



***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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Project Development and Environment (PD&E) Study**

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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.
1105 East Twiggs Street
Tampa, Florida 33602-3135**

August 2000

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PROFESSIONAL ENGINEER ENDORSEMENT

I hereby certify that I am a Registered Professional Engineer in the State of Florida and am practicing with Bayside Engineering, Inc.. Bayside Engineering, Inc. is authorized via Certificate Number EB 7102 to operate as an Engineering Business by the Florida State Board of Professional Engineers, State of Florida Department of Professional Regulation. I have prepared or supervised the preparation of the evaluations, findings, conclusions, recommendations, or professional opinions/advice contained in this document. My endorsement constitutes my approval of these items.

Project Segment No. 255893 1

Project No. 2081-018P

Description: 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.

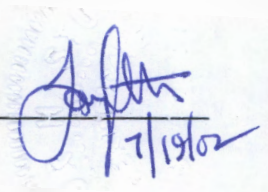
The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

Name: Taylor H. Stukes, PE

Engineer No.: 42090

Date: July 19, 2002

Signature: _____



FACE

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

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

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

1. The first part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom.

2. The second part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom.

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The first part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the structure of the atom is determined by the laws of quantum mechanics. The second part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the structure of the atom is determined by the laws of quantum mechanics.

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- 4. Appendix D: Description of the Results
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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

EXHIBIT SUMMARY

On 10/10/00, the following exhibits were received from the [illegible] and are being submitted for your information and review. The exhibits are as follows:

- 1. [illegible]
- 2. [illegible]
- 3. [illegible]
- 4. [illegible]
- 5. [illegible]

The exhibits are being submitted for your information and review. If you have any questions or need further information, please contact [illegible].

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.

Mr. J. H. ...
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Mr. J. H. ...
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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

ATTACHED DOCUMENTS

Attachment 1: [illegible]

[illegible text]

[illegible text]

Attachment 2: [illegible]

[illegible text]

Attachment 3: [illegible]

[illegible text]

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Attachment 4: [illegible]

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Attachment 6: [illegible]

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Attachment 7: [illegible]

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Attachment 8: [illegible]

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[illegible text]

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

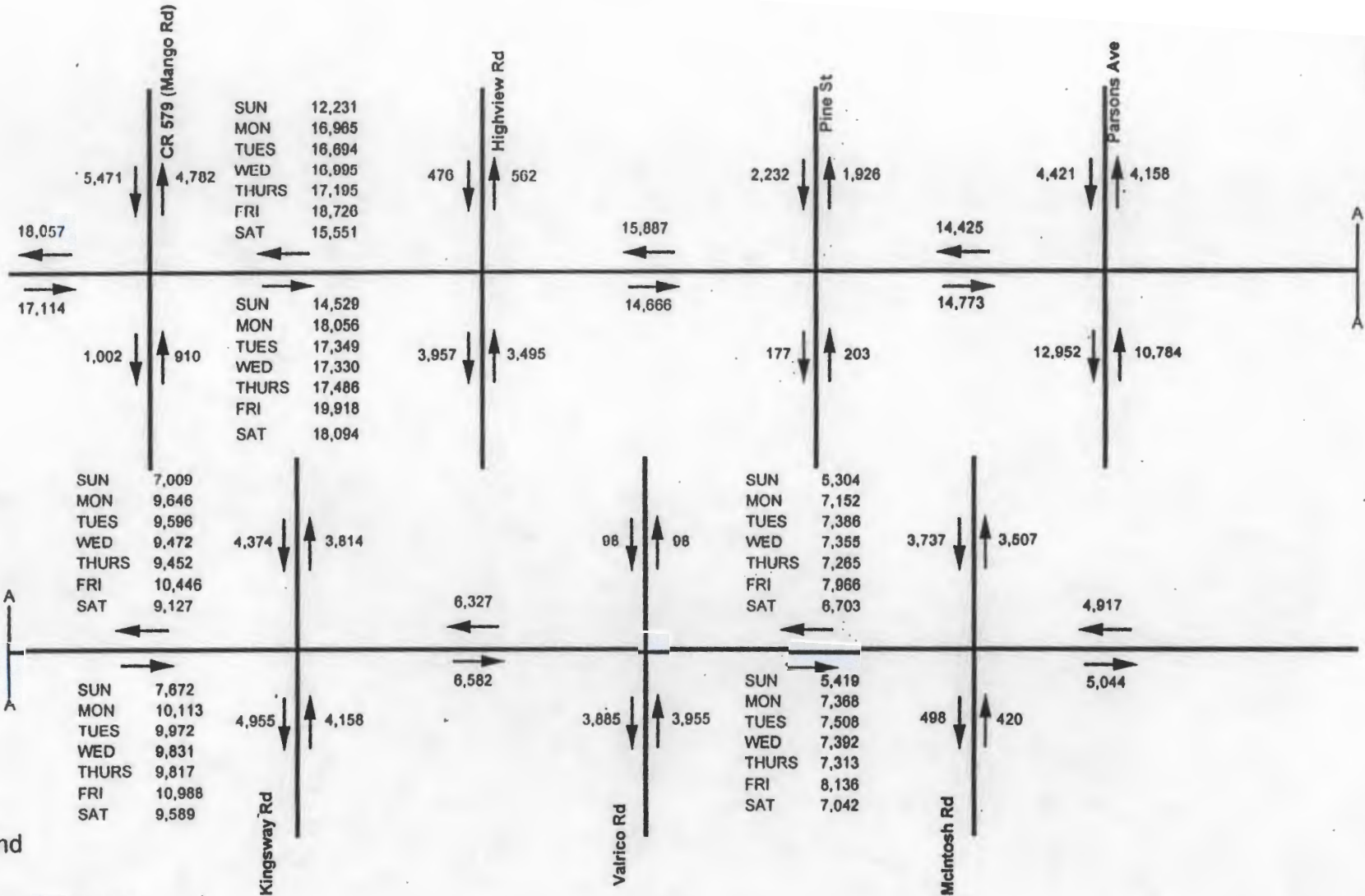
FDOT correspondence is included in Appendix B.



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GENERAL PROJECT LOCATION MAP

Figure 1



Legend

XX Year 2000 ADT



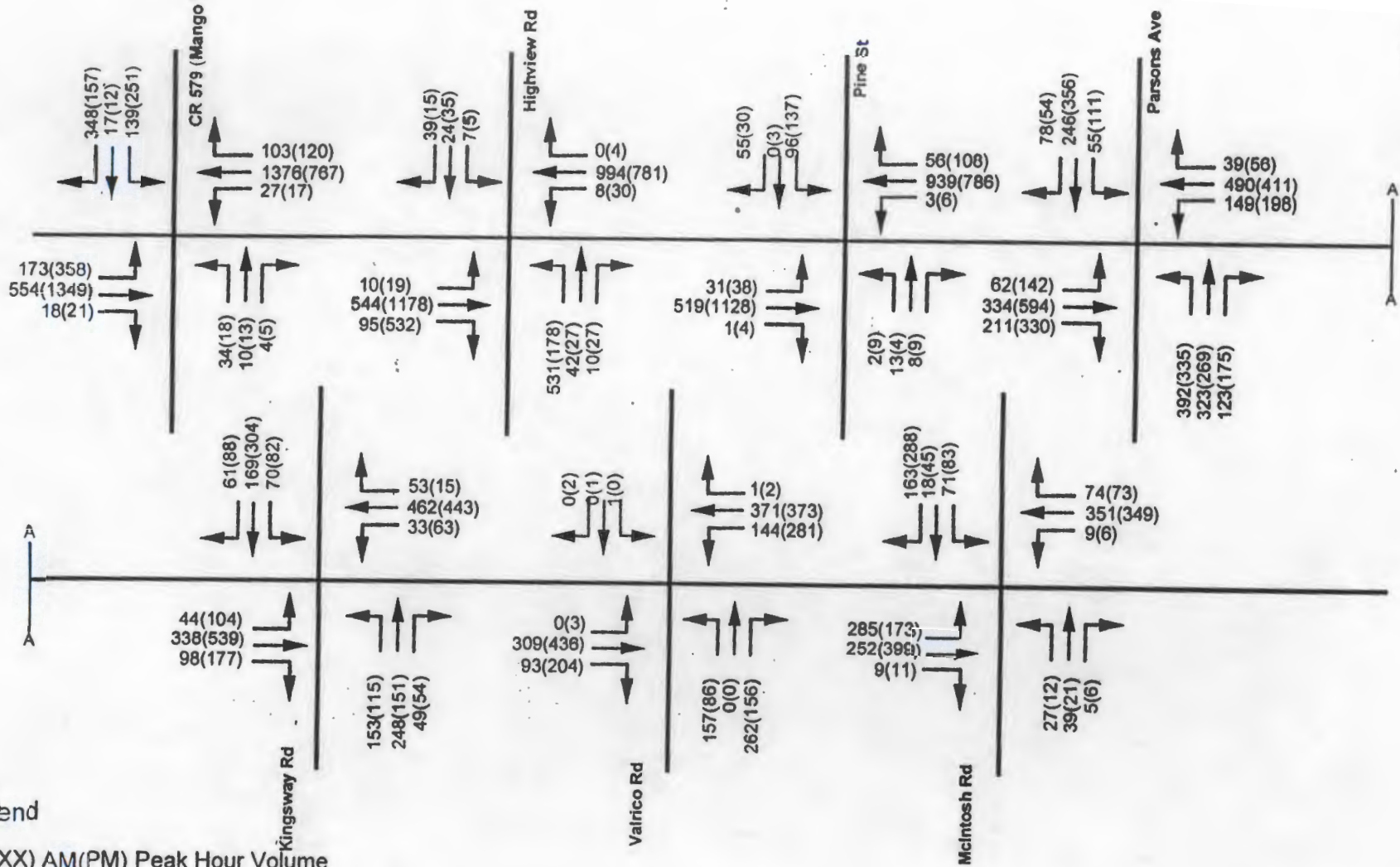
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Existing Traffic - Daily Volumes

Figure 2

Date	Time	Location	Observations	Remarks
1900	10:00	Station 1	Clear sky, light breeze	Good visibility
1900	11:00	Station 2	Cloudy, moderate wind	Slight rain
1900	12:00	Station 3	Heavy rain, strong wind	Poor visibility
1900	13:00	Station 4	Clear sky, calm	Excellent visibility

N



Legend

XX(XX) AM(PM) Peak Hour Volume



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Existing Traffic - Turning
Movement Volumes

Figure 3



Fig. 10

Field Inventory

A field inventory of each intersection was conducted. This included a review of the geometry and condition of each intersection as well as existing signal phasings at each intersection. Peak hour field observations also provided opportunities to observe operating conditions along the arterial section. Figure 4 illustrates the existing geometric configuration of each analysis intersection.

3.5 Crash Data

Crash records for each study intersection were obtained from the FDOT. Crash records for the years 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

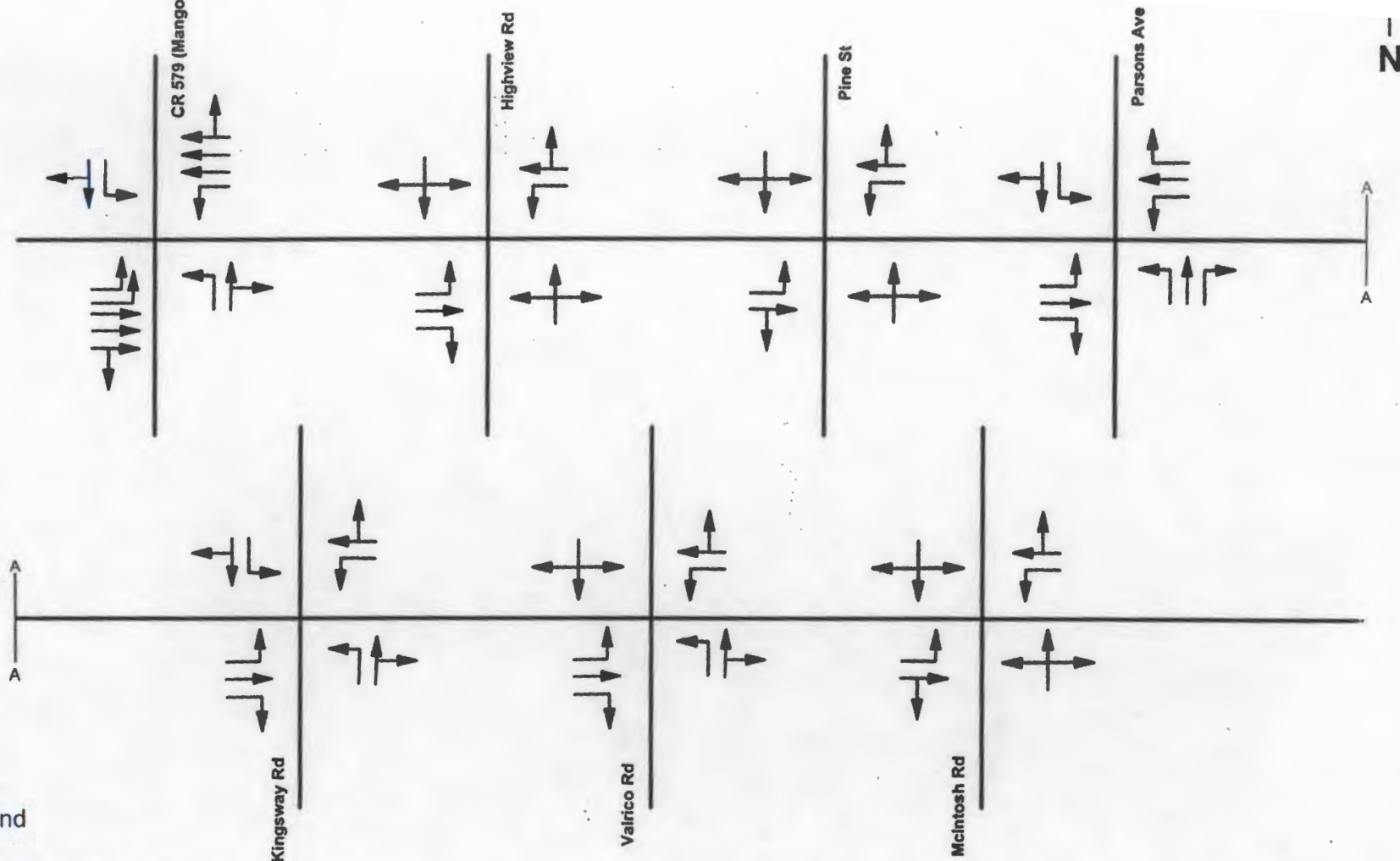
A level of service analysis was employed to determine operating conditions at each intersection and segment for the existing year, and was conducted using the latest version of the Highway Capacity Software (HCS) and Art-Plan. Table 2 is a summary of the Level of Service (LOS) analysis for the existing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

The first part of the report is a general introduction to the subject of the study. It discusses the importance of the study and the objectives of the research. The second part of the report is a detailed description of the methodology used in the study. This includes a discussion of the data sources, the sampling method, and the statistical techniques used to analyze the data.

The third part of the report is a discussion of the results of the study. This includes a summary of the findings and a comparison of the results with the objectives of the study. The fourth part of the report is a conclusion and a list of references.

The study was conducted in a systematic and rigorous manner. The data was collected from a representative sample of the population. The statistical techniques used were appropriate for the type of data and the research objectives. The results of the study are presented in a clear and concise manner. The findings of the study are discussed in detail, and the implications of the results are explored. The study provides a valuable contribution to the understanding of the subject matter.

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Legend

Intersection Geometry



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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

order to assess future year operating conditions, traffic projections for the opening year (2005) and design year (2025) were developed.

Methodology

The FDOT District Seven Planning Department provided traffic projections along SR 574 and at each of the analysis intersections. These daily traffic projections were based on the Tampa Bay Regional Planning Model (TBRPM) and adjusted using the design traffic procedures adopted by FDOT. Projections for the year 2025, for example, were extrapolated from the years 2000 and 2010 values. Figure 5 illustrates the daily traffic projections through the design year, based on the methodology described above. No distinction in traffic volume projections was made between a Build Condition (widening of SR 574) and No Build condition.

4.2 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.

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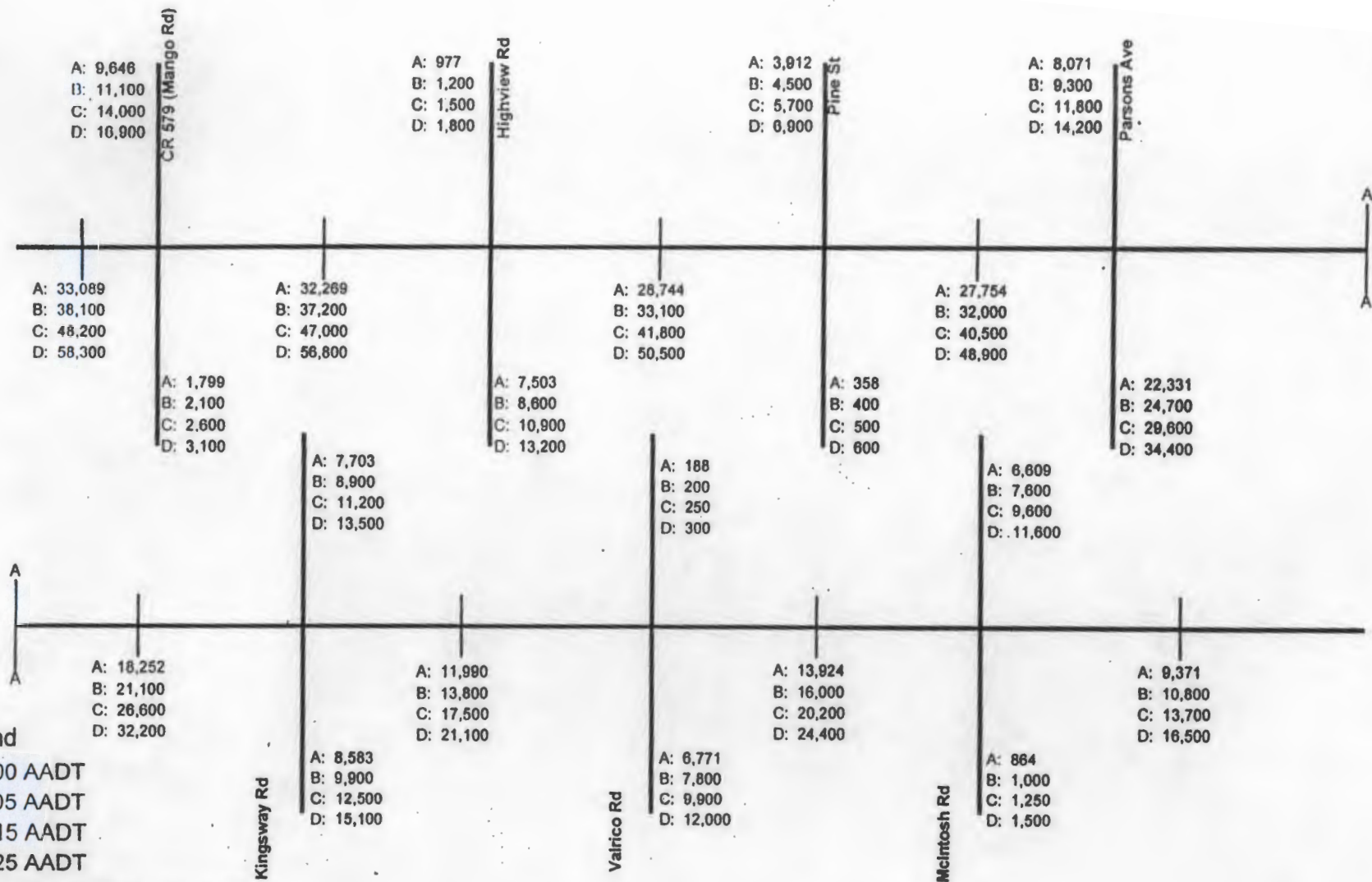
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- Provide a second northbound left turn lane and a separate southbound right turn lane at Kingsway Road.
- Provide a separate southbound right turn lane at McIntosh Road.

↓ **Storage Length Requirements**

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

Storage length requirements were based on the Plans Preparation Manual (PPM) method, which 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.



Legend

A: 2000 AADT
B: 2005 AADT
C: 2015 AADT
D: 2025 AADT

Source: FDOT Systems Planning Office



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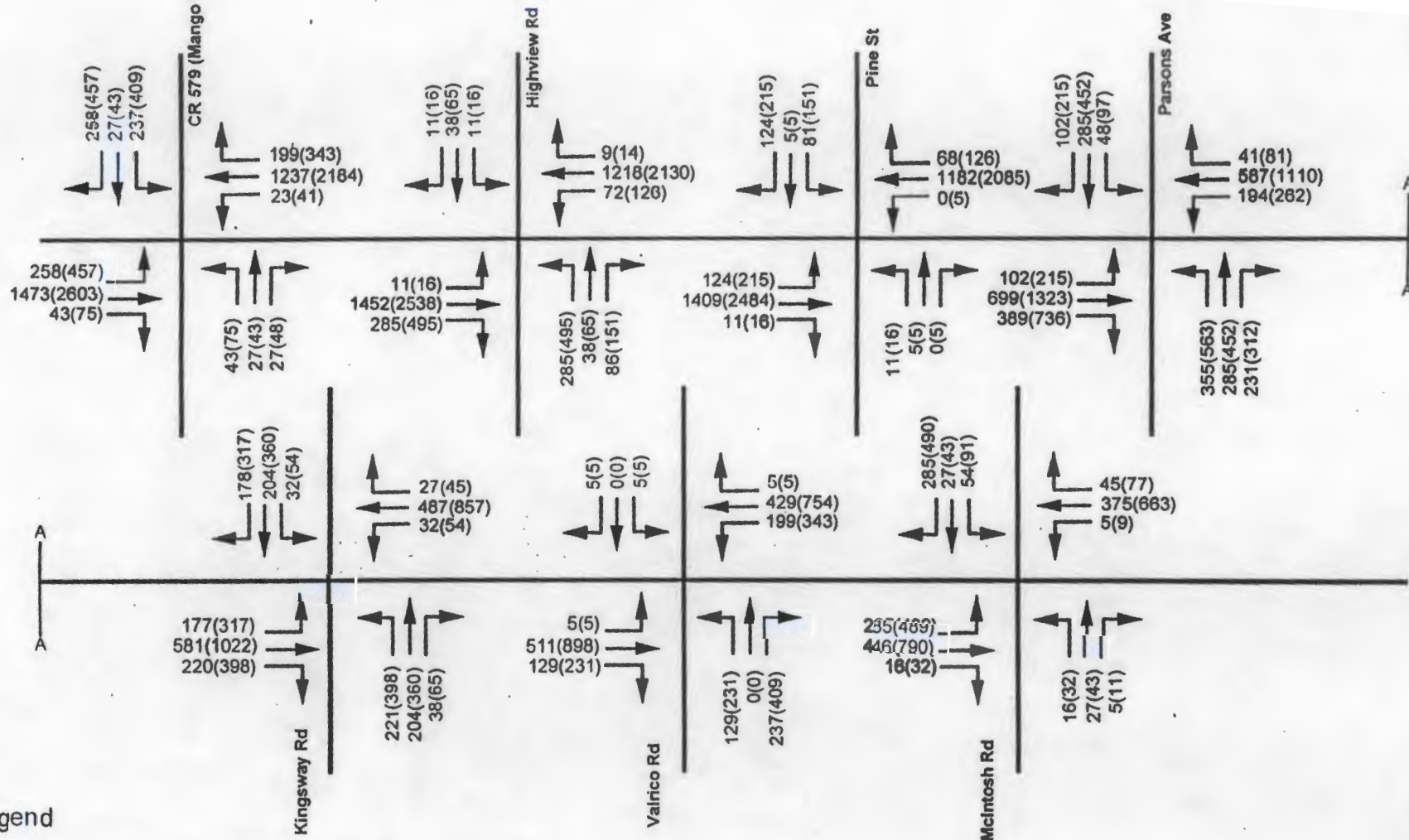
Daily Traffic Projections

Figure 5



17/10/2011
 18/10/2011
 19/10/2011
 20/10/2011
 21/10/2011
 22/10/2011
 23/10/2011
 24/10/2011
 25/10/2011
 26/10/2011
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 31/12/2011

N



Legend

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



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Design Hour Volumes

Figure 6

10-11-11



10-11-11



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	42.3	E

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

1. Definition

It is a type of business in which the owner provides the capital and manages the business. The owner is responsible for all the decisions and the profits and losses of the business.

2. Advantages

- The owner has complete control over the business.
- The owner is not responsible for the debts of the business.
- The owner can keep all the profits of the business.

3. Disadvantages

- The owner has to bear all the risks of the business.
- The owner has to provide all the capital for the business.
- The owner has to manage the business alone.

