : 1324

File Name : SR574@HighviewRd
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: Trucks & Buses

	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					
rt Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	0	6	0	0	6	12
07:15	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	10
07:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
07:45	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	0	7	1	0	8	18
Total	0	0	0	0	0	2	17	0	0	19	4	0	0	0	4	0	23	1	0	24	47
08:00	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	7	2	0	9	14
08:15	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	6	2	0	8	16
08:30	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	0	7	0	0	7	14
08:45	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	3	0	9	16
Total	0	0	0	0	0	1	23	0	0	24	1	0	2	0	3	0	26	7	0	33	60
09:00	0	0	0	0	0	1	8	0	0	9	1	0	0	0	1	0	6	0	0	6	16
09:15	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	0	5	0	0	5	13
09:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
09:45	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	8	1	0	9	18
Total	0	0	0	0	0	1	21	0	0	22	5	0	1	0	6	0	25	1	0	26	54
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	6	1	0	7	11
11:15	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	8	0	0	8	14
11:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
11:45	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
Total	0	0	0	0	0	0	20	1	0	21	1	0	0	0	1	0	25	1	0	26	48
12:00	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	6	0	0	6	14
12:15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12
12:30	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
12:45	0	0	1	0	1	1	5	0	0	6	2	0	0	0	2	0	3	0	0	3	12
Total	0	0	1	0	1	1	26	1	0	28	3	0	0	0	3	0	20	0	0	20	52
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	2	0	12	17
15:15	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	5
15:30	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	2	0	7	15
15:45	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
Total	0	0	0	0	0	1	21	0	0	22	0	0	0	0	0	0	21	5	0	26	48
16:00	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	0	4	1	0	5	17
16:15	0	0	0	0	0	0	5	0	0	5	7	0	0	0	7	0	2	0	0	2	14
16:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	3	0	5	6
16:45	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	10
Total	0	0	0	0	0	0	22	0	0	22	9	0	0	0	9	1	11	4	0	16	47
17:00	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	7
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	1	0	4	7
17:30	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	1	0	3	6
17:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	6
Total	0	0	0	0	0	0	7	0	0	7	4	0	0	0	4	1	12	2	0	15	26
Grand Total	0	0	1	0	1	6	157	2	0	165	27	0	3	0	30	2	163	21	0	186	382

rch %	0.0	0.0	100.0	0.0		3.6	95.2	1.2	0.0		90.0	0.0	10.0	0.0		1.1	87.6	11.3	0.0	
otal %	0.0	0.0	0.3	0.0	0.3	1.6	41.1	0.5	0.0	43.2	7.1	0.0	0.8	0.0	7.9	0.5	42.7	5.5	0.0	48.7

	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					
t Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Hour From 07:00 to 09:45 - Peak 1 of 1																					
ection	07:45																				
olume	0	0	0	0	0	1	24	0	0	25	3	0	2	0	5	0	27	5	0	32	62
ercent	0.0	0.0	0.0	0.0		4.0	96.0	0.0	0.0		60.0	0.0	40.0	0.0		0.0	84.4	15.6	0.0		
gh Int.	6:45:00					07:45					07:45					08:00					07:45
olume	0	0	0	0	0	1	8	0	0	8	2	0	1	0	2	0	7	2	0	9	18
Peak Factor										0.781					0.625					0.889	0.861
Hour From 11:00 to 12:45 - Peak 1 of 1																					
ection	11:45																				
olume	0	0	0	0	0	0	27	1	0	28	1	0	0	0	1	0	23	0	0	23	52
ercent	0.0	0.0	0.0	0.0		0.0	96.4	3.6	0.0		100.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
gh Int.						12:15					12:00					12:30					12:00
olume	0	0	0	0	0	0	8	1	0	8	1	0	0	0	1	0	7	0	0	7	14
Peak Factor										0.875					0.250					0.821	0.929
Hour From 15:00 to 17:45 - Peak 1 of 1																					
ection	15:30																				
olume	0	0	0	0	0	0	30	0	0	30	9	0	0	0	9	0	15	3	0	18	57
ercent	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	83.3	16.7	0.0		
gh Int.						16:00					16:15					15:30					16:00
olume	0	0	0	0	0	0	10	0	0	10	7	0	0	0	7	0	5	2	0	7	17
Peak Factor										0.750					0.321					0.643	0.838

nted by : Donnie
ther : warm
rd # : 1324

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@HighviewRd
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: U-Turns

	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					
t Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
pprch %	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 %	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	0.0	0.0	0.0	0.0

	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					
rt Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
Hour From 07:00 to 09:45 - Peak 1 of 1																					
section	07:00																				
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		
igh Int.	6:45:00					6:45:00					6:45:00					6:45:00					6:45:
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000
Hour From 11:00 to 12:45 - Peak 1 of 1																					
section	11:00																				
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		
igh Int. Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000
Hour From 15:00 to 17:45 - Peak 1 of 1																					
section	15:00																				
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		
igh Int. Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

ınted by : Donnie
ather : warm
ırd # : 1324

File Name : SR574@HighviewRd
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: Passenger Vehicles - Trucks & Buses - U-Turns

	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					
rt Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	2	5	2	0	9	4	260	0	0	264	134	14	2	0	150	1	136	28	0	165	588
07:15	1	8	7	0	16	2	260	0	0	262	131	15	3	0	149	3	124	15	0	142	569
07:30	2	4	20	0	26	1	237	0	0	238	130	8	2	0	140	3	149	26	0	178	582
07:45	2	7	10	0	19	1	237	0	0	238	136	5	3	0	144	3	135	26	0	164	565
Total	7	24	39	0	70	8	994	0	0	1002	531	42	10	0	583	10	544	95	0	649	2304
08:00	1	5	3	0	9	2	261	1	0	264	125	6	7	0	138	0	138	27	0	165	576
08:15	0	4	0	0	4	4	233	0	0	237	82	2	5	0	89	0	156	31	0	187	517
08:30	1	3	1	0	5	5	231	0	0	236	49	1	10	0	60	1	155	21	0	177	478
08:45	0	2	2	0	4	2	224	1	0	227	43	1	5	0	49	2	136	21	0	159	439
Total	2	14	6	0	22	13	949	2	0	964	299	10	27	0	336	3	585	100	0	688	2010
09:00	1	2	1	0	4	4	220	3	0	227	46	5	7	0	58	2	163	18	0	183	472
09:15	2	4	5	0	11	1	199	0	0	200	44	0	6	0	50	0	181	22	0	203	464
09:30	2	2	7	0	11	9	188	0	0	197	15	0	9	0	24	2	154	19	0	175	407
09:45	4	1	2	0	7	7	169	1	0	177	37	0	7	0	44	2	167	29	0	198	426
Total	9	9	15	0	33	21	776	4	0	801	142	5	29	0	176	6	665	88	0	759	1769
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	1	3	0	5	2	165	4	0	171	17	2	6	0	25	2	205	36	0	243	444
11:15	1	3	3	0	7	8	177	1	0	186	22	2	5	0	29	4	208	29	0	241	463
11:30	0	0	3	0	3	3	197	0	0	200	29	3	4	0	36	5	200	19	0	224	463
11:45	0	0	3	0	3	2	190	2	0	194	20	3	5	0	28	3	188	29	0	220	445
Total	2	4	12	0	18	15	729	7	0	751	88	10	20	0	118	14	801	113	0	928	1815
12:00	4	1	2	0	7	9	178	10	0	197	35	5	5	0	45	4	238	39	0	281	530
12:15	2	1	2	0	5	10	219	2	0	231	36	1	3	0	40	6	257	33	0	296	572
12:30	1	4	3	0	8	2	224	2	0	228	40	3	6	0	49	1	222	45	0	268	553
12:45	1	1	5	0	7	3	212	3	0	218	31	2	5	0	38	3	215	33	0	251	514
Total	8	7	12	0	27	24	833	17	0	874	142	11	19	0	172	14	932	150	0	1096	2169
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	4	5	3	0	12	4	190	5	0	199	33	10	5	0	48	8	222	57	0	287	546
15:15	4	3	3	0	10	8	204	3	0	215	32	3	8	0	43	7	228	71	0	306	574
15:30	1	6	2	0	9	11	192	2	0	205	27	4	5	0	36	9	259	68	0	336	586
15:45	1	2	3	0	6	7	189	3	0	199	42	2	6	0	50	9	244	90	0	343	598
Total	10	16	11	0	37	30	775	13	0	818	134	19	24	0	177	33	953	286	0	1272	2304
16:00	2	4	3	0	9	8	186	0	0	194	23	1	5	0	29	4	243	77	0	324	556
16:15	1	4	6	0	11	6	162	0	0	168	29	3	3	0	35	5	284	99	0	388	602
16:30	2	0	3	0	5	6	177	5	0	188	39	2	9	0	50	11	273	99	0	383	626
16:45	2	3	3	0	8	9	184	1	0	194	33	4	6	0	43	8	290	104	0	402	647
Total	7	11	15	0	33	29	709	6	0	744	124	10	23	0	157	28	1090	379	0	1497	2431
17:00	1	9	4	0	14	7	199	0	0	206	48	5	8	0	61	5	280	115	0	400	681
17:15	0	8	5	0	13	7	215	2	0	224	32	9	8	0	49	5	299	151	0	455	741
17:30	2	6	3	0	11	9	177	2	0	188	60	6	7	0	73	2	316	144	0	462	734
17:45	2	12	3	0	17	7	190	0	0	197	38	7	4	0	49	7	283	122	0	412	675
Total	5	35	15	0	55	30	781	4	0	815	178	27	27	0	232	19	1178	532	0	1729	2831

Grand Total	50	120	125	0	295	170	6546	53	0	6769	1638	134	179	0	1951	127	6748	1743	0	8618	17633
orch %	16.9	40.7	42.4	0.0		2.5	96.7	0.8	0.0		84.0	6.9	9.2	0.0		1.5	78.3	20.2	0.0		
otal %	0.3	0.7	0.7	0.0	1.7	1.0	37.1	0.3	0.0	38.4	9.3	0.8	1.0	0.0	11.1	0.7	38.3	9.9	0.0	48.9	

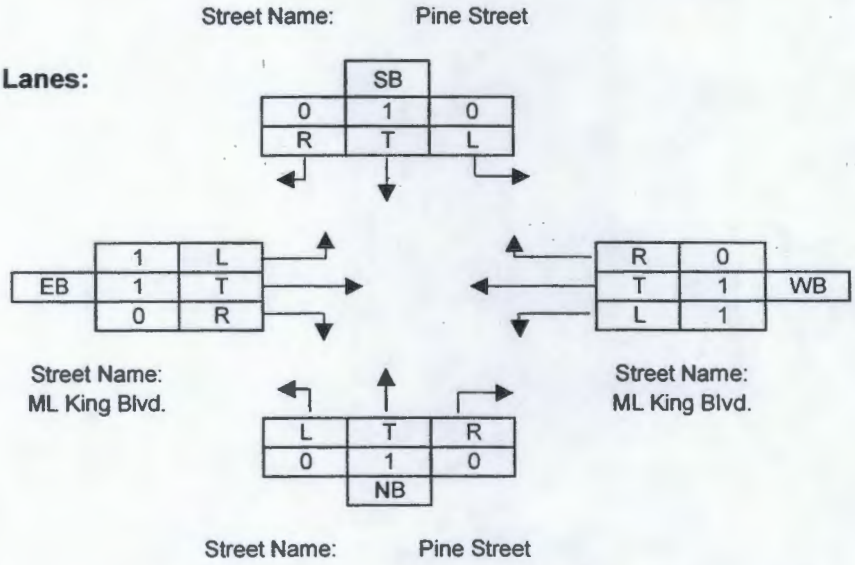
	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					
t Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Hour From 07:00 to 09:45 - Peak 1 of 1																					
section	07:00																				
Volume	7	24	39	0	70	8	994	0	0	1002	531	42	10	0	583	10	544	95	0	649	2304
Percent	10.0	34.3	55.7	0.0		0.8	99.2	0.0	0.0		91.1	7.2	1.7	0.0		1.5	83.8	14.6	0.0		
igh Int.	07:30					07:00					07:00					07:30					07:00
Volume	2	8	20	0	26	4	260	0	0	264	136	15	3	0	150	3	149	28	0	178	588
Peak Factor					0.673					0.949					0.972					0.912	0.980
Hour From 11:00 to 12:45 - Peak 1 of 1																					
section	12:00																				
Volume	8	7	12	0	27	24	833	17	0	874	142	11	19	0	172	14	932	150	0	1096	2169
Percent	29.6	25.9	44.4	0.0		2.7	95.3	1.9	0.0		82.6	6.4	11.0	0.0		1.3	85.0	13.7	0.0		
igh Int.	12:30					12:15					12:30					12:15					12:15
Volume	4	4	5	0	8	10	224	10	0	231	40	5	6	0	49	6	257	45	0	296	572
Peak Factor					0.844					0.946					0.878					0.926	0.948
Hour From 15:00 to 17:45 - Peak 1 of 1																					
section	17:00																				
Volume	5	35	15	0	55	30	781	4	0	815	178	27	27	0	232	19	1178	532	0	1729	2831
Percent	9.1	63.6	27.3	0.0		3.7	95.8	0.5	0.0		76.7	11.6	11.6	0.0		1.1	68.1	30.8	0.0		
igh Int.	17:45					17:15					17:30					17:30					17:15
Volume	2	12	5	0	17	9	215	2	0	224	60	9	8	0	73	7	316	151	0	462	741
Peak Factor					0.809					0.910					0.795					0.936	0.955

State of Florida Department of Transportation
SUMMARY OF VEHICLE MOVEMENTS

Location: **M.L. King Blvd. at Pine Street**
County: **Hillsborough**
City: **Brandon**

Section: **10090**
Milepost: **4.618**
Weather: **warm**

Approach Lanes:



SUMMARY OF VEHICLE MOVEMENTS												
TIME	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 - 8:00 AM	2	13	8	96	0	55	31	519	1	3	939	56
8:00 - 9:00 AM	7	4	3	79	0	43	17	594	1	5	868	43
9:00 - 10:00 AM	2	0	4	63	2	36	16	645	4	4	780	45
11:00 - 12:00 PM	1	1	5	78	5	19	14	795	1	6	730	55
12:00 - 1:00 PM	5	3	2	70	2	33	28	911	3	3	821	80
3:00 - 4:00 PM	5	0	9	105	4	52	35	931	8	9	749	90
4:00 - 5:00 PM	4	5	8	116	5	37	33	1034	7	3	736	77
5:00 - 6:00 PM	8	2	7	137	3	32	39	1111	3	10	778	99
AM Peak 7:00 - 8:00 AM	2	13	8	96	0	55	31	519	1	3	939	56
PM Peak 4:45 - 5:45 PM	9	4	9	137	3	30	38	1128	4	6	786	108
Totals	34	28	46	744	21	307	213	6540	28	43	6401	545

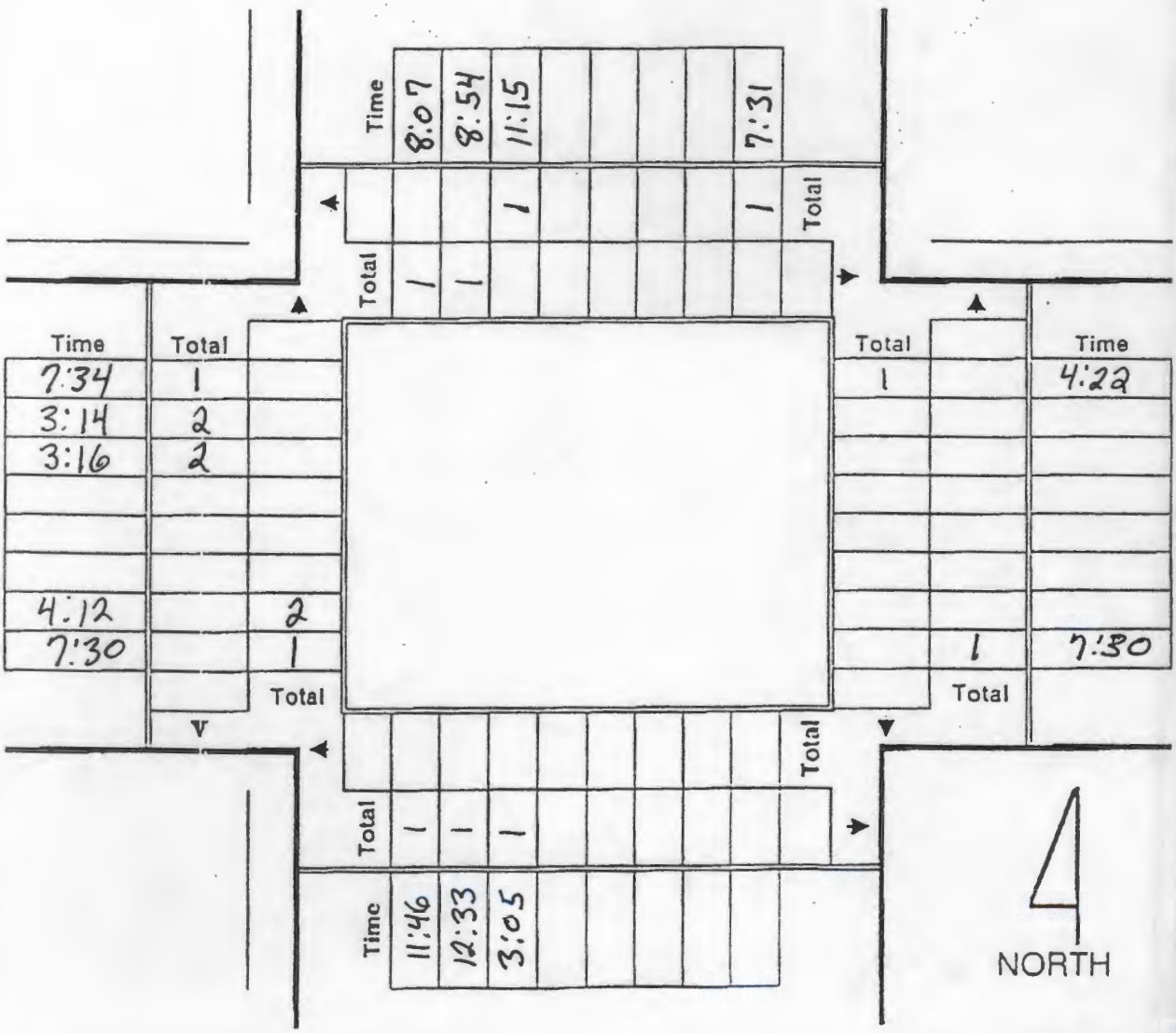
FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: 7-10, 11-1, 3-6

State Road: SR 574
Intersecting Road: Pine ST
Data By: Ron
Count Date: 3-28-00

City: Seffner
County: Hillsborough
Competed By: _____
Date: _____



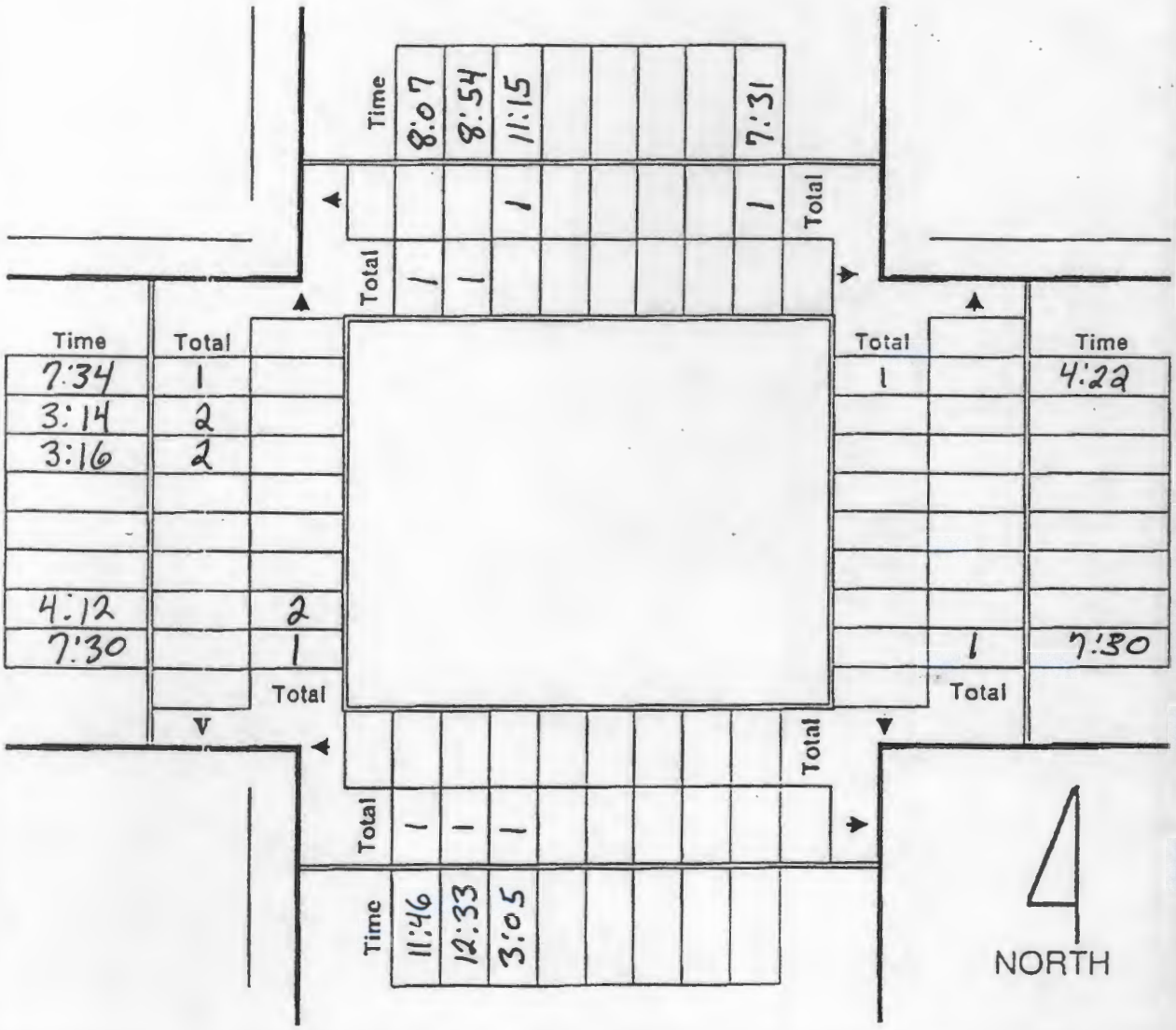
FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: 7-10, 11-1, 3-6

State Road: SR 574
Intersecting Road: Pine ST
Data By: Ron
Count Date: 3-28-00

City: Seffner
County: Hillsborough
Competed By: _____
Date: _____



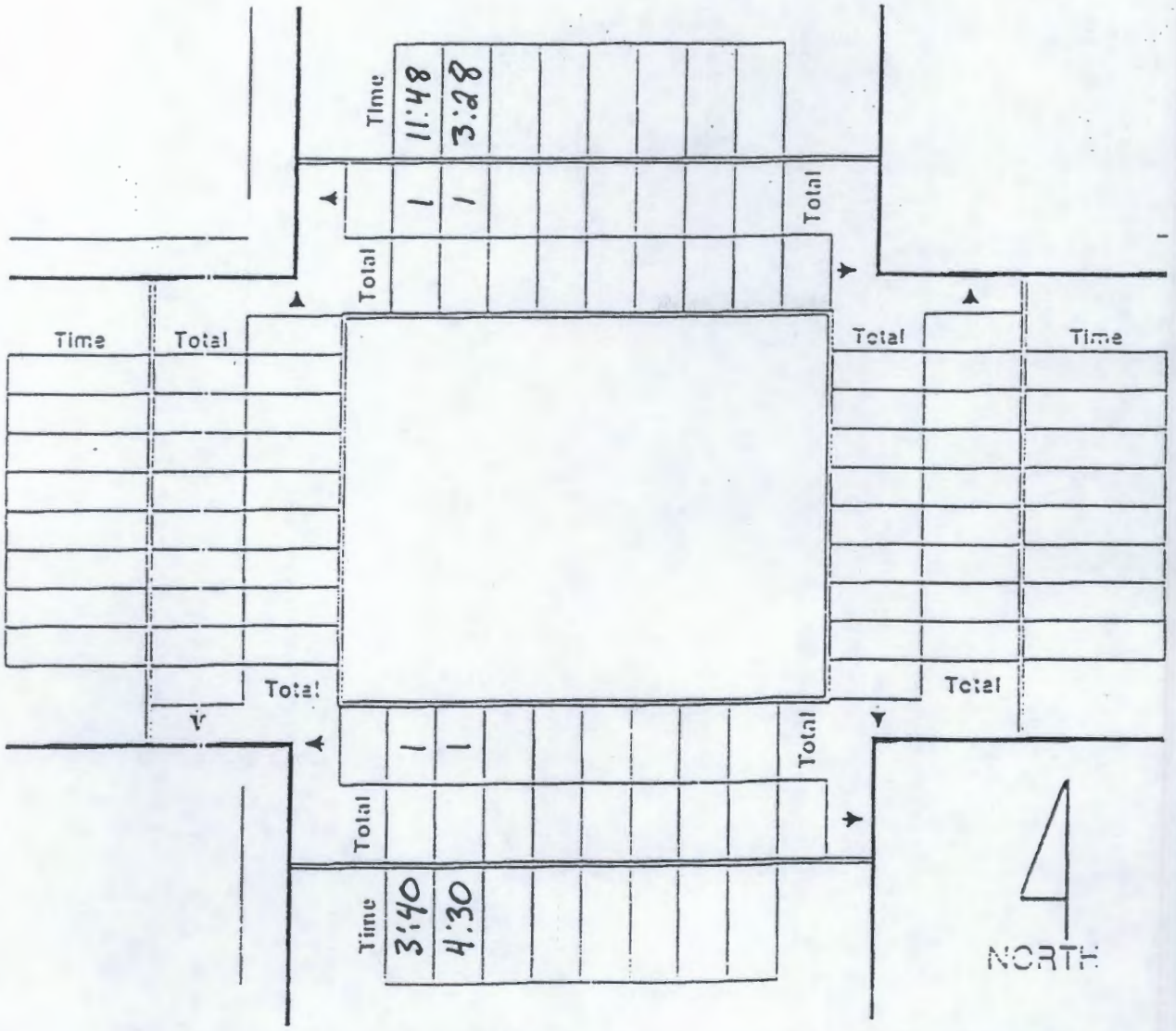
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: 7-10, 11-1, 3-6

State Road: SR 574
Intersecting Road: Pine ST
Data By: Ron
Count Date: 3-28-00

City: Seffner
County: Hillsborough
Completed By: _____
Date: _____



ted by : Ron
ther : warm
d # : 1322

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@PineSt
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: Passenger Vehicles

	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					
Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	17	0	11	0	28	0	244	15	0	259	0	7	0	0	7	5	111	0	0	116	410
07:15	25	0	12	0	37	0	235	8	0	243	0	4	1	0	5	8	109	0	0	117	402
07:30	27	0	14	0	41	2	217	10	0	229	1	1	3	0	5	7	151	0	0	158	433
07:45	25	0	14	0	39	1	225	22	0	248	1	0	2	0	3	10	119	1	0	130	420
Total	94	0	51	0	145	3	921	55	0	979	2	12	6	0	20	30	490	1	0	521	1665
08:00	11	0	12	0	23	2	207	14	0	223	0	0	1	0	1	2	132	1	0	135	382
08:15	16	0	9	0	25	1	229	10	0	240	5	1	1	0	7	6	140	0	0	146	418
08:30	27	0	10	0	37	1	219	12	0	232	0	1	1	0	2	2	152	0	0	154	425
08:45	23	0	11	0	34	1	183	6	0	190	2	1	0	0	3	7	139	0	0	146	373
Total	77	0	42	0	119	5	838	42	0	885	7	3	3	0	13	17	563	1	0	581	1598
09:00	14	1	7	0	22	1	205	10	0	216	0	0	2	0	2	5	140	3	0	148	388
09:15	16	0	5	0	21	0	181	13	0	194	1	0	2	0	3	7	164	0	0	171	389
09:30	17	0	14	0	31	1	174	7	0	182	0	0	0	0	0	3	158	1	0	162	375
09:45	16	0	9	0	25	2	187	15	0	204	1	0	0	0	1	1	149	0	0	150	380
Total	63	1	35	0	99	4	747	45	0	796	2	0	4	0	6	16	611	4	0	631	1532
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12	2	7	0	21	1	159	12	0	172	0	0	0	0	0	5	194	0	0	199	392
11:15	15	1	3	0	19	0	168	10	0	178	0	0	2	0	2	5	187	0	0	192	391
11:30	25	0	4	0	29	0	189	17	0	206	0	0	1	0	1	1	205	0	0	206	442
11:45	26	1	3	0	30	4	185	15	0	204	1	0	2	0	3	3	183	1	0	187	424
Total	78	4	17	0	99	5	701	54	0	760	1	0	5	0	6	14	769	1	0	784	1649
12:00	19	0	9	0	28	1	187	14	0	202	1	1	1	0	3	5	224	1	0	230	463
12:15	11	1	8	0	20	1	206	19	0	226	1	0	1	0	2	3	238	1	0	242	490
12:30	23	0	7	0	30	0	195	22	0	217	1	1	0	0	2	12	214	0	0	226	475
12:45	15	1	9	0	25	0	206	22	0	228	1	0	0	0	1	7	209	1	0	217	471
Total	68	2	33	0	103	2	794	77	0	873	4	2	2	0	8	27	885	3	0	915	1899
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	30	0	13	0	43	1	166	20	0	187	0	0	6	0	6	7	189	3	0	199	435
15:15	34	1	13	0	48	1	191	26	0	218	0	0	1	0	1	9	228	1	0	238	505
15:30	14	1	9	0	24	2	183	18	0	203	4	0	1	0	5	10	243	2	0	255	487
15:45	24	1	14	0	39	5	187	25	0	217	1	0	0	0	1	7	246	1	0	254	511
Total	102	3	49	0	154	9	727	89	0	825	5	0	8	0	13	33	906	7	0	946	1938
16:00	28	0	9	0	37	0	175	15	0	190	1	1	1	0	3	8	230	3	0	241	471
16:15	25	0	9	0	34	1	182	18	0	201	0	0	1	0	1	6	255	1	0	262	498
16:30	27	4	14	0	45	1	167	20	0	188	1	2	1	0	4	9	264	1	0	274	511
16:45	35	0	5	0	40	1	188	24	0	213	2	2	4	0	8	9	274	2	0	285	546
Total	115	4	37	0	156	3	712	77	0	792	4	5	7	0	16	32	1023	7	0	1062	2026
17:00	28	2	8	0	38	1	196	36	0	233	3	1	1	0	5	13	271	1	0	285	561
17:15	33	0	12	0	45	1	211	28	0	240	1	0	0	0	1	7	287	0	0	294	580
17:30	41	1	5	0	47	3	181	20	0	204	3	1	4	0	8	9	280	1	0	290	549
17:45	35	0	7	0	42	5	184	15	0	204	1	0	2	0	3	10	253	1	0	264	513
Total	137	3	32	0	172	10	772	99	0	881	8	2	7	0	17	39	1091	3	0	1133	2203
Grand Total	734	17	296	0	1047	41	6212	538	0	6791	33	24	42	0	99	208	6338	27	0	6573	14510

%	70.1	1.6	28.3	0.0		0.6	91.5	7.9	0.0		33.3	24.2	42.4	0.0		3.2	96.4	0.4	0.0	
%	5.1	0.1	2.0	0.0	7.2	0.3	42.8	3.7	0.0	46.8	0.2	0.2	0.3	0.0	0.7	1.4	43.7	0.2	0.0	45.3

	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					
ime	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
ur From 07:00 to 09:45 - Peak 1 of 1																					
ction	07:00																				
ume	94	0	51	0	145	3	921	55	0	979	2	12	6	0	20	30	490	1	0	521	1665
cent	64.8	0.0	35.2	0.0		0.3	94.1	5.6	0.0		10.0	60.0	30.0	0.0		5.8	94.0	0.2	0.0		
Int.	07:30					07:00					07:00					07:30					07:30
ume	27	0	14	0	41	2	244	22	0	259	1	7	3	0	7	10	151	1	0	158	433
Peak actor					0.884					0.945					0.714					0.824	0.961
our From 11:00 to 12:45 - Peak 1 of 1																					
ction	12:00																				
lume	68	2	33	0	103	2	794	77	0	873	4	2	2	0	8	27	885	3	0	915	1899
rcent	66.0	1.9	32.0	0.0		0.2	91.0	8.8	0.0		50.0	25.0	25.0	0.0		3.0	96.7	0.3	0.0		
gh Int.	12:30					12:45					12:00					12:15					12:15
olume	23	1	9	0	30	1	206	22	0	228	1	1	1	0	3	12	238	1	0	242	490
Peak Factor					0.858					0.957					0.667					0.945	0.969
Hour From 15:00 to 17:45 - Peak 1 of 1																					
section	16:45																				
Volume	137	3	30	0	170	6	776	108	0	890	9	4	9	0	22	38	1112	4	0	1154	2236
Percent	80.6	1.8	17.6	0.0		0.7	87.2	12.1	0.0		40.9	18.2	40.9	0.0		3.3	96.4	0.3	0.0		
High Int.	17:30					17:15					16:45					17:15					17:15
Volume	41	2	12	0	47	3	211	36	0	240	3	2	4	0	8	13	287	2	0	294	580
Peak Factor					0.904					0.927					0.688					0.981	0.964

ıted by : Ron
ther : warm
d # : 1322

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@PineSt
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: Trucks & Buses

	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					
t Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	10
07:15	1	0	2	0	3	0	5	1	0	6	0	1	2	0	3	0	6	0	0	6	18
07:30	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	16
07:45	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	7	0	0	8	14
Total	2	0	4	0	6	0	18	1	0	19	0	1	2	0	3	1	29	0	0	30	58
08:00	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	16
08:15	0	0	1	0	1	0	5	0	0	5	0	1	0	0	1	0	9	0	0	9	16
08:30	1	0	0	0	1	0	10	1	0	11	0	0	0	0	0	0	8	0	0	8	20
08:45	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	14
Total	2	0	1	0	3	0	30	1	0	31	0	1	0	0	1	0	31	0	0	31	66
09:00	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	19
09:15	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	19
09:30	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	12
09:45	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	19
Total	0	1	1	0	2	0	33	0	0	33	0	0	0	0	0	0	34	0	0	34	69
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	16
11:15	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	15
11:30	0	0	0	0	0	1	8	0	0	9	0	1	0	0	1	0	3	0	0	3	13
11:45	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	0	6	0	0	6	17
Total	0	1	2	0	3	1	29	1	0	31	0	1	0	0	1	0	26	0	0	26	61
12:00	1	0	0	0	1	0	7	0	0	7	1	0	0	0	1	1	4	0	0	5	14
12:15	1	0	0	0	1	0	7	1	0	8	0	0	0	0	0	0	7	0	0	7	16
12:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	15
12:45	0	0	0	0	0	1	7	2	0	10	0	1	0	0	1	0	6	0	0	6	17
Total	2	0	0	0	2	1	27	3	0	31	1	1	0	0	2	1	26	0	0	27	62
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	1	2	0	5	0	4	0	0	4	0	0	1	0	1	2	11	0	0	13	23
15:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
15:30	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
15:45	1	0	1	0	2	0	8	1	0	9	0	0	0	0	0	0	6	1	0	7	18
Total	3	1	3	0	7	0	22	1	0	23	0	0	1	0	1	2	25	1	0	28	59
16:00	0	1	0	0	1	0	11	0	0	11	0	0	1	0	1	1	5	0	0	6	19
16:15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
16:30	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
16:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
Total	1	1	0	0	2	0	24	0	0	24	0	0	1	0	1	1	11	0	0	12	39
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	11
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
17:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
17:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	20	0	0	20	26
Grand Total	10	4	11	0	25	2	189	7	0	198	1	4	4	0	9	5	202	1	0	208	440
				0.0		1.0	95.5	3.5	0.0		11.1	44.4	44.4	0.0		2.4	97.1	0.5	0.0		

%	2.3	0.9	2.5	0.0	5.7	0.5	43.0	1.6	0.0	45.0	0.2	0.9	0.9	0.0	2.0	1.1	45.9	0.2	0.0	47.3

	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					
Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
ur From 07:00 to 09:45 - Peak 1 of 1																					
ction	08:30																				
ume	1	0	1	0	2	0	38	1	0	39	0	0	0	0	0	0	31	0	0	31	72
cent	50.0	0.0	50.0	0.0		0.0	97.4	2.6	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
h Int.	08:30					08:30					6:45:00					09:00					08:30
lume	1	0	1	0	1	0	10	1	0	11	0	0	0	0	0	0	10	0	0	10	20
Peak Factor					0.500					0.886										0.775	0.900
Hour From 11:00 to 12:45 - Peak 1 of 1																					
section	11:45																				
olume	2	0	1	0	3	0	29	2	0	31	1	0	0	0	1	1	26	0	0	27	62
ercent	66.7	0.0	33.3	0.0		0.0	93.5	6.5	0.0		100.0	0.0	0.0	0.0		3.7	96.3	0.0	0.0		
gh Int.	11:45					11:45					12:00					12:30					11:45
olume	1	0	1	0	1	0	9	1	0	10	1	0	0	0	1	1	9	0	0	9	17
Peak Factor					0.750					0.775					0.250					0.750	0.912
Hour From 15:00 to 17:45 - Peak 1 of 1																					
section	15:00																				
Volume	3	1	3	0	7	0	22	1	0	23	0	0	1	0	1	2	25	1	0	28	59
Percent	42.9	14.3	42.9	0.0		0.0	95.7	4.3	0.0		0.0	0.0	100.0	0.0		7.1	89.3	3.6	0.0		
High Int.	15:00					15:45					15:00					15:00					15:00
Volume	2	1	2	0	5	0	8	1	0	9	0	0	1	0	1	2	11	1	0	13	23
Peak Factor					0.350					0.639					0.250					0.538	0.641

%	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	0.0	0.0	0.0	0.0	

	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					
ime	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
ur From 07:00 to 09:45 - Peak 1 of 1																					
ction	07:00																				
ume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
cent	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		
Int.	6:45:00					6:45:00					6:45:00					6:45:00					6:45:
lume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak actor																					0.000
our From 11:00 to 12:45 - Peak 1 of 1																					
ction	11:00																				
olume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ercent	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		
gh Int.																					
olume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000
Hour From 15:00 to 17:45 - Peak 1 of 1																					
section	15:00																				
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		
High Int.																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

ounted by : Ron
eather : warm
oard # : 1322

File Name : SR574@PineSt
Site Code : 00000000
Start Date : 03/28/2000
Page : 1

Groups Printed: Passenger Vehicles - Trucks & Buses - U-Turns

	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					
tart Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	18	0	12	0	30	0	245	15	0	260	0	7	0	0	7	5	118	0	0	123	420
07:15	26	0	14	0	40	0	240	9	0	249	0	5	3	0	8	8	115	0	0	123	420
07:30	27	0	14	0	41	2	224	10	0	236	1	1	3	0	5	7	160	0	0	167	449
07:45	25	0	15	0	40	1	230	22	0	253	1	0	2	0	3	11	126	1	0	138	434
Total	96	0	55	0	151	3	939	56	0	998	2	13	8	0	23	31	519	1	0	551	1723
08:00	12	0	12	0	24	2	213	14	0	229	0	0	1	0	1	2	141	1	0	144	398
08:15	16	0	10	0	26	1	234	10	0	245	5	2	1	0	8	6	149	0	0	155	434
08:30	28	0	10	0	38	1	229	13	0	243	0	1	1	0	2	2	160	0	0	162	445
08:45	23	0	11	0	34	1	192	6	0	199	2	1	0	0	3	7	144	0	0	151	387
Total	79	0	43	0	122	5	868	43	0	916	7	4	3	0	14	17	594	1	0	612	1664
09:00	14	1	7	0	22	1	214	10	0	225	0	0	2	0	2	5	150	3	0	158	407
09:15	16	0	6	0	22	0	191	13	0	204	1	0	2	0	3	7	172	0	0	179	408
09:30	17	1	14	0	32	1	179	7	0	187	0	0	0	0	0	3	164	1	0	168	387
09:45	16	0	9	0	25	2	196	15	0	213	1	0	0	0	1	1	159	0	0	160	399
Total	63	2	36	0	101	4	780	45	0	829	2	0	4	0	6	16	645	4	0	665	1601
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12	2	8	0	22	1	166	12	0	179	0	0	0	0	0	5	202	0	0	207	408
11:15	15	2	3	0	20	0	173	10	0	183	0	0	2	0	2	5	196	0	0	201	406
11:30	25	0	4	0	29	1	197	17	0	215	0	1	1	0	2	1	208	0	0	209	455
11:45	26	1	4	0	31	4	194	16	0	214	1	0	2	0	3	3	189	1	0	193	441
Total	78	5	19	0	102	6	730	55	0	791	1	1	5	0	7	14	795	1	0	810	1710
12:00	20	0	9	0	29	1	194	14	0	209	2	1	1	0	4	6	228	1	0	235	477
12:15	12	1	8	0	21	1	213	20	0	234	1	0	1	0	2	3	245	1	0	249	506
12:30	23	0	7	0	30	0	201	22	0	223	1	1	0	0	2	12	223	0	0	235	490
12:45	15	1	9	0	25	1	213	24	0	238	1	1	0	0	2	7	215	1	0	223	488
Total	70	2	33	0	105	3	821	80	0	904	5	3	2	0	10	28	911	3	0	942	1961
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	32	1	15	0	48	1	170	20	0	191	0	0	7	0	7	9	200	3	0	212	458
15:15	34	1	13	0	48	1	194	26	0	221	0	0	1	0	1	9	231	1	0	241	511
15:30	14	1	9	0	24	2	190	18	0	210	4	0	1	0	5	10	248	2	0	260	499
15:45	25	1	15	0	41	5	195	26	0	226	1	0	0	0	1	7	252	2	0	261	529
Total	105	4	52	0	161	9	749	90	0	848	5	0	9	0	14	35	931	8	0	974	1997
16:00	28	1	9	0	38	0	186	15	0	201	1	1	2	0	4	9	235	3	0	247	490
16:15	25	0	9	0	34	1	189	18	0	208	0	0	1	0	1	6	257	1	0	264	507
16:30	28	4	14	0	46	1	168	20	0	189	1	2	1	0	4	9	267	1	0	277	516
16:45	35	0	5	0	40	1	193	24	0	218	2	2	4	0	8	9	275	2	0	286	552
Total	116	5	37	0	158	3	736	77	0	816	4	5	8	0	17	33	1034	7	0	1074	2065
17:00	28	2	8	0	38	1	198	36	0	235	3	1	1	0	5	13	280	1	0	294	572
17:15	33	0	12	0	45	1	212	28	0	241	1	0	0	0	1	7	289	0	0	296	583
17:30	41	1	5	0	47	3	183	20	0	206	3	1	4	0	8	9	284	1	0	294	555
17:45	35	0	7	0	42	5	185	15	0	205	1	0	2	0	3	10	258	1	0	269	519
Total	137	3	32	0	172	10	778	99	0	887	8	2	7	0	17	39	1111	3	0	1153	2229

Grand Total	744	21	307	0	1072	43	6401	545	0	6989	34	28	46	0	108	213	6540	28	0	6781	14950
pprch %	69.4	2.0	28.6	0.0		0.6	91.6	7.8	0.0		31.5	25.9	42.6	0.0		3.1	96.4	0.4	0.0		
Total %	5.0	0.1	2.1	0.0	7.2	0.3	42.8	3.6	0.0	46.7	0.2	0.2	0.3	0.0	0.7	1.4	43.7	0.2	0.0	45.4	

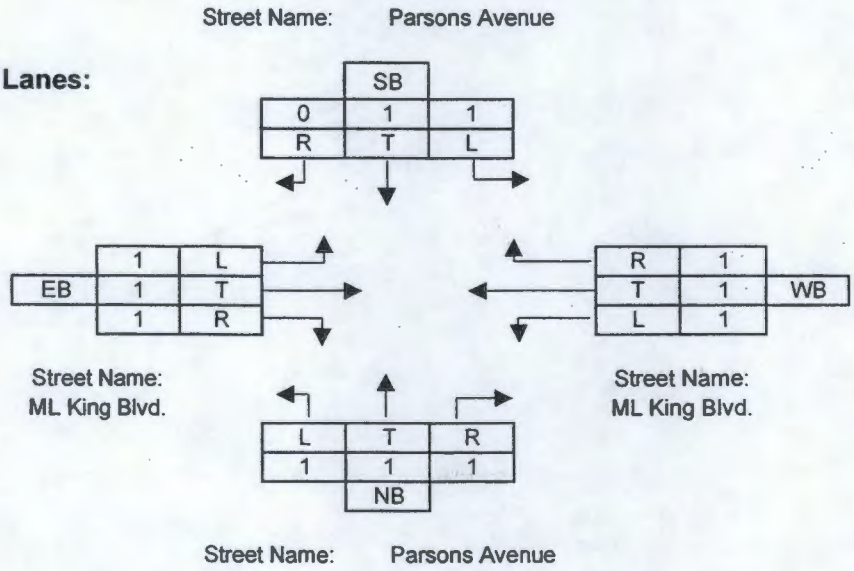
	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					
art Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Hour From 07:00 to 09:45 - Peak 1 of 1																					
rsection	07:00																				
Volume	96	0	55	0	151	3	939	56	0	998	2	13	8	0	23	31	519	1	0	551	1723
Percent	63.6	0.0	36.4	0.0		0.3	94.1	5.6	0.0		8.7	56.5	34.8	0.0		5.6	94.2	0.2	0.0		
High Int.	07:30					07:00					07:15					07:30					07:30
Volume	27	0	15	0	41	2	245	22	0	260	1	7	3	0	8	11	160	1	0	167	449
Peak Factor					0.921					0.960					0.719					0.825	0.959
Hour From 11:00 to 12:45 - Peak 1 of 1																					
rsection	12:00																				
Volume	70	2	33	0	105	3	821	80	0	904	5	3	2	0	10	28	911	3	0	942	1961
Percent	66.7	1.9	31.4	0.0		0.3	90.8	8.8	0.0		50.0	30.0	20.0	0.0		3.0	96.7	0.3	0.0		
High Int.	12:30					12:45					12:00					12:15					12:15
Volume	23	1	9	0	30	1	213	24	0	238	2	1	1	0	4	12	245	1	0	249	506
Peak Factor					0.875					0.950					0.625					0.946	0.969
Hour From 15:00 to 17:45 - Peak 1 of 1																					
rsection	16:45																				
Volume	137	3	30	0	170	6	786	108	0	900	9	4	9	0	22	38	1128	4	0	1170	2262
Percent	80.6	1.8	17.6	0.0		0.7	87.3	12.0	0.0		40.9	18.2	40.9	0.0		3.2	96.4	0.3	0.0		
High Int.	17:30					17:15					16:45					17:15					17:15
Volume	41	2	12	0	47	3	212	36	0	241	3	2	4	0	8	13	289	2	0	296	583
Peak Factor					0.904					0.934					0.688					0.988	0.970

State of Florida Department of Transportation
SUMMARY OF VEHICLE MOVEMENTS

Location: **M.L. King Blvd. at Parsons Avenue**
County: **Hillsborough**
City: **Brandon**

Section: **10090**
Milepost: **4.981**
Weather: **warm**

Approach Lanes:



SUMMARY OF VEHICLE MOVEMENTS												
TIME	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 - 8:00 AM	392	323	123	55	246	78	62	334	211	149	490	39
8:00 - 9:00 AM	388	172	105	46	217	69	53	329	257	133	436	42
9:00 - 10:00 AM	271	141	100	56	189	64	47	323	208	139	401	42
11:00 - 12:00 PM	262	163	155	78	212	80	67	379	242	142	430	39
12:00 - 1:00 PM	333	165	135	99	187	75	79	435	230	176	408	55
3:00 - 4:00 PM	280	195	139	101	276	56	103	482	310	165	428	50
4:00 - 5:00 PM	324	222	153	109	280	73	105	582	299	156	406	50
5:00 - 6:00 PM	335	269	175	111	356	54	142	594	330	198	411	56
AM Peak 7:00 - 8:00 AM	392	323	123	55	246	78	62	334	211	149	490	39
PM Peak 5:00 - 6:00 PM	335	269	175	111	356	54	142	594	330	198	411	56
Totals	2585	1650	1085	655	1963	549	658	3458	2087	1258	3410	373

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

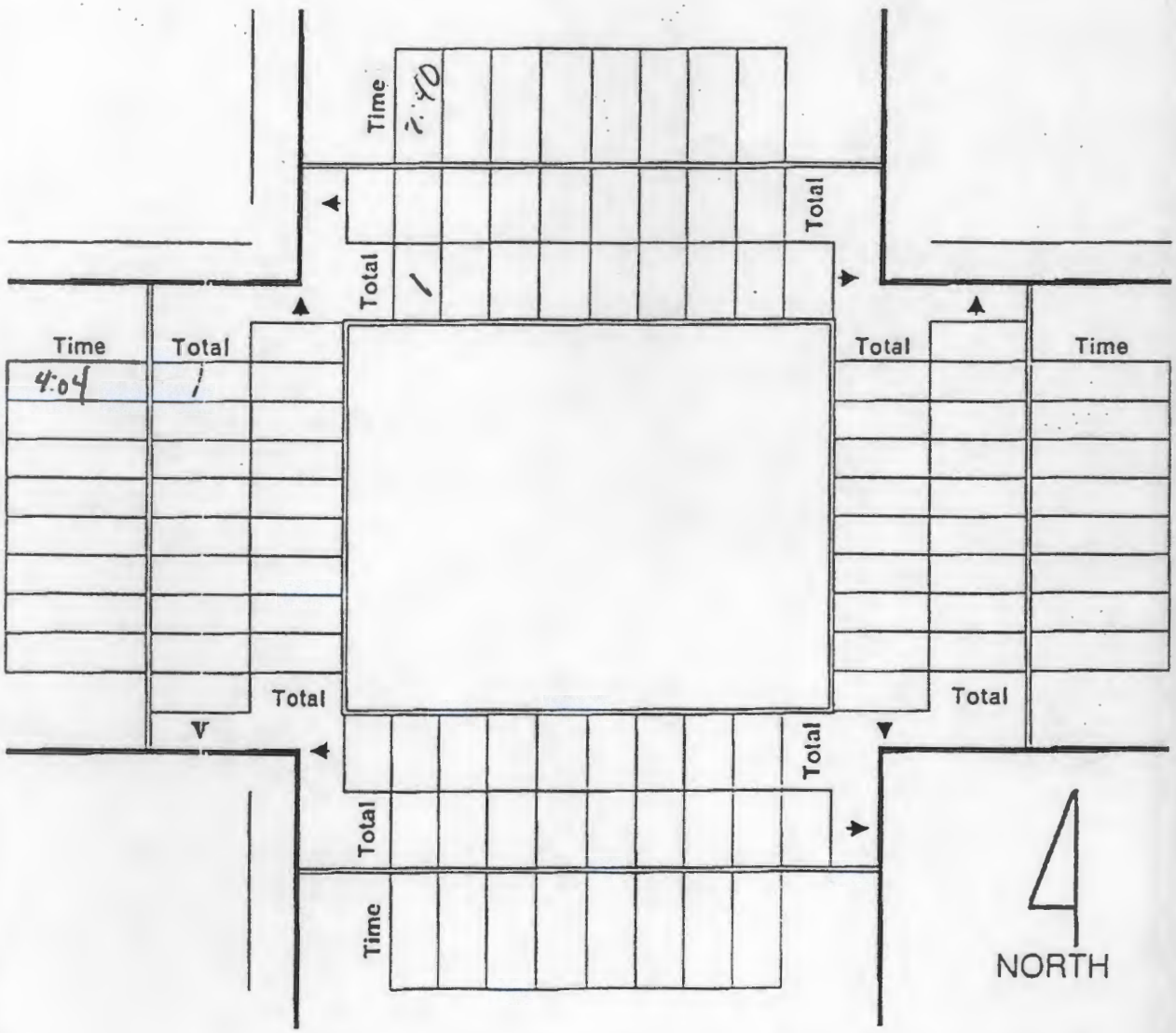
Section: _____
Milepost: _____
Time Periods: 7-10
11-1
3-6

State Road: 574 MLK Blvd
Intersecting Road: PARSONS AV

City: TAMPA
County: HILLSBOROUGH

Data By: DW
Count Date: 3-29-00

Competed By: _____
Date: _____



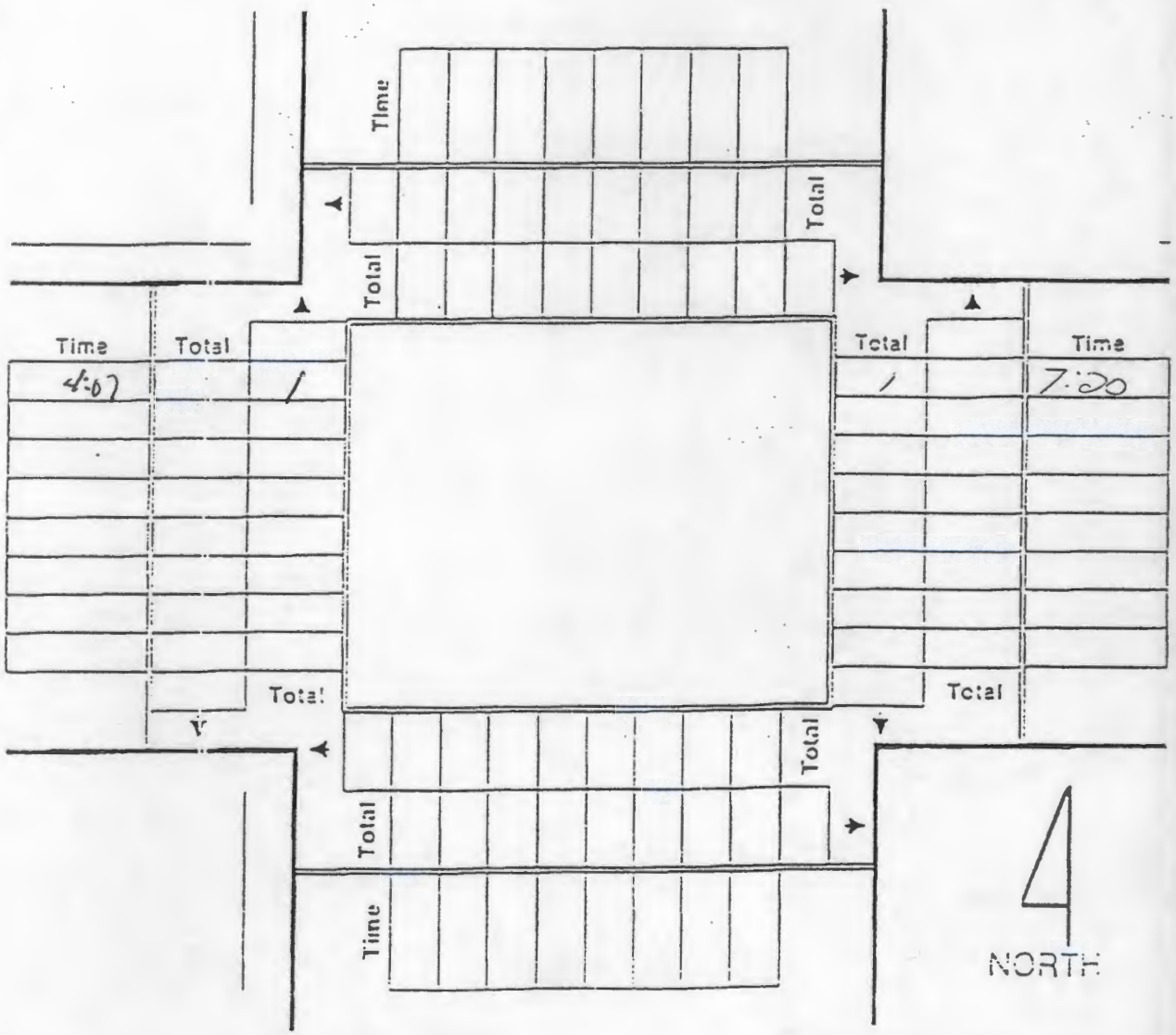
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: 7-10
11-1
3-6

State Road: 574 MLK Blvd
Intersecting Road: PARSONS Ave.
Data By: DW
Count Date: 3-29-00

City: Tampa
County: Hillsborough
Completed By: _____
Date: _____



nted by : Donnie
ather : warm
rd # : 1324

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@ParsonsAve
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: Passenger Vehicles

	PARSONS AVE Southbound					SR 574 Westbound					PARSONS AVE Northbound					SR 574 Eastbound					
rt Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	10	30	22	0	62	24	125	12	0	161	115	78	26	0	219	18	68	36	0	122	564
07:15	10	48	23	0	81	30	109	8	0	147	94	67	32	0	193	15	79	59	0	153	574
07:30	16	78	20	0	114	35	125	6	0	166	89	85	28	0	202	15	78	49	0	142	624
07:45	17	79	11	0	107	53	117	11	0	181	88	85	30	0	203	9	99	66	0	174	665
Total	53	235	76	0	364	142	476	37	0	655	386	315	116	0	817	57	324	210	0	591	2427
08:00	13	60	20	0	93	33	94	8	0	135	108	40	36	0	184	13	74	62	0	149	561
08:15	12	43	9	0	64	23	106	5	0	134	109	43	18	0	170	7	80	55	0	142	510
08:30	7	56	22	0	85	40	107	10	0	157	88	32	22	0	142	16	80	64	0	160	544
08:45	13	51	16	0	80	30	103	17	0	150	78	48	22	0	148	14	69	68	0	151	529
Total	45	210	67	0	322	126	410	40	0	576	383	163	98	0	644	50	303	249	0	602	2144
09:00	14	50	18	0	82	26	95	11	0	132	80	47	23	0	150	11	68	56	0	135	499
09:15	15	41	15	0	71	35	112	9	0	156	60	25	24	0	109	14	75	51	0	140	476
09:30	10	38	10	0	58	33	89	12	0	134	78	31	25	0	134	12	85	47	0	144	470
09:45	14	50	17	0	81	40	81	8	0	129	49	32	24	0	105	9	76	48	0	133	448
Total	53	179	60	0	292	134	377	40	0	551	267	135	96	0	498	46	304	202	0	552	1893
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	25	58	25	0	108	27	89	8	0	124	83	31	28	0	142	9	73	43	0	125	499
11:15	18	50	16	0	84	35	98	9	0	142	52	36	40	0	128	18	85	59	0	162	516
11:30	16	46	18	0	80	44	106	9	0	159	62	48	41	0	151	14	99	65	0	178	568
11:45	19	55	18	0	92	33	116	12	0	161	59	45	45	0	149	21	105	69	0	195	597
Total	78	209	77	0	364	139	409	38	0	586	256	160	154	0	570	62	362	236	0	660	2180
12:00	28	65	15	0	108	53	95	12	0	160	82	37	32	0	151	19	106	76	0	201	620
12:15	12	38	17	0	67	36	118	16	0	170	75	46	39	0	160	12	121	53	0	186	583
12:30	28	31	27	0	86	39	95	13	0	147	80	40	38	0	158	20	100	48	0	168	559
12:45	30	51	13	0	94	45	92	12	0	149	92	39	25	0	156	28	97	52	0	177	576
Total	98	185	72	0	355	173	400	53	0	626	329	162	134	0	625	79	424	229	0	732	2338
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	32	78	17	0	127	43	105	13	0	161	67	56	33	0	156	29	114	81	0	224	668
15:15	27	69	14	0	110	37	122	20	0	179	69	39	45	0	153	20	117	68	0	205	647
15:30	27	71	12	0	110	36	73	9	0	118	78	48	37	0	163	25	96	85	0	206	597
15:45	15	50	11	0	76	46	107	7	0	160	62	49	22	0	133	26	141	71	0	238	607
Total	101	268	54	0	423	162	407	49	0	618	276	192	137	0	605	100	468	305	0	873	2519
16:00	24	55	23	0	102	41	89	17	0	147	86	68	29	0	183	27	131	70	0	228	660
16:15	33	71	18	0	122	38	102	14	0	154	70	53	40	0	163	34	134	92	0	260	699
16:30	27	89	13	0	129	38	104	11	0	153	79	43	41	0	163	29	146	61	0	236	681
16:45	25	59	18	0	102	37	92	7	0	136	86	55	37	0	178	15	152	73	0	240	656
Total	109	274	72	0	455	154	387	49	0	590	321	219	147	0	687	105	563	296	0	964	2696
17:00	30	77	19	0	126	45	93	17	0	155	81	68	55	0	204	27	124	74	0	225	710
17:15	20	94	10	0	124	52	105	15	0	172	84	68	41	0	193	43	153	74	0	270	759
17:30	32	102	13	0	147	51	92	11	0	154	85	69	41	0	195	34	155	86	0	275	771
17:45	26	81	12	0	119	50	116	13	0	179	84	64	37	0	185	36	152	93	0	281	764
Total	108	354	54	0	516	198	406	56	0	660	334	269	174	0	777	140	584	327	0	1051	3004
Grand Total	645	1914	532	0	3091	1228	3272	362	0	4862	2552	1615	1056	0	5223	639	3332	2054	0	6025	19201
prch %	20.9	61.9	17.2	0.0		25.3	67.3	7.4	0.0		48.9	30.9	20.2	0.0		10.6	55.3	34.1	0.0		
Total %	3.4	10.0	2.8	0.0	16.1	6.4	17.0	1.9	0.0	25.3	13.3	8.4	5.5	0.0	27.2	3.3	17.4	10.7	0.0	31.4	

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@ParsonsAve
Site Code : 00000000
Start Date : 03/29/2000
Page : 2

	PARSONS AVE Southbound					SR 574 Westbound					PARSONS AVE Northbound					SR 574 Eastbound					
rt Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
Hour From 07:00 to 09:45 - Peak 1 of 1																					
section	07:00																				
Volume	53	235	76	0	364	142	476	37	0	655	386	315	116	0	817	57	324	210	0	591	2427
Percent	14.6	64.6	20.9	0.0		21.7	72.7	5.6	0.0		47.2	38.6	14.2	0.0		9.6	54.8	35.5	0.0		
ligh Int.	07:30					07:45					07:00					07:45					07:45
Volume	17	79	23	0	114	53	125	12	0	181	115	85	32	0	219	18	99	66	0	174	665
Peak Factor					0.798					0.905					0.933					0.849	0.912
Hour From 11:00 to 12:45 - Peak 1 of 1																					
section	11:30																				
Volume	75	204	68	0	347	166	435	49	0	650	278	176	157	0	611	66	431	263	0	760	2368
Percent	21.6	58.8	19.6	0.0		25.5	66.9	7.5	0.0		45.5	28.8	25.7	0.0		8.7	56.7	34.6	0.0		
ligh Int.	12:00					12:15					12:15					12:00					12:00
Volume	28	65	18	0	108	53	118	16	0	170	82	48	45	0	160	21	121	76	0	201	620
Peak Factor					0.803					0.956					0.955					0.945	0.955
Hour From 15:00 to 17:45 - Peak 1 of 1																					
section	17:00																				
Volume	108	354	54	0	516	198	406	56	0	660	334	269	174	0	777	140	584	327	0	1051	3004
Percent	20.9	68.6	10.5	0.0		30.0	61.5	8.5	0.0		43.0	34.6	22.4	0.0		13.3	55.6	31.1	0.0		
ligh Int.	17:30					17:45					17:00					17:45					17:30
Volume	32	102	19	0	147	52	116	17	0	179	85	69	55	0	204	43	155	93	0	281	771
Peak Factor					0.878					0.922					0.952					0.935	0.974

ted by : Donnie
ner : warm
: 1324

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@ParsonsAve
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: Trucks & Buses

	PARSONS AVE Southbound					SR 574 Westbound					PARSONS AVE Northbound					SR 574 Eastbound					
ime	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
ctor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
:00	0	3	0	0	3	3	2	1	0	6	0	3	2	0	5	0	2	0	0	2	16
:15	1	4	1	0	6	3	4	1	0	8	0	1	2	0	3	2	6	1	0	9	26
:30	1	1	0	0	2	1	1	0	0	2	3	1	1	0	5	0	2	0	0	2	11
:45	0	3	1	0	4	0	7	0	0	7	3	3	2	0	8	3	0	0	0	3	22
otal	2	11	2	0	15	7	14	2	0	23	6	8	7	0	21	5	10	1	0	16	75
:00	0	3	0	0	3	1	2	0	0	3	1	0	0	0	1	1	7	2	0	10	17
:15	1	2	1	0	4	0	8	1	0	9	2	6	2	0	10	0	5	3	0	8	31
:30	0	1	1	0	2	3	7	0	0	10	1	1	3	0	5	1	5	2	0	8	25
:45	0	1	0	0	1	3	9	1	0	13	1	2	2	0	5	1	9	1	0	11	30
otal	1	7	2	0	10	7	26	2	0	35	5	9	7	0	21	3	26	8	0	37	103
:00	2	2	1	0	5	1	5	0	0	6	0	2	2	0	4	0	4	3	0	7	22
:15	1	2	2	0	5	2	4	1	0	7	3	2	0	0	5	0	9	1	0	10	27
:30	0	2	0	0	2	0	9	0	0	9	0	1	0	0	1	0	2	1	0	3	15
:45	0	4	1	0	5	2	6	1	0	9	1	1	2	0	4	1	4	1	0	6	24
otal	3	10	4	0	17	5	24	2	0	31	4	6	4	0	14	1	19	6	0	26	88
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	1	0	1	1	4	0	0	5	4	1	0	0	5	2	2	1	0	5	16
:15	0	1	0	0	1	1	4	0	0	5	0	0	1	0	1	2	4	1	0	7	14
:30	0	0	2	0	2	0	6	0	0	6	2	2	0	0	4	1	5	2	0	8	20
:45	0	2	0	0	2	1	7	1	0	9	0	0	0	0	0	0	6	2	0	8	19
otal	0	3	3	0	6	3	21	1	0	25	6	3	1	0	10	5	17	6	0	28	69
:00	1	1	0	0	2	0	3	1	0	4	1	0	0	0	1	0	2	1	0	3	10
:15	0	0	2	0	2	1	3	0	0	4	2	2	0	0	4	0	2	0	0	2	12
:30	0	0	0	0	0	2	1	0	0	3	0	1	1	0	2	0	5	0	0	5	10
:45	0	1	1	0	2	0	1	1	0	2	1	0	0	0	1	0	2	0	0	2	7
otal	1	2	3	0	6	3	8	2	0	13	4	3	1	0	8	0	11	1	0	12	39
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	2	1	0	3	0	6	0	0	6	0	3	0	0	3	1	4	1	0	6	18
:15	0	0	0	0	0	1	4	0	0	5	2	0	2	0	4	0	3	0	0	3	12
:30	0	1	0	0	1	1	5	0	0	6	0	0	0	0	0	1	4	2	0	7	14
:45	0	5	1	0	6	1	6	1	0	8	2	0	0	0	2	1	3	2	0	6	22
otal	0	8	2	0	10	3	21	1	0	25	4	3	2	0	9	3	14	5	0	22	66
:00	0	1	1	0	2	1	6	1	0	8	0	1	3	0	4	0	7	2	0	9	23
:15	0	5	0	0	5	0	7	0	0	7	1	1	1	0	3	0	6	1	0	7	22
:30	0	0	0	0	0	1	1	0	0	2	2	1	1	0	4	0	3	0	0	3	9
:45	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	9
otal	0	6	1	0	7	2	19	1	0	22	3	3	6	0	12	0	19	3	0	22	63
:00	1	1	0	0	2	0	0	0	0	0	1	0	1	0	2	0	5	0	0	5	9
:15	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	7
:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	1	0	3	4
:45	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	7
otal	3	2	0	0	5	0	5	0	0	5	1	0	1	0	2	2	10	3	0	15	27
rand otal	10	49	17	0	76	30	138	11	0	179	33	35	29	0	97	19	126	33	0	178	530
h %	13.2	64.5	22.4	0.0		16.8	77.1	6.1	0.0		34.0	36.1	29.9	0.0		10.7	70.8	18.5	0.0		

al %	1.9	9.2	3.2	0.0	14.3	5.7	26.0	2.1	0.0	33.8	6.2	6.6	5.5	0.0	18.3	3.6	23.8	6.2	0.0	33.6

	PARSONS AVE Southbound					SR 574 Westbound					PARSONS AVE Northbound					SR 574 Eastbound					
Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
ur From 07:00 to 09:45 - Peak 1 of 1																					
ction	08:15																				
ume	3	6	3	0	12	7	29	2	0	38	4	11	9	0	24	2	23	9	0	34	108
cent	25.0	50.0	25.0	0.0		18.4	76.3	5.3	0.0		16.7	45.8	37.5	0.0		5.9	67.6	26.5	0.0		
Int.	09:00					08:45					08:15					08:45					08:15
ume	2	2	1	0	5	3	9	1	0	13	2	6	3	0	10	1	9	3	0	11	31
Peak actor					0.600					0.731					0.600					0.773	0.871
ur From 11:00 to 12:45 - Peak 1 of 1																					
ction	11:00																				
ume	0	3	3	0	6	3	21	1	0	25	6	3	1	0	10	5	17	6	0	28	69
cent	0.0	50.0	50.0	0.0		12.0	84.0	4.0	0.0		60.0	30.0	10.0	0.0		17.9	60.7	21.4	0.0		
Int.	11:30					11:45					11:00					11:30					11:30
ume	0	2	2	0	2	1	7	1	0	9	4	2	1	0	5	2	6	2	0	8	20
Peak actor					0.750					0.694					0.500					0.875	0.863
ur From 15:00 to 17:45 - Peak 1 of 1																					
ction	15:30																				
ume	0	12	2	0	14	3	24	2	0	29	3	2	4	0	9	2	20	7	0	29	81
cent	0.0	85.7	14.3	0.0		10.3	82.8	6.9	0.0		33.3	22.2	44.4	0.0		6.9	69.0	24.1	0.0		
Int.	15:45					15:45					16:00					16:00					16:00
ume	0	5	1	0	6	1	7	1	0	8	2	1	3	0	4	1	7	2	0	9	23
Peak actor					0.583					0.906					0.563					0.806	0.880

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

ounted by : Donnie
eather : warm
oard # : 1324

File Name : SR574@ParsonsAve
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: U-Turns

	PARSONS AVE Southbound					SR 574 Westbound					PARSONS AVE Northbound					SR 574 Eastbound					
tart Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
prch %	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 %	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	0.0	0.0	0.0	0.0

	PARSONS AVE Southbound					SR 574 Westbound					PARSONS AVE Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
eak Hour From 07:00 to 09:45 - Peak 1 of 1																					
ntersection 07:00																					
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		
High Int.	6:45:00					6:45:00					6:45:00					6:45:00					6:45:
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000
eak Hour From 11:00 to 12:45 - Peak 1 of 1																					
ntersection 11:00																					
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		
High Int.																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000
eak Hour From 15:00 to 17:45 - Peak 1 of 1																					
ntersection 15:00																					
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		
High Int.																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000

ounted by : Donnie
/eather : warm
oard # : 1324

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@ParsonsAve
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: Passenger Vehicles - Trucks & Buses - U-Turns

	PARSONS AVE Southbound					SR 574 Westbound					PARSONS AVE Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	10	33	22	0	65	27	127	13	0	167	115	81	28	0	224	18	70	36	0	124	580
07:15	11	52	24	0	87	33	113	9	0	155	94	68	34	0	196	17	85	60	0	162	600
07:30	17	79	20	0	116	36	126	6	0	168	92	86	29	0	207	15	80	49	0	144	635
07:45	17	82	12	0	111	53	124	11	0	188	91	88	32	0	211	12	99	66	0	177	687
Total	55	246	78	0	379	149	490	39	0	678	392	323	123	0	838	62	334	211	0	607	2502
08:00	13	63	20	0	96	34	96	8	0	138	109	40	36	0	185	14	81	64	0	159	578
08:15	13	45	10	0	68	23	114	6	0	143	111	49	20	0	180	7	85	58	0	150	541
08:30	7	57	23	0	87	43	114	10	0	167	89	33	25	0	147	17	85	66	0	168	569
08:45	13	52	16	0	81	33	112	18	0	163	79	50	24	0	153	15	78	69	0	162	559
Total	46	217	69	0	332	133	436	42	0	611	388	172	105	0	665	53	329	257	0	639	2247
09:00	16	52	19	0	87	27	100	11	0	138	80	49	25	0	154	11	72	59	0	142	521
09:15	16	43	17	0	76	37	116	10	0	163	63	27	24	0	114	14	84	52	0	150	503
09:30	10	40	10	0	60	33	98	12	0	143	78	32	25	0	135	12	87	48	0	147	485
09:45	14	54	18	0	86	42	87	9	0	138	50	33	26	0	109	10	80	49	0	139	472
Total	56	189	64	0	309	139	401	42	0	582	271	141	100	0	512	47	323	208	0	578	1981
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	25	58	26	0	109	28	93	8	0	129	87	32	28	0	147	11	75	44	0	130	515
11:15	18	51	16	0	85	36	102	9	0	147	52	36	41	0	129	20	89	60	0	169	530
11:30	16	46	20	0	82	44	112	9	0	165	64	50	41	0	155	15	104	67	0	186	588
11:45	19	57	18	0	94	34	123	13	0	170	59	45	45	0	149	21	111	71	0	203	616
Total	78	212	80	0	370	142	430	39	0	611	262	163	155	0	580	67	379	242	0	688	2249
12:00	29	66	15	0	110	53	98	13	0	164	83	37	32	0	152	19	108	77	0	204	630
12:15	12	38	19	0	69	37	121	16	0	174	77	48	39	0	164	12	123	53	0	188	595
12:30	28	31	27	0	86	41	96	13	0	150	80	41	39	0	160	20	105	48	0	173	569
12:45	30	52	14	0	96	45	93	13	0	151	93	39	25	0	157	28	99	52	0	179	583
Total	99	187	75	0	361	176	408	55	0	639	333	165	135	0	633	79	435	230	0	744	2377
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	32	80	18	0	130	43	111	13	0	167	67	59	33	0	159	30	118	82	0	230	686
15:15	27	69	14	0	110	38	126	20	0	184	71	39	47	0	157	20	120	68	0	208	659
15:30	27	72	12	0	111	37	78	9	0	124	78	48	37	0	163	26	100	87	0	213	611
15:45	15	55	12	0	82	47	113	8	0	168	64	49	22	0	135	27	144	73	0	244	629
Total	101	276	56	0	433	165	428	50	0	643	280	195	139	0	614	103	482	310	0	895	2585
16:00	24	56	24	0	104	42	95	18	0	155	86	69	32	0	187	27	138	72	0	237	683
16:15	33	76	18	0	127	38	109	14	0	161	71	54	41	0	166	34	140	93	0	267	721
16:30	27	89	13	0	129	39	105	11	0	155	81	44	42	0	167	29	149	61	0	239	690
16:45	25	59	18	0	102	37	97	7	0	141	86	55	38	0	179	15	155	73	0	243	665
Total	109	280	73	0	462	156	406	50	0	612	324	222	153	0	699	105	582	299	0	986	2759
17:00	31	78	19	0	128	45	93	17	0	155	82	68	56	0	206	27	129	74	0	230	719
17:15	21	94	10	0	125	52	107	15	0	174	84	68	41	0	193	43	155	76	0	274	766
17:30	32	102	13	0	147	51	93	11	0	155	85	69	41	0	195	36	155	87	0	278	775
17:45	27	82	12	0	121	50	118	13	0	181	84	64	37	0	185	36	155	93	0	284	771
Total	111	356	54	0	521	198	411	56	0	665	335	269	175	0	779	142	594	330	0	1066	3031
Grand Total	655	1963	549	0	3167	1258	3410	373	0	5041	2585	1650	1085	0	5320	658	3458	2087	0	6203	19731
Apprch %	20.7	62.0	17.3	0.0		25.0	67.6	7.4	0.0		48.6	31.0	20.4	0.0		10.6	55.7	33.6	0.0		

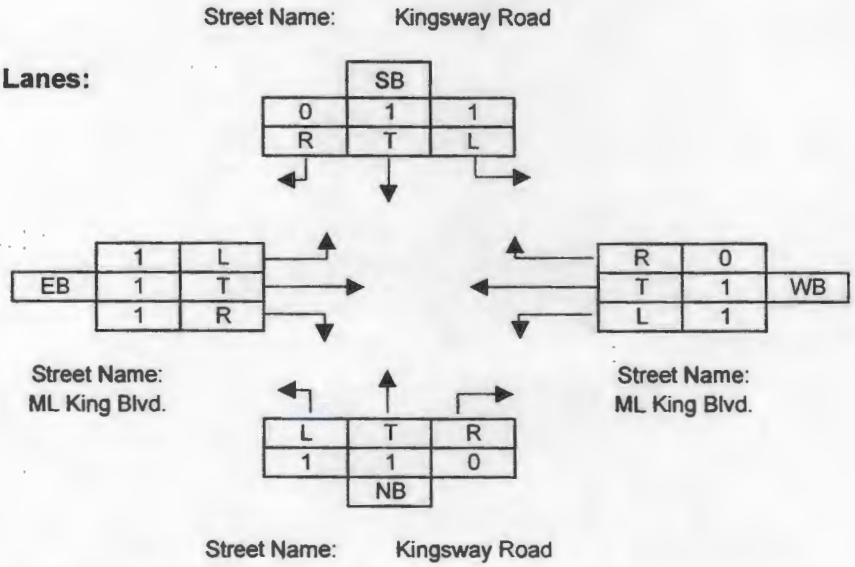
Total %	3.3	9.9	2.8	0.0	16.1	6.4	17.3	1.9	0.0	25.5	13.1	8.4	5.5	0.0	27.0	3.3	17.5	10.6	0.0	31.4

	PARSONS AVE Southbound					SR 574 Westbound					PARSONS AVE Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
ak Hour From 07:00 to 09:45 - Peak 1 of 1																					
ntersection	07:00																				
Volume	55	246	78	0	379	149	490	39	0	678	392	323	123	0	838	62	334	211	0	607	2502
Percent	14.5	64.9	20.6	0.0		22.0	72.3	5.8	0.0		46.8	38.5	14.7	0.0		10.2	55.0	34.8	0.0		
High Int.	07:30					07:45					07:00					07:45					07:45
Volume	17	82	24	0	116	53	127	13	0	188	115	88	34	0	224	18	99	66	0	177	687
Peak Factor					0.817					0.902					0.935					0.857	0.910
ak Hour From 11:00 to 12:45 - Peak 1 of 1																					
ntersection	11:30																				
Volume	76	207	72	0	355	168	454	51	0	673	283	180	157	0	620	67	446	268	0	781	2429
Percent	21.4	58.3	20.3	0.0		25.0	67.5	7.6	0.0		45.6	29.0	25.3	0.0		8.6	57.1	34.3	0.0		
High Int.	12:00					12:15					12:15					12:00					12:00
Volume	29	66	20	0	110	53	123	16	0	174	83	50	45	0	164	21	123	77	0	204	630
Peak Factor					0.807					0.967					0.945					0.957	0.964
ak Hour From 15:00 to 17:45 - Peak 1 of 1																					
ntersection	17:00																				
Volume	111	356	54	0	521	198	411	56	0	665	335	269	175	0	779	142	594	330	0	1066	3031
Percent	21.3	68.3	10.4	0.0		29.8	61.8	8.4	0.0		43.0	34.5	22.5	0.0		13.3	55.7	31.0	0.0		
High Int.	17:30					17:45					17:00					17:45					17:30
Volume	32	102	19	0	147	52	118	17	0	181	85	69	56	0	206	43	155	93	0	284	775
Peak Factor					0.886					0.919					0.945					0.938	0.978

State of Florida Department of Transportation
SUMMARY OF VEHICLE MOVEMENTS

Location: **M.L. King Blvd. at Kingsway Road** Section: **10090**
County: **Hillsborough** Milepost: **5.645**
City: **Brandon** Weather: **warm**

Approach Lanes:



SUMMARY OF VEHICLE MOVEMENTS												
TIME	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 - 8:00 AM	146	254	47	64	152	73	40	314	80	37	461	58
8:00 - 9:00 AM	127	171	35	44	154	66	42	323	106	46	400	28
9:00 - 10:00 AM	89	116	35	19	129	89	45	293	86	27	356	37
11:00 - 12:00 PM	95	108	33	32	118	61	56	334	101	30	365	24
12:00 - 1:00 PM	116	122	39	29	135	64	69	408	137	27	361	23
3:00 - 4:00 PM	110	151	59	57	230	79	88	430	165	38	389	51
4:00 - 5:00 PM	90	144	37	66	271	70	82	456	160	41	402	29
5:00 - 6:00 PM	115	151	54	82	304	88	104	539	177	63	443	15
AM Peak 7:15 - 8:15 AM	153	248	49	70	169	61	44	338	98	33	462	53
PM Peak 5:00 - 6:00 PM	115	151	54	82	304	88	104	539	177	63	443	15
Totals	888	1217	339	393	1493	590	526	3097	1012	309	3177	265

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

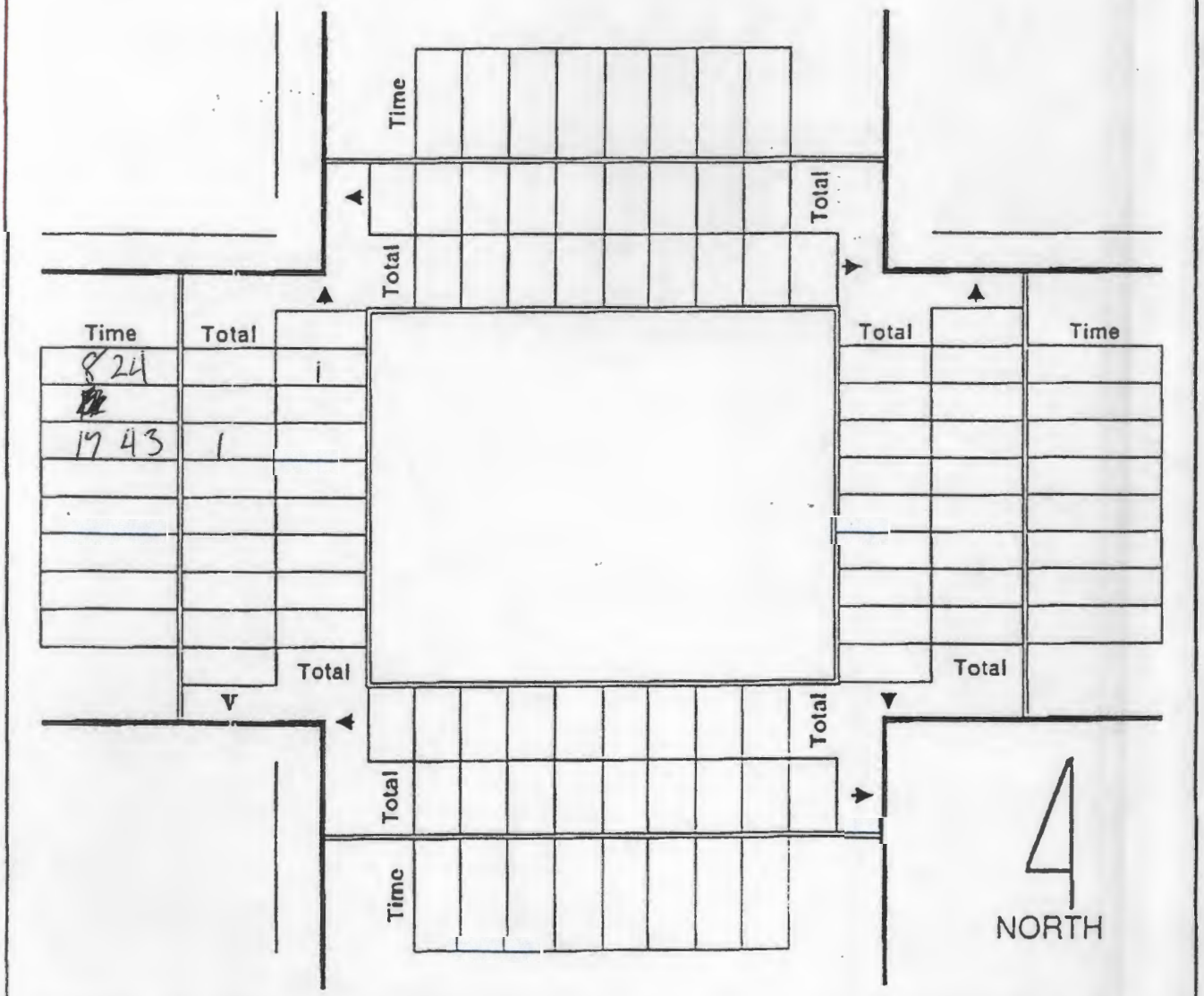
Section:
Milepost:
Time Periods:

State Road: Kings Hwy
Intersecting Road: Mile

City: Sulphur
County: Hillsborough

Data By: MAR
Count Date: 3/29/00

Competed By: MAR
Date:



Time	Total
8 24	1
17 43	1

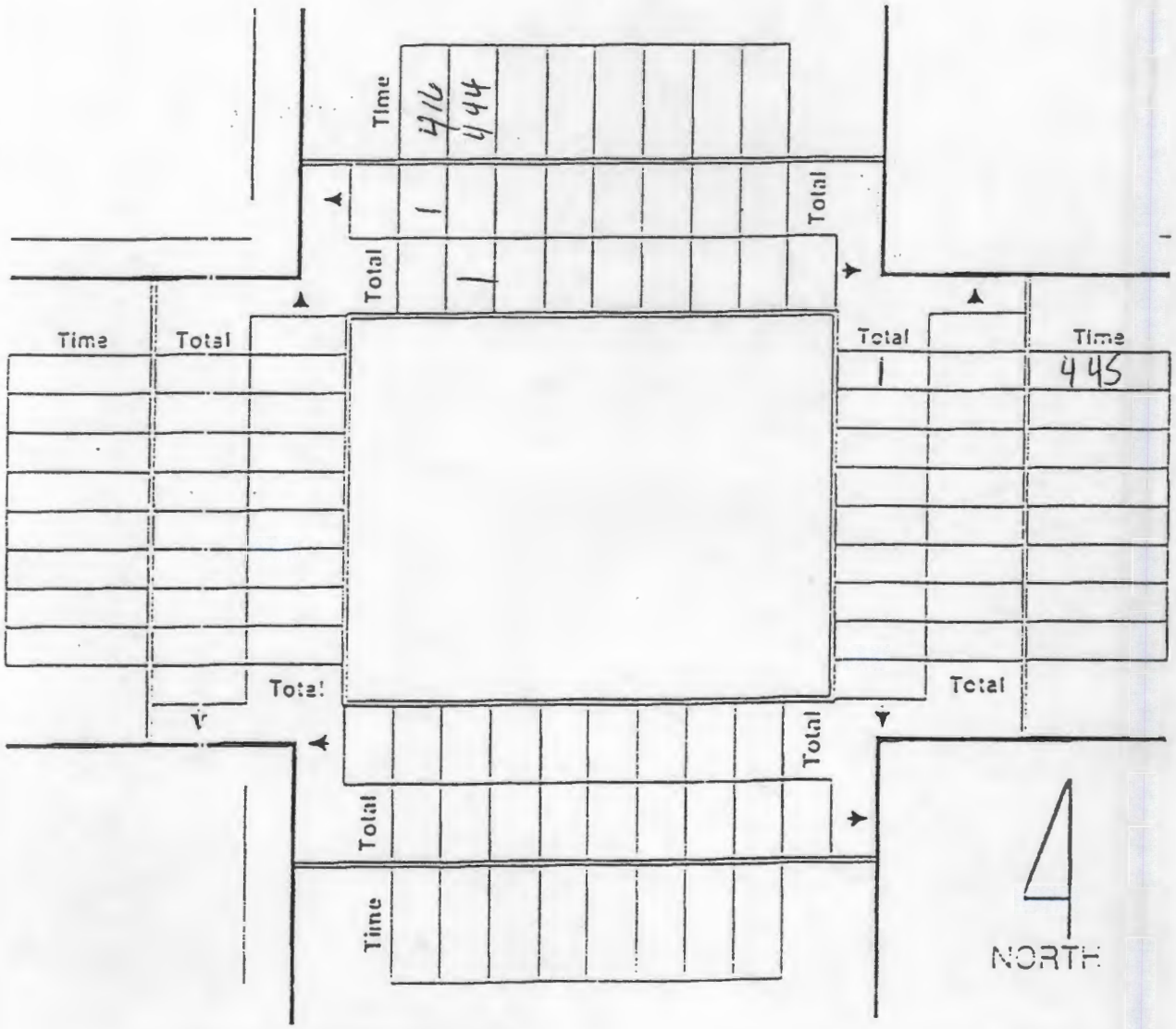
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: _____

State Road: King Ave
Intersecting Road: mile
Data By: MH
Count Date: 3/29/00

City: Seffner
County: Hillsborough
Completed By: MH
Date: _____



Counted by : Matt
Weather : warm
Board # : 1321

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@KingswayRd
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: Passenger Vehicles

	KINGWAY RD Southbound					SR 574 Westbound					KINGWAY RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	7	19	22	0	48	9	100	12	0	121	32	50	7	0	89	5	68	10	0	83	341
07:15	10	39	16	0	65	6	112	12	0	130	39	70	16	0	125	11	66	17	0	94	414
07:30	22	44	19	0	85	9	129	16	0	154	26	66	10	0	102	10	82	28	0	120	461
07:45	22	50	13	0	85	12	105	16	0	133	48	67	13	0	128	10	82	25	0	117	463
Total	61	152	70	0	283	36	446	56	0	538	145	253	46	0	444	36	298	80	0	414	1679
08:00	12	36	12	0	60	5	101	7	0	113	39	43	9	0	91	9	90	28	0	127	391
08:15	12	38	19	0	69	14	72	6	0	92	34	41	10	0	85	12	79	24	0	115	361
08:30	11	45	15	0	71	15	104	5	0	124	25	43	9	0	77	6	75	27	0	108	380
08:45	7	34	16	0	57	9	92	9	0	110	26	41	5	0	72	13	57	26	0	96	335
Total	42	153	62	0	257	43	369	27	0	439	124	168	33	0	325	40	301	105	0	446	1467
09:00	2	45	19	0	66	10	91	7	0	108	27	30	8	0	65	8	68	19	0	95	334
09:15	8	28	24	0	60	6	86	9	0	101	25	35	4	0	64	9	68	18	0	95	320
09:30	6	25	24	0	55	3	83	14	0	100	13	27	7	0	47	9	67	26	0	102	304
09:45	3	30	22	0	55	8	71	6	0	85	22	21	13	0	56	18	69	18	0	105	301
Total	19	128	89	0	236	27	331	36	0	394	87	113	32	0	232	44	272	81	0	397	1259
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	5	22	10	0	37	5	79	3	0	87	23	20	10	0	53	17	69	16	0	102	279
11:15	10	27	13	0	50	6	76	6	0	88	21	27	7	0	55	10	86	29	0	125	318
11:30	7	45	19	0	71	7	96	6	0	109	25	33	8	0	66	16	76	27	0	119	365
11:45	10	23	15	0	48	11	96	9	0	116	23	27	7	0	57	13	89	26	0	128	349
Total	32	117	57	0	206	29	347	24	0	400	92	107	32	0	231	56	320	98	0	474	1311
12:00	5	34	17	0	56	3	83	6	0	92	31	31	11	0	73	16	92	33	0	141	362
12:15	7	39	16	0	62	8	89	7	0	104	39	33	7	0	79	20	84	40	0	144	389
12:30	9	38	17	0	64	5	93	5	0	103	21	32	10	0	63	13	103	28	0	144	374
12:45	8	24	13	0	45	10	86	4	0	100	24	23	11	0	58	20	115	35	0	170	373
Total	29	135	63	0	227	26	351	22	0	399	115	119	39	0	273	69	394	136	0	599	1498
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	12	62	18	0	92	12	109	10	0	131	31	27	14	0	72	19	109	38	0	166	461
15:15	14	57	22	0	93	10	97	15	0	122	26	39	13	0	78	25	117	39	0	181	474
15:30	16	48	10	0	74	7	85	12	0	104	17	35	18	0	70	21	93	33	0	147	395
15:45	12	62	25	0	99	8	78	13	0	99	33	49	13	0	95	21	98	51	0	170	463
Total	54	229	75	0	358	37	369	50	0	456	107	150	58	0	315	86	417	161	0	664	1793
16:00	14	72	12	0	98	8	77	8	0	93	26	39	8	0	73	15	111	31	0	157	421
16:15	12	58	23	0	93	7	103	8	0	118	19	33	9	0	61	24	106	32	0	162	434
16:30	17	63	18	0	98	9	99	5	0	113	16	35	7	0	58	22	105	44	0	171	440
16:45	22	78	14	0	114	16	101	8	0	125	29	36	13	0	78	18	116	52	0	186	503
Total	65	271	67	0	403	40	380	29	0	449	90	143	37	0	270	79	438	159	0	676	1798
17:00	19	72	20	0	111	11	109	3	0	123	27	38	9	0	74	37	132	32	0	201	509
17:15	21	73	21	0	115	19	125	4	0	148	26	34	18	0	78	15	138	54	0	207	548
17:30	25	86	20	0	131	17	89	3	0	109	30	40	17	0	87	22	138	41	0	201	528
17:45	16	70	27	0	113	15	113	4	0	132	28	37	10	0	75	30	118	50	0	198	518
Total	81	301	88	0	470	62	436	14	0	512	111	149	54	0	314	104	526	177	0	807	2103
Grand Total	383	1486	571	0	2440	300	3029	258	0	3587	871	1202	331	0	2404	514	2966	997	0	4477	12908
Apprch %	15.7	60.9	23.4	0.0		8.4	84.4	7.2	0.0		36.2	50.0	13.8	0.0		11.5	66.2	22.3	0.0		
Total %	3.0	11.5	4.4	0.0	18.9	2.3	23.5	2.0	0.0	27.8	6.7	9.3	2.6	0.0	18.6	4.0	23.0	7.7	0.0	34.7	

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@KingswayRd
Site Code : 00000000
Start Date : 03/29/2000
Page : 2

	KINGWAY RD Southbound					SR 574 Westbound					KINGWAY RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:15																				
Volume	66	169	60	0	295	32	447	51	0	530	152	246	48	0	446	40	320	98	0	458	1729
Percent	22.4	57.3	20.3	0.0		6.0	84.3	9.6	0.0		34.1	55.2	10.8	0.0		8.7	69.9	21.4	0.0		
High Int.	07:30					07:30					07:45					08:00					07:45
Volume	22	50	19	0	85	12	129	16	0	154	48	70	16	0	128	11	90	28	0	127	463
Peak Factor					0.868					0.860					0.871					0.902	0.934
Peak Hour From 11:00 to 12:45 - Peak 1 of 1																					
Intersection	12:00																				
Volume	29	135	63	0	227	26	351	22	0	399	115	119	39	0	273	69	394	136	0	599	1498
Percent	12.8	59.5	27.8	0.0		6.5	88.0	5.5	0.0		42.1	43.6	14.3	0.0		11.5	65.8	22.7	0.0		
High Int.	12:30					12:15					12:15					12:45					12:15
Volume	9	39	17	0	64	10	93	7	0	104	39	33	11	0	79	20	115	40	0	170	389
Peak Factor					0.887					0.959					0.864					0.881	0.963
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	17:00																				
Volume	81	301	88	0	470	62	436	14	0	512	111	149	54	0	314	104	526	177	0	807	2103
Percent	17.2	64.0	18.7	0.0		12.1	85.2	2.7	0.0		35.4	47.5	17.2	0.0		12.9	65.2	21.9	0.0		
High Int.	17:30					17:15					17:30					17:15					17:15
Volume	25	86	27	0	131	19	125	4	0	148	30	40	18	0	87	37	138	54	0	207	548
Peak Factor					0.897					0.865					0.902					0.975	0.959

Counted by : Matt
Weather : warm
Board # : 1321

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@KingswayRd
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: Trucks & Buses

	KINGWAY RD Southbound					SR 574 Westbound					KINGWAY RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	2	0	2	0	5	0	0	5	0	1	0	0	1	0	4	0	0	4	12
07:15	1	0	0	0	1	0	3	1	0	4	1	0	0	0	1	1	3	0	0	4	10
07:30	0	0	1	0	1	0	2	1	0	3	0	0	1	0	1	2	9	0	0	11	16
07:45	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	1	0	0	0	1	9
Total	3	0	3	0	6	1	15	2	0	18	1	1	1	0	3	4	16	0	0	20	47
08:00	1	0	0	0	1	0	5	0	0	5	0	2	0	0	2	0	6	0	0	6	14
08:15	0	1	1	0	2	0	8	0	0	8	0	0	1	0	1	0	7	0	0	7	18
08:30	0	0	0	0	0	2	7	1	0	10	3	1	0	0	4	2	2	1	0	5	19
08:45	1	0	3	0	4	1	11	0	0	12	0	0	1	0	1	0	7	0	0	7	24
Total	2	1	4	0	7	3	31	1	0	35	3	3	2	0	8	2	22	1	0	25	75
09:00	0	0	0	0	0	0	5	1	0	6	0	1	0	0	1	1	4	2	0	7	14
09:15	0	1	0	0	1	0	8	0	0	8	0	0	1	0	1	0	9	3	0	12	22
09:30	0	0	0	0	0	0	7	0	0	7	2	0	2	0	4	0	4	0	0	4	15
09:45	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	0	4	0	0	4	11
Total	0	1	0	0	1	0	25	1	0	26	2	3	3	0	8	1	21	5	0	27	62
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	1	0	2	0	5	0	0	5	1	1	0	0	2	0	2	1	0	3	12
11:15	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	9
11:30	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	0	4	1	0	5	10
11:45	0	0	1	0	1	0	6	0	0	6	1	0	1	0	2	0	5	1	0	6	15
Total	0	1	4	0	5	1	18	0	0	19	3	1	1	0	5	0	14	3	0	17	46
12:00	0	0	1	0	1	0	2	1	0	3	0	1	0	0	1	0	5	0	0	5	10
12:15	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	0	3	1	0	4	8
12:30	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	4	0	0	4	10
12:45	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	1	0	1	1	10	1	0	12	1	3	0	0	4	0	14	1	0	15	32
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	1	2	0	5	1	5	0	0	6	0	0	0	0	0	0	2	3	0	5	16
15:15	0	0	1	0	1	0	4	0	0	4	1	1	0	0	2	1	4	1	0	6	13
15:30	0	0	0	0	0	0	7	1	0	8	0	0	1	0	1	0	5	0	0	5	14
15:45	1	0	1	0	2	0	4	0	0	4	2	0	0	0	2	1	2	0	0	3	11
Total	3	1	4	0	8	1	20	1	0	22	3	1	1	0	5	2	13	4	0	19	54
16:00	0	0	1	0	1	1	6	0	0	7	0	1	0	0	1	1	8	1	0	10	19
16:15	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	11
16:30	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	9
16:45	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	11
Total	1	0	3	0	4	1	22	0	0	23	0	1	0	0	1	3	18	1	0	22	50
17:00	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	6	0	0	6	10
17:15	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	5
17:30	1	1	0	0	2	0	1	0	0	1	1	1	0	0	2	0	2	0	0	2	7
17:45	0	1	0	0	1	1	1	0	0	2	2	1	0	0	3	0	4	0	0	4	10
Total	1	3	0	0	4	1	7	1	0	9	4	2	0	0	6	0	13	0	0	13	32
Grand Total	10	7	19	0	36	9	148	7	0	164	17	15	8	0	40	12	131	15	0	158	398
Apprch %	27.8	19.4	52.8	0.0		5.5	90.2	4.3	0.0		42.5	37.5	20.0	0.0		7.6	82.9	9.5	0.0		

Total %	2.5	1.8	4.8	0.0	9.0	2.3	37.2	1.8	0.0	41.2	4.3	3.8	2.0	0.0	10.1	3.0	32.9	3.8	0.0	39.7

	KINGWAY RD Southbound					SR 574 Westbound					KINGWAY RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	08:00																				
Volume	2	1	4	0	7	3	31	1	0	35	3	3	2	0	8	2	22	1	0	25	75
Percent	28.6	14.3	57.1	0.0		8.6	88.6	2.9	0.0		37.5	37.5	25.0	0.0		8.0	88.0	4.0	0.0		
High Int.	08:45					08:45					08:30					08:15					08:45
Volume	1	1	3	0	4	2	11	1	0	12	3	2	1	0	4	2	7	1	0	7	24
Peak Factor					0.438					0.729					0.500					0.893	0.781
Peak Hour From 11:00 to 12:45 - Peak 1 of 1																					
Intersection	11:00																				
Volume	0	1	4	0	5	1	18	0	0	19	3	1	1	0	5	0	14	3	0	17	46
Percent	0.0	20.0	80.0	0.0		5.3	94.7	0.0	0.0		60.0	20.0	20.0	0.0		0.0	82.4	17.6	0.0		
High Int.	11:00					11:45					11:00					11:45					11:45
Volume	0	1	2	0	2	1	6	0	0	6	1	1	1	0	2	0	5	1	0	6	15
Peak Factor					0.625					0.792					0.625					0.708	0.767
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	15:15																				
Volume	1	0	3	0	4	1	21	1	0	23	3	2	1	0	6	3	19	2	0	24	57
Percent	25.0	0.0	75.0	0.0		4.3	91.3	4.3	0.0		50.0	33.3	16.7	0.0		12.5	79.2	8.3	0.0		
High Int.	15:45					15:30					15:15					16:00					16:00
Volume	1	0	1	0	2	1	7	1	0	8	2	1	1	0	2	1	8	1	0	10	19
Peak Factor					0.500					0.719					0.750					0.600	0.750

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

l by : Matt
r : warm
: 1321

File Name : SR574@KingswayRd
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: U-Turns

	KINGWAY RD Southbound					SR 574 Westbound					KINGWAY RD Northbound					SR 574 Eastbound					
e	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
r	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	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	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
al	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
rand	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

by : Matt
: warm
: 1321

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@KingswayRd
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: Passenger Vehicles - Trucks & Buses - U-Turns

	KINGWAY RD Southbound					SR 574 Westbound					KINGWAY RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
r	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
)	7	19	24	0	50	9	105	12	0	126	32	51	7	0	90	5	72	10	0	87	353
5	11	39	16	0	66	6	115	13	0	134	40	70	16	0	126	12	69	17	0	98	424
)	22	44	20	0	86	9	131	17	0	157	26	66	11	0	103	12	91	28	0	131	477
5	24	50	13	0	87	13	110	16	0	139	48	67	13	0	128	11	82	25	0	118	472
l	64	152	73	0	289	37	461	58	0	556	146	254	47	0	447	40	314	80	0	434	1726
0	13	36	12	0	61	5	106	7	0	118	39	45	9	0	93	9	96	28	0	133	405
5	12	39	20	0	71	14	80	6	0	100	34	41	11	0	86	12	86	24	0	122	379
0	11	45	15	0	71	17	111	6	0	134	28	44	9	0	81	8	77	28	0	113	399
5	8	34	19	0	61	10	103	9	0	122	26	41	6	0	73	13	64	26	0	103	359
al	44	154	66	0	264	46	400	28	0	474	127	171	35	0	333	42	323	106	0	471	1542
0	2	45	19	0	66	10	96	8	0	114	27	31	8	0	66	9	72	21	0	102	348
5	8	29	24	0	61	6	94	9	0	109	25	35	5	0	65	9	77	21	0	107	342
0	6	25	24	0	55	3	90	14	0	107	15	27	9	0	51	9	71	26	0	106	319
5	3	30	22	0	55	8	76	6	0	90	22	23	13	0	58	18	73	18	0	109	312
al	19	129	89	0	237	27	356	37	0	420	89	116	35	0	240	45	293	86	0	424	1321
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	5	23	11	0	39	5	84	3	0	92	24	21	10	0	55	17	71	17	0	105	291
:15	10	27	15	0	52	6	80	6	0	92	21	27	7	0	55	10	89	29	0	128	327
:30	7	45	19	0	71	8	99	6	0	113	26	33	8	0	67	16	80	28	0	124	375
:45	10	23	16	0	49	11	102	9	0	122	24	27	8	0	59	13	94	27	0	134	364
otal	32	118	61	0	211	30	365	24	0	419	95	108	33	0	236	56	334	101	0	491	1357
:00	5	34	18	0	57	3	85	7	0	95	31	32	11	0	74	16	97	33	0	146	372
:15	7	39	16	0	62	8	91	7	0	106	40	34	7	0	81	20	87	41	0	148	397
:30	9	38	17	0	64	5	98	5	0	108	21	33	10	0	64	13	107	28	0	148	384
:45	8	24	13	0	45	11	87	4	0	102	24	23	11	0	58	20	117	35	0	172	377
otal	29	135	64	0	228	27	361	23	0	411	116	122	39	0	277	69	408	137	0	614	1530
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
otal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	14	63	20	0	97	13	114	10	0	137	31	27	14	0	72	19	111	41	0	171	477
5:15	14	57	23	0	94	10	101	15	0	126	27	40	13	0	80	26	121	40	0	187	487
5:30	16	48	10	0	74	7	92	13	0	112	17	35	19	0	71	21	98	33	0	152	409
5:45	13	62	26	0	101	8	82	13	0	103	35	49	13	0	97	22	100	51	0	173	474
otal	57	230	79	0	366	38	389	51	0	478	110	151	59	0	320	88	430	165	0	683	1847
6:00	14	72	13	0	99	9	83	8	0	100	26	40	8	0	74	16	119	32	0	167	440
6:15	12	58	24	0	94	7	109	8	0	124	19	33	9	0	61	25	109	32	0	166	445
6:30	17	63	19	0	99	9	103	5	0	117	16	35	7	0	58	23	108	44	0	175	449
6:45	23	78	14	0	115	16	107	8	0	131	29	36	13	0	78	18	120	52	0	190	514
otal	66	271	70	0	407	41	402	29	0	472	90	144	37	0	271	82	456	160	0	698	1848
7:00	19	72	20	0	111	11	112	4	0	127	27	38	9	0	74	37	138	32	0	207	519
7:15	21	74	21	0	116	19	127	4	0	150	27	34	18	0	79	15	139	54	0	208	553
7:30	26	87	20	0	133	17	90	3	0	110	31	41	17	0	89	22	140	41	0	203	535
7:45	16	71	27	0	114	16	114	4	0	134	30	38	10	0	78	30	122	50	0	202	528
otal	82	304	88	0	474	63	443	15	0	521	115	151	54	0	320	104	539	177	0	820	2135
rand otal	393	1493	590	0	2476	309	3177	265	0	3751	888	1217	339	0	2444	526	3097	1012	0	4635	13306
h %	15.9	60.3	23.8	0.0		8.2	84.7	7.1	0.0		36.3	49.8	13.9	0.0		11.3	66.8	21.8	0.0		

3.0	11.2	4.4	0.0	18.6	2.3	23.9	2.0	0.0	28.2	6.7	9.1	2.5	0.0	18.4	4.0	23.3	7.6	0.0	34.8	

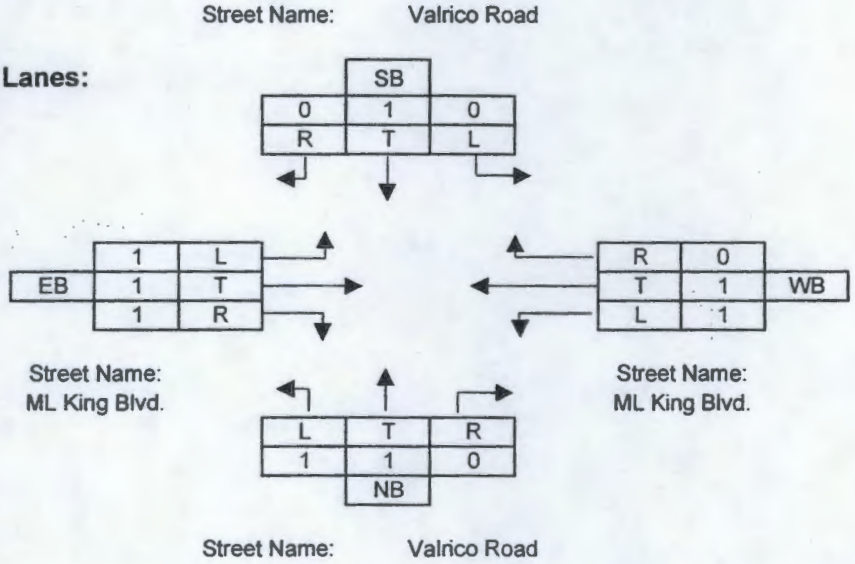
	KINGWAY RD Southbound					SR 574 Westbound					KINGWAY RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
rom 07:00 to 08:45 - Peak 1 of 1																					
	07:15																				
	70	169	61	0	300	33	462	53	0	548	153	248	49	0	450	44	338	98	0	480	1778
	23.3	56.3	20.3	0.0		6.0	84.3	9.7	0.0		34.0	55.1	10.9	0.0		9.2	70.4	20.4	0.0		
	07:45					07:30					07:45					08:00					07:30
	24	50	20	0	87	13	131	17	0	157	48	70	16	0	128	12	96	28	0	133	477
					0.862					0.873					0.879					0.902	0.932
From 11:00 to 12:45 - Peak 1 of 1																					
n	12:00																				
e	29	135	64	0	228	27	361	23	0	411	116	122	39	0	277	69	408	137	0	614	1530
t	12.7	59.2	28.1	0.0		6.6	87.8	5.6	0.0		41.9	44.0	14.1	0.0		11.2	66.4	22.3	0.0		
L	12:30					12:30					12:15					12:45					12:15
e	9	39	18	0	64	11	98	7	0	108	40	34	11	0	81	20	117	41	0	172	397
k					0.891					0.951					0.855					0.892	0.963
r																					
From 15:00 to 17:45 - Peak 1 of 1																					
n	17:00																				
e	82	304	88	0	474	63	443	15	0	521	115	151	54	0	320	104	539	177	0	820	2135
nt	17.3	64.1	18.6	0.0		12.1	85.0	2.9	0.0		35.9	47.2	16.9	0.0		12.7	65.7	21.6	0.0		
t.	17:30					17:15					17:30					17:15					17:15
e	26	87	27	0	133	19	127	4	0	150	31	41	18	0	89	37	140	54	0	208	553
k					0.891					0.868					0.899					0.986	0.965
or																					

State of Florida Department of Transportation
SUMMARY OF VEHICLE MOVEMENTS

Location: **M.L. King Blvd. at Valrico Road**
County: **Hillsborough**
City: **Brandon**

Section: **10090**
Milepost: **7.217**
Weather: **warm**

Approach Lanes:



SUMMARY OF VEHICLE MOVEMENTS												
TIME	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 - 8:00 AM	155	0	253	1	0	0	0	298	79	143	405	0
8:00 - 9:00 AM	111	0	177	2	0	2	1	269	84	118	295	2
9:00 - 10:00 AM	54	0	120	2	0	3	2	263	56	91	303	2
11:00 - 12:00 PM	61	1	108	1	1	4	2	266	62	100	281	2
12:00 - 1:00 PM	62	5	103	2	0	3	3	304	62	116	294	0
3:00 - 4:00 PM	105	1	147	3	1	3	4	359	111	153	303	1
4:00 - 5:00 PM	80	1	156	1	1	4	5	392	143	230	344	1
5:00 - 6:00 PM	86	0	156	0	1	2	3	436	204	281	373	2
AM Peak 7:15 - 8:15 AM	157	0	262	1	0	0	0	309	93	144	371	1
PM Peak 5:00 - 6:00 PM	86	0	156	0	1	2	3	436	204	281	373	2
Totals	714	8	1220	12	4	21	20	2587	801	1232	2598	10

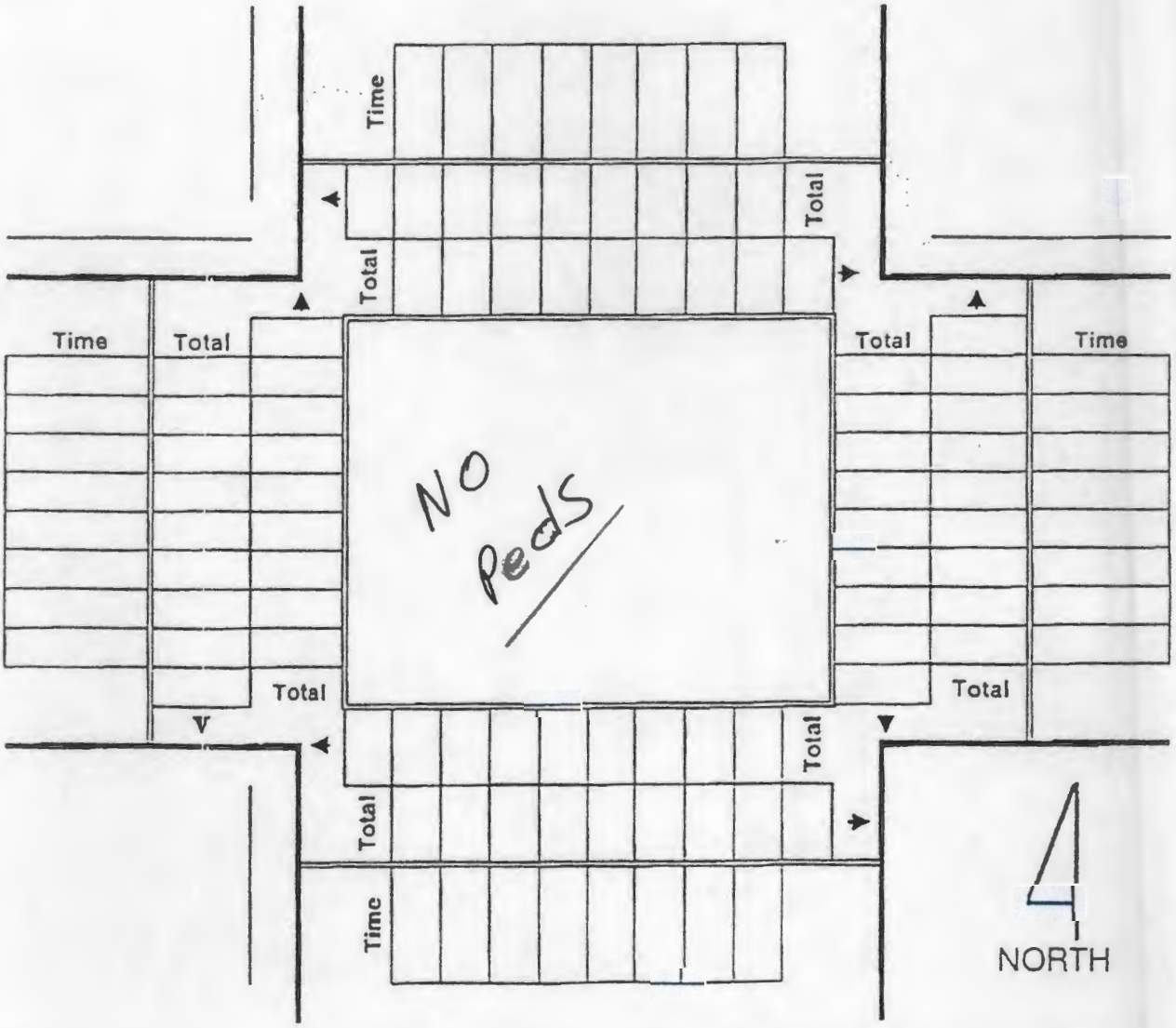
FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: 7-10, 11-1, 3-6

State Road: SR 574
Intersecting Road: Valrico Rd
Data By: Ron
Count Date: 3-29-00

City: Valrico
County: Hillsborough
Competed By: _____
Date: _____



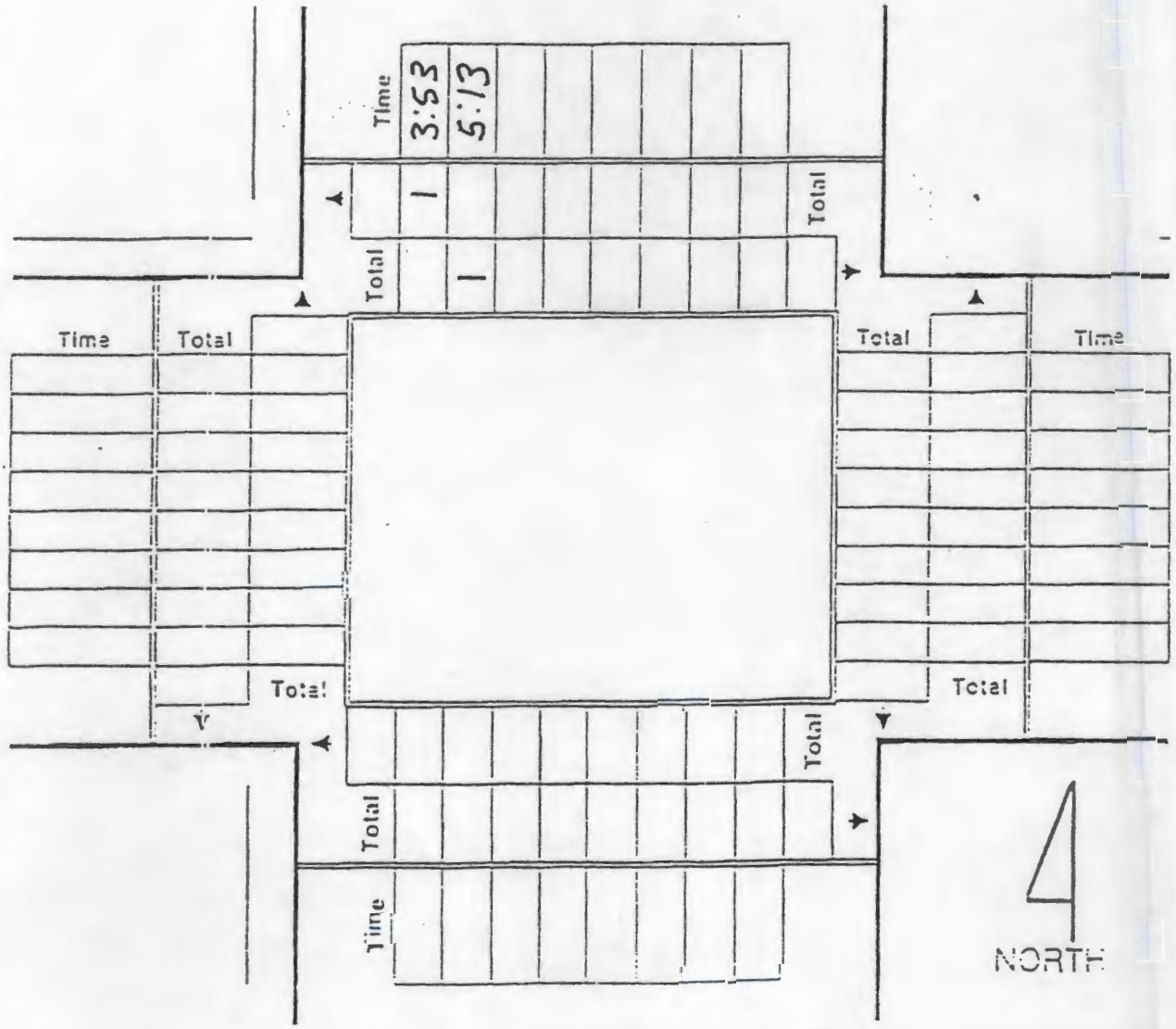
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: 7-10, 11-1, 3-6

State Road: SR 574
Intersecting Road: Valrico Rd
Data By: Ron
Count Date: 3-29-00

City: Valrico
County: Hillsborough
Computed By: _____
Date: _____



MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

Counted by : Ron
Weather : warm
Board # : 1322

File Name : SR574@ValricoRd
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: Passenger Vehicles

	VALRICO RD Southbound					SR 574 Westbound					VALRICO RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	0	0	0	34	102	0	0	136	36	0	46	0	82	0	65	13	0	78	296
07:15	0	0	0	0	0	23	85	0	0	108	43	0	64	0	107	0	67	14	0	81	296
07:30	0	0	0	0	0	45	103	0	0	148	34	0	62	0	96	0	75	23	0	98	342
07:45	1	0	0	0	1	36	99	0	0	135	41	0	78	0	119	0	80	23	0	103	358
Total	1	0	0	0	1	138	389	0	0	527	154	0	250	0	404	0	287	73	0	360	1292
08:00	0	0	0	0	0	34	68	1	0	103	37	0	53	0	90	0	74	27	0	101	294
08:15	0	0	0	0	0	36	68	0	0	104	24	0	42	0	66	0	63	16	0	79	249
08:30	1	0	1	0	2	21	68	0	0	89	18	0	43	0	61	1	58	23	0	82	234
08:45	1	0	1	0	2	22	65	1	0	88	29	0	37	0	66	0	50	15	0	65	221
Total	2	0	2	0	4	113	269	2	0	384	108	0	175	0	283	1	245	81	0	327	998
09:00	1	0	0	0	1	18	77	1	0	96	18	0	31	0	49	1	57	15	0	73	219
09:15	0	0	2	0	2	22	68	1	0	91	16	0	31	0	47	1	63	17	0	81	221
09:30	1	0	1	0	2	21	71	0	0	92	11	0	25	0	36	0	66	12	0	78	208
09:45	0	0	0	0	0	26	63	0	0	89	8	0	29	0	37	0	60	11	0	71	197
Total	2	0	3	0	5	87	279	2	0	368	53	0	116	0	169	2	246	55	0	303	845
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	3	0	4	18	61	1	0	80	13	1	23	0	37	1	49	16	0	66	187
11:15	0	0	1	0	1	24	75	1	0	100	15	0	27	0	42	1	68	15	0	84	227
11:30	0	0	0	0	0	25	64	0	0	89	15	0	32	0	47	0	59	12	0	71	207
11:45	1	0	0	0	1	30	65	0	0	95	16	0	22	0	38	0	74	19	0	93	227
Total	1	1	4	0	6	97	265	2	0	364	59	1	104	0	164	2	250	62	0	314	848
12:00	0	0	1	0	1	25	76	0	0	101	11	1	30	0	42	1	66	17	0	84	228
12:15	2	0	2	0	4	29	68	0	0	97	16	2	26	0	44	1	59	15	0	75	220
12:30	0	0	0	0	0	33	73	0	0	106	14	1	22	0	37	1	77	13	0	91	234
12:45	0	0	0	0	0	29	68	0	0	97	20	1	25	0	46	0	88	14	0	102	245
Total	2	0	3	0	5	116	285	0	0	401	61	5	103	0	169	3	290	59	0	352	927
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	1	35	79	0	0	114	28	0	40	0	68	0	84	24	0	108	291
15:15	0	1	1	0	2	37	76	0	0	113	20	1	30	0	51	3	94	29	0	126	292
15:30	0	0	0	0	0	37	68	0	0	105	28	0	37	0	65	0	80	35	0	115	285
15:45	3	0	1	0	4	42	54	1	0	97	24	0	34	0	58	1	84	21	0	106	265
Total	3	1	3	0	7	151	277	1	0	429	100	1	141	0	242	4	342	109	0	455	1133
16:00	0	0	2	0	2	54	81	0	0	135	13	0	45	0	58	2	100	30	0	132	327
16:15	0	0	0	0	0	44	89	1	0	134	22	0	35	0	57	2	93	32	0	127	318
16:30	0	1	0	0	1	68	71	0	0	139	21	1	29	0	51	0	103	39	0	142	333
16:45	1	0	2	0	3	59	83	0	0	142	20	0	43	0	63	1	83	40	0	124	332
Total	1	1	4	0	6	225	324	1	0	550	76	1	152	0	229	5	379	141	0	525	1310
17:00	0	1	1	0	2	62	90	2	0	154	24	0	40	0	64	1	101	49	0	151	371
17:15	0	0	0	0	0	70	115	0	0	185	18	0	34	0	52	0	112	55	0	167	404
17:30	0	0	0	0	0	74	75	0	0	149	22	0	42	0	64	1	109	48	0	158	371
17:45	0	0	1	0	1	70	82	0	0	152	21	0	40	0	61	1	101	50	0	152	366
Total	0	1	2	0	3	276	362	2	0	640	85	0	156	0	241	3	423	202	0	628	1512
Grand Total	12	4	21	0	37	1203	2450	10	0	3663	696	8	1197	0	1901	20	2462	782	0	3264	8865
Apprch %	32.4	10.8	56.8	0.0		32.8	66.9	0.3	0.0		36.6	0.4	63.0	0.0		0.6	75.4	24.0	0.0		
Total %	0.1	0.0	0.2	0.0	0.4	13.6	27.6	0.1	0.0	41.3	7.9	0.1	13.5	0.0	21.4	0.2	27.8	[illegible]	[illegible]		