4. Conclusion

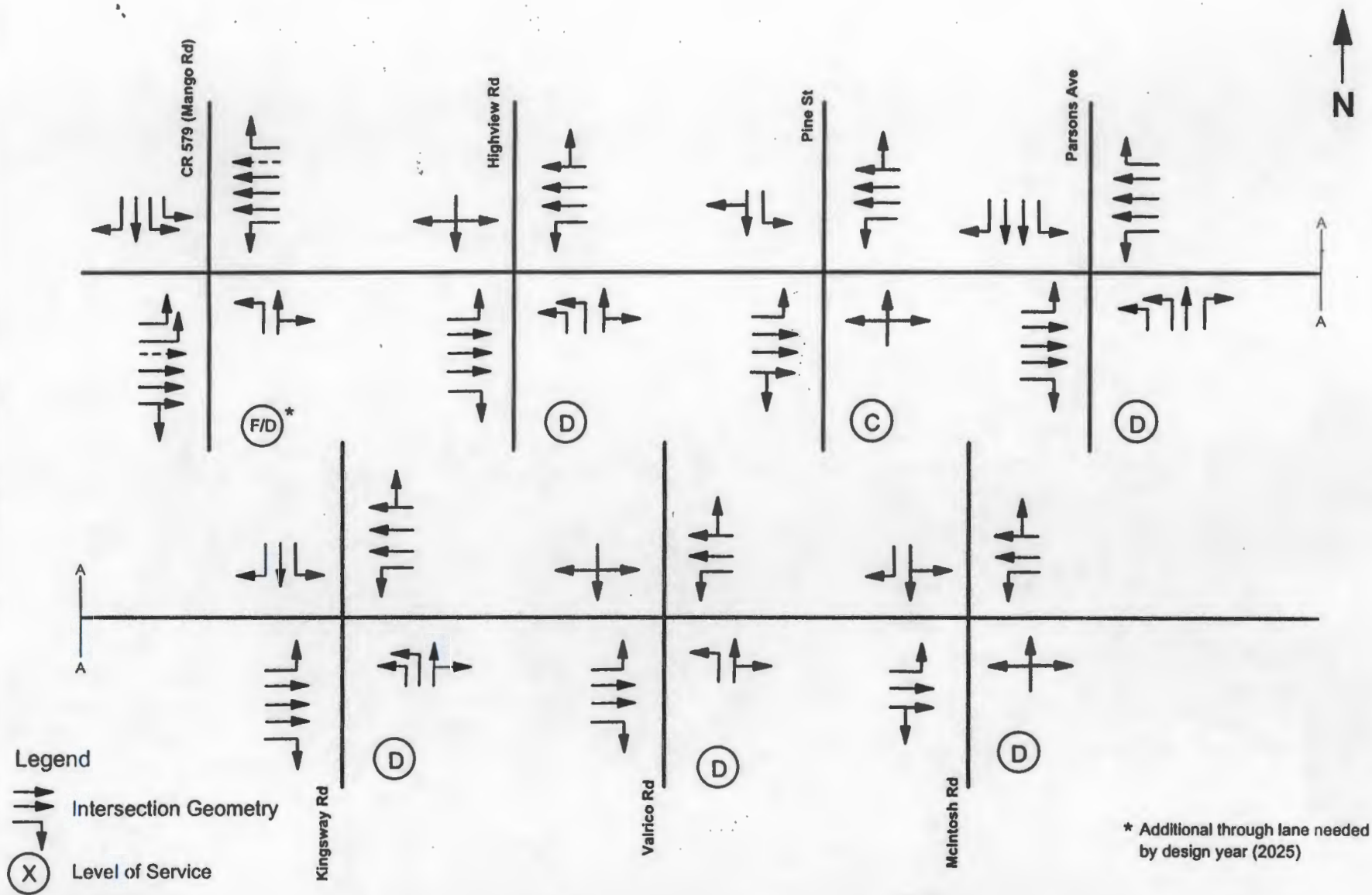
It is a type of business in which the owner provides the capital and manages the business. The owner is responsible for all the decisions and the profits and losses of the business.

5. Summary

- The owner has complete control over the business.
- The owner is not responsible for the debts of the business.
- The owner can keep all the profits of the business.

6. References

- Business by Dr. R. D. Sharma
- Business by Dr. R. D. Sharma



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Recommended Intersection Geometry

Figure 7

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$$\frac{1}{x^2} = x^{-2}$$
$$\frac{d}{dx} x^{-2} = -2x^{-3}$$
$$= -\frac{2}{x^3}$$

$$\frac{1}{x^3} = x^{-3}$$
$$\frac{d}{dx} x^{-3} = -3x^{-4}$$
$$= -\frac{3}{x^4}$$

$$\frac{1}{x^4} = x^{-4}$$
$$\frac{d}{dx} x^{-4} = -4x^{-5}$$
$$= -\frac{4}{x^5}$$

$$\frac{1}{x^5} = x^{-5}$$
$$\frac{d}{dx} x^{-5} = -5x^{-6}$$
$$= -\frac{5}{x^6}$$

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

Year	1950	1951
1950	1950	1950
1951	1951	1951
1952	1952	1952
1953	1953	1953
1954	1954	1954
1955	1955	1955
1956	1956	1956
1957	1957	1957
1958	1958	1958
1959	1959	1959
1960	1960	1960

Year	1950	1951
1950	1950	1950
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Year	1950	1951
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Year	1950	1951
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Year	1950	1951
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Year	1950	1951
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1952	1952	1952
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1954	1954	1954
1955	1955	1955
1956	1956	1956
1957	1957	1957
1958	1958	1958
1959	1959	1959
1960	1960	1960

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.

REPORT OF THE COMMITTEE ON THE REVISION OF THE AMERICAN MEDICAL ASSOCIATION'S RESOLUTIONS ON THE ETHICS OF THE MEDICAL PROFESSION, 1934

The American Medical Association has the honor to acknowledge the receipt of the report of the committee on the revision of the American Medical Association's resolutions on the ethics of the medical profession, 1934.

The committee has the honor to report that it has completed its work and has submitted to the association a report containing the revised resolutions on the ethics of the medical profession, 1934.

REPORT OF THE COMMITTEE

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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.

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF CHEMISTRY

RECEIVED
JAN 10 1964

TO THE DIRECTOR
FROM THE DEPARTMENT OF CHEMISTRY
RE: [illegible]

Enclosed for the Director are two copies of a report on the progress of the work done in the Department of Chemistry during the year 1963.

The report is divided into two parts. The first part contains a summary of the work done in the Department during the year. The second part contains a detailed account of the work done in the Department during the year.

The work done in the Department during the year 1963 was of a high quality and has resulted in a number of important discoveries. The work done in the Department during the year 1963 was of a high quality and has resulted in a number of important discoveries.

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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

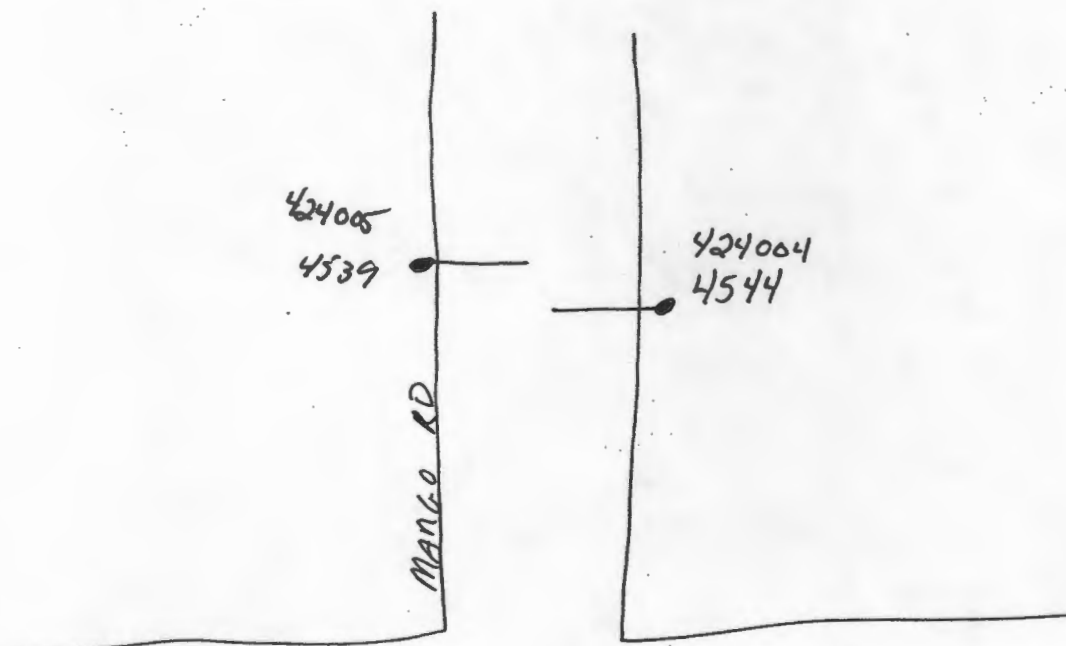
Speed Limit: Machine attached to: signs

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

Page 1

Data File : D0426009.PRN
 Station : 424004
 Identification : 4544 Interval : 15 minutes
 Start date : Apr 26, 00 Start time : 00:00
 Stop date : Apr 26, 00 Stop time : 24:00
 City/Town : Seffner County : Hillsborough
 Location : Mango Rd north of M.L.K. BL

Northbound Volume

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

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

Page 1

Data File : D0426010.PRN
Location : 424005
Identification : 4539 Interval : 15 minutes
Start date : Apr 26, 00 Start time : 00:00
Stop date : Apr 26, 00 Stop time : 24:00
City/Town : Seffner County : Hillsborough
Location : Mango Rd north of M.L.K. BL

Apr 26 Southbound Volume

End 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
Total	32	25	12	17	23	56	195	469	331	248	230	282

End 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
Total	345	344	373	422	381	417	368	274	273	209	97	48

Hour Total : 5471

AM peak hour begins : 07:15 AM peak volume : 475 Peak hour factor : 0.77

PM 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

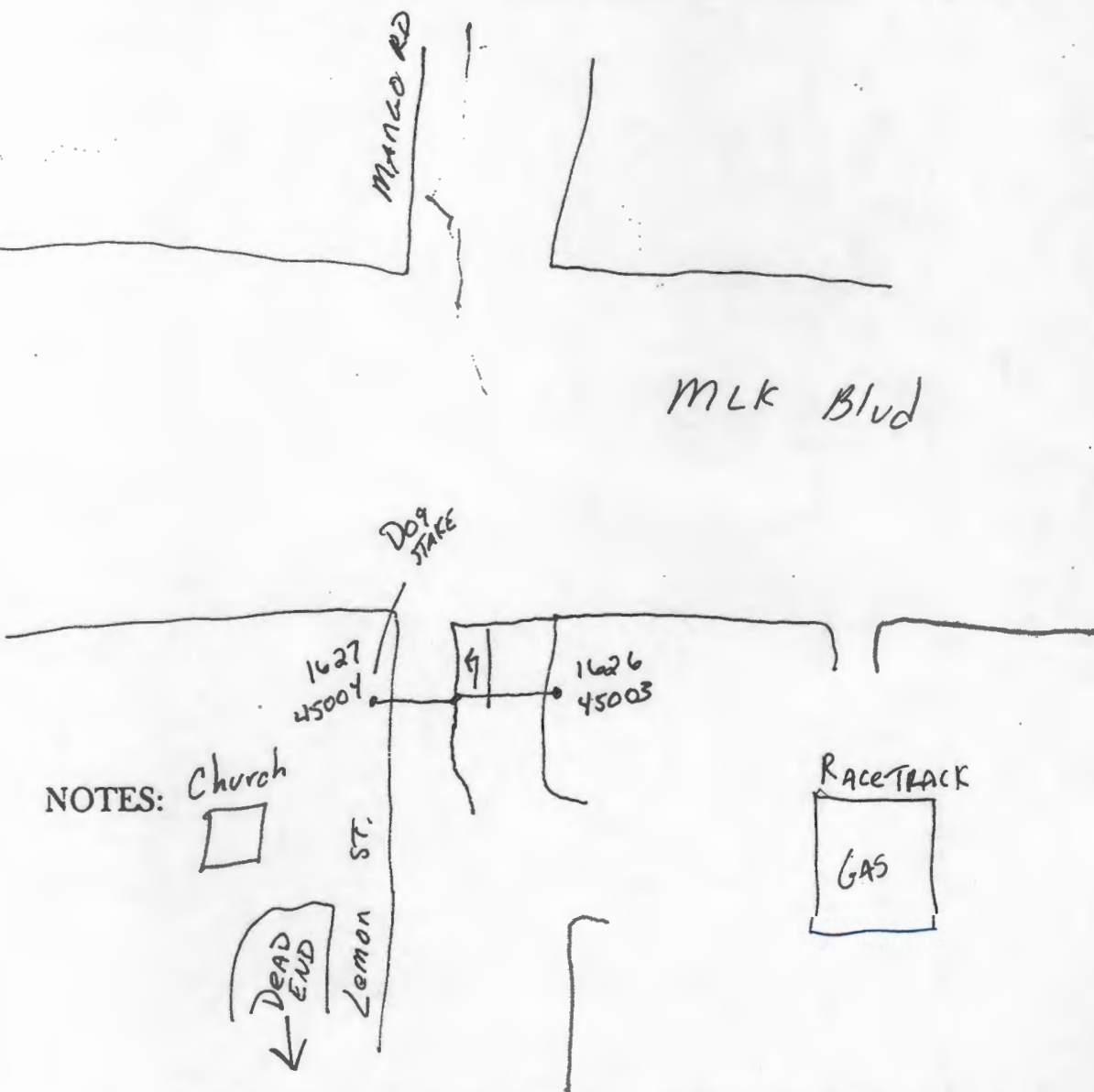
Speed Limit: UNK Machine attached to: Pole

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

Weather: Cool

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

Weather: Hot



NOTES: Church

RaceTrack

GAS

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

Page 1

Data File : D0405006.PRN
 Station : 000000045003
 Identification : 162600000000 Interval : 15 minutes
 Start date : Apr 5, 00 Start time : 10:30
 Stop date : Apr 5, 00 Stop time : 24:00
 City/Town : Seffner County : Hillsborough
 Location : Lemon St south of MLK

Apr 5/Apr 6 Northbound Volume

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

End 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
Hour Total	36	47	35	55	39	51	47	44	52	43	25	17

4 Hour Total : 564

AM peak hour begins : 10:30 AM peak volume : 54 Peak hour factor : 0.61

PM peak hour begins : 19:30 PM peak volume : 59 Peak hour factor : 0.87

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

Page 1

Data File : D0406007.PRN
 Station : 000000045003
 Identification : 162600000000 Interval : 15 minutes
 Start date : Apr 6, 00 Start time : 00:00
 Stop date : Apr 6, 00 Stop time : 24:00
 City/Town : Seffner County : Hillsborough
 Location : Lemon St south of MLK

Hour 6 Northbound Volume

End 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

End 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

Page 1

Data File : D0407007.PRN
 Station : 000000045003
 Identification : 162600000000 Interval : 15 minutes
 Start date : Apr 7, 00 Start time : 00:00
 Stop date : Apr 7, 00 Stop time : 12:14
 City/Town : Seffner County : Hillsborough
 Location : Lemon St south of MLK

Apr 7 Northbound Volume

End 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
Hour Total	19	5	6	9	17	17	57	64	62	52	58	58

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

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

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

Page 1

Data File : D0405005.PRN
Location : 000000045004
Identification : 000000001627
Start date : Apr 5, 00
Stop date : Apr 5, 00
City/Town : Seffner
Location : Lemon St south of MLK
Interval : 15 minutes
Start time : 10:30
Stop time : 24:00
County : Hillsborough

Apr 5/Apr 6

Southbound Volume

End 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

End 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

Page 1

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

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
total	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
total	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

Page 1

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
Total	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
------	----	----	----	----	----	----	----	----	----	----	----	----

total

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

11-11-11
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 11-11-11

TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: MLK Blvd. W. of Mango RD

Station No: 45002 Machine No: 4537

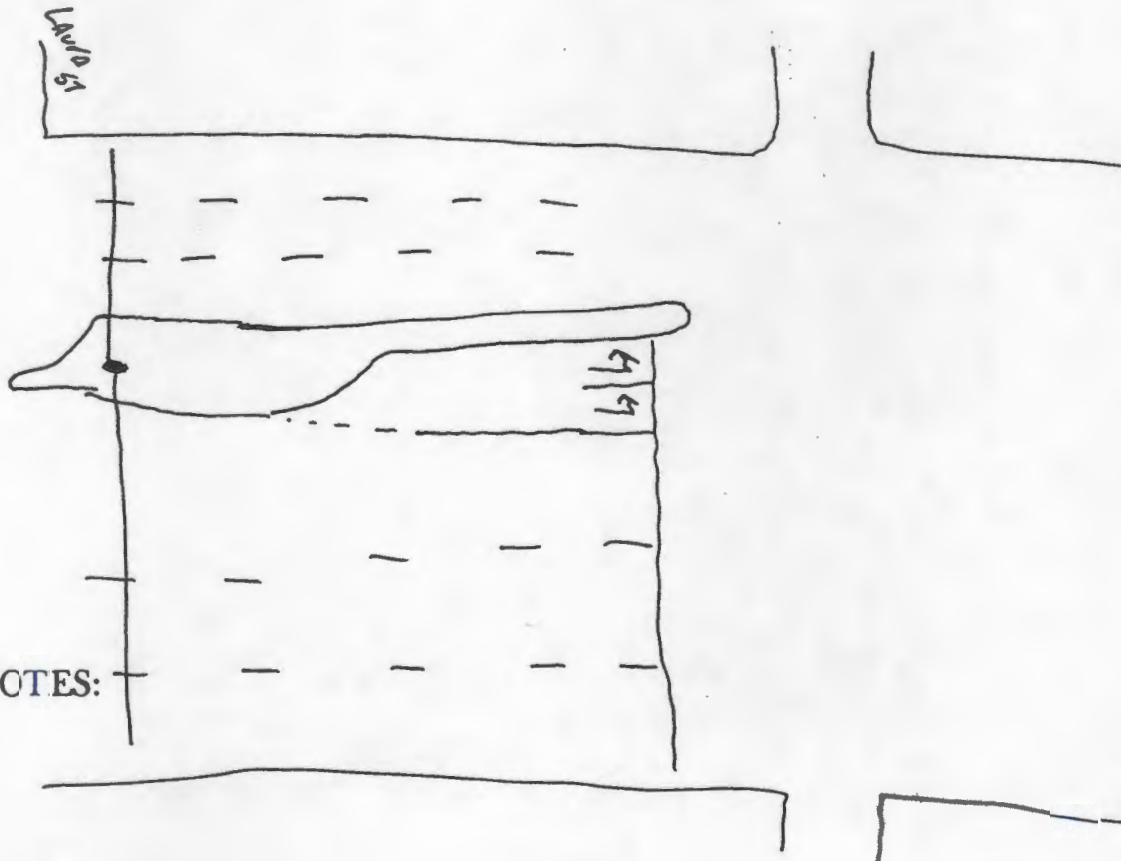
Speed Limit: 45 Machine attached to: Sign in Median

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

Weather: Cool

UP Date: 4-7-00 Time: 1317

Weather: Hot



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

Page 1

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
Total	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
Total	1123	1070	1164	1358	1531	1704	1306	960	776	636	431	282

our Total : 17114
Peak hour begins : 11:30 AM peak volume : 1105 Peak hour factor : 0.93
Peak 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
Total	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
Total	1120	1113	1111	1045	1015	1053	936	746	673	467	360	204

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

TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: Highway Rd N of MCK Blvd.

Station No: 45006 Machine No: 4546

Speed Limit: 45 Machine attached to: Pole

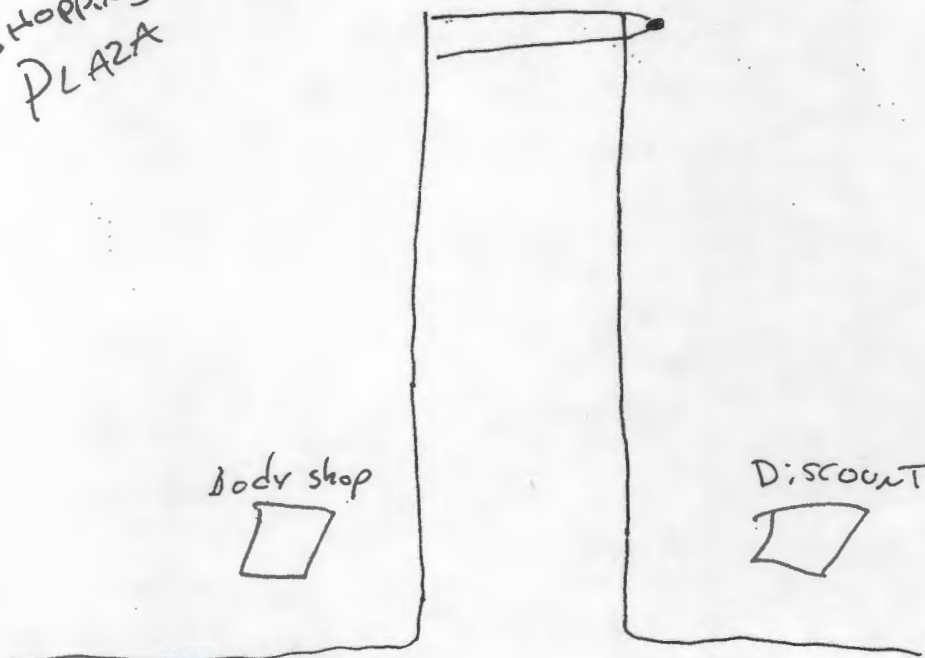
SET Date: 4-5-00 Time: 11:00 AM

Weather: Cool

UP Date: 4-7-00 Time: 12:30

Weather: Hot

SHOPPING
PLAZA



NOTES:



THE COURT REPORTER

James Street, London, E.C. 4

I have the pleasure to acknowledge the receipt of your letter of the 14th inst. in relation to the above matter. The same has been forwarded to the proper authorities for their consideration. I am, Sir, very respectfully,
Yours faithfully,
J. H. [Signature]

14th

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

Page 1

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

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
Total	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
Total	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
Total	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
Total	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: Hightview South of MLK Blvd

Station No: see below Machine No: see below

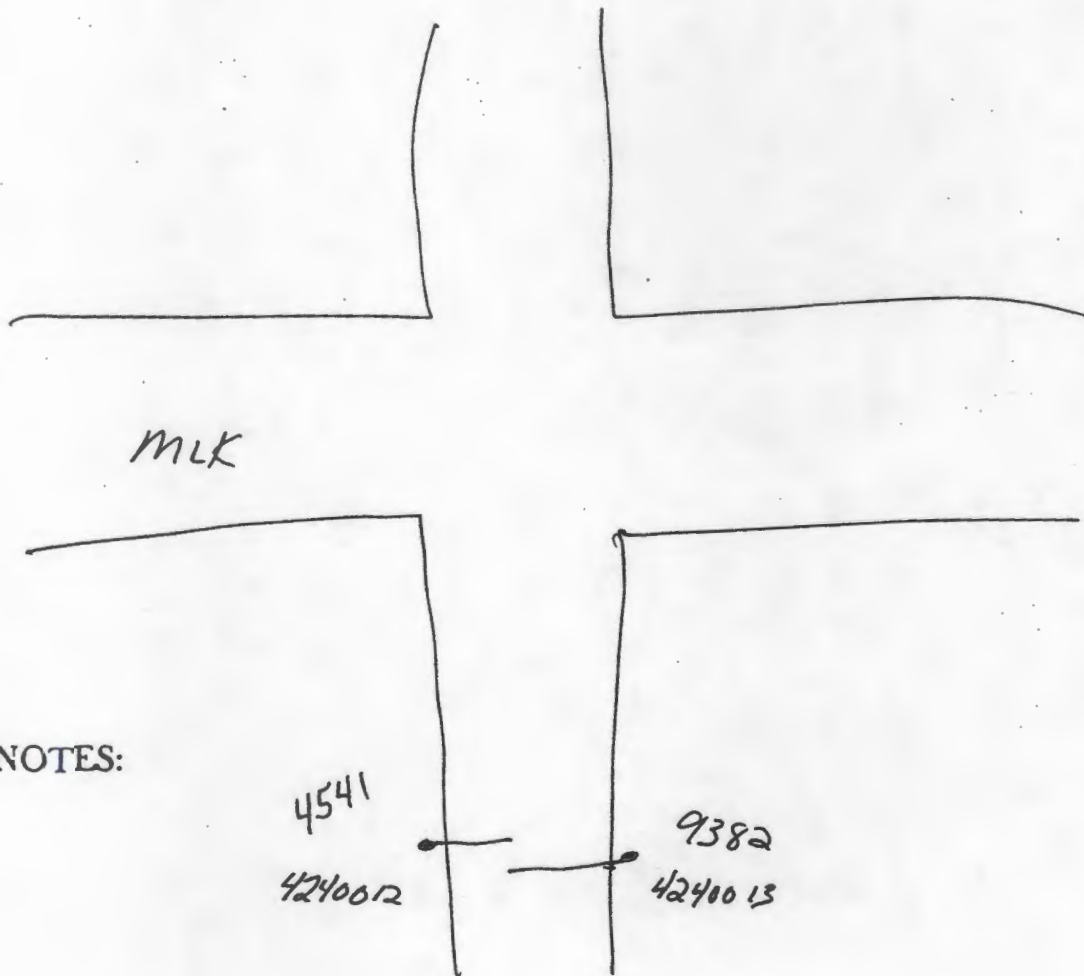
Speed Limit: Machine attached to: S-24

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

Page 1

a File : D0426007.PRN
tion : 4240013
ntification : 9382 Interval : 15 minutes
rt date : Apr 26, 00 Start time : 00:00
p date : Apr 26, 00 Stop time : 24:00
y/Town : Seffner County : Hillsborough
ation : Highview Rd south of M.L.K. BL

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

Page 1

Data File : D0426008.PRN
Location : 4240012
Identification : 4541
Start date : Apr 26, 00
Stop date : Apr 26, 00
City/Town : Seffner
Location : Highview Rd south of M.L.K. BL
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Hour 26 Southbound Volume