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@ValricoRd
Site Code : 00000000
Start Date : 03/29/2000
Page : 2

	VALRICO RD Southbound					SR 574 Westbound					VALRICO RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 09:45 - Peak 1 of 1																					
Intersection	07:00																				
Volume	1	0	0	0	1	138	389	0	0	527	154	0	250	0	404	0	287	73	0	360	1292
Percent	100.0	0.0	0.0	0.0		26.2	73.8	0.0	0.0		38.1	0.0	61.9	0.0		0.0	79.7	20.3	0.0		
High Int.	07:45					07:30					07:45					07:45					07:45
Volume	1	0	0	0	1	45	103	0	0	148	43	0	78	0	119	0	80	23	0	103	358
Peak Factor					0.250					0.890					0.849					0.874	0.902
Peak Hour From 11:00 to 12:45 - Peak 1 of 1																					
Intersection	12:00																				
Volume	2	0	3	0	5	116	285	0	0	401	61	5	103	0	169	3	290	59	0	352	927
Percent	40.0	0.0	60.0	0.0		28.9	71.1	0.0	0.0		36.1	3.0	60.9	0.0		0.9	82.4	16.8	0.0		
High Int.	12:15					12:30					12:45					12:45					12:45
Volume	2	0	2	0	4	33	76	0	0	106	20	2	30	0	46	1	88	17	0	102	245
Peak Factor					0.313					0.946					0.918					0.863	0.946
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	17:00																				
Volume	0	1	2	0	3	276	362	2	0	640	85	0	156	0	241	3	423	202	0	628	1512
Percent	0.0	33.3	66.7	0.0		43.1	56.6	0.3	0.0		35.3	0.0	64.7	0.0		0.5	67.4	32.2	0.0		
High Int.	17:00					17:15					17:00					17:15					17:15
Volume	0	1	1	0	2	74	115	2	0	185	24	0	42	0	64	1	112	55	0	167	404
Peak Factor					0.375					0.865					0.941					0.940	0.936

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

Counted by : Ron
Weather : warm
Board # : 1322

File Name : SR574@ValricoRd
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: Trucks & Buses

	VALRICO RD Southbound					SR 574 Westbound					VALRICO RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	7
07:15	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	2	3	0	5	12
07:30	0	0	0	0	0	0	5	0	0	5	1	0	2	0	3	0	5	0	0	5	13
07:45	0	0	0	0	0	2	4	0	0	6	0	0	1	0	1	0	1	2	0	3	10
Total	0	0	0	0	0	5	16	0	0	21	1	0	3	0	4	0	11	6	0	17	42
08:00	0	0	0	0	0	1	3	0	0	4	1	0	2	0	3	0	5	1	0	6	13
08:15	0	0	0	0	0	3	10	0	0	13	2	0	0	0	2	0	7	1	0	8	23
08:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	1	0	3	9
08:45	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	10	0	0	10	18
Total	0	0	0	0	0	5	26	0	0	31	3	0	2	0	5	0	24	3	0	27	63
09:00	0	0	0	0	0	1	8	0	0	9	0	0	2	0	2	0	3	0	0	3	14
09:15	0	0	0	0	0	1	6	0	0	7	0	0	2	0	2	0	5	0	0	5	14
09:30	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	0	6	0	0	6	13
09:45	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	3	1	0	4	10
Total	0	0	0	0	0	4	24	0	0	28	1	0	4	0	5	0	17	1	0	18	51
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	2	3	0	0	5	0	0	1	0	1	0	3	0	0	3	9
11:15	0	0	0	0	0	1	4	0	0	5	1	0	2	0	3	0	6	0	0	6	14
11:30	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	4	0	0	4	10
11:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
Total	0	0	0	0	0	3	16	0	0	19	2	0	4	0	6	0	16	0	0	16	41
12:00	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	5
12:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
12:30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	2	0	7	12
12:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
Total	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	14	3	0	17	27
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	3	2	0	5	14
15:15	0	0	0	0	0	1	5	0	0	6	1	0	1	0	2	0	6	0	0	6	14
15:30	0	0	0	0	0	1	8	0	0	9	1	0	2	0	3	0	4	0	0	4	16
15:45	0	0	0	0	0	0	7	0	0	7	1	0	2	0	3	0	4	0	0	4	14
Total	0	0	0	0	0	2	26	0	0	28	5	0	6	0	11	0	17	2	0	19	58
16:00	0	0	0	0	0	3	4	0	0	7	0	0	1	0	1	0	6	1	0	7	15
16:15	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	0	2	0	0	2	12
16:30	0	0	0	0	0	1	3	0	0	4	2	0	1	0	3	0	3	1	0	4	11
16:45	0	0	0	0	0	1	5	0	0	6	1	0	1	0	2	0	2	0	0	2	10
Total	0	0	0	0	0	5	20	0	0	25	4	0	4	0	8	0	13	2	0	15	48
17:00	0	0	0	0	0	2	5	0	0	7	1	0	0	0	1	0	7	1	0	8	16
17:15	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	6
17:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	6
17:45	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	5	11	0	0	16	1	0	0	0	1	0	13	2	0	15	32
Grand Total	0	0	0	0	0	29	148	0	0	177	18	0	23	0	41	0	125	19	0	144	362
Apprch %	0.0	0.0	0.0	0.0		16.4	83.6	0.0	0.0		43.9	0.0	56.1	0.0		0.0	[illegible]				

0.0	0.0	0.0	0.0	0.0	8.0	40.9	0.0	0.0	48.9	5.0	0.0	6.4	0.0	11.3	0.0	34.5	5.2	0.0	39.8	

	VALRICO RD Southbound					SR 574 Westbound					VALRICO RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
From 07:00 to 09:45 - Peak 1 of 1																					
n 08:15																					
e	0	0	0	0	0	5	31	0	0	36	2	0	2	0	4	0	22	2	0	24	64
t	0.0	0.0	0.0	0.0		13.9	86.1	0.0	0.0		50.0	0.0	50.0	0.0		0.0	91.7	8.3	0.0		
t. 6:45:00						08:15					08:15					08:45					08:15
e	0	0	0	0	0	3	10	0	0	13	2	0	2	0	2	0	10	1	0	10	23
k										0.692					0.500					0.600	0.696
r																					
From 11:00 to 12:45 - Peak 1 of 1																					
n 11:00																					
e	0	0	0	0	0	3	16	0	0	19	2	0	4	0	6	0	16	0	0	16	41
t	0.0	0.0	0.0	0.0		15.8	84.2	0.0	0.0		33.3	0.0	66.7	0.0		0.0	100.0	0.0	0.0		
t.						11:00					11:15					11:15					11:15
e	0	0	0	0	0	2	5	0	0	5	1	0	2	0	3	0	6	0	0	6	14
k										0.950					0.500					0.667	0.732
r																					
From 15:00 to 17:45 - Peak 1 of 1																					
n 15:15																					
e	0	0	0	0	0	5	24	0	0	29	3	0	6	0	9	0	20	1	0	21	59
nt	0.0	0.0	0.0	0.0		17.2	82.8	0.0	0.0		33.3	0.0	66.7	0.0		0.0	95.2	4.8	0.0		
nt.						15:30					15:30					16:00					15:30
e	0	0	0	0	0	3	8	0	0	9	1	0	2	0	3	0	6	1	0	7	16
ak										0.806					0.750					0.750	0.922
or																					

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

l by : Ron
: warm
: 1322

File Name : SR574@ValricoRd
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: U-Turns

	VALRICO RD Southbound					SR 574 Westbound					VALRICO RD Northbound					SR 574 Eastbound					
ı	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
r	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
J	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	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	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
il	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
al	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	0	0	0	0	0	0	0	0	0	0	0
5	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	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
al	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	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
al	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
nd tal	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	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		

5	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	0.0	0.0	0.0	0.0

	VALRICO RD Southbound					SR 574 Westbound					VALRICO RD Northbound					SR 574 Eastbound					
e	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Tot. Total
From 07:00 to 09:45 - Peak 1 of 1																					
n 07:00																					
e	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
nt	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		
t. 6:45:00						6:45:00					6:45:00					6:45:00					6:45:
e	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ik																					
or																					0.000
From 11:00 to 12:45 - Peak 1 of 1																					
n 11:00																					
e	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
nt	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		
nt.																					
e	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ak																					
or																					0.000
From 15:00 to 17:45 - Peak 1 of 1																					
on 15:00																					
ne	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
nt	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		
nt.																					
ne	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ak																					
tor																					0.000

by : Ron
: warm
: 1322

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@ValricoRd
Site Code : 00000000
Start Date : 03/29/2000
Page : 1

Groups Printed: Passenger Vehicles - Trucks & Buses - U-Turns

	VALRICO RD Southbound					SR 574 Westbound					VALRICO RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
	0	0	0	0	0	34	105	0	0	139	36	0	46	0	82	0	68	14	0	82	303
	0	0	0	0	0	26	89	0	0	115	43	0	64	0	107	0	69	17	0	86	308
	0	0	0	0	0	45	108	0	0	153	35	0	64	0	99	0	80	23	0	103	355
5	1	0	0	0	1	38	103	0	0	141	41	0	79	0	120	0	81	25	0	106	368
l	1	0	0	0	1	143	405	0	0	548	155	0	253	0	408	0	298	79	0	377	1334
0	0	0	0	0	0	35	71	1	0	107	38	0	55	0	93	0	79	28	0	107	307
5	0	0	0	0	0	39	78	0	0	117	26	0	42	0	68	0	70	17	0	87	272
0	1	0	1	0	2	21	74	0	0	95	18	0	43	0	61	1	60	24	0	85	243
5	1	0	1	0	2	23	72	1	0	96	29	0	37	0	66	0	60	15	0	75	239
il	2	0	2	0	4	118	295	2	0	415	111	0	177	0	288	1	269	84	0	354	1061
0	1	0	0	0	1	19	85	1	0	105	18	0	33	0	51	1	60	15	0	76	233
5	0	0	2	0	2	23	74	1	0	98	16	0	33	0	49	1	68	17	0	86	235
0	1	0	1	0	2	22	76	0	0	98	12	0	25	0	37	0	72	12	0	84	221
5	0	0	0	0	0	27	68	0	0	95	8	0	29	0	37	0	63	12	0	75	207
al	2	0	3	0	5	91	303	2	0	396	54	0	120	0	174	2	263	56	0	321	896
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	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	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
al	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	1	3	0	4	20	64	1	0	85	13	1	24	0	38	1	52	16	0	69	196
15	0	0	1	0	1	25	79	1	0	105	16	0	29	0	45	1	74	15	0	90	241
30	0	0	0	0	0	25	68	0	0	93	16	0	33	0	49	0	63	12	0	75	217
45	1	0	0	0	1	30	70	0	0	100	16	0	22	0	38	0	77	19	0	96	235
tal	1	1	4	0	6	100	281	2	0	383	61	1	108	0	170	2	266	62	0	330	889
00	0	0	1	0	1	25	77	0	0	102	12	1	30	0	43	1	68	18	0	87	233
15	2	0	2	0	4	29	70	0	0	99	16	2	26	0	44	1	61	15	0	77	224
30	0	0	0	0	0	33	78	0	0	111	14	1	22	0	37	1	82	15	0	98	246
45	0	0	0	0	0	29	69	0	0	98	20	1	25	0	46	0	93	14	0	107	251
tal	2	0	3	0	5	116	294	0	0	410	62	5	103	0	170	3	304	62	0	369	954
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	1	0	1	35	85	0	0	120	30	0	41	0	71	0	87	26	0	113	305
15	0	1	1	0	2	38	81	0	0	119	21	1	31	0	53	3	100	29	0	132	306
30	0	0	0	0	0	38	76	0	0	114	29	0	39	0	68	0	84	35	0	119	301
45	3	0	1	0	4	42	61	1	0	104	25	0	36	0	61	1	88	21	0	110	279
tal	3	1	3	0	7	153	303	1	0	457	105	1	147	0	253	4	359	111	0	474	1191
00	0	0	2	0	2	57	85	0	0	142	13	0	46	0	59	2	106	31	0	139	342
15	0	0	0	0	0	44	97	1	0	142	23	0	36	0	59	2	95	32	0	129	330
30	0	1	0	0	1	69	74	0	0	143	23	1	30	0	54	0	106	40	0	146	344
45	1	0	2	0	3	60	88	0	0	148	21	0	44	0	65	1	85	40	0	126	342
tal	1	1	4	0	6	230	344	1	0	575	80	1	156	0	237	5	392	143	0	540	1358
00	0	1	1	0	2	64	95	2	0	161	25	0	40	0	65	1	108	50	0	159	387
15	0	0	0	0	0	72	116	0	0	188	18	0	34	0	52	0	115	55	0	170	410
30	0	0	0	0	0	74	79	0	0	153	22	0	42	0	64	1	110	49	0	160	377
45	0	0	1	0	1	71	83	0	0	154	21	0	40	0	61	1	103	50	0	154	370
tal	0	1	2	0	3	281	373	2	0	656	86	0	156	0	242	3	436	204	0	643	1544
nd otal	12	4	21	0	37	1232	2598	10	0	3840	714	8	1220	0	1942	20	2587	801	0	3408	9227
%	32.4	10.8	56.8	0.0		32.1	67.7	0.3	0.0		36.8	0.4	62.8	0.0		0.6	75.9	23.5	0.0		

0.1	0.0	0.2	0.0	0.4	13.4	28.2	0.1	0.0	41.6	7.7	0.1	13.2	0.0	21.0	0.2	28.0	8.7	0.0	36.9	

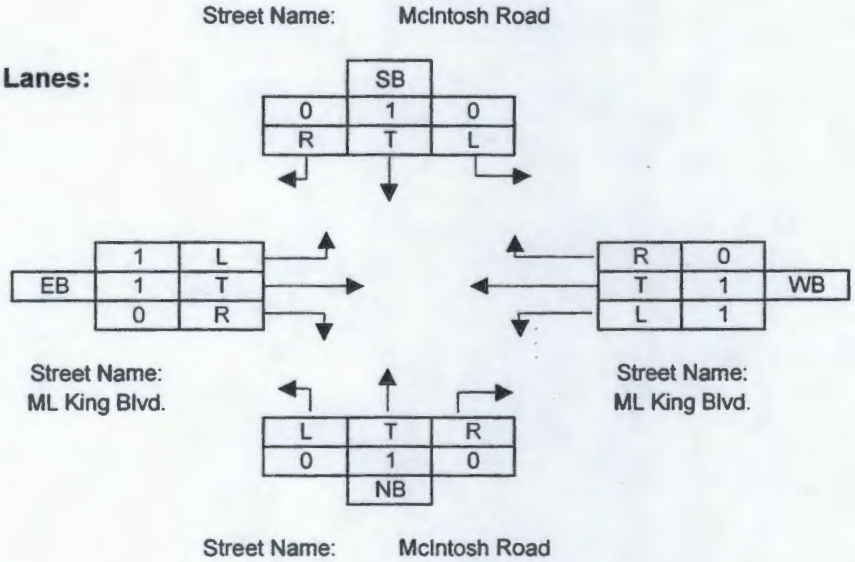
	VALRICO RD Southbound					SR 574 Westbound					VALRICO RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
rom 07:00 to 09:45 - Peak 1 of 1																					
07:15	1	0	0	0	1	144	371	1	0	516	157	0	262	0	419	0	309	93	0	402	1338
	100.0	0.0	0.0	0.0		27.9	71.9	0.2	0.0		37.5	0.0	62.5	0.0		0.0	76.9	23.1	0.0		
07:45	1	0	0	0	1	07:30 45	108	1	0	153	07:45 43	0	79	0	120	08:00 0	81	28	0	107	07:45 368
					0.250					0.843					0.873					0.939	0.909
rom 11:00 to 12:45 - Peak 1 of 1																					
12:00	2	0	3	0	5	116	294	0	0	410	62	5	103	0	170	3	304	62	0	369	954
	40.0	0.0	60.0	0.0		28.3	71.7	0.0	0.0		36.5	2.9	60.6	0.0		0.8	82.4	16.8	0.0		
12:15	2	0	2	0	4	12:30 33	78	0	0	111	12:45 20	2	30	0	46	12:45 1	93	18	0	107	12:45 251
					0.313					0.923					0.924					0.862	0.950
From 15:00 to 17:45 - Peak 1 of 1																					
17:00	0	1	2	0	3	281	373	2	0	656	86	0	156	0	242	3	436	204	0	643	1544
	0.0	33.3	66.7	0.0		42.8	56.9	0.3	0.0		35.5	0.0	64.5	0.0		0.5	67.8	31.7	0.0		
17:00	0	1	1	0	2	17:15 74	116	2	0	188	17:00 25	0	42	0	65	17:15 1	115	55	0	170	17:15 410
					0.375					0.872					0.931					0.946	0.941

State of Florida Department of Transportation
SUMMARY OF VEHICLE MOVEMENTS

Location: **M.L. King Blvd. at McIntosh Road**
County: **Hillsborough**
City: **Brandon**

Section: **10090**
Milepost: **7.748**
Weather: **warm**

Approach Lanes:



SUMMARY OF VEHICLE MOVEMENTS												
TIME	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 - 8:00 AM	27	39	5	71	18	163	285	252	9	9	351	74
8:00 - 9:00 AM	7	25	2	73	27	161	181	258	4	0	281	56
9:00 - 10:00 AM	7	18	4	44	25	117	132	210	10	3	193	59
11:00 - 12:00 PM	11	14	2	57	24	108	142	255	9	13	259	47
12:00 - 1:00 PM	5	18	5	60	24	132	138	279	13	3	252	72
3:00 - 4:00 PM	9	19	5	58	38	165	189	306	18	6	292	62
4:00 - 5:00 PM	7	20	9	88	55	238	184	348	5	10	306	66
5:00 - 6:00 PM	12	21	6	83	45	288	173	399	11	6	349	73
AM Peak 7:00 - 8:00 AM	27	39	5	71	18	163	285	252	9	9	351	74
PM Peak 5:00 - 6:00 PM	12	21	6	83	45	288	173	399	11	6	349	73
Totals	85	174	38	534	256	1372	1424	2307	79	50	2283	509

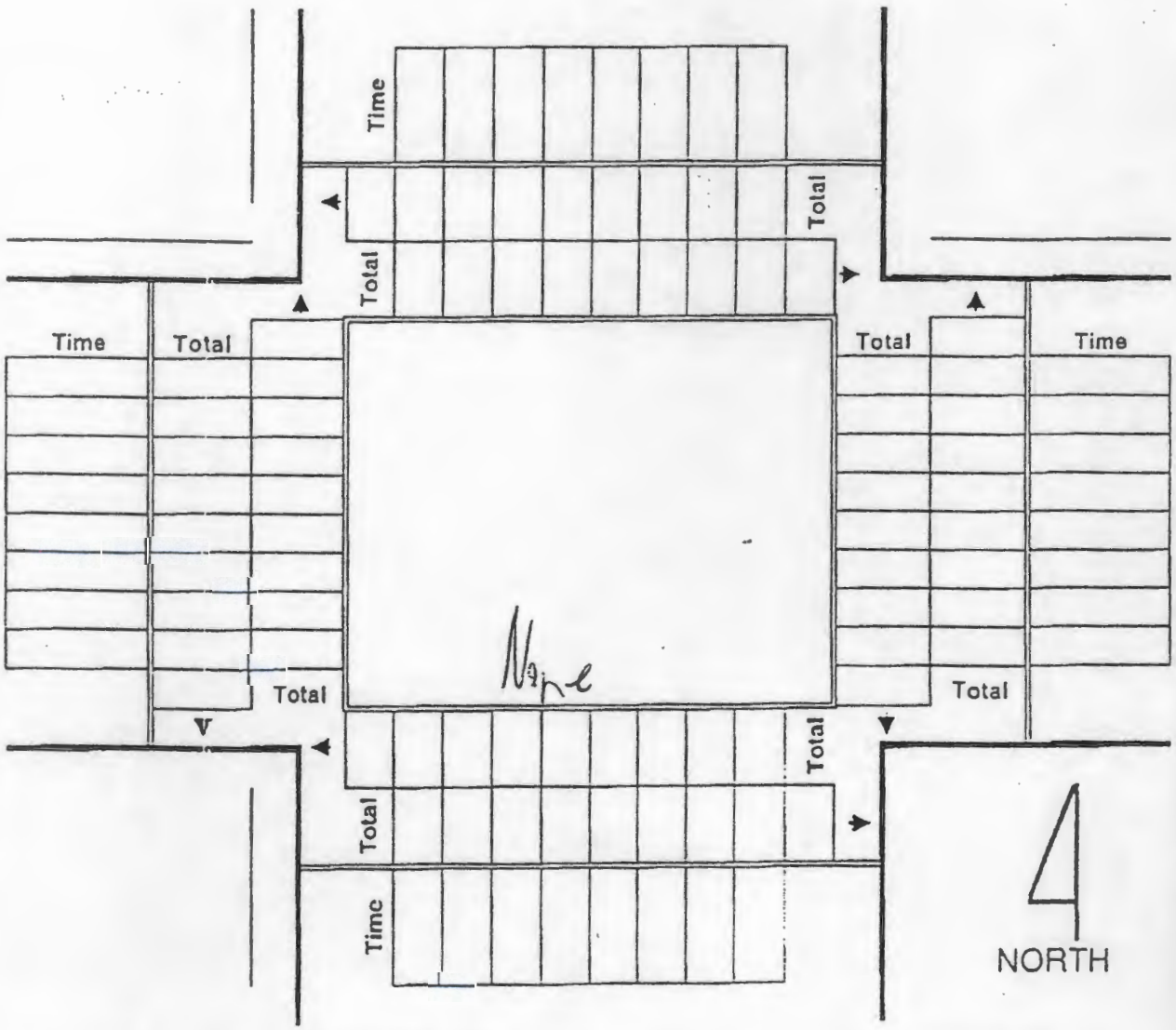
FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

Section: _____
Milepost: _____
Time Periods: _____

State Road: Mcintosh
Intersecting Road: MLK
Data By: [illegible]
Count Date: 3/30/03

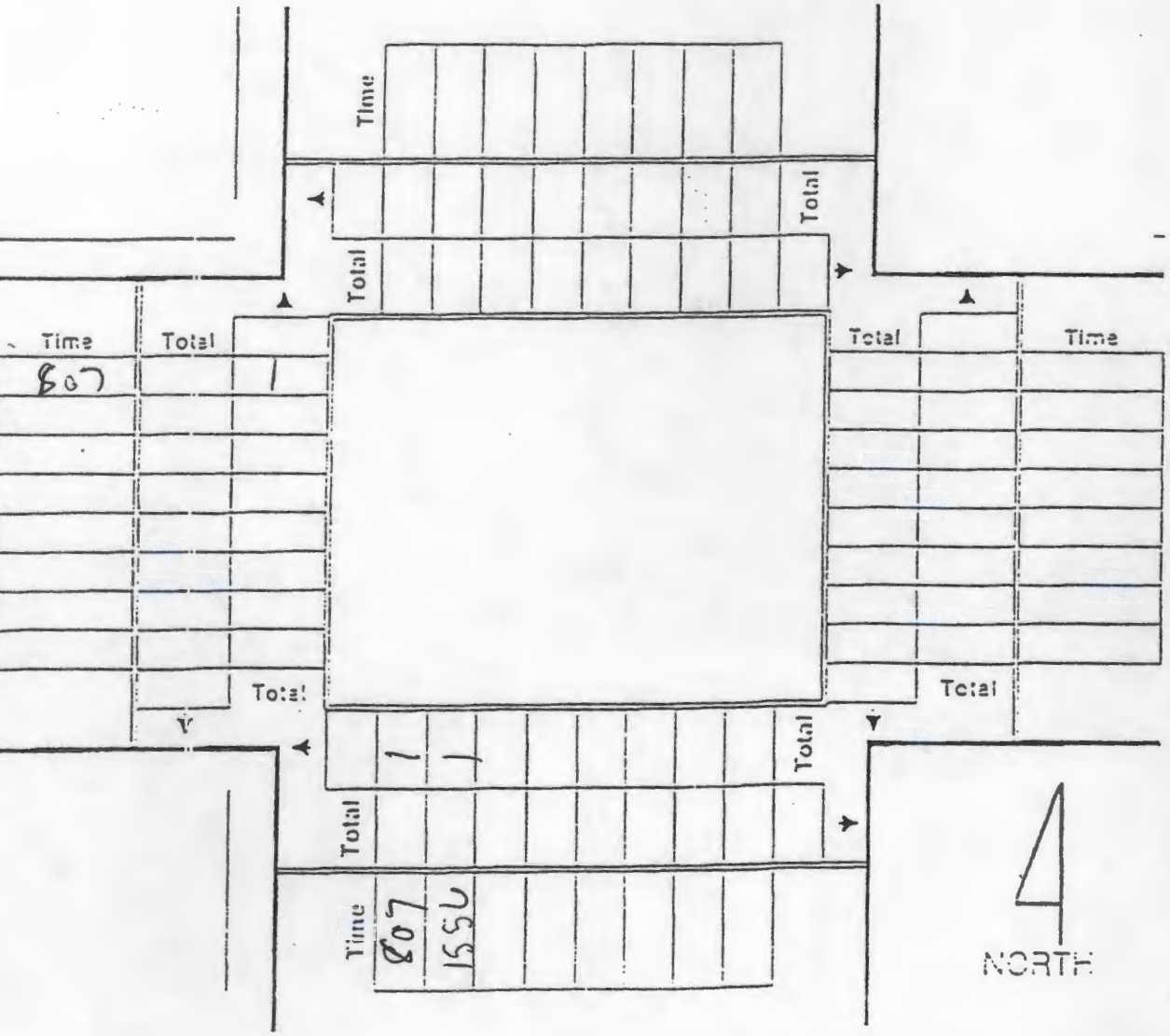
City: Sulner
County: Hillsborough
Competed By: _____
Date: _____



FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

Section: _____ State Road: Mcintosh City: Seffner
Milepost: _____ Intersecting Road: MLK County: Hillsborough
Time Periods: 7-10 11-1 3-6
Data By: MHS Completed By: _____
Count Date: 3/30/00 Date: _____



d by : Matt
r : warm
: 1321

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@McintoshRd
Site Code : 00000000
Start Date : 03/30/2000
Page : 1

Groups Printed: Passenger Vehicles

	MCINTOSH RD Southbound					SR 574 Westbound					MCINTOSH RD Northbound					SR 574 Eastbound					
e	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
or	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
0	11	2	24	0	37	3	96	25	0	124	6	11	1	0	18	59	54	1	0	114	293
5	11	8	47	0	66	4	77	18	0	99	7	11	0	0	18	68	58	1	0	127	310
0	15	2	40	0	57	1	77	11	0	89	5	7	1	0	13	73	55	1	0	129	288
5	23	4	49	0	76	1	84	12	0	97	7	10	2	0	19	79	71	3	0	153	345
al	60	16	160	0	236	9	334	66	0	409	25	39	4	0	68	279	238	6	0	523	1236
0	13	4	39	0	56	0	74	12	0	86	2	5	0	0	7	55	75	2	0	132	281
5	18	10	43	0	71	0	57	11	0	68	2	5	0	0	7	43	69	1	0	113	259
0	10	6	36	0	52	0	68	14	0	82	1	6	1	0	8	42	52	1	0	95	237
5	17	6	39	0	62	0	69	15	0	84	1	9	1	0	11	34	43	0	0	77	234
tal	58	26	157	0	241	0	268	52	0	320	6	25	2	0	33	174	239	4	0	417	1011
00	5	3	29	0	37	0	39	10	0	49	1	4	0	0	5	30	41	2	0	73	164
15	15	12	36	0	63	2	42	17	0	61	3	3	1	0	7	40	50	3	0	93	224
30	8	5	23	0	36	1	52	7	0	60	2	6	2	0	10	30	52	3	0	85	191
45	7	5	25	0	37	0	44	9	0	53	1	4	0	0	5	27	48	2	0	77	172
tal	35	25	113	0	173	3	177	43	0	223	7	17	3	0	27	127	191	10	0	328	751
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	13	6	21	0	40	3	72	13	0	88	2	4	0	0	6	43	54	2	0	99	233
:15	8	6	29	0	43	1	51	8	0	60	2	7	1	0	10	25	72	2	0	99	212
:30	11	6	31	0	48	0	62	8	0	70	2	2	0	0	4	30	67	2	0	99	221
:45	11	5	24	0	40	8	59	9	0	76	5	1	0	0	6	36	53	3	0	92	214
tal	43	23	105	0	171	12	244	38	0	294	11	14	1	0	26	134	246	9	0	389	880
:00	9	5	27	0	41	1	73	21	0	95	2	5	1	0	8	31	67	2	0	100	244
:15	17	10	32	0	59	2	51	12	0	65	0	6	0	0	6	32	67	2	0	101	231
:30	13	4	31	0	48	0	55	11	0	66	0	4	1	0	5	33	72	3	0	108	227
:45	10	5	40	0	55	0	57	13	0	70	3	3	3	0	9	40	61	6	0	107	241
tal	49	24	130	0	203	3	236	57	0	296	5	18	5	0	28	136	267	13	0	416	943
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
tal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:00	19	6	44	0	69	0	72	12	0	84	1	5	1	0	7	39	70	3	0	112	272
:15	6	7	32	0	45	2	63	11	0	76	2	4	2	0	8	40	69	5	0	114	243
:30	12	7	37	0	56	2	59	13	0	74	4	3	0	0	7	57	69	5	0	131	268
:45	13	17	49	0	79	1	83	15	0	99	1	7	1	0	9	49	86	4	0	139	326
tal	50	37	162	0	249	5	277	51	0	333	8	19	4	0	31	185	294	17	0	496	1109
:00	29	15	45	0	89	3	72	9	0	84	1	5	2	0	8	35	95	1	0	131	312
:15	14	17	53	0	84	2	80	11	0	93	2	8	2	0	12	47	75	2	0	124	313
:30	23	10	68	0	101	2	56	21	0	79	1	4	3	0	8	44	86	1	0	131	319
:45	18	11	67	0	96	3	80	18	0	101	2	0	2	0	4	53	78	1	0	132	333
tal	84	53	233	0	370	10	288	59	0	357	6	17	9	0	32	179	334	5	0	518	1277
:00	13	10	52	0	75	3	82	17	0	102	2	3	0	0	5	35	98	2	0	135	317
:15	21	11	95	0	127	1	106	16	0	123	5	3	2	0	10	44	111	4	0	159	419
:30	26	12	65	0	103	1	87	13	0	101	0	8	3	0	11	47	87	4	0	138	353
:45	16	11	75	0	102	1	69	10	0	80	4	5	1	0	10	45	94	1	0	140	332
tal	76	44	287	0	407	6	344	56	0	406	11	19	6	0	36	171	390	11	0	572	1421
and otal	455	248	1347	0	2050	48	2168	422	0	2638	79	168	34	0	281	1385	2199	75	0	3659	8628
n %	22.2	12.1	65.7	0.0		1.8	82.2	16.0	0.0		28.1	59.8	12.1	0.0		37.9	60.1	2.0	0.0		
l %	5.3	2.9	15.6	0.0	23.8	0.6	25.1	4.9	0.0	30.6	0.9	1.9	0.4	0.0	3.3	16.1	25.5	0.9	0.0	42.4	

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

File Name : SR574@McintoshRd
Site Code : 00000000
Start Date : 03/30/2000
Page : 2

	MCINTOSH RD Southbound					SR 574 Westbound					MCINTOSH RD Northbound					SR 574 Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
rom 07:00 to 08:45 - Peak 1 of 1																					
	07:00																				
	60	16	160	0	236	9	334	66	0	409	25	39	4	0	68	279	238	6	0	523	1236
	25.4	6.8	67.8	0.0		2.2	81.7	16.1	0.0		36.8	57.4	5.9	0.0		53.3	45.5	1.1	0.0		
	07:45					07:00					07:45					07:45					07:45
	23	8	49	0	76	4	96	25	0	124	7	11	2	0	19	79	71	3	0	153	345
k					0.776					0.825					0.895					0.855	0.896
r																					
From 11:00 to 12:45 - Peak 1 of 1																					
n	12:00																				
e	49	24	130	0	203	3	236	57	0	296	5	18	5	0	28	136	267	13	0	416	943
nt	24.1	11.8	64.0	0.0		1.0	79.7	19.3	0.0		17.9	64.3	17.9	0.0		32.7	64.2	3.1	0.0		
nt.	12:15					12:00					12:45					12:30					12:00
ne	17	10	40	0	59	2	73	21	0	95	3	6	3	0	9	40	72	6	0	108	244
ak					0.860					0.779					0.778					0.963	0.966
tor																					
r From 15:00 to 17:45 - Peak 1 of 1																					
ion	16:45																				
me	78	44	279	0	401	8	355	64	0	427	9	14	7	0	30	179	374	11	0	564	1422
ent	19.5	11.0	69.6	0.0		1.9	83.1	15.0	0.0		30.0	46.7	23.3	0.0		31.7	66.3	2.0	0.0		
Int.	17:15					17:15					17:30					17:15					17:15
me	26	12	95	0	127	3	106	18	0	123	5	8	3	0	11	53	111	4	0	159	419
eak					0.789					0.868					0.682					0.887	0.848
ctor																					

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

Counted by : Matt
Weather : warm
Board # : 1321

File Name : SR574@McintoshRd
Site Code : 00000000
Start Date : 03/30/2000
Page : 1

Groups Printed: Trucks & Buses

	MCINTOSH RD Southbound					SR 574 Westbound					MCINTOSH RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	4	0	1	0	5	0	2	1	0	3	1	0	0	0	1	1	2	1	0	4	13
07:15	1	0	1	0	2	0	5	2	0	7	0	0	0	0	0	3	0	0	0	3	12
07:30	2	1	1	0	4	0	5	3	0	8	0	0	0	0	0	2	5	1	0	8	20
07:45	4	1	0	0	5	0	5	2	0	7	1	0	1	0	2	0	7	1	0	8	22
Total	11	2	3	0	16	0	17	8	0	25	2	0	1	0	3	6	14	3	0	23	67
08:00	5	0	0	0	5	0	2	1	0	3	1	0	0	0	1	1	5	0	0	6	15
08:15	2	0	0	0	2	0	3	2	0	5	0	0	0	0	0	2	3	0	0	5	12
08:30	4	0	2	0	6	0	5	1	0	6	0	0	0	0	0	1	4	0	0	5	17
08:45	4	1	2	0	7	0	3	0	0	3	0	0	0	0	0	3	7	0	0	10	20
Total	15	1	4	0	20	0	13	4	0	17	1	0	0	0	1	7	19	0	0	26	64
09:00	2	0	1	0	3	0	4	3	0	7	0	1	0	0	1	1	7	0	0	8	19
09:15	2	0	1	0	3	0	7	7	0	14	0	0	0	0	0	1	5	0	0	6	23
09:30	3	0	1	0	4	0	2	4	0	6	0	0	1	0	1	2	3	0	0	5	16
09:45	2	0	1	0	3	0	3	2	0	5	0	0	0	0	0	1	4	0	0	5	13
Total	9	0	4	0	13	0	16	16	0	32	0	1	1	0	2	5	19	0	0	24	71
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	3	0	0	0	3	0	6	3	0	9	0	0	1	0	1	1	3	0	0	4	17
11:15	4	0	0	0	4	0	6	2	0	8	0	0	0	0	0	4	3	0	0	7	19
11:30	3	0	1	0	4	0	0	4	0	4	0	0	0	0	0	3	1	0	0	4	12
11:45	4	1	2	0	7	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	13
Total	14	1	3	0	18	1	15	9	0	25	0	0	1	0	1	8	9	0	0	17	61
12:00	5	0	0	0	5	0	4	1	0	5	0	0	0	0	0	1	7	0	0	8	18
12:15	2	0	0	0	2	0	3	2	0	5	0	0	0	0	0	1	4	0	0	5	12
12:30	0	0	0	0	0	0	4	6	0	10	0	0	0	0	0	0	0	0	0	0	10
12:45	4	0	2	0	6	0	5	6	0	11	0	0	0	0	0	0	1	0	0	1	18
Total	11	0	2	0	13	0	16	15	0	31	0	0	0	0	0	2	12	0	0	14	58
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	0	3	0	5	0	2	2	0	4	0	0	0	0	0	2	4	1	0	7	16
15:15	4	0	0	0	4	0	5	4	0	9	0	0	0	0	0	1	5	0	0	6	19
15:30	0	1	0	0	1	0	2	3	0	5	1	0	0	0	1	0	1	0	0	1	8
15:45	2	0	0	0	2	1	6	2	0	9	0	0	1	0	1	1	2	0	0	3	15
Total	8	1	3	0	12	1	15	11	0	27	1	0	1	0	2	4	12	1	0	17	58
16:00	1	0	3	0	4	0	9	3	0	12	0	1	0	0	1	2	3	0	0	5	22
16:15	3	1	0	0	4	0	3	3	0	6	1	1	0	0	2	1	7	0	0	8	20
16:30	0	1	1	0	2	0	3	1	0	4	0	1	0	0	1	2	4	0	0	6	13
16:45	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	4	2	5	0	11	0	18	7	0	25	1	3	0	0	4	5	14	0	0	19	59
17:00	0	1	1	0	2	0	2	10	0	12	0	1	0	0	1	1	3	0	0	4	19
17:15	1	0	0	0	1	0	1	2	0	3	0	1	0	0	1	0	4	0	0	4	9
17:30	3	0	0	0	3	0	1	3	0	4	0	0	0	0	0	0	2	0	0	2	9
17:45	3	0	0	0	3	0	1	2	0	3	1	0	0	0	1	1	0	0	0	1	8
Total	7	1	1	0	9	0	5	17	0	22	1	2	0	0	3	2	9	0	0	11	45
Grand Total	79	8	25	0	112	2	115	87	0	204	6	6	4	0	16	39	108	4	0	151	483
Apprch %	70.5	7.1	22.3	0.0		1.0	56.4	42.6	0.0		37.5	37.5	25.0	0.0		25.8	71.5	2.6	0.0		

Total %	16.4	1.7	5.2	0.0	23.2	0.4	23.8	18.0	0.0	42.2	1.2	1.2	0.8	0.0	3.3	8.1	22.4	0.8	0.0	31.3

	MCINTOSH RD Southbound					SR 574 Westbound					MCINTOSH RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:15																				
Volume	12	2	2	0	16	0	17	8	0	25	2	0	1	0	3	6	17	2	0	25	69
Percent	75.0	12.5	12.5	0.0		0.0	68.0	32.0	0.0		66.7	0.0	33.3	0.0		24.0	68.0	8.0	0.0		
High Int.	07:45					07:30					07:45					07:30					07:45
Volume	5	1	1	0	5	0	5	3	0	8	1	0	1	0	2	3	7	1	0	8	22
Peak Factor					0.800					0.781					0.375					0.781	0.784
Peak Hour From 11:00 to 12:45 - Peak 1 of 1																					
Intersection	11:15																				
Volume	16	1	3	0	20	1	13	7	0	21	0	0	0	0	0	8	13	0	0	21	62
Percent	80.0	5.0	15.0	0.0		4.8	61.9	33.3	0.0		0.0	0.0	0.0	0.0		38.1	61.9	0.0	0.0		
High Int.	11:45					11:15										12:00					11:15
Volume	5	1	2	0	7	1	6	4	0	8	0	0	0	0	0	4	7	0	0	8	19
Peak Factor					0.714					0.656										0.656	0.816
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	15:45																				
Volume	6	2	4	0	12	1	21	9	0	31	1	3	1	0	5	6	16	0	0	22	70
Percent	50.0	16.7	33.3	0.0		3.2	67.7	29.0	0.0		20.0	60.0	20.0	0.0		27.3	72.7	0.0	0.0		
High Int.	16:00					16:00					16:15					16:15					16:00
Volume	3	1	3	0	4	1	9	3	0	12	1	1	1	0	2	2	7	0	0	8	22
Peak Factor					0.750					0.646					0.625					0.688	0.795

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

Counted by : Matt
Weather : warm
Board # : 1321

File Name : SR574@McintoshRd
Site Code : 00000000
Start Date : 03/30/2000
Page : 1

Groups Printed: U-Turns

	MCINTOSH RD Southbound					SR 574 Westbound					MCINTOSH RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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 %	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	0.0	0.0	0.0	0.0

	MCINTOSH RD Southbound					SR 574 Westbound					MCINTOSH RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:00																				
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		
High Int.	6:45:00					6:45:00					6:45:00					6:45:00					6:45:
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000
Peak Hour From 11:00 to 12:45 - Peak 1 of 1																					
Intersection	11:00																				
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		
High Int.																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	15:00																				
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		
High Int.																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					0.000

MSI Engineering Corporation
11007 N. 56th St., Suite 210
Tampa, FL 33617

unted by : Matt
eather : warm
ard # : 1321

File Name : SR574@McintoshRd
Site Code : 00000000
Start Date : 03/30/2000
Page : 1

Groups Printed: Passenger Vehicles - Trucks & Buses - U-Turns

	MCINTOSH RD Southbound					SR 574 Westbound					MCINTOSH RD Northbound					SR 574 Eastbound					
art Time	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Left	Thru	Righ t	Ped s	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	15	2	25	0	42	3	98	26	0	127	7	11	1	0	19	60	56	2	0	118	306
07:15	12	8	48	0	68	4	82	20	0	106	7	11	0	0	18	71	58	1	0	130	322
07:30	17	3	41	0	61	1	82	14	0	97	5	7	1	0	13	75	60	2	0	137	308
07:45	27	5	49	0	81	1	89	14	0	104	8	10	3	0	21	79	78	4	0	161	367
Total	71	18	163	0	252	9	351	74	0	434	27	39	5	0	71	285	252	9	0	546	1303
08:00	18	4	39	0	61	0	76	13	0	89	3	5	0	0	8	56	80	2	0	138	296
08:15	20	10	43	0	73	0	60	13	0	73	2	5	0	0	7	45	72	1	0	118	271
08:30	14	6	38	0	58	0	73	15	0	88	1	6	1	0	8	43	56	1	0	100	254
08:45	21	7	41	0	69	0	72	15	0	87	1	9	1	0	11	37	50	0	0	87	254
Total	73	27	161	0	261	0	281	56	0	337	7	25	2	0	34	181	258	4	0	443	1075
09:00	7	3	30	0	40	0	43	13	0	56	1	5	0	0	6	31	48	2	0	81	183
09:15	17	12	37	0	66	2	49	24	0	75	3	3	1	0	7	41	55	3	0	99	247
09:30	11	5	24	0	40	1	54	11	0	66	2	6	3	0	11	32	55	3	0	90	207
09:45	9	5	26	0	40	0	47	11	0	58	1	4	0	0	5	28	52	2	0	82	185
Total	44	25	117	0	186	3	193	59	0	255	7	18	4	0	29	132	210	10	0	352	822
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	16	6	21	0	43	3	78	16	0	97	2	4	1	0	7	44	57	2	0	103	250
11:15	12	6	29	0	47	1	57	10	0	68	2	7	1	0	10	29	75	2	0	106	231
11:30	14	6	32	0	52	0	62	12	0	74	2	2	0	0	4	33	68	2	0	103	233
11:45	15	6	26	0	47	9	62	9	0	80	5	1	0	0	6	36	55	3	0	94	227
Total	57	24	108	0	189	13	259	47	0	319	11	14	2	0	27	142	255	9	0	406	941
12:00	14	5	27	0	46	1	77	22	0	100	2	5	1	0	8	32	74	2	0	108	262
12:15	19	10	32	0	61	2	54	14	0	70	0	6	0	0	6	33	71	2	0	106	243
12:30	13	4	31	0	48	0	59	17	0	76	0	4	1	0	5	33	72	3	0	108	237
12:45	14	5	42	0	61	0	62	19	0	81	3	3	3	0	9	40	62	6	0	108	259
Total	60	24	132	0	216	3	252	72	0	327	5	18	5	0	28	138	279	13	0	430	1001
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	21	6	47	0	74	0	74	14	0	88	1	5	1	0	7	41	74	4	0	119	288
5:15	10	7	32	0	49	2	68	15	0	85	2	4	2	0	8	41	74	5	0	120	262
5:30	12	8	37	0	57	2	61	16	0	79	5	3	0	0	8	57	70	5	0	132	276
5:45	15	17	49	0	81	2	89	17	0	108	1	7	2	0	10	50	88	4	0	142	341
Total	58	38	165	0	261	6	292	62	0	360	9	19	5	0	33	189	306	18	0	513	1167
:00	30	15	48	0	93	3	81	12	0	96	1	6	2	0	9	37	98	1	0	136	334
:15	17	18	53	0	88	2	83	14	0	99	3	9	2	0	14	48	82	2	0	132	333
30	23	11	69	0	103	2	59	22	0	83	1	5	3	0	9	46	90	1	0	137	332
45	18	11	68	0	97	3	83	18	0	104	2	0	2	0	4	53	78	1	0	132	337
tal	88	55	238	0	381	10	306	66	0	382	7	20	9	0	36	184	348	5	0	537	1336
00	13	11	53	0	77	3	84	27	0	114	2	4	0	0	6	36	101	2	0	139	336
5	22	11	95	0	128	1	107	18	0	126	5	4	2	0	11	44	115	4	0	163	428
0	29	12	65	0	106	1	88	16	0	105	0	8	3	0	11	47	89	4	0	140	362
5	19	11	75	0	105	1	70	12	0	83	5	5	1	0	11	46	94	1	0	141	340
al	83	45	288	0	416	6	349	73	0	428	12	21	6	0	39	173	399	11	0	583	1466
d	534	256	137 2	0	2162	50	228 3	509	0	2842	85	174	38	0	297	142 4	230 7	79	0	3810	9111
	24.7	11.8	63.5	0.0		1.8	80.3	17.9	0.0		28.6	58.6	12.8	0.0		37.4	60.6				

Total %	5.9	2.8	15.1	0.0	23.7	0.5	25.1	5.6	0.0	31.2	0.9	1.9	0.4	0.0	3.3	15.6	25.3	0.9	0.0	41.8

	MCINTOSH RD Southbound					SR 574 Westbound					MCINTOSH RD Northbound					SR 574 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:00																				
Volume	71	18	163	0	252	9	351	74	0	434	27	39	5	0	71	285	252	9	0	546	1303
Percent	28.2	7.1	64.7	0.0		2.1	80.9	17.1	0.0		38.0	54.9	7.0	0.0		52.2	46.2	1.6	0.0		
High Int.	07:45					07:00					07:45					07:45					07:45
Volume	27	8	49	0	81	4	98	26	0	127	8	11	3	0	21	79	78	4	0	161	367
Peak Factor					0.778					0.854					0.845					0.848	0.888
Peak Hour From 11:00 to 12:45 - Peak 1 of 1																					
Intersection	12:00																				
Volume	60	24	132	0	216	3	252	72	0	327	5	18	5	0	28	138	279	13	0	430	1001
Percent	27.8	11.1	61.1	0.0		0.9	77.1	22.0	0.0		17.9	64.3	17.9	0.0		32.1	64.9	3.0	0.0		
High Int.	12:15					12:00					12:45					12:00					12:00
Volume	19	10	42	0	61	2	77	22	0	100	3	6	3	0	9	40	74	6	0	108	262
Peak Factor					0.885					0.817					0.778					0.995	0.955
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	17:00																				
Volume	83	45	288	0	416	6	349	73	0	428	12	21	6	0	39	173	399	11	0	583	1466
Percent	20.0	10.8	69.2	0.0		1.4	81.5	17.1	0.0		30.8	53.8	15.4	0.0		29.7	68.4	1.9	0.0		
High Int.	17:15					17:15					17:15					17:15					17:15
Volume	29	12	95	0	128	3	107	27	0	126	5	8	3	0	11	47	115	4	0	163	428
Peak Factor					0.813					0.849					0.886					0.894	0.856

APPENDIX B

CORRESPONDENCE

Memorandum

To: Dan Kelly, Ayres

CC: Taytor Stukes

From: Richard Ranck

Date: 3/21/00

Re: SR 574 (MLK Jr. Blvd) PD&E Data Collection, MSI Number 99109.00

As part of our scope of services, MSI is to conduct three volume counts for a continuous seven-day period. In a review of the study area, we propose to conduct the counts at the following locations:

- SR 574, between CR 579 (Mango Road) and Highview Road
- SR 574, between Parsons Avenue and Kingsway Road
- SR 574, between Valrico Road and McIntosh Road

These locations would represent volume information for the western, central, and eastern parts of the study area, respectively. Care will be taken not to place the counters near a driveway that could adversely affect the count data accuracy. We propose to conduct bi-directional volume counts.

In addition, MSI is to conduct 8 hour turning movement counts at seven locations within the study area. We proposed to conduct these counts from 7-10AM, 11-1 PM, and 3-6 PM. This range of times covers standard periods of peak travel. It also provides a consistent range of times for analysis.

We can conduct these counts immediately, upon Department approval.

AYRES ASSOCIATES

RECORD OF TELEPHONE CONVERSATION

Conversation With:	Ming Gao	Date/Time:	3-23-00
Company:	FDOT District 7 EMO	Project No.:	30-0367.00
Phone No.:	975-6454	FPI:	255893-1-22-01
Incoming Call: X	Outgoing Call:	SPN:	
Notes By:	Dan Kelly	Re:	MLK PD&E

Ming received my FAX from yesterday, and Bijan reviewed MSI's memo and approved their approach for traffic counts. I discussed the type of sign they would like for the public meetings, and Ming replied that he has not noticed the type normally used and asked me to contact Ginger.

Following this phone call I left a voice mail for R. Ranck informing him of Bijan's approval, and asking him to contact C. Bryant to determine the traffic requirements for the noise and air assessments.

Post-it® Fax Note 7671	Date 8/18/00 # of pages ▶ 1
To R Ranck	From D Kelly
Co./Dept. MSI/Bayside	Co. Ayres
Phone #	Phone # 558-3312
Fax # 988-4314	Fax #

Engineers/Environmental Scientists
8875 Hidden River Parkway, Suite 200, Tampa, FL 33637 (813) 978-8888 Fax (813) 978-8369

FAX TRANSMISSION

FLORIDA DEPARTMENT OF TRANSPORTATION
District Seven Environmental Management Office
M.S. 7-500
11201 N. McKinley Drive Tampa, Florida 33612
(800) 226-7220 / (813) 975-6119
Fax: (813) 975-6451

To: Rich Rand
Date: 5-19-00
Fax #: 988-4314
Pages: 4, including this cover sheet.
From: Ming Gao
Subject: MLK (SR574) from Fawzi

COMMENTS:

As requested.

MEMORANDUM

Department of Transportation
District Seven Planning MS 7-340

DATE: May 19, 2000

TO: Ming Gao, EMO

FROM: Fawzi Bitar, Systems Planning Coordinator FB

COPIES: File

SUBJECT: **F. P. I. # : 255893**
State Proj. #: 10340/10090
State Road : SR 574/MLK (CR 579 to McIntosh Rd) PD&E Study
County : Hillsborough

Per your memo dated April 7, 2000, enclosed are two tables and a sketch with the existing 2000, the 2005, 2015, and 2025 projected traffic, and the (K,D&T) factors, for the above referenced section.

K = 9.89 % **D =** 54.37 % **.24Hr T =** 6.00 % **Design Hr T =** 3.00 %

The 2005 and 2015 projected AADT traffic were interpolated, and the 2025 projected AADT traffic was extrapolated from the 2000 and 2020 AADT traffic. The 2020 projected traffic forecast was developed after reviewing:

A) The 1995 Model outputs of the Tampa Bay Regional Planning Model (TBRPM).
B) The result of a run of the (TBRPM) using the 2020 soceo-economic data on the latest Adoped 2020 Long Range Transportation Plan (LRTP) network.
C) The historical count trend analyses

I have followed The Design Traffic Procedure adopted by FDOT.

/FKB
Enclosure

MLK/SR 574 PD&E Study AADT Traffic Projection

MLK/SR 574 Location	AADT 2000	AADT 2005	AADT 2015	AADT 2025
W of Mango Rd	33,089	38,100	48,200	58,300
W of Highview	32,269	37,200	47,000	56,800
Pine St	28,744	33,100	41,800	50,500
W of Parson Ave	27,754	32,000	40,500	48,900
W of Kingsway	18,252	21,100	26,600	32,200
W ofValrico	11,990	13,800	17,500	21,100
W of McIntosh	13,924	16,000	20,200	24,400
E of McIntosh	9,371	10,800	13,700	16,500

Side Streets

		AADT 2000	AADT 2005	AADT 2015	AADT 2025
Mango Rd	N of MLK	9,600	11,100	14,000	16,900
	S of MLK	1,800	2,100	2,600	3,100
Highview Rd	N of MLK	1,000	1,200	1,500	1,800
	S of MLK	7,500	8,600	10,900	13,200
Pine St	N of MLK	3,900	4,500	5,700	6,900
	S of MLK	350	400	500	600
Parson Ave	N of MLK	8,100	9,300	11,800	14,200
	S of MLK	22,300	24,700	29,600	34,400
Kingsway	N of MLK	7,700	8,900	11,800	13,500
	S of MLK	8,600	9,900	12,500	15,100
Valrico	N of MLK	200	200	250	300
	S of MLK	6,800	7,800	9,900	12,000
McIntosh	N of MLK	6,600	7,600	9,600	11,600
	S of MLK	900	1,000	1,250	1,500

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MLK/SR 574 PD&E Study AADT Traffic Projection

Years	Mango Rd	Highview	Pine	Parsons	Kingsway	Valrico	Mcintosh
2025	16,900	1,800	6,900	14,200	13,500	300	11,600
2015	14,000	1,500	5,700	11,800	11,200	250	9,600
2005	11,100	1,200	4,500	9,300	8,900	200	7,600
2000aadt	9,646	977	3,912	8,071	7,703	188	6,609
Raw	10,253	1,038	4,158	8,579	8,188	200	7,025

2025	58,300	56,800	50,500	48,900	32,200	21,100	24,400	16,500		
2015	48,200	47,000	41,800	40,500	26,600	17,500	20,200	13,700		
2005	38,100	37,200	33,100	32,000	21,100	13,800	16,000	10,800		
2000aadt	33,089	32,269	28,744	27,754	18,252	11,990	13,924	9,371		
Raw	35,171	34,300	30,553	29,500	19,400	12,745	14,800	9,961		
	6Ln	6Ln	2LD	2LD	2LD	2LD	2LD		SR 574	
	MLK								MLK	

Raw	1,912	7,975	380	23,736	9,123	7,197	918
2000aadt	1,799	7,503	358	22,331	8,583	6,771	864
2005	2,100	8,600	400	24,700	9,900	7,800	1,000
2015	2,600	10,900	500	29,600	12,500	9,900	1,250
2025	3,100	13,200	600	34,400	15,100	12,000	1,500

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TABLE 7: PROJECTS TO COMPLETE 2015 PLAN
STATE ROADS IN UNINCORPORATED AREA AND ALL COUNTY ROADS

ROADWAY	FROM	TO	LEN (MILES)	JUR	F/C	EXISTING LANE ARR	2010 LANE ARR
LUMSDEN BLVD	MILLER RD	DOVER RD	1.50	HC	COL	0	2 LU
LYNN TURNER	GUNN HWY	EHRLICH RD	1.50	HC	COL	2 LU	4 LD
LYNN TURNER (TOBACCO)	N.W. EXPRESSWAY	SUNCOAST CONN.	1.75	HC	COL	2 LU	4 LD
MADISON AVE	US HWY 41	78TH ST	2.10	HC	COL	2 LU	4 LD
MADISON AVE	78TH ST	US 301	1.80	HC	COL	2 LU	4 LD
MANGO RD (CR 579)	ML KING JR (SR 574)	HILLSBOROUGH AVE	1.40	HC	COL	2 LU	4 LD
MANGO RD (CR 579)	HILLSBOROUGH AVE	I-4	0.50	HC	COL	2 LU	4 LD
MANGO RD (CR 579)	I-4	US 301	1.30	HC	COL	2 LU	4 LD
MANHATTAN AVE	GANDY BLVD	EUCLID AVE	1.04	HC	MA	2 LU	4 LD(STAR)
MANHATTAN AVE	EUCLID AVE	HENDERSON BLVD	0.97	HC	MA	4 LU	4 LU(ENH)
MANHATTAN AVE	HENRY ST	HUMPHREY ST	2.00	HC	MA	2 LU	4 LD
MANHATTAN AVE	HUMPHREY ST	LINEBAUGH AVE	0.40	HC	MA	0	4 LD
MAYDELL DR	MADISON AVE	36TH AVE	1.00	HC	COL	0	4 LD
MAYDELL DR	36TH AVE	PALM RIVER (CITY LIM.)	2.50	HC	COL	2 LU	4 LD
McINTOSH RD	SR 574	SAM ALLEN RD	4.00	HC	COL	2 LU	4 LD
McINTOSH RD	SAM ALLEN RD	US 301	3.75	HC	COL	2 LU	2 LU(ENH)
MCKINLEY DR	BUSCH BLVD	BOUGENVILLEA AVE	0.66	HC	MA	2 LD	4 LD
MCKINLEY DR	BOUGENVILLEA AVE	FOWLER AVE	0.76	HC	MA	2 LD	4 LD
MEMORIAL HWY	HILLSBOROUGH AVE	EISENHOWER	2.60	HC	MA	4 LU	6 LD
ML KING JR (SR 574)	CITY LIMITS(56TH)	I-4	1.00	S	MA	2 LU	6 LD
ML KING JR (SR 574)	I-4	US 301	4.50	S	MA	2 LU	6 LD
ML KING JR (SR 574)	US 301	PINE ST	0.50	S	MA	2 LU	6 LD
ML KING JR (SR 574)	PINE ST	PARSONS AVE	1.00	S	MA	2 LU	6 LD
ML KING JR (SR 574)	PARSONS AVE	MCINTOSH RD	2.60	S	MA	2 LU	6 LD
ML KING JR (SR 574)	MCINTOSH RD	BRANCH FORBES	3.76	S	MA	2 LU	6 LD
NEBRASKA AVE (US 41)	FLETCHER AVE	FLORIDA/NEB APEX	2.90	S	PA	2 LU	4 LD
NEBRASKA AVE (US 41)	FLORIDA/NEB APEX	SUNSET LANE	2.20	S	PA	2 LU	4 LD
NEBRASKA AVE (US 41)	FLORIDA/NEB APEX	SUNSET LANE	2.20	S	PA	2 LU	6 LD
NEBRASKA AVE (US 41)	SUNSET LANE	PASCO COUNTY LINE	2.10	S	PA	2 LU	4 LD
NEBRASKA AVE (US 41)	SUNSET LANE	PASCO COUNTY LINE	2.10	S	PA	2 LU	6 LD
NIXON RD	LINEBAUGH	WATERS AVE	1.00	HC	COLL	0	2 LU
OAKFIELD DR	I-75	PROVIDENCE RD	1.05	HC	MA	0	6 LD
OAKFIELD DR	PROVIDENCE RD	PARSONS	1.30	HC	COL	4 LU	4 LD(ENH)
OAKFIELD DR	PARSONS	LITHIA-PINECREST	0.20	HC	COL	0	4 LU
ORIENT RD	ADAMO DR	BROADWAY AVE	0.98	HC	MA	2 LU	4 LD
ORIENT RD	BROADWAY AVE	HILLSBOROUGH AVE	2.00	HC	COL	2 LU	4 LD
ORIENT RD	HILLSBOROUGH AVE	ROBLES AVE	1.00	HC	COL	2 LU	4 LD
PAGLEN RD	SHELDON RD	GUNN HWY	1.00	HC	COL	2 LU	4 LD
PALM RIVER RD	US HWY 41	US HWY 301	3.10	HC	COL	2 LU	4 LD
PALM RIVER RD	US HWY 301	FALKENBURG RD	1.60	HC	COL	2 LU	4 LD
PARK RD	I-4	SAM ALLEN RD	0.80	HC	COL	2 LU	4 LD
PARK RD	PARK RD EXT	CORNET RD	0.30	HC	COL	2 LU	4 LD
PARK RD	CORNET RD	US 92	1.25	HC	COL	2 LU	4 LD
PARK RD EXT	COLLINS ST	PARK RD	1.00	HC	COL	2 LU	4 LD
PARSONS AVE	OAKFIELD	SR 60	0.30	HC	COL	2 LU	4 LD
PROVIDENCE RD	US 301	BLOOMINGDALE	0.80	HC	COL	0	4 LD
PROVIDENCE RD	BLOOMINGDALE	SR 60	3.00	HC	COL	2 LU	4 LD
RACE TRACK RD	HILLSBOROUGH AVE	LINEBAUGH EXT.	1.50	HC	COL	2 LU	4 LD
RACE TRACK RD	LINEBAUGH EXT.	S. MOBLEY	3.00	HC	COL	2 LU	4 LD
RAILROAD ROW (N.W.)	GUNN HWY	LINEBAUGH	1.50	HC	COL	0	4 LD
REGENCY PARK BLVD	SR 60	LUMSDEN RD	1.00	HC	COL	0	2 LU
REGENCY PARK BLVD	SR 60	LUMSDEN RD	1.00	HC	COL	2 LU (2)	4 LD
REGENCY PARK BLVD	LUMSDEN RD	US 301	2.50	HC	COL	0	4 LD
REGENCY PARK BLVD EXT	US 301	RIVERVIEW RD	1.45	HC	COL	0	4 LD
REGENCY PARK BLVD EXT	GIBSONTON DR	SR 674	9.60	HC	COL	0	4 LD
RICE RD	PARK (SR 39B)	POLK COUNTY LINE	3.00	HC	COL	0	2 LU
RUSKIN-WIMAUMA (SR 674)	US 41	15TH SE	0.75	S	MA	2 LU	4 LD

Greiner

Inter-Office Memorandum

To ~~Mike Palozzi~~

Date Revised: Nov. 20, 1995 ~~October 2, 1995~~

From M.J. Everett/D.E. Allison

Project No. C100069.00

Subject

S.R. 574 Project Development and Environment Study
State Project Number 10090-1524
Work Program Item Number 7113543
Federal Aid Project Number XL-208-1(14)
Hillsborough County, Florida
Traffic Projection Evaluations

The purpose of this memorandum is to document the preliminary evaluation of the traffic projections for the above referenced project. The data used in the evaluation included the 1995 ADT's collected by Greiner, Inc. and traffic assignments from the RTA model for both 1990 and 2015 as provided by the Department. These evaluations were conducted to establish the design year traffic volumes to be used for the project.

The current adopted Long Range Transportation Plan for Hillsborough County includes a six-lane facility on S.R. 574 from C.R. 579 to Forbes Road and a four-lane facility from Forbes Road east through the Alexander Street intersection. Hillsborough County is currently updating the Long Range Transportation Plan. Traffic projections for the following alternatives from the on-going Plan Update project were included in the evaluations:

- Validated Model for 1990
- Needs Plan Scenario I - Highway and Rail Alternative with six-lane/four-lane facility on S.R. 574, July 1995.
- Needs Plan Scenario K - Highway and Rail Alternative with six-lane/four-lane facility on S.R. 574, July 1995.
- Cost Affordable Plan Scenario M5 - Highway and Rail Alternative with six-lane/four-lane facility on S.R. 574, August 1995.
- Cost Affordable Plan Scenario N4 - Highway Intensive with six-lane/four-lane facility on S.R. 574, September 1995.
- Cost Affordable Plan Scenario N5 - Bus Intensive with six-lane/four-lane facility on S.R. 574, September 1995.
- Cost Affordable Plan Scenario N6 - Highway and Rail Alternative with two-lane facility on S.R. 574, September 1995.

File E.2

Greiner

Inter-Office Memorandum

To: Kirk Bogen/Mike Palozzi

Date: February 5, 1996

From: M.J. Everett/D. Noriega

Project No. C100069.00

Subject: **S.R. 574 Project Development and Environment Study**
State Project Number 10090-1524
Work Program Item Number 7113543
Federal Aid Project Number XL-208-1(14)
Hillsborough County, Florida
Traffic Projections - Recommended 2020 Average Annual Traffic Volumes

As requested at our January 31, 1996 meeting with the Department and representatives of the Hillsborough County Metropolitan Planning Organization (MPO), we have reviewed the latest traffic volumes from the MPO's 2015 travel demand model. This memorandum summarizes the results of the evaluation, documents the recommended traffic projections and suggests a plan of action for the project.

Traffic Projection Evaluations

The volume review included the original projections from the 2015 Cost Affordable Plan with a two-lane facility on S.R. 574 from Pine Street to Alexander Street as well as the projections received at the January 31, 1996 meeting with a six-lane facility from I-75 to Pine Street, a four-lane facility from Pine Street to McIntosh Road and a two-lane facility from McIntosh Road to Alexander Street. The attached table summarizes the traffic volumes from the various sources, including the growth rate and average volumes discussed at the meeting.

Recommended Traffic Projections

As seen in the table, the revised travel demand model projections (with the four-lane roadway from Pine Street to McIntosh Road) are very similar to the Average and the Growth Rate projections previously discussed. Based on our review of the volumes, we recommend that the Revised MPO projections be used from west of C.R. 579 east to Bethlehem Road and the Growth Rate projections be used from Bethlehem Road east to Alexander Street. The Growth Rate projections were selected over the Model projections in the eastern area of the corridor because the model projections were either lower than or only slightly higher than the existing (June, 1995) traffic counts. Thus, the Growth Rate projections provide more reasonable volumes in this area.

The second attached table summarizes the recommended 2015 Peak Season Weekday Daily Traffic (PSWDT) and number of lanes. In addition, the 2020 Average Annual Daily Traffic (AADT) and number of lanes are also listed in the table. The 2020 AADT's were calculated from the 2015 PSWDT's by applying a growth rate of 1.5 percent per year (or 7.5 percent for the five year period) and a seasonal adjustment factor of 1.124 (county wide average from AADT to PSWDT). As indicated in the table, the number of lanes required are the same for both the 2015 PSWDT and the 2020 AADT's. The recommended laneage is as follows:

Six-lane facility	Pine Street to Parsons Avenue
Four-lane facility	Parsons Avenue to McIntosh Road
Two-lane facility	McIntosh Road to Alexander Street

Suggested Action Plan

We recommend that these traffic projections be forwarded to the MPO staff for their review and approval. Upon receipt of approval from the MPO staff, we suggest that the Steering Team develop a letter to the MPO Board summarizing the results of the preliminary needs evaluation. This letter should document the laneage requirements and request direction from the MPO. Direction that could be requested is that an Arterial Investment Study be prepared to document the improvements, costs and impacts for the portion of S.R. 574 from C.R. 579 to McIntosh Road.

If the MPO concurs that an Arterial Investment Study should be undertaken, Greiner is available, at the Department's direction, to perform this study. This could be accomplished by amending our current contract to revised the scope of services. If the improvements identified in the Arterial Investment Study are included in the Long-Range Transportation Plan in the outer years (2006 to 2015), then Greiner's work effort would be finished and the PD&E study eliminated.

As discussed at the January 25, 1996 Steering Team meeting, an evaluation of the accident data for potential safety improvements will be undertaken. We are waiting for the 1995 accident data from the Department. Once these data are received, we will complete these evaluations to report to the Steering Team.

We appreciate the Department working with us on this project. If you have any questions on the enclosed, please contact us at your convenience.

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Greiner

Inter-Office Memorandum

To File

Date September 28, 1995

From Kevin Doyle

Project No. C100069.00

Subject WPI No. 7113543; SPN 10090-1524; FAP No. XL-208-1(14)
SR 574 from CR 579 to Alexander Street
Hillsborough County, Florida

On September 22, 1995 a meeting was held at FDOT - District VII at 11:00 a.m. to discuss the preliminary results of the travel demand model runs for the SR 574 project. Attendees included Jan Everett and Kevin Doyle of Greiner, Inc., and representatives of the FDOT included Mike Palozzi, Mike Coleman, Don Skelton and Danny Lamb.

The key issue of the meeting was to discuss the significant differences in traffic volumes between the previously adopted 2010 model runs and the current 2015 RTA model scenarios. The adopted 2010 MPO plan presently calls for a 6-lane facility on SR 574 between CR 579 and Branch Forbes Road and a 4-lane facility between Branch Forbes Road and Alexander Street. The current cost affordable model (M-5) runs (2015) only indicate a need to 6-lane SR 574 between CR 579 and Parsons Avenue and 4-lane SR 574 from Parsons Avenue to the vicinity of Sammonds Road. From the vicinity of Sammonds Road to Alexander Street the volumes drop to below a 4-lane demand.

A discussion followed that focused the problem on the limitations of the model to distribute traffic volumes, particularly between I-4 and US 92. Similar problems were encountered when the US 92 PD&E Study was performed. It was determined that a manual adjustment strategy would need to be devised to accurately depict travel demand on both I-4 and US 92 as well as in the SR 574 corridor.

Danny Lamb noted that the M-5 model version which Greiner was using had been replaced with the N-4 cost affordable version emphasizing highways, the N-5 version emphasizing buses and the N-6 version emphasizing rail. Danny is to load these models to the bulletin board for Greiner's access and use. Danny stated that the MPO was aware to some extent of the discrepancy in model volumes and is considering SR 574 as a candidate project to be cut back to a 4-lane facility.

Additional discussion followed which determined that if a 6-lane facility were to be required between CR 579 and Parsons Avenue, then the study should consider extending the 6-lane section to the east to Kingsway Road because of its proximity to and its function as a reliever to Parsons Avenue (major north-south route servicing Brandon).

Roadway typical sections were discussed concerning the possibility of incorporating a flush median on the project's 4-lane needs section in an attempt to minimize costs and impacts and to keep the project in the Cost Affordable Plan. It was determined that the study would need to document a significant difference in costs between this and a 4-lane roadway with a 30-foot raised median in order to be considered as a viable alternative. Also, a 4-lane facility which could be expandable to an ultimate 6-lane facility will also need to be

File E.2

MEMORANDUM

TO: File

FROM: Mike Palozzi

DATE: November 9, 1995

SUBJECT: **S.R. 574 Project Development and Environment Study**
State Project Number 10090-1524
Work Program Item Number 7113543
Federal Aid Project Number XL-208-1(14)
Hillsborough County, Florida
Traffic Projection Evaluations

I have reviewed the Traffic Projection Evaluations memorandum and offer the following comments:

1. Were the scenarios described on page 1 provided by Hillsborough County or were they developed by Greiner using the Hillsborough County models? It appears that there were model runs developed for two-lane and six-lane alternatives for S.R. 574 but no runs were developed for four-lanes (throughout the length of S.R. 574). Was it concluded, somehow, that four-lanes would not be sufficient to satisfy the future traffic demand? If this is true, an explanation of these considerations is needed.

2. Based on their description, Needs Plan scenarios I and K appear to be the same. Discuss their major differences.

3. Add "Total" columns on Tables A-2 through A-4.

4. Specify on Tables A-1 through A-3 what year the exhibited volumes represent.

5. Add "Total" columns on Tables A-6 and A-9.

6. Specify on Tables A-6 through A-8 what year the exhibited volumes represent.

7. On Tables 1 and 2 specify what year the volumes represent. Also indicate whether these volumes are peak season or AADT volumes.

8. Page 3 indicates that the (annual?) traffic growth rates derived from the N5 scenario model run range between 3.4 and 7.16 percent. No calculations are found in Attachment B on the annual growth rates. Include a table in Attachment B, similar to Table A-11, that summarizes the growth rates.

SR 574 PD+E STUDY
HILLSBOROUGH COUNTY, FL

Greiner

RECORD OF CONVERSATION

TE: 6/13/95 JOB NO: SPN 10090-1524

CORDED BY: KEVIN DOYLE OWNER/CLIENT: FDOT

LKED WITH: DAVID KOGER OF ICF KAISER

TURE OF CALL: 623-1133 INCOMING ☐ OUTGOING ☒ MEETING ☐

UTE TO:

INFORMATION	ACTION
TRAFFIC COUNT SCHEDULING	TOM CLOTHIER TO CALL DAVID KOGER
CONSTRUCTION SCHEDULE	W OF CR 579 TO HIGHVIEW - NEED CLO COORD
	HIGHVIEW TO PINE ST - NO PROBLEM FOR NEXT 4-5 WEEKS

AIN SUBJECT OF CONVERSATION: 6-LANE CONSTRUCTION ACTIVITIES + TRAFFIC COUNTS

EMS DISCUSSED:

- DAVID KOGER IS CONSTRUCTION ENGINEER FOR FDOT FOR CURRENT 6-LANE CONSTRUCTION ACTIVITIES ON SR 574 - EAST LIMITS OF 6-LANING IS PINE STREET
- DAVID SEES NO PROBLEM WITH TUBE COUNTERS IN PLACE BETWEEN HIGHVIEW (WALMART) AND PINE ST. (HIGHVIEW IS ≈ 2 BLOCKS EAST OF CR 579 (MANGO RD.)) FOR ANYTIME IN THE NEAR FUTURE
- NEED TO CLOSELY COORDINATE TUBE COUNTERS FROM WEST OF CR 579 TO HIGHVIEW BUT DAVID DOESN'T FORESEE THAT BIG OF A PROBLEM
- TOM CLOTHIER TO COORDINATE ACTIVITIES THROUGH DAVID + DAVID WILL INFORM AND SCHEDULE ACTIVITIES WITH CONTRACTOR

The summary tables and graphics from the September 22, 1995 meeting are included in Attachment A to this memorandum. Tables A-1 through A-5 summarize the peak season weekday volumes on the east-west facilities for the Cost Affordable and Needs Plans, the 1990 peak season weekday traffic from the Model Validation, and the 1995 raw traffic count data. Tables A-6 through A-10 summarize the volumes on the north-south facilities for the Cost Affordable and Needs Plans, the 1990 peak season weekday traffic from the Model Validation and the 1995 raw traffic count data. Table A-11 compares the 1990, 1995 and 2015 volumes on S.R. 574 along with the respective growth rates. The exhibits illustrate the existing volumes and are also included in Attachment A.

Subsequent Evaluations

As a result of the September 22, 1995 meeting, the projections for the Cost Affordable Plans (Scenarios N4, N5 and N6) were obtained from the Department. The volumes are summarized in Attachment B. Tables B-1 through B-3 summarize the volumes on the east-west facilities and Tables B-4 through B-6 summarize the volumes on the north-south facilities. All projections represent 2015 peak season weekday traffic volumes. As seen in these tables, the volumes for Scenarios N4 and N5 are similar and the volumes for Scenario N6 are significantly lower on the east-west facilities, particularly on S.R. 574. This is due to Scenarios N4 and N5 having a six-lane facility on S.R. 574 from C.R. 579 east to Forbes Road and a four-lane facility from Forbes Road east through Alexander Street. Scenario N6 only has a two-lane facility on S.R. 574 for the length of the study area. Given the lower number of lanes, lower volumes would be anticipated. This comparison is summarized in Table 1.

A comparison of the total screenline volumes between the major north-south streets was conducted for the M5 and the N5 alternatives. Table 2 summarizes the screenline total volumes for both the M5 and N5 scenarios along with the volume difference and percent difference. As indicated in the table, the differences are minimal with the majority of the segments within two percent. Based on this comparison, Scenario N5 was selected for further evaluations.

The adjustments to the base traffic projections were then made for both the east-west facilities and the north-south facilities. The following summarizes the specific adjustments to the travel demand model projections.

TABLE 1

VOLUME COMPARISON
2015 Peak Season Weekday Traffic

Segment	SR 574 M5	SR 574 N4	SR 574 N5	SR 574 N6
W. of CR 579 to CR 579	52,200	54,700	54,700	48,500
CR 579 to Parsons	50,700	52,400	52,500	28,700
Parsons to Kingsway	29,600	26,200	25,800	11,200
Kingsway to McIntosh	24,100	23,300	23,100	10,800
McIntosh to Dover Rd.	24,300	23,700	23,500	11,200
Dover Rd. to Forbes	25,100	24,300	24,200	12,200
Forbes to Turkey Creek	17,700	16,300	16,200	6,600
Turkey Creek to Sammonds	17,600	16,000	16,000	7,200
Sammonds to Woodrow Wilson	13,200	11,700	11,600	4,900
Woodrow Wilson to Alexander	14,300	12,900	12,900	6,300
Alexander to E. of Alexander	6,800	6,300	6,300	4,200

APPENDIX C

CRASH SUMMARIES AND CRASH DIAGRAMS

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 4.126
Intersecting Street: CR 579

Study Period Begins on: 01/01/1995 **Study Period Ends on:** 12/31/1995

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
1	01/06/1995	Fri	1000	Right Turn			X	Day	Dry	Unknown
2	01/19/1995	Thurs	2400	Rear End			X	Night	Dry	Careless Driving
3	01/24/1995	Tues	1700	Left Turn			X	Day	Dry	Failure to yield ROW
4	03/20/1995	Mon	1700	Angle		2		Day	Dry	Failure to yield ROW
5	03/23/1995	Thurs	0600	Rear End			X	Day	Dry	Careless Driving
6	04/10/1995	Mon	1700	Rear End			X	Day	Dry	Careless Driving
7	04/24/1995	Mon	1000	Left Turn		2		Day	Dry	Failure to yield ROW
8	05/06/1995	Sat	1600	Fixed Object			X	Day	Dry	Careless Driving
9	06/16/1995	Fri	1600	Rear End		2		Day	Dry	Careless Driving
10	07/03/1995	Mon	1600	Rear End		1		Day	Dry	Careless Driving
11	07/20/1995	Thurs	1300	Rear End			X	Day	Wet	Careless Driving
12	07/25/1995	Tues	2200	Angle			X	Night	Wet	Failure to yield ROW
13	09/07/1995	Thurs	1000	Angle			X	Day	Dry	Failure to yield ROW
14	10/18/1995	Wed	1700	Rear End			X	Day	Wet	Careless Driving
15	11/08/1995	Wed	0600	Left Turn		2		Night	Wet	Failure to yield ROW
16	11/18/1995	Sat	1200	Rear End			X	Day	Dry	Careless Driving
17	12/01/1995	Fri	1900	Rear End			X	Night	Dry	Careless Driving

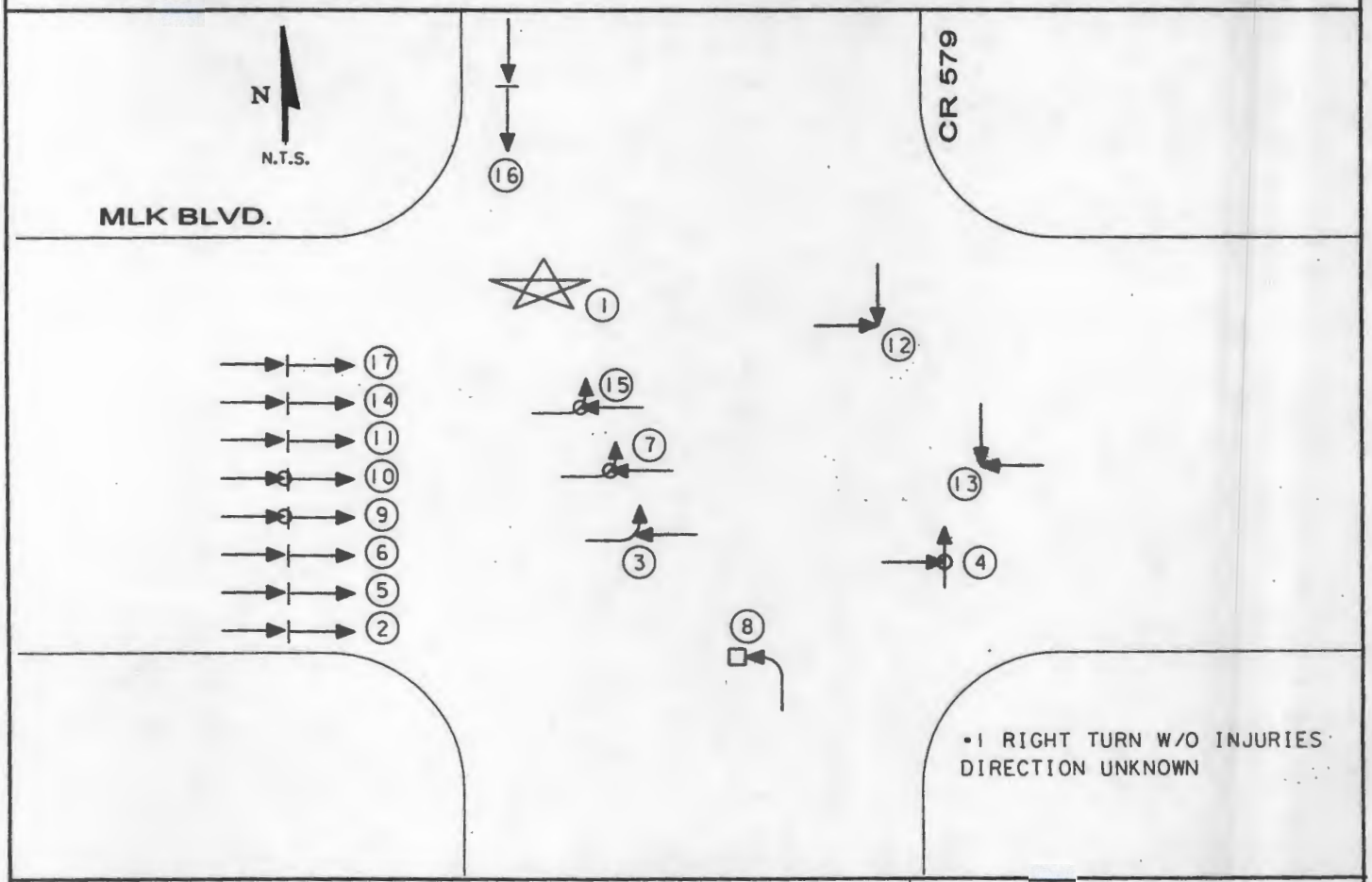
	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	17	0	5	12	3	3	1	9	0	0	1	0	0
Percent:	100%	0%	29%	71%	18%	18%	6%	53%	0%	0%	6%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	13	4	4	13		0		19,000	2.5
Percent:	76%	24%	24%	76%		0%			

FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD CR 579 **COUNTY: HILLSBOROUGH**

PERIOD FROM : 1/95 - 12/95 **PREPARED BY: SCOTT MICHAEL**



COLLISION SYMBOLS

STRAIGHT
STOPPED
BACKING
PARKED
OVERTURNED
INJURY
FATALITY
REAR-END
HEAD-ON
SIDE SWIPE
OUT OF CONTROL
INSUFFICIENT INFORMATION
RIGHT TURN
LEFT TURN
FIXED OBJECT
PEDESTRIAN
BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	9	4	0	13
NIGHTTIME	3	1	0	4
TOTAL	12	5	0	17

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 4.126
Intersecting Street: CR 579

Study Period Begins on: 01/01/1996 **Study Period Ends on:** 12/31/1996

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
18	02/14/1996	Wed	1700	Rear End		2		Day	Dry	Careless Driving
19	04/24/1996	Wed	0800	Rear End		1		Day	Wet	Careless Driving
20	08/29/1996	Thurs	0700	Left Turn			X	Day	Dry	Failure to yield ROW
21	10/03/1996	Thurs	1300	Left Turn			X	Day	Dry	Failure to yield ROW
22	11/18/1996	Mon	1500	Rear End			X	Day	Dry	Careless Driving

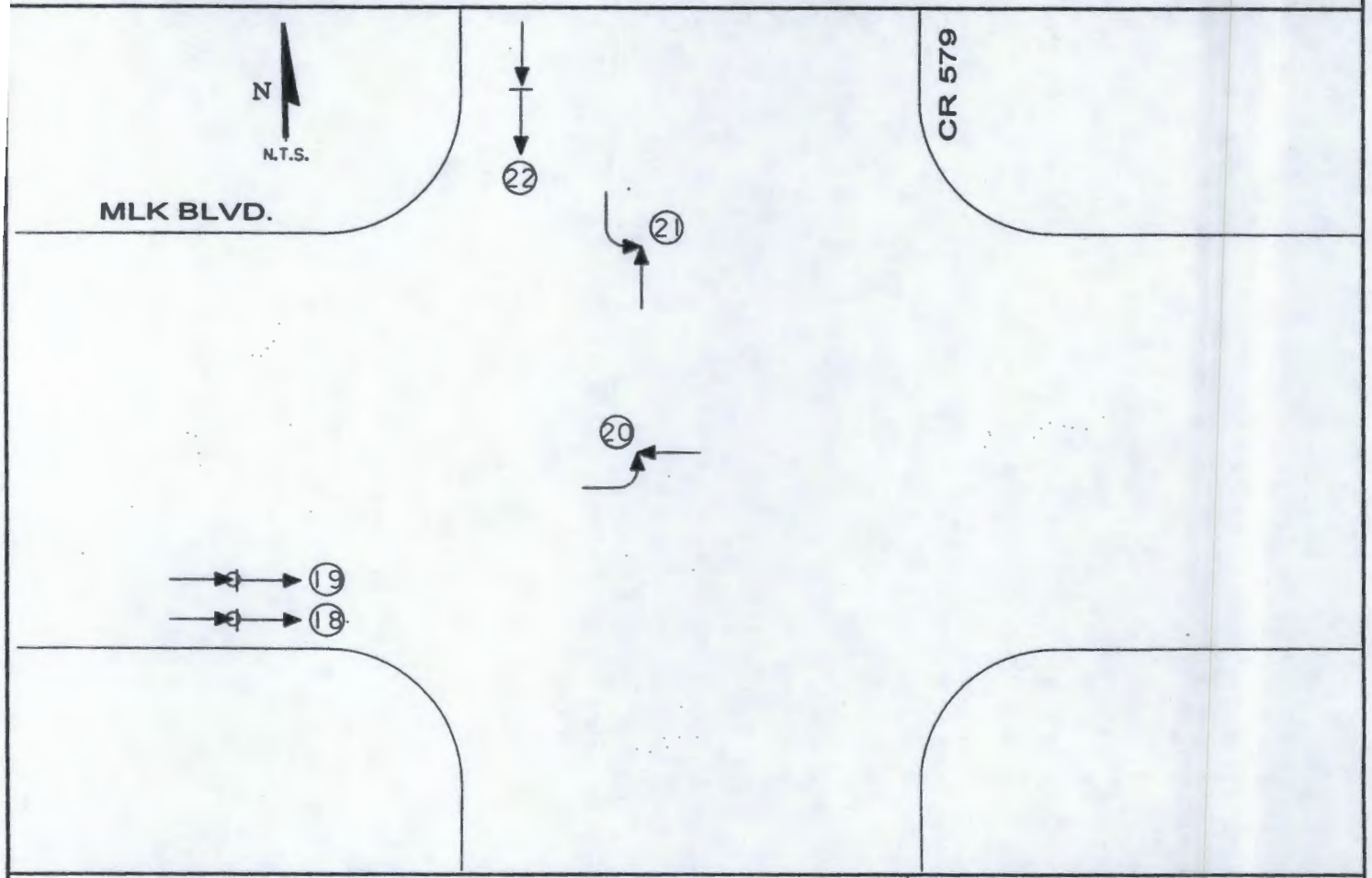
	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	5	0	2	3	0	2	0	3	0	0	0	0	0
Percent:	100%	0%	40%	60%	0%	40%	0%	60%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	5	0	1	4		0		18,900	0.7
Percent:	100%	0%	20%	80%		0%			

FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD CR 579 **COUNTY:** HILLSBOROUGH

PERIOD FROM : 1/96 - 12/96 **PREPARED BY:** SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	3	2	0	5
NIGHTTIME	0	0	0	0
TOTAL	3	2	0	5

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 4.126
Intersecting Street: CR 579

Study Period Begins on: 01/01/1997 **Study Period Ends on:** 12/31/1997

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
23	04/26/1997	Sat	0300	Rear End		3		Night	Dry	Careless Driving
24	06/13/1997	Fri	1200	Rear End			X	Day	Wet	Careless Driving
25	06/28/1997	Sat	1800	Angle			X	Day	Wet	Failure to yield ROW
26	07/01/1997	Tues	2300	Rear End		1		Night	Dry	Careless Driving
27	07/23/1997	Wed	0800	Rear End		1		Day	Dry	Careless Driving
28	08/08/1997	Fri	1400	Rear End			X	Day	Dry	Careless Driving
29	09/25/1997	Thurs	1700	Rear End		2		Day	Dry	Careless Driving
30	11/11/1997	Tues	1400	Sideswipe			X	Day	Dry	Careless Driving
31	11/29/1997	Sat	1800	Rear End		2		Night	Wet	Careless Driving
32	12/04/1997	Thurs	1900	Rear End			X	Night	Wet	Careless Driving

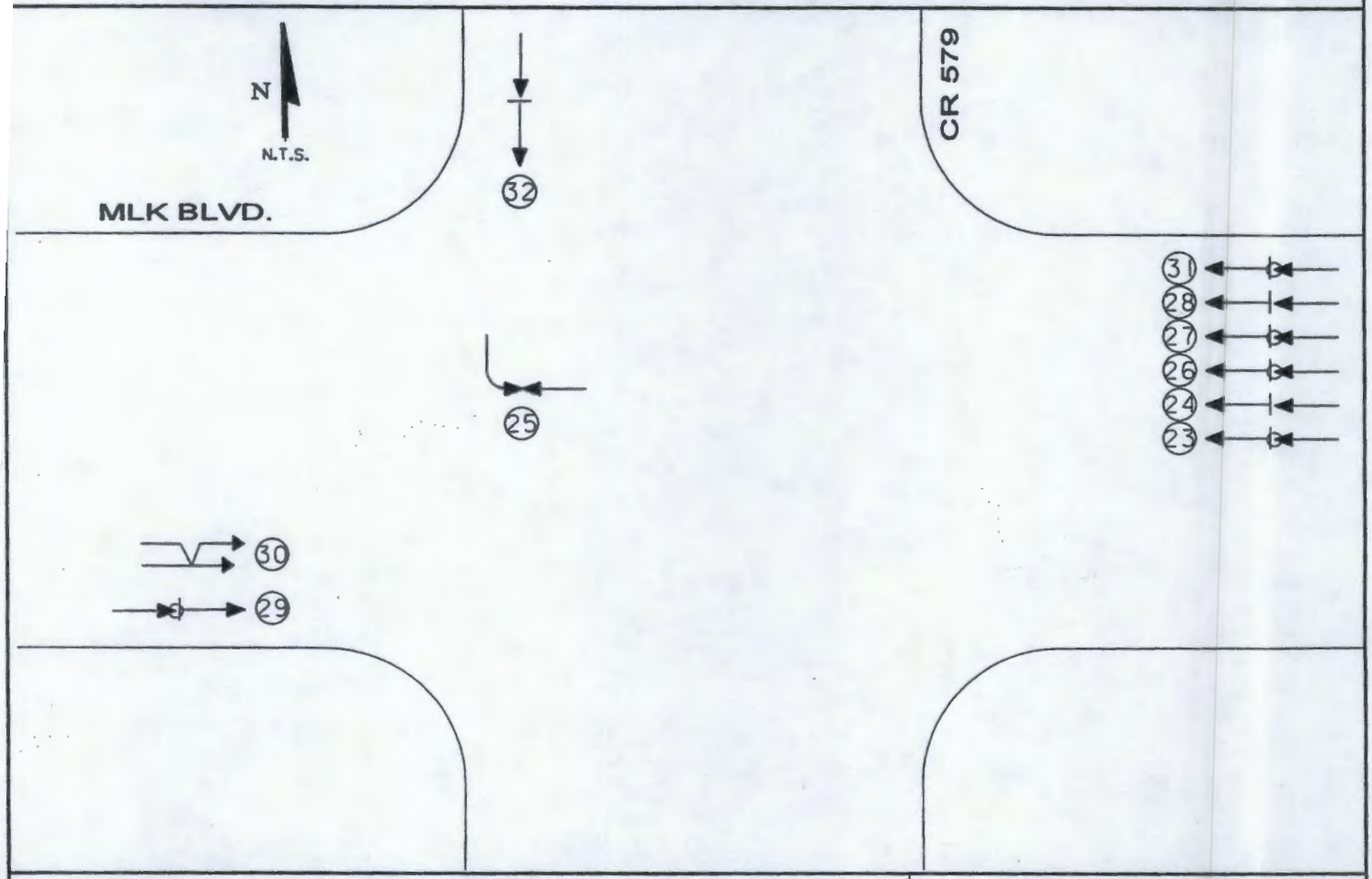
	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	10	0	5	5	1	0	0	8	1	0	0	0	0
Percent:	100%	0%	50%	50%	10%	0%	0%	80%	10%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	6	4	4	6		0		19,300	1.4
Percent:	60%	40%	40%	60%		0%			

FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD CR 579 **COUNTY:** HILLSBOROUGH

PERIOD FROM : 1/97 - 12/97 **PREPARED BY:** SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	4	2	0	6
NIGHTTIME	1	3	0	4
TOTAL	5	5	0	10

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 4.126
Intersecting Street: CR 579

Study Period Begins on: 01/01/1998

Study Period Ends on: 12/31/1998

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
33	03/20/1998	Fri	0300	Angle		1		Night	Wet	Failure to yield ROW
34	03/30/1998	Mon	1500	Right Turn			X	Day	Dry	Failure to yield ROW
35	04/01/1998	Wed	1600	Other		1		Day	Dry	Unknown
36	05/15/1998	Fri	0900	Other		1		Day	Dry	Unknown
37	09/02/1998	Wed	1400	Rear End		3		Day	Wet	Careless Driving
38	10/30/1998	Fri	1700	Left Turn		2		Day	Dry	Careless Driving
39	12/02/1998	Wed	1800	Rear End		1		Night	Wet	Careless Driving

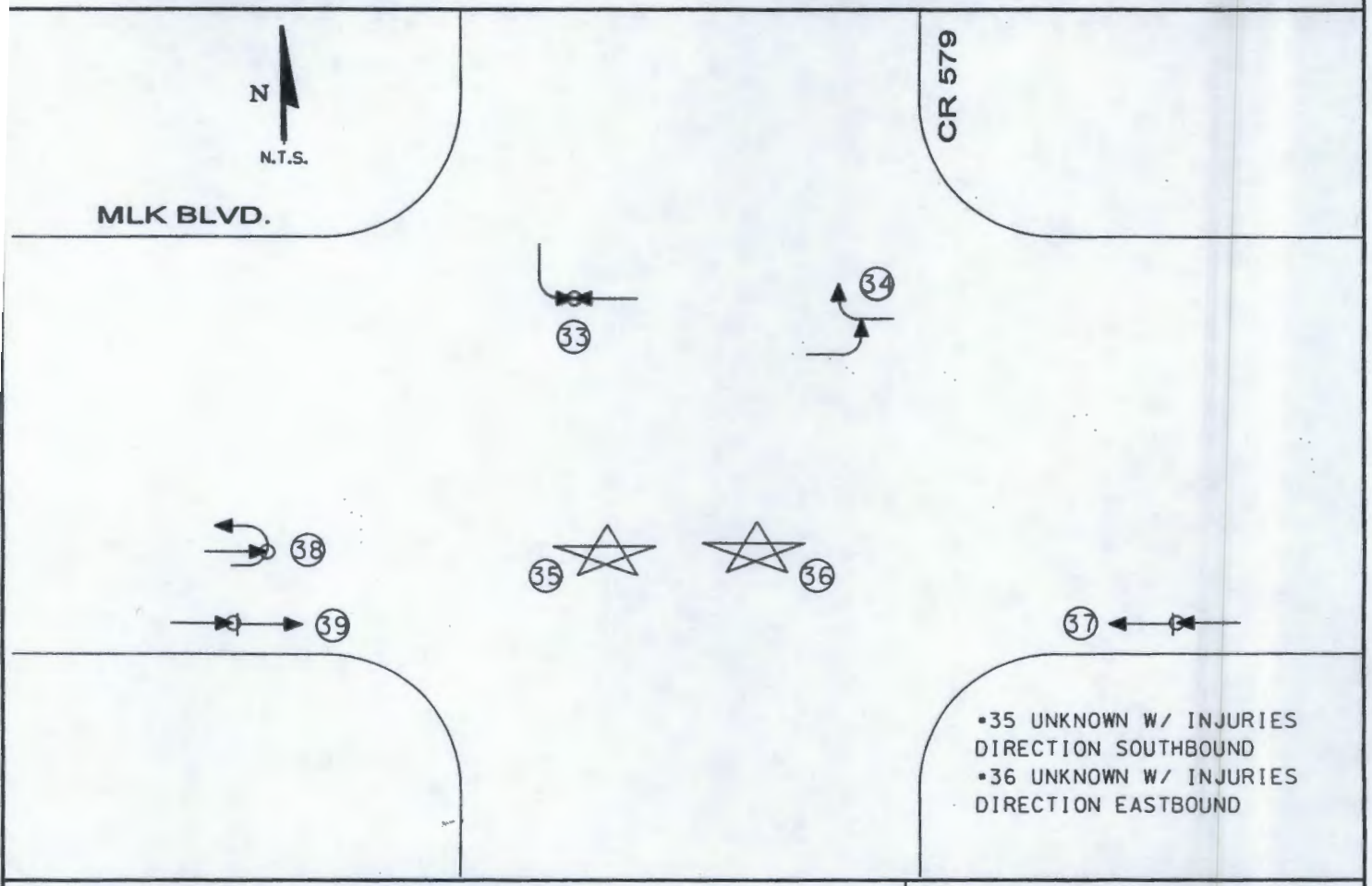
	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	7	0	6	1	1	1	1	2	0	0	0	0	2
Percent:	100%	0%	86%	14%	14%	14%	14%	29%	0%	0%	0%	0%	29%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	5	2	3	4		0		21,500	0.9
Percent:	71%	29%	43%	57%		0%			

FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD CR 579 — COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98 — PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

STRAIGHT
STOPPED
BACKING
PARKED
OVERTURNED
INJURY
FATALITY
REAR-END
HEAD-ON
SIDE SWIPE
OUT OF CONTROL
INSUFFICIENT INFORMATION
RIGHT TURN
LEFT TURN
FIXED OBJECT
PEDESTRIAN
BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	1	4	0	5
NIGHTTIME	0	2	0	2
TOTAL	1	6	0	7

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 4.126
Intersecting Street: CR 579

Study Period Begins on: 1/1/99

Study Period Ends on: 12/31/99

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
40	6/15/99	Tues	1250	Sideswipe			X	Day	Dry	Careless Driving
41	7/7/99	Wed	1825	Left Turn			X	Day	Dry	Failure to yield ROW
42	9/10/99	Fri	2200	Left Turn			X	Night	Dry	Failure to yield ROW
43	10/5/99	Tues	1930	Left Turn		1		Night	Wet	Careless Driving
44	11/23/99	Tues	700	Rear End			X	Day	Dry	Careless Driving
45	12/6/99	Mon	1930	Rear End			X	Night	Wet	Failure to yield ROW

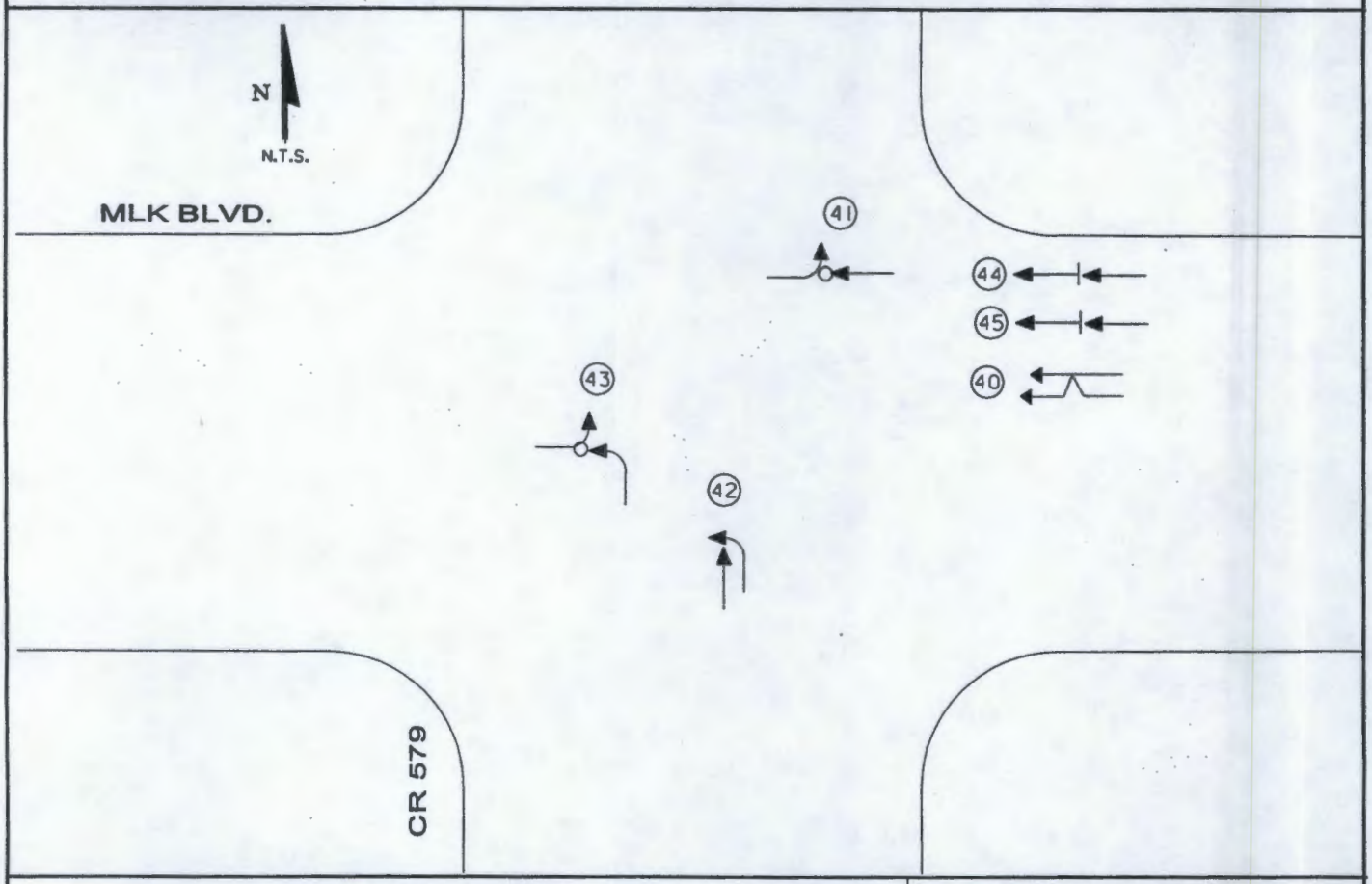
	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	6	0	1	5	0	3	0	2	1	0	0	0	0
Percent:	100%	0%	17%	83%	0%	50%	0%	33%	17%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	3	3	2	4		0		33,439	0.5
Percent:	50%	50%	33%	67%		0%			

FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD CR 579 — COUNTY: HILLSBOROUGH

PERIOD FROM : 1/99 - 12/99 — PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	3	0	0	3
NIGHTTIME	2	1	0	3
TOTAL	5	1	0	6

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Section: 1009
Local Street Name: Martin Luther King Jr. Boulevard
City/Town: Seffner
Mile Post: 4.368
Intersecting Street: Highview Road

Study Period Begins on: 01/01/1995 **Study Period Ends on:** 12/31/1995

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
1	02/17/1995	Fri	2200	Angle			X	Night	Dry	Failure to yield ROW
2	02/19/1995	Sun	1800	Angle			X	Day	Dry	Failure to yield ROW
3	03/01/1995	Wed	0600	Angle		1		Day	Wet	Failure to yield ROW
4	03/03/1995	Fri	1900	Rear End		1		Night	Dry	Careless Driving
5	03/12/1995	Sun	1900	Rear End			X	Night	Dry	Failure to yield ROW
6	03/13/1995	Mon	1800	Rear End			X	Day	Wet	Failure to yield ROW
7	03/17/1995	Fri	1700	Angle			X	Day	Wet	Failure to yield ROW
8	04/01/1995	Sat	1600	Angle			X	Day	Dry	Failure to yield ROW
9	05/31/1995	Wed	1700	Rear End			X	Day	Dry	Careless Driving
10	06/11/1995	Sun	1300	Rear End		1		Day	Dry	Failure to yield ROW
11	06/29/1995	Thurs	1600	Angle		1		Day	Dry	Failure to yield ROW
12	07/13/1995	Thurs	2100	Rear End			X	Night	Wet	Careless Driving
13	07/25/1995	Tues	1600	Rear End		1		Day	Wet	Careless Driving
14	08/21/1995	Mon	1600	Rear End		1		Day	Wet	Failure to yield ROW
15	08/25/1995	Fri	1500	Angle			X	Day	Wet	Failure to yield ROW
16	09/01/1995	Fri	0700	Angle		2		Day	Wet	Failure to yield ROW
17	09/07/1995	Thurs	1800	Rear End			X	Day	Dry	Careless Driving
18	09/23/1995	Sat	1600	Left Turn			X	Day	Wet	Failure to yield ROW
19	10/07/1995	Sat	2200	Angle			X	Night	Wet	Failure to yield ROW
20	10/21/1995	Sat	1000	Rear End			X	Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:													
Percent:													

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:									
Percent:									

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 4.368
Intersecting Street: Highview Road

Study Period Begins on: 01/01/1995 **Study Period Ends on:** 12/31/1995

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
21	10/30/1995	Mon	1400	Angle		2		Day	Dry	Failure to yield ROW
22	11/11/1995	Sat	1800	Rear End		2		Day	Wet	Careless Driving
23	11/11/1995	Sat	1900	Angle			X	Night	Wet	Failure to yield ROW
24	11/29/1995	Wed	0700	Angle			X	Day	Wet	Failure to yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	24	0	9	15	12	1	0	11	0	0	0	0	0
Percent:	100%	0%	38%	63%	50%	4%	0%	46%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	18	6	13	11		0		19,000	3.5
Percent:	75%	25%	54%	46%		0%			

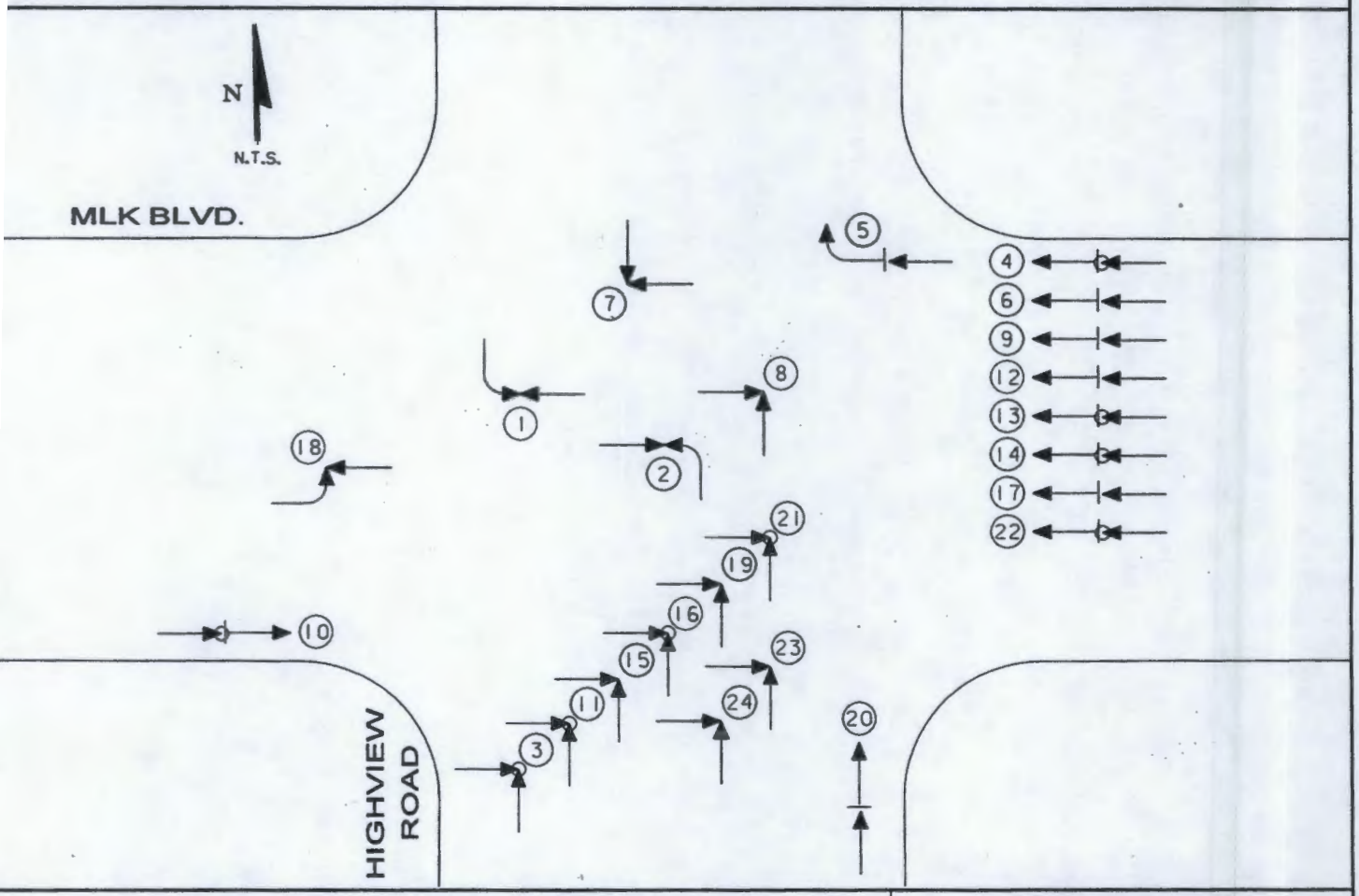
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
HIGHVIEW ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	10	8	0	18
NIGHTTIME	5	1	0	6
TOTAL	15	9	0	24

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Section: 1009
Local Street Name: Martin Luther King Jr. Boulevard
City/Town: Seffner
Mile Post: 4.368
Intersecting Street: Highview Road

Study Period Begins on: 01/01/1996 **Study Period Ends on:** 12/31/1996

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
25	01/04/1996	Thurs	0700	Angle			X	Day	Dry	Careless Driving
26	01/23/1996	Tues	0700	Left Turn		1		Day	Dry	Careless Driving
27	02/26/1996	Mon	2000	Angle			X	Night	Dry	Careless Driving
28	03/05/1996	Tues	1400	Rear End		1		Day	Dry	Failure to yield ROW
29	03/07/1996	Thurs	1100	Angle		2		Day	Dry	Careless Driving
30	04/20/1996	Sat	1700	Angle			X	Day	Dry	Careless Driving
31	07/09/1996	Tues	2000	Left Turn		1		Night	Wet	Careless Driving
32	07/11/1996	Thurs	0800	Angle		1		Day	Dry	Careless Driving
33	07/31/1996	Wed	0900	Angle		1		Day	Dry	Careless Driving
34	08/16/1996	Fri	0900	Rear End			X	Day	Dry	Failure to yield ROW
35	09/03/1996	Tues	0700	Angle			X	Day	Dry	Careless Driving
36	09/15/1996	Sun	1500	Angle			X	Day	Dry	Careless Driving
37	09/27/1996	Fri	1800	Angle		4		Day	Dry	Careless Driving
38	10/02/1996	Wed	2100	Angle		2		Night	Wet	Failure to yield ROW
39	10/06/1996	Sun	1500	Angle			X	Day	Wet	Careless Driving
40	10/22/1996	Tues	0900	Angle		1		Day	Dry	Careless Driving
41	10/26/1996	Sat	1000	Rear End			X	Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	17	0	9	8	12	2	0	3	0	0	0	0	0
Percent:	100%	0%	53%	47%	71%	12%	0%	18%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	14	3	3	14		0		18,900	2.5
Percent:	82%	18%	18%	82%		0%			

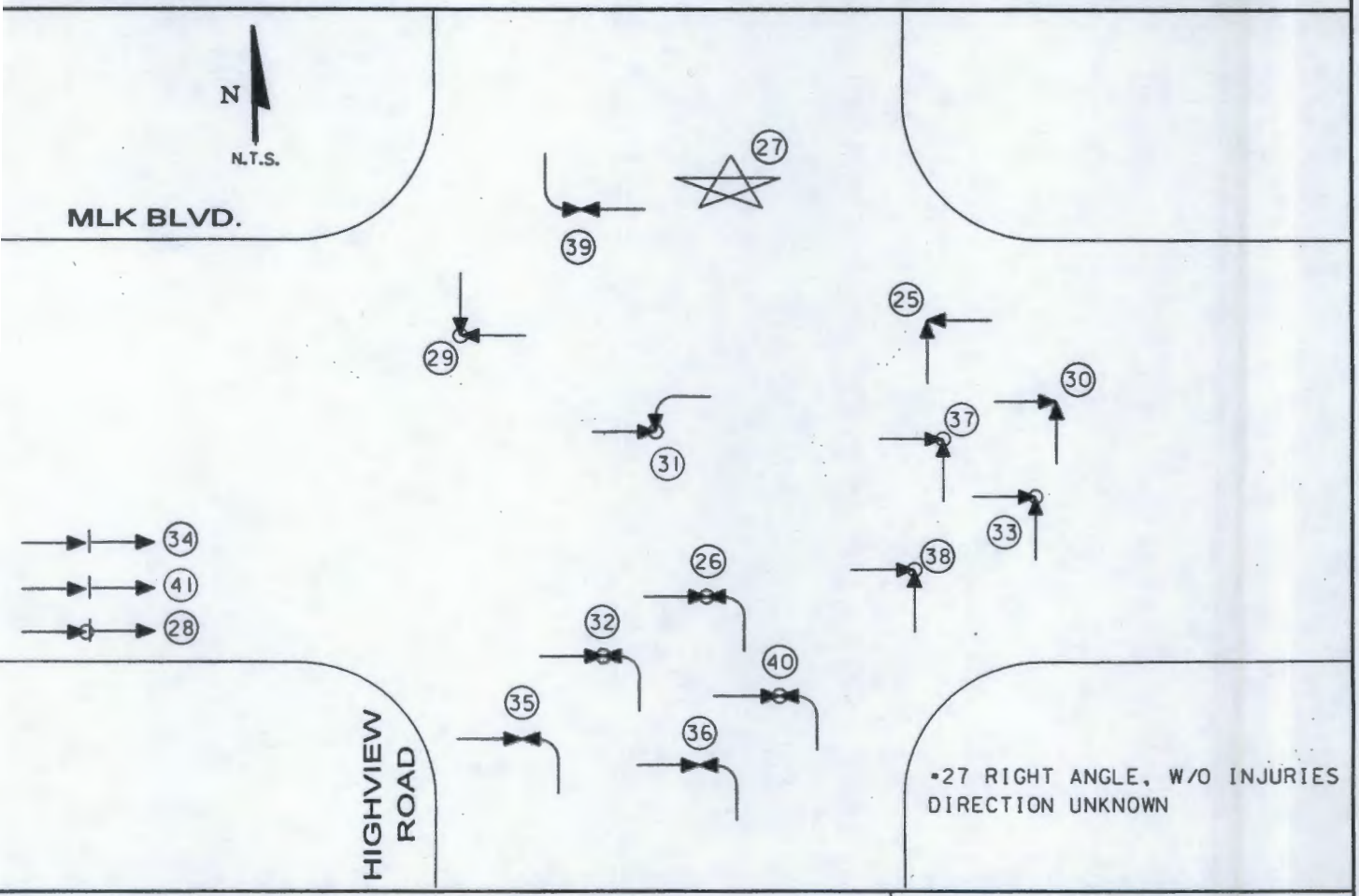
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
HIGHVIEW ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL



*27 RIGHT ANGLE, W/O INJURIES
DIRECTION UNKNOWN

COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	7	7	0	14
NIGHTTIME	1	2	0	3
TOTAL	8	9	0	17

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Section: 1009
Local Street Name: Martin Luther King Jr. Boulevard
City/Town: Seffner
Mile Post: 4.368
Intersecting Street: Highview Road

Study Period Begins on: 01/01/1997 **Study Period Ends on:** 12/31/1997

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
42	01/11/1997	Sat	0400	Angle			X	Night	Dry	Careless Driving
43	01/13/1997	Mon	1700	Sideswipe			X	Day	Dry	Careless Driving
44	01/22/1997	Wed	1300	Angle		1		Day	Dry	Failure to yield ROW
45	01/24/1997	Fri	2300	Rear End			X	Night	Dry	Careless Driving
46	03/21/1997	Fri	2400	Other			X	Night	Dry	Unknown
47	06/20/1997	Fri	1800	Rear End			X	Day	Dry	Failure to yield ROW
48	07/05/1997	Sat	2000	Angle		1		Night	Wet	Careless Driving
49	07/11/1997	Fri	1000	Rear End			X	Day	Dry	Careless Driving
50	09/19/1997	Fri	1900	Rear End		1		Day	Dry	Careless Driving
51	10/08/1997	Wed	1400	Angle		2		Day	Dry	Careless Driving
52	11/07/1997	Fri	0900	Angle		1		Day	Dry	Failure to yield ROW
53	12/16/1997	Tues	1400	Left Turn			X	Day	Dry	Careless Driving
54	12/28/1997	Sun	1400	Rear End		1		Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	13	0	6	7	5	1	0	5	1	0	0	0	1
Percent:	100%	0%	46%	54%	38%	8%	0%	38%	8%	0%	0%	0%	8%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	9	4	1	12		0		19,300	1.8
Percent:	69%	31%	8%	92%		0%			

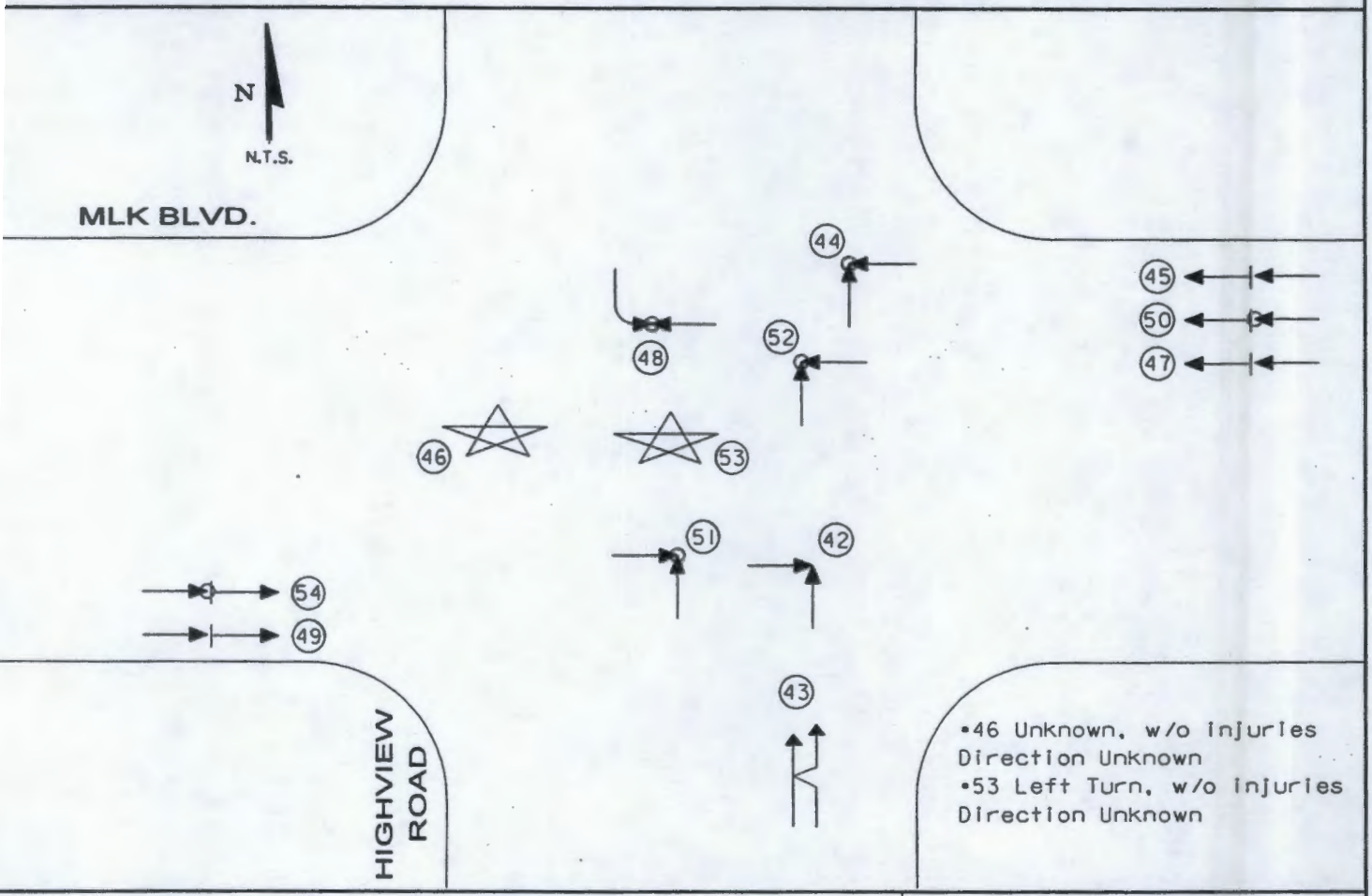
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
HIGHVIEW ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/97 - 12/97