End 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

End 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 Highway

Station No: 45007 - 45008 Machine No: _____

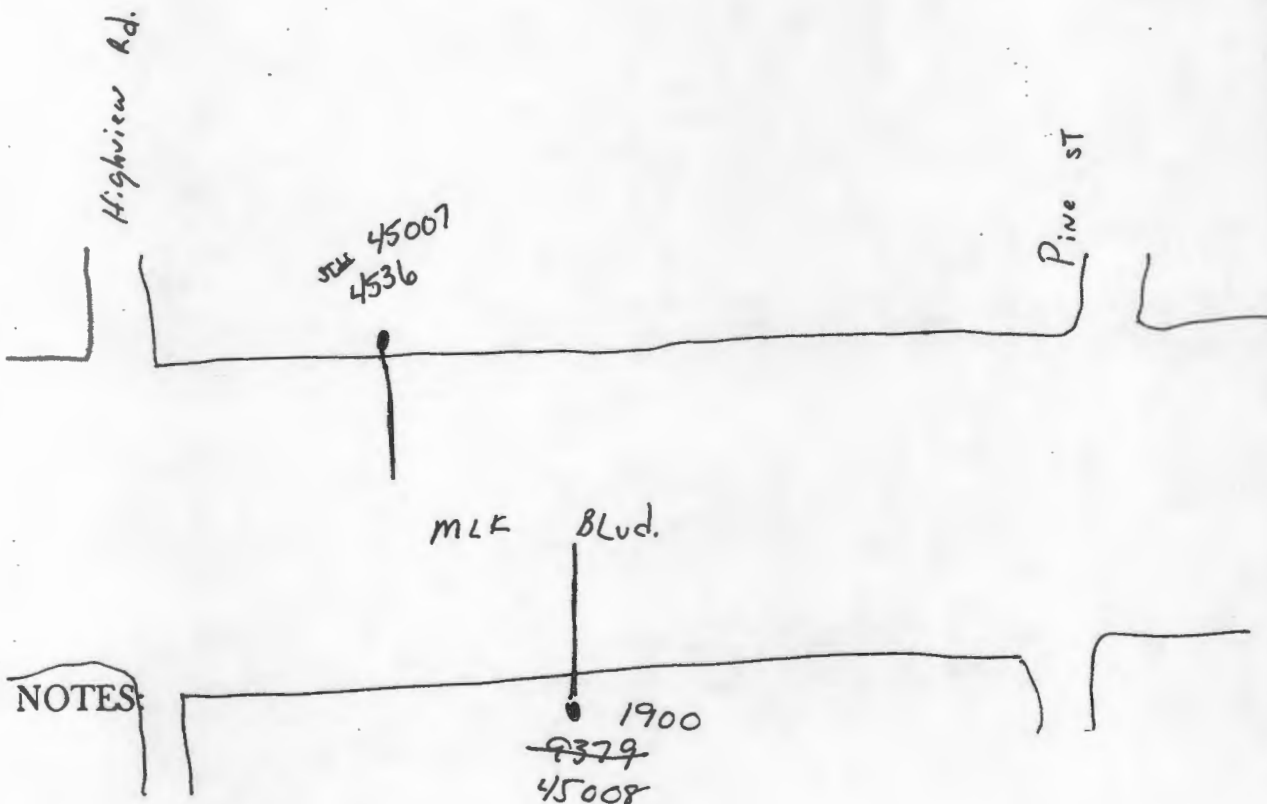
Speed Limit: _____ Machine attached to: 5:20

SET Date: 4.5-00 Time: 11:15

Weather: Cool

UP Date: 4.7-00 Time: 12:37

Weather: Hot



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

Page 1

Data File : D0406003.PRN
Station : 45008
Identification : 1900
Start date : Apr 6, 00
Stop date : Apr 6, 00
City/Town : Mango
Location : MLK BL east of Highview Rd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Eastbound Volume												
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
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

Page 1

a File : D0406002.PRN
tion : 45007
ntification : 4536 Interval : 15 minutes
rt date : Apr 6, 00 Start time : 00:00
p date : Apr 6, 00 Stop time : 24:00
y/Town : Mango County : Hillsborough
ation : MLK BL east of Highview

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

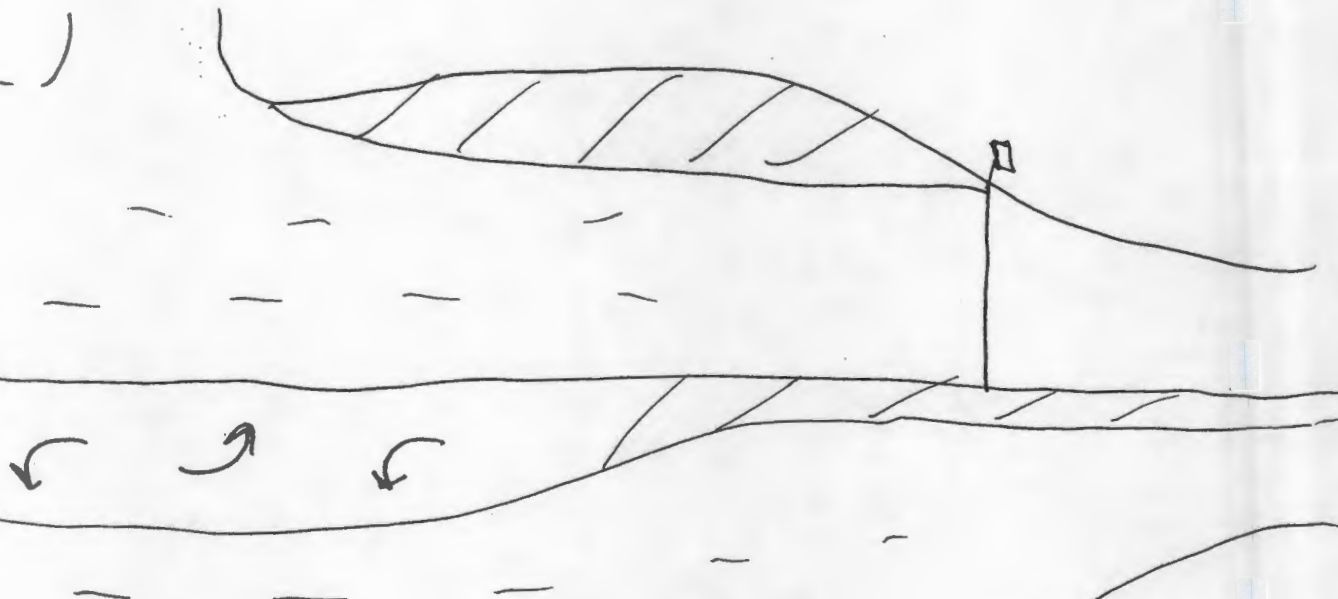
SET Date: 4-7-00 Time: 9:54

Weather: warm

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

Weather: warm

Walmart



NOTES:

SR 574

C & S
Auto Sales

THE NATIONAL BUREAU OF STANDARDS SPECIAL REPORT NO. 100

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Markham-Stukes, Inc.

Volume Report with 24 Hour Totals

Page 1

File : D0410004.PRN

on : 40301

ification : 4552

Interval : 15 minutes

date : Apr 10, 00

Start time : 00:00

date : Apr 10, 00

Stop time : 24:00

own : Tampa

County : Hillsborough

lon : MLK Blvd. East of Mango Rd.

Westbound Volume

Time	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
Total	86	37	45	68	128	375	1203	1598	1289	984	924	979

Time	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
Total	1094	1038	1033	994	985	939	971	759	592	426	252	166

our Total : 16965

Peak hour begins : 07:00

AM peak volume : 1598

Peak hour factor : 0.98

Peak hour begins : 12:00

PM peak volume : 1094

Peak hour factor : 0.93

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

Page 1

File : D0411004.PRN
on : 40301
ification : 4552 Interval : 15 minutes
date : Apr 11, 00 Start time : 00:00
date : Apr 11, 00 Stop time : 24:00
Town : Tampa County : Hillsborough
ion : MLK Blvd. East of Mango Rd.

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
Total	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
Total	1092	951	1020	957	935	961	1017	725	602	483	324	165

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

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

Page 1

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

Time	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
Total	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

our Total : 16995

Peak hour begins : 07:00 AM peak volume : 1568 Peak hour factor : 0.92

Peak hour begins : 17:15 PM peak volume : 1055 Peak hour factor : 0.95

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

Page 1

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

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
Total	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

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

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

Page 1

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
	33	14	18	12	23	54	208	379	393	268	235	217
	33	15	20	16	32	66	271	376	314	251	234	205
	27	21	13	18	34	98	332	414	329	241	213	238
	25	12	11	25	51	160	379	397	261	213	195	236
Total	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
	278	273	240	272	283	245	251	243	167	116	99	50
	258	269	246	243	277	259	256	209	182	134	103	56
	250	257	268	254	268	279	241	167	176	111	84	39
	248	218	237	268	242	218	213	180	159	96	57	26
Total	1034	1017	991	1037	1070	1001	961	799	684	457	343	171

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

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

Page 1

File : D0414007.PRN
 : 40301
Location : 4552 Interval : 15 minutes
Date : Apr 14, 00 Start time : 00:00
Date : Apr 14, 00 Stop time : 24:00
Town : Tampa County : Hillsborough
on : MLK Blvd. East of Mango Rd.

Westbound Volume

Time	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	
Total	93	70	63	78	128	398	1239	1540	1335	1112	1006	1087

Time	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	
Total	1129	1196	1101	1125	1145	1040	1075	874	680	503	396	313

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

SECRET
10-10-50

TO: DIRECTOR, FBI
FROM: SAC, NEW YORK
SUBJECT: [Illegible]

RE: [Illegible]

[Illegible text block containing several lines of typed information, possibly a report or memorandum.]

Very truly yours,
[Illegible Signature]

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

Page 1

File : D0415001.PRN
on : 40301
ification : 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

Time	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
Total	167	127	93	78	86	190	366	553	719	953	1105	1141

Time	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
Total	1125	1099	1002	1013	1015	955	934	750	717	594	466	303

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

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

Page 1

File : D0331001.PRN
 on : 328002_
 ification : 1629 Interval : 15 minutes
 date : Mar 31, 00 Start time : 00:00
 date : Mar 31, 00 Stop time : 24:00
 Town : Seffner County : Hillsborough
 lon : SR 574 btwn CR 579 & Highview

Eastbound Volume

Time	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
Total	162	98	80	86	68	149	358	727	813	878	903	1064

Time	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
Total	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

Table 1

Summary of data for the year 1960

Table 2

Table 3

Table 4

Table 5

Table 6

Table 7

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Table 10

Table 11

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Table 41

Table 42

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Table 44

Table 45

Table 46

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

Page 1

File : D0401001.PRN
on : 328002_
ification : 1629 Interval : 15 minutes
date : Apr 1, 00 Start time : 00:00
date : Apr 1, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : SR 574 btwn CR 579 & Highview

1 Eastbound Volume

Time	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
Total	299	195	175	111	108	134	240	492	698	930	1182	1265

Time	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
Total	1278	1245	1236	1274	1284	1247	1117	970	873	706	574	461

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

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

Page 1

File : D0402001.PRN
 on : 328002_
 ification : 1629 Interval : 15 minutes
 date : Apr 2, 00 Start time : 00:00
 date : Apr 2, 00 Stop time : 24:00
 Town : Seffner County : Hillsborough
 ion : SR 574 btwn CR 579 & Highview

2 Eastbound Volume

Time	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
Total	333	192	139	90	98	135	217	353	539	756	878	1135

Time	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
Total	1116	1063	945	989	1079	1010	1001	909	645	454	297	156

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

1. The first part of the document is a list of names and addresses. The names are listed in the first column, and the addresses are listed in the second column. The names are: John Doe, Jane Smith, and Bob Johnson. The addresses are: 123 Main St, 456 Elm St, and 789 Oak St.

2. The second part of the document is a table with three columns. The first column is labeled "Name", the second column is labeled "Address", and the third column is labeled "City". The data in the table is as follows:

Name	Address	City
John Doe	123 Main St	New York
Jane Smith	456 Elm St	Los Angeles
Bob Johnson	789 Oak St	Chicago

3. The third part of the document is a list of names and addresses. The names are listed in the first column, and the addresses are listed in the second column. The names are: Alice Brown, David Green, and Emily White. The addresses are: 101 Pine St, 202 Maple St, and 303 Birch St.

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

Page 1

File : 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

1. *Journal of the*
 2. *Board of Directors*
 3. *of the*
 4. *Company*
 5. *for the*
 6. *Year*
 7. *1900*
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 605. *2498*
 606. *2499*
 607. *2500*
 608. *2501*
 609. *2502*
 610. *2503*
 611. *2504*
 612. *2505*
 613. *2506*
 614. *2507*
 615. *2508*
 616. *2509*
 617. *2510*
 618. *2511*
 619. *2512*
 620. *2513*
 621. *2514*
 622. *2515*
 623. *2516*
 624. *2517*
 625. *2518*
 626. *2519*
 627. *2520*
 628. *2521*
 629. *2522*
 630. *2523*
 631. *2524*
 632. *2525*
 633. *2526*
 634. *2527*
 635. *2528*
 636. *2529*
 637. *2530*
 638. *2531*
 639. *2532*
 640. *2533*
 641. *2534*
 642. *2535*
 643. *2536*
 644. *2537*
 645. *2538*
 646. *2539*
 647. *2540*
 648. *2541*
 649. *2542*
 650. *2543*
 651. *2544*
 652. *2545*
 653. *2546*
 654. *2547*
 655. *2548*
 656. *2549*
 657. *2*

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

Page 1

File : D0404001.PRN
on : 328002_
ification : 1629 Interval : 15 minutes
date : Apr 4, 00 Start time : 00:00
date : Apr 4, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : SR 574 btwn CR 579 & Highview

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

Page 1

 File : D0405007.PRN
 ID : 328002
 Location : 1629 Interval : 15 minutes
 Date : Apr 5, 00 Start time : 00:00
 Date : Apr 5, 00 Stop time : 24:00
 Town : Seffner County : Hillsborough
 Location : SR 574 btwn CR 579 & Highview

Eastbound Volume

Time	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
Total	77	65	53	77	123	348	641	713	731	816	985	1105
Time	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
Total	1088	1109	1382	1505	1733	1306	1045	923	898	435	285	170

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

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

Page 1

 File : 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

Time	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

Time	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

Jointly owned by...

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

Page 1

File : D0407008.PRN
 : 328002_
Location : 1629 Interval : 15 minutes
Date : Apr 7, 00 Start time : 00:00
Date : Apr 7, 00 Stop time : 11:17
Town : Seffner County : Hillsborough
on : SR 574 btwn CR 579 & Highview

Eastbound Volume

Time	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	
Total	116	74	89	78	146	368	681	705	793	939	1182	341

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

Total

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

TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: Pine St. N of MCK

Station No: see below Machine No: see below

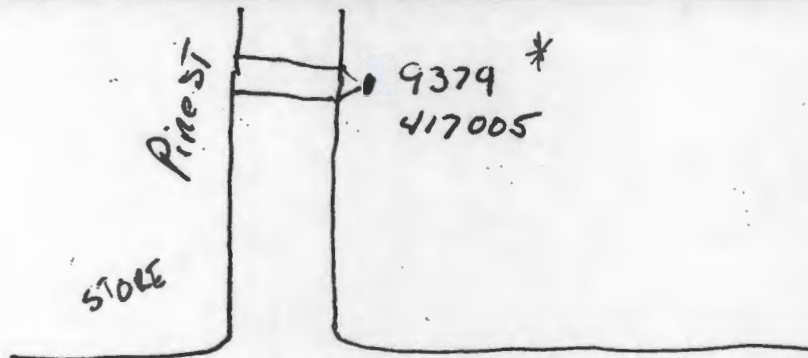
Speed Limit: Machine attached to: Pole

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

Weather: Hot

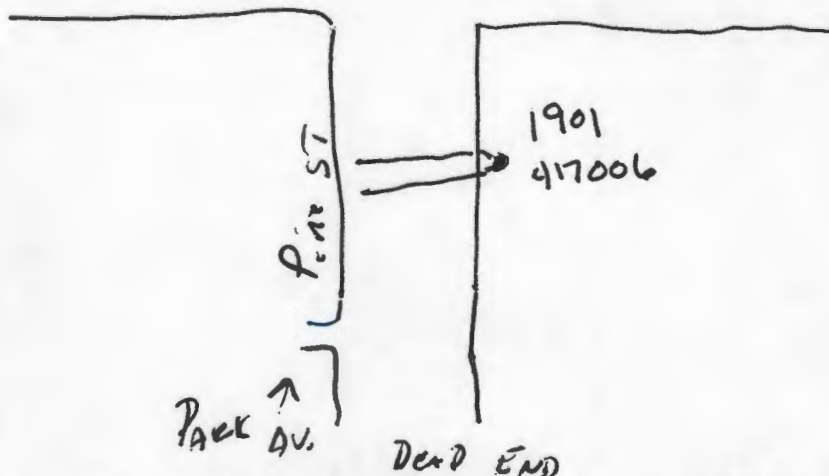
UP Date: 4-19-00 4-21-00 Time: 9:46 AM 9:15

Weather: Warm



MCK

NOTES:



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

Page 1

File : D0418004.PRN
ID : 417006
Classification : 1901 Interval : 15 minutes
Date : Apr 18, 00 Start time : 00:00
Date : Apr 18, 00 Stop time : 24:00
Location : Seffner County : Hillsborough
Location : Pine St south of M.L.K. BL

Northbound Volume for Lane 1

Time	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
Total	1	0	1	0	1	4	6	11	13	9	18	13
Time	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
Total	7	9	13	13	10	20	15	13	10	4	6	6

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

Southbound Volume for Lane 2

Time	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
Total	0	0	0	0	3	0	0	2	11	7	11	4
Time	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
Total	13	9	10	14	15	17	19	9	12	9	6	6

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

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

Page 1

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

Northbound Volume for Lane 1

Time	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
Total	25	8	6	4	5	10	29	49	65	79	78	102
Time	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
Total	113	107	123	99	150	175	140	154	150	107	93	55

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

Southbound Volume for Lane 2

Time	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
Total	14	7	9	6	12	40	80	144	125	109	117	118
Time	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
Total	135	120	119	127	142	205	171	141	108	86	57	40

Hour Total : 2232
Peak hour begins : 07:15 AM peak volume : 146 Peak hour factor : 0.87
Peak 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

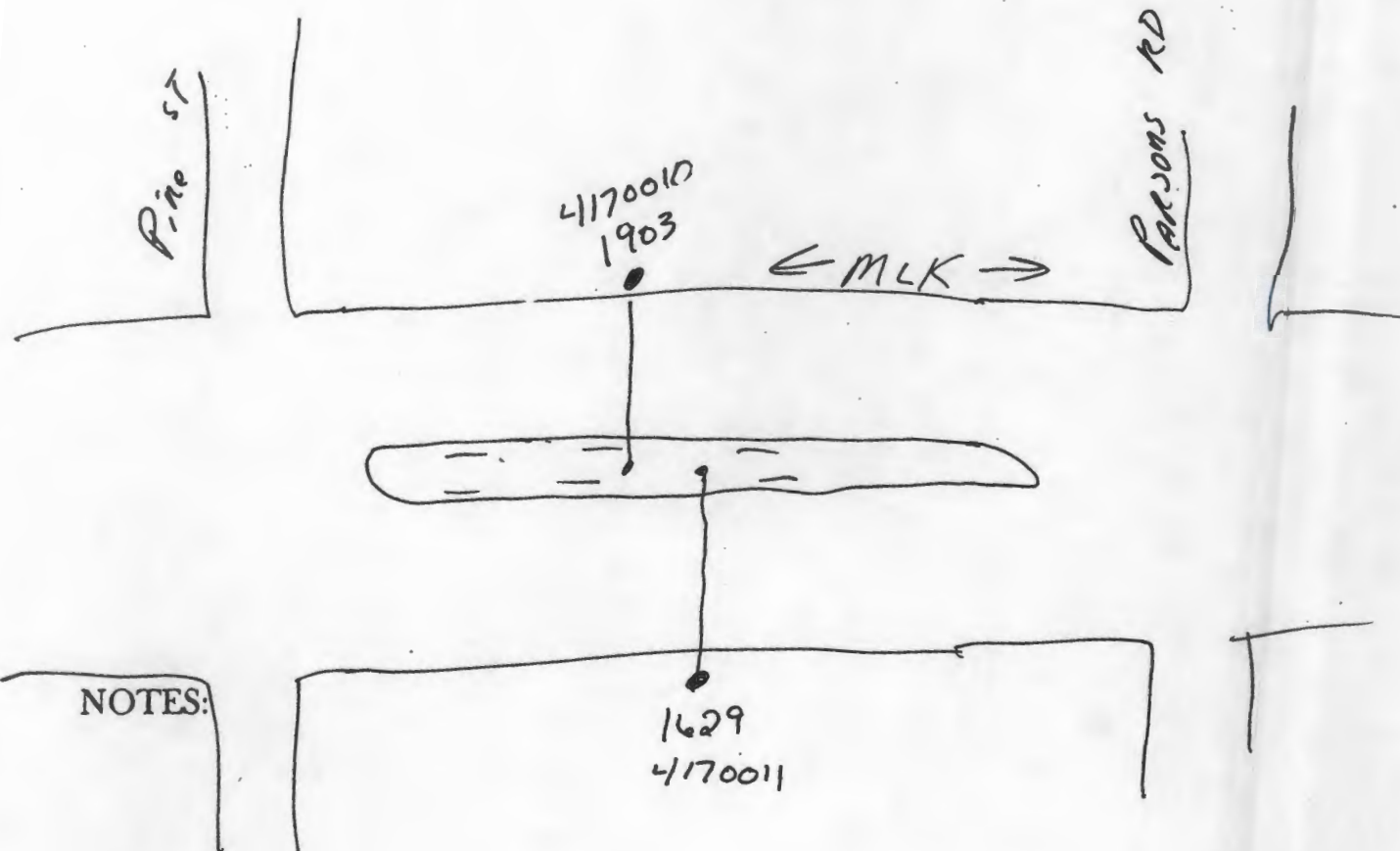
Speed Limit: Machine attached to: Pole

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

Weather: HOT

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

Weather: HOT



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

Page 1

File : 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

Time	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
Total	103	64	53	85	105	309	825	1025	922	882	840	916

Time	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
Total	982	904	852	859	823	876	757	644	589	479	325	206

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

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

Page 1

File : D0418001.PRN
 : 4170011
 Location : 1629 Interval : 15 minutes
 Date : Apr 18, 00 Start time : 00:00
 Date : Apr 18, 00 Stop time : 24:00
 Town : Seffner County : Hillsborough
 on : M.L.K. btw Pine St & Parsons Rd

Eastbound Volume

Time	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
Total	161	77	73	62	68	130	254	529	644	651	772	972

Time	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
Total	1088	994	1020	944	1137	1214	1076	863	731	642	397	274

Hour Total : 14773
 Peak hour begins : 11:30 AM peak volume : 1060 Peak hour factor : 0.90
 Peak 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

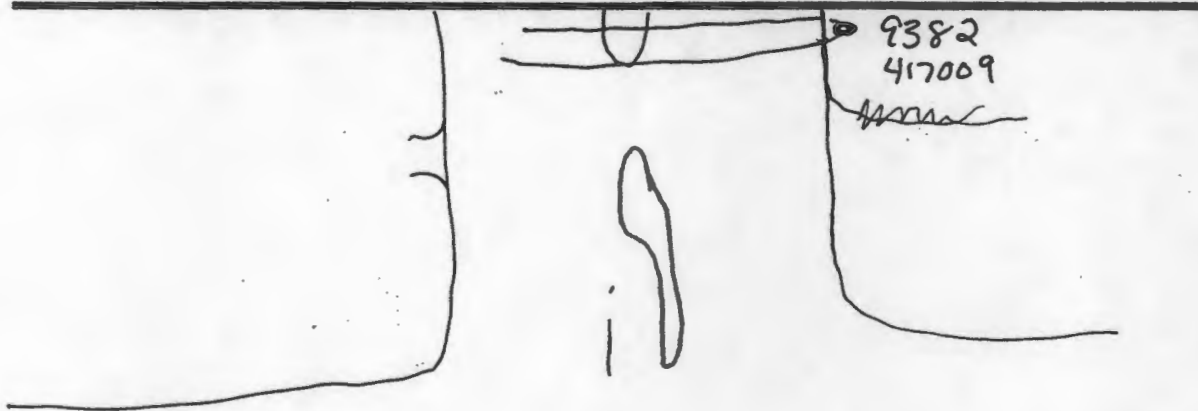
Speed Limit: _____ Machine attached to: _____

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

Page 1

File : D0418003.PRN
 : 417009
Location : 9382 Interval : 15 minutes
Date : Apr 18, 00 Start time : 00:00
Date : Apr 18, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
In : Parsons Rd north of M.L.K. BL

Northbound Volume for Lane 1

Time	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
Total	28	25	16	13	11	48	115	184	158	175	187	233
Time	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
Total	291	243	259	276	345	319	344	272	238	181	125	72

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

Southbound Volume for Lane 2

Time	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
Total	24	16	15	16	16	70	188	260	264	248	237	245
Time	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
Total	270	272	256	276	292	363	320	260	245	127	101	40

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

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

Page 1

 File : D0418005.PRN
 : 417008
 Location : 4541 Interval : 15 minutes
 Date : Apr 18, 00 Start time : 00:00
 Date : Apr 18, 00 Stop time : 24:00
 Town : Seffner County : Hillsborough
 on : Parsons Rd south of M.L.K. BL

Southbound Volume

Time	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
Total	103	46	43	45	41	105	362	730	735	665	752	757
Time	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
Total	855	874	762	792	946	1122	885	758	623	456	313	182

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

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

Page 1

File : D0418006.PRN

: 417007

Location : 1627

Interval : 15 minutes

Date : Apr 18, 00

Start time : 00:00

Date : Apr 18, 00

Stop time : 24:00

Location : Seffner

County : Hillsborough

Location : Parsons Rd south of M.L.K. BL

Northbound Volume

Time	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
Total	57	32	34	42	56	195	464	728	665	645	574	609

Time	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
Total	668	656	650	629	721	818	675	538	513	373	260	182

Hour Total : 10784

Peak hour begins : 07:00

AM peak volume : 728

Peak hour factor : 0.97

Peak 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: 4-21-00 Time: 9:35

Weather: Hot

4539
419002

MLK

NOTES:

4551
419001

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

Page 1

File : D0420008.PRN

: 419001

Location : 4551

Interval : 15 minutes

Date : Apr 20, 00

Start time : 00:00

Date : Apr 20, 00

Stop time : 24:00

Location : Seffner

County : Hillsborough

Location : Kingsway Rd south of M.L.K. BL

Northbound Volume for Lane 1

Time	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
Total	37	13	9	19	24	80	201	261	248	221	239	246

Time	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
Total	259	207	248	318	305	266	282	194	184	151	78	68

Hour Total : 4158

Peak hour begins : 07:15

AM peak volume : 270

Peak hour factor : 0.92

Peak hour begins : 15:15

PM peak volume : 405

Peak hour factor : 0.71

Southbound Volume for Lane 2

Time	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
Total	58	31	15	15	20	27	96	155	232	214	229	235

Time	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
Total	275	251	284	434	456	498	446	310	255	177	132	110

Hour Total : 4955

Peak hour begins : 11:15

AM peak volume : 255

Peak hour factor : 0.90

Peak hour begins : 15:15

PM peak volume : 538

Peak hour factor : 0.76

1917-18-1918
1918-19-1919

1919-20-1920

1920-21-1921
1921-22-1922
1922-23-1923

1923-24-1924
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1967-68-1968
1968-69-1969