PREPARED BY: SCOTT MICHAEL



•46 Unknown, w/o injuries
Direction Unknown
•53 Left Turn, w/o injuries
Direction Unknown

COLLISION SYMBOLS

STRAIGHT
STOPPED
BACKING
PARKED
OVERTURNED
INJURY
FATALITY
REAR-END
HEAD-ON
SIDE SWIPE
OUT OF CONTROL
INSUFFICIENT INFORMATION
RIGHT TURN
LEFT TURN
FIXED OBJECT
PEDESTRIAN
BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	4	5	0	9
NIGHTTIME	3	1	0	4
TOTAL	7	6	0	13

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Section: 1009
Local Street Name: Martin Luther King Jr. Boulevard

City/Town: Seffner
Mile Post: 4.368
Intersecting Street: Highview Road

Study Period Begins on: 01/01/1998

Study Period Ends on: 12/31/1998

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
55	02/06/1998	Fri	1700	Angle		2		Day	Wet	Careless Driving
56	02/13/1998	Fri	1700	Left Turn		4		Day	Wet	Careless Driving
57	02/18/1998	Wed	1600	Rear End			X	Day	Dry	Careless Driving
58	02/28/1998	Sat	1200	Left Turn		4		Day	Wet	Careless Driving
59	04/06/1998	Mon	1300	Rear End			X	Day	Dry	Careless Driving
60	04/16/1998	Thurs	1700	Rear End			X	Day	Dry	Careless Driving
61	06/22/1998	Mon	1500	Rear End			X	Day	Dry	Careless Driving
62	08/22/1998	Sat	1300	Sideswipe			X	Day	Dry	Careless Driving
63	08/25/1998	Tues	1000	Angle			X	Day	Dry	Failure to yield ROW
64	10/01/1998	Thurs	1800	Rear End		1		Day	Wet	Careless Driving
65	11/03/1998	Tues	1700	Rear End		1		Night	Dry	Careless Driving
66	12/08/1998	Wed	1400	Sideswipe		1		Day	Dry	Careless Driving
67	12/08/1998	Tues	1400	Angle		2		Day	Dry	Failure to yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	13	0	7	6	3	2	0	6	2	0	0	0	0
Percent:	100%	0%	54%	46%	23%	15%	0%	46%	15%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	12	1	4	9		0		21,500	1.7
Percent:	92%	8%	31%	69%		0%			

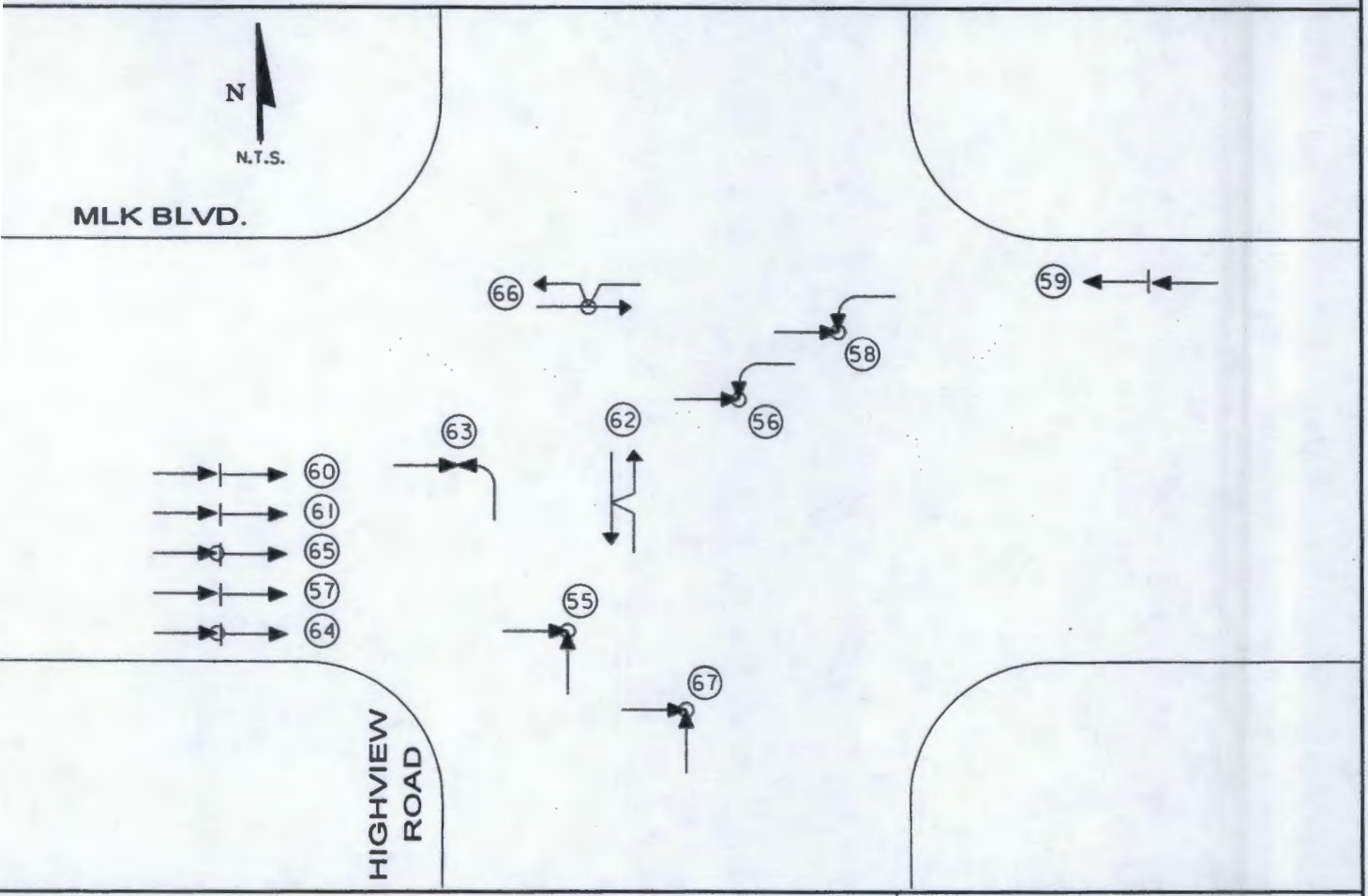
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
HIGHVIEW ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

STRAIGHT
STOPPED
BACKING
PARKED
OVERTURNED
INJURY
FATALITY
REAR-END
HEAD-ON
SIDE SWIPE
OUT OF CONTROL
INSUFFICIENT INFORMATION
RIGHT TURN
LEFT TURN
FIXED OBJECT
PEDESTRIAN
BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	6	6	0	12
NIGHTTIME	0	1	0	1
TOTAL	6	7	0	13

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 4.368
Intersecting Street: Highview Road

Study Period Begins on: 01/01/1999 **Study Period Ends on:** 12/31/1999

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
68	01/22/1999	Fri	1930	Rear End		1		Night	Dry	Careless Driving
69	01/23/1999	Sat	1415	Rear End			X	Day	Wet	Careless Driving
70	05/07/1999	Fri	1815	Rear End		2		Day	Wet	Careless Driving
71	06/17/1999	Thurs	0825	Rear End			X	Day	Wet	Failure to yield ROW
72	10/10/1999	Sun	1510	Rear End		3		Day	Dry	Careless Driving
73	10/25/1999	Mon	1200	Rear End			X	Day	Dry	Careless Driving
74	10/28/1999	Thurs	1335	Rear End		1		Day	Dry	Careless Driving
75	10/31/1999	Sun	1545	Rear End			X	Day	Dry	Careless Driving
76	11/20/1999	Sat	0420	Angle		1		Night	Dry	DUI
77	12/05/1999	Sun	1330	Rear End			X	Day	Dry	Careless Driving
78	12/18/1999	Sat	1843	Rear End			X	Night	Wet	Careless Driving
79	12/20/1999	Mon	1226	Rear End			X	Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	12	0	5	7	1	0	0	11	0	0	0	0	0
Percent:	100%	0%	42%	58%	8%	0%	0%	92%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	9	3	4	8		1		33,424	1.0
Percent:	75%	25%	33%	67%		8%			

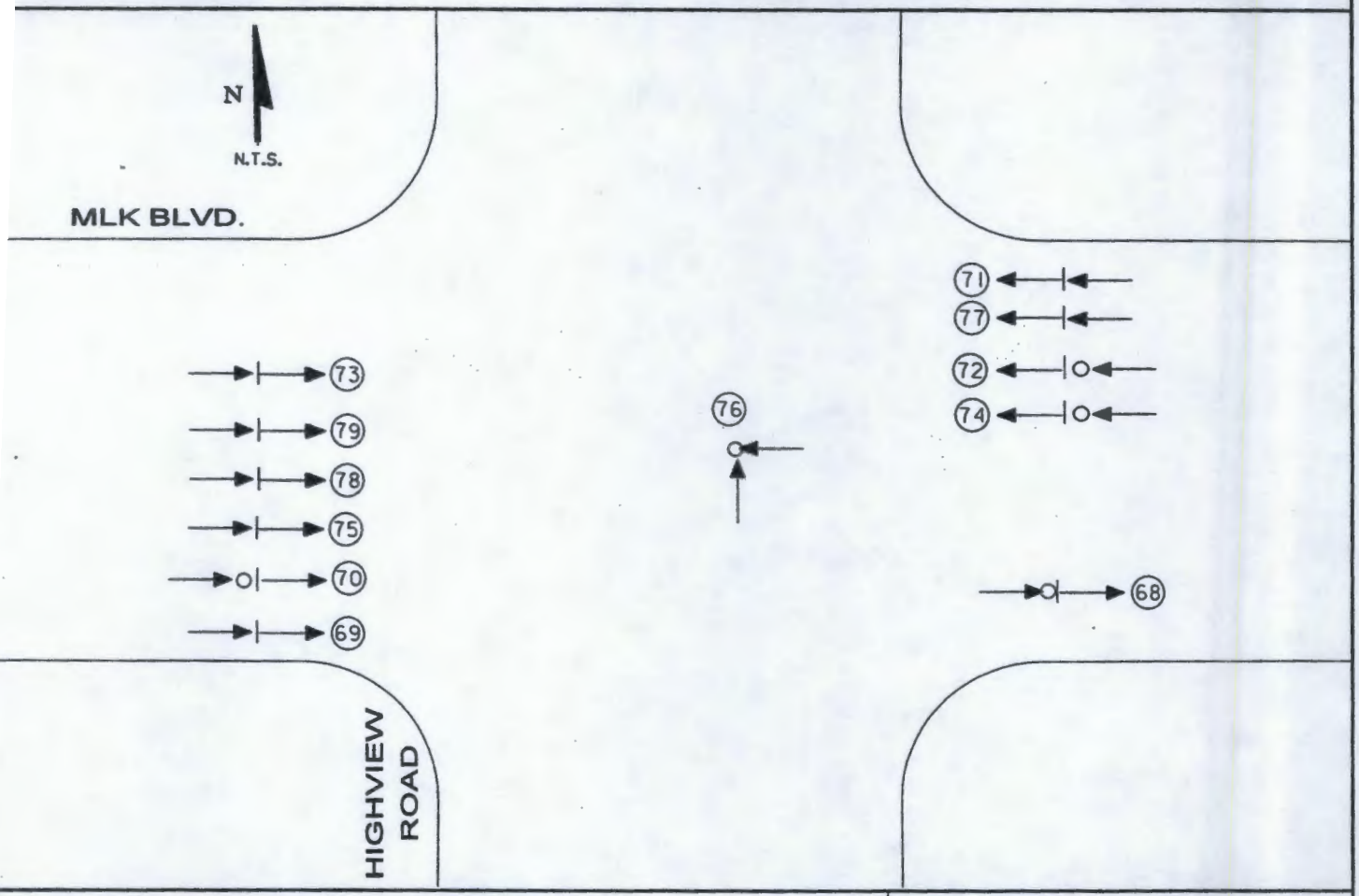
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

OCATION: MARTIN LUTHER KING JR. BLVD
HIGHVIEW ROAD

COUNTY: HILLSBOROUGH

ERIOD FROM : 1/99 - 12/99

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

STRAIGHT
STOPPED
BACKING
PARKED
OVERTURNED
INJURY
FATALITY
REAR-END
HEAD-ON
SIDE SWIPE
OUT OF CONTROL
INSUFFICIENT INFORMATION
RIGHT TURN
LEFT TURN
FIXED OBJECT
PEDESTRIAN
BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	6	3	0	9
NIGHTTIME	1	2	0	3
TOTAL	7	5	0	12

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 4.618
Intersecting Street: Pine Street

Study Period Begins on: **01/01/1995**

Study Period Ends on: **12/31/1995**

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
1	06/14/1995	Wed	1700	Rear End		1		Day	Dry	Careless Driving
2	07/29/1995	Sat	2200	Rear End		1		Night	Wet	Careless Driving
3	09/20/1995	Wed	0900	Rear End			X	Day	Dry	Careless Driving
4	10/17/1995	Tues	0900	Rear End			X	Day	Dry	Careless Driving
5	12/22/1995	Fri	1200	Rear End		2		Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	5	0	3	2	0	0	0	5	0	0	0	0	0
Percent:	100%	0%	60%	40%	0%	0%	0%	100%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	4	1	1	4		0		19,000	0.7
Percent:	80%	20%	20%	80%		0%			

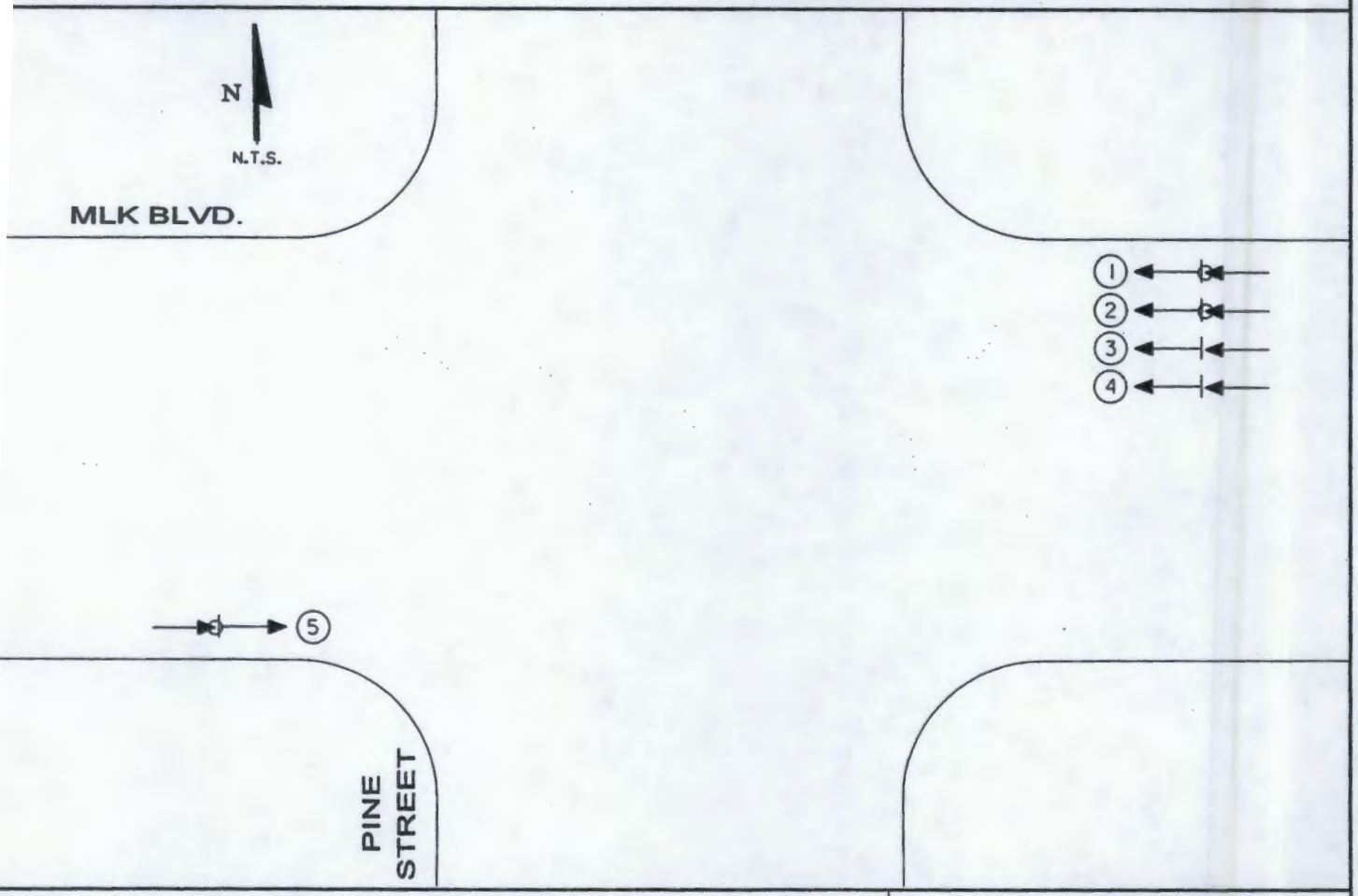
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

OCATION: MARTIN LUTHER KING JR. BLVD
PINE STREET

COUNTY: HILLSBOROUGH

ERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	2	2	0	4
NIGHTTIME	0	1	0	1
TOTAL	2	3	0	5

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 4.618
Intersecting Street: Pine Street

Study Period Begins on: 01/01/1996 **Study Period Ends on:** 12/31/1996

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
6	02/10/1996	Sat	1500	Rear End		1		Day	Dry	Careless Driving
7	03/30/1996	Sat	2300	Angle		1		Night	Wet	Failure to yield ROW
8	05/01/1996	Wed	0200	Fixed Object			X	Night	Dry	Careless Driving
9	10/08/1996	Tues	1100	Angle		2		Day	Wet	Failure to yield ROW
10	10/22/1996	Tues	1500	Left Turn		1		Day	Dry	Failure to yield ROW
11	12/20/1996	Fri	1700	Rear End			X	Night	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	6	0	4	2	2	1	0	2	0	0	1	0	0
Percent:	100%	0%	67%	33%	33%	17%	0%	33%	0%	0%	17%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	3	3	2	4		0		18,900	0.9
Percent:	50%	50%	33%	67%		0%			

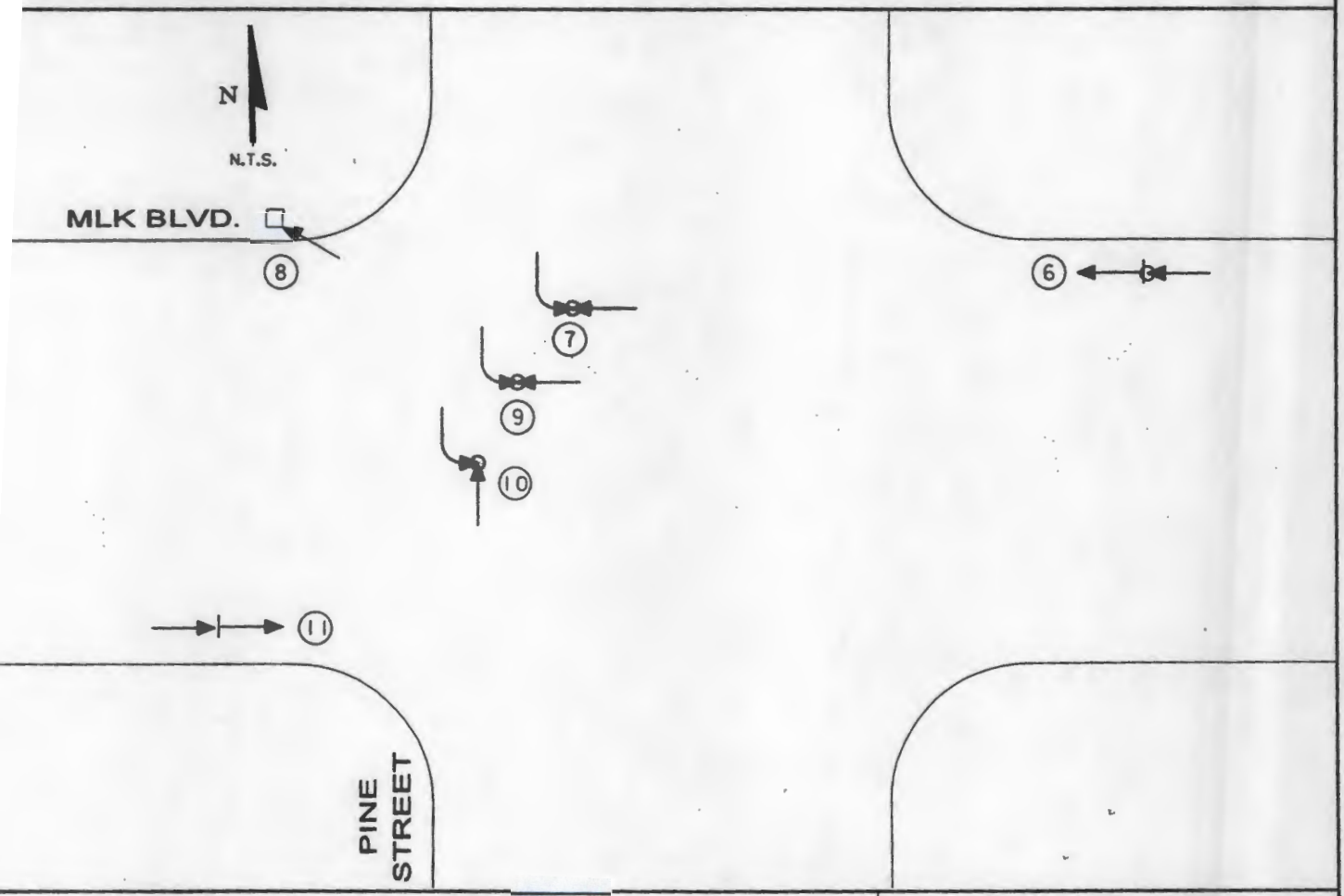
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PINE STREET

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	0	3	0	3
NIGHTTIME	2	1	0	3
TOTAL	2	4	0	6

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Section: 1009
Local Street Name: Martin Luther King Jr. Boulevard
City/Town: Seffner
Mile Post: 4.618
Intersecting Street: Pine Street

Study Period Begins on: 01/01/1997 **Study Period Ends on:** 12/31/1997

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
12	07/23/1997	Wed	1500	Rear End			X	Day	Dry	Careless Driving
13	10/04/1997	Sat	1200	Sideswipe			X	Day	Dry	Careless Driving
14	10/24/1997	Fri	1600	Rear End			X	Day	Dry	Careless Driving
15	10/24/1997	Fri	1600	Rear End			X	Day	Dry	Careless Driving
16	11/07/1997	Fri	1000	Rear End		1		Day	Dry	Careless Driving
17	11/20/1997	Thurs	1500	Sideswipe			X	Day	Dry	Careless Driving
18	12/27/1997	Thurs	1800	Left Turn		4		Night	Dry	Failure to Yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	7	0	2	5	0	1	0	4	2	0	0	0	0
Percent:	100%	0%	29%	71%	0%	14%	0%	57%	29%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	6	1	0	7		0		19,300	1.0
Percent:	86%	14%	0%	100%		0%			

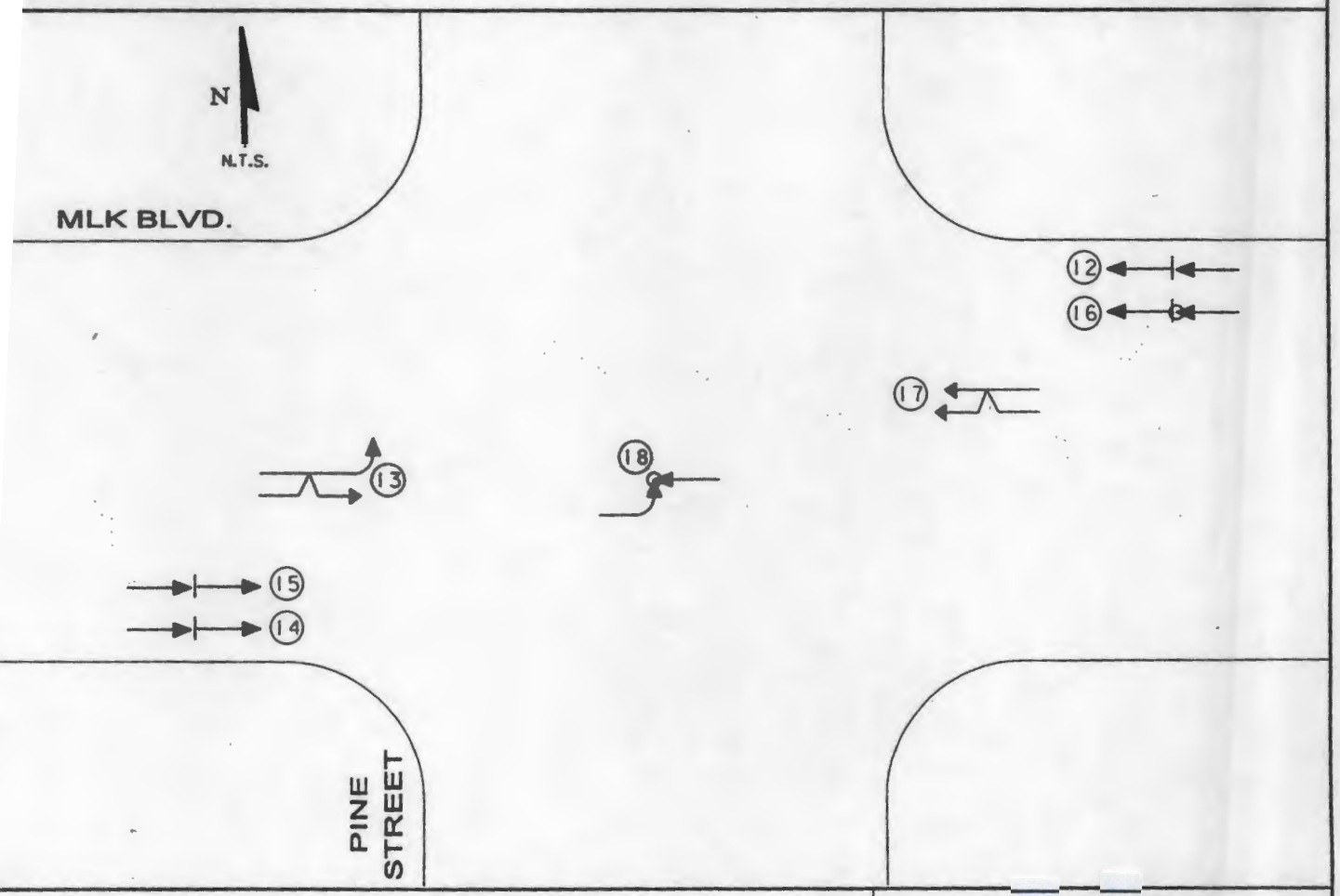
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

CATION: MARTIN LUTHER KING JR. BLVD
PINE STREET

COUNTY: HILLSBOROUGH

RIOD FROM : 1/97 - 12/97

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

STRAIGHT
STOPPED
BACKING
PARKED
OVERTURNED
INJURY
FATALITY
REAR-END
HEAD-ON
SIDE SWIPE
OUT OF CONTROL
INSUFFICIENT INFORMATION
RIGHT TURN
LEFT TURN
FIXED OBJECT
PEDESTRIAN
BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	5	1	0	6
NIGHTTIME	0	1	0	1
TOTAL	5	2	0	7

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 4.618
Intersecting Street: Pine Street

Study Period Begins on: 01/01/1998

Study Period Ends on: 12/31/1998

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
19	02/09/1998	Mon	1400	Rear End			X	Day	Dry	Careless Driving
20	02/27/1998	Fri	1200	Sideswipe		2		Day	Dry	Careless Driving
21	04/15/1998	Wed	0700	Rear End			X	Day	Dry	Careless Driving
22	06/09/1998	Tues	1500	Rear End		1		Day	Dry	Careless Driving
23	06/15/1998	Mon	2000	Ped		2		Night	Dry	Careless Driving
24	06/20/1998	Sat	1200	Angle			X	Day	Dry	Failure to Yield ROW
25	09/03/1998	Thurs	1000	Angle		3		Day	Wet	Failure to Yield ROW
26	10/30/1998	Fri	0700	Rear End			X	Day	Dry	Careless Driving
27	12/05/1998	Sat	1400	Left Turn			X	Day	Dry	Careless Driving
28	12/19/1998	Sat	2400	Sideswipe			X	Night	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	10	0	4	6	2	1	0	4	2	1	0	0	0
Percent:	100%	0%	40%	60%	20%	10%	0%	40%	20%	10%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	8	2	1	9		0		21,500	1.3
Percent:	80%	20%	10%	90%		0%			

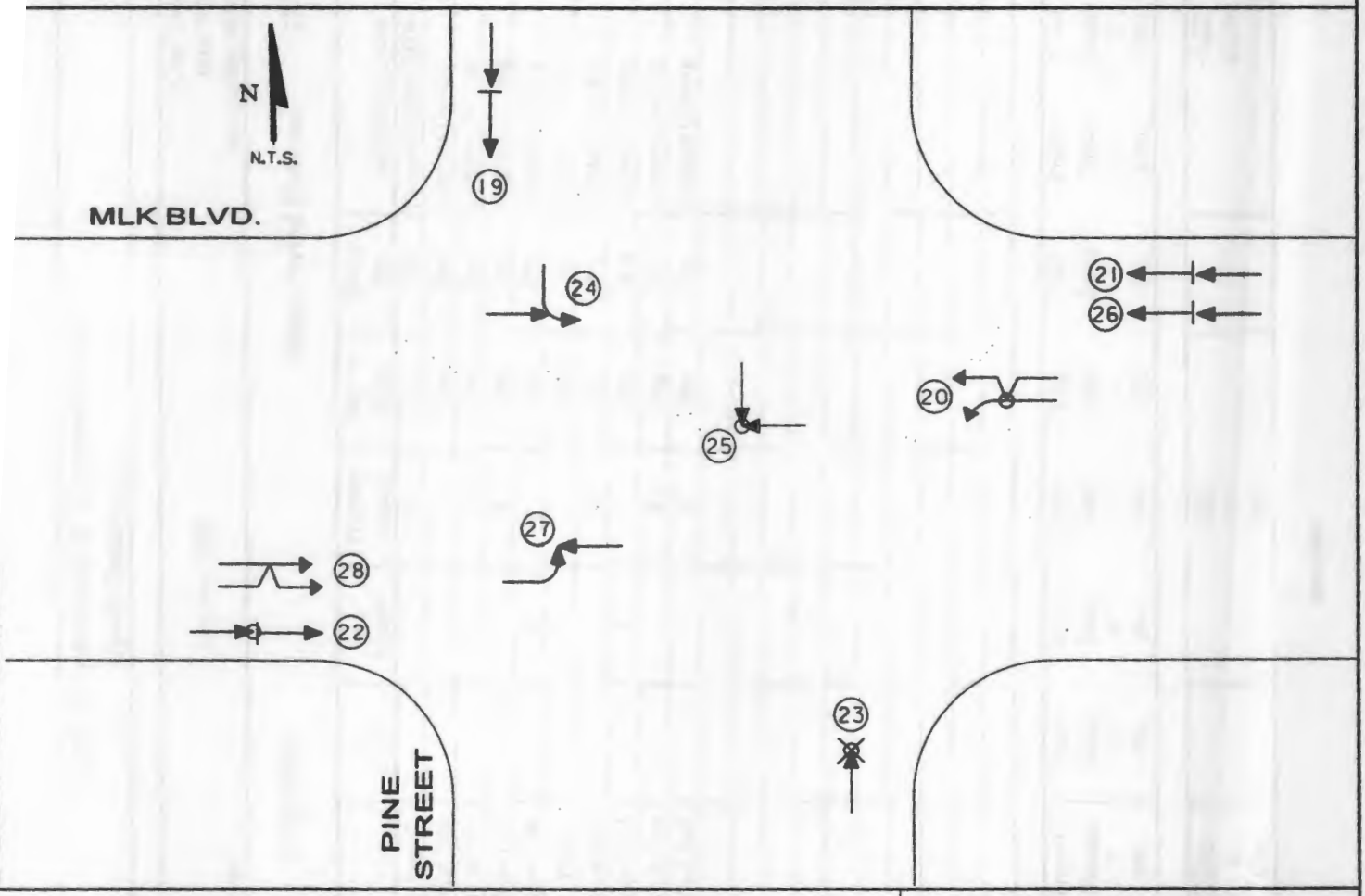
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PINE STREET

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	5	3	0	8
NIGHTTIME	1	1	0	2
TOTAL	6	4	0	10

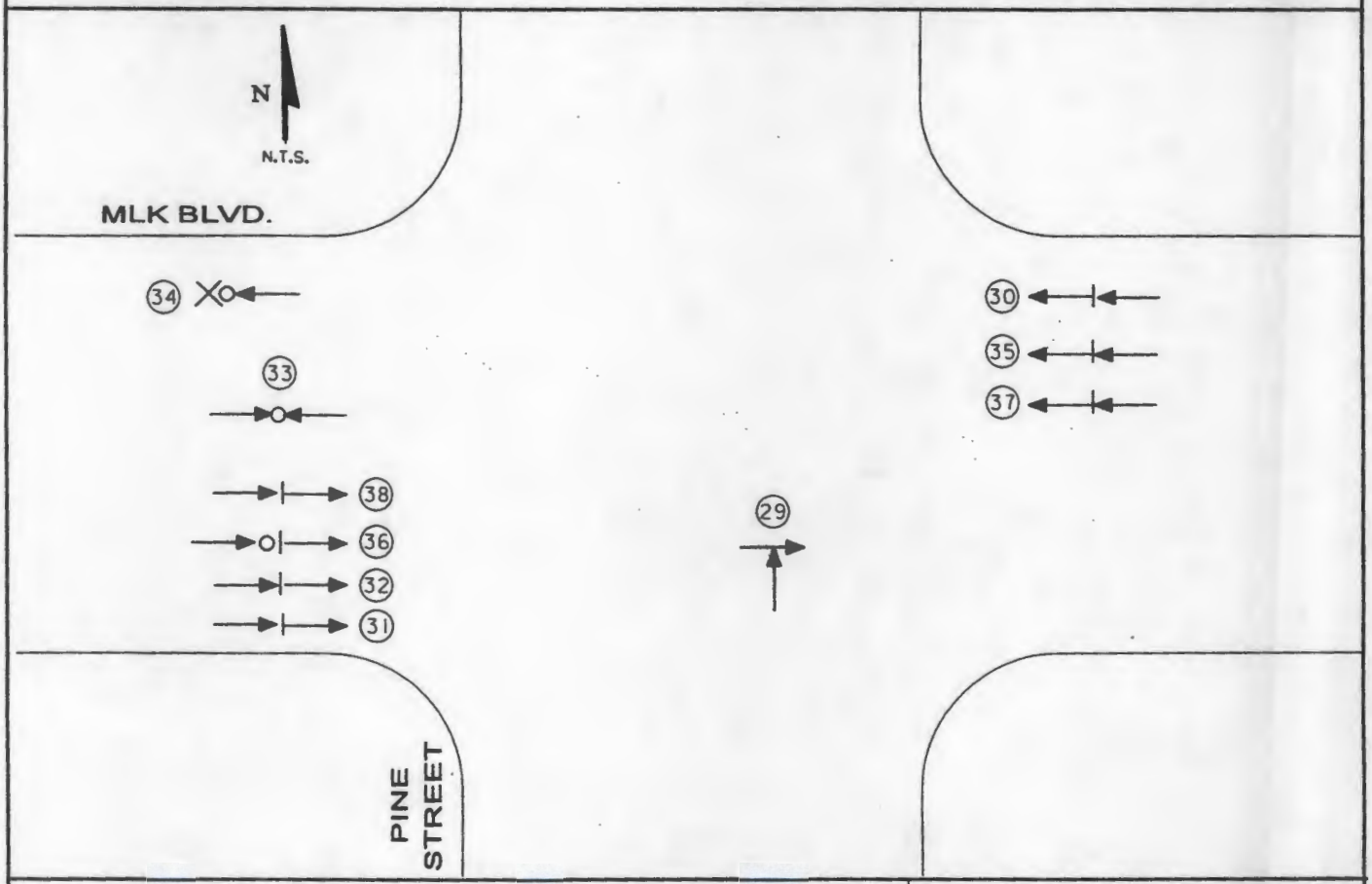
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PINE STREET

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/99 - 12/99

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	7	1	0	8
NIGHTTIME	0	2	0	2
TOTAL	7	3	0	10

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 5.122
Intersecting Street: Parsons Avenue

Study Period Begins on: 01/01/1995

Study Period Ends on: 12/31/1995

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
1	02/22/1995	Wed	1900	Rear End			X	Night	Dry	Careless Driving
2	03/13/1995	Mon	1700	Head On		2		Day	Dry	Careless Driving
3	09/10/1995	Sun	1700	Rear End			X	Day	Dry	Careless Driving
4	10/04/1995	Wed	0900	Angle			X	Day	Dry	Careless Driving
5	11/14/1995	Tues	1400	Head On		1		Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	5	0	2	3	1	0	0	2	0	0	0	2	0
Percent:	100%	0%	40%	60%	20%	0%	0%	40%	0%	0%	0%	40%	0%

	Day	Night	Wet	Dry		DUI			ADT	Crash Rate
Number:	4	1	0	5		0			19,000	0.7
Percent:	80%	20%	0%	100%		0%				

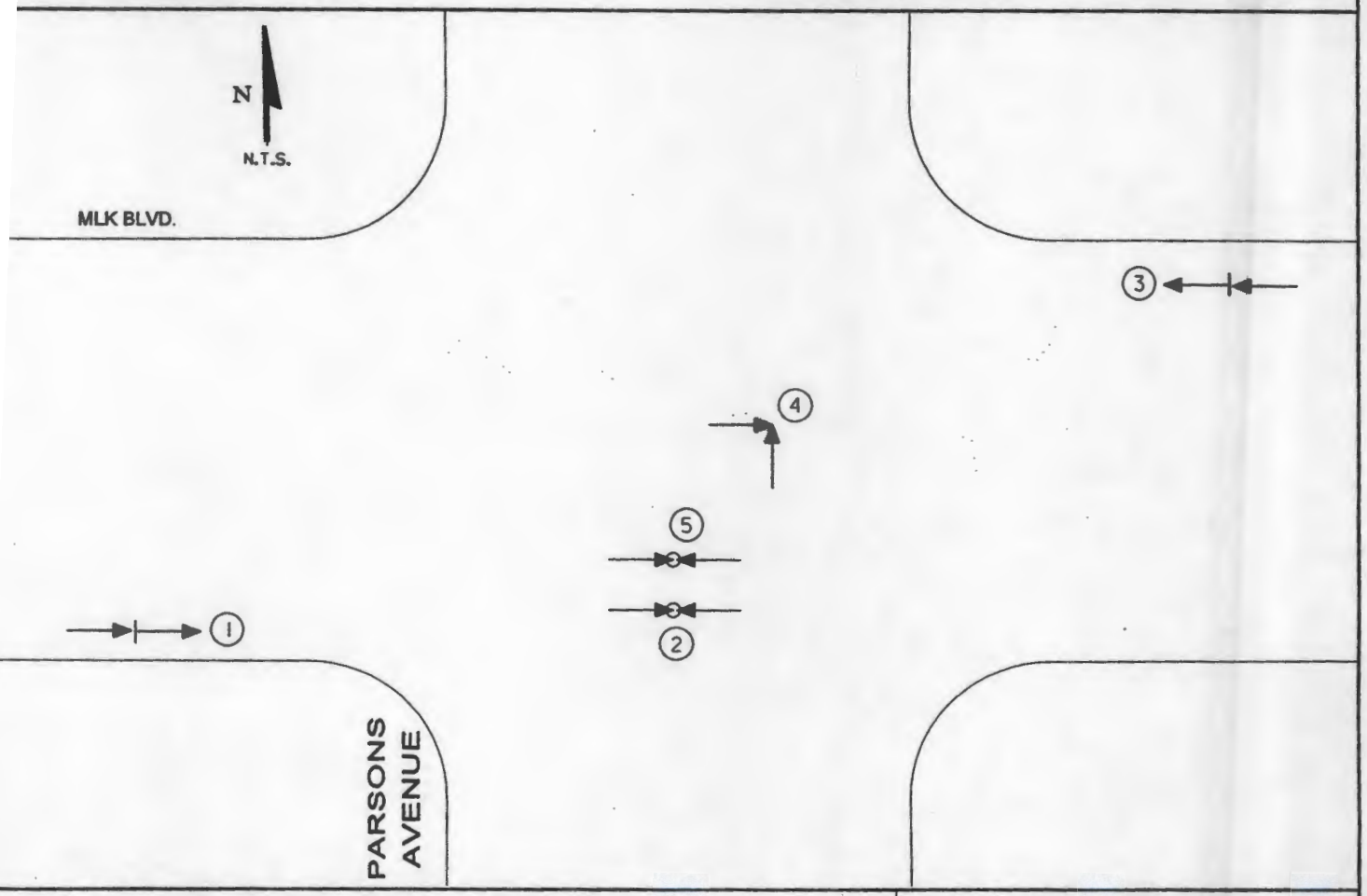
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PARSONS AVENUE

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	2	2	0	4
NIGHTTIME	1	0	0	1
TOTAL	3	2	0	5

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 5.122
Intersecting Street: Parsons Avenue

Study Period Begins on: 01/01/1996 **Study Period Ends on:** 12/31/1996

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
6	01/20/1996	Sat	1500	Left Turn			X	Day	Dry	Failed to Yield ROW
7	02/07/1996	Wed	1800	Left Turn			X	Night	Dry	Failed to Yield ROW
8	05/28/1996	Tues	1200	Angle		1		Day	Dry	Failed to Yield ROW
9	07/15/1996	Mon	1500	Angle		1		Day	Dry	Failed to Yield ROW
10	11/27/1996	Wed	1600	Left Turn		1		Day	Dry	Failed to Yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	5	0	3	2	2	3	0	0	0	0	0	0	0
Percent:	100%	0%	60%	40%	40%	60%	0%	0%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	4	1	0	5		0		18,900	0.7
Percent:	80%	20%	0%	100%		0%			

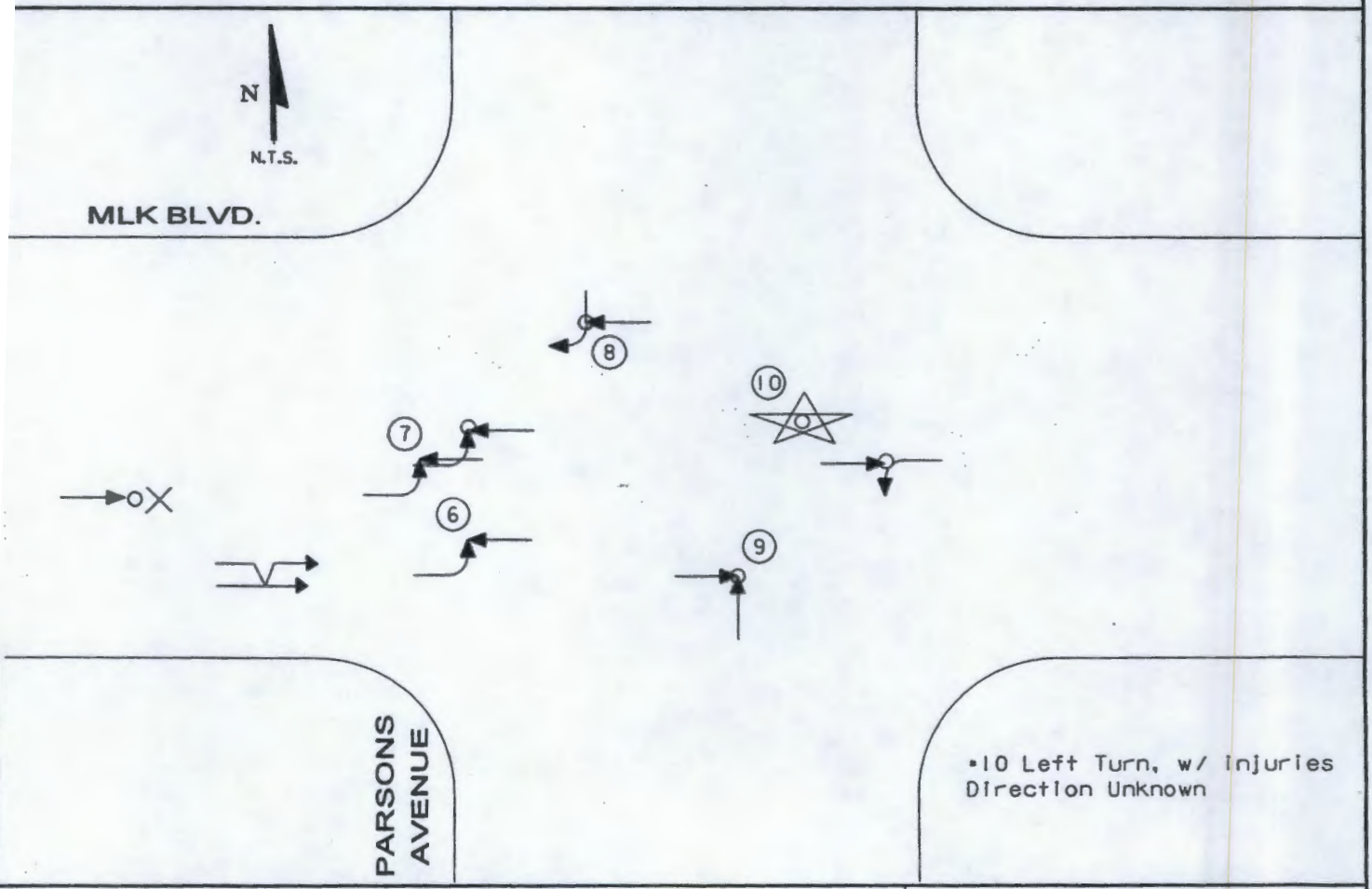
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PARSONS AVENUE

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL



•10 Left Turn, w/ Injuries
Direction Unknown

COLLISION SYMBOLS

STRAIGHT
STOPPED
BACKING
PARKED
OVERTURNED
INJURY
FATALITY
REAR-END
HEAD-ON
SIDE SWIPE
OUT OF CONTROL
INSUFFICIENT INFORMATION
RIGHT TURN
LEFT TURN
FIXED OBJECT
PEDESTRIAN
BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	1	3	0	4
NIGHTTIME	1	0	0	1
TOTAL	2	3	0	5

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 5.122
Intersecting Street: Parsons Avenue

Study Period Begins on: 01/01/1997 **Study Period Ends on:** 12/31/1997

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
11	02/15/1997	Sat	1200	Rear End		1		Day	Dry	Careless Driving
12	07/07/1997	Mon	0800	Sideswipe		1		Day	Dry	Careless Driving
13	07/19/1997	Sat	1800	Angle			X	Day	Wet	Failed to Yield ROW
14	07/30/1997	Wed	2200	Fixed Object		1		Night	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	4	0	3	1	1	0	0	1	1	0	1	0	0
Percent:	100%	0%	75%	25%	25%	0%	0%	25%	25%	0%	25%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	3	1	1	3		0		19,300	0.6
Percent:	75%	25%	25%	75%		0%			

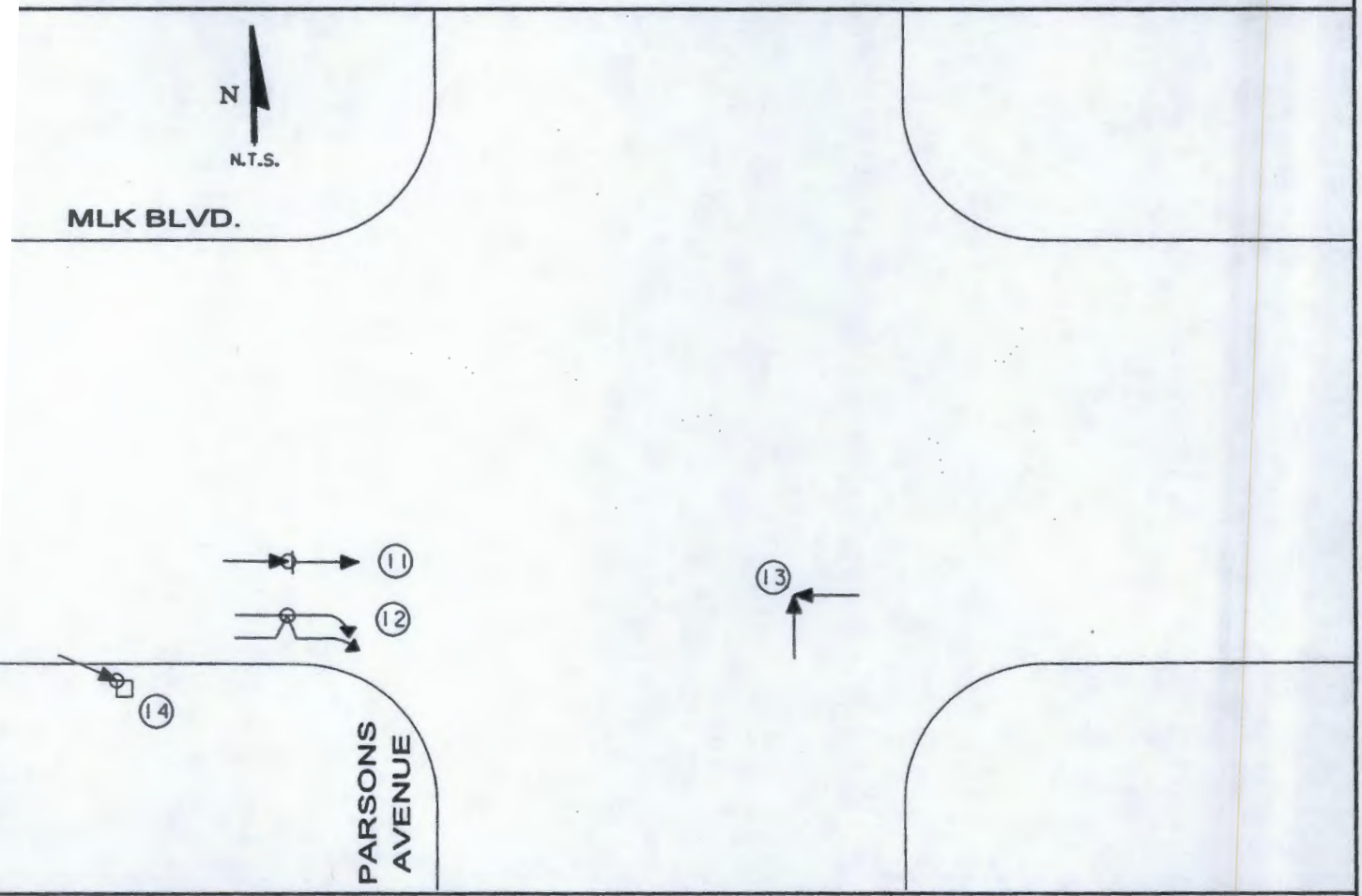
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PARSONS AVENUE

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/97 - 12/97

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	1	2	0	3
NIGHTTIME	0	1	0	1
TOTAL	1	3	0	4

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 5.122
Intersecting Street: Parsons Avenue

Study Period Begins on: 01/01/1998

Study Period Ends on: 12/31/1998

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
15	06/01/1998	Mon	1500	Left Turn			X	Day	Dry	Failed to Yield ROW
16	12/09/1998	Wed	1600	Rear End		4		Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	2	0	1	1	0	1	0	1	0	0	0	0	0
Percent:	100%	0%	50%	50%	0%	50%	0%	50%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	2	0	0	2		0		21,500	0.3
Percent:	100%	0%	0%	100%		0%			

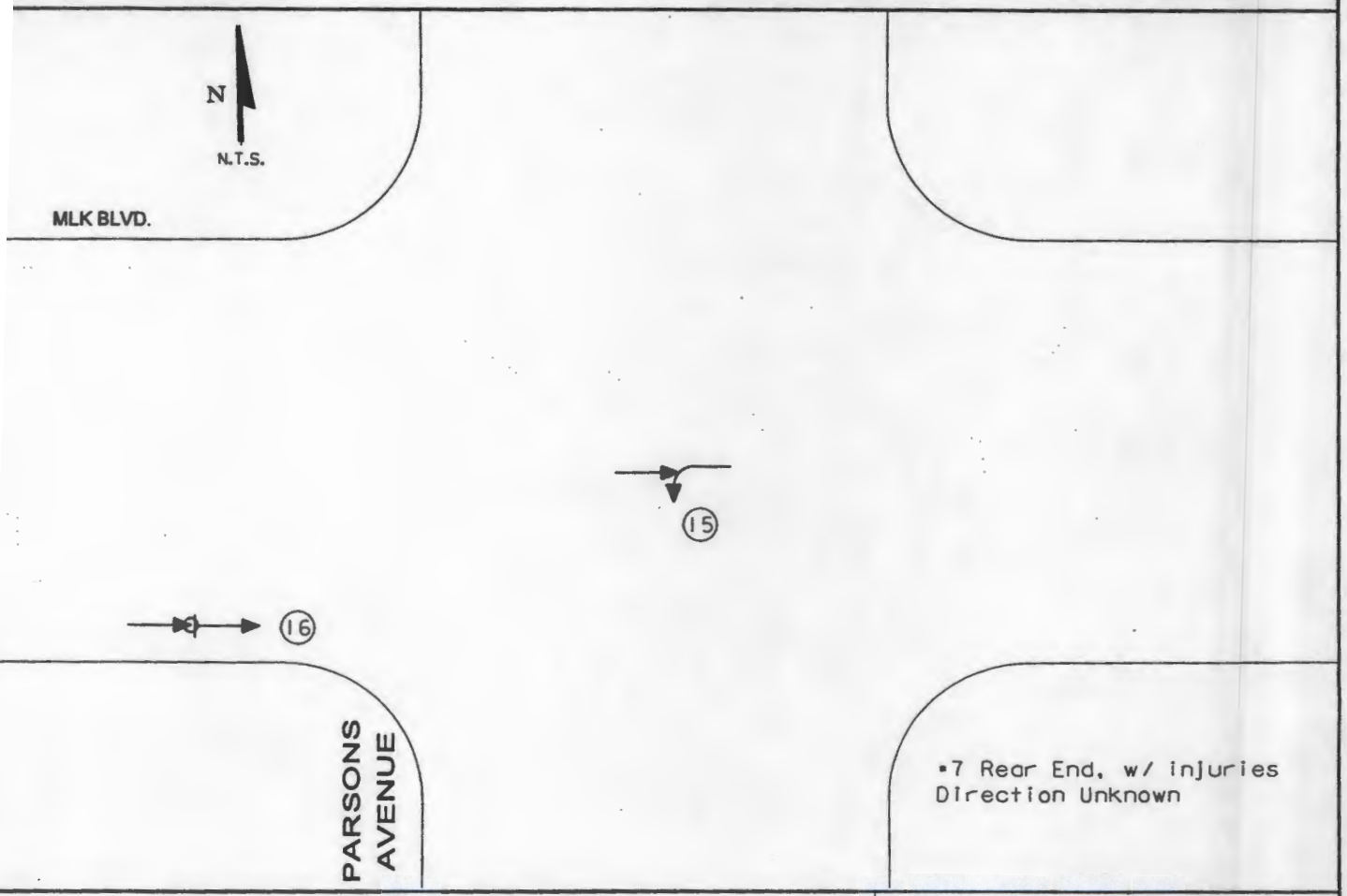
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PARSONS AVENUE

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	1	1	0	2
NIGHTTIME	0	0	0	0
TOTAL	1	1	0	2

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 5.122
Intersecting Street: Parsons Avenue

Study Period Begins on: 1/1/99 **Study Period Ends on:** 12/31/99

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
17	4/30/99	Fri	1719	Rear End		2		Day	Dry	Careless Driving
18	5/10/99	Mon	1800	Rear End			X	Day	Wet	Careless Driving
19	5/22/99	Sat	1105	Rear End			X	Day	Dry	Careless Driving
20	6/18/99	Fri	1620	Left Turn		3		Day	Dry	Careless Driving
21	7/15/99	Thur	2230	Rear End			X	Night	Dry	Careless Driving
22	9/6/99	Mon	1230	Sideswipe			X	Day	Wet	Failure to yield ROW
23	9/12/99	Sun	1426	Rear End			X	Day	Dry	Careless Driving
24	10/27/99	Wed	1620	Left Turn		1		Day	Dry	Failure to yield ROW
25	11/15/99	Mon	2300	Ped		1		Night	Dry	Failure to yield ROW
26	12/13/99	Mon	1450	Rear End			X	Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	10	0	4	6	0	2	0	6	1	1	0	0	0
Percent:	100%	0%	40%	60%	0%	20%	0%	60%	10%	10%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	7	3	2	8		0		24,021	1.1
Percent:	70%	30%	20%	80%		0%			

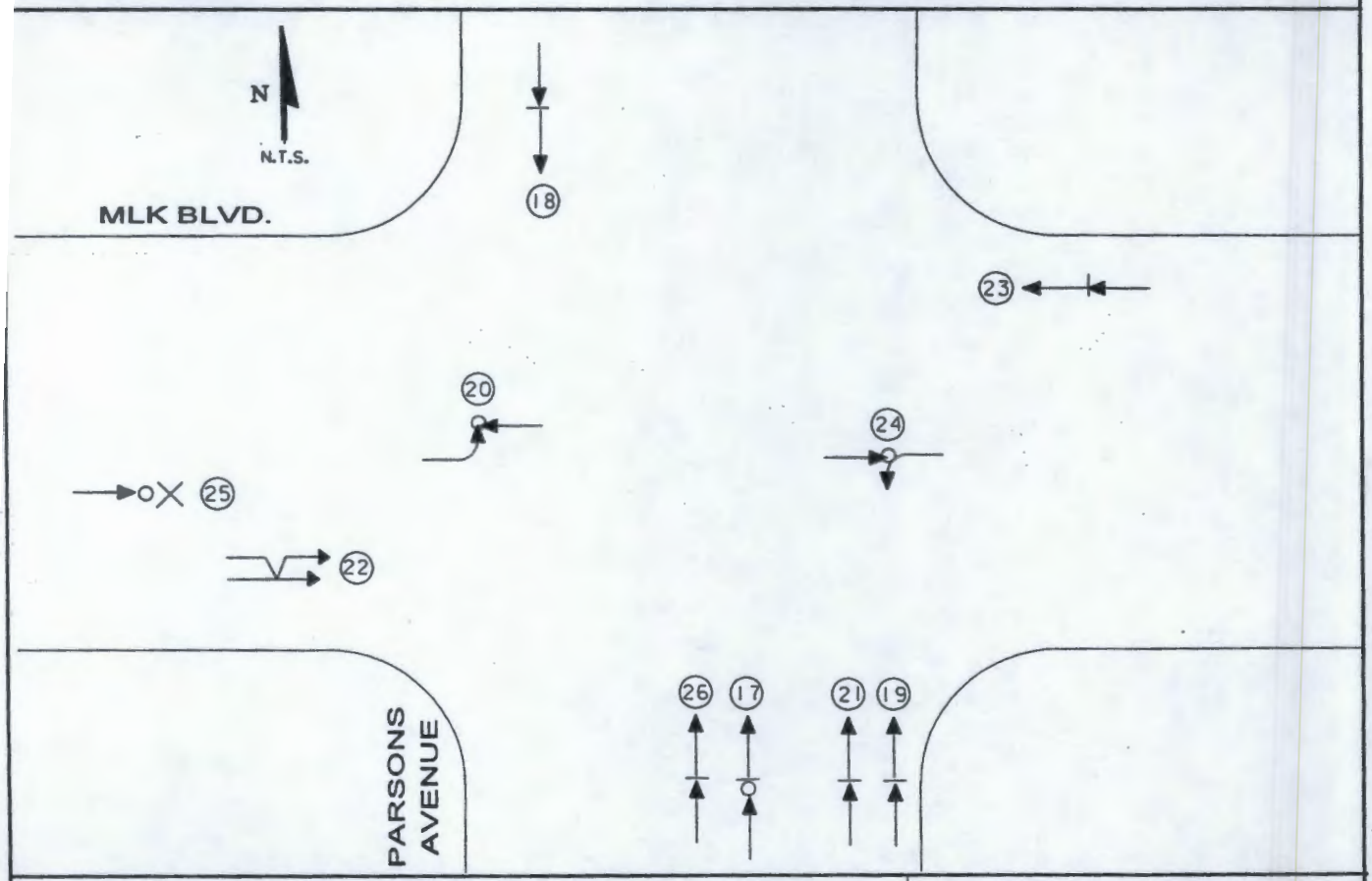
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PARSONS AVENUE