1969-70-1970
1970-71-1971

1971-72-1972	1972-73-1973	1973-74-1974	1974-75-1975	1975-76-1976	1976-77-1977	1977-78-1978	1978-79-1979	1979-80-1980	1980-81-1981	1981-82-1982	1982-83-1983	1983-84-1984	1984-85-1985	1985-86-1986	1986-87-1987	1987-88-1988	1988-89-1989	1989-90-1990	1990-91-1991	1991-92-1992	1992-93-1993	1993-94-1994	1994-95-1995	1995-96-1996	1996-97-1997	1997-98-1998	1998-99-1999	1999-00-2000	2000-01-2001	2001-02-2002	2002-03-2003	2003-04-2004	2004-05-2005	2005-06-2006	2006-07-2007	2007-08-2008	2008-09-2009	2009-10-2010	2010-11-2011	2011-12-2012	2012-13-2013	2013-14-2014	2014-15-2015	2015-16-2016	2016-17-2017	2017-18-2018	2018-19-2019	2019-20-2020	2020-21-2021	2021-22-2022	2022-23-2023	2023-24-2024	2024-25-2025	2025-26-2026	2026-27-2027	2027-28-2028	2028-29-2029	2029-30-2030	2030-31-2031	2031-32-2032	2032-33-2033	2033-34-2034	2034-35-2035	2035-36-2036	2036-37-2037	2037-38-2038	2038-39-2039	2039-40-2040	2040-41-2041	2041-42-2042	2042-43-2043	2043-44-2044	2044-45-2045	2045-46-2046	2046-47-2047	2047-48-2048	2048-49-2049	2049-50-2050	2050-51-2051	2051-52-2052	2052-53-2053	2053-54-2054	2054-55-2055	2055-56-2056	2056-57-2057	2057-58-2058	2058-59-2059	2059-60-2060	2060-61-2061	2061-62-2062	2062-63-2063	2063-64-2064	2064-65-2065	2065-66-2066	2066-67-2067	2067-68-2068	2068-69-2069	2069-70-2070	2070-71-2071	2071-72-2072	2072-73-2073	2073-74-2074	2074-75-2075	2075-76-2076	2076-77-2077	2077-78-2078	2078-79-2079	2079-80-2080	2080-81-2081	2081-82-2082	2082-83-2083	2083-84-2084	2084-85-2085	2085-86-2086	2086-87-2087	2087-88-2088	2088-89-2089	2089-90-2090	2090-91-2091	2091-92-2092	2092-93-2093	2093-94-2094	2094-95-2095	2095-96-2096	2096-97-2097	2097-98-2098	2098-99-2099	2099-00-2100	2100-01-2101	2101-02-2102	2102-03-2103	2103-04-2104	2104-05-2105	2105-06-2106	2106-07-2107	2107-08-2108	2108-09-2109	2109-10-2110	2110-11-2111	2111-12-2112	2112-13-2113	2113-14-2114	2114-15-2115	2115-16-2116	2116-17-2117	2117-18-2118	2118-19-2119	2119-20-2120	2120-21-2121	2121-22-2122	2122-23-2123	2123-24-2124	2124-25-2125	2125-26-2126	2126-27-2127	2127-28-2128	2128-29-2129	2129-30-2130	2130-31-2131	2131-32-2132	2132-33-2133	2133-34-2134	2134-35-2135	2135-36-2136	2136-37-2137	2137-38-2138	2138-39-2139	2139-40-2140	2140-41-2141	2141-42-2142	2142-43-2143	2143-44-2144	2144-45-2145	2145-46-2146	2146-47-2147	2147-48-2148	2148-49-2149	2149-50-2150	2150-51-2151	2151-52-2152	2152-53-2153	2153-54-2154	2154-55-2155	2155-56-2156	2156-57-2157	2157-58-2158	2158-59-2159	2159-60-2160	2160-61-2161	2161-62-2162	2162-63-2163	2163-64-2164	2164-65-2165	2165-66-2166	2166-67-2167	2167-68-2168	2168-69-2169	2169-70-2170	2170-71-2171	2171-72-2172	2172-73-2173	2173-74-2174	2174-75-2175	2175-76-2176	2176-77-2177	2177-78-2178	2178-79-2179	2179-80-2180	2180-81-2181	2181-82-2182	2182-83-2183	2183-84-2184	2184-85-2185	2185-86-2186	2186-87-2187	2187-88-2188	2188-89-2189	2189-90-2190	2190-91-2191	2191-92-2192	2192-93-2193	2193-94-2194	2194-95-2195	2195-96-2196	2196-97-2197	2197-98-2198	2198-99-2199	2199-00-2200	2200-01-2201	2201-02-2202	2202-03-2203	2203-04-2204	2204-05-2205	2205-06-2206	2206-07-2207	2207-08-2208	2208-09-2209	2209-10-2210	2210-11-2211	2211-12-2212	2212-13-2213	2213-14-2214	2214-15-2215	2215-16-2216	2216-17-2217	2217-18-2218	2218-19-2219	2219-20-2220	2220-21-2221	2221-22-2222	2222-23-2223	2223-24-2224	2224-25-2225	2225-26-2226	2226-27-2227	2227-28-2228	2228-29-2229	2229-30-2230	2230-31-2231	2231-32-2232	2232-33-2233	2233-34-2234	2234-35-2235	2235-36-2236	2236-37-2237	2237-38-2238	2238-39-2239	2239-40-2240	2240-41-2241	2241-42-2242	2242-43-2243	2243-44-2244	2244-45-2245	2245-46-2246	2246-47-2247	2247-48-2248	2248-49-2249	2249-50-2250	2250-51-2251	2251-52-2252	2252-53-2253	2253-54-2254	2254-55-2255	2255-56-2256	2256-57-2257	2257-58-2258	2258-59-2259	2259-60-2260	2260-61-2261	2261-62-2262	2262-63-2263	2263-64-2264	2264-65-2265	2265-66-2266	2266-67-2267	2267-68-2268	2268-69-2269	2269-70-2270	2270-71-2271	2271-72-2272	2272-73-2273	2273-74-2274	2274-75-2275	2275-76-2276	2276-77-2277	2277-78-2278	2278-79-2279	2279-80-2280	2280-81-2281	2281-82-2282	2282-83-2283	2283-84-2284	2284-85-2285	2285-86-2286	2286-87-2287	2287-88-2288	2288-89-2289	2289-90-2290	2290-91-2291	2291-92-2292	2292-93-2293	2293-94-2294	2294-95-2295	2295-96-2296	2296-97-2297	2297-98-2298	2298-99-2299	2299-00-2300	2300-01-2301	2301-02-2302	2302-03-2303	2303-04-2304	2304-05-2305	2305-06-2306	2306-07-2307	2307-08-2308	2308-09-2309	2309-10-2310	2310-11-2311	2311-12-2312	2312-13-2313	2313-14-2314	2314-15-2315	2315-16-2316	2316-17-2317	2317-18-2318	2318-19-2319	2319-20-2320	2320-21-2321	2321-22-2322	2322-23-2323	2323-24-2324	2324-25-2325	2325-26-2326	2326-27-2327	2327-28-2328	2328-29-2329	2329-30-2330	2330-31-2331	2331-32-2332	2332-33-2333	2333-34-2334	2334-35-2335	2335-36-2336	2336-37-2337	2337-38-2338	2338-39-2339	2339-40-2340	2340-41-2341	2341-42-2342	2342-43-2343	2343-44-2344	2344-45-2345	2345-46-2346	2346-47-2347	2347-48-2348	2348-49-2349	2349-50-2350	2350-51-2351	2351-52-2352	2352-53-2353	2353-54-2354	2354-55-2355	2355-56-2356	2356-57-2357	2357-58-2358	2358-59-2359	2359-60-2360	2360-61-2361	2361-62-2362	2362-63-2363	2363-64-2364	2364-65-2365	2365-66-2366	2366-67-2367	2367-68-2368	2368-69-2369	2369-70-2370	2370-71-2371	2371-72-2372	2372-73-2373	2373-74-2374	2374-75-2375	2375-76-2376	2376-77-2377	2377-78-2378	2378-79-2379	2379-80-2380	2380-81-2381	2381-82-2382	2382-83-2383	2383-84-2384	2384-85-2385	2385-86-2386	2386-87-2387	2387-88-2388	2388-89-2389	2389-90-2390	2390-91-2391	2391-92-2392	2392-93-2393	2393-94-2394	2394-95-2395	2395-96-2396	2396-97-2397	2397-98-2398	2398-99-2399	2399-00-2400	2400-01-2401	2401-02-2402	2402-03-2403	2403-04-2404	2404-05-2405	2405-06-2406	2406-07-2407	2407-08-2408	2408-09-2409	2409-10-2410	2410-11-2411	2411-12-2412	2412-13-2413	2413-14-2414	2414-15-2415	2415-16-2416	2416-17-2417	2417-18-2418	2418-19-2419	2419-20-2420	2420-21-2421	2421-22-2422	2422-23-2423	2423-24-2424	2424-25-2425	2425-26-2426	2426-27-2427	2427-28-2428	2428-29-2429	2429-30-2430	2430-31-2431	2431-32-2432	2432-33-2433	2433-34-2434	2434-35-2435	2435-36-2436	2436-37-2437	2437-38-2438	2438-39-2439	2439-40-2440	2440-41-2441	2441-42-2442	2442-43-2443	2443-44-2444	2444-45-2445	2445-46-2446	2446-47-2447	2447-48-2448	2448-49-2449	2449-50-2450	2450-51-2451	2451-52-2452	2452-53-2453	2453-54-2454	2454-55-2455	2455-56-2456	2456-57-2457	2457-58-2458	2458-59-2459	2459-60-2460	2460-61-2461	2461-62-2462	2462-63-2463	2463-64-2464	2464-65-2465	2465-66-2466	2466-67-2467	2467-68-2468	2468-69-2469	2469-70-2470	2470-71-2471	2471-72-2472	2472-73-2473	2473-74-2474	2474-75-2475	2475-76-2476	2476-77-2477	2477-78-2478	2478-79-2479	2479-80-2480	2480-81-2481	2481-82-2482	2482-83-2483	2483-84-2484	2484-85-2485	2485-86-2486	2486-87-2487	2487-88-2488	2488-89-2489	2489-90-2490	2490-91-2491	2491-92-2492	2492-93-2493	2493-94-2494	2494-95-2495	2495-96-2496	2496-97-2497	2497-98-2498	2498-99-2499	2499-00-2500	2500-01-2501	2501-02-2502	2502-03-2503	2503-04-2504	2504-05-2505	2505-06-2506	2506-07-2507	2507-08-2508	2508-09-2509	2509-10-2510	2510-11-2511	2511-12-2512	2512-13-2513	2513-14-2514	2514-15-2515	2515-16-2516	2516-17-2517	2517-18-2518	2518-19-2519	2519-20-2520	2520-21-2521	2521-22-2522	2522-23-2523	2523-24-2524	2524-25-2525	2525-26-2526	2526-27-2527	2527-28-2528	2528-29-2529	2529-30-2530	2530-31-2531	2531-32-2532	2532-33-2533	2533-34-2534	2534-35-2535	2535-36-2536	2536-37-2537	2537-38-2538	2538-39-2539	2539-40-2540	2540-41-2541	2541-42-2542	2542-43-2543	2543-44-2544	2544-45-2545	2545-46-2546	2546-47-2547	2547-48-2548	2548-49-2549	2549-50-2550	2550-51-2551	2551-52-2552	2552-53-2553	2553-54-2554	2554-55-2555	2555-56-2556	2556-57-2557	2557-58-2558	2558-59-2559	2559-60-2560	2560-61-2561	2561-62-2562	2562-63-2563	2563-64-2564	2564-65-2565	2565-66-2566	2566-67-2567	2567-68-2568	2568-69-2569	2569-70-2570	2570-71-2571	2571-72-2572	2572-73-2573	2573-74-2574	2574-75-2575	2575-76-2576	2576-77-2577	2577-78-2578	2578-79-2579	2579-80-2580	2580-81-2581	2581-82-2582	2582-83-2583	2583-84-2584	2584-85-2585	2585-86-2586	2586-87-2587	2587-88-2588	2588-89-2589	2589-90-2590	2590-91-2591	2591-92-2592	2592-93-2593	2593-94-2594	2594-95-2595	2595-96-2596	2596-97-2597	2597-98-2598	2598-99-2599	2599-00-2600	2600-01-2601	2601-02-2602	2602-03-2603	2603-04-2604
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Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

Page 1

File : D0426005.PRN
 : 424006

Location : 4537 Interval : 15 minutes
Date : Apr 26, 00 Start time : 00:00
Date : Apr 26, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
on : Kingsway Rd north of M.L.K. BL

Northbound Volume

Time	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
Total	30	9	6	5	9	45	147	385	234	184	138	162
Time	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
Total	185	211	233	269	278	292	285	215	229	132	78	53

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

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

Page 1

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)

SR 574

Telephone Pole
4535
St# 328003

NOTES:

Guard Rail
4539
St# 328004

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

Page 1

File : D0328005.PRN
ion : 000000328004
tification : 000000004539 Interval : 15 minutes
t date : Mar 28, 00 Start time : 13:45
date : Mar 28, 00 Stop time : 24:00
/Town : Valrico County : Hillsborough
tion : SR 574 btwn Parsons & Kingsway

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

10-15-50
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Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

Page 1

File : D0329005.PRN
ion : 000000328004
tification : 000000004539 Interval : 15 minutes
t date : Mar 29, 00 Start time : 00:00
date : Mar 29, 00 Stop time : 24:00
/Town : Valrico County : Hillsborough
tion : SR 574 btwn Parsons & Kingsway

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

Page 1

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
5	157	143	158	169	205	213	196	165	127	90	78	43
0	170	160	169	164	194	233	201	162	121	82	56	45
5	158	152	164	194	182	206	178	131	112	71	58	27
0	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

Page 1

le : D0331005.PRN
 : 000000328004
 ication : 000000004539 Interval : 15 minutes
 late : Mar 31, 00 Start time : 00:00
 late : 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
al	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
al	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

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5. 6. 7. 8.

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13. 14. 15. 16.

17. 18. 19. 20.

21. 22. 23. 24.

25. 26. 27. 28.

29. 30. 31. 32.
33. 34. 35. 36.
37. 38. 39. 40.
41. 42. 43. 44.

45. 46. 47. 48.

49. 50. 51. 52.

53. 54. 55. 56.
57. 58. 59. 60.
61. 62. 63. 64.
65. 66. 67. 68.

69. 70. 71. 72.

73. 74. 75. 76.
77. 78. 79. 80.
81. 82. 83. 84.
85. 86. 87. 88.

89. 90. 91. 92. 93. 94. 95. 96.

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

Page 1

 File : D0404005.PRN
 : 000000328004
 Identification : 000000004539 Interval : 15 minutes
 Date : Apr 4, 00 Start time : 00:00
 Date : Apr 4, 00 Stop time : 24:00
 Town : Valrico County : Hillsborough
 on : SR 574 btwn Parsons & Kingsway

Eastbound Volume

Time	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
Total	60	39	36	42	106	241	436	428	497	572	559	600

Time	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
Total	617	622	705	869	863	764	583	495	384	221	139	94

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

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

Page 1

 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

Time	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
Total	55	37	34	51	89	245	477	464	464	495	546	646

Time	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
Total	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

Page 1

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

Time	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
Total	49	36	23	40	61	187	556	754	634	611	561	595
Time	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
Total	629	580	580	624	578	641	574	455	273	221	136	74

ur Total : 9472

ak hour begins : 07:00

AM peak volume : 754

Peak hour factor : 0.95

ak hour begins : 17:15

PM peak volume : 648

Peak hour factor : 0.95

1. The first part of the report is a general statement of the work done during the year. It is a summary of the work done by the various departments and is intended to give a general impression of the work done.

2. The second part of the report is a statement of the work done by the various departments. It is a summary of the work done by each department and is intended to give a general impression of the work done.

3. The third part of the report is a statement of the work done by the various departments. It is a summary of the work done by each department and is intended to give a general impression of the work done.

4. The fourth part of the report is a statement of the work done by the various departments. It is a summary of the work done by each department and is intended to give a general impression of the work done.

5. The fifth part of the report is a statement of the work done by the various departments. It is a summary of the work done by each department and is intended to give a general impression of the work done.

6. The sixth part of the report is a statement of the work done by the various departments. It is a summary of the work done by each department and is intended to give a general impression of the work done.

7. The seventh part of the report is a statement of the work done by the various departments. It is a summary of the work done by each department and is intended to give a general impression of the work done.

8. The eighth part of the report is a statement of the work done by the various departments. It is a summary of the work done by each department and is intended to give a general impression of the work done.

9. The ninth part of the report is a statement of the work done by the various departments. It is a summary of the work done by each department and is intended to give a general impression of the work done.

10. The tenth part of the report is a statement of the work done by the various departments. It is a summary of the work done by each department and is intended to give a general impression of the work done.

Markham-Stukes, Inc.

Volume Report with 24 Hour Totals

Page 1

File : D0330003.PRN

: 328003

Location : 4535

Interval : 15 minutes

Date : Mar 30, 00

Start time : 00:00

Date : Mar 30, 00

Stop time : 24:00

Location : Valrico

County : Hillsborough

: SR 574 btwn Parsons & Kingsway

Westbound Volume

Time	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
Total	50	38	21	35	67	183	552	731	653	599	592	614
Time	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
Total	617	534	614	610	635	649	543	410	261	208	142	94

Hour Total : 9452

Peak hour begins : 07:00

AM peak volume : 731

Peak hour factor : 0.91

Peak hour begins : 16:30

PM peak volume : 671

Peak hour factor : 0.90

Markham-Stukes, Inc.

Volume Report with 24 Hour Totals

Page 1

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

Time	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
Time	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

ur 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

Page 1

File : D0401003.PRN
 : 328003

Location : 4535 Interval : 15 minutes
Date : Apr 1, 00 Start time : 00:00
Date : Apr 1, 00 Stop time : 24:00
Town : Valrico County : Hillsborough
on : SR 574 btwn Parsons & Kingsway

Westbound Volume

Time	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
Total	105	73	48	42	56	102	222	344	536	680	747	766

Time	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
Total	699	673	553	540	552	570	514	449	300	218	202	136

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

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

Page 1

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

ne	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

ur 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

Page 1

File : D0403003.PRN
 : 328003

Location : 4535 Interval : 15 minutes
Date : Apr 3, 00 Start time : 00:00
Date : Apr 3, 00 Stop time : 24:00
Town : Valrico County : Hillsborough
on : SR 574 btwn Parsons & Kingsway

Westbound Volume

Time	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
Total	30	27	34	64	173	503	712	673	627	638	640	676

Time	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
Total	596	586	626	664	626	554	406	327	193	143	85	43

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

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

Page 1

 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

Page 1

a File : D0405009.PRN
tion : 328003
ntification : 4535 Interval : 15 minutes
rt date : Apr 5, 00 Start time : 00:00
p date : Apr 5, 00 Stop time : 24:00
y/Town : Valrico County : Hillsborough
ation : SR 574 btwn Parsons & Kingsway

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

Page 1

a File : D0406010.PRN
tion : 328003
ntification : 4535 Interval : 15 minutes
rt date : Apr 6, 00 Start time : 00:00
p date : Apr 6, 00 Stop time : 24:00
y/Town : Valrico County : Hillsborough
ation : SR 574 btwn Parsons & Kingsway

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

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10/10/2010

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10/10/2010

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

Page 1

File : D0407009.PRN
 Station : 328003
 Identification : 4535
 Start date : Apr 7, 00
 Stop date : Apr 7, 00
 City/Town : Valrico
 Location : 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

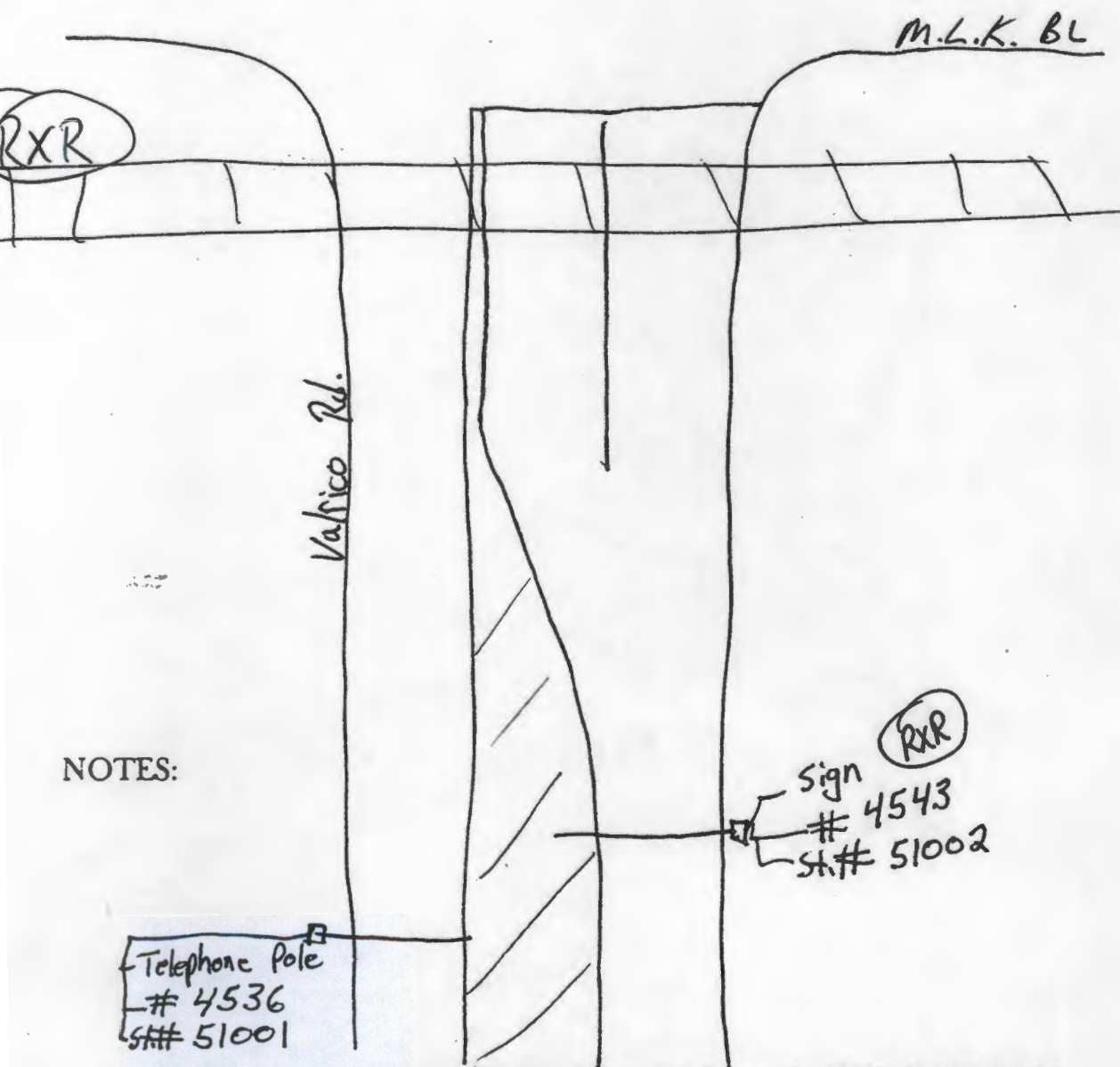
Speed Limit: _____ Machine attached to: See SKETCH

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

Page 1

File : D0502002.PRN
 Station : 51002
 Identification : 4543
 Start date : May 2, 00
 Stop date : May 2, 00
 City/Town : Seffner
 Location : 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

Page 1

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

Time	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
Total	22	15	9	9	9	31	110	224	209	162	149	171
Time	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
Total	203	197	251	287	376	472	321	217	180	133	81	47

Hour Total : 3885
Peak hour begins : 07:45 AM peak volume : 244 Peak hour factor : 0.82
Peak 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

Station No: see below Machine No: see below

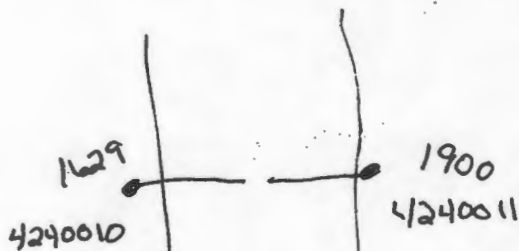
Speed Limit: 20 Machine attached to: _____

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

Weather: HOT

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

Weather: HOT



← MLK →

NOTES:

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 10. Date _____

11. Notes _____
 12. Index _____

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

Page 1

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

Time	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
Total	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
	2	0	1	0	3	6	6	0	3	1	1	2
	1	0	2	0	2	3	0	0	0	0	0	0
	1	0	1	2	0	1	2	6	1	2	0	0
	0	5	0	1	3	3	1	3	2	1	1	0
Total	4	5	4	3	8	13	9	9	6	4	2	2

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

1. The first part of the report is a summary of the work done during the year.
 2. The second part is a detailed account of the work done during the year.
 3. The third part is a summary of the work done during the year.

4. The fourth part is a summary of the work done during the year.
 5. The fifth part is a summary of the work done during the year.
 6. The sixth part is a summary of the work done during the year.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	1219	1220	1221	12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Markham-Stukes, Inc.

Volume Report with 24 Hour Totals

Page 1

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

16 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
Total	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
Total	6	7	6	6	16	11	8	7	4	5	3	2

our Total : 98

Peak hour begins : 11:15 AM peak volume : 9 Peak hour factor : 0.75

Peak 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 (see) Machine No: see below

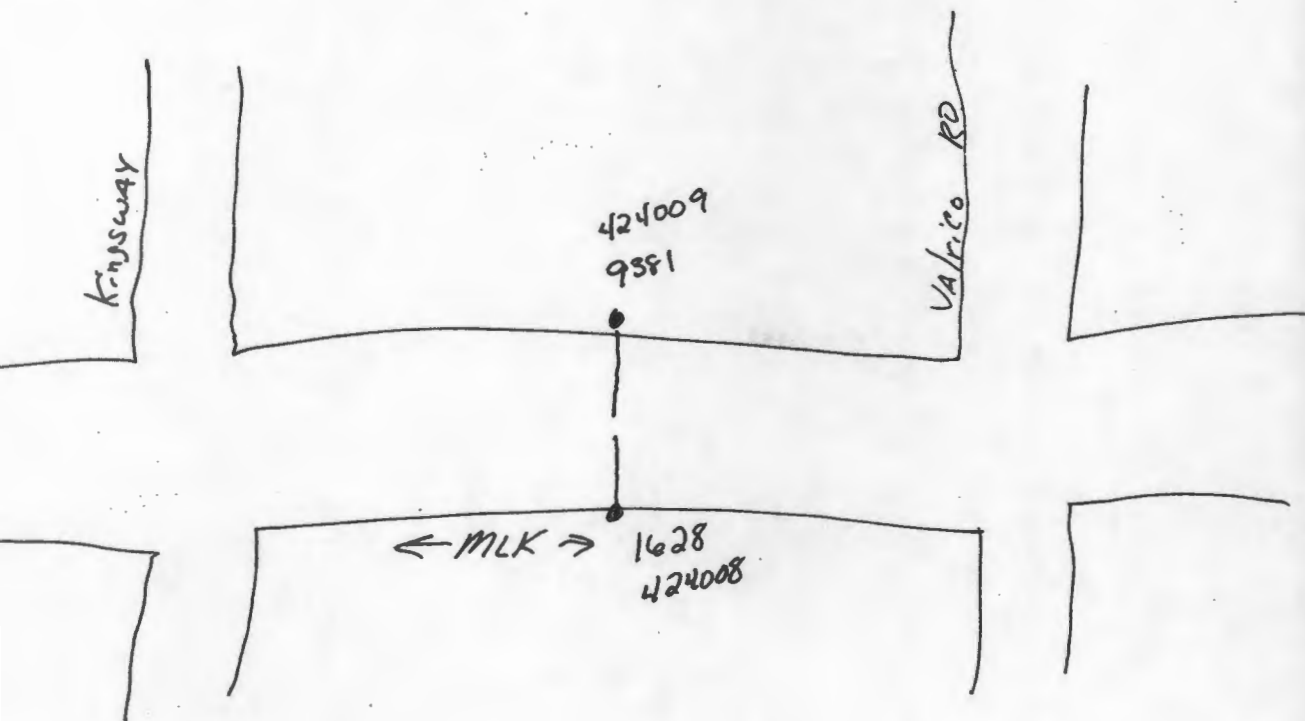
Speed Limit: Machine attached to: bridge rail

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

Weather: Hot

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

Weather: Hot



NOTES:

ANALYTICAL FIELD LOCATION SHEET

Volume, Speed, Classification

1. Date	2. Time	3. Location
4. Weather	5. Wind	6. Visibility
7. Clouds	8. Humidity	9. Barometer
10. Temperature	11. Dew Point	12. Direction
13. Force	14. Nature	15. Remarks



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

Page 1

File : D0426004.PRN
on : 424008
ification : 1628 Interval : 15 minutes
date : Apr 26, 00 Start time : 00:00
date : Apr 26, 00 Stop time : 24:00
Town : Seffner County : Hillsborough
ion : M.L.K. BL btw Kingsway Rd & Valrico Rd

6 Eastbound Volume

Time	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
Total	45	27	17	30	51	91	209	369	367	306	337	338

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

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

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

Page 1

File : D0426003.PRN
 on : 424009
 ification : 9381 Interval : 15 minutes
 date : Apr 26, 00 Start time : 00:00
 date : Apr 26, 00 Stop time : 24:00
 Town : Seffner County : Hillsborough
 ion : M.L.K. BL btw Kingsway Rd & Valrico Rd

6 Westbound Volume

Time	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	
Total	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	
Total	390	340	393	395	463	476	407	296	193	134	94	42

our Total : 6327
 Peak hour begins : 07:00 AM peak volume : 550 Peak hour factor : 0.90
 Peak 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

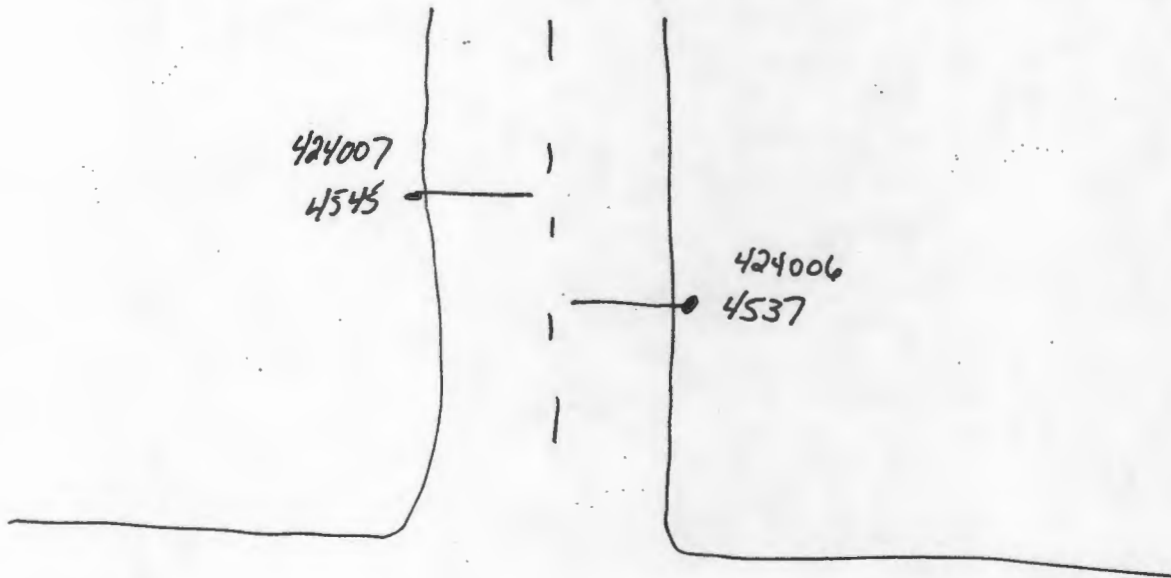
Speed Limit: Machine attached to: signs

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

Weather: HOT

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

Weather: HOT



MLK

NOTES:

Markham-Stukes, Inc.

Volume Report with 24 Hour Totals

Page 1

File : D0426005.PRN
 on : 424006
 Identification : 4537 Interval : 15 minutes
 Date : Apr 26, 00 Start time : 00:00
 Date : Apr 26, 00 Stop time : 24:00
 Town : Seffner County : Hillsborough
 Location : Kingsway Rd north of M.L.K. BL

6 Northbound Volume

Time	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	
Total	30	9	6	5	9	45	147	385	234	184	138	162

Time	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	
Total	185	211	233	269	278	292	285	215	229	132	78	53

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

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

Page 1

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

Time	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
total	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
	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
total	237	228	243	332	349	497	387	224	211	137	78	50

our Total : 4374
Peak hour begins : 07:00 AM peak volume : 275 Peak hour factor : 0.86
Peak 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 Valrico Rd & McIntosh Rd

Station No: See Sketch Machine No: See Sketch

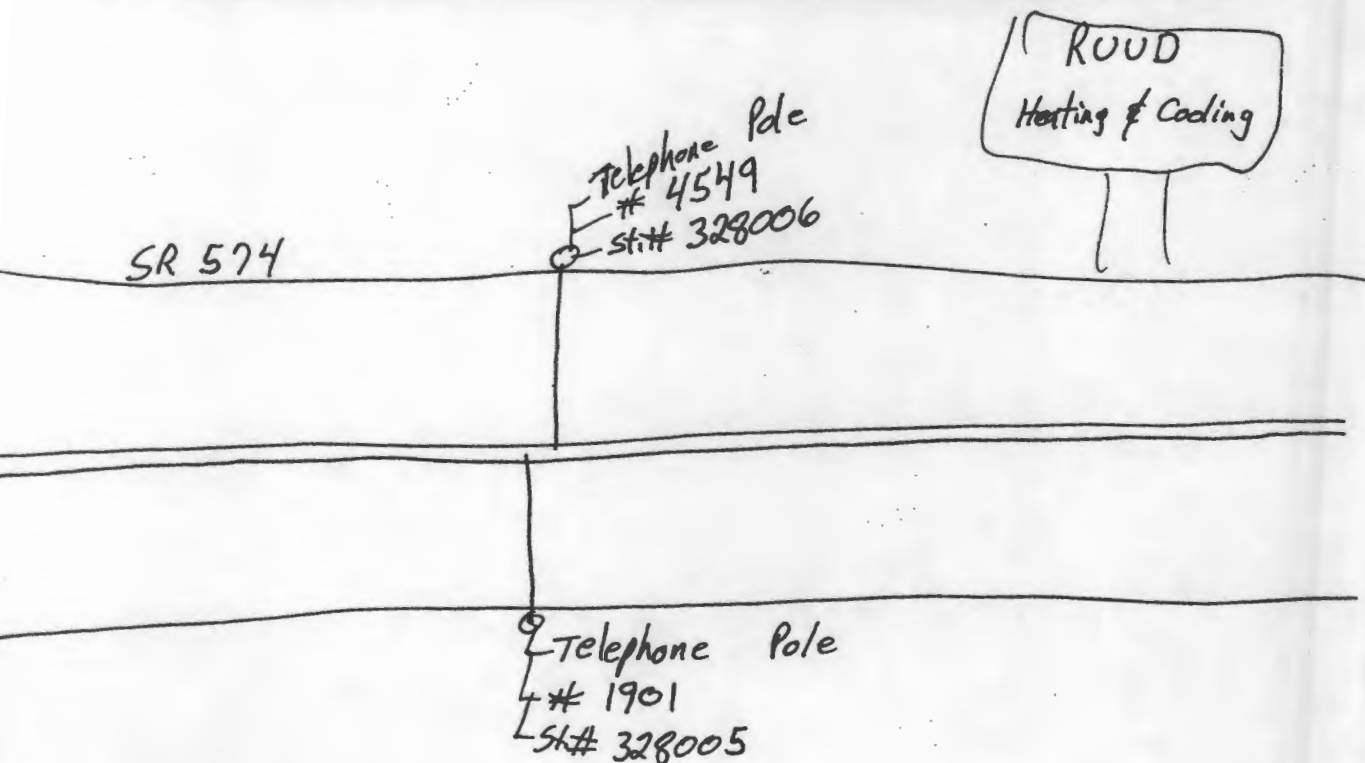
Speed Limit: 50 Machine attached to: See Sketch

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

Page 1

File : 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
 town : Valrico County : Hillsborough
 on : SR 574 btwn Valrico Rd & McIntosh

Eastbound Volume

Time	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
Total	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
Total	439	391	455	526	569	598	479	319	300	234	141	77

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

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

Page 1

File : 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
 own : Valrico County : Hillsborough
 on : SR 574 btwn Valrico Rd & McIntosh

Eastbound Volume

Time	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
Total	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
Total	441	433	462	547	542	588	436	372	266	175	148	66

our Total : 7313

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

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

Page 1

file : 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

Time	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
	8	5	2	6	23	32	87	151	114	91	96	111
	9	7	2	5	19	55	119	159	117	96	119	111
Total	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
	131	123	130	147	156	154	154	92	81	65	65	46
	97	135	128	124	138	158	145	111	74	67	63	37
	136	133	132	141	146	142	151	100	75	60	49	30
	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
 Peak hour begins : 07:15 AM peak volume : 565 Peak hour factor : 0.89
 Peak hour begins : 16:30 PM peak volume : 616 Peak hour factor : 0.97

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

Page 1

File : D0401002.PRN
 : 328005
Location : 1901 Interval : 15 minutes
Date : Apr 1, 00 Start time : 00:00
Date : Apr 1, 00 Stop time : 24:00
Town : Valrico County : Hillsborough
on : SR 574 btwn Valrico Rd & McIntosh

Eastbound Volume

Time	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
Total	76	64	50	35	62	78	184	233	356	439	540	512
Time	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
Total	545	475	493	463	456	420	407	376	267	196	192	123

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

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

Page 1

File : D0402002.PRN
 n : 328005
 fication : 1901 Interval : 15 minutes
 date : Apr 2, 00 Start time : 00:00
 date : Apr 2, 00 Stop time : 24:00
 own : Valrico County : Hillsborough
 on : SR 574 btwn Valrico Rd & McIntosh

2 Eastbound Volume

Time	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
Total	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
Total	463	399	389	372	394	383	313	299	213	123	90	43

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

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

Page 1

File : 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

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

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

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

Page 1

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
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

Page 1

File : 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

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

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

Page 1

File : 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

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

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

Page 1

File : 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
Total	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
5	143	118	133	132	124	144	128	101	86	52	32	41
0	119	122	120	114	167	181	132	110	64	54	35	28
5	111	124	121	146	175	169	117	92	71	45	46	28
0	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

Page 1

File : D0403004.PRN
ion : 328006
tification : 4549 Interval : 15 minutes
t date : Apr 3, 00 Start time : 00:00
date : Apr 3, 00 Stop time : 24:00
/Town : Valrico County : Hillsborough
tion : SR 574 btwn Valrico & McIntosh

3 Westbound Volume												
Time	00	01	02	03	04	05	06	07	08	09	10	11
5	5	5	2	7	18	64	119	126	92	92	97	105
10	4	1	5	11	24	69	142	104	95	91	93	116
15	7	5	2	11	39	101	124	115	98	107	122	91
20	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

Page 1

File : D0404004.PRN
ion : 328006
tification : 4549 Interval : 15 minutes
t date : Apr 4, 00 Start time : 00:00
o date : Apr 4, 00 Stop time : 24:00
r/Town : Valrico County : Hillsborough
ation : SR 574 btwn Valrico & McIntosh

4 Westbound Volume												
Time	00	01	02	03	04	05	06	07	08	09	10	11
15	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
00	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

Page 1

File : D0405010.PRN
ion : 328006
tification : 4549 Interval : 15 minutes
t date : Apr 5, 00 Start time : 00:00
date : Apr 5, 00 Stop time : 24:00
/Town : Valrico County : Hillsborough
tion : SR 574 btwn Valrico & McIntosh

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
10	3	8	5	11	23	72	143	92	95	105	92	119
15	4	3	4	12	39	109	166	105	95	80	112	92
00	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

Page 1

File : D0406011.PRN
ion : 328006
ntification : 4549 Interval : 15 minutes
t date : Apr 6, 00 Start time : 00:00
o date : Apr 6, 00 Stop time : 24:00
y/Town : Valrico County : Hillsborough
ation : SR 574 btwn Valrico & McIntosh

6 Westbound Volume												
Time	00	01	02	03	04	05	06	07	08	09	10	11
15	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

Page 1

File : D0407010.PRN
 Station : 328006
 Identification : 4549
 Start date : Apr 7, 00
 Stop date : Apr 7, 00
 Location/Town : Valrico
 Station : SR 574 btwn Valrico & McIntosh
 Interval : 15 minutes
 Start time : 00:00
 Stop time : 12:03
 County : Hillsborough

7 Westbound Volume												
Time	00	01	02	03	04	05	06	07	08	09	10	11
05	4	6	13	7	14	40	129	125	93	108	106	143
10	6	3	6	9	31	84	134	123	97	104	103	105
15	8	6	8	12	35	108	139	97	100	120	100	135
20	8	7	3	9	51	108	138	95	106	119	112	117
Total	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
05												
10												
15												
20												
Total												

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

TRAFFIC COUNT FIELD LOCATION SHEET

Volume, Speed, Classification Counts

Location: MCINTOSH Rd @ ALK 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

419008
4541

1901
419007

NOTES:

419006
9382

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

Page 1

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

Northbound Volume for Lane 1												
Time	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
Total	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
Total	24	20	24	20	28	31	27	21	11	9	9	4

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

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
Total	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
Total	35	33	27	37	58	56	41	32	14	18	12	7

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

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

Page 1

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

Northbound Volume for Lane 1

Time	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
Total	25	10	14	11	32	99	224	310	240	198	182	191
Time	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
Total	201	181	195	217	253	237	209	126	116	106	88	42

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

Southbound Volume for Lane 2

Time	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
Total	33	16	14	18	24	47	113	176	189	179	172	186
Time	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
Total	223	190	221	250	261	356	307	262	179	169	95	57

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

The following
 is a list of
 the names of the
 persons who have
 been appointed
 to the various
 positions in the
 office of the
 Secretary of the
 State of New York.

The following
 is a list of
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 positions in the
 office of the
 Secretary of the
 State of New York.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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The following
 is a list of
 the names of the
 persons who have
 been appointed
 to the various
 positions in the
 office of the
 Secretary of the
 State of New York.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Markham-Stukes, Inc.
Volume Report with 24 Hour Totals

Page .1

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

Time	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
Total	43	22	25	30	51	75	148	230	281	229	278	269
Time	12	13	14	15	16	17	18	19	20	21	22	23
	83	77	88	88	97	116	91	64	54	40	46	21
	83	82	91	94	101	115	76	62	46	44	27	14
	89	107	80	81	109	96	91	51	59	66	18	20
	87	83	95	100	114	90	54	56	49	38	20	10
Total	342	349	354	363	421	417	312	233	208	188	111	65

Hour Total : 5044
Peak hour begins : 11:30 AM peak volume : 302 Peak hour factor : 0.85
Peak 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
	17	6	10	7	9	25	40	81	88	83	76	87
	10	6	2	3	10	23	64	104	76	65	73	90
	4	2	5	2	10	36	78	75	66	72	60	83
	5	3	5	5	15	40	89	73	75	74	69	94
Total	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
	91	63	98	67	87	117	63	60	35	32	27	21
	71	70	83	86	93	80	66	68	45	31	24	13
	71	82	85	71	83	107	64	62	39	17	16	13
	76	84	61	92	69	74	42	40	28	23	22	10
Total	309	299	327	316	332	378	235	230	147	103	89	57

Hour Total : 4917
Peak hour begins : 11:15 AM peak volume : 358 Peak hour factor : 0.95
Peak 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**

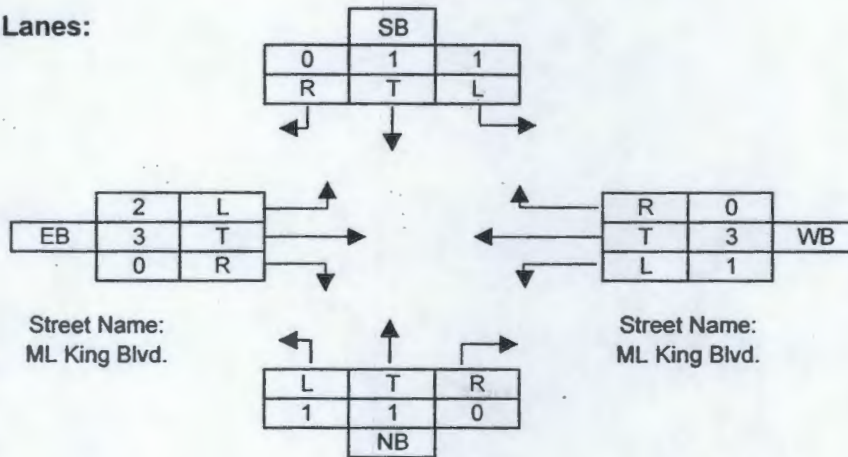
Section: **10090**

Milepost: **4.126**

Weather: **warm**

Street Name: **CR 579 (Mango Rd.)**

Approach Lanes:



Street Name: **CR 579 (Mango Rd.)**

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
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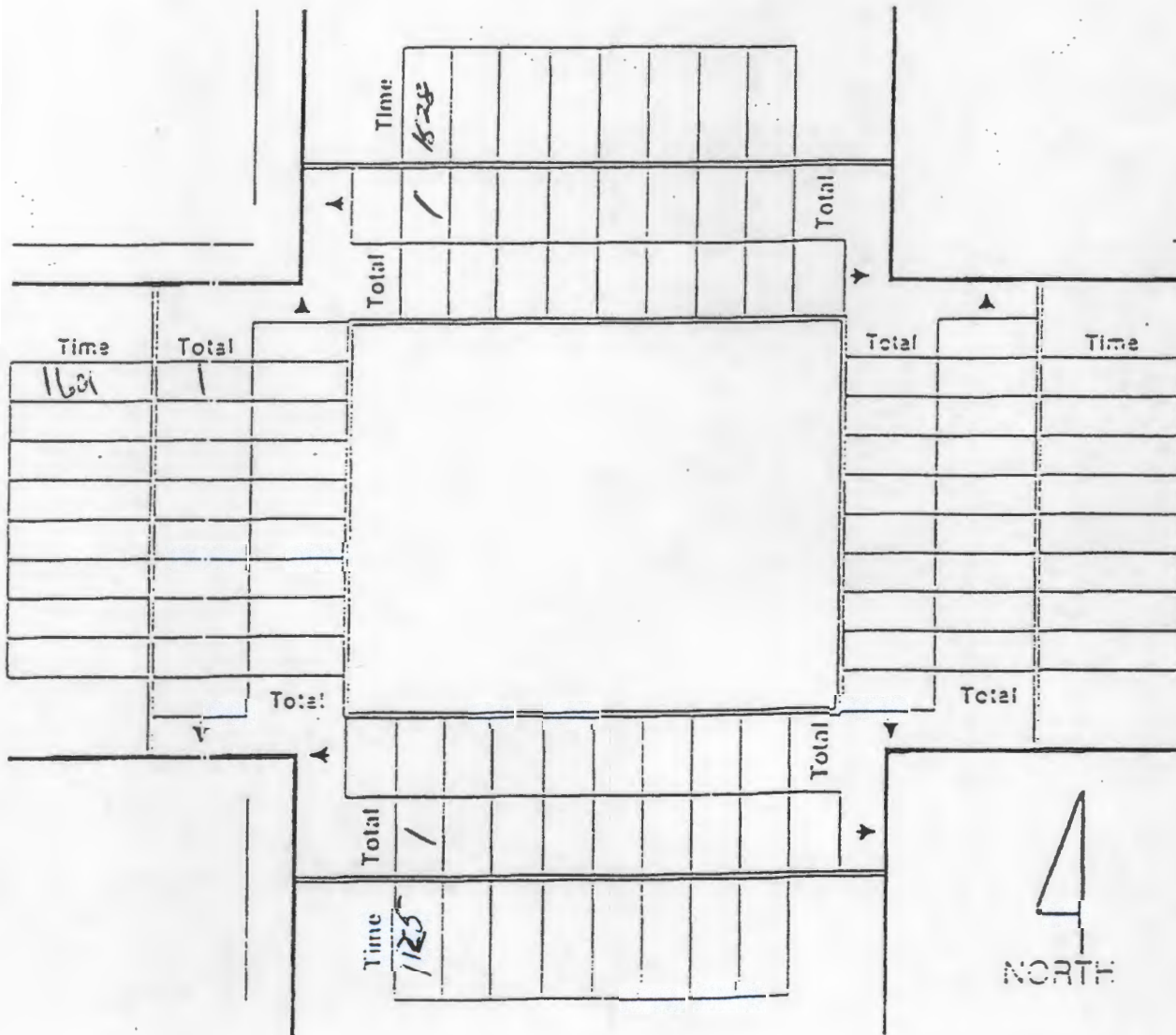
BICYCLE MOVEMENT SUMMARY

Selfies

Hillsbrook

PH 1

Date:



10/1/54

10/1/54

10/1/54

10/1/54

10/1/54



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

Time	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
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
Total	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
Total	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
Total	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
Total	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
Total	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
Total	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
Total	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
Total	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
Total	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	284	678
:45	63	1	28	0	92	1	181	21	0	203	2	5	1	0	8	87	349	10	0	446	749
Total	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
Total	250	13	160	0	423	17	752	128	0	897	20	12	5	0	37	348	1311	16	0	1675	3032

147	81	147	0	3034	145	670	766	0	7612	195	84	22	0	301	162	658	123	0	8332	19279
6		7			1										3	6				
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					Int. Total	
Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
From 07:00 to 08:45 - Peak 1 of 1																					
n 07:15																					
e	137	15	341	0	493	22	135	101	0	1474	33	10	4	0	47	158	519	18	0	695	2709
st	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
ik																					
or					0.780					0.935					0.734					0.924	0.949

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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					Int. Total
Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
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	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
5	1	0	0	1		1	6	0	0	7	1	0	0	0	1	2	9	0	0	11	20
0	0	0	3	3		0	1	1	0	2	0	0	0	0	0	7	8	0	0	15	20
5	0	0	1	1		0	9	1	0	10	0	0	0	0	0	3	10	0	0	13	24
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	6		0	9	0	0	9	0	0	0	0	0	3	8	0	0	11	26
5	2	0	3	5		0	15	0	0	15	0	0	1	0	1	3	10	0	0	13	34
10	0	0	2	2		0	9	0	0	9	0	0	0	0	0	3	11	0	0	14	25
15	0	0	2	2		0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	19
1	3	2	10	15		0	39	0	0	39	0	0	1	0	1	9	40	0	0	49	104
0	1	0	3	4		0	8	1	0	9	0	0	0	0	0	2	10	0	0	12	25
15	2	0	1	3		0	10	2	0	12	0	0	0	0	0	2	8	0	0	10	25
30	2	0	2	4		0	10	2	0	12	0	0	0	0	0	3	11	0	0	14	30
45	0	0	1	1		1	6	0	0	7	0	0	1	0	1	3	5	0	0	8	17
1	5	0	7	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
15	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
45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	3	3		0	3	2	0	5	1	1	0	0	2	1	8	0	0	9	19
15	1	0	0	1		0	6	1	0	7	0	0	0	0	0	2	6	0	0	8	16
30	0	1	0	1		0	7	0	0	7	0	0	0	0	0	1	4	0	0	5	13
45	3	0	0	3		0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	10
1	4	1	3	8		0	19	3	0	22	1	1	0	0	2	4	22	0	0	26	58
00	0	0	1	1		0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	19
15	0	0	0	0		0	6	1	0	7	0	0	0	0	0	2	4	0	0	6	13
30	0	0	0	0		0	7	1	0	8	0	0	0	0	0	1	2	0	0	3	11
45	2	0	1	3		0	7	2	0	9	0	0	0	0	0	1	2	0	0	3	15
1	2	0	2	4		0	32	4	0	36	0	0	0	0	0	4	14	0	0	18	58
00	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
30	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
1	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
15	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
45	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00	1	0	3	4		0	5	0	0	5	0	0	0	0	0	0	14	0	0	14	23
15	0	0	1	1		0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	9
30	1	0	1	2		0	7	0	0	7	0	0	0	0	0	3	5	0	0	8	17
45	0	0	0	0		0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	9
1	2	0	5	7		0	21	0	0	21	0	0	0	0	0	5	25	0	0	30	58
00	0	0	3	3		0	13	1	0	14	0	0	0	0	0	0	8	0	0	8	25
15	0	0	1	1		0	9	6	0	15	0	0	0	0	0	2	2	0	0	4	20
30	0	0	1	1		0	1	1	0	2	0	0	0	0	0	1	4	0	0	5	8
45	0	0	2	2		0	4	1	0	5	0	0	0	0	0	3	5	0	0	8	15
1	0	0	7	7		0	27	9	0	36	0	0	0	0	0	6	19	0	0	25	68
00	1	0	1	2		0	3	0	0	3	0	0	0	0	0	2	6	0	0	8	13
15	1	0	0	1		0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	6
30	0	0	0	0		0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	10
45	2	0	0	2		0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	7
1	4	0	1	5		0	11	0	0	11	0	0	0	0	0	5	15	0	0	20	36
Grand Total	21	3	41	65		2	206	24	0	232	2	1	2	0	5	57	201	0	0	258	560
	0.9	88.8	10.3	0.0		40.0	20.0	40.0	0.0		22.1	77.9	0.0	0.0							