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/99 - 12/99

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

STRAIGHT
STOPPED
BACKING
PARKED
OVERTURNED
INJURY
FATALITY
REAR-END
HEAD-ON
SIDE SWIPE
OUT OF CONTROL
INSUFFICIENT INFORMATION
RIGHT TURN
LEFT TURN
FIXED OBJECT
PEDESTRIAN
BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	4	3	0	7
NIGHTTIME	2	1	0	3
TOTAL	6	4	0	10

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 5.645
Intersecting Street: Kingsway Road

Study Period Begins on: 01/01/1995 **Study Period Ends on:** 12/31/1995

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
1	02/23/1995	Thurs	0600	Angle			X	Day	Dry	Failed to Yield ROW
2	04/18/1995	Tues	1800	Rear End		2		Day	Dry	Careless Driving
3	12/04/1995	Mon	2200	Angle			X	Night	Dry	Failed to Yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	3	0	1	2	2	0	0	1	0	0	0	0	0
Percent:	100%	0%	33%	67%	67%	0%	0%	33%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI			ADT	Crash Rate
Number:	2	1	0	3		0			19,000	0.4
Percent:	67%	33%	0%	100%		0%				

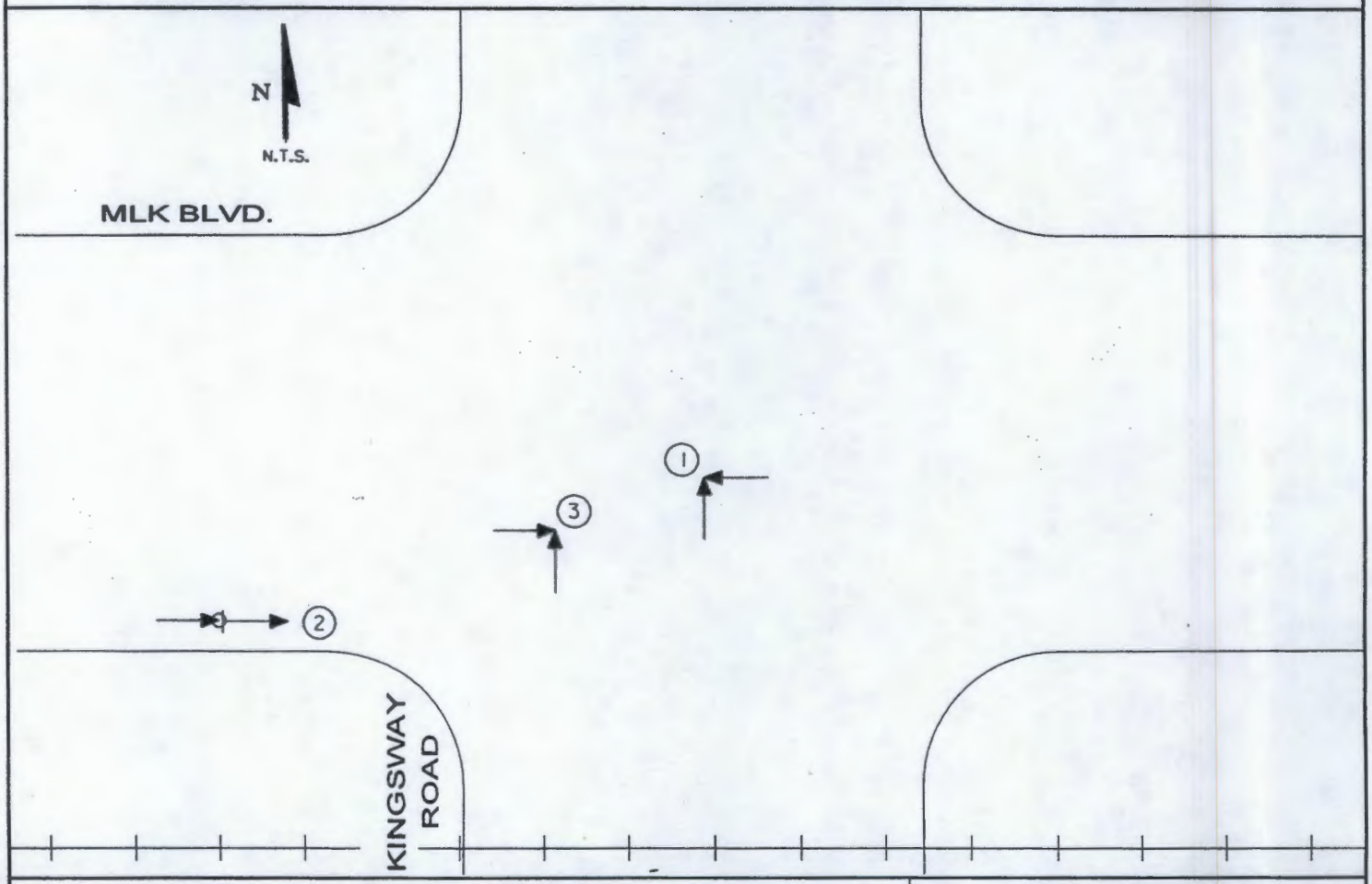
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
KINGSWAY ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

STRAIGHT
STOPPED
BACKING
PARKED
OVERTURNED
INJURY
FATALITY
REAR-END
HEAD-ON
SIDE SWIPE
OUT OF CONTROL
INSUFFICIENT INFORMATION
RIGHT TURN
LEFT TURN
FIXED OBJECT
PEDESTRIAN
BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	1	1	0	2
NIGHTTIME	1	0	0	1
TOTAL	2	1	0	3

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 5.645
Intersecting Street: Kingsway Road

Study Period Begins on: 01/01/1996 **Study Period Ends on:** 12/31/1996

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
4	06/30/1996	Sun	0200	Head On			X	Night	Dry	Careless Driving
5	08/03/1996	Sat	1200	Angle		3		Day	Wet	Failed to Yield ROW
6	10/25/1996	Fri	1300	Angle			X	Day	Dry	Failed to Yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	3	0	1	2	2	0	0	0	0	0	0	1	0
Percent:	100%	0%	33%	67%	67%	0%	0%	0%	0%	0%	0%	33%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	2	1	1	2		0		18,900	0.4
Percent:	67%	33%	33%	67%		0%			

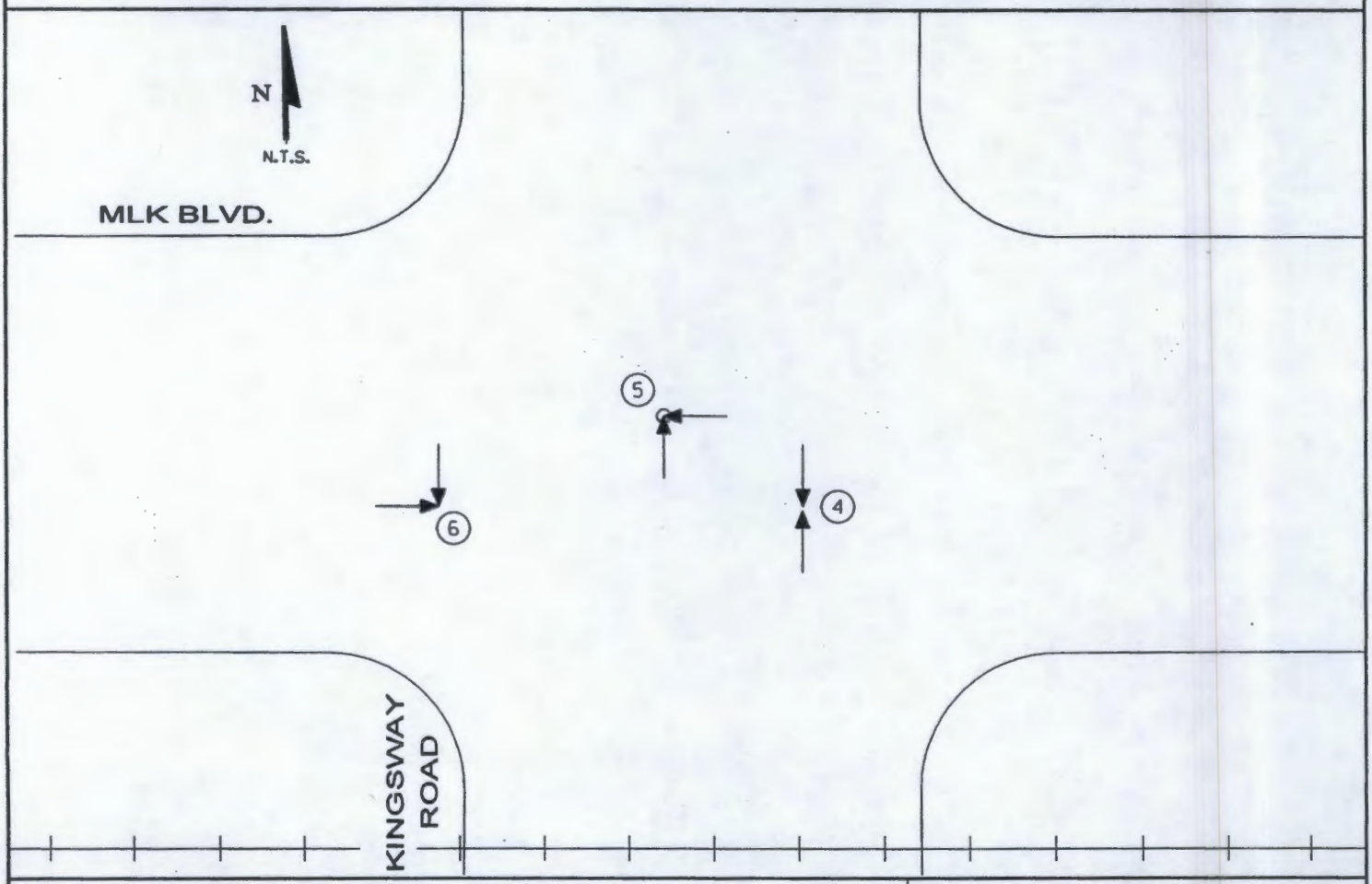
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
KINGSWAY ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	1	1	0	2
NIGHTTIME	1	0	0	1
TOTAL	2	1	0	3

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 5.645
Intersecting Street: Kingsway Road

Study Period Begins on: 01/01/1997 **Study Period Ends on:** 12/31/1997

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
7	09/05/1997	Fri	1500	Left Turn			X	Day	Dry	Failed to Yield ROW
8	09/13/1997	Sat	1300	Left Turn			X	Day	Dry	Failed to Yield ROW
9	10/17/1997	Fri	1300	Sideswipe			X	Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	3	0	0	3	0	2	0	0	1	0	0	0	0
Percent:	100%	0%	0%	100%	0%	67%	0%	0%	33%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	3	0	0	3		0		19,300	0.4
Percent:	100%	0%	0%	100%		0%			

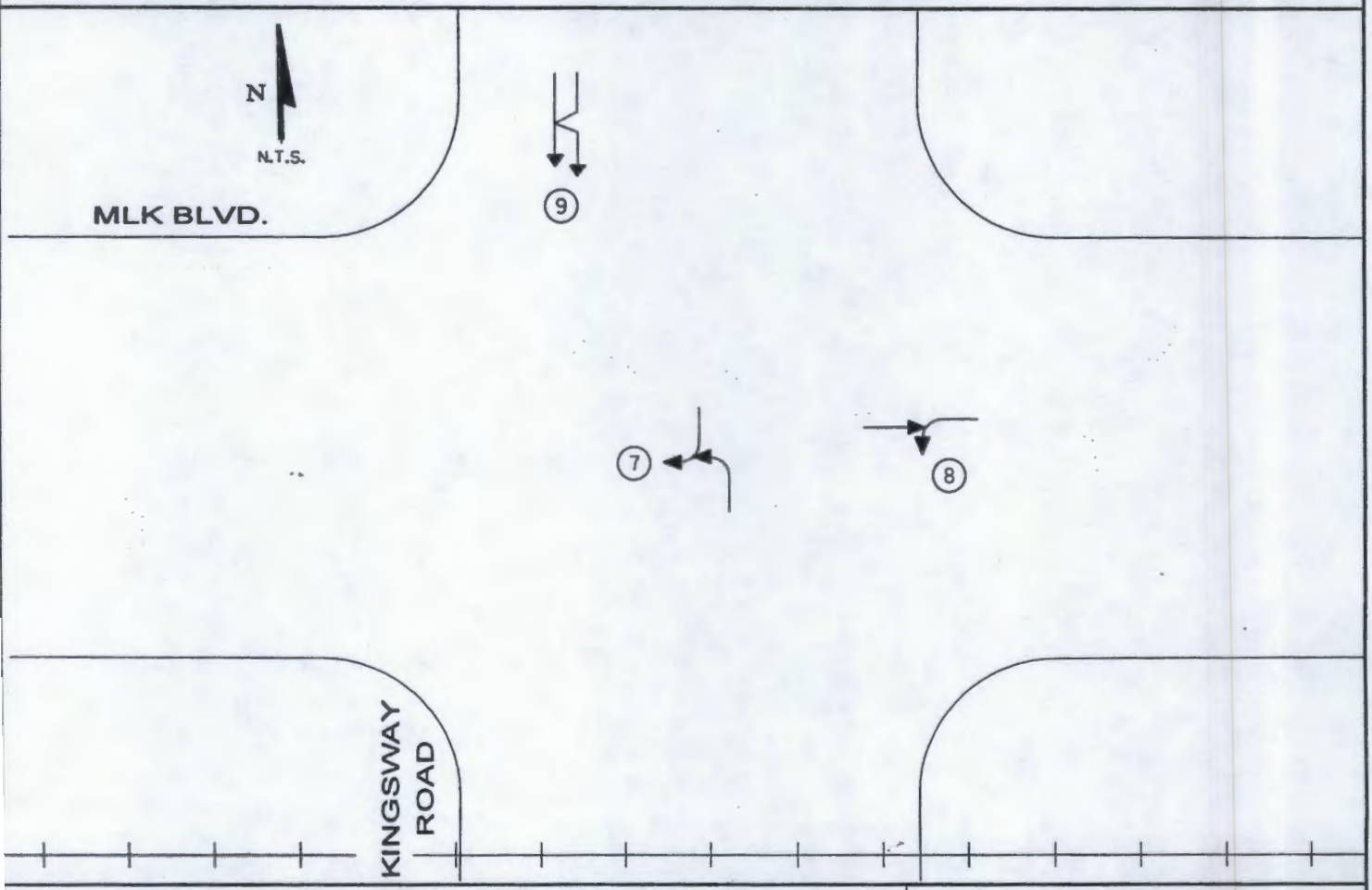
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
KINGSWAY ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/97 - 12/97

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	3	0	0	3
NIGHTTIME	0	0	0	0
TOTAL	3	0	0	3

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 5.645
Intersecting Street: Kingsway Road

Study Period Begins on: 01/01/1998 **Study Period Ends on:** 12/31/1998

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
10	04/19/1998	Sun	1300	Left Turn			X	Day	Dry	Failed to Yield ROW
11	07/07/1998	Tues	1600	Rear End			X	Day	Wet	Careless Driving
12	07/24/1998	Fri	1900	Rear End		3		Day	Dry	Careless Driving
13	10/02/1998	Fri	1000	Left Turn		2		Day	Dry	Careless Driving
14	12/03/1998	Thurs	1800	Left Turn		1		Night	Wet	Failed to Yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	5	0	3	2	0	3	0	2	0	0	0	0	0
Percent:	100%	0%	60%	40%	0%	60%	0%	40%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	4	1	2	3		0		21,500	0.6
Percent:	80%	20%	40%	60%		0%			

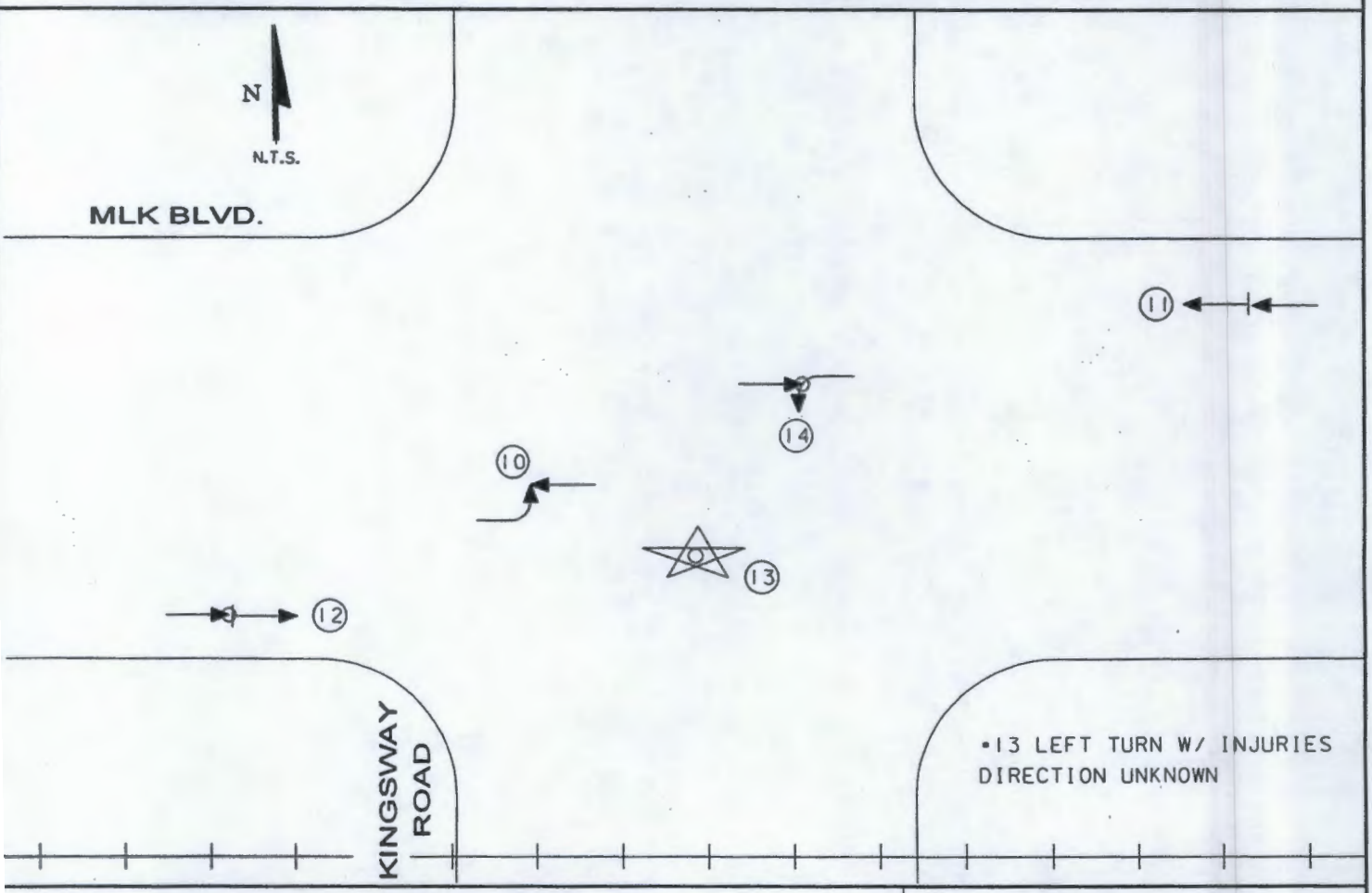
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
KINGSWAY ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	2	2	0	4
NIGHTTIME	0	1	0	1
TOTAL	2	3	0	5

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 5.645
Intersecting Street: Kingsway Road

Study Period Begins on: 01/01/1999 **Study Period Ends on:** 12/31/1999

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
15	03/12/1999	Fri	2100	Left Turn			X	Night	Dry	Failed to Yield ROW
16	06/01/1999	Tues	2030	Bike		1		Day	Dry	Improper lane change by bike
17	09/10/1999	Fri	1205	Angle			X	Day	Dry	Failed to Yield ROW
18	10/09/1999	Sat	1545	Other			X	Day	Dry	Careless Driving
19	12/20/1999	Mon	1900	Left Turn		1		Night	Dry	Failed to Yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	5	0	2	3	1	2	0	0	0	1	0	0	1
Percent:	100%	0%	40%	60%	20%	40%	0%	0%	0%	20%	0%	0%	20%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	3	2	0	5		0		16,026	0.9
Percent:	60%	40%	0%	100%		0%			

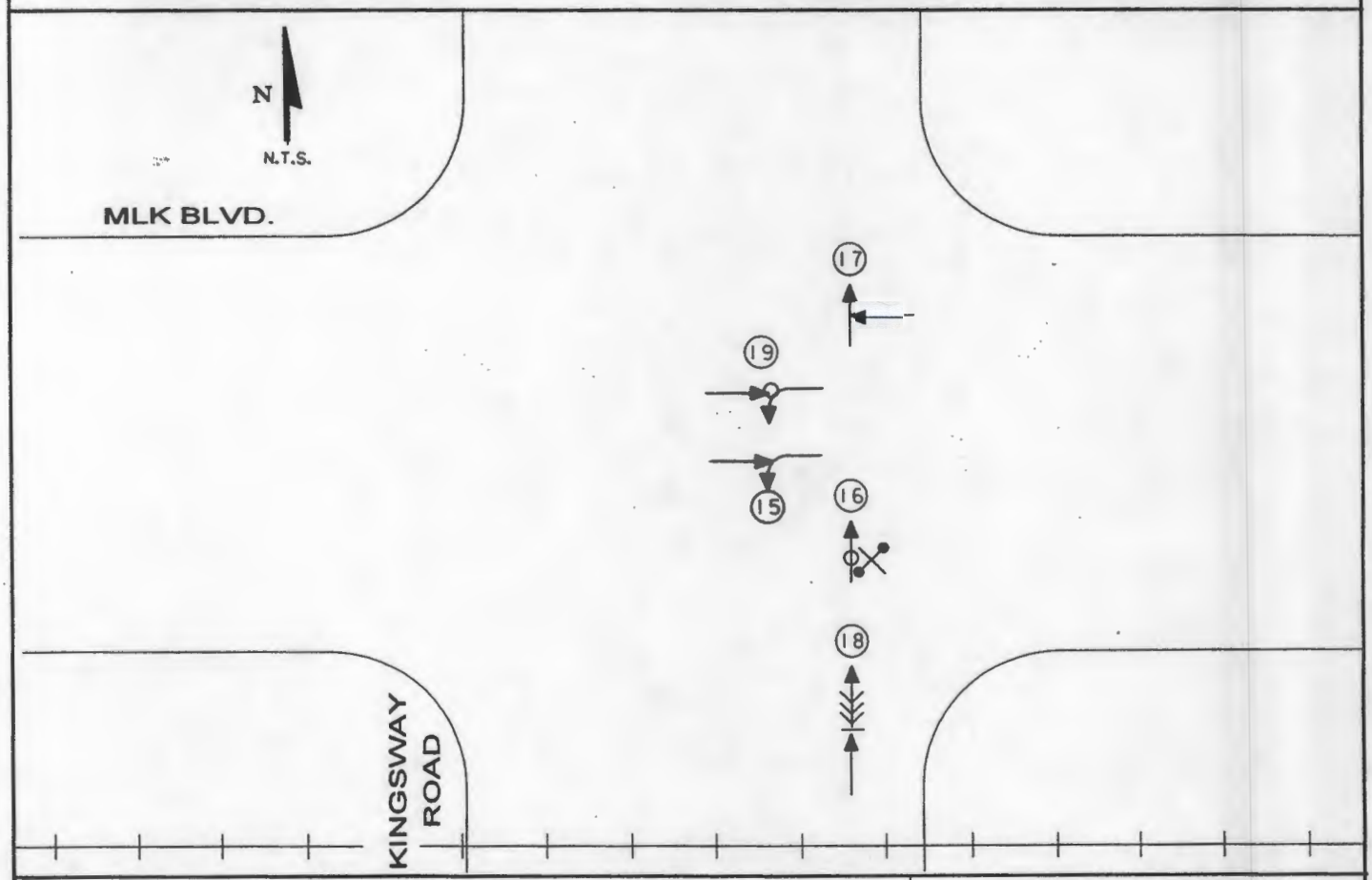
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
KINGSWAY ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/99 - 12/99

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	2	1	0	3
NIGHTTIME	1	1	0	2
TOTAL	3	2	0	5

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 7.217
Intersecting Street: Valrico Road

Study Period Begins on: 01/01/1995 **Study Period Ends on:** 12/31/1995

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
1	02/19/1995	Sun	1600	Other		2		Day	Dry	Careless Driving
2	05/10/1995	Wed	0000	Other			X	Night	Dry	Animal Ran into Road
3	05/19/1995	Fri	0100	Other			X	Night	Dry	Illegaly Parked on Tracks
4	06/13/1995	Tues	1100	Rear End		2		Day	Dry	Careless Driving
5	06/16/1995	Fri	0800	Rear End		3		Day	Dry	Careless Driving
6	06/27/1995	Tues	0900	Rear End		1		Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	6	0	4	2	0	0	0	3	0	0	0	0	3
Percent:	100%	0%	67%	33%	0%	0%	0%	50%	0%	0%	0%	0%	50%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	4	2	0	6		0		8,700	1.9
Percent:	67%	33%	0%	100%		0%			

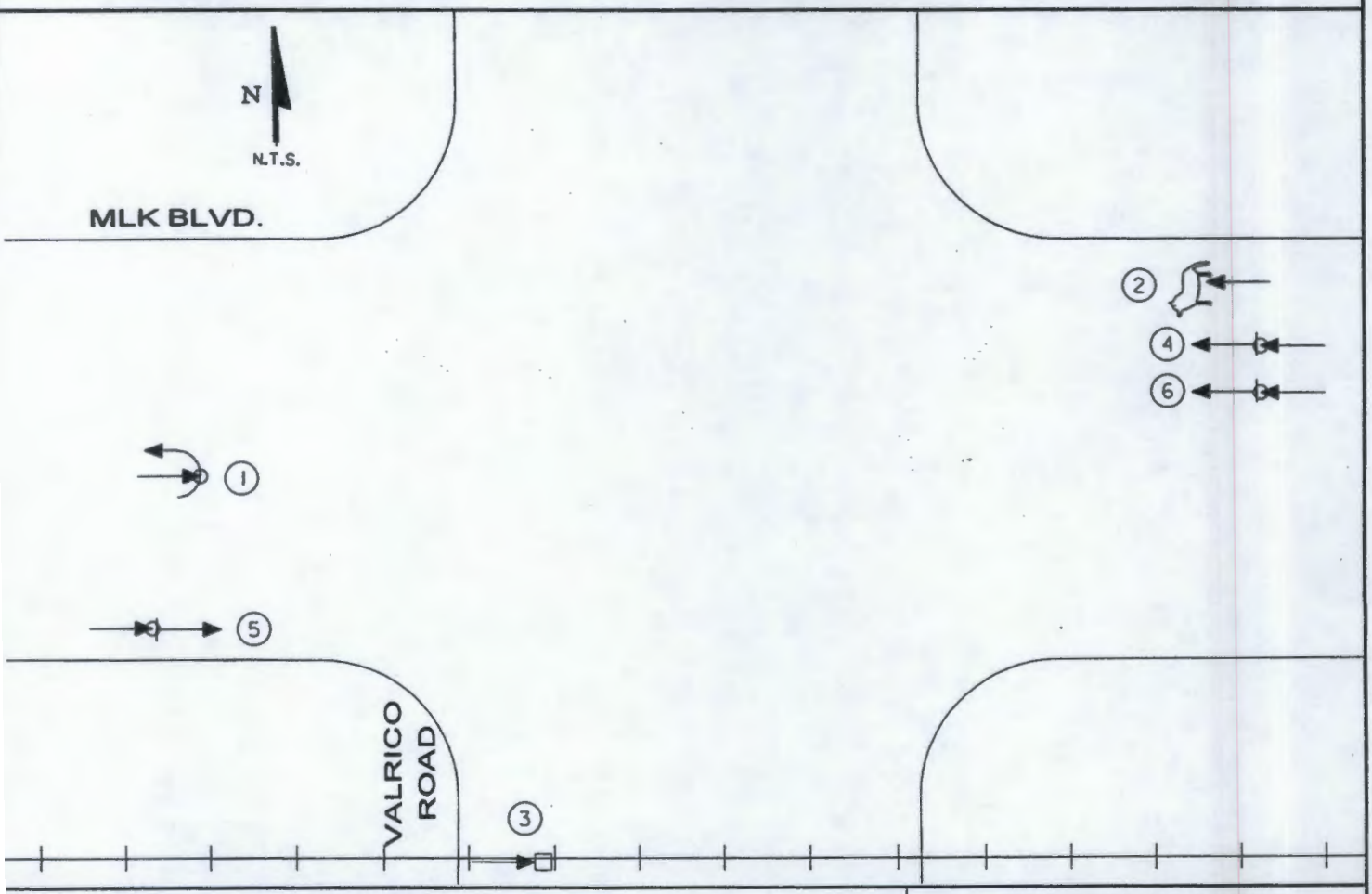
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
VALRICO ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

STRAIGHT
STOPPED
BACKING
PARKED
OVERTURNED
INJURY
FATALITY
REAR-END
HEAD-ON
SIDE SWIPE
OUT OF CONTROL
INSUFFICIENT INFORMATION
ANIMAL
RIGHT TURN
LEFT TURN
FIXED OBJECT
PEDESTRIAN
BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	0	4	0	4
NIGHTTIME	2	0	0	2
TOTAL	2	4	0	6

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 7.217
Intersecting Street: Valrico Road

Study Period Begins on: 01/01/1996 **Study Period Ends on:** 12/31/1996

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
7	01/15/1996	Mon	2000	Rear End			X	Night	Dry	Careless Driving
8	02/19/1996	Mon	1400	Rear End			X	Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	2	0	0	2	0	0	0	2	0	0	0	0	0
Percent:	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	1	1	0	2		0		9,300	0.6
Percent:	50%	50%	0%	100%		0%			

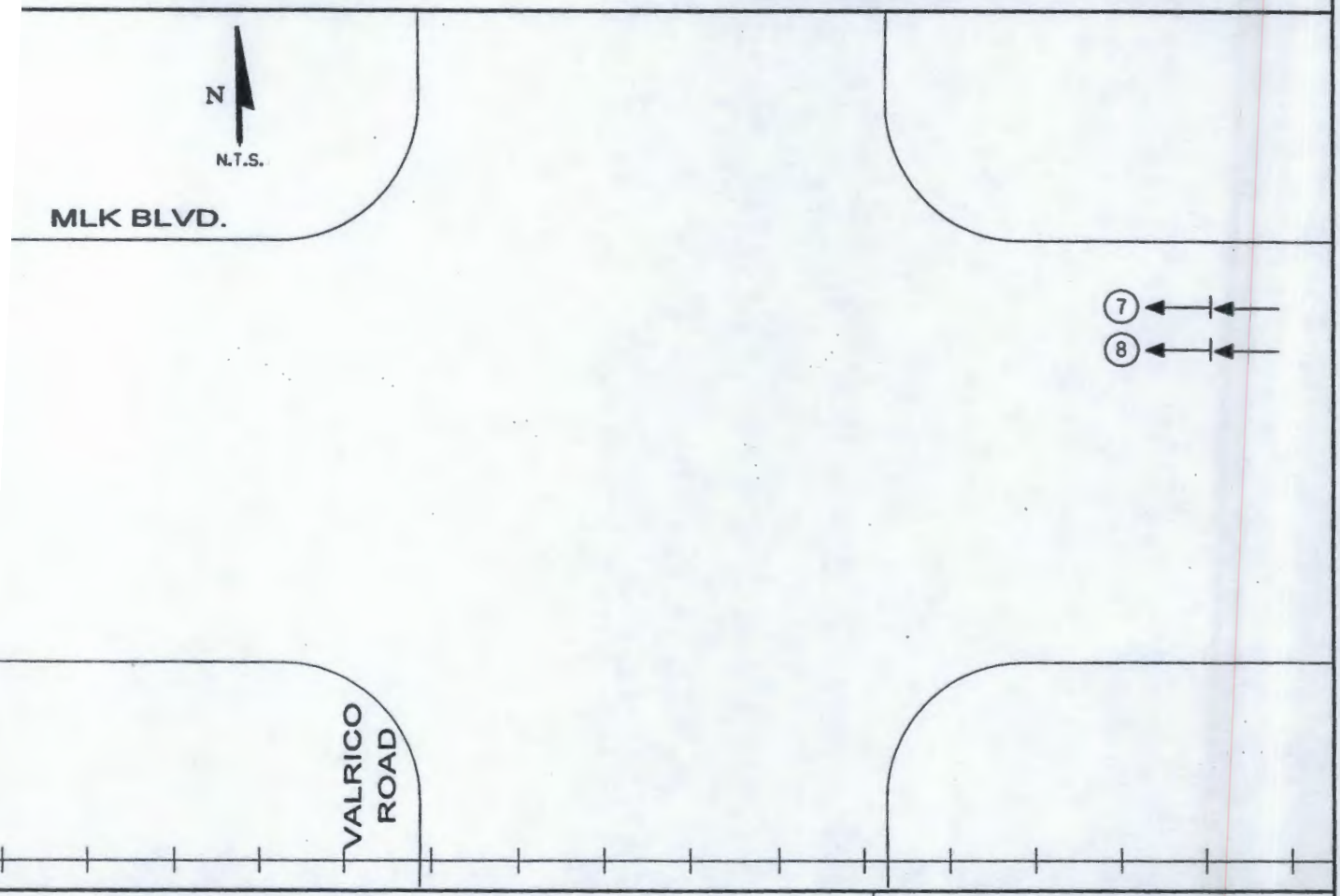
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

CATION: MARTIN LUTHER KING JR. BLVD
VALRICO ROAD

COUNTY: HILLSBOROUGH

RIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- ANIMAL
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	1	0	0	1
NIGHTTIME	1	0	0	1
TOTAL	2	0	0	2

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 7.217
Intersecting Street: Valrico Road

Study Period Begins on: 01/01/1997

Study Period Ends on: 12/31/1997

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
9	09/07/1997	Sun	2400	Rear End			X	Night	Dry	Careless Driving
10	10/18/1997	Sat	1000	Left Turn			X	Day	Wet	Failed to Yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	2	0	0	2	0	1	0	1	0	0	0	0	0
Percent:	100%	0%	0%	100%	0%	50%	0%	50%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	1	1	1	1		0		9,200	0:6
Percent:	50%	50%	50%	50%		0%			

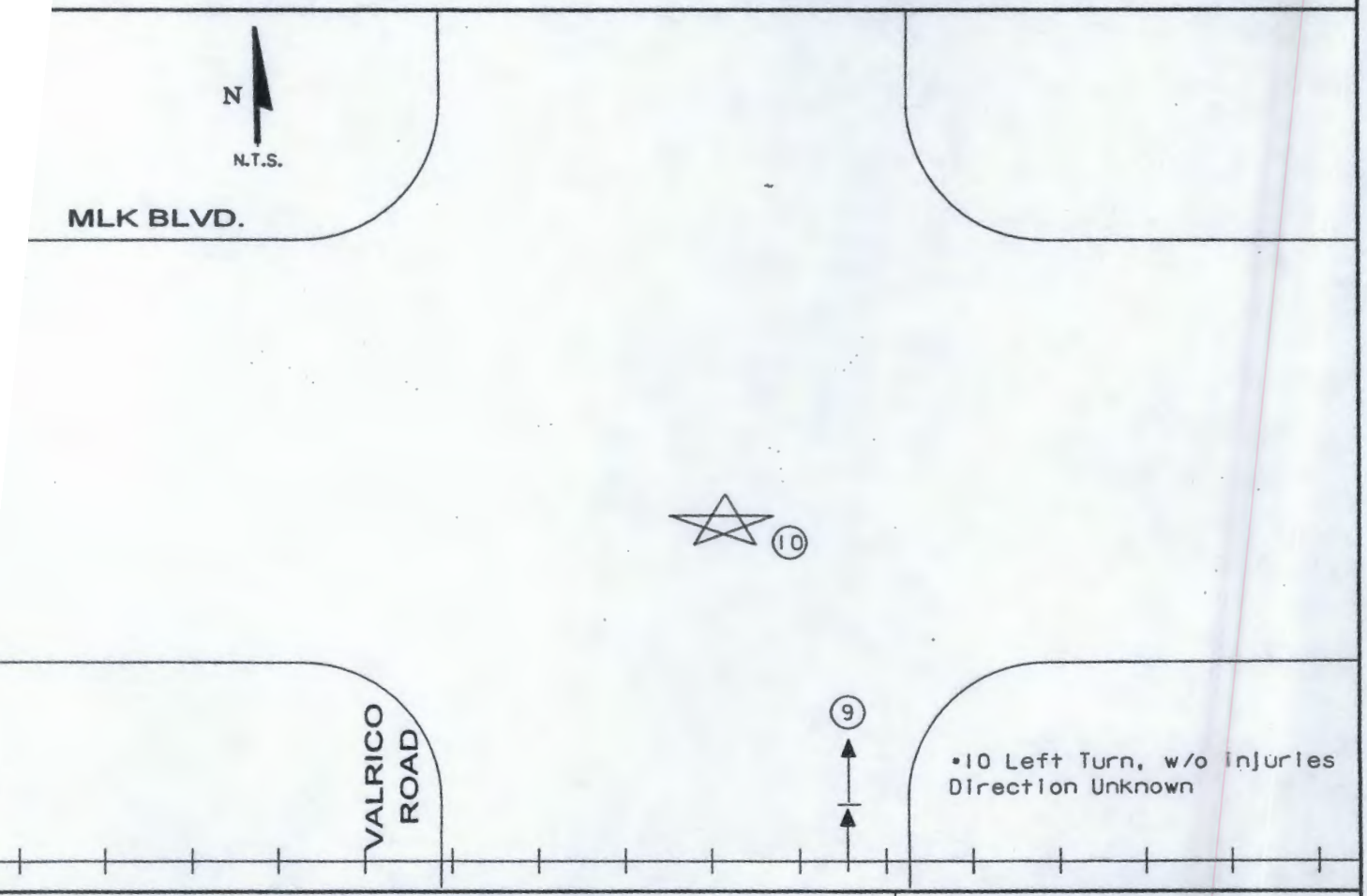
LORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

ATION: MARTIN LUTHER KING JR. BLVD
VALRICO ROAD

COUNTY: HILLSBOROUGH

IOD FROM : 1/97 - 12/97

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- ANIMAL
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	1	0	0	1
NIGHTTIME	1	0	0	1
TOTAL	2	0	0	2

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 7.217
Intersecting Street: Valrico Road

Study Period Begins on: 01/01/1998 **Study Period Ends on:** 12/31/1998

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
11	02/24/1998	Tues	1600	Angle		2		Day	Dry	Failure to yield ROW
12	03/14/1998	Sat	1600	Fixed Object		1		Day	Dry	Careless Driving
13	09/03/1998	Thurs	1500	Rear End			X	Day	Dry	Careless Driving
14	12/18/1998	Fri	1400	Rear End			X	Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	4	0	2	2	1	0	0	2	0	0	1	0	0
Percent:	100%	0%	50%	50%	25%	0%	0%	50%	0%	0%	25%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	4	0	0	4		0		10,300	1.1
Percent:	100%	0%	0%	100%		0%			

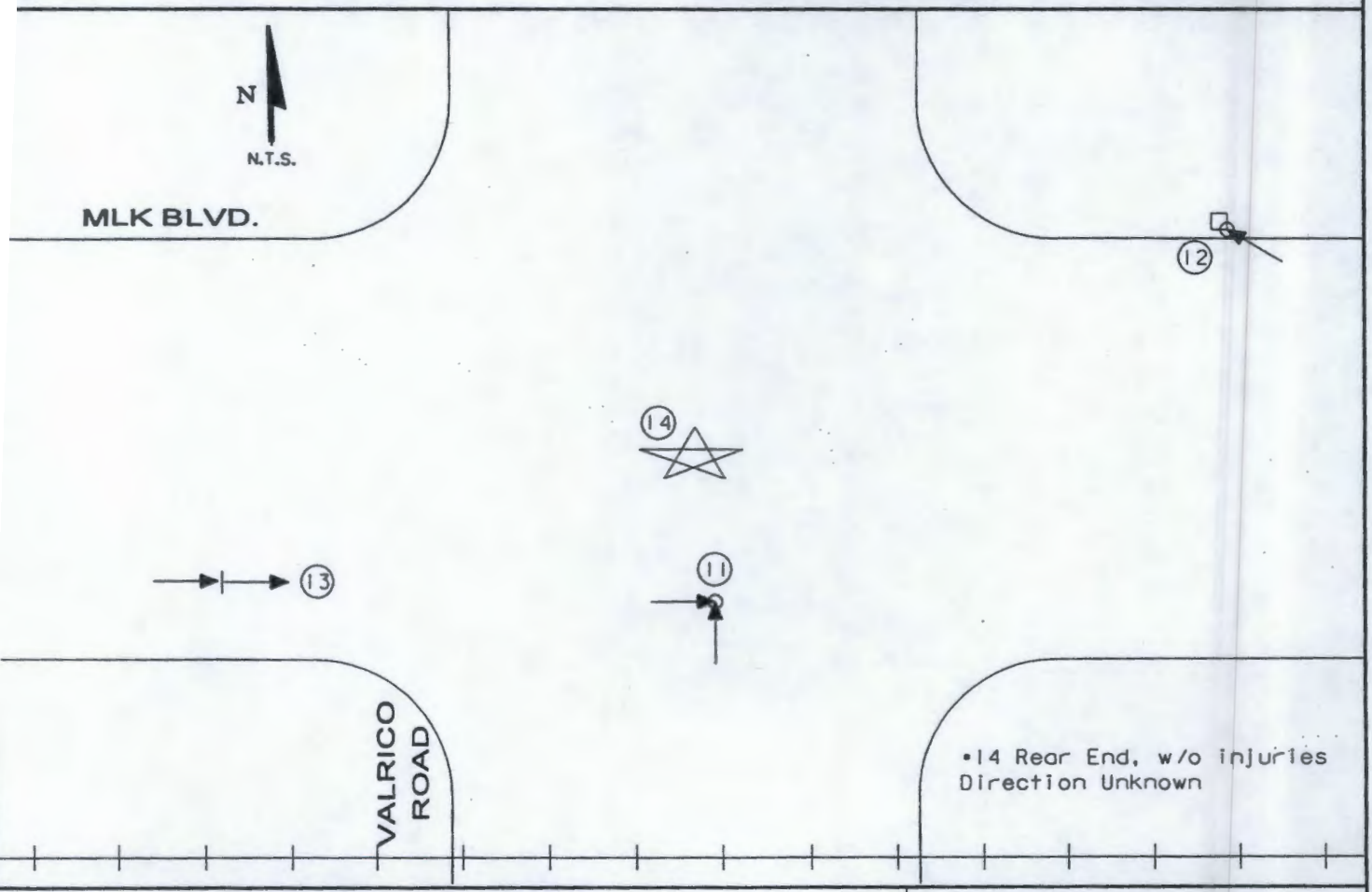
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
VALRICO ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- ANIMAL
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	2	2	0	4
NIGHTTIME	0	0	0	0
TOTAL	2	2	0	4

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 7.217
Intersecting Street: Valrico Road

Study Period Begins on: 01/01/1999 **Study Period Ends on:** 12/31/1999

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
15	02/17/1999	Wed	950	Rear End			X	Day	Dry	Careless Driving
16	02/17/1999	Wed	1130	Rear End		2		Day	Dry	Careless Driving
17	02/27/1999	Sat	1945	Left Turn		2		Night	Dry	DUI
18	04/17/1999	Sat	1503	Rear End		2		Day	Wet	Careless Driving
19	05/12/1999	Wed	1040	Rear End			X	Day	Dry	Careless Driving
20	08/31/1999	Tues	2030	Rear End			X	Night	Dry	Failure to yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	6	0	3	3	0	1	0	5	0	0	0	0	0
Percent:	100%	0%	50%	50%	0%	17%	0%	83%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI			ADT	Crash Rate
Number:	4	2	1	5		1			13,437	1.2
Percent:	67%	33%	17%	83%		17%				

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard

Section: 1009

City/Town: Seffner
Mile Post: 7.748
Intersecting Street: Mcintosh Road

Study Period Begins on: 01/01/1995 **Study Period Ends on:** 12/31/1995

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
1	03/13/1995	Mon	1100	Backed Into			X	Day	Dry	Careless Driving
2	04/10/1995	Mon	1800	Angle		2		Day	Dry	Failure to yield ROW
3	09/04/1995	Wed	1000	Left Turn		1		Day	Dry	Failure to yield ROW
4	11/05/1995	Sun	1000	Left Turn		1		Day	Dry	Failure to yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	4	0	3	1	1	2	0	0	0	0	0	0	1
Percent:	100%	0%	75%	25%	25%	50%	0%	0%	0%	0%	0%	0%	25%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	4	0	0	4		0		8,700	1.3
Percent:	100%	0%	0%	100%		0%			

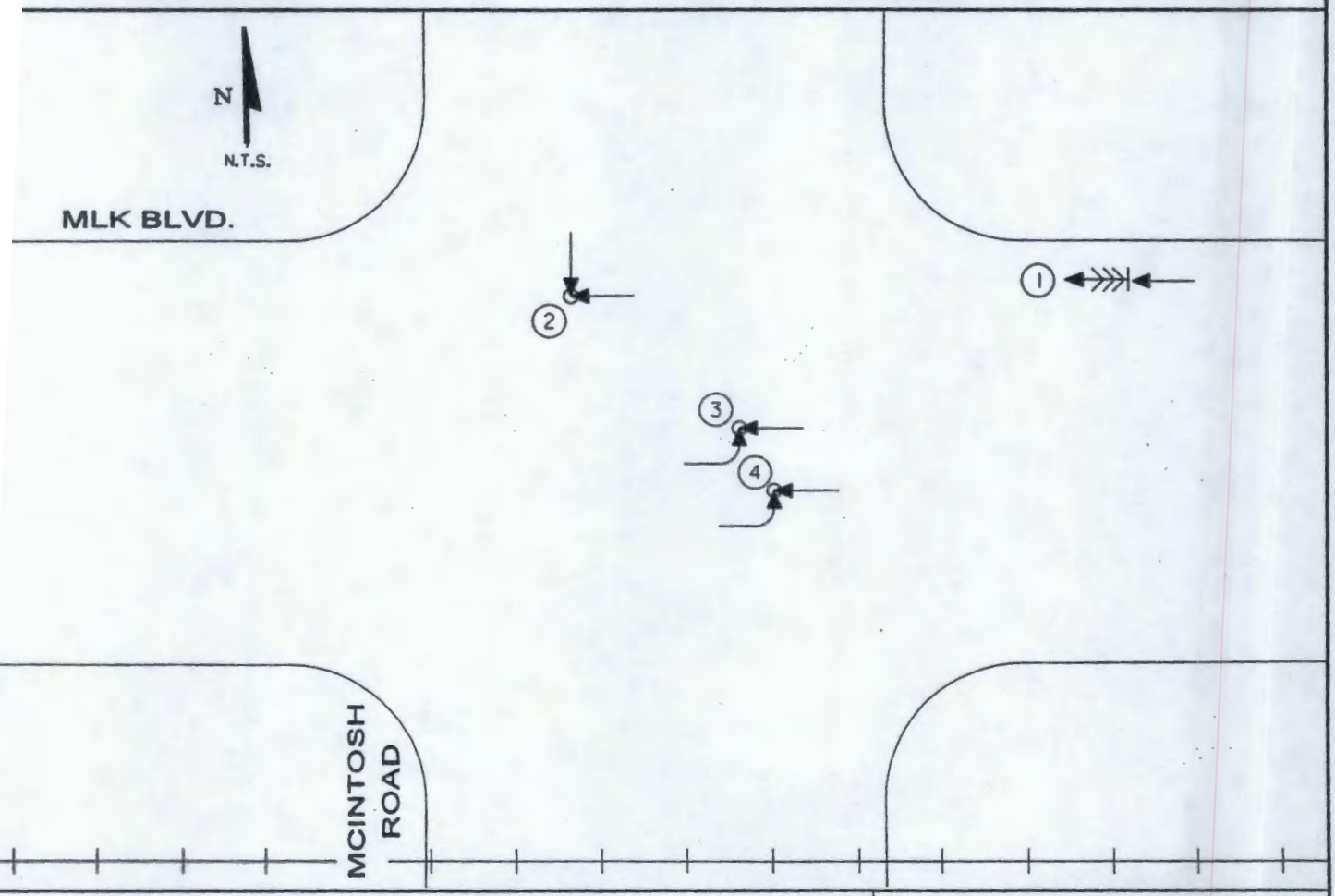
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
MCINTOSH ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	1	3	0	4
NIGHTTIME	0	0	0	0
TOTAL	1	3	0	4

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Section: 1009
Local Street Name: Martin Luther King Jr. Boulevard
City/Town: Seffner
Mile Post: 7.748
Intersecting Street: Mcintosh Road

Study Period Begins on: 01/01/1996 **Study Period Ends on:** 12/31/1996

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
5	04/15/1996	Mon	1600	Rear End		1		Day	Wet	Careless Driving
6	10/25/1996	Fri	0800	Left Turn		5		Day	Dry	Failure to yield ROW
7	11/08/1996	Fri	1400	Rear End		3		Day	Wet	Careless Driving
8	12/23/1996	Mon	1600	Angle		2		Day	Dry	Failure to yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	4	0	4	0	1	1	0	2	0	0	0	0	0
Percent:	100%	0%	100%	0%	25%	25%	0%	50%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	4	0	2	2		0		9,300	1.2
Percent:	100%	0%	50%	50%		0%			

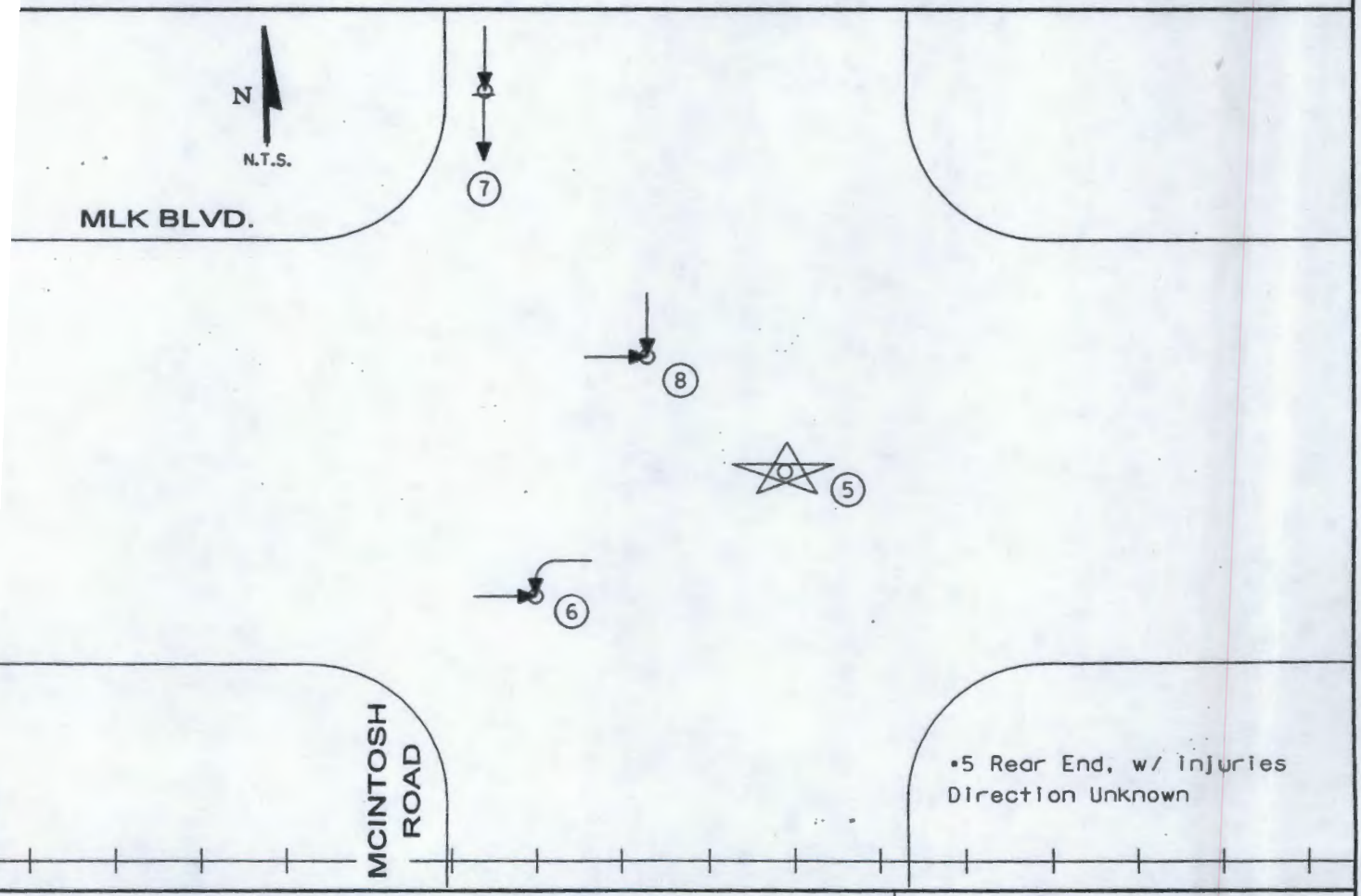
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

OCATION: MARTIN LUTHER KING JR. BLVD
MCINTOSH ROAD

COUNTY: HILLSBOROUGH

ERIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	0	4	0	4
NIGHTTIME	0	0	0	0
TOTAL	0	4	0	4

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 7.748
Intersecting Street: Mcintosh Road

Study Period Begins on: 01/01/1997 **Study Period Ends on:** 12/31/1997

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
9	01/30/1997	Thurs	2200	Rear End		1		Night	Dry	Careless Driving
10	10/18/1997	Sat	0800	Angle		3		Day	Wet	Failure to yield ROW
11	10/18/1997	Sat	1100	Rear End			X	Day	Wet	Careless Driving
12	10/26/1997	Sun	1600	Angle		2		Day	Dry	Careless Driving

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	4	0	3	1	2	0	0	2	0	0	0	0	0
Percent:	100%	0%	75%	25%	50%	0%	0%	50%	0%	0%	0%	0%	0%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	3	1	2	2		0		9,200	1.2
Percent:	75%	25%	50%	50%		0%			

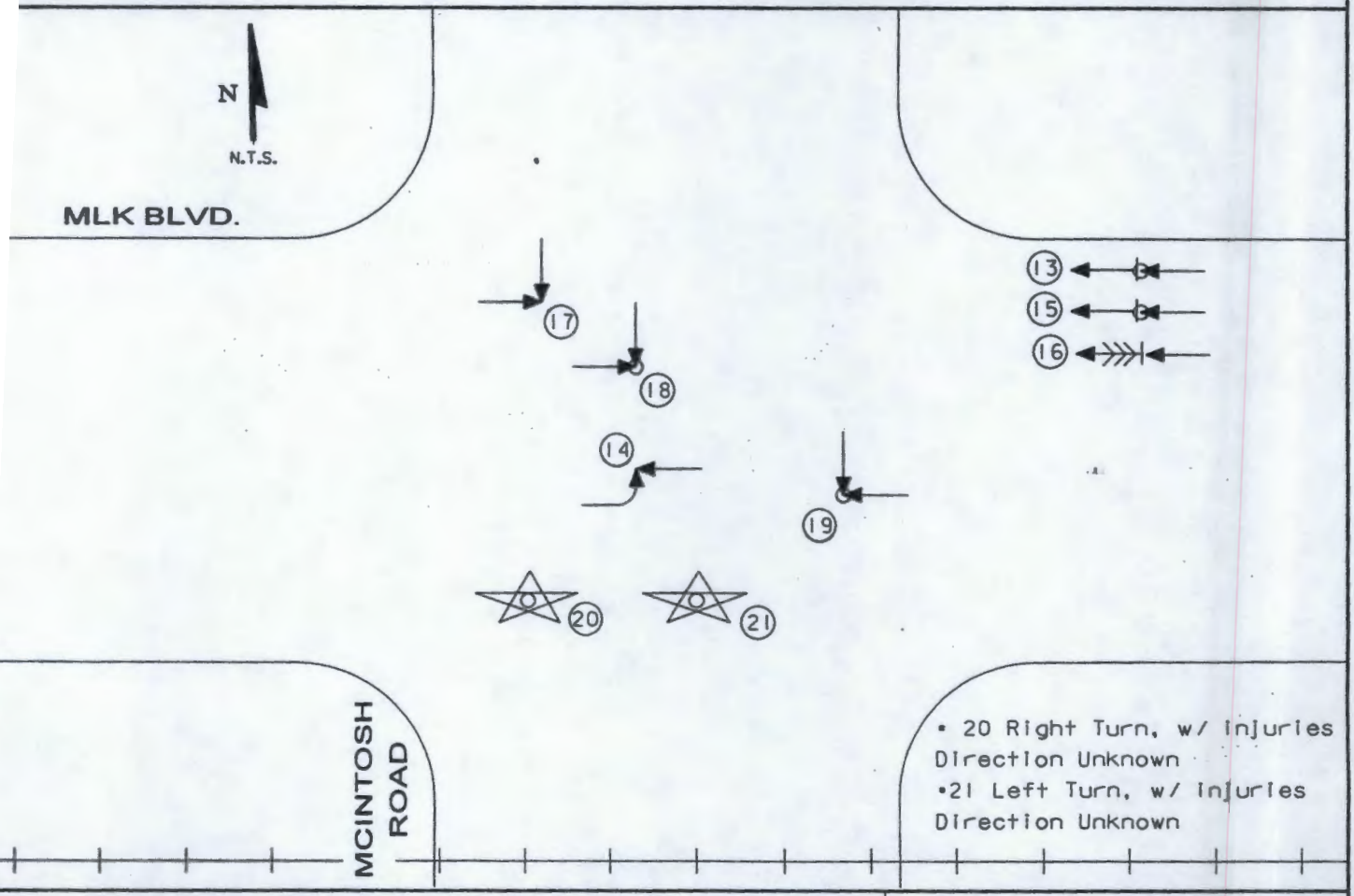
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
MCINTOSH ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



• 20 Right Turn, w/ Injuries
Direction Unknown
•21 Left Turn, w/ Injuries
Direction Unknown

COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	3	5	0	8
NIGHTTIME	0	1	0	1
TOTAL	3	6	0	9

Florida Department of Transportation
Crash Summary

County: Hillsborough
State Road: SR 574
Local Street Name: Martin Luther King Jr. Boulevard
Section: 1009
City/Town: Seffner
Mile Post: 7.748
Intersecting Street: Mcintosh Road

Study Period Begins on: 01/01/1999 **Study Period Ends on:** 12/31/1999

Crash Number	Date	Day	Time	Type	Fatal	Injuries	Property Damage	Day or Night	Wet or Dry	Contributing Cause
22	01/11/1999	Mon	1800	Angle			X	Day	Dry	Failure to yield ROW
23	03/09/1999	Tues	1842	Other			X	Day	Dry	Careless Driving
24	03/11/1999	Thur	1215	Angle			X	Day	Dry	Failure to yield ROW
25	04/07/1999	Wed	1713	Sideswipe			X	Day	Dry	Careless Driving
26	04/30/1999	Fri	0740	Rear End			X	Day	Wet	Careless Driving
27	05/12/1999	Wed	1510	Rear End		1		Day	Wet	Careless Driving
28	08/30/1999	Mon	1840	Other			X	Day	Dry	Careless Driving
29	09/27/1999	Mon	1500	Rear End			X	Day	Dry	Careless Driving
30	12/16/99	Thur	0625	Left Turn			X	Day	Wet	Failure to yield ROW

	Total Crashes	with Fatalities	with Injuries	Property Damage	Right Angle	Left Turn	Right Turn	Rear End	Side Swipe	Peds / Bikes	Fixed Object	Head On	Other
Number:	9	0	1	8	2	1	0	3	1	0	0	0	2
Percent:	100%	0%	11%	89%	22%	11%	0%	33%	11%	0%	0%	0%	22%

	Day	Night	Wet	Dry		DUI		ADT	Crash Rate
Number:	9	0	3	6		0		12,085	2.0
Percent:	100%	0%	33%	67%		0%			