1907 N. 5th St.,
 St. Paul, Minn.
 1907 N. 5th St.,
 St. Paul, Minn.
 1907 N. 5th St.,
 St. Paul, Minn.

Date		Description		Amount	
1907	Jan 1	Balance		100.00	
1907	Jan 15	Interest		1.00	
1907	Feb 1	Interest		1.00	
1907	Feb 15	Interest		1.00	
1907	Mar 1	Interest		1.00	
1907	Mar 15	Interest		1.00	
1907	Apr 1	Interest		1.00	
1907	Apr 15	Interest		1.00	
1907	May 1	Interest		1.00	
1907	May 15	Interest		1.00	
1907	Jun 1	Interest		1.00	
1907	Jun 15	Interest		1.00	
1907	Jul 1	Interest		1.00	
1907	Jul 15	Interest		1.00	
1907	Aug 1	Interest		1.00	
1907	Aug 15	Interest		1.00	
1907	Sep 1	Interest		1.00	
1907	Sep 15	Interest		1.00	
1907	Oct 1	Interest		1.00	
1907	Oct 15	Interest		1.00	
1907	Nov 1	Interest		1.00	
1907	Nov 15	Interest		1.00	
1907	Dec 1	Interest		1.00	
1907	Dec 15	Interest		1.00	
1907	Total			12.00	
1907	Balance			112.00	

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					Int. Total
Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
from 07:00 to 08:45 - Peak 1 of 1																					
07:45																					
3	2	9	0	14	0	42	1	0	43	0	0	1	0	1	12	39	0	0	51	109	
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			
08:00						08:15					08:15					08:30					08:15
2	2	3	0	6	0	15	1	0	15	0	0	1	0	1	3	11	0	0	14	34	
0.583						0.717					0.250					0.911					0.801

by : Matt
: warm
: 1321

Groups Printed: U-Turns

	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
	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		
0:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0:05	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:10	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:20	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
0:25	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	2	0	0	0	2	2
0:35	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0:40	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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0:50	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:55	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:10	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
1:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:20	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:25	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:40	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
1:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:55	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	1	0	0	0	1	1
2:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:10	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
2:20	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
2:25	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
2:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:40	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
2:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:55	0	0	0	0	0	0	0	0	0	0	0	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
3:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:10	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
3:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:25	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
3:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:40	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
3:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:55	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
4:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10	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
4:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25	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
4:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40	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
4:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55	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
5:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:10	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
5:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25	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
5:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40	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
5:50	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
5:55	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:05	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
6:10	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
6:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:25	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	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
6:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:40	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
6:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:55	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
7:05	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
7:10	1	0	0	0	1	1	0	0	0												

MANGO RD Southbound						SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					Int. Total
Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
From 07:00 to 08:45 - Peak 1 of 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		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
6:45:00					07:00						6:45:00					6:45:00					07:00
0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
																				0.750	

14 00 00 00
15 00 00 00

16 00 00 00
17 00 00 00

18 00 00 00
19 00 00 00
20 00 00 00

21 00 00 00 00 00 00 00 00 00
22 00 00 00 00 00 00 00 00 00

23 00 00 00 00 00 00 00 00 00
24 00 00 00 00 00 00 00 00 00
25 00 00 00 00 00 00 00 00 00
26 00 00 00 00 00 00 00 00 00
27 00 00 00 00 00 00 00 00 00
28 00 00 00 00 00 00 00 00 00
29 00 00 00 00 00 00 00 00 00
30 00 00 00 00 00 00 00 00 00

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

Time	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
00:00	133	16	314	0	463	26	138	107	0	1517	28	9	3	0	40	175	517	19	0	711	2731
00:05	23	1	42	0	66	6	341	25	0	372	6	2	0	0	8	40	120	5	0	165	611
00:10	27	3	72	0	102	5	342	29	0	376	7	2	0	0	9	43	123	2	0	168	655
00:15	37	3	96	0	136	9	363	26	0	398	9	5	0	0	14	54	117	7	0	178	726
00:20	46	9	104	0	159	6	338	27	0	371	6	0	3	0	9	38	157	5	0	200	739
00:25	133	16	314	0	463	26	138	107	0	1517	28	9	3	0	40	175	517	19	0	711	2731
00:30	29	2	76	0	107	7	333	21	0	361	12	3	1	0	16	38	157	4	0	199	683
00:35	48	0	52	0	100	9	300	24	0	333	12	4	1	0	17	34	165	3	0	202	652
00:40	40	3	42	0	85	4	271	19	0	294	7	2	0	0	9	37	137	6	0	180	568
00:45	32	3	46	0	81	7	211	13	0	231	8	2	0	0	10	33	112	2	0	147	469
00:50	149	8	216	0	373	27	111	77	0	1219	39	11	2	0	52	142	571	15	0	728	2372
00:55	37	4	38	0	79	4	192	20	0	216	5	0	0	0	5	33	158	3	0	194	494
01:00	35	2	42	0	79	1	190	26	0	217	1	2	3	0	6	36	146	2	0	184	486
01:05	34	1	37	0	72	5	163	28	0	196	4	1	1	0	6	28	134	5	0	167	441
01:10	36	0	37	0	73	5	134	14	0	153	3	1	1	0	5	34	143	5	0	182	413
01:15	142	7	154	0	303	15	679	88	0	782	13	4	5	0	22	131	581	15	0	727	1834
01:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	42	3	44	0	89	9	141	14	0	164	13	6	2	0	21	37	175	5	0	217	491
01:50	45	2	32	0	79	5	158	20	0	183	2	0	0	0	2	42	164	4	0	210	474
01:55	38	3	42	0	83	5	191	28	0	224	7	5	0	0	12	43	175	5	0	223	542
02:00	41	3	38	0	82	3	162	23	0	188	3	3	0	0	6	40	196	6	0	242	518
02:05	166	11	156	0	333	22	652	85	0	759	25	14	2	0	41	162	710	20	0	892	2025
02:10	54	1	41	0	96	2	214	22	0	238	12	0	1	0	13	53	245	0	0	298	645
02:15	59	5	47	0	111	7	203	31	0	241	8	2	1	0	11	60	241	3	0	304	667
02:20	57	4	55	0	116	3	225	30	0	258	4	3	0	0	7	42	215	5	0	262	643
02:25	44	1	51	0	96	8	214	36	0	258	11	5	0	0	16	51	222	0	0	273	643
02:30	214	11	194	0	419	20	856	119	0	995	35	10	2	0	47	206	923	8	0	1137	2598
02:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	57	1	51	0	109	8	180	31	0	219	7	0	0	0	7	54	202	2	0	258	593
05:05	51	2	35	0	88	6	182	23	0	211	1	5	1	0	7	42	247	3	0	292	598
05:10	57	1	41	0	99	5	186	19	0	210	7	4	0	0	11	55	242	3	0	300	620
05:15	54	2	44	0	100	3	187	11	0	201	4	4	0	0	8	55	274	2	0	331	640
05:20	219	6	171	0	396	22	735	84	0	841	19	13	1	0	33	206	965	10	0	1181	2451
05:25	38	3	37	0	78	7	176	25	0	208	8	2	0	0	10	62	282	5	0	349	645
05:30	33	7	42	0	109	5	175	35	0	215	4	3	3	0	10	77	279	4	0	360	694
05:35	60	1	43	0	104	5	187	20	0	212	4	2	0	0	6	84	279	1	0	364	686
05:40	63	1	30	0	94	1	155	22	0	208	2	5	1	0	8	90	354	10	0	454	764
05:45	221	12	152	0	385	18	723	102	0	843	18	12	4	0	34	313	1119	20	0	1527	2789
05:50	67	3	43	0	113	5	203	42	0	250	2	5	2	0	9	83	307	3	0	393	765
05:55	53	4	48	0	105	4	201	36	0	241	6	0	1	0	7	96	339	2	0	437	790
06:00	68	4	36	0	108	7	178	20	0	205	8	3	1	0	12	89	349	6	0	444	769
06:05	67	2	34	0	103	4	181	30	0	215	4	4	1	0	9	86	331	5	0	422	749
06:10	255	13	161	0	429	20	763	128	0	911	20	12	5	0	37	354	1326	16	0	1696	3073

1007 N. 3rd St.
Cedar Rapids, Iowa
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Time	MANGO RD Southbound					SR 574 Westbound					MANGO RD Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Hour From 07:00 to 08:45 - Peak 1 of 1 Location 07:15																					
Volume	139	17	348	0	504	27	137	103	0	1506	34	10	4	0	48	173	554	18	0	745	2803
Percent	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		
In Int. 07:45						07:30					08:00					07:45					07:45
Volume	46	9	104	0	159	9	363	29	0	398	12	5	3	0	16	54	157	7	0	200	739
Peak factor					0.792					0.946					0.750					0.931	0.948

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State of Florida Department of Transportation **SUMMARY OF VEHICLE MOVEMENTS**

Location: **M.L. King Blvd. at Highview Road**

County: **Hillsborough**

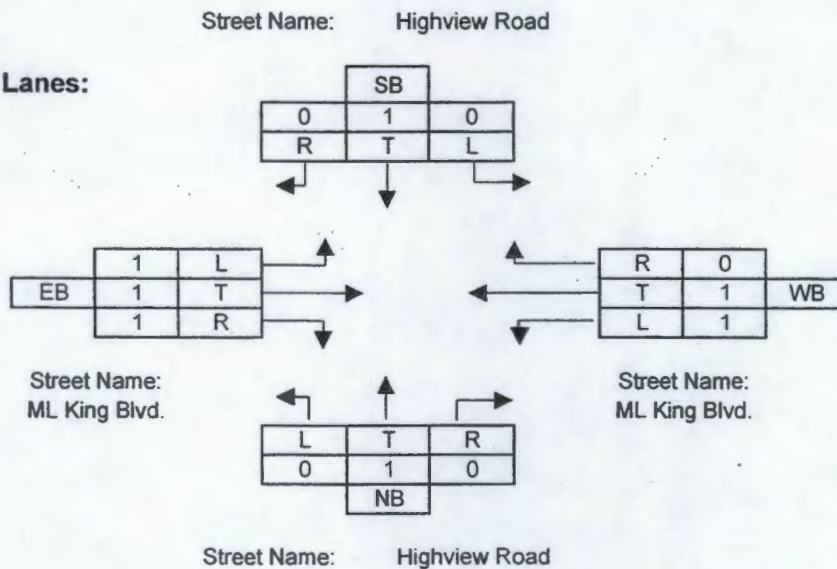
City: **Brandon**

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
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PEDESTRIAN MOVEMENT SUMMARY

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

[illegible]

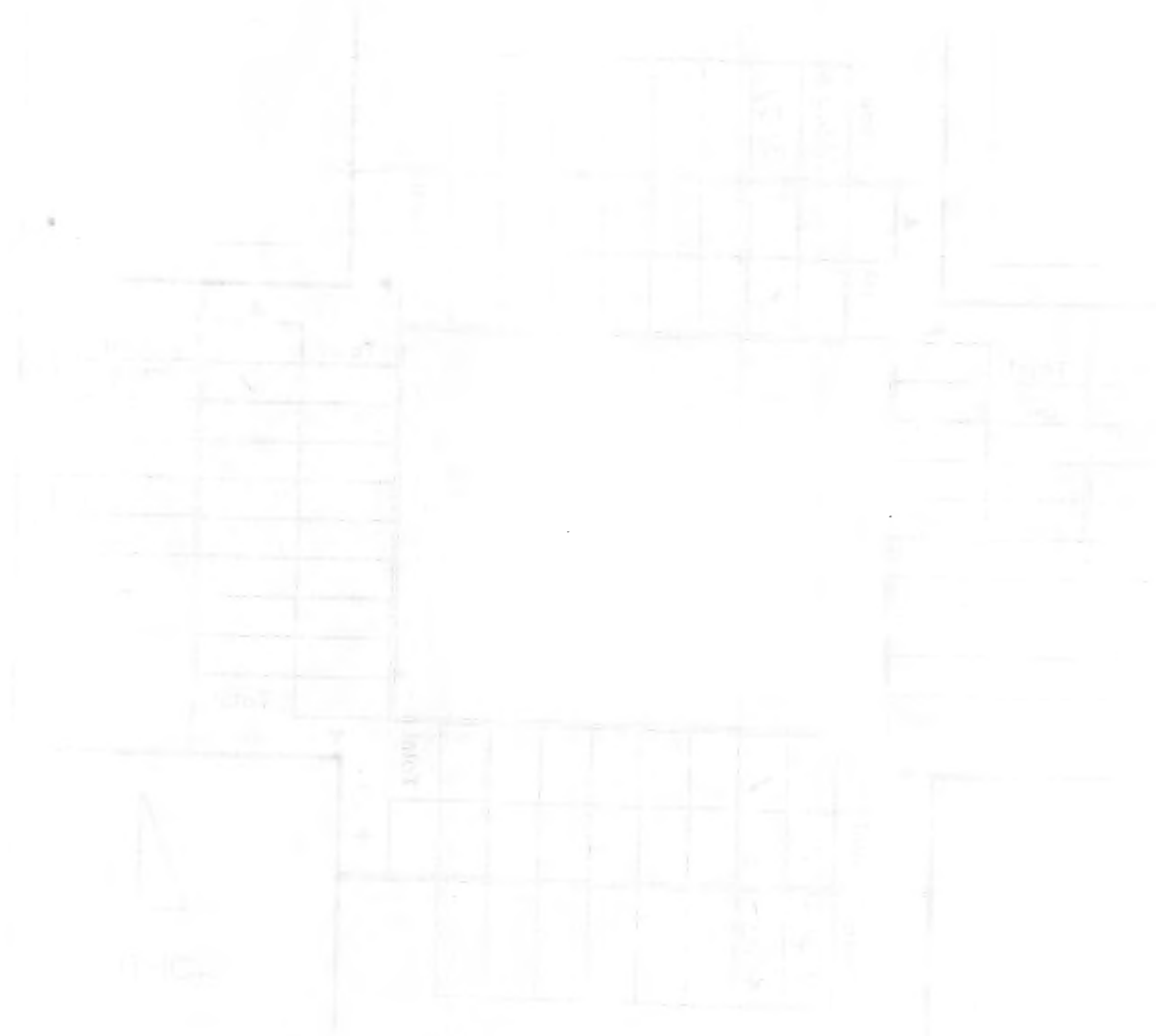
THE LA DEPTMENT

PRESENTING US

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THE LA DEPTMENT



BICYCLE MOVEMENT SUMMARY

Section: _____ State Road: 574 MLK Blvd City: TAMPA
Milepost: _____ Intersecting Road: Highway Rd County: Hillsborough
Time Periods: 7-10
11-1 Date By: DW Completed By: _____
3-6 Count Date: 3-28-00 Date: _____

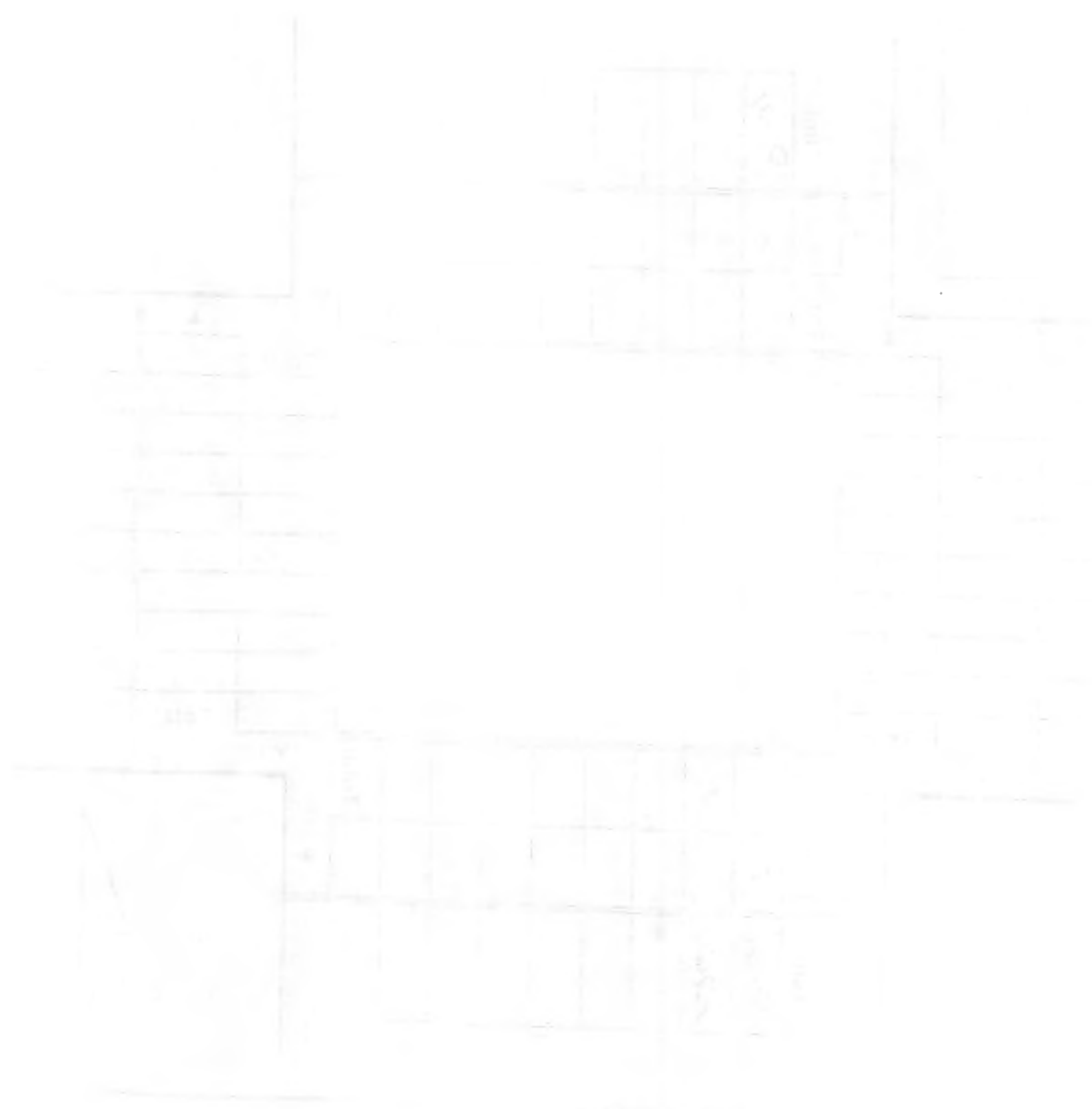
The diagram shows a rectangular building layout with the following components:

- Top Section:** A row of rooms. From left to right: a room labeled 'Time 9:21', a room labeled 'Total 1', and a room labeled 'Total'.
- Left Section:** A vertical column of rooms. From top to bottom: a room labeled 'Time', a room labeled 'Total', and a room labeled 'Total'.
- Central Section:** A large, empty rectangular room.
- Right Section:** A vertical column of rooms. From top to bottom: a room labeled 'Total', a room labeled 'Time', and a room labeled 'Total'.
- Bottom Section:** A row of rooms. From left to right: a room labeled 'Time 9:45 12:20', a room labeled 'Total 1', and a room labeled 'Total'.
- Bottom Right:** A large '4' and the word 'NORTH'.

NOTES ON THE HISTORY OF THE

OF THE

THE



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

ed by : Donnie
er : warm
: 1324

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

Groups Printed: Passenger Vehicles

Time	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
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		
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
Total	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
Total	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
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	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	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																						
Action 07:00																						
Volume	7	24	39	0	70	6	977	0	0	983	527	42	10	0	579	10	521	94	0	625	2257	
Percent	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	
Volume	2	8	20	0	26	3	257	0	0	260	134	15	3	0	149	3	145	28	0	174	576	
Peak Factor					0.673					0.945					0.971					0.898	0.980	
Hour From 11:00 to 12:45 - Peak 1 of 1																						
Action 12:00																						
Volume	8	7	11	0	26	23	807	16	0	846	139	11	19	0	169	14	912	150	0	1076	2117	
Percent	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	
Volume	4	4	4	0	8	10	217	9	0	223	40	5	6	0	49	6	253	45	0	292	560	
Peak Factor					0.813					0.948					0.862					0.921	0.945	
Hour From 15:00 to 17:45 - Peak 1 of 1																						
Action 17:00																						
Volume	5	35	15	0	55	30	774	4	0	808	174	27	27	0	228	18	1166	530	0	1714	2805	
Percent	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	
Volume	2	12	5	0	17	9	212	2	0	221	59	9	8	0	72	7	314	150	0	459	734	
Peak Factor					0.809					0.914					0.792					0.934	0.955	

Printed by : Donnie
 Weather : warm
 Road # : 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: Trucks & Buses

Start Time	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
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	
total %	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

Time	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Hour From 07:00 to 09:45 - Peak 1 of 1 Section 07:45																					
Volume	0	0	0	0	0	1	24	0	0	25	3	0	2	0	5	0	27	5	0	32	62
Percent	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
Volume	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 Section 11:45																					
Volume	0	0	0	0	0	0	27	1	0	28	1	0	0	0	1	0	23	0	0	23	52
Percent	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						12:15					12:00					12:30					12:00
Volume	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 Section 15:30																					
Volume	0	0	0	0	0	0	30	0	0	30	9	0	0	0	9	0	15	3	0	18	57
Percent	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						16:00					16:15					15:30					16:00
Volume	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
d # : 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

Time	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
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
Approch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		

[illegible]

Printed by : Donnie
 Weather : warm
 Road # : 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 - Trucks & Buses - U-Turns

Start Time	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
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	654	53	0	6769	163	134	179	0	1951	127	674	174	0	8618	17633
Arch %	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	

t Time	HIGHVIEW RD Southbound					SR 574 Westbound					HIGHVIEW RD Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

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		
High 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		
High 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	117	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		
High 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

10 100 100 100
 20 200 200 200
 30 300 300 300

40 400 400 400
 50 500 500 500

60 600 600 600
 70 700 700 700
 80 800 800 800

90 900 900 900
 100 1000 1000 1000

110 1100 1100 1100
 120 1200 1200 1200

130 1300 1300 1300
 140 1400 1400 1400

150 1500 1500 1500
 160 1600 1600 1600

170 1700 1700 1700
 180 1800 1800 1800

190 1900 1900 1900
 200 2000 2000 2000

210 2100 2100 2100
 220 2200 2200 2200

230 2300 2300 2300
 240 2400 2400 2400

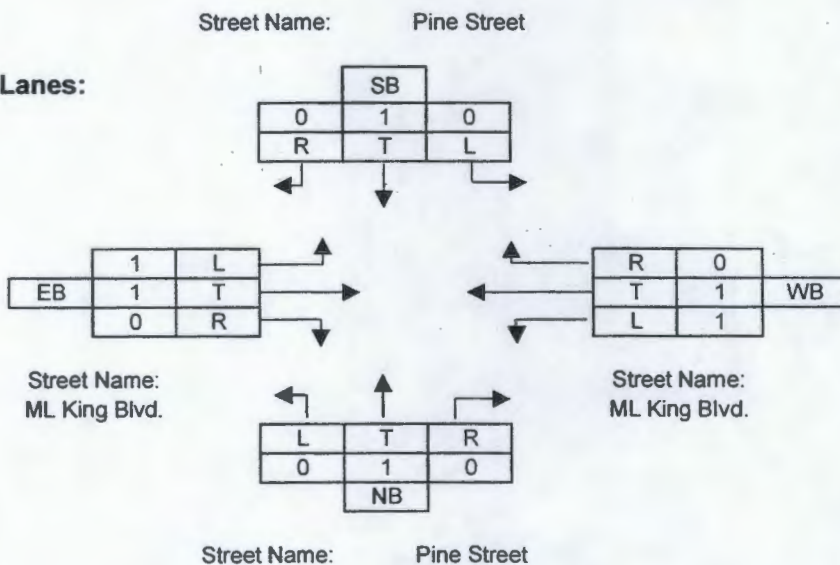
250 2500 2500 2500
 260 2600 2600 2600

**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
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STANDARD FORM NO. 64 OFFICE OF THE SECRETARY OF THE ARMY

Form 64-1
 (Rev. 1-1-55)
 GPO: 1955 O-488-000

Form 64-2
 (Rev. 1-1-55)
 GPO: 1955 O-488-000

Form 64-3

NAME		GRADE		COMPONENT		OFFICE		DATE	
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100

PEDESTRIAN MOVEMENT SUMMARY

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

[illegible]

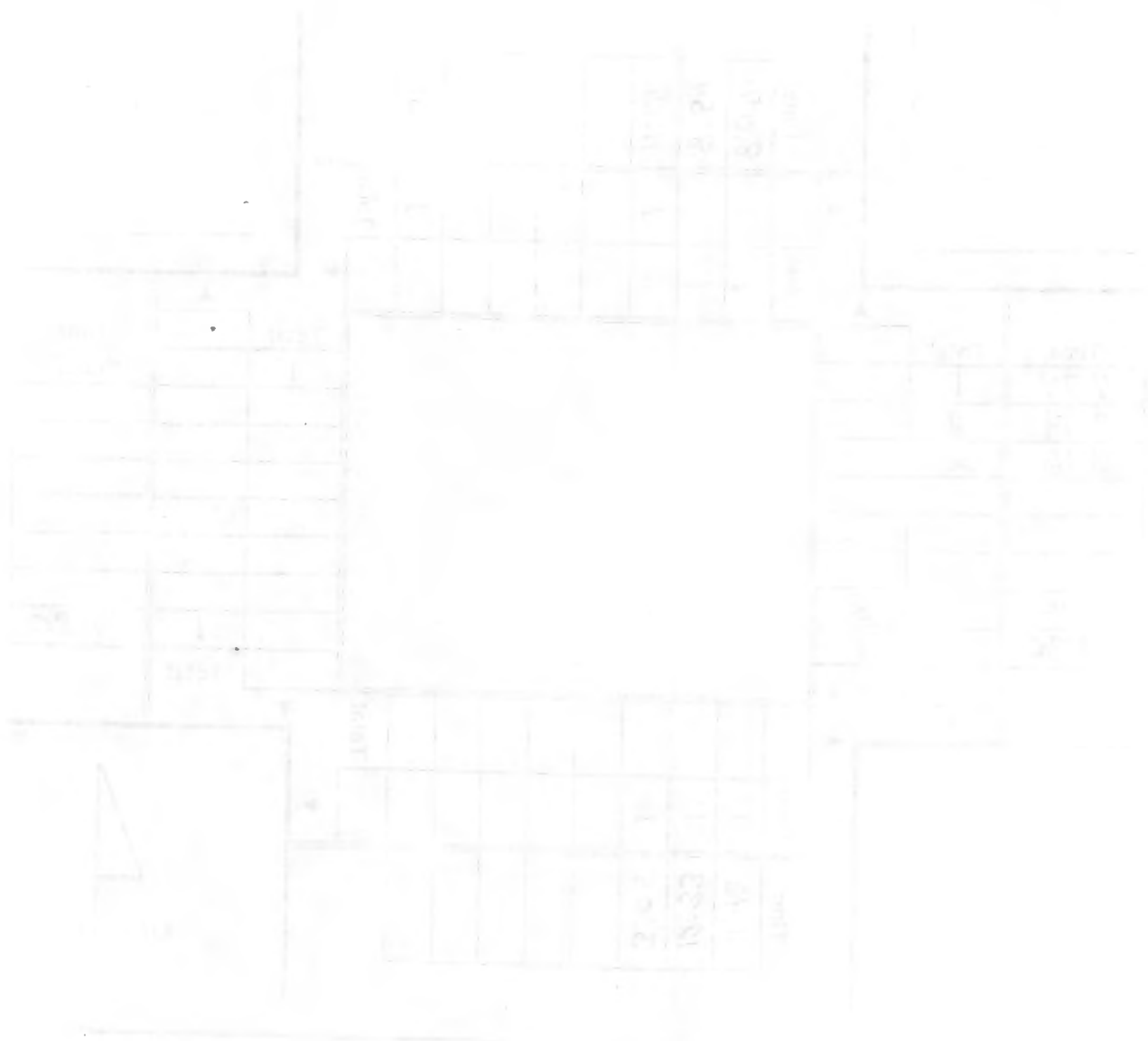
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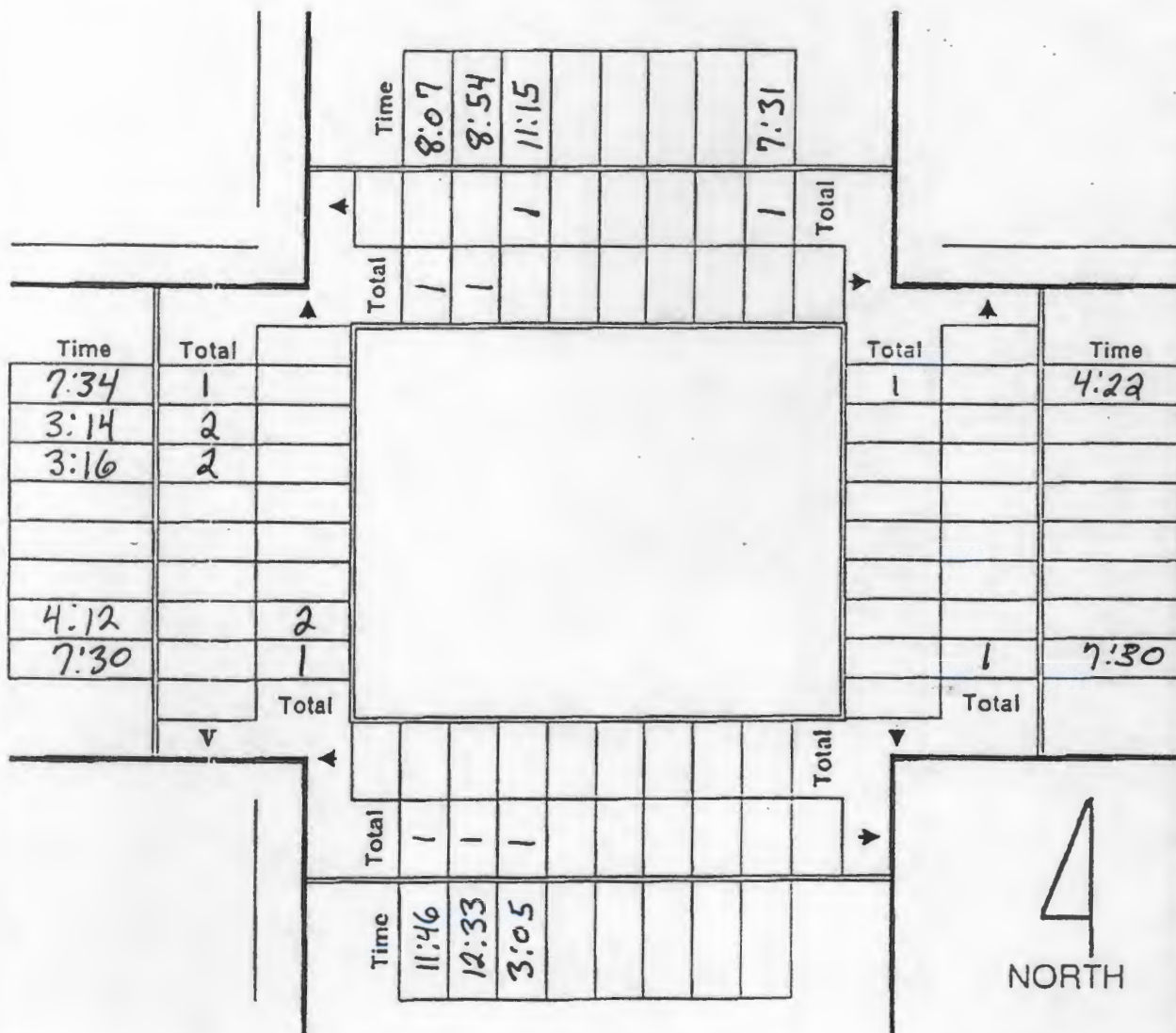
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FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

Section: _____ State Road: SR 574 City: Seffner
 Milepost: _____ Intersecting Road: Pine ST County: Hillsborough
 Time Periods: 7-10 Data By: Ron Competed By: _____
11-1 Count Date: 3-28-00 Date: _____
3-6



BICYCLE MOVEMENT SUMMARY

Section: _____ State Road: SR 574 City: Seffner
 Milepost: _____ Intersecting Road: Pine ST County: Hillsborough
 Time Periods: 7-10
 11-1 Data By: Ron Compiled By: _____
 3-6 Count Date: 3-28-00 Date: _____

The diagram shows a rectangular building layout with a central corridor and several rooms. The rooms are labeled with 'Time' and 'Total' values. The layout is as follows:

- Top Left Room:** Time 11:48, Total 1
- Top Right Room:** Time 3:28, Total 1
- Bottom Left Room:** Time 3:40, Total 1
- Bottom Right Room:** Time 4:30, Total 1
- Central Corridor:** Labeled 'Total' at both ends.
- Central Room:** A large empty rectangular room in the center.
- Bottom Right Corner:** A large '4' and the word 'NORTH'.

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

ited by : Ron
her : warm
d # : 1322

Groups Printed: Passenger Vehicles

Time	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
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	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					
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	94	0	51	0	145	3	921	55	0	979	2	12	6	0	20	30	490	1	0	521	1665
Percent	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		
High Int. 07:30						07:00					07:00					07:30					07:30
Volume	27	0	14	0	41	2	244	22	0	259	1	7	3	0	7	10	151	1	0	158	433
Peak Factor					0.884					0.945					0.714					0.824	0.961
Hour From 11:00 to 12:45 - Peak 1 of 1																					
Section 12:00																					
Volume	68	2	33	0	103	2	794	77	0	873	4	2	2	0	8	27	885	3	0	915	1899
Percent	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		
High Int. 12:30						12:45					12:00					12:15					12:15
Volume	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

igned 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

t Time	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
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
						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
Hour From 07:00 to 09:45 - Peak 1 of 1																					
Section 08:30																					
Volume	1	0	1	0	2	0	38	1	0	39	0	0	0	0	0	0	31	0	0	31	72
Percent	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		
High Int. 08:30						08:30					6:45:00					09:00					08:30
Volume	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																					
Volume	2	0	1	0	3	0	29	2	0	31	1	0	0	0	1	1	26	0	0	27	62
Percent	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		
High Int. 11:45						11:45					12:00					12:30					11:45
Volume	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

1. 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

2. 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200

3. 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300

4. 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400

5. 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500

	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					Int. Total
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	Total
From 07:00 to 09:45 - Peak 1 of 1																					
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		
Interval	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
From 11:00 to 12:45 - Peak 1 of 1																					
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		
Interval																					
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
From 15:00 to 17:45 - Peak 1 of 1																					
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		
Interval																					
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

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ounted by : Ron
 eather : warm
 ard # : 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 - Trucks & Buses - U-Turns

Start Time	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
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

1885
 1886
 1887
 1888
 1889
 1890
 1891
 1892
 1893
 1894
 1895
 1896
 1897
 1898
 1899
 1900

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
1885	1	2	3	4	5	6	7	8	9	10	11	12	66
1886	1	2	3	4	5	6	7	8	9	10	11	12	66
1887	1	2	3	4	5	6	7	8	9	10	11	12	66
1888	1	2	3	4	5	6	7	8	9	10	11	12	66
1889	1	2	3	4	5	6	7	8	9	10	11	12	66
1890	1	2	3	4	5	6	7	8	9	10	11	12	66
1891	1	2	3	4	5	6	7	8	9	10	11	12	66
1892	1	2	3	4	5	6	7	8	9	10	11	12	66
1893	1	2	3	4	5	6	7	8	9	10	11	12	66
1894	1	2	3	4	5	6	7	8	9	10	11	12	66
1895	1	2	3	4	5	6	7	8	9	10	11	12	66
1896	1	2	3	4	5	6	7	8	9	10	11	12	66
1897	1	2	3	4	5	6	7	8	9	10	11	12	66
1898	1	2	3	4	5	6	7	8	9	10	11	12	66
1899	1	2	3	4	5	6	7	8	9	10	11	12	66
1900	1	2	3	4	5	6	7	8	9	10	11	12	66

Grand Total	744	21	307	0	1072	43	640	545	0	6989	34	28	46	0	108	213	654	28	0	6781	14950
Approch %	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	

Start Time	PINE ST Southbound					SR 574 Westbound					PINE ST Northbound					SR 574 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Hour From 07:00 to 09:45 - Peak 1 of 1

Section 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

Section 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

Section 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**

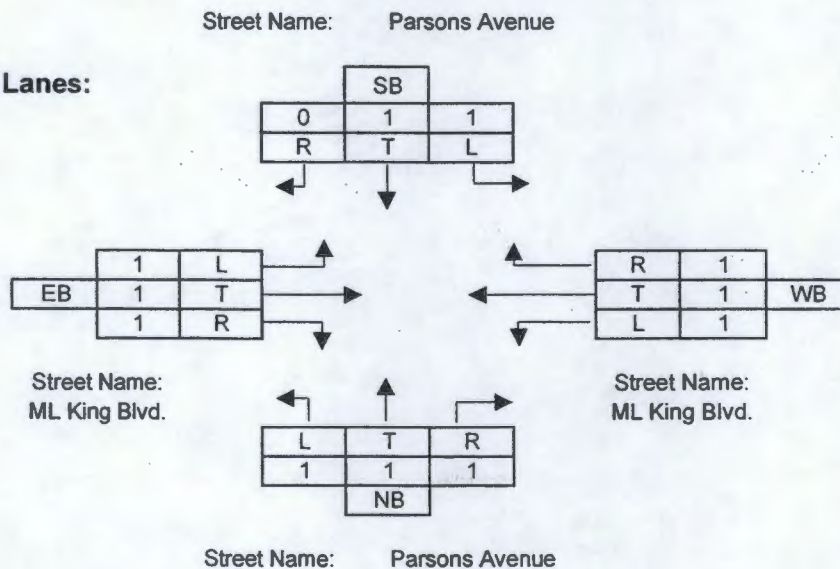
City: **Brandon**

Section: **10090**

Milepost: **4.981**

Weather: **warm**

Approach Lanes:

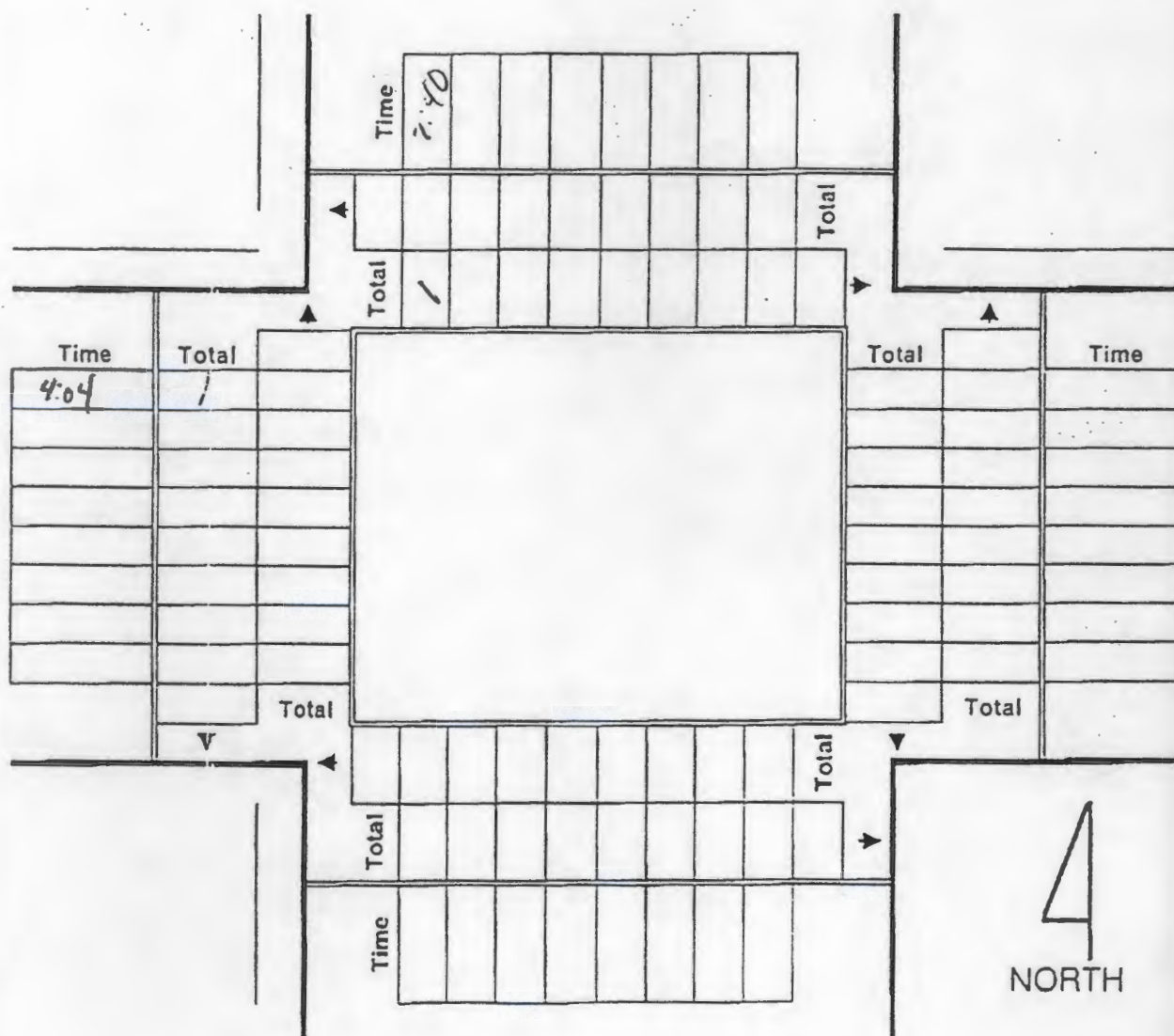


SUMMARY OF VEHICLE MOVEMENTS												
TIME	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 - 8:00 AM	392	323	123	55	246	78	62	334	211	149	490	39
8:00 - 9:00 AM	388	172	105	46	217	69	53	329	257	133	436	42
9:00 - 10:00 AM	271	141	100	56	189	64	47	323	208	139	401	42
11:00 - 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
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PEDESTRIAN MOVEMENT SUMMARY

Competed By: _____
Date: _____



PLANT ARRANGEMENT

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.



BICYCLE MOVEMENT SUMMARY

Section: _____ State Road: 574 MLK Blvd City: Tampa
Milepost: _____ Intersecting Road: PARSONS AVE. County: Hillsborough
Time Periods: 2-10
11-1 Date By: DW Compiled By: _____
3-6 Count Date: 3-29-00 Date: _____

Time

Total

4:07

1

Time

Total

7:20

4

NORTH

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

Printed by : Donnie
Weather : warm
Card # : 1324

Groups Printed: Passenger Vehicles

| Start Time | PARSONS AVE Southbound | | | | | SR 574 Westbound | | | | | PARSONS AVE Northbound | | | | | SR 574 Eastbound | | | | | Int. Total |
|-------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 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 | | | | | |
|--|---------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------|
| 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 |
| 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 | | |
| High 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 | | |
| High 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 | | |
| High 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 |

The name of the
 State of
 State of

1890
 1891
 1892

| 1890 | | 1891 | | 1892 | |
|------|-----|------|------|------|------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | 32 | 33 | 34 | 35 | 36 |
| 37 | 38 | 39 | 40 | 41 | 42 |
| 43 | 44 | 45 | 46 | 47 | 48 |
| 49 | 50 | 51 | 52 | 53 | 54 |
| 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 |
| 67 | 68 | 69 | 70 | 71 | 72 |
| 73 | 74 | 75 | 76 | 77 | 78 |
| 79 | 80 | 81 | 82 | 83 | 84 |
| 85 | 86 | 87 | 88 | 89 | 90 |
| 91 | 92 | 93 | 94 | 95 | 96 |
| 97 | 98 | 99 | 100 | 101 | 102 |
| 103 | 104 | 105 | 106 | 107 | 108 |
| 109 | 110 | 111 | 112 | 113 | 114 |
| 115 | 116 | 117 | 118 | 119 | 120 |
| 121 | 122 | 123 | 124 | 125 | 126 |
| 127 | 128 | 129 | 130 | 131 | 132 |
| 133 | 134 | 135 | 136 | 137 | 138 |
| 139 | 140 | 141 | 142 | 143 | 144 |
| 145 | 146 | 147 | 148 | 149 | 150 |
| 151 | 152 | 153 | 154 | 155 | 156 |
| 157 | 158 | 159 | 160 | 161 | 162 |
| 163 | 164 | 165 | 166 | 167 | 168 |
| 169 | 170 | 171 | 172 | 173 | 174 |
| 175 | 176 | 177 | 178 | 179 | 180 |
| 181 | 182 | 183 | 184 | 185 | 186 |
| 187 | 188 | 189 | 190 | 191 | 192 |
| 193 | 194 | 195 | 196 | 197 | 198 |
| 199 | 200 | 201 | 202 | 203 | 204 |
| 205 | 206 | 207 | 208 | 209 | 210 |
| 211 | 212 | 213 | 214 | 215 | 216 |
| 217 | 218 | 219 | 220 | 221 | 222 |
| 223 | 224 | 225 | 226 | 227 | 228 |
| 229 | 230 | 231 | 232 | 233 | 234 |
| 235 | 236 | 237 | 238 | 239 | 240 |
| 241 | 242 | 243 | 244 | 245 | 246 |
| 247 | 248 | 249 | 250 | 251 | 252 |
| 253 | 254 | 255 | 256 | 257 | 258 |
| 259 | 260 | 261 | 262 | 263 | 264 |
| 265 | 266 | 267 | 268 | 269 | 270 |
| 271 | 272 | 273 | 274 | 275 | 276 |
| 277 | 278 | 279 | 280 | 281 | 282 |
| 283 | 284 | 285 | 286 | 287 | 288 |
| 289 | 290 | 291 | 292 | 293 | 294 |
| 295 | 296 | 297 | 298 | 299 | 300 |
| 301 | 302 | 303 | 304 | 305 | 306 |
| 307 | 308 | 309 | 310 | 311 | 312 |
| 313 | 314 | 315 | 316 | 317 | 318 |
| 319 | 320 | 321 | 322 | 323 | 324 |
| 325 | 326 | 327 | 328 | 329 | 330 |
| 331 | 332 | 333 | 334 | 335 | 336 |
| 337 | 338 | 339 | 340 | 341 | 342 |
| 343 | 344 | 345 | 346 | 347 | 348 |
| 349 | 350 | 351 | 352 | 353 | 354 |
| 355 | 356 | 357 | 358 | 359 | 360 |
| 361 | 362 | 363 | 364 | 365 | 366 |
| 367 | 368 | 369 | 370 | 371 | 372 |
| 373 | 374 | 375 | 376 | 377 | 378 |
| 379 | 380 | 381 | 382 | 383 | 384 |
| 385 | 386 | 387 | 388 | 389 | 390 |
| 391 | 392 | 393 | 394 | 395 | 396 |
| 397 | 398 | 399 | 400 | 401 | 402 |
| 403 | 404 | 405 | 406 | 407 | 408 |
| 409 | 410 | 411 | 412 | 413 | 414 |
| 415 | 416 | 417 | 418 | 419 | 420 |
| 421 | 422 | 423 | 424 | 425 | 426 |
| 427 | 428 | 429 | 430 | 431 | 432 |
| 433 | 434 | 435 | 436 | 437 | 438 |
| 439 | 440 | 441 | 442 | 443 | 444 |
| 445 | 446 | 447 | 448 | 449 | 450 |
| 451 | 452 | 453 | 454 | 455 | 456 |
| 457 | 458 | 459 | 460 | 461 | 462 |
| 463 | 464 | 465 | 466 | 467 | 468 |
| 469 | 470 | 471 | 472 | 473 | 474 |
| 475 | 476 | 477 | 478 | 479 | 480 |
| 481 | 482 | 483 | 484 | 485 | 486 |
| 487 | 488 | 489 | 490 | 491 | 492 |
| 493 | 494 | 495 | 496 | 497 | 498 |
| 499 | 500 | 501 | 502 | 503 | 504 |
| 505 | 506 | 507 | 508 | 509 | 510 |
| 511 | 512 | 513 | 514 | 515 | 516 |
| 517 | 518 | 519 | 520 | 521 | 522 |
| 523 | 524 | 525 | 526 | 527 | 528 |
| 529 | 530 | 531 | 532 | 533 | 534 |
| 535 | 536 | 537 | 538 | 539 | 540 |
| 541 | 542 | 543 | 544 | 545 | 546 |
| 547 | 548 | 549 | 550 | 551 | 552 |
| 553 | 554 | 555 | 556 | 557 | 558 |
| 559 | 560 | 561 | 562 | 563 | 564 |
| 565 | 566 | 567 | 568 | 569 | 570 |
| 571 | 572 | 573 | 574 | 575 | 576 |
| 577 | 578 | 579 | 580 | 581 | 582 |
| 583 | 584 | 585 | 586 | 587 | 588 |
| 589 | 590 | 591 | 592 | 593 | 594 |
| 595 | 596 | 597 | 598 | 599 | 600 |
| 601 | 602 | 603 | 604 | 605 | 606 |
| 607 | 608 | 609 | 610 | 611 | 612 |
| 613 | 614 | 615 | 616 | 617 | 618 |
| 619 | 620 | 621 | 622 | 623 | 624 |
| 625 | 626 | 627 | 628 | 629 | 630 |
| 631 | 632 | 633 | 634 | 635 | 636 |
| 637 | 638 | 639 | 640 | 641 | 642 |
| 643 | 644 | 645 | 646 | 647 | 648 |
| 649 | 650 | 651 | 652 | 653 | 654 |
| 655 | 656 | 657 | 658 | 659 | 660 |
| 661 | 662 | 663 | 664 | 665 | 666 |
| 667 | 668 | 669 | 670 | 671 | 672 |
| 673 | 674 | 675 | 676 | 677 | 678 |
| 679 | 680 | 681 | 682 | 683 | 684 |
| 685 | 686 | 687 | 688 | 689 | 690 |
| 691 | 692 | 693 | 694 | 695 | 696 |
| 697 | 698 | 699 | 700 | 701 | 702 |
| 703 | 704 | 705 | 706 | 707 | 708 |
| 709 | 710 | 711 | 712 | 713 | 714 |
| 715 | 716 | 717 | 718 | 719 | 720 |
| 721 | 722 | 723 | 724 | 725 | 726 |
| 727 | 728 | 729 | 730 | 731 | 732 |
| 733 | 734 | 735 | 736 | 737 | 738 |
| 739 | 740 | 741 | 742 | 743 | 744 |
| 745 | 746 | 747 | 748 | 749 | 750 |
| 751 | 752 | 753 | 754 | 755 | 756 |
| 757 | 758 | 759 | 760 | 761 | 762 |
| 763 | 764 | 765 | 766 | 767 | 768 |
| 769 | 770 | 771 | 772 | 773 | 774 |
| 775 | 776 | 777 | 778 | 779 | 780 |
| 781 | 782 | 783 | 784 | 785 | 786 |
| 787 | 788 | 789 | 790 | 791 | 792 |
| 793 | 794 | 795 | 796 | 797 | 798 |
| 799 | 800 | 801 | 802 | 803 | 804 |
| 805 | 806 | 807 | 808 | 809 | 810 |
| 811 | 812 | 813 | 814 | 815 | 816 |
| 817 | 818 | 819 | 820 | 821 | 822 |
| 823 | 824 | 825 | 826 | 827 | 828 |
| 829 | 830 | 831 | 832 | 833 | 834 |
| 835 | 836 | 837 | 838 | 839 | 840 |
| 841 | 842 | 843 | 844 | 845 | 846 |
| 847 | 848 | 849 | 850 | 851 | 852 |
| 853 | 854 | 855 | 856 | 857 | 858 |
| 859 | 860 | 861 | 862 | 863 | 864 |
| 865 | 866 | 867 | 868 | 869 | 870 |
| 871 | 872 | 873 | 874 | 875 | 876 |
| 877 | 878 | 879 | 880 | 881 | 882 |
| 883 | 884 | 885 | 886 | 887 | 888 |
| 889 | 890 | 891 | 892 | 893 | 894 |
| 895 | 896 | 897 | 898 | 899 | 900 |
| 901 | 902 | 903 | 904 | 905 | 906 |
| 907 | 908 | 909 | 910 | 911 | 912 |
| 913 | 914 | 915 | 916 | 917 | 918 |
| 919 | 920 | 921 | 922 | 923 | 924 |
| 925 | 926 | 927 | 928 | 929 | 930 |
| 931 | 932 | 933 | 934 | 935 | 936 |
| 937 | 938 | 939 | 940 | 941 | 942 |
| 943 | 944 | 945 | 946 | 947 | 948 |
| 949 | 950 | 951 | 952 | 953 | 954 |
| 955 | 956 | 957 | 958 | 959 | 960 |
| 961 | 962 | 963 | 964 | 965 | 966 |
| 967 | 968 | 969 | 970 | 971 | 972 |
| 973 | 974 | 975 | 976 | 977 | 978 |
| 979 | 980 | 981 | 982 | 983 | 984 |
| 985 | 986 | 987 | 988 | 989 | 990 |
| 991 | 992 | 993 | 994 | 995 | 996 |
| 997 | 998 | 999 | 1000 | 1001 | 1002 |