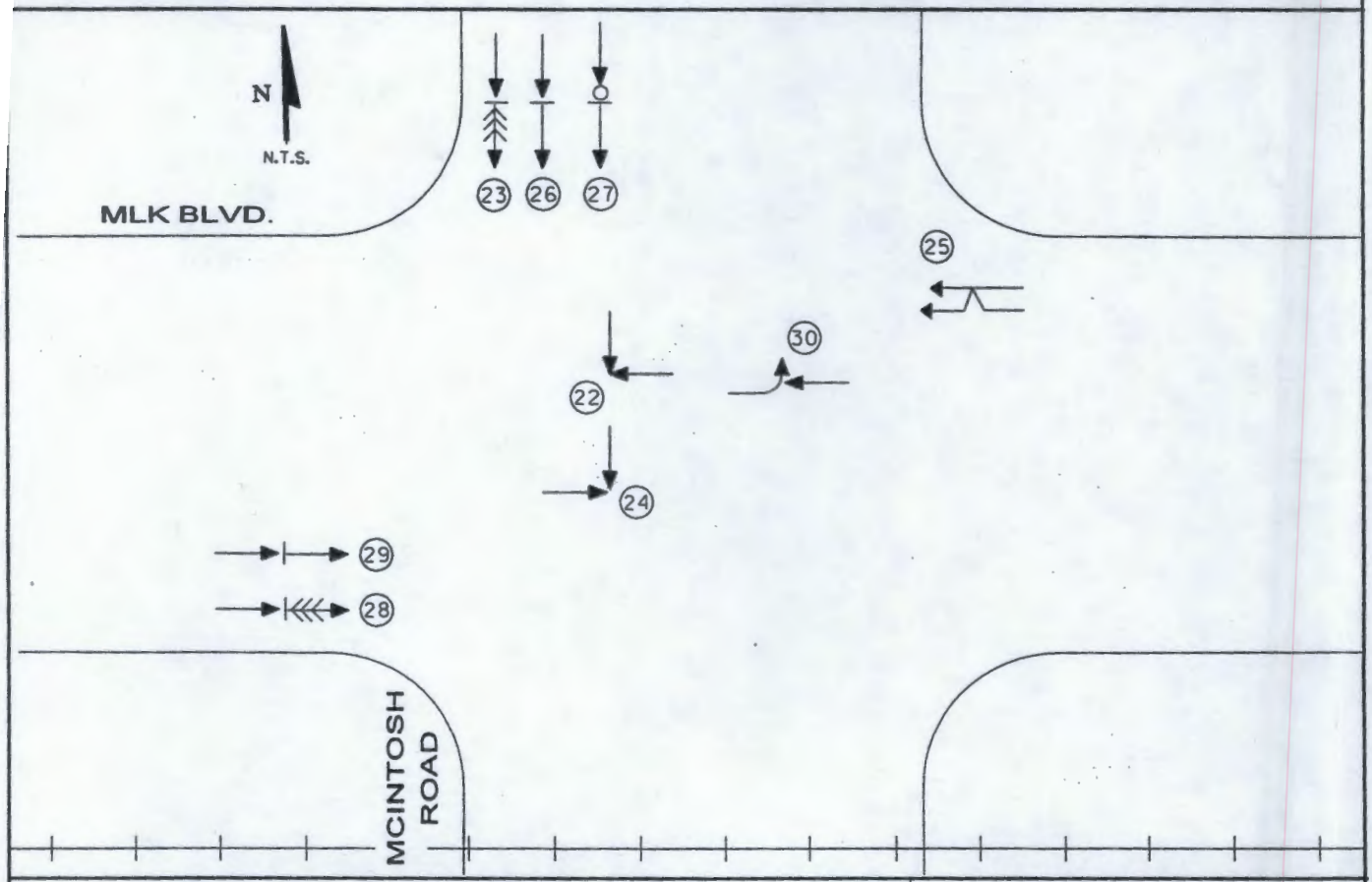
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
MCINTOSH ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/99 - 12/99

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

- STRAIGHT
- STOPPED
- BACKING
- PARKED
- OVERTURNED
- INJURY
- FATALITY
- REAR-END
- HEAD-ON
- SIDE SWIPE
- OUT OF CONTROL
- INSUFFICIENT INFORMATION
- RIGHT TURN
- LEFT TURN
- FIXED OBJECT
- PEDESTRIAN
- BICYCLE

CONDITION CODES

PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY)

ACCIDENT SUMMARY

	PROPERTY DAMAGE ONLY	INJURY	FATAL	TOTAL
DAYTIME	8	1	0	9
NIGHTTIME	0	0	0	0
TOTAL	8	1	0	9

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation

February 1999

DESCRIPTION

Road Name	SR 574
From	CR 579 (Mango Rd)
To	McIntosh Road
Peak Direction	Eastbound
Off-Peak Direction	Westbound
Study Time Period	Design Hour
Analysis Date	August 2000
User Notes	Existing

TRAFFIC CHARACTERISTICS

AADT	NA
K Factor	0.099
D Factor	0.544
Peak Hour Factor	0.950
Adj. Saturation Flow Rate	1,850
% Turns from Exclusive Lanes	17

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	1	
# Through Lanes Off-Peak Direction	1	
Urbanized, Transitioning/Urban, or Rural	U	
Arterial Class	2	
Free Flow Speed (mph)	45	(45,40, or 35)

For Class (Area):	Use Free Flow Speed of:
Class 1 (R)	55, 50, 45, 40 or 35
Class 1 (U or T)	55, 50, or 45
Class 2 (U or T)	45, 40 or 35
Class 3 (U or T)	40, 35, or 30
Class 4 (U only)	35, 30 or 25

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction	4	(1,2,3,4,5,6)
Arrival Type Off-Peak Direction	2	
Type Signal System	S	P=Pretimed,A=Actuated,S=Semiactuated
System Cycle Length	120	
Weighted Through Movement g/C	0.44	

Eastbound — PEAK DIRECTION SPECIFIC INPUTS — SR 574

Segment	Segment AADT (Enter 1 if unavailable, 0 if segment is unused)	Peak Hour Volume (May be over-written if direct measure avail.)	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	1,729	32	1	120	0.52	0.25	1,320	4
2-3	1	1,170	3	1	120	0.70	0.25	1,331	4
3-4	1	1,066	44	1	120	0.36	0.51	2,693	4
4-5	1	820	34	1	120	0.55	0.52	2,767	4
5-6	1	643	32	1	120	0.43	1.56	8,237	4
6-7	1	583	30	1	120	0.28	0.55	2,898	4
7-8	0								
8-9	0								
9-10	0								

PEAK DIRECTION RESULTS

Segment	Eastbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
1-2	CR 579 (Mango R	Highview Road	1238	1.29	157.3	F	**5.0**	**F**
2-3	Highview Road	Pine Street	1195	0.92	7.3	A	**28.6**	**B**
3-4	Pine Street	Parsons Ave.	628	0.95	44.9	D	**20.0**	**D**
4-5	Parsons Ave.	Kingsway Road	570	0.56	12.4	B	**31.5**	**B**
5-6	Kingsway Road	Valrico Road	460	0.59	25.6	C	**35.1**	**A**
6-7	Valrico Road	Mcintosh Road	430	0.82	51.0	D	**20.0**	**D**
7-8								
8-9								
9-10								

* Warni

Section Length: 3.645 Mile(s)

Arterial Speed: * mph**
LOS: ERR

Intersection Capacity Exceeded
LOS = F

Westbound — OFF-PEAK DIRECTION'S SPECIFIC INPUTS

Segment	Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type
10-9							
9-8							
8-7							
7-6	656	43	1	120	0.60	2,898	2
6-5	521	12	1	120	0.55	8,237	2
5-4	665	38	1	120	0.36	2,767	2
4-3	900	1	1	120	0.70	2,693	2
3-2	815	4	1	120	0.52	1,331	2
2-1	904	2	3	120	0.33	1,320	2

OFF-PEAK DIRECTION RESULTS

Segment	Westbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
10-9								
9-8								
8-7								
7-6	Mcintosh Road	Valrico Road	394	0.35	17.7	B	**29.9**	**B**
6-5	Valrico Road	Kingsway Road	483	0.47	23.0	C	**36.3**	**A**
5-4	Kingsway Road	Parsons Ave.	434	0.65	39.8	D	**21.9**	**D**
4-3	Parsons Ave.	Pine Street	938	0.72	20.6	C	**27.3**	**C**
3-2	Pine Street	Highview Road	824	0.86	37.8	D	**14.7**	**E**
2-1	Highview Road	CR 579 (Mango R	933	0.51	35.5	D	**15.7**	**E**

Section Length: 3.645 mile(s)

Arterial Speed = 26.6 mph
LOS = C

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation

February 1999

DESCRIPTION

Road Name	SR 574
From	CR 579 (Mango Rd)
To	McIntosh Road
Peak Direction	Eastbound
Off-Peak Direction	Westbound
Study Time Period	No Build 2025
Analysis Date	August 2000
User Notes	

TRAFFIC CHARACTERISTICS

AADT	NA
K Factor	0.099
D Factor	0.544
Peak Hour Factor	0.950
Adj. Saturation Flow Rate	1,850
% Turns from Exclusive Lanes	20

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	3	
# Through Lanes Off-Peak Direction	3	
Urbanized, Transitioning/Urban, or Rural	U	
Arterial Class	2	
Free Flow Speed (mph)	45	(45,40, or 35)

For Class (Area):	Use Free Flow Speed of:
Class 1 (R)	55, 50, 45, 40 or 35
Class 1 (U or T)	55, 50, or 45
Class 2 (U or T)	45, 40 or 35
Class 3 (U or T)	40, 35, or 30
Class 4 (U only)	35, 30 or 25

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction	4	(1,2,3,4,5,6)
Arrival Type Off-Peak Direction	2	
Type Signal System	S	P=Pretimed,A=Actuated,S=Semiactuated
System Cycle Length	120	
Weighted Through Movement g/C	0.44	

Eastbound — PEAK DIRECTION SPECIFIC INPUTS — SR 574

Segment	Segment AADT (Enter 1 if unavailable, 0 if segment is unused)	Peak Hour Volume (May be over-written if direct measure avail.)	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	3,049	17	1	120	0.58	0.25	1,320	4
2-3	1	2,715	8	1	120	0.66	0.25	1,331	4
3-4	1	2,274	42	1	120	0.42	0.51	2,693	4
4-5	1	1,737	41	1	120	0.38	0.52	2,767	4
5-6	1	1,134	21	1	120	0.42	1.56	8,237	4
6-7	1	1,311	37	1	120	0.38	0.55	2,898	4
7-8	0								
8-9	0								
9-10	0								

PEAK DIRECTION RESULTS

Segment	Eastbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS	
1-2	CR 579 (Mango R	Highview Road	2664	2.48	683.5	F	**1.3**	**F**	* Warni
2-3	Highview Road	Pine Street	2629	2.15	527.9	F	**1.6**	**F**	* Warni
3-4	Pine Street	Parsons Ave.	1388	1.79	385.6	F	**4.2**	**F**	* Warni
4-5	Parsons Ave.	Kingsway Road	1079	1.53	276.2	F	**5.8**	**F**	* Warni
5-6	Kingsway Road	Valrico Road	943	1.21	129.4	F	**20.8**	**D**	* Warni
6-7	Valrico Road	Mcintosh Road	869	1.24	143.5	F	**10.2**	**F**	* Warni
7-8									
8-9									
9-10									

Section Length: 3.645 Mile(s) — **Arterial Speed: *** mph** — **LOS: ERR** — Intersection Capacity Exceeded **LOS = F**

Westbound — OFF-PEAK DIRECTION'S SPECIFIC INPUTS

Segment	Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type
10-9							
9-8							
8-7							
7-6	1,102	31	1	120	0.67	2,898	2
6-5	956	6	1	120	0.38	8,237	2
5-4	1,453	24	1	120	0.42	2,767	2
4-3	2,216	1	1	120	0.51	2,693	2
3-2	2,270	6	1	120	0.58	1,331	2
2-1	2,568	2	1	120	0.42	1,320	2

OFF-PEAK DIRECTION RESULTS

Segment	Westbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS	
10-9									
9-8									
8-7									
7-6	Mcintosh Road	Valrico Road	800	0.65	6.2	A	**34.9**	**B**	
6-5	Valrico Road	Kingsway Road	946	1.35	204.0	F	**16.3**	**E**	* Warni
5-4	Kingsway Road	Parsons Ave.	1,162	1.50	264.9	F	**6.0**	**F**	* Warni
4-3	Parsons Ave.	Pine Street	2,309	2.45	689.0	F	**2.5**	**F**	* Warni
3-2	Pine Street	Highview Road	2,246	2.09	526.9	F	**1.6**	**F**	* Warni
2-1	Highview Road	CR 579 (Mango F	2,649	3.41	1125.1	F	**0.8**	**F**	* Warni

Section Length: 3.645 mile(s) — **Arterial Speed = *** mph** — **LOS = ERR** — Intersection Capacity Exceeded **LOS = F**

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation

February 1999

DESCRIPTION

Road Name	SR 574
From	CR 579 (Mango Rd)
To	McIntosh Road
Peak Direction	Eastbound
Off-Peak Direction	Westbound
Study Time Period	Build 2025
Analysis Date	August 2000
User Notes	

TRAFFIC CHARACTERISTICS

AADT	NA
K Factor	0.099
D Factor	0.544
Peak Hour Factor	0.950
Adj. Saturation Flow Rate	1,850
% Turns from Exclusive Lanes	20

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	3	
# Through Lanes Off-Peak Direction	3	
Urbanized, Transitioning/Urban, or Rural	U	
Arterial Class	2	
Free Flow Speed (mph)	45	(45,40, or 35)

For Class (Area):	Use Free Flow Speed of:
Class 1 (R)	55, 50, 45, 40 or 35
Class 1 (U or T)	55, 50, or 45
Class 2 (U or T)	45, 40 or 35
Class 3 (U or T)	40, 35, or 30
Class 4 (U only)	35, 30 or 25

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction	4	(1,2,3,4,5,6)
Arrival Type Off-Peak Direction	2	
Type Signal System	S	P=Pretimed,A=Actuated,S=Semiactuated
System Cycle Length	120	
Weighted Through Movement g/C	0.44	

Eastbound — PEAK DIRECTION SPECIFIC INPUTS — SR 574

Segment	Segment AADT (Enter 1 if unavailable, 0 if segment is unused)	Peak Hour Volume (May be over-written if direct measure avail.)	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	3,049	17	3	150	0.50	0.25	1,320	4
2-3	1	2,715	8	3	120	0.66	0.25	1,331	4
3-4	1	2,274	42	3	150	0.33	0.51	2,693	4
4-5	1	1,737	41	3	150	0.29	0.52	2,767	4
5-6	1	1,134	21	2	150	0.31	1.56	8,237	4
6-7	1	1,311	37	2	150	0.29	0.55	2,898	4
7-8	0								
8-9	0								
9-10	0								

PEAK DIRECTION RESULTS

Segment	Eastbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
1-2	CR 579 (Mango R	Highview Road	2664	0.96	33.7	C	**15.5**	**E**
2-3	Highview Road	Pine Street	2629	0.72	5.6	A	**30.5**	**B**
3-4	Pine Street	Parsons Ave.	1388	0.76	45.1	D	**20.2**	**D**
4-5	Parsons Ave.	Kingsway Road	1079	0.67	47.9	D	**20.1**	**D**
5-6	Kingsway Road	Valrico Road	943	0.82	51.6	D	**30.5**	**B**
6-7	Valrico Road	Mcintosh Road	869	0.81	52.3	D	**19.6**	**D**
7-8								
8-9								
9-10								

Section Length: 3.645 Mile(s) — **Arterial Speed: 23.5 mph** — **LOS: C**

Westbound — OFF-PEAK DIRECTION'S SPECIFIC INPUTS

Segment	Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type
10-9							
9-8							
8-7							
7-6	1,102	31	2	150	0.59	2,898	2
6-5	956	6	3	150	0.29	8,237	2
5-4	1,453	24	3	150	0.33	2,767	2
4-3	2,216	1	3	120	0.51	2,693	2
3-2	2,270	6	3	150	0.50	1,331	2
2-1	2,568	2	3	150	0.45	1,320	2

OFF-PEAK DIRECTION RESULTS

Segment	Westbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
10-9								
9-8								
8-7								
7-6	Mcintosh Road	Valrico Road	800	0.37	22.4	C	**28.2**	**B**
6-5	Valrico Road	Kingsway Road	946	0.59	49.6	D	**31.7**	**B**
5-4	Kingsway Road	Parsons Ave.	1,162	0.63	47.4	D	**20.4**	**D**
4-3	Parsons Ave.	Pine Street	2,309	0.82	32.9	C	**23.3**	**C**
3-2	Pine Street	Highview Road	2,246	0.81	40.3	D	**14.2**	**E**
2-1	Highview Road	CR 579 (Mango R	2,649	1.06	81.3	F	**8.6**	**F**

Section Length: 3.645 mile(s) — **Arterial Speed = *** mph** — **LOS = ERR** — Intersection Capacity Exceeded **LOS = F**

* Warni

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation

February 1999

DESCRIPTION

Road Name	SR 574
From	CR 579 (Mango Rd)
To	McIntosh Road
Peak Direction	Eastbound
Off-Peak Direction	Westbound
Study Time Period	Build 2025 8 Lane
Analysis Date	August 2000
User Notes	

TRAFFIC CHARACTERISTICS

AADT	NA
K Factor	0.099
D Factor	0.544
Peak Hour Factor	0.950
Adj. Saturation Flow Rate	1,850
% Turns from Exclusive Lanes	20

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	3	
# Through Lanes Off-Peak Direction	3	
Urbanized, Transitioning/Urban, or Rural	U	
Arterial Class	2	
Free Flow Speed (mph)	45	(45,40, or 35)

For Class (Area):	Use Free Flow Speed of:
Class 1 (R)	55, 50, 45, 40 or 35
Class 1 (U or T)	55, 50, or 45
Class 2 (U or T)	45, 40 or 35
Class 3 (U or T)	40, 35, or 30
Class 4 (U only)	35, 30 or 25

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction	4	(1,2,3,4,5,6)
Arrival Type Off-Peak Direction	2	
Type Signal System	S	P=Pretimed,A=Actuated,S=Semiactuated
System Cycle Length	120	
Weighted Through Movement g/C	0.44	

Eastbound — PEAK DIRECTION SPECIFIC INPUTS — SR 574

Segment	Segment AADT (Enter 1 if unavailable, 0 if segment is unused)	Peak Hour Volume (May be over-written if direct measure avail.)	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	3,049	17	3	150	0.50	0.25	1,320	4
2-3	1	2,715	8	3	120	0.66	0.25	1,331	4
3-4	1	2,274	42	3	150	0.33	0.51	2,693	4
4-5	1	1,737	41	3	150	0.29	0.52	2,767	4
5-6	1	1,134	21	2	150	0.31	1.56	8,237	4
6-7	1	1,311	37	2	150	0.29	0.55	2,898	4
7-8	0								
8-9	0								
9-10	0								

PEAK DIRECTION RESULTS

Segment	Eastbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
1-2	CR 579 (Mango F	Highview Road	2664	0.96	33.7	C	**15.5**	**E**
2-3	Highview Road	Pine Street	2629	0.72	5.6	A	**30.5**	**B**
3-4	Pine Street	Parsons Ave.	1388	0.76	45.1	D	**20.2**	**D**
4-5	Parsons Ave.	Kingsway Road	1079	0.67	47.9	D	**20.1**	**D**
5-6	Kingsway Road	Valrico Road	943	0.82	51.6	D	**30.5**	**B**
6-7	Valrico Road	Mcintosh Road	869	0.81	52.3	D	**19.6**	**D**
7-8								
8-9								
9-10								

Section Length: 3.645 Mile(s) — **Arterial Speed: 23.5 mph** — **LOS: C**

Westbound — OFF-PEAK DIRECTION'S SPECIFIC INPUTS

Segment	Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type
10-9							
9-8							
8-7							
7-6	1,102	31	2	150	0.59	2,898	2
6-5	956	6	3	150	0.29	8,237	2
5-4	1,453	24	3	150	0.33	2,767	2
4-3	2,216	1	3	120	0.51	2,693	2
3-2	2,270	6	3	150	0.50	1,331	2
2-1	2,568	2	4	150	0.45	1,320	2

OFF-PEAK DIRECTION RESULTS

Segment	Westbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
10-9								
9-8								
8-7								
7-6	Mcintosh Road	Valrico Road	800	0.37	22.5	C	**28.2**	**B**
6-5	Valrico Road	Kingsway Road	946	0.59	49.6	D	**31.7**	**B**
5-4	Kingsway Road	Parsons Ave.	1,162	0.63	47.4	D	**20.4**	**D**
4-3	Parsons Ave.	Pine Street	2,309	0.82	32.9	C	**23.3**	**C**
3-2	Pine Street	Highview Road	2,246	0.81	40.3	D	**14.2**	**E**
2-1	Highview Road	CR 579 (Mango F	2,649	0.80	42.8	D	**13.7**	**E**

Section Length: 3.645 mile(s) — **Arterial Speed = 24.0 mph** — **LOS = C**

APPENDIX D

HCS ANALYSIS AND ART-PLAN WORKSHEETS

HCS: Signalized Intersections Release 3.1c

': MLK and Mango	City/St: Tampa / Florida
/st: MSI Engineering	Proj #: C099109.00
: 5/23/00	Period: 2000 PM peak
St: Dr. MLK Jr. Blvd	N/S St: Mango Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	2	3	0	1	3	0	1	1	0	1	1	0
nfig	L	TR		L	TR		L	TR		L	TR	
ume	358	1349	21	17	767	120	18	13	5	251	12	157
e Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
R Vol			0			0			0			0

ation 1.00 Area Type: All other areas

Signal Operations

se Combination	1	2	3	4			5	6	7	8
Left	A				NB	Left	A	A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
Left	A				SB	Left	A	A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
Right					EB	Right				
Right					WB	Right				
een	26.0	40.0					10.0	24.0		
llow	3.0	3.0					3.0	3.0		
l Red	2.0	2.0					2.0	2.0		

cle Length: 120.0 secs

Intersection Performance Summary

or/ ne o	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	737	3400	0.51	0.217	42.0	D		
	1675	5024	0.86	0.333	42.5	D	42.4	D
stbound								
	380	1752	0.05	0.217	37.3	D		
	1645	4934	0.60	0.333	33.9	C	34.0	C
rthbound								
	339		0.07	0.325	28.3	C		
	356	1781	0.07	0.200	39.0	D	33.7	C
uthbound								
	473		0.57	0.325	34.3	C		
	321	1603	0.57	0.200	45.7	D	38.9	D

Intersection Delay = 39.3 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

ngineering Corporation
N 56th Street
210
, FL 33617
: 813-988-4242 Fax: 813-988-4314
l: tstukes@msifl.com

OPERATIONAL ANALYSIS

rsection:	MLK and Mango
/State:	Tampa / Florida
yst:	MSI Engineering
ect No:	C099109.00
Period Analyzed:	2000 PM peak
:	5/23/00
/West Street Name:	Dr. MLK Jr. Blvd
h/South Street Name:	Mango Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
ume	358	1349	21	17	767	120	18	13	5	251	12	157
	0.95	0.95	0.95	0.90	0.90	0.90	0.75	0.75	0.75	0.93	0.93	0.93
15 Vol	94	355	6	5	213	33	6	4	2	67	3	42
Ln Vol												
rade		0			0			0			0	
al Sat	1900	1900		1900	1900		1900	1900		1900	1900	
kExist												
Park												
eavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes	2	3	0	1	3	0	1	1	0	1	1	0
onfig	L	TR		L	TR		L	TR		L	TR	
e Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
R Vol			0			0			0			0
Flow	377	1442		19	985		24	24		270	182	
SharedLn												
p Turns			0.02			0.14			0.29			0.93
Peds			0			0			0			0
Bus	0	0		0	0		0	0		0	0	

ation 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

Inter: MLK and Highview
Analyst: MSI Engineering
Date: 5/23/00
E/W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2000 PM peak
N/S St: Highview Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	0	0	1	0	0	1	0
LGConfig	L	T	R	L	TR			LTR			LTR	
Volume	19	1178	532	30	781	4	178	27	27	5	35	15
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0			12.0	
RTOR Vol			53			0			0			0

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A	A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
WB Left	A	A			SB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	10.0	62.0					33.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	362		0.06	0.642	11.6	B		
T	953	1845	1.31	0.517	603.4	F	430.6	F
R	810	1568	0.63	0.517	22.4	C		
Westbound								
L	269		0.12	0.642	15.0	B		
TR	952	1843	0.91	0.517	40.6	D	39.6	D
Northbound								
LTR	337	1226	0.86	0.275	64.9	E	64.9	E
Southbound								
LTR	429	1559	0.16	0.275	33.1	C	33.1	C

Intersection Delay = 271.5 (sec/veh) Intersection LOS = F

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

Intersection:	MLK and Highview
City/State:	Tampa / Florida
Analyst:	MSI Engineering
Project No:	C099109.00
Time Period Analyzed:	2000 PM peak
Date:	5/23/00
East/West Street Name:	Dr. MLK Jr. Blvd
North/South Street Name:	Highview Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	19	1178	532	30	781	4	178	27	27	5	35	15
PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.80	0.80	0.80	0.81	0.81	0.81
PK 15 Vol	5	313	141	8	215	1	56	8	8	2	11	5
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900	1900	1900	1900			1900			1900	
ParkExist												
NumPark												
% Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
No. Lanes	1	1	1	1	1	0	0	1	0	0	1	0
LGConfig	L	T	R	L	TR			LTR			LTR	
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0			12.0	
RTOR Vol			53			0			0			0
Adj Flow	20	1253	510	33	862			290			68	
%InSharedLn												
Prop Turns						0.00	0.77		0.12	0.09		0.28
NumPeds			0			0			0			0
NumBus	0	0	0	0	0			0			0	

Duration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

Inter: MLK and Pine Street
Analyst: MSI Engineering
Date: 5/23/00
E/W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2000 PM peak
N/S St: Pine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Volume	38	1128	4	6	786	108	9	4	9	137	3	30
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			0			0			0			0

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru	A					Thru	A			
Right	A					Right	A			
Peds						Peds				
WB Left	A				SB	Left	A			
Thru	A					Thru	A			
Right	A					Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	84.0						26.0			
Yellow	3.0						3.0			
All Red	2.0						2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	335	478	0.11	0.700	6.0	A		
TR	1291	1844	0.89	0.700	22.7	C	22.2	C
Westbound								
L	271	387	0.02	0.700	5.5	A		
TR	1268	1811	0.76	0.700	14.3	B	14.2	B
Northbound								
LTR	298	1374	0.11	0.217	37.9	D	37.9	D
Southbound								
LTR	263	1216	0.71	0.217	52.9	D	52.9	D

Intersection Delay = 21.6 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

Intersection:	MLK and Pine Street
City/State:	Tampa / Florida
Analyst:	MSI Engineering
Project No:	C099109.00
Time Period Analyzed:	2000 PM peak
Date:	5/23/00
East/West Street Name:	Dr. MLK Jr. Blvd
North/South Street Name:	Pine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	38	1128	4	6	786	108	9	4	9	137	3	30
PHF	0.99	0.99	0.99	0.93	0.93	0.93	0.69	0.69	0.69	0.90	0.90	0.90
PK 15 Vol	10	285	1	2	211	29	3	1	3	38	1	8
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900			1900			1900	
ParkExist												
NumPark												
% Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
No. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
LGConfig	L	TR		L	TR			LTR			LTR	
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
RTOR Vol			0			0			0			0
Adj Flow	38	1143		6	961			32			188	
%InSharedLn												
Prop Turns			0.00			0.12	0.41		0.41	0.81		0.18
NumPeds			0			0			0			0
NumBus	0	0		0	0			0			0	

Duration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

Inter: MLK and Parsons
Analyst: MSI Engineering
Date: 5/23/00
E/W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2000 PM peak
N/S St: Parsons Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	1	0
LGConfig	L	T	R	L	T	R	L	T	R	L	TR	
Volume	142	594	330	198	411	56	335	269	175	111	356	54
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			33			6			18			0

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
WB	Left	A	A			SB	Left	A	A		
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right	A				EB	Right	A			
SB	Right					WB	Right	A			
Green		11.0	43.0					18.0	28.0		
Yellow		3.0	3.0					3.0	3.0		
All Red		2.0	2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	359		0.42	0.492	20.7	C		
T	661	1845	0.96	0.358	75.1	E	50.5	D
R	862	1568	0.37	0.550	15.5	B		
Westbound								
-	285		0.75	0.492	35.0+	D		
T	661	1845	0.68	0.358	35.4	D	33.6	C
R	862	1568	0.06	0.550	12.6	B		
Northbound								
-	357		0.99	0.425	120.3	F		
-	435	1863	0.65	0.233	45.1	D	74.5	E
	580	1583	0.28	0.367	27.1	C		
Southbound								
	390		0.32	0.425	23.8	C		
R	426	1826	1.08	0.233	237.0	F	191.5	F

Intersection Delay = 78.5 (sec/veh) Intersection LOS = E

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ntersection:	MLK and Parsons
ity/State:	Tampa / Florida
nalyst:	MSI Engineering
roject No:	C099109.00
ime Period Analyzed:	2000 PM peak
ate:	5/23/00
ast/West Street Name:	Dr. MLK Jr. Blvd
orth/South Street Name:	Parsons Ave

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
olume	142	594	330	198	411	56	335	269	175	111	356	54
HF	0.94	0.94	0.94	0.92	0.92	0.92	0.95	0.95	0.95	0.89	0.89	0.89
K 15 Vol	38	158	88	54	112	15	88	71	46	31	100	15
i Ln Vol												
Grade		0			0			0			0	
deal Sat	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
arkExist												
umPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
o. Lanes	1	1	1	1	1	1	1	1	1	1	1	0
GConfig	L	T	R	L	T	R	L	T	R	L	TR	
ane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
TOR Vol			33			6			18			0
dj Flow	151	632	316	215	447	54	353	283	165	125	461	
InSharedLn												
rop Turns												0.13
umPeds			0			0			0			0
umBus	0	0	0	0	0	0	0	0	0	0	0	

uration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

Inter: MLK and Kingsway
Analyst: MSI Engineering
Date: 5/23/00
E/W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2000 PM peak
N/S St: Kingsway Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	0	1	1	0	1	1	0
LGConfig	L	T	R	L	TR		L	TR		L	TR	
Volume	104	539	177	63	443	15	115	151	54	82	304	88
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			18			0			0			0

Duration 1.00 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A					Thru	A			
	Right	A					Right	A			
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru	A					Thru	A			
	Right	A					Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		66.0						44.0			
Yellow		3.0						3.0			
All Red		2.0						2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
	376	684	0.28	0.550	14.8	B		
	1015	1845	0.54	0.550	17.8	B	16.6	B
	862	1568	0.19	0.550	13.6	B		
Westbound								
	367	667	0.20	0.550	13.9	B		
R	1010	1836	0.52	0.550	17.5	B	17.1	B
Northbound								
	200	545	0.64	0.367	38.4	D		
R	656	1789	0.35	0.367	27.9	C	31.7	C
Southbound								
	332	906	0.28	0.367	27.2	C		
R	660	1800	0.67	0.367	34.5	C	33.3	C

Intersection Delay = 22.9 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ntersection:	MLK and Kingsway
ity/State:	Tampa / Florida
nalyst:	MSI Engineering
roject No:	C099109.00
ime Period Analyzed:	2000 PM peak
ate:	5/23/00
ast/West Street Name:	Dr. MLK Jr. Blvd
orth/South Street Name:	Kingsway Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
olume	104	539	177	63	443	15	115	151	54	82	304	88
HF	0.99	0.99	0.99	0.87	0.87	0.87	0.90	0.90	0.90	0.89	0.89	0.89
< 15 Vol	26	136	45	18	127	4	32	42	15	23	85	25
i Ln Vol												
Grade		0			0			0			0	
deal Sat	1900	1900	1900	1900	1900		1900	1900		1900	1900	
arkExist												
mPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
. Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Config	L	T	R	L	TR		L	TR		L	TR	
ane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
OR Vol			18			0			0			0
dj Flow	105	544	161	72	526		128	228		92	441	
nSharedLn												
op Turns						0.03			0.26			0.22
mPeds			0			0			0			0
mBus	0	0	0	0	0		0	0		0	0	

ration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

nter: MLK and Valrico
nalyst: MSI Engineering
ate: 5/23/00
/W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2000 PM peak
N/S St: Valrico Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
o. Lanes	1	1	1	1	1	0	1	1	0	0	1	0
GConfig	L	T	R	L	TR		L	TR			LTR	
olume	3	436	204	281	373	2	86	0	156	0	1	2
ane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
TOR Vol			20			0			0			0

uration 1.00 Area Type: All other areas

Signal Operations

hase Combination	1	2	3	4			5	6	7	8
B Left		A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
B Left	A	A			SB	Left	A			
Thru	A	A				Thru	A			
Right		A				Right	A			
Peds						Peds				
B Right					EB	Right				
B Right					WB	Right				
reen	16.0	51.0					38.0			
ellow	3.0	3.0					3.0			
ll Red	2.0	2.0					2.0			

ycle Length: 120.0 secs

Intersection Performance Summary

ppr/ ane rp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
astbound								
	403	948	0.01	0.425	19.9	B		
	784	1845	0.59	0.425	27.6	C	26.1	C
	666	1568	0.29	0.425	22.9	C		
estbound								
	509		0.63	0.600	17.3	B		
	1106	1843	0.39	0.600	12.7	B	14.7	B
orthbound								
	444	1402	0.21	0.317	30.2	C		
	501	1583	0.34	0.317	31.7	C	31.2	C
uthbound								
R	481	1519	0.02	0.317	28.2	C	28.2	C

Intersection Delay = 21.8 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ntersection:	MLK and Valrico
ity/State:	Tampa / Florida
nalyst:	MSI Engineering
roject No:	C099109.00
ime Period Analyzed:	2000 PM peak
ate:	5/23/00
ast/West Street Name:	Dr. MLK Jr. Blvd
orth/South Street Name:	Valrico Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
olume	3	436	204	281	373	2	86	0	156	0	1	2
HF	0.95	0.95	0.95	0.88	0.88	0.88	0.93	0.93	0.93	0.38	0.38	0.38
K 15 Vol	1	115	54	80	106	1	23	0	42	0	1	1
i Ln Vol												
Grade		0			0			0			0	
deal Sat	1900	1900	1900	1900	1900		1900	1900			1900	
arkExist												
umPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
. Lanes	1	1	1	1	1	0	1	1	0	0	1	0
Config	L	T	R	L	TR		L	TR			LTR	
ane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
OR Vol			20			0			0			0
lj Flow	3	459	194	319	426		92	168			8	
nSharedLn												
op Turns						0.00			1.00	0.00		0.63
mPeds			0			0			0			0
mBus	0	0	0	0	0		0	0			0	

ration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

er: MLK and McIntosh
lyst: MSI Engineering
e: 5/23/00
St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2000 PM peak
N/S St: McIntosh Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Config	L	TR		L	TR			LTR			LTR	
lume	173	399	11	6	349	73	12	21	6	83	45	288
ne Width	12.0	12.0		12.0	12.0			12.0			12.0	
OR Vol			0			0			0			0

ration 1.00 Area Type: All other areas

Signal Operations

ase Combination	1	2	3	4			5	6	7	8
Left	A	A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
B Left	A	A			SB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
B Right					EB	Right				
B Right					WB	Right				
reen	22.0	34.0					49.0			
ellow	3.0	3.0					3.0			
ll Red	2.0	2.0					2.0			

ycle Length: 120.0 secs

Intersection Performance Summary

ppr/ ane rp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
astbound								
	411		0.47	0.508	21.7	C		
R	520	1837	0.88	0.283	61.0	E	49.3	D
estbound								
	421		0.02	0.508	17.8	B		
R	509	1797	0.98	0.283	101.6	F	100.5	F
orthbound								
TR	574	1405	0.08	0.408	21.7	C	21.7	C
outhbound								
TR	567	1388	0.91	0.408	56.5	E	56.5	E

Intersection Delay = 65.8 (sec/veh) Intersection LOS = E

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ersection:	MLK and McIntosh
y/State:	Tampa / Florida
alyst:	MSI Engineering
oject No:	C099109.00
me Period Analyzed:	2000 PM peak
te:	5/23/00
st/West Street Name:	Dr. MLK Jr. Blvd
rth/South Street Name:	McIntosh Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
olume	173	399	11	6	349	73	12	21	6	83	45	288
HF	0.89	0.89	0.89	0.85	0.85	0.85	0.89	0.89	0.89	0.81	0.81	0.81
K 15 Vol	49	112	3	2	103	21	3	6	2	26	14	89
i Ln Vol												
Grade		0			0			0			0	
deal Sat	1900	1900		1900	1900			1900			1900	
arkExist												
umPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
o. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
GConfig	L	TR		L	TR			LTR			LTR	
ane Width	12.0	12.0		12.0	12.0			12.0			12.0	
TOR Vol			0			0			0			0
dj Flow	194	460		7	497			44			514	
InSharedLn												
rop Turns			0.03			0.17	0.30		0.16	0.20		0.69
umPeds			0			0			0			0
umBus	0	0		0	0			0			0	

uration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

ter: MLK and Mango
alyst: MSI Engineering
te: 5/23/00
W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak No Build
N/S St: Mango Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
o. Lanes	2	3	0	1	3	0	1	1	0	1	1	0
GConfig	L	TR		L	TR		L	TR		L	TR	
olume	457	2603	75	41	2184	343	75	43	48	409	43	457
ane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
TOR Vol			0			0			0			0

uration 1.00 Area Type: All other areas

Signal Operations

hase Combination	1	2	3	4			5	6	7	8
B Left	A	A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
WB Left	A	A			SB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	30.0	50.0					25.0			
Yellow	3.0	3.0					3.0			
All Red	2.0	2.0					2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1772		0.27	0.708	37.7	D		
TR	2090	5015	1.35	0.417	666.2	F	574.6	F
Westbound								
L	528		0.08	0.708	33.1	C		
TR	2055	4933	1.29	0.417	568.8	F	560.2	F
Northbound								
L	62	298	1.27	0.208	651.3	F		
TR	357	1714	0.27	0.208	40.2	D	316.1	F
Southbound								
L	266	1276	1.62	0.208				
TR	335	1607	1.57	0.208				

Intersection Delay = (sec/veh) Intersection LOS =

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ntersection:	MLK and Mango
ity/State:	Tampa / Florida
nalyst:	MSI Engineering
roject No:	C099109.00
ime Period Analyzed:	2025 PM peak No Build
ate:	5/23/00
ast/West Street Name:	Dr. MLK Jr. Blvd
orth/South Street Name:	Mango Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	457	2603	75	41	2184	343	75	43	48	409	43	457
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
PK 15 Vol	120	685	20	11	575	90	20	11	13	108	11	120
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900		1900	1900		1900	1900	
ParkExist												
NumPark												
% Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
No. Lanes	2	3	0	1	3	0	1	1	0	1	1	0
LGConfig	L	TR		L	TR		L	TR		L	TR	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0
Adj Flow	481	2819		43	2660		79	96		431	526	
%InSharedLn												
Prop Turns			0.03			0.14			0.53			0.91
NumPeds			0			0			0			0
NumBus	0	0		0	0		0	0		0	0	

Duration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

ter: MLK and Highview
alyst: MSI Engineering
te: 5/23/00
W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak No Build
N/S St: Highview Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
. Lanes	1	1	1	1	1	0	0	1	0	0	1	0
Config	L	T	R	L	TR			LTR			LTR	
olume	16	2538	495	126	2130	14	495	65	151	16	65	16
ane Width	12.0	12.0	12.0	12.0	12.0			12.0			12.0	
TOR Vol			49			0			0			0

uration 1.00 Area Type: All other areas

Signal Operations

hase Combination	1	2	3	4			5	6	7	8
B Left	A	A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
B Left	A	A			SB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
B Right					EB	Right				
B Right					WB	Right				
reen	10.0	70.0					25.0			
ellow	3.0	3.0					3.0			
ll Red	2.0	2.0					2.0			

ycle Length: 120.0 secs

Intersection Performance Summary

ppr/ ane rp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
astbound								
	236		0.07	0.708	17.4	B		
	1076	1845	2.48	0.583				
	915	1568	0.51	0.583	15.4	B		
estbound								
	236		0.56	0.708	33.4	C		
R	1075	1843	2.10	0.583				
orthbound								
TR	236	1131	3.17	0.208				
outhbound								
TR	325	1562	0.31	0.208	40.8	D	40.8	D

Intersection Delay = (sec/veh) Intersection LOS =

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

tersection:	MLK and Highview
ty/State:	Tampa / Florida
alyst:	MSI Engineering
oject No:	C099109.00
me Period Analyzed:	2025 PM peak No Build
ate:	5/23/00
ast/West Street Name:	Dr. MLK Jr. Blvd
orth/South Street Name:	Highview Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
olume	16	2538	495	126	2130	14	495	65	151	16	65	16
HF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
K 15 Vol	4	668	130	33	561	4	130	17	40	4	17	4
i Ln Vol												
Grade		0			0			0			0	
deal Sat	1900	1900	1900	1900	1900			1900			1900	
arkExist												
umPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
o. Lanes	1	1	1	1	1	0	0	1	0	0	1	0
GConfig	L	T	R	L	TR			LTR			LTR	
ane Width	12.0	12.0	12.0	12.0	12.0			12.0			12.0	
TOR Vol			49			0			0			0
dj Flow	17	2672	469	133	2257			748			102	
InSharedLn												
rop Turns						0.01	0.70		0.21	0.17		0.17
umPeds			0			0			0			0
umBus	0	0	0	0	0			0			0	

uration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

ter: MLK and Pine Street
alyst: MSI Engineering
te: 5/23/00
W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak No Build
N/S St: Pine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Config	L	TR		L	TR			LTR			LTR	
lume	215	2484	16	5	2085	126	16	5	5	151	5	215
ane Width	12.0	12.0		12.0	12.0			12.0			12.0	
TOR Vol			0			0			0			0

uration 1.00 Area Type: All other areas

Signal Operations

hase Combination	1	2	3	4			5	6	7	8
B Left	A	A			NB	Left	A			
Thru	A	A				Thru	A			
Right	A	A				Right	A			
Peds						Peds				
B Left	A				SB	Left	A			
Thru	A					Thru	A			
Right	A					Right	A			
Peds						Peds				
B Right					EB	Right				
B Right					WB	Right				
reen	61.0	13.0					31.0			
ellow	3.0	3.0					3.0			
ll Red	2.0	2.0					2.0			

ycle Length: 120.0 secs

Intersection Performance Summary

ppr/ ane rp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
astbound								
	325		0.70	0.658	52.6	D		
R	1213	1843	2.17	0.658				
estbound								
	62	121	0.08	0.508	15.7	B		
R	930	1829	2.50	0.508				
orthbound								
TR	315	1218	0.09	0.258	33.9	C	33.9	C
outhbound								
TR	338	1309	1.15	0.258	356.8	F	356.8	F

Intersection Delay = (sec/veh) Intersection LOS =

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

tersection:	MLK and Pine Street
ty/State:	Tampa / Florida
alyst:	MSI Engineering
oject No:	C099109.00
me Period Analyzed:	2025 PM peak No Build
te:	5/23/00
st/West Street Name:	Dr. MLK Jr. Blvd
rth/South Street Name:	Pine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
olume	215	2484	16	5	2085	126	16	5	5	151	5	215
HF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
K 15 Vol	57	654	4	2	549	33	4	2	2	40	2	57
i Ln Vol												
Grade		0			0			0			0	
deal Sat	1900	1900		1900	1900			1900			1900	
arkExist												
umPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
o. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
GConfig	L	TR		L	TR			LTR			LTR	
ane Width	12.0	12.0		12.0	12.0			12.0			12.0	
TOR Vol			0			0			0			0
dj Flow	226	2632		5	2328			27			390	
InSharedLn												
rop Turns			0.01			0.06	0.63		0.19	0.41		0.58
umPeds			0			0			0			0
umBus	0	0		0	0			0			0	

uration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

ter: MLK and Parsons
alyst: MSI Engineering
te: 5/23/00
W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak No Build
N/S St: Parsons Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
. Lanes	1	1	1	1	1	1	1	1	1	1	1	0
Config	L	T	R	L	T	R	L	T	R	L	TR	
lume	215	1323	736	262	1110	81	563	452	312	97	452	215
ane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
TOR Vol			73			8			31			0

uration 1.00 Area Type: All other areas

Signal Operations

hase Combination	1	2	3	4			5	6	7	8
B Left	A	A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
B Left	A	A			SB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
B Right	A				EB	Right				
B Right					WB	Right				
reen	25.0	50.0					30.0			
ellow	3.0	3.0					3.0			
ll Red	2.0	2.0					2.0			

ycle Length: 120.0 secs

Intersection Performance Summary

ppr/ ane rp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
astbound								
	455		0.50	0.667	27.3	C		
	769	1845	1.81	0.417				
	653	1568	1.07	0.417	192.7	F		
estbound								
	455		0.61	0.667	32.8	C		
	769	1845	1.52	0.417	975.7	F	756.3	F
	653	1568	0.12	0.417	21.6	C		
orthbound								
	62	248	9.56	0.250				
	466	1863	1.02	0.250	150.8	F		
	792	1583	0.37	0.500	18.7	B		
outhbound								
	62	248	1.65	0.250				
R	443	1773	1.58	0.250				

Intersection Delay = (sec/veh) Intersection LOS =

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

tersection:	MLK and Parsons
ty/State:	Tampa / Florida
alyst:	MSI Engineering
oject No:	C099109.00
me Period Analyzed:	2025 PM peak No Build
ıte:	5/23/00
ıst/West Street Name:	Dr. MLK Jr. Blvd
orth/South Street Name:	Parsons Ave

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
olume	215	1323	736	262	1110	81	563	452	312	97	452	215
HF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
K 15 Vol	57	348	194	69	292	21	148	119	82	26	119	57
i Ln Vol												
Grade		0			0			0			0	
deal Sat	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
arkExist												
umPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
o. Lanes	1	1	1	1	1	1	1	1	1	1	1	0
GConfig	L	T	R	L	T	R	L	T	R	L	TR	
ane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
TOR Vol			73			8			31			0
dj Flow	226	1393	698	276	1168	77	593	476	296	102	702	
InSharedLn												
rop Turns												0.32
umPeds			0			0			0			0
umBus	0	0	0	0	0	0	0	0	0	0	0	

uration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

: MLK and Kingsway	City/St: Tampa / Florida
yst: MSI Engineering	Proj #: C099109.00
5/23/00	Period: 2025 PM peak No Build
St: Dr. MLK Jr. Blvd	N/S St: Kingsway Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	1	1	1	1	1	0	1	1	0	1	1	0
nfig	L	T	R	L	TR		L	TR		L	TR	
me	317	1022	398	54	857	45	398	360	65	54	360	317
e Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
R Vol			40			0			0			0

ation 1.00 Area Type: All other areas

Signal Operations

se Combination	1	2	3	4			5	6	7	8
Left	A	A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
Left	A	A			SB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
Right					EB	Right				
Right					WB	Right				
een	25.0	45.0					35.0			
llow	3.0	3.0					3.0			
l Red	2.0	2.0					2.0			

cle Length: 120.0 secs

Intersection Performance Summary

pr/ ne p	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	456		0.73	0.625	38.3	D		
	692	1845	1.55	0.375				
	588	1568	0.64	0.375	33.3	C		
stbound								
	456		0.13	0.625	17.8	B		
	687	1831	1.38	0.375	733.3	F	692.8	F
rthbound								
	62	213	6.76	0.292				
	531	1820	0.84	0.292	52.9	D		
uthbound								
	103	353	0.55	0.292	42.4	D		
	505	1732	1.41	0.292	795.9	F	740.1	F

Intersection Delay = (sec/veh) Intersection LOS =

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

rsection:	MLK and Kingsway
/State:	Tampa / Florida
lyst:	MSI Engineering
ject No:	C099109.00
e Period Analyzed:	2025 PM peak No Build
e:	5/23/00
t/West Street Name:	Dr. MLK Jr. Blvd
th/South Street Name:	Kingsway Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
lume	317	1022	398	54	857	45	398	360	65	54	360	317
F	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	83	269	105	14	226	12	105	95	17	14	95	83
Ln Vol												
Grade		0			0			0			0	
eal Sat	1900	1900	1900	1900	1900		1900	1900		1900	1900	
rkExist												
mPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Config	L	T	R	L	TR		L	TR		L	TR	
ne Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
OR Vol			40			0			0			0
j Flow	334	1076	377	57	949		419	447		57	713	
nSharedLn												
op Turns						0.05			0.15			0.47
mPeds			0			0			0			0
mBus	0	0	0	0	0		0	0		0	0	

ration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

: MLK and Valrico	City/St: Tampa / Florida
st: MSI Engineering	Proj #: C099109.00
5/23/00	Period: 2025PM peak No Build
St: Dr. MLK Jr. Blvd	N/S St: Valrico Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	1	1	1	1	1	0	1	1	0	0	1	0
nfig	L	T	R	L	TR		L	TR			LTR	
me	5	898	231	343	754	5	231	0	409	5	0	5
Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Vol			23			0			0			0

ation 1.00 Area Type: All other areas

Signal Operations

se Combination	1	2	3	4			5	6	7	8
Left		A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
Left	A	A			SB	Left	A			
Thru	A	A				Thru	A			
Right	A	A				Right	A			
Peds						Peds				
Right					EB	Right				
Right					WB	Right				
een	25.0	50.0					30.0			
llow	3.0	3.0					3.0			
Red	2.0	2.0					2.0			

cle Length: 120.0 secs

Intersection Performance Summary

or/ ne	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	280	671	0.02	0.417	20.6	C		
	769	1845	1.23	0.417	459.2	F	375.8	F
	653	1568	0.34	0.417	24.0	C		
stbound								
	464		0.78	0.667	40.9	D		
	1229	1843	0.65	0.667	13.0	B	21.7	C
rthbound								
	350	1399	0.69	0.250	46.9	D		
	396	1583	1.09	0.250	248.0	F	175.5	F
uthbound								
R	288	1153	0.03	0.250	34.1	C	34.1	C

Intersection Delay = 193.5 (sec/veh) Intersection LOS = F

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

rsection:	MLK and Valrico
/State:	Tampa / Florida
yst:	MSI Engineering
ject No:	C099109.00
e Period Analyzed:	2025PM peak No Build
e:	5/23/00
t/West Street Name:	Dr. MLK Jr. Blvd
th/South Street Name:	Valrico Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
ume	5	898	231	343	754	5	231	0	409	5	0	5
	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	2	236	61	90	198	2	61	0	108	2	0	2
Ln Vol												
Grade		0			0			0			0	
eal Sat	1900	1900	1900	1900	1900		1900	1900			1900	
rkExist												
nPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes	1	1	1	1	1	0	1	1	0	0	1	0
Config	L	T	R	L	TR		L	TR			LTR	
ne Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
OR Vol			23			0			0			0
j Flow	5	945	219	361	799		243	431			10	
nSharedLn												
op Turns						0.01			1.00	0.50		0.50
nPeds			0			0			0			0
nBus	0	0	0	0	0		0	0			0	

ration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

:: MLK and McIntosh
/st: MSI Engineering
: 5/23/00
St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak No Build
N/S St: McIntosh Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	1	1	0	1	1	0	0	1	0	0	1	0
onfig	L	TR		L	TR			LTR			LTR	
ume	489	790	32	9	663	77	32	43	11	91	43	490
e Width	12.0	12.0		12.0	12.0			12.0			12.0	
R Vol			0			0			0			0

ation 1.00 Area Type: All other areas

Signal Operations

se Combination	1	2	3	4			5	6	7	8
Left	A	A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
Left	A	A			SB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
Right					EB	Right				
Right					WB	Right				
een	25.0	45.0					35.0			
llow	3.0	3.0					3.0			
l Red	2.0	2.0					2.0			

cle Length: 120.0 secs

Intersection Performance Summary

or/ ne o	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	463		1.11	0.625	272.2	F		
	688	1834	1.26	0.375	515.6	F	424.8	F
stbound								
	456		0.02	0.625	14.9	B		
	681	1816	1.14	0.375	316.1	F	312.6	F
rthbound								
R	265	909	0.34	0.292	34.2	C	34.2	C
uthbound								
R	404	1384	1.63	0.292				

Intersection Delay = (sec/veh) Intersection LOS =

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ntersection:	MLK and McIntosh
ity/State:	Tampa / Florida
nalyst:	MSI Engineering
roject No:	C099109.00
ime Period Analyzed:	2025 PM peak No Build
ate:	5/23/00
ast/West Street Name:	Dr. MLK Jr. Blvd
orth/South Street Name:	McIntosh Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
olume	489	790	32	9	663	77	32	43	11	91	43	490
HF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
K 15 Vol	129	208	8	3	174	20	8	11	3	24	11	129
i Ln Vol												
Grade		0			0			0			0	
deal Sat	1900	1900		1900	1900			1900			1900	
arkExist												
umPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
o. Lanes	1	1	0	1	1	0	0	1	0	0	1	0
GConfig	L	TR		L	TR			LTR			LTR	
ane Width	12.0	12.0		12.0	12.0			12.0			12.0	
TOR Vol			0			0			0			0
dj Flow	515	866		9	779			91			657	
InSharedLn												
rop Turns			0.04			0.10	0.37		0.13	0.15		0.79
umPeds			0			0			0			0
umBus	0	0		0	0			0			0	

uration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

nter: MLK and Mango
nalyst: MSI Engineering
ate: 5/23/00
/W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak
N/S St: Mango Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
o. Lanes	2	3	1	1	3	1	1	1	0	2	1	1
GConfig	L	T	R	L	T	R	L	TR		L	T	R
olume	457	2603	75	41	2184	343	75	43	48	409	43	457
ane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
TOR Vol			0			34			0			0

uration 1.00 Area Type: All other areas

Signal Operations

hase Combination	1	2	3	4			5	6	7	8
B Left	A				NB	Left		A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
B Left	A	A			SB	Left	A			
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
B Right					EB	Right				
B Right	A				WB	Right	A			
reen	31.0	67.0					21.0	11.0		
ellow	3.0	3.0					3.0	3.0		
ll Red	2.0	2.0					2.0	2.0		

ycle Length: 150.0 secs

Intersection Performance Summary

ppr/ ane rp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
astbound								
	703	3400	0.68	0.207	57.8	E		
	2249	5036	1.22	0.447	438.9	F	373.4	F
	700	1568	0.11	0.447	24.3	C		
estbound								
	434		0.10	0.687	46.9	D		
	2249	5036	1.02	0.447	104.8	F	92.8	F
	972	1568	0.33	0.620	13.9	B		
orthbound								
	99	1356	0.80	0.073	112.3	F		
R	126	1714	0.76	0.073	95.2	F	102.9	F
outhbound								
	481	3433	0.90	0.140	87.4	F		
	460	1863	0.10	0.247	43.7	D	56.5	E
	770	1583	0.62	0.487	30.0	C		

Intersection Delay = 218.6 (sec/veh) Intersection LOS = F

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ntersection:	MLK and Mango
ity/State:	Tampa / Florida
nalyst:	MSI Engineering
roject No:	C099109.00
ime Period Analyzed:	2025 PM peak
ate:	5/23/00
ast/West Street Name:	Dr. MLK Jr. Blvd
orth/South Street Name:	Mango Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
olume	457	2603	75	41	2184	343	75	43	48	409	43	457
HF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
< 15 Vol	120	685	20	11	575	90	20	11	13	108	11	120
i Ln Vol												
Grade		0			0			0			0	
deal Sat	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900
arkExist												
mPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
. Lanes	2	3	1	1	3	1	1	1	0	2	1	1
Config	L	T	R	L	T	R	L	TR		L	T	R
ane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
OR Vol			0			34			0			0
j Flow	481	2740	79	43	2299	325	79	96		431	45	481
nSharedLn												
op Turns									0.53			
mPeds			0			0			0			0
mBus	0	0	0	0	0	0	0	0		0	0	0

ration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

er: MLK and Mango
lyst: MSI Engineering
e: 5/23/00
St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak, 8L
N/S St: Mango Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	2	4	1	1	4	1	1	1	0	2	1	1
onfig	L	T	R	L	T	R	L	TR		L	T	R
ume	457	2603	75	41	2184	343	75	43	48	409	43	457
e Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
R Vol			0			34			0			0

ation 1.00 Area Type: All other areas

Signal Operations

ase Combination	1	2	3	4			5	6	7	8
Left	A				NB	Left		A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
Left	A	A			SB	Left	A			
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
Right					EB	Right				
Right	A				WB	Right	A			
een	31.0	67.0					21.0	11.0		
llow	3.0	3.0					3.0	3.0		
l Red	2.0	2.0					2.0	2.0		

cle Length: 150.0 secs

Intersection Performance Summary

pr/ ne p	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	703	3400	0.68	0.207	57.8	E		
	2999	6715	0.91	0.447	44.1	D	45.6	D
	700	1568	0.11	0.447	24.3	C		
stbound								
	434		0.10	0.687	20.3	C		
	2999	6715	0.77	0.447	36.2	D	33.2	C
	972	1568	0.33	0.620	13.9	B		
rthbound								
	99	1356	0.80	0.073	112.3	F		
	126	1714	0.76	0.073	95.2	F	102.9	F
uthbound								
	481	3433	0.90	0.140	87.4	F		
	460	1863	0.10	0.247	43.7	D	56.5	E
	770	1583	0.62	0.487	30.0	C		

Intersection Delay = 43.8 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

rsection:	MLK and Mango
/State:	Tampa / Florida
yst:	MSI Engineering
ect No:	C099109.00
Period Analyzed:	2025 PM peak, 8L
:	5/23/00
/West Street Name:	Dr. MLK Jr. Blvd
h/South Street Name:	Mango Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
ume	457	2603	75	41	2184	343	75	43	48	409	43	457
	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	120	685	20	11	575	90	20	11	13	108	11	120
Ln Vol												
rade		0			0			0			0	
al Sat	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900
kExist												
Park												
eavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes	2	4	1	1	4	1	1	1	0	2	1	1
onfig	L	T	R	L	T	R	L	TR		L	T	R
e Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
R Vol			0			34			0			0
Flow	481	2740	79	43	2299	325	79	96		431	45	481
SharedLn												
p Turns									0.53			
Peds			0			0			0			0
Bus	0	0	0	0	0	0	0	0		0	0	0

ation 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

r: MLK and Highview
yst: MSI Engineering
: 5/23/00
St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak
N/S St: Highview Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	1	3	1	1	3	0	2	1	0	0	1	0
onfig	L	T	R	L	TR		L	TR			LTR	
ume	16	2538	495	126	2130	14	495	65	151	16	65	16
e Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
R Vol			49			0			0			0

ation 1.00 Area Type: All other areas

Signal Operations

se Combination	1	2	3	4			5	6	7	8
Left	A	A			NB	Left	A			
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
Left	A	A			SB	Left		A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
Right					EB	Right	A			
Right					WB	Right				
een	10.0	75.0					22.0	23.0		
llow	3.0	3.0					3.0	3.0		
Red	2.0	2.0					2.0	2.0		

cle Length: 150.0 secs

Intersection Performance Summary

or/ ne	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	189		0.09	0.600	22.6	C		
	2767	5534	0.97	0.500	50.4	D	44.4	D
	1066	1568	0.44	0.680	11.3	B		
stbound								
	189		0.70	0.600	54.1	D		
	2764	5528	0.82	0.500	33.7	C	34.9	C
rthbound								
	504	3433	1.03	0.147	181.3	F		
	556	1667	0.41	0.333	39.1	D	138.2	F
uthbound								
R	231	1505	0.44	0.153	59.0	E	59.0	E

Intersection Delay = 52.0 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

rsection:	MLK and Highview
/State:	Tampa / Florida
yst:	MSI Engineering
ject No:	C099109.00
e Period Analyzed:	2025 PM peak
e:	5/23/00
t/West Street Name:	Dr. MLK Jr. Blvd
th/South Street Name:	Highview Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
ume	16	2538	495	126	2130	14	495	65	151	16	65	16
	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	4	668	130	33	561	4	130	17	40	4	17	4
Ln Vol												
rade		0			0			0			0	
al Sat	1900	1900	1900	1900	1900		1900	1900			1900	
kExist												
Park												
eavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes	1	3	1	1	3	0	2	1	0	0	1	0
onfig	L	T	R	L	TR		L	TR			LTR	
e Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
R Vol			49			0			0			0
Flow	17	2672	469	133	2257		521	227			102	
SharedLn												
p Turns						0.01			0.70	0.17		0.17
Peds			0			0			0			0
Bus	0	0	0	0	0		0	0			0	

ration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

r: MLK and Pine Street
yst: MSI Engineering
: 5/23/00
St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak
N/S St: Pine Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	1	3	0	1	3	0	0	1	0	1	1	0
onfig	L	TR		L	TR			LTR		L	TR	
ume	215	2484	16	5	2085	126	16	5	5	151	5	215
e Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
R Vol			0			0			0			0

ation 1.00 Area Type: All other areas

Signal Operations

se Combination	1	2	3	4			5	6	7	8
Left	A	A			NB	Left	A			
Thru	A	A				Thru	A			
Right	A	A				Right	A			
Peds						Peds				
Left	A				SB	Left	A			
Thru	A					Thru	A			
Right	A					Right	A			
Peds						Peds				
Right					EB	Right				
Right					WB	Right				
en	61.0	13.0					31.0			
low	3.0	3.0					3.0			
Red	2.0	2.0					2.0			

le Length: 120.0 secs

Intersection Performance Summary

r/ e	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
tbound								
	325		0.70	0.658	51.1	D		
	3312	5031	0.79	0.658	16.1	B	18.9	B
tbound								
	62	121	0.08	0.508	15.7	B		
	2538	4993	0.92	0.508	33.7	C	33.7	C
thbound								
	337	1306	0.08	0.258	33.8	C	33.8	C
thbound								
	356	1378	0.45	0.258	38.2	D		
	410	1589	0.56	0.258	40.4	D	39.5	D

Intersection Delay = 26.6 (sec/veh) Intersection LOS = C

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ersection:	MLK and Pine Street
/State:	Tampa / Florida
lyst:	MSI Engineering
ject No:	C099109.00
e Period Analyzed:	2025 PM peak
e:	5/23/00
t/West Street Name:	Dr. MLK Jr. Blvd
th/South Street Name:	Pine Street

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
ume	215	2484	16	5	2085	126	16	5	5	151	5	215
	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	57	654	4	2	549	33	4	2	2	40	2	57
Ln Vol												
rade		0			0			0			0	
al Sat	1900	1900		1900	1900			1900		1900	1900	
kExist												
Park												
eavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes	1	3	0	1	3	0	0	1	0	1	1	0
onfig	L	TR		L	TR			LTR		L	TR	
e Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
R Vol			0			0			0			0
Flow	226	2632		5	2328			27		159	231	
SharedLn												
p Turns			0.01			0.06	0.63		0.19			0.98
Peds			0			0			0			0
Bus	0	0		0	0			0		0	0	

ation 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

:er: MLK and Parsons
lyst: MSI Engineering
:e: 5/23/00
/ St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak
N/S St: Parsons Ave

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	1	3	1	1	3	1	2	1	1	1	2	1
:onfig	L	T	R	L	T	R	L	T	R	L	T	R
lume	215	1323	736	262	1110	81	563	452	312	97	452	215
ne Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
DR Vol			0			8			31			22

'ation 1.00 Area Type: All other areas

Signal Operations

ase Combination	1	2	3	4			5	6	7	8
Left	A	A			NB	Left	A			
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
Left	A	A			SB	Left		A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
Right	A				EB	Right	A			
Right	A				WB	Right				
een	22.0	49.0					34.0	25.0		
llow	3.0	3.0					3.0	3.0		
l Red	2.0	2.0					2.0	2.0		

cle Length: 150.0 secs

Intersection Performance Summary

or/ ne p	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	338		0.67	0.507	40.3	D		
	1645	5036	0.85	0.327	51.5	D	44.5	D
	920	1568	0.84	0.587	33.0	C		
stbound								
	329		0.84	0.507	64.7	E		
	1645	5036	0.71	0.327	45.7	D	48.7	D
	512	1568	0.15	0.327	35.9	D		
rthbound								
	778	3433	0.76	0.227	58.8	E		
	795	1863	0.60	0.427	34.4	C	40.7	D
	960	1583	0.31	0.607	14.5	B		
uthbound								
	152	914	0.67	0.167	70.2	E		
	590	3539	0.81	0.167	68.9	E	60.8	E
	549	1583	0.37	0.347	37.1	D		

Intersection Delay = 46.8 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ersection:	MLK and Parsons
/State:	Tampa / Florida
lyst:	MSI Engineering
ject No:	C099109.00
e Period Analyzed:	2025 PM peak
e:	5/23/00
t/West Street Name:	Dr. MLK Jr. Blvd
th/South Street Name:	Parsons Ave

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
ume	215	1323	736	262	1110	81	563	452	312	97	452	215
	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	57	348	194	69	292	21	148	119	82	26	119	57
Ln Vol												
rade		0			0			0			0	
al Sat	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
kExist												
Park												
eavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes	1	3	1	1	3	1	2	1	1	1	2	1
onfig	L	T	R	L	T	R	L	T	R	L	T	R
e Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
R Vol			0			8			31			22
Flow	226	1393	775	276	1168	77	593	476	296	102	476	203
SharedLn												
p Turns												
Peds			0			0			0			0
Bus	0	0	0	0	0	0	0	0	0	0	0	0

ation 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

er: MLK and Kingsway
lyst: MSI Engineering
e: 5/23/00
St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak
N/S St: Kingsway Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	1	3	1	1	3	0	2	1	0	1	1	1
onfig	L	T	R	L	TR		L	TR		L	T	R
ume	317	1022	398	54	857	45	398	360	65	54	360	317
e Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
R Vol			40			0			0			32

ation 1.00 Area Type: All other areas

Signal Operations

se Combination	1	2	3	4			5	6	7	8
Left	A	A			NB	Left	A			
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
Left	A	A			SB	Left		A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
Right					EB	Right	A			
Right	A				WB	Right				
een	27.0	44.0					20.0	39.0		
low	3.0	3.0					3.0	3.0		
Red	2.0	2.0					2.0	2.0		

cle Length: 150.0 secs

Intersection Performance Summary

or/ ne	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	416		0.80	0.507	46.9	D		
	1477	5036	0.73	0.293	49.5	D	44.8	D
	721	1568	0.52	0.460	29.5	C		
stbound								
	393		0.15	0.507	22.4	C		
	1466	4999	0.65	0.293	47.2	D	45.8	D
rthbound								
	458	3433	0.91	0.133	94.7	F		
	777	1820	0.58	0.427	33.7	C	63.2	E
uthbound								
	244	939	0.23	0.260	44.2	D		
	484	1863	0.78	0.260	60.3	E	45.1	D
	749	1583	0.40	0.473	26.0	C		

Intersection Delay = 48.7 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ersection:	MLK and Kingsway
y/State:	Tampa / Florida
lyst:	MSI Engineering
ject No:	C099109.00
e Period Analyzed:	2025 PM peak
e:	5/23/00
t/West Street Name:	Dr. MLK Jr. Blvd
th/South Street Name:	Kingsway Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
ume	317	1022	398	54	857	45	398	360	65	54	360	317
	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	83	269	105	14	226	12	105	95	17	14	95	83
Ln Vol												
Grade		0			0			0			0	
eal Sat	1900	1900	1900	1900	1900		1900	1900		1900	1900	1900
rkExist												
mPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes	1	3	1	1	3	0	2	1	0	1	1	1
Config	L	T	R	L	TR		L	TR		L	T	R
ne Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
OR Vol			40			0			0			32
j Flow	334	1076	377	57	949		419	447		57	379	300
nSharedLn												
op Turns						0.05			0.15			
mPeds			0			0			0			0
mBus	0	0	0	0	0		0	0		0	0	0

ration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

ter: MLK and Valrico
alyst: MSI Engineering
te: 5/23/00
W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025PM peak
N/S St: Valrico Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
. Lanes	1	2	1	1	2	0	1	1	0	0	1	0
Config	L	T	R	L	TR		L	TR			LTR	
lume	5	898	231	343	754	5	231	0	409	5	0	5
ne Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
OR Vol			23			0			0			0

ration 1.00 Area Type: All other areas

Signal Operations

ase Combination	1	2	3	4			5	6	7	8
Left		A			NB	Left	A	A		
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
Left	A	A			SB	Left		A		
Thru	A	A				Thru		A		
Right	A	A				Right		A		
Peds						Peds				
Right					EB	Right				
Right					WB	Right				
een	38.0	46.0					10.0	36.0		
llow	3.0	3.0					3.0	3.0		
l Red	2.0	2.0					2.0	2.0		

cle Length: 150.0 secs

Intersection Performance Summary

pr/ ne p	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	198	645	0.03	0.307	36.4	D		
	1075	3505	0.88	0.307	58.8	E	55.7	E
	481	1568	0.46	0.307	42.6	D		
stbound								
	516		0.70	0.593	42.6	D		
	2078	3502	0.38	0.593	16.2	B	24.4	C
rthbound								
	500		0.49	0.340	38.7	D		
	538	1583	0.80	0.340	54.0	D	48.5	D
uthbound								
R	316	1317	0.03	0.240	43.7	D	43.7	D

Intersection Delay = 42.0 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

tersection:	MLK and Valrico
ty/State:	Tampa / Florida
alyst:	MSI Engineering
oject No:	C099109.00
me Period Analyzed:	2025PM peak
te:	5/23/00
st/West Street Name:	Dr. MLK Jr. Blvd
rth/South Street Name:	Valrico Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
lume	5	898	231	343	754	5	231	0	409	5	0	5
F	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	2	236	61	90	198	2	61	0	108	2	0	2
Ln Vol												
Grade		0			0			0			0	
eal Sat	1900	1900	1900	1900	1900		1900	1900			1900	
rkExist												
mPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
. Lanes	1	2	1	1	2	0	1	1	0	0	1	0
Config	L	T	R	L	TR		L	TR			LTR	
ne Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
OR Vol			23			0			0			0
j Flow	5	945	219	361	799		243	431			10	
nSharedLn												
op Turns						0.01			1.00	0.50		0.50
mPeds			0			0			0			0
nBus	0	0	0	0	0		0	0			0	

ration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

nter: MLK and McIntosh
nalyst: MSI Engineering
ate: 5/23/00
/W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak
N/S St: McIntosh Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
o. Lanes	1	2	0	1	2	0	0	1	0	0	1	1
GConfig	L	TR		L	TR			LTR			LT	R
olume	489	790	32	9	663	77	32	43	11	91	43	490
ane Width	12.0	12.0		12.0	12.0			12.0			12.0	12.0
TOR Vol			0			0			0			49

uration 1.00 Area Type: All other areas

Signal Operations

hase Combination	1	2	3	4			5	6	7	8
B Left	A	A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
B Left	A	A			SB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
B Right					EB	Right				
B Right	A				WB	Right				
reen	47.0	44.0					44.0			
ellow	3.0	3.0					3.0			
l Red	2.0	2.0					2.0			

ycle Length: 150.0 secs

Intersection Performance Summary

pr/ ane p	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	641		0.80	0.640	42.6	D		
	1022	3484	0.85	0.293	57.1	E	51.7	D
stbound								
	621		0.01	0.640	14.1	B		
	1012	3450	0.77	0.293	52.2	D	51.7	D
rthbound								
R	414	1412	0.22	0.293	40.3	D	40.3	D
uthbound								
	406	1385	0.35	0.293	42.2	D	20.6	C
	1013	1583	0.46	0.640	14.1	B		

Intersection Delay = 44.8 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

ersection:	MLK and McIntosh
y/State:	Tampa / Florida
lyst:	MSI Engineering
ject No:	C099109.00
e Period Analyzed:	2025 PM peak
e:	5/23/00
t/West Street Name:	Dr. MLK Jr. Blvd
th/South Street Name:	McIntosh Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
ume	489	790	32	9	663	77	32	43	11	91	43	490
	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	129	208	8	3	174	20	8	11	3	24	11	129
Ln Vol												
rade		0			0			0			0	
al Sat	1900	1900		1900	1900			1900			1900	1900
xExist												
Park												
eavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes*	1	2	0	1	2	0	0	1	0	0	1	1
onfig	L	TR		L	TR			LTR			LT	R
Width	12.0	12.0		12.0	12.0			12.0			12.0	12.0
Vol			0			0			0			49
Flow	515	866		9	779			91			141	464
SharedLn												
Turns			0.04			0.10	0.37		0.13	0.68		
eds			0			0			0			0
us	0	0		0	0			0			0	0

tion 1.00 Area Type: All other areas

APPENDIX E

DESIGN TRAFFIC PROJECTIONS

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BI @ MANGO DR. OR CR 579 : MANGO DR. OR CR 5 TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TO **2000** DHV

```
                                  (12)      MANGO DR. OR CR 579
DR. MARTIN LUTHER KIN( (157)       27       (251)
                        258       2.24       237
                       1.64 |              | 0.94
        (358)   ^     <--- |              |--->     ^          (120)
         258                      v                              199
         0.72 ------                          ------- ----      1.65
   (1,349)                                                                (767)
    1473        -------->                     <-------- ----              1237
    1.09                                                                   1.61
        (21) ------                           ------- ----      (17)
         43                       ^                               23
         2.05   v     <--- |              |--->     v          1.33
                     (18) |              |    (5)
                      43       (13)        27
(XXX) - Actual       2.39      27         5.38
 XXX  - Calculated DHV          2.07
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2005** DHV

```
                                  (12)      MANGO DR. OR CR 579
DR. MARTIN LUTHER KIN( (157)       27       (251)
                        301       2.24       274
                       1.92 |              | 1.09
        (358)   ^     <--- |              |--->     ^          (120)
         301                      v                              230
         0.84 ------                          ------- ----      1.92
   (1,349)                                                                (767)
    1699        -------->                     <-------- ----              1426
    1.26                                                                   1.86
        (21) ------                           ------- ----      (17)
         48                       ^                               27
         2.30   v     <--- |              |--->     v          1.59
                     (18) |              |    (5)
                      48       (13)        32
(XXX) - Actual       2.69      27         6.46
 XXX  - Calculated DHV          2.07
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2015** DHV

```
                                  (12)      MANGO DR. OR CR 579
DR. MARTIN LUTHER KIN( (157)       38       (251)
                        377       3.14       339
                       2.40 |              | 1.35
        (358)   ^     <--- |              |--->     ^          (120)
         376                      v                              284
         1.05 ------                          ------- ----      2.37
   (1,349)                                                                (767)
    2151        -------->                     <-------- ----              1805
    1.59                                                                   2.35
        (21) ------                           ------- ----      (17)
         65                       ^                               36
         3.07   v     <--- |              |--->     v          2.12
                     (18) |              |    (5)
                      65       (13)        43
(XXX) - Actual       3.59      38         8.61
 XXX  - Calculated DHV          2.90
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2025** DHV

```
                                  (12)      MANGO DR. OR CR 579
DR. MARTIN LUTHER KIN( (157)       43       (251)
                        457       3.59       409
                       2.91 |              | 1.63
        (358)   ^     <--- |              |--->     ^          (120)
         457                      v                              343
         1.28 ------                          ------- ----      2.86
   (1,349)                                                                (767)
    2603        -------->                     <-------- ----              2184
    1.93                                                                   2.85
        (21) ------                           ------- ----      (17)
         75                       ^                               41
         3.58   v     <--- |              |--->     v          2.39
                     (18) |              |    (5)
                      75       (13)        48
(XXX) - Actual       4.18      43         9.68
 XXX  - Calculated DHV          3.31
X.XX - Ratio
```

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BL @ HIGHVIEW ROAD : MANGO DR. OR CR 5 TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TO 2000 DHV

```
                                  (35)      HIGHVIEW ROAD
DR. MARTIN LUTHER KIN(  (15)       38          (5)
                         11       1.08         11
                        0.72 |            | 2.15
        (19)   ^        <--- |            |- --->     ^          (4)
         11                        v                                9
        0.57 ------                                  ------- ----  2.26
(1,178)                                                                        (781)
 1452          -------->                            <-------- ----             1218
 1.23                                                                          1.56
        (532)------                                  ------- ----  (30)
         285                       ^                                72
        0.54    v        <--- |            |- --->     v          2.41
                        (178) |            |  (27)
                         285      (27)       86
                         1.60      38        3.19
                                 1.39
```

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2005 DHV

```
                                  (35)      HIGHVIEW ROAD
DR. MARTIN LUTHER KIN(  (15)       38          (5)
                         11       1.08         11
                        0.72 |            | 2.15
        (19)   ^        <--- |            |- --->     ^          (4)
         11                        v                                9
        0.57 ------                                  ------- ----  2.26
(1,178)                                                                        (781)
 1667          -------->                            <-------- ----             1399
 1.42                                                                          1.79
        (532)------                                  ------- ----  (30)
         323                       ^                                81
        0.61    v        <--- |            |- --->     v          2.71
                        (178) |            |  (27)
                         323      (27)       97
                         1.81      38        3.59
                                 1.39
```

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2015 DHV

```
                                  (35)      HIGHVIEW ROAD
DR. MARTIN LUTHER KIN(  (15)       48          (5)
                         16       1.38         11
                        1.08 |            | 2.15
        (19)   ^        <--- |            |- --->     ^          (4)
         16                        v                                9
        0.85 ------                                  ------- ----  2.26
(1,178)                                                                        (781)
 2108          -------->                            <-------- ----             1769
 1.79                                                                          2.27
        (532)------                                  ------- ----  (30)
         409                       ^                               104
        0.77    v        <--- |            |- --->     v          3.46
                        (178) |            |  (27)
                         409      (27)      124
                         2.30      48        4.58
                                 1.79
```

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2025 DHV

```
                                  (35)      HIGHVIEW ROAD
DR. MARTIN LUTHER KIN(  (15)       65          (5)
                         16       1.84         16
                        1.08 |            | 3.23
        (19)   ^        <--- |            |- --->     ^          (4)
         16                        v                               14
        0.85 ------                                  ------- ----  3.38
(1,178)                                                                        (781)
 2538          -------->                            <-------- ----             2130
 2.15                                                                          2.73
        (532)------                                  ------- ----  (30)
         495                       ^                               126
        0.93    v        <--- |            |- --->     v          4.21
                        (178) |            |  (27)
                         495      (27)      151
                         2.78      65        5.58
                                 2.39
```

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BL @ PINE STREET : MANGO DR. OR CR 5 TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TC **2000** DHV

```
                          (3)      PINE STREET
DR. MARTIN LUTHER KIN(  (30)       5      (137)
                         124     1.79       81
                        4.12 |          | 0.59
          (38)   ^     <--- |          |-->      ^          (108)
          124                     v                          68
          3.25 ------                        ------- ----   0.63
   (1,128)                                                              (786)
    1409        -------->                   <-------- ----              1182
    1.25                                                                 1.50
          (4)------                           ------- ----   (6)
          11                      ^                           0
          2.69   v     <--- |          |-->      v          0.00
                        (9) |          |   (9)
                         11      (4)       0
(XXX) - Actual          1.20      5      0.00
 XXX  - Calculated DHV            1.35
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2005** DHV

```
                          (3)      PINE STREET
DR. MARTIN LUTHER KIN(  (30)       5      (137)
                         140     1.79       97
                        4.66 |          | 0.71
          (38)   ^     <--- |          |-->      ^          (108)
          140                     v                          81
          3.68 ------                        ------- ----   0.75
   (1,128)                                                              (786)
    1624        -------->                   <-------- ----              1363
    1.44                                                                 1.73
          (4)------                           ------- ----   (6)
          16                      ^                           5
          4.03   v     <--- |          |-->      v          0.75
                        (9) |          |   (9)
                         16      (4)       5
(XXX) - Actual          1.79      5      0.60
 XXX  - Calculated DHV            1.35
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TC **2015** DHV

```
                          (3)      PINE STREET
DR. MARTIN LUTHER KIN(  (30)       5      (137)
                         178     1.79      124
                        5.92 |          | 0.90
          (38)   ^     <--- |          |-->      ^          (108)
          177                     v                         104
          4.67 ------                        ------- ----   0.96
   (1,128)                                                              (786)
    2054        -------->                   <-------- ----              1724
    1.82                                                                 2.19
          (4)------                           ------- ----   (6)
          16                      ^                           5
          4.03   v     <--- |          |-->      v          0.75
                        (9) |          |   (9)
                         16      (4)       5
(XXX) - Actual          1.79      5      0.60
 XXX  - Calculated DHV            1.35
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2025** DHV

```
                          (3)      PINE STREET
DR. MARTIN LUTHER KIN(  (30)       5      (137)
                         215     1.79      151
                        7.17 |          | 1.10
          (38)   ^     <--- |          |-->      ^          (108)
          215                     v                         126
          5.66 ------                        ------- ----   1.17
   (1,128)                                                              (786)
    2484        -------->                   <-------- ----              2085
    2.20                                                                 2.65
          (4)------                           ------- ----   (6)
          16                      ^                           5
          4.03   v     <--- |          |-->      v          0.75
                        (9) |          |   (9)
                         16      (4)       5
(XXX) - Actual          1.79      5      0.60
 XXX  - Calculated DHV            1.35
X.XX - Ratio
```

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BL @ PARSONS AVE. : MANGO DR. OR CR E TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TC **2000** DHV

```
                          (356)   PARSONS AVE.
DR. MARTIN LUTHER KIN(    (54)    285     (111)
                          102     0.80     48
                          1.89 |         | 0.44
        (142)  ^          <--- |         |--->   ^          (56)
        102                          v                       41
        0.72 ------                          ------- ----   0.73
(594)                                                                (411)
699          -------->                       <------- ----           587
1.18                                                                 1.43
        (330)------                          ------- ----   (198)
389     694                          ^                       194
(1.18)  2.10    v         <--- |         |--->   v          0.98
                          (335) |         | (175)
                          694     (269)    231
(XXX) - Actual            2.07    285      1.32
XXX - Calculated DHV      355     1.06
X.XX - Ratio              (1.06)
```

2000 ACTUAL TRAFFIC COMPARED TO **2005** DHV

```
                          (356)   PARSONS AVE.
DR. MARTIN LUTHER KIN(    (54)    317     (111)
                          124     0.89     59
                          2.29 |         | 0.53
        (142)  ^          <--- |         |--->   ^          (56)
        124                          v                       50
        0.87 ------                          ------- ----   0.89
(594)                                                                (411)
823          -------->                       <------- ----           690
1.39                                                                 1.68
        (330)------                          ------- ----   (198)
459     769                          ^                       208
(1.39)  2.33    v         <--- |         |--->   v          1.05
                          (335) |         | (175)
                          769     (269)    247
(XXX) - Actual            2.30    317      1.41
XXX - Calculated DHV      395     1.18
X.XX - Ratio              (1.18)
```

2000 ACTUAL TRAFFIC COMPARED TC **2015** DHV

```
                          (356)   PARSONS AVE.
DR. MARTIN LUTHER KIN(    (54)    382     (111)
                          172     1.07     81
                          3.19 |         | 0.73
        (142)  ^          <--- |         |--->   ^          (56)
        172                          v                       68
        1.21 ------                          ------- ----   1.21
(594)                                                                (411)
1075         -------->                       <------- ----           903
1.81                                                                 2.20
        (330)------                          ------- ----   (198)
597     925                          ^                       235
(1.81)  2.80    v         <--- |         |--->   v          1.19
                          (335) |         | (175)
                          925     (269)    280
(XXX) - Actual            2.76    382      1.60
XXX - Calculated DHV      476     1.42
X.XX - Ratio              (1.42)
```

2000 ACTUAL TRAFFIC COMPARED TO **2025** DHV

```
                          (356)   PARSONS AVE.
DR. MARTIN LUTHER KIN(    (54)    452     (111)
                          215     1.27     97
                          3.99 |         | 0.87
        (142)  ^          <--- |         |--->   ^          (56)
        215                          v                       81
        1.51 ------                          ------- ----   1.45
(594)                                                                (411)
1323         -------->                       <------- ----          1110
2.23                                                                 2.70
        (330)------                          ------- ----   (198)
736     1086                         ^                       262
(2.23)  3.29    v         <--- |         |--->   v          1.32
                          (335) |         | (175)
                          1087    (269)    312
(XXX) - Actual            3.24    452      1.78
XXX - Calculated DHV      563     1.68
X.XX - Ratio              (1.68)
```

EXCEPTIONALLY HIGH GROWTH RATES
PROJECTED BY TRAFFIC 4 FOR EB RT + NB LT
USE MORE REALISTIC GROWTH RATES
CONSISTENT WITH

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BL @ KINGSWAY ROAD : MANGO DR. OR CR 5 TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TO **2000** DHV

```
                                  (304)   KINGSWAY ROAD
DR. MARTIN LUTHER KING  (88)      204       (82)
                        178       0.67       32
                       2.02 |            | 0.39
        (104)   ^      <--- |            |- --->     ^          (15)
        177                       v                              27
        1.71 ------                                 ------- ----  1.81
(539)                                                                    (443)
581          -------->                             <-------- ----        487
1.08                                                                     1.10
        (177)------                                 ------- ----  (63)
        220                       ^                              32
        1.25    v      <--- |            |- --->     v          0.50
                      (115) |            |  (54)
                       221      (151)      38
(XXX) - Actual         1.92     204       0.70
XXX   - Calculated DHV          1.35
X.XX  - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2005** DHV

```
                                  (304)   KINGSWAY ROAD
DR. MARTIN LUTHER KING  (88)      231       (82)
                        204       0.76       38
                       2.32 |            | 0.46
        (104)   ^      <--- |            |- --->     ^          (15)
        204                       v                              32
        1.96 ------                                 ------- ----  2.11
(539)                                                                    (443)
667          -------->                             <-------- ----        560
1.24                                                                     1.26
        (177)------                                 ------- ----  (63)
        253                       ^                              36
        1.43    v      <--- |            |- --->     v          0.57
                      (115) |            |  (54)
                       253      (151)      43
(XXX) - Actual         2.20     231       0.80
XXX   - Calculated DHV          1.53
X.XX  - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2015** DHV

```
                                  (304)   KINGSWAY ROAD
DR. MARTIN LUTHER KING  (88)      296       (82)
                        264       0.97       43
                       3.00 |            | 0.52
        (104)   ^      <--- |            |- --->     ^          (15)
        263                       v                              36
        2.53 ------                                 ------- ----  2.41
(539)                                                                    (443)
850          -------->                             <-------- ----        713
1.58                                                                     1.61
        (177)------                                 ------- ----  (63)
        323                       ^                              45
        1.82    v      <--- |            |- --->     v          0.72
                      (115) |            |  (54)
                       323      (151)      54
(XXX) - Actual         2.81     296       1.00
XXX   - Calculated DHV          1.96
X.XX  - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2025** DHV

```
                                  (304)   KINGSWAY ROAD
DR. MARTIN LUTHER KING  (88)      360       (82)
                        317       1.19       54
                       3.61 |            | 0.66
        (104)   ^      <--- |            |- --->     ^          (15)
        317                       v                              45
        3.05 ------                                 ------- ----  3.01
(539)                                                                    (443)
1022         -------->                             <-------- ----        857
1.90                                                                     1.94
        (177)------                                 ------- ----  (63)
        398                       ^                              54
        2.25    v      <--- |            |- --->     v          0.86
                      (115) |            |  (54)
                       398      (151)      65
(XXX) - Actual         3.46     360       1.20
XXX   - Calculated DHV          2.39
X.XX  - Ratio
```

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BL @ VALRICO ROAD : MANGO DR. OR CR E TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TO **2000** DHV

```
                        (1)   VALRICO ROAD
DR. MARTIN LUTHER KIN(  (2)    0      0
                         5    0.00    5
                        2.69 |       | ERR
          (3)   ^     <--- |      |- --->    ^      (2)
           5                  v                      5
         1.79 ------                      ------- ----  2.26
   (436)                                                      (373)
   511        -------->                <-------- ----        429
   1.17                                                       1.15
         (204)------                      ------- ----  (281)
          129                  ^                          199
          0.63   v    <--- |      |- --->    v           0.71
                      (86) |      | (156)
                      129    0     237
(XXX) - Actual        1.50   0     1.52
 XXX  - Calculated DHV        ERR
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2005** DHV

```
                        (1)   VALRICO ROAD
DR. MARTIN LUTHER KIN(  (2)    0      0
                         5    0.00    5
                        2.69 |       | ERR
          (3)   ^     <--- |      |-- --->   ^      (2)
           5                  v                      5
         1.79 ------                      ------- ----  2.26
   (436)                                                      (373)
   591        -------->                <-------- ----        496
   1.36                                                       1.33
         (204)------                      ------- ----  (281)
          151                  ^                          226
          0.74   v    <--- |      |-- --->   v           0.80
                      (86) |      | (156)
                      151    0     269
(XXX) - Actual        1.75   0     1.72
 XXX  - Calculated DHV        ERR
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2015** DHV

```
                        (1)   VALRICO ROAD
DR. MARTIN LUTHER KIN(  (2)    0      0
                         5    0.00    5
                        2.69 |       | ERR
          (3)   ^     <--- |      |- --->    ^      (2)
           5                  v                      5
         1.79 ------                      ------- ----  2.26
   (436)                                                      (373)
   747        -------->                <-------- ----        627
   1.71                                                       1.68
         (204)------                      ------- ----  (281)
          194                  ^                          289
          0.95   v    <--- |      |- --->    v           1.03
                      (86) |      | (156)
                      194    0     344
(XXX) - Actual        2.25   0     2.21
 XXX  - Calculated DHV        ERR
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2025** DHV

```
                        (1)   VALRICO ROAD
DR. MARTIN LUTHER KIN(  (2)    0      0
                         5    0.00    5
                        2.69 |       | ERR
          (3)   ^     <--- |      |-- --->   ^      (2)
           5                  v                      5
         1.79 ------                      ------- ----  2.26
   (436)                                                      (373)
   898        -------->                <-------- ----        754
   2.06                                                       2.02
         (204)------                      ------- ----  (281)
          231                  ^                          343
          1.13   v    <--- |      |-- --->   v           1.22
                      (86) |      | (156)
                      231    0     409
(XXX) - Actual        2.69   0     2.62
 XXX  - Calculated DHV        ERR
X.XX - Ratio
```

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BL @ MCINTOSH ROAD : MANGO DR. OR CR 5 TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TC **2000** DHV

```
                                  (45)      MCINTOSH ROAD
DR. MARTIN LUTHER KIN( (288)       27          (83)
                       285        0.60          54
                      0.99 |                 | 0.65
          (173)   ^   <--- |               |- --->     ^          (73)
           285                     v                                45
           1.65 ------                          ------- ----      0.62
   (399)                                                                    (349)
    446        -------->                        <-------- ----               375
    1.12                                                                     1.07
          (11) ------                           ------- ----      (6)
           16                      ^                                 5
           1.47   v    <--- |               |- --->     v         0.75
                      (12) |                 |    (6)
                       16        (21)          5
(XXX) - Actual        1.35       27          0.90
 XXX  - Calculated DHV            1.28
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2005** DHV

```
                                  (45)      MCINTOSH ROAD
DR. MARTIN LUTHER KIN( (288)       27          (83)
                       323        0.60          59
                      1.12 |                 | 0.71
          (173)   ^   <--- |               |- --->     ^          (73)
           323                     v                                50
           1.86 ------                          ------- ----      0.68
   (399)                                                                    (349)
    516        -------->                        <-------- ----               433
    1.29                                                                     1.24
          (11) ------                           ------- ----      (6)
           22                      ^                                 5
           1.96   v    <--- |               |- --->     v         0.75
                      (12) |                 |    (6)
                       22        (21)          5
(XXX) - Actual        1.79       27          0.90
 XXX  - Calculated DHV            1.28
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TC **2015** DHV

```
                                  (45)      MCINTOSH ROAD
DR. MARTIN LUTHER KIN( (288)       38          (83)
                       409        0.84          75
                      1.42 |                 | 0.91
          (173)   ^   <--- |               |- --->     ^          (73)
           409                     v                                63
           2.36 ------                          ------- ----      0.87
   (399)                                                                    (349)
    651        -------->                        <-------- ----               546
    1.63                                                                     1.56
          (11) ------                           ------- ----      (6)
           27                      ^                                 5
           2.44   v    <--- |               |- --->     v         0.75
                      (12) |                 |    (6)
                       27        (21)          5
(XXX) - Actual        2.24       38          0.90
 XXX  - Calculated DHV            1.79
X.XX - Ratio
```

2000 ACTUAL TRAFFIC COMPARED TO **2025** DHV

```
                                  (45)      MCINTOSH ROAD
DR. MARTIN LUTHER KIN( (288)       43          (83)
                       490        0.96          91
                      1.70 |                 | 1.10
          (173)   ^   <--- |               |- --->     ^          (73)
           489                     v                                77
           2.83 ------                          ------- ----      1.05
   (399)                                                                    (349)
    790        -------->                        <-------- ----               663
    1.98                                                                     1.90
          (11) ------                           ------- ----      (6)
           32                      ^                                 9
           2.93   v    <--- |               |- --->     v         1.50
                      (12) |                 |    (6)
                       32        (21)         11
(XXX) - Actual        2.69       43          1.79
 XXX  - Calculated DHV            2.05
X.XX - Ratio
```

APPENDIX F

AIR AND NOISE TRAFFIC DATA FORMS

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation

February 1999

DESCRIPTION

Road Name	SR 574
From	CR 579 (Mango Rd)
To	
Peak Direction	Eastbound
Off-Peak Direction	Westbound
Study Time Period	Design Hour
Analysis Date	June 2000
User Notes	Opening Year Build

TRAFFIC CHARACTERISTICS

AADT	NA
K Factor	0.099
D Factor	0.544
Peak Hour Factor	0.950
Adj. Saturation Flow Rate	1,850
% Turns from Exclusive Lanes	17

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	4	
# Through Lanes Off-Peak Direction	4	
Urbanized, Transitioning/Urban, or Rural	U	
Arterial Class	2	
Free Flow Speed (mph)	45	(45,40, or 35)

For Class (Area):	Use Free Flow Speed of:
Class 1 (R)	55, 50, 45, 40 or 35
Class 1 (U or T)	55, 50, or 45
Class 2 (U or T)	45, 40 or 35
Class 3 (U or T)	40, 35, or 30
Class 4 (U only)	35, 30 or 25

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction	4	(1,2,3,4,5,6)
Arrival Type Off-Peak Direction	2	
Type Signal System	S	P=Pretimed,A=Actuated,S=Semiactuated
System Cycle Length	150	
Weighted Through Movement g/C	0.45	

This analysis will also represent 5-Lane Section as the same number of through lanes are present in either case. Ian

Average Speed Exclusive of Intersection Approach Delay

Total Travel Time

Speed - 26.1 mph = 38.28 ft/s

Time - 2625 ft / 38.28 ft/s = 68.57 sec

Intersection Delay

Time - 25.6 sec

Non Intersection Travel Speed

Non-Int Travel Time = 68.57 sec - 25.6 sec = 42.97 sec

Speed = 2625 ft / 42.97 sec = 61.09 ft/sec

Eastbound — PEAK DIRECTION SPECIFIC INPUTS — SR 574

Segment	Segment AADT (Enter 1 if unavailable, 0 if segment is unused)	Peak Hour Volume (May be over-written if direct measure avail.)	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	2,048	17	4	150	0.45	2625.00	2,625	4
2-3	0								
3-4	0								
4-5	0								
5-6	0								
6-7	0								
7-8	0								
8-9	0								
9-10	0								

PEAK DIRECTION RESULTS

Segment	Eastbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
1-2	CR 579 (Mango Rd)		1789	0.54	25.6	C	**26.1**	**C**
2-3								
3-4								
4-5								
5-6								
6-7								
7-8								
8-9								
9-10								

Section Length: 0.497 Mile(s)

Arterial Speed: 26.1 mph
LOS: C

Westbound — OFF-PEAK DIRECTION'S SPECIFIC INPUTS

Segment	Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type
10-9							
9-8							
8-7							
7-6							
6-5							
5-4							
4-3							
3-2							
2-1	0					2,625	

OFF-PEAK DIRECTION RESULTS

Segment	Westbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
10-9								
9-8								
8-7								
7-6								
6-5								
5-4								
4-3								
3-2								
2-1		CR 579 (Mango R						

Section Length: 0.497 mile(s)

Arterial Speed = ERR mph
LOS = ERR

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation

February 1999

DESCRIPTION

Road Name	SR 574
From	CR 579 (Mango Rd)
To	
Peak Direction	Eastbound
Off-Peak Direction	Westbound
Study Time Period	Design Hour
Analysis Date	June 2000
User Notes	Opening Year No Build

TRAFFIC CHARACTERISTICS

AADT	NA
K Factor	0.099
D Factor	0.544
Peak Hour Factor	0.950
Adj. Saturation Flow Rate	1,850
% Turns from Exclusive Lanes	17

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	3	
# Through Lanes Off-Peak Direction	3	
Urbanized, Transitioning/Urban, or Rural	U	
Arterial Class	2	
Free Flow Speed (mph)	45	(45,40, or 35)

For Class (Area):	Use Free Flow Speed of:
Class 1 (R)	55, 50, 45, 40 or 35
Class 1 (U or T)	55, 50, or 45
Class 2 (U or T)	45, 40 or 35
Class 3 (U or T)	40, 35, or 30
Class 4 (U only)	35, 30 or 25

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction	4	(1,2,3,4,5,6)
Arrival Type Off-Peak Direction	2	
Type Signal System	S	P=Pretimed,A=Actuated,S=Semiactuated
System Cycle Length	120	
Weighted Through Movement g/C	0.42	

Average Speed Exclusive of Intersection Approach Delay

Total Travel Time
Speed = 24.8 mph = 36.37 ft/sec
Time = 2625 ft / 36.37 ft/sec = 72.17 sec

Intersection Delay
Time = 28.0 sec

Non-Intersection Travel Speed
Non-Int. Travel Time = 72.17 sec − 28.0 sec
= 44.17 sec

Speed = 2625 ft / 44.17 sec = 59.43 ft/sec

Eastbound — PEAK DIRECTION SPECIFIC INPUTS — SR 574

Segment	Segment AADT (Enter 1 if unavailable, 0 if segment is unused)	Peak Hour Volume (May be over-written if direct measure avail.)	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	2,048	17	3	120	0.42	2625.00	2,625	4
2-3	0								
3-4	0								
4-5	0								
5-6	0								
6-7	0								
7-8	0								
8-9	0								
9-10	0								

PEAK DIRECTION RESULTS

Segment	Eastbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
1-2	CR 579 (Mango Rd)		1789	0.77	28.0	C	**24.8**	**C**
2-3								
3-4								
4-5								
5-6								
6-7								
7-8								
8-9								
9-10								

Section Length: 0.497 Mile(s) — **Arterial Speed: 24.8 mph** — **LOS: C**

Westbound — OFF-PEAK DIRECTION'S SPECIFIC INPUTS

Segment	Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type
10-9							
9-8							
8-7							
7-6							
6-5							
5-4							
4-3							
3-2							
2-1	0					2,625	

OFF-PEAK DIRECTION RESULTS

Segment	Westbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
10-9								
9-8								
8-7								
7-6								
6-5								
5-4								
4-3								
3-2								
2-1		CR 579 (Mango R						

Section Length: 0.497 mile(s) — **Arterial Speed = ERR mph** — **LOS = ERR**

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation

February 1999

DESCRIPTION

Road Name	SR 574
From	CR 579 (Mango Rd)
To	
Peak Direction	Eastbound
Off-Peak Direction	Westbound
Study Time Period	Design Hour
Analysis Date	June 2000
User Notes	Design Year Build

TRAFFIC CHARACTERISTICS

AADT	NA
K Factor	0.099
D Factor	0.544
Peak Hour Factor	0.950
Adj. Saturation Flow Rate	1,850
% Turns from Exclusive Lanes	17

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	4	
# Through Lanes Off-Peak Direction	4	
Urbanized, Transitioning/Urban, or Rural	U	
Arterial Class	2	
Free Flow Speed (mph)	45	(45,40, or 35)

For Class (Area):	Use Free Flow Speed of:
Class 1 (R)	55, 50, 45, 40 or 35
Class 1 (U or T)	55, 50, or 45
Class 2 (U or T)	45, 40 or 35
Class 3 (U or T)	40, 35, or 30
Class 4 (U only)	35, 30 or 25

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction	4	(1,2,3,4,5,6)
Arrival Type Off-Peak Direction	2	
Type Signal System	S	P=Pretimed,A=Actuated,S=Semiactuated
System Cycle Length	150	
Weighted Through Movement g/C	0.45	

Average Speed Exclusive of Intersection Approach Delay

Total Travel Time

Speed = 23.5 mph = 34.47 ft/sec

Time = 2625 ft / 34.47 ft/sec = 76.15 sec

Intersection Delay

Time = 31.3 sec

Non-Intersection Travel Speed

Non-Int. Travel Time = 76.15 sec − 31.3 sec = 44.85 sec

Speed = 2625 ft / 44.85 sec = 58.53 ft/sec

Eastbound — PEAK DIRECTION SPECIFIC INPUTS — SR 574

Segment	Segment AADT (Enter 1 if unavailable, 0 if segment is unused)	Peak Hour Volume (May be over-written if direct measure avail.)	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	3,135	17	4	150	0.45	2625.00	2,625	4
2-3	0								
3-4	0								
4-5	0								
5-6	0								
6-7	0								
7-8	0								
8-9	0								
9-10	0								

PEAK DIRECTION RESULTS

Segment	Eastbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
1-2	CR 579 (Mango Rd)		2739	0.82	31.3	C	**23.5**	**C**
2-3								
3-4								
4-5								
5-6								
6-7								
7-8								
8-9								
9-10								

Section Length: 0.497 Mile(s)

Arterial Speed: 23.5 mph
LOS: C

Westbound — OFF-PEAK DIRECTION'S SPECIFIC INPUTS

Segment	Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type
10-9							
9-8							
8-7							
7-6							
6-5							
5-4							
4-3							
3-2							
2-1	0					2,625	

OFF-PEAK DIRECTION RESULTS

Segment	Westbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
10-9								
9-8								
8-7								
7-6								
6-5								
5-4								
4-3								
3-2								
2-1		CR 579 (Mango R						

Section Length: 0.497 mile(s)

Arterial Speed = ERR mph
LOS = ERR

ART-PLAN 3.1

Arterial Level of Service Estimating Software
Based on Chapter 11 of the 1997 Highway Capacity Manual Update

Florida Department of Transportation

February 1999

DESCRIPTION

Road Name	SR 574
From	CR 579 (Mango Rd)
To	
Peak Direction	Eastbound
Off-Peak Direction	Westbound
Study Time Period	Design Hour
Analysis Date	June 2000
User Notes	Design Year No Build

TRAFFIC CHARACTERISTICS

AADT	NA
K Factor	0.099
D Factor	0.544
Peak Hour Factor	0.950
Adj. Saturation Flow Rate	1,850
% Turns from Exclusive Lanes	17

ROADWAY CHARACTERISTICS

# Through Lanes Peak Direction	3	
# Through Lanes Off-Peak Direction	3	
Urbanized, Transitioning/Urban, or Rural	U	
Arterial Class	2	
Free Flow Speed (mph)	45	(45,40, or 35)

For Class (Area):	Use Free Flow Speed of:
Class 1 (R)	55, 50, 45, 40 or 35
Class 1 (U or T)	55, 50, or 45
Class 2 (U or T)	45, 40 or 35
Class 3 (U or T)	40, 35, or 30
Class 4 (U only)	35, 30 or 25

SIGNALIZATION CHARACTERISTICS

Arrival Type Peak Direction	4	(1,2,3,4,5,6)
Arrival Type Off-Peak Direction	2	
Type Signal System	S	P=Pretimed,A=Actuated,S=Semiactuated
System Cycle Length	120	
Weighted Through Movement g/C	0.42	

Average Speed Exclusive of Intersection Approach Delay

Total Travel Time

Speed = 11.1 mph = 16.28 ft/sec

Time = 2625 ft / 16.28 ft/sec = 161.24 sec

Intersection Delay

Time = 114.6 sec.

Non-Intersection Travel speed

Non-Int. Travel Time = 161.24 sec − 114.6 sec = 46.4 sec

Speed = 2625 ft / 46.4 sec = 56.57 ft/sec

Eastbound — PEAK DIRECTION SPECIFIC INPUTS — SR 574

Segment	Segment AADT (Enter 1 if unavailable, 0 if segment is unused)	Peak Hour Volume (May be over-written if direct measure avail.)	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 2-10	Effective g/C at Signals 2-10	Distance between Signals (Enter in Miles or Feet)	Segment Length (FT)	Arrival Type
1-2	1	3,135	17	3	120	0.42	2625.00	2,625	4
2-3	0								
3-4	0								
4-5	0								
5-6	0								
6-7	0								
7-8	0								
8-9	0								
9-10	0								

PEAK DIRECTION RESULTS

Segment	Eastbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS	
1-2	CR 579 (Mango Rd)		2739	1.18	114.6	F	**11.1**	**F**	* Warni
2-3									
3-4									
4-5									
5-6									
6-7									
7-8									
8-9									
9-10									

Section Length: 0.497 Mile(s) — **Arterial Speed: *** mph** — **LOS: ERR** — Intersection Capacity Exceeded **LOS = F**

Westbound — OFF-PEAK DIRECTION'S SPECIFIC INPUTS

Segment	Peak Hour Volume	% Turns from Exclusive Lanes	Number of Lanes	Cycle Length at Signals 9-1	Effective g/C at Signals 9-1	Segment Length (FT)	Arrival Type
10-9							
9-8							
8-7							
7-6							
6-5							
5-4							
4-3							
3-2							
2-1	0					2,625	

OFF-PEAK DIRECTION RESULTS

Segment	Westbound SR 574 From	To	Through Movement Flow Rate	v/c Ratio	Control Delay	Intersection Approach LOS	Speed (MPH)	Arterial Segment LOS
10-9								
9-8								
8-7								
7-6								
6-5								
5-4								
4-3								
3-2								
2-1		CR 579 (Mango R						

Section Length: 0.497 mile(s) — **Arterial Speed = ERR mph** — **LOS = ERR**

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: June 2000

PREPARED BY: MSI

Financial Project Number(s): 2081-018P

WPI Segment Number: 2558931

Project Description: PD&E Study: SR 574 (MLK Jr. Blvd.)

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the interesection. The speeds are to be the average cruise speed for the most congested leg no closer than 152.4 m (500') from the intersection.

OPENING YEAR: 2005

"BUILD"

Most Congested Intersection:
SR 574 at CR 579 (Mango Road)

Design of Peak Hour Traffic
for most congested leg: 2048 vph
Specify Leg: Eastbound
Approach Speed: 41.65 mph

"NO-BUILD"

Most Congested Intersection:
SR 574 at CR 579 (Mango Road)

Design of Peak Hour Traffic
for most congested leg: 2048 vph
Specify Leg: Eastbound
Approach Speed: 40.52 mph

DESIGN YEAR: 2025

"BUILD"

Most Congested Intersection:
SR 574 at CR 579 (Mango Road)

Design of Peak Hour Traffic
for most congested leg: 3135 vph
Specify Leg: Eastbound
Approach Speed: 39.91 mph

"NO-BUILD"

Most Congested Intersection:
SR 574 at CR 579 (Mango Road)

Design of Peak Hour Traffic
for most congested leg: 3135 vph
Specify Leg: Eastbound
Approach Speed: 38.67 mph

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDIES

DATE: Jun-00
PREPARED BY: MSI

Financial Project Number(s): 2081-018P
WPI Segment Number: 2558931
Project Description: PD&E Study: SR 574 (MLK Jr. Blvd)

Segment Description: CR 579 (Mango Rd) to Highview Road
(data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical sections, etc.)

NOTE: ADT is the LOS (C) volume referenced in the FDOT LOS tables or Demand, whichever is less

Existing Facility			No Build (design year)			Build (design year)		
Year:	2000		Year:	2025		Year:	2025	
ADT:			ADT:			ADT:		
	LOS(C)	2LU: 15,600		LOS(C)	2LU: 15,600		LOS(C)	6LD: 49,900
	Demand	32,269		Demand	56,800		Demand	56,800
Posted Speed:		45 mph	Posted Speed:		45 mph	Posted Speed:		45 mph
K=	9.89%		K=	9.89%		K=	9.89%	
D=	54.37%		D=	54.37%		D=	54.37%	
T=	6.00%	for 24 hours	T=	6.00%	for 24 hours	T=	6.00%	for 24 hours
T=	3.00%	Design Hr.	T=	3.00%	Design Hr.	T=	3.00%	Design Hr.
	2.00%	Heavy Trucks DHV		2.00%	Heavy Trucks DHV		2.00%	Heavy Trucks DHV
	1.00%	Medium Trucks DHV		1.00%	Medium Trucks DHV		1.00%	Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDIES

DATE: Jun-00
PREPARED BY: MSI

Financial Project Number(s): 2081-018P
WPI Segment Number: 2558931
Project Description: PD&E Study: SR 574 (MLK Jr. Blvd)

Segment Description: Highview Road to Parsons Avenue
(data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical sections, etc.)

NOTE: ADT is the LOS (C) volume referenced in the FDOT LOS tables or Demand, whichever is less

Existing Facility			No Build (design year)			Build (design year)		
Year:	2000		Year:	2025		Year:	2025	
ADT:			ADT:			ADT:		
	LOS(C)	2LU: 15,600		LOS(C)	2LU: 15,600		LOS(C)	6LD: 49,900
	Demand	28,249		Demand	49,700		Demand	49,700
Posted Speed:		45 mph	Posted Speed:		45 mph	Posted Speed:		45 mph
K=	9.89%		K=	9.89%		K=	9.89%	
D=	54.37%		D=	54.37%		D=	54.37%	
T=	6.00%	for 24 hours	T=	6.00%	for 24 hours	T=	6.00%	for 24 hours
T=	3.00%	Design Hr.	T=	3.00%	Design Hr.	T=	3.00%	Design Hr.
	2.00%	Heavy Trucks DHV		2.00%	Heavy Trucks DHV		2.00%	Heavy Trucks DHV
	1.00%	Medium Trucks DHV		1.00%	Medium Trucks DHV		1.00%	Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDIES

DATE: Jun-00
PREPARED BY: MSI

Financial Project Number(s): 2081-018P
WPI Segment Number: 2558931
Project Description: PD&E Study: SR 574 (MLK Jr. Blvd)

Segment Description: Parsons Avenue to Kingsway Road
(data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical sections, etc.)

NOTE: ADT is the LOS (C) volume referenced in the FDOT LOS tables or Demand, whichever is less

Existing Facility			No Build (design year)			Build (design year)		
Year:	2000		Year:	2025		Year:	2025	
ADT:			ADT:			ADT:		
	LOS(C)	2LU: 15,600		LOS(C)	2LU: 15,600		LOS(C)	6LD: 49,900
	Demand	18,252		Demand	32,200		Demand	32,200
Posted Speed:		45 mph	Posted Speed:		45 mph	Posted Speed:		45 mph
K=	9.89%		K=	9.89%		K=	9.89%	
D=	54.37%		D=	54.37%		D=	54.37%	
T=	6.00%	for 24 hours	T=	6.00%	for 24 hours	T=	6.00%	for 24 hours
T=	3.00%	Design Hr.	T=	3.00%	Design Hr.	T=	3.00%	Design Hr.
	2.00%	Heavy Trucks DHV		2.00%	Heavy Trucks DHV		2.00%	Heavy Trucks DHV
	1.00%	Medium Trucks DHV		1.00%	Medium Trucks DHV		1.00%	Medium Trucks DHV

DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDIES

DATE: Jun-00
PREPARED BY: MSI

Financial Project Number(s): 2081-018P
WPI Segment Number: 2558931
Project Description: PD&E Study: SR 574 (MLK Jr. Blvd)

Segment Description: Kingsway Road to McIntosh Road
(data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical sections, etc.)

NOTE: ADT is the LOS (C) volume referenced in the FDOT LOS tables or Demand, whichever is less

Existing Facility			No Build (design year)			Build (design year)		
Year:	2000		Year:	2025		Year:	2025	
ADT:			ADT:			ADT:		
	LOS(C)	2LU: 15,600		LOS(C)	2LU: 15,600		LOS(C)	4LD: 33,200
	Demand	12,957		Demand	22,750		Demand	22,750
Posted Speed:		50 mph	Posted Speed:		50 mph	Posted Speed:		50 mph
K=	9.89%		K=	9.89%		K=	9.89%	
D=	54.37%		D=	54.37%		D=	54.37%	
T=	6.00%	for 24 hours	T=	6.00%	for 24 hours	T=	6.00%	for 24 hours
T=	3.00%	Design Hr.	T=	3.00%	Design Hr.	T=	3.00%	Design Hr.
	2.00%	Heavy Trucks DHV		2.00%	Heavy Trucks DHV		2.00%	Heavy Trucks DHV
	1.00%	Medium Trucks DHV		1.00%	Medium Trucks DHV		1.00%	Medium Trucks DHV

HCS: Signalized Intersections Release 3.1c

cer: MLK and Mango
alyst: MSI Engineering
te: 6/00
W St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2005 PM peak Build, 8L
N/S St: Mango Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
. Lanes	2	4	0	1	4	1	1	1	0	2	1	0
Config	L	TR		L	T	R	L	TR		L	TR	
lume	301	1699	48	27	1426	230	48	27	32	274	27	301
ne Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
OR Vol			0			0			0			0

ration 1.00 Area Type: All other areas

Signal Operations

ase Combination	1	2	3	4			5	6	7	8
Left	A	A			NB	Left		A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
Left	A	A			SB	Left	A			
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
Right					EB	Right				
Right	A				WB	Right	A			
een	31.0	67.0					21.0	11.0		
llow	3.0	3.0					3.0	3.0		
l Red	2.0	2.0					2.0	2.0		

cle Length: 150.0 secs

Intersection Performance Summary

or/ ne o	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	1132		0.28	0.687	11.0	B		
	2987	6687	0.62	0.447	32.1	C	29.0	C
stbound								
	437		0.06	0.687	11.6	B		
	2999	6715	0.50	0.447	29.7	C	27.1	C
	972	1568	0.25	0.620	12.9	B		
rthbound								
	76	1031	0.67	0.073	90.4	F		
	125	1710	0.50	0.073	69.9	E	79.2	E
uthbound								
	481	3433	0.60	0.140	62.6	E		
	396	1606	0.87	0.247	76.6	E	70.3	E

Intersection Delay = 35.1 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

Engineering Corporation
07 N 56th Street
te 210
mpa, FL 33617
one: 813-988-4242 Fax: 813-988-4314
Mail: tstukes@msifl.com

OPERATIONAL ANALYSIS

tersection:	MLK and Mango
ty/State:	Tampa / Florida
alyst:	MSI Engineering
oject No:	C099109.00
me Period Analyzed:	2005 PM peak Build, 8L
ate:	6/00
ast/West Street Name:	Dr. MLK Jr. Blvd
orth/South Street Name:	Mango Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	301	1699	48	27	1426	230	48	27	32	274	27	301
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
PK 15 Vol	79	447	13	7	375	61	13	7	8	72	7	79
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat	1900	1900		1900	1900	1900	1900	1900		1900	1900	
ParkExist												
NumPark												
% Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
No. Lanes	2	4	0	1	4	1	1	1	0	2	1	0
LGConfig	L	TR		L	T	R	L	TR		L	TR	
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0
Adj Flow	317	1839		28	1501	242	51	62		288	345	
%InSharedLn												
Prop Turns			0.03						0.55			0.92
NumPeds			0			0			0			0
NumBus	0	0		0	0	0	0	0		0	0	

Duration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

:r: MLK and Mango
yst: MSI Engineering
:: 6/00
St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2005 PM peak No Build
N/S St: Mango Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	2	3	0	1	3	0	1	1	0	1	1	0
onfig	L	TR		L	TR		L	TR		L	TR	
ume	301	1699	48	27	1426	230	48	27	32	274	27	301
e Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
R Vol			0			0			0			0

ation 1.00 Area Type: All other areas

Signal Operations

se Combination	1	2	3	4			5	6	7	8
Left	A	A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
Left	A	A			SB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
Right					EB	Right				
Right					WB	Right				
een	30.0	50.0					25.0			
llow	3.0	3.0					3.0			
l Red	2.0	2.0					2.0			

cle Length: 120.0 secs

Intersection Performance Summary

pr/ ne p	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
stbound								
	1548		0.20	0.708	12.3	B		
	2090	5015	0.88	0.417	37.2	D	33.6	C
stbound								
	528		0.05	0.708	12.9	B		
	2055	4931	0.85	0.417	35.3	D	34.9	C
rthbound								
	64	308	0.80	0.208	109.2	F		
	356	1710	0.17	0.208	39.3	D	70.8	E
uthbound								
	278	1335	1.04	0.208	194.4	F		
	335	1606	1.03	0.208	177.7	F	185.3	F

Intersection Delay = 55.5 (sec/veh) Intersection LOS = E

HCS: Signalized Intersections Release 3.1c

Engineering Corporation
)7 N 56th Street
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ba, FL 33617
ne: 813-988-4242 Fax: 813-988-4314
ail: tstukes@msifl.com

OPERATIONAL ANALYSIS

ersection:	MLK and Mango
y/State:	Tampa / Florida
lyst:	MSI Engineering
ject No:	C099109.00
e Period Analyzed:	2005 PM peak No Build
e:	6/00
t/West Street Name:	Dr. MLK Jr. Blvd
th/South Street Name:	Mango Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
lume	301	1699	48	27	1426	230	48	27	32	274	27	301
	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	79	447	13	7	375	61	13	7	8	72	7	79
Ln Vol												
Grade		0			0			0			0	
eal Sat	1900	1900		1900	1900		1900	1900		1900	1900	
rkExist												
nPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
. Lanes	2	3	0	1	3	0	1	1	0	1	1	0
Config	L	TR		L	TR		L	TR		L	TR	
ne Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
DR Vol			0			0			0			0
j Flow	317	1839		28	1743		51	62		288	345	
nSharedLn												
op Turns			0.03			0.14			0.55			0.92
nPeds			0			0			0			0
nBus	0	0		0	0		0	0		0	0	

ration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

r: MLK and Mango
yst: MSI Engineering
: 5/23/00
St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak, 8L
N/S St: Mango Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	2	4	1	1	4	1	1	1	0	2	1	1
nfig	L	T	R	L	T	R	L	TR		L	T	R
me	457	2603	75	41	2184	343	75	43	48	409	43	457
Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Vol			0			34			0			0

tion 1.00 Area Type: All other areas

Signal Operations

e Combination	1	2	3	4			5	6	7	8
Left	A				NB	Left		A		
Thru		A				Thru		A		
Right		A				Right		A		
Peds						Peds				
Left	A	A			SB	Left	A			
Thru		A				Thru	A	A		
Right		A				Right	A	A		
Peds						Peds				
Right					EB	Right				
Right	A				WB	Right	A			
n	31.0	67.0					21.0	11.0		
ow	3.0	3.0					3.0	3.0		
Red	2.0	2.0					2.0	2.0		

e Length: 150.0 secs

Intersection Performance Summary

/ Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
bound							
703	3400	0.68	0.207	57.8	E		
2999	6715	0.91	0.447	44.1	D	45.6	D
700	1568	0.11	0.447	24.3	C		
bound							
434		0.10	0.687	20.3	C		
2999	6715	0.77	0.447	36.2	D	33.2	C
972	1568	0.33	0.620	13.9	B		
hbound							
99	1356	0.80	0.073	112.3	F		
126	1714	0.76	0.073	95.2	F	102.9	F
hbound							
481	3433	0.90	0.140	87.4	F		
460	1863	0.10	0.247	43.7	D	56.5	E
770	1583	0.62	0.487	30.0	C		

Intersection Delay = 43.8 (sec/veh) Intersection LOS = D

HCS: Signalized Intersections Release 3.1c

Engineering Corporation
)7 N 56th Street
te 210
ba, FL 33617
ne: 813-988-4242 Fax: 813-988-4314
ail: tstukes@msifl.com

OPERATIONAL ANALYSIS

ersection:	MLK and Mango
y/State:	Tampa / Florida
lyst:	MSI Engineering
ject No:	C099109.00
e Period Analyzed:	2025 PM peak, 8L
e:	5/23/00
t/West Street Name:	Dr. MLK Jr. Blvd
th/South Street Name:	Mango Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
ume	457	2603	75	41	2184	343	75	43	48	409	43	457
F	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
15 Vol	120	685	20	11	575	90	20	11	13	108	11	120
Ln Vol												
Grade		0			0			0			0	
eal Sat	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900
rkExist												
mPark												
Heavy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes	2	4	1	1	4	1	1	1	0	2	1	1
Config	L	T	R	L	T	R	L	TR		L	T	R
ne Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
DR Vol			0			34			0			0
j Flow	481	2740	79	43	2299	325	79	96		431	45	481
nSharedLn												
op Turns									0.53			
mPeds			0			0			0			0
mBus	0	0	0	0	0	0	0	0		0	0	0

ration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

r: MLK and Mango
yst: MSI Engineering
: 5/23/00
St: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak No Build
N/S St: Mango Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Lanes	2	3	0	1	3	0	1	1	0	1	1	0
nfig	L	TR		L	TR		L	TR		L	TR	
me	457	2603	75	41	2184	343	75	43	48	409	43	457
Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Vol			0			0			0			0

tion 1.00 Area Type: All other areas

Signal Operations

e Combination	1	2	3	4			5	6	7	8
Left	A	A			NB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
Left	A	A			SB	Left	A			
Thru		A				Thru	A			
Right		A				Right	A			
Peds						Peds				
Right					EB	Right				
Right					WB	Right				
n	30.0	50.0					25.0			
ow	3.0	3.0					3.0			
Red	2.0	2.0					2.0			

e Length: 120.0 secs

Intersection Performance Summary

/ Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
bound							
1772		0.27	0.708	37.7	D		
2090	5015	1.35	0.417	666.2	F	574.6	F
bound							
528		0.08	0.708	33.1	C		
2055	4933	1.29	0.417	568.8	F	560.2	F
nbound							
62	298	1.27	0.208	651.3	F		
357	1714	0.27	0.208	40.2	D	316.1	F
nbound							
266	1276	1.62	0.208				
335	1607	1.57	0.208				

Intersection Delay = (sec/veh) Intersection LOS =

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

rsection:	MLK and Mango
/State:	Tampa / Florida
yst:	MSI Engineering
ect No:	C099109.00
Period Analyzed:	2025 PM peak No Build
:	5/23/00
/West Street Name:	Dr. MLK Jr. Blvd
h/South Street Name:	Mango Road

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
me	457	2603	75	41	2184	343	75	43	48	409	43	457
	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
5 Vol	120	685	20	11	575	90	20	11	13	108	11	120
n Vol												
ade		0			0			0			0	
l Sat	1900	1900		1900	1900		1900	1900		1900	1900	
Exist												
ark												
avy Veh	3	3	3	3	3	3	2	2	2	2	2	2
Lanes	2	3	0	1	3	0	1	1	0	1	1	0
nfig	L	TR		L	TR		L	TR		L	TR	
Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Vol			0			0			0			0
Flow	481	2819		43	2660		79	96		431	526	
haredLn												
Turns			0.03			0.14			0.53			0.91
eds			0			0			0			0
us	0	0		0	0		0	0		0	0	

tion 1.00 Area Type: All other areas