ed by : Donnie
 er : 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

| Time | PARSONS AVE Southbound | | | | | SR 574 Westbound | | | | | PARSONS AVE Northbound | | | | | SR 574 Eastbound | | | | | Int. Total |
|-------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 6:00 | 0 | 3 | 0 | 0 | 3 | 3 | 2 | 1 | 0 | 6 | 0 | 3 | 2 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 16 |
| 6:15 | 1 | 4 | 1 | 0 | 6 | 3 | 4 | 1 | 0 | 8 | 0 | 1 | 2 | 0 | 3 | 2 | 6 | 1 | 0 | 9 | 26 |
| 6:30 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 11 |
| 6:45 | 0 | 3 | 1 | 0 | 4 | 0 | 7 | 0 | 0 | 7 | 3 | 3 | 2 | 0 | 8 | 3 | 0 | 0 | 0 | 3 | 22 |
| Total | 2 | 11 | 2 | 0 | 15 | 7 | 14 | 2 | 0 | 23 | 6 | 8 | 7 | 0 | 21 | 5 | 10 | 1 | 0 | 16 | 75 |
| 6:00 | 0 | 3 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 1 | 7 | 2 | 0 | 10 | 17 |
| 6:15 | 1 | 2 | 1 | 0 | 4 | 0 | 8 | 1 | 0 | 9 | 2 | 6 | 2 | 0 | 10 | 0 | 5 | 3 | 0 | 8 | 31 |
| 6:30 | 0 | 1 | 1 | 0 | 2 | 3 | 7 | 0 | 0 | 10 | 1 | 1 | 3 | 0 | 5 | 1 | 5 | 2 | 0 | 8 | 25 |
| 6:45 | 0 | 1 | 0 | 0 | 1 | 3 | 9 | 1 | 0 | 13 | 1 | 2 | 2 | 0 | 5 | 1 | 9 | 1 | 0 | 11 | 30 |
| Total | 1 | 7 | 2 | 0 | 10 | 7 | 26 | 2 | 0 | 35 | 5 | 9 | 7 | 0 | 21 | 3 | 26 | 8 | 0 | 37 | 103 |
| 6:00 | 2 | 2 | 1 | 0 | 5 | 1 | 5 | 0 | 0 | 6 | 0 | 2 | 2 | 0 | 4 | 0 | 4 | 3 | 0 | 7 | 22 |
| 6:15 | 1 | 2 | 2 | 0 | 5 | 2 | 4 | 1 | 0 | 7 | 3 | 2 | 0 | 0 | 5 | 0 | 9 | 1 | 0 | 10 | 27 |
| 6:30 | 0 | 2 | 0 | 0 | 2 | 0 | 9 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 15 |
| 6:45 | 0 | 4 | 1 | 0 | 5 | 2 | 6 | 1 | 0 | 9 | 1 | 1 | 2 | 0 | 4 | 1 | 4 | 1 | 0 | 6 | 24 |
| Total | 3 | 10 | 4 | 0 | 17 | 5 | 24 | 2 | 0 | 31 | 4 | 6 | 4 | 0 | 14 | 1 | 19 | 6 | 0 | 26 | 88 |
| 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 |
| Total | 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 | 1 | 0 | 1 | 1 | 4 | 0 | 0 | 5 | 4 | 1 | 0 | 0 | 5 | 2 | 2 | 1 | 0 | 5 | 16 |
| 6:15 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 2 | 4 | 1 | 0 | 7 | 14 |
| 6:30 | 0 | 0 | 2 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 2 | 2 | 0 | 0 | 4 | 1 | 5 | 2 | 0 | 8 | 20 |
| 6:45 | 0 | 2 | 0 | 0 | 2 | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 19 |
| Total | 0 | 3 | 3 | 0 | 6 | 3 | 21 | 1 | 0 | 25 | 6 | 3 | 1 | 0 | 10 | 5 | 17 | 6 | 0 | 28 | 69 |
| 6:00 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 10 |
| 6:15 | 0 | 0 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 12 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 10 |
| 6:45 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 7 |
| Total | 1 | 2 | 3 | 0 | 6 | 3 | 8 | 2 | 0 | 13 | 4 | 3 | 1 | 0 | 8 | 0 | 11 | 1 | 0 | 12 | 39 |
| 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 |
| Total | 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 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 2 | 1 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 1 | 4 | 1 | 0 | 6 | 18 |
| 6:15 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 2 | 0 | 2 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 12 |
| 6:30 | 0 | 1 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 7 | 14 |
| 6:45 | 0 | 5 | 1 | 0 | 6 | 1 | 6 | 1 | 0 | 8 | 2 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 0 | 6 | 22 |
| Total | 0 | 8 | 2 | 0 | 10 | 3 | 21 | 1 | 0 | 25 | 4 | 3 | 2 | 0 | 9 | 3 | 14 | 5 | 0 | 22 | 66 |
| 6:00 | 0 | 1 | 1 | 0 | 2 | 1 | 6 | 1 | 0 | 8 | 0 | 1 | 3 | 0 | 4 | 0 | 7 | 2 | 0 | 9 | 23 |
| 6:15 | 0 | 5 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 7 | 1 | 1 | 1 | 0 | 3 | 0 | 6 | 1 | 0 | 7 | 22 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 9 |
| 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 9 |
| Total | 0 | 6 | 1 | 0 | 7 | 2 | 19 | 1 | 0 | 22 | 3 | 3 | 6 | 0 | 12 | 0 | 19 | 3 | 0 | 22 | 63 |
| 6:00 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 9 |
| 6:15 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 7 |
| 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 4 |
| 6:45 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 |
| Total | 3 | 2 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 2 | 10 | 3 | 0 | 15 | 27 |
| Grand Total | 10 | 49 | 17 | 0 | 76 | 30 | 138 | 11 | 0 | 179 | 33 | 35 | 29 | 0 | 97 | 19 | 126 | 33 | 0 | 178 | 530 |
| ch % | 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 | | |

| | PARSONS AVE
Southbound | | | | | SR 574
Westbound | | | | | PARSONS AVE
Northbound | | | | | SR 574
Eastbound | | | | | Int. |
|--|---------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-------|
| 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 | Total |
| Hour From 07:00 to 09:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Volume 08:15 | 3 | 6 | 3 | 0 | 12 | 7 | 29 | 2 | 0 | 38 | 4 | 11 | 9 | 0 | 24 | 2 | 23 | 9 | 0 | 34 | 108 |
| Percent | 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 |
| Volume | 2 | 2 | 1 | 0 | 5 | 3 | 9 | 1 | 0 | 13 | 2 | 6 | 3 | 0 | 10 | 1 | 9 | 3 | 0 | 11 | 31 |
| Peak Factor | | | | | 0.600 | | | | | 0.731 | | | | | 0.600 | | | | | 0.773 | 0.871 |
| Hour From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Volume 11:00 | 0 | 3 | 3 | 0 | 6 | 3 | 21 | 1 | 0 | 25 | 6 | 3 | 1 | 0 | 10 | 5 | 17 | 6 | 0 | 28 | 69 |
| Percent | 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 |
| Volume | 0 | 2 | 2 | 0 | 2 | 1 | 7 | 1 | 0 | 9 | 4 | 2 | 1 | 0 | 5 | 2 | 6 | 2 | 0 | 8 | 20 |
| Peak Factor | | | | | 0.750 | | | | | 0.694 | | | | | 0.500 | | | | | 0.875 | 0.863 |
| Hour From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Volume 15:30 | 0 | 12 | 2 | 0 | 14 | 3 | 24 | 2 | 0 | 29 | 3 | 2 | 4 | 0 | 9 | 2 | 20 | 7 | 0 | 29 | 81 |
| Percent | 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 |
| Volume | 0 | 5 | 1 | 0 | 6 | 1 | 7 | 1 | 0 | 8 | 2 | 1 | 3 | 0 | 4 | 1 | 7 | 2 | 0 | 9 | 23 |
| Peak Factor | | | | | 0.583 | | | | | 0.906 | | | | | 0.563 | | | | | 0.806 | 0.880 |

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

[illegible]

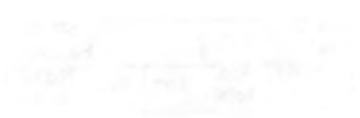
[illegible]

| | 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 | | |
| Peak Hour From 07:00 to 09:45 - 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 | | |

20 10 0 1 10 30

50 10 0 10

100 10 0



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

| Start Time | PARSONS AVE Southbound | | | | | SR 574 Westbound | | | | | PARSONS AVE Northbound | | | | | SR 574 Eastbound | | | | | Int. Total |
|-------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 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 |
| Approch % | 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 |
| Peak Hour From 07:00 to 09:45 - Peak 1 of 1
Intersection 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 |
| Peak Hour From 11:00 to 12:45 - Peak 1 of 1
Intersection 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 |
| Peak Hour From 15:00 to 17:45 - Peak 1 of 1
Intersection 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**

County: **Hillsborough**

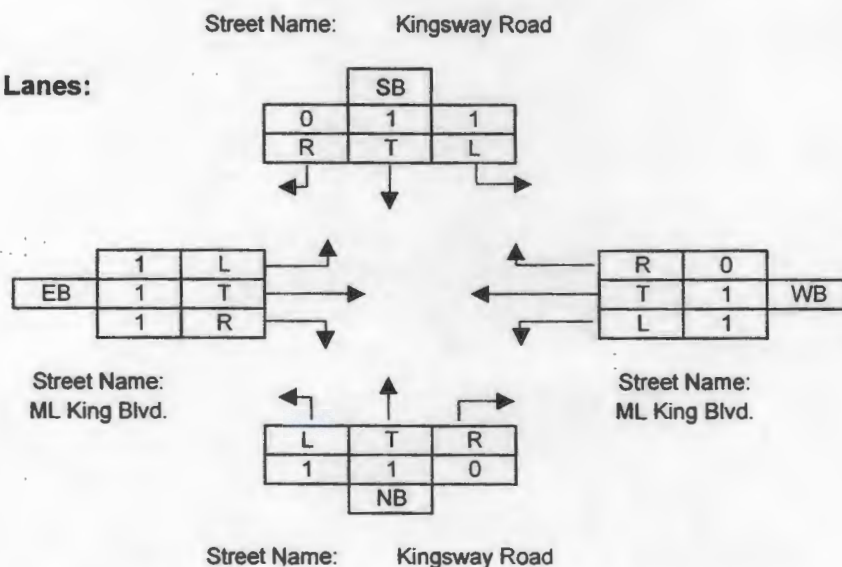
City: **Brandon**

Section: **10090**

Milepost: **5.645**

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

PEDESTRIAN MOVEMENT SUMMARY

Section: _____ State Road: Kings Hwy City: Sellers
Milepost: _____ Intersecting Road: MIK County: Hillsborough
Time Periods: _____ Data By: MAH Completed By: MAH
_____ Count Date: 3/23/00 Date: _____

The diagram shows a rectangular building layout with a central large room. Surrounding this central room are several smaller rooms and corridors. Arrows indicate the direction of flow or entry. A north arrow is located in the bottom right corner, pointing upwards and labeled '4 NORTH'.

U.S. DEPARTMENT OF TRANSPORTATION

Form No. 1 (Rev. 1-25-60)

| | |
|------------------------------------|--------------------------|
| 1. Name of Shipper or Consignee | 2. Name of Carrier |
| 3. Address of Shipper or Consignee | 4. Address of Carrier |
| 5. City or Town | 6. State |
| 7. Zip Code | 8. Date of Shipment |
| 9. Description of Goods | 10. Quantity |
| 11. Value of Goods | 12. Insurance |
| 13. Freight Rate | 14. Total Charges |
| 15. Payment Method | 16. Signature of Shipper |
| 17. Signature of Carrier | 18. Date of Receipt |

| | |
|------------------------|----------------------|
| 19. Bill of Lading No. | 20. Manifest No. |
| 21. Date of Issue | 22. Date of Receipt |
| 23. Date of Delivery | 24. Date of Payment |
| 25. Date of Shipment | 26. Date of Receipt |
| 27. Date of Delivery | 28. Date of Payment |
| 29. Date of Shipment | 30. Date of Receipt |
| 31. Date of Delivery | 32. Date of Payment |
| 33. Date of Shipment | 34. Date of Receipt |
| 35. Date of Delivery | 36. Date of Payment |
| 37. Date of Shipment | 38. Date of Receipt |
| 39. Date of Delivery | 40. Date of Payment |
| 41. Date of Shipment | 42. Date of Receipt |
| 43. Date of Delivery | 44. Date of Payment |
| 45. Date of Shipment | 46. Date of Receipt |
| 47. Date of Delivery | 48. Date of Payment |
| 49. Date of Shipment | 50. Date of Receipt |
| 51. Date of Delivery | 52. Date of Payment |
| 53. Date of Shipment | 54. Date of Receipt |
| 55. Date of Delivery | 56. Date of Payment |
| 57. Date of Shipment | 58. Date of Receipt |
| 59. Date of Delivery | 60. Date of Payment |
| 61. Date of Shipment | 62. Date of Receipt |
| 63. Date of Delivery | 64. Date of Payment |
| 65. Date of Shipment | 66. Date of Receipt |
| 67. Date of Delivery | 68. Date of Payment |
| 69. Date of Shipment | 70. Date of Receipt |
| 71. Date of Delivery | 72. Date of Payment |
| 73. Date of Shipment | 74. Date of Receipt |
| 75. Date of Delivery | 76. Date of Payment |
| 77. Date of Shipment | 78. Date of Receipt |
| 79. Date of Delivery | 80. Date of Payment |
| 81. Date of Shipment | 82. Date of Receipt |
| 83. Date of Delivery | 84. Date of Payment |
| 85. Date of Shipment | 86. Date of Receipt |
| 87. Date of Delivery | 88. Date of Payment |
| 89. Date of Shipment | 90. Date of Receipt |
| 91. Date of Delivery | 92. Date of Payment |
| 93. Date of Shipment | 94. Date of Receipt |
| 95. Date of Delivery | 96. Date of Payment |
| 97. Date of Shipment | 98. Date of Receipt |
| 99. Date of Delivery | 100. Date of Payment |

BICYCLE MOVEMENT SUMMARY

Section: _____ State Road: King Hwy City: Sefton
 Milepost: _____ Intersecting Road: mile County: Hillsborough
 Time Periods: _____ Date By: MMH Completed By: MMH
 _____ Count Date: 3/29/00 Date: _____

Time

Total

Time

Total

Time

Total

Time

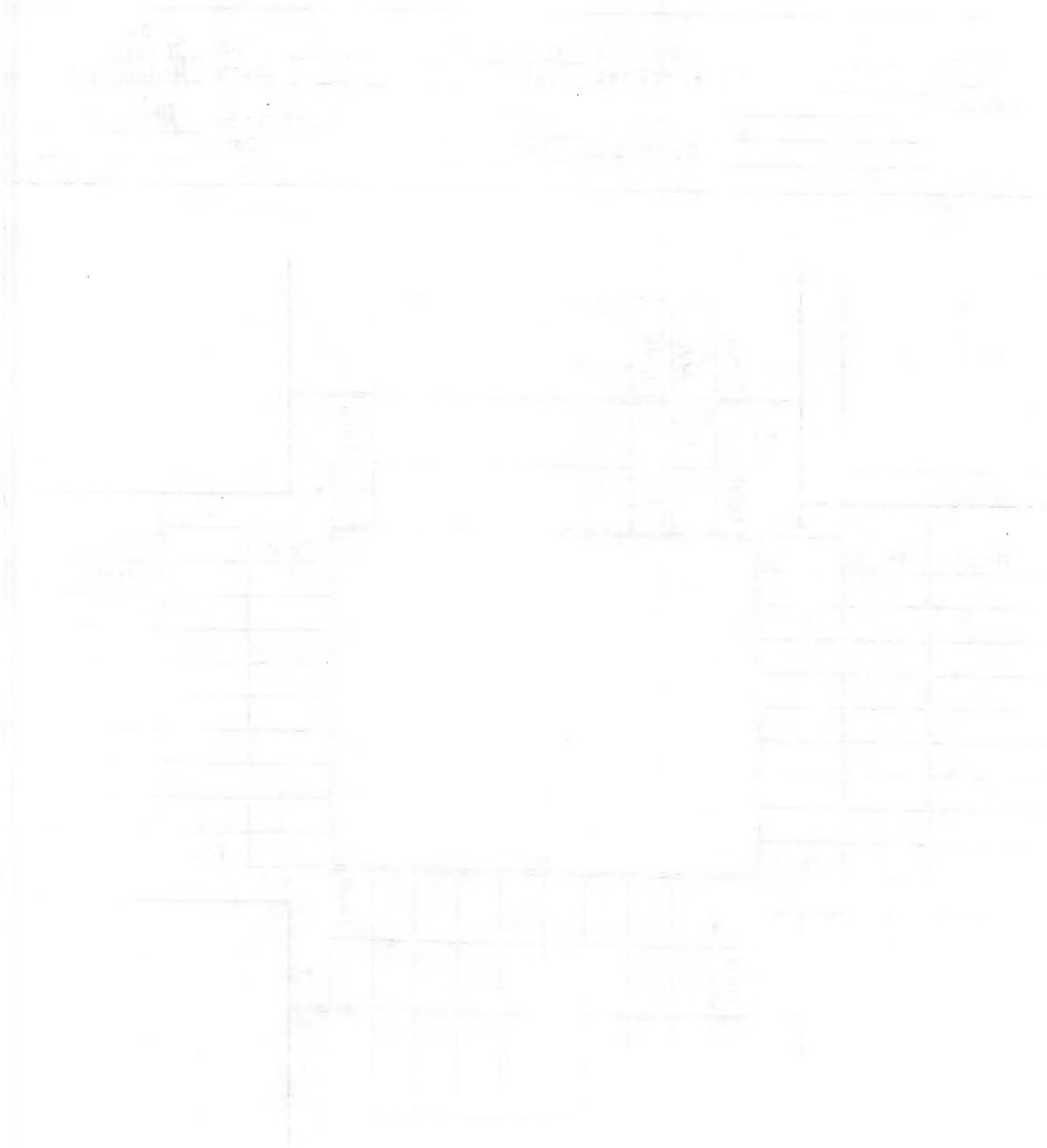
Total

4

NORTH

GENERAL PLAN OF TERRITORY

THE DISTRICT OF COLUMBIA



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

Counted by : Matt
Weather : warm
Board # : 1321

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

Groups Printed: Passenger Vehicles

| Start Time | KINGWAY RD Southbound | | | | | SR 574 Westbound | | | | | KINGWAY RD Northbound | | | | | SR 574 Eastbound | | | | | Int. Total |
|-------------|-----------------------|------|-------|------|------------|------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 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 | |

Page 2
State of Ohio
County of Hamilton
Circuit Court

Shirley Ann
vs.
John Doe
Plaintiff
vs.
Defendant

Case No. 12345
Filed for Record
This 1st day of January
1999

Shirley Ann
John Doe
Plaintiff
vs.
Defendant

Page 3
State of Ohio
County of Hamilton
Circuit Court

Shirley Ann
vs.
John Doe
Plaintiff
vs.
Defendant

Case No. 12345
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This 1st day of January
1999

Shirley Ann
John Doe
Plaintiff
vs.
Defendant

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

Counted by : Matt
Weather : warm
Board # : 1321

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

Groups Printed: Trucks & Buses

| Start Time | KINGWAY RD Southbound | | | | | SR 574 Westbound | | | | | KINGWAY RD Northbound | | | | | SR 574 Eastbound | | | | | Int. Total |
|-------------|-----------------------|------|-------|------|------------|------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 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 | 0 | 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 | | |

1. The first part of the document is a list of names and addresses, which are arranged in a columnar format. The names are written in a cursive script, and the addresses are written in a more formal, printed style. The list includes names such as "John Smith", "Mary Jones", and "Robert Brown", along with their respective addresses in various cities and states.

| List of Names and Addresses | | | | | | | | | |
|-----------------------------|-------------------|---------------|-------|-------|--------------|-----|--------|-------------|-------|
| Name | Address | City | State | Zip | Phone | Age | Gender | Occupation | Notes |
| John Smith | 123 Main St. | New York | NY | 10001 | 212-555-1234 | 35 | M | Engineer | |
| Mary Jones | 456 Elm St. | Los Angeles | CA | 90001 | 213-555-5678 | 28 | F | Teacher | |
| Robert Brown | 789 Oak St. | Chicago | IL | 60601 | 312-555-9012 | 42 | M | Doctor | |
| Elizabeth White | 101 Pine St. | San Francisco | CA | 94101 | 415-555-3456 | 30 | F | Lawyer | |
| William Green | 202 Cedar St. | Houston | TX | 77001 | 713-555-7890 | 38 | M | Businessman | |
| Jane Black | 303 Birch St. | Phoenix | AZ | 85001 | 602-555-2345 | 25 | F | Student | |
| James Gray | 404 Spruce St. | Portland | OR | 97201 | 503-555-6789 | 32 | M | Artist | |
| Patricia King | 505 Willow St. | Seattle | WA | 98101 | 206-555-0123 | 29 | F | Writer | |
| Richard Lee | 606 Ash St. | Denver | CO | 80201 | 303-555-4567 | 33 | M | Scientist | |
| Susan Hall | 707 Hickory St. | San Diego | CA | 92101 | 619-555-8901 | 27 | F | Designer | |
| Thomas Young | 808 Maple St. | San Jose | CA | 95101 | 408-555-2345 | 31 | M | Programmer | |
| Linda Scott | 909 Poplar St. | San Antonio | TX | 78201 | 214-555-6789 | 26 | F | Nurse | |
| Christopher Adams | 1010 Walnut St. | Fort Worth | TX | 76101 | 817-555-0123 | 34 | M | Manager | |
| Nancy Baker | 1111 Chestnut St. | San Jose | CA | 95101 | 408-555-4567 | 24 | F | Student | |
| Kevin Clark | 1212 Elm St. | San Jose | CA | 95101 | 408-555-8901 | 36 | M | Engineer | |
| Michelle Davis | 1313 Oak St. | San Jose | CA | 95101 | 408-555-2345 | 23 | F | Student | |
| Gregory Evans | 1414 Pine St. | San Jose | CA | 95101 | 408-555-6789 | 37 | M | Engineer | |
| Kimberly Foster | 1515 Cedar St. | San Jose | CA | 95101 | 408-555-0123 | 22 | F | Student | |
| Donald Hall | 1616 Birch St. | San Jose | CA | 95101 | 408-555-4567 | 39 | M | Engineer | |
| Angela King | 1717 Spruce St. | San Jose | CA | 95101 | 408-555-8901 | 21 | F | Student | |
| Timothy Lee | 1818 Willow St. | San Jose | CA | 95101 | 408-555-2345 | 30 | M | Engineer | |
| Christina Scott | 1919 Ash St. | San Jose | CA | 95101 | 408-555-6789 | 20 | F | Student | |
| Benjamin Adams | 2020 Hickory St. | San Jose | CA | 95101 | 408-555-0123 | 31 | M | Engineer | |
| Stephanie Baker | 2121 Maple St. | San Jose | CA | 95101 | 408-555-4567 | 19 | F | Student | |
| Jonathan Clark | 2222 Poplar St. | San Jose | CA | 95101 | 408-555-8901 | 28 | M | Engineer | |
| Rebecca Davis | 2323 Walnut St. | San Jose | CA | 95101 | 408-555-2345 | 18 | F | Student | |
| Eric Evans | 2424 Chestnut St. | San Jose | CA | 95101 | 408-555-6789 | 27 | M | Engineer | |
| Heather Foster | 2525 Elm St. | San Jose | CA | 95101 | 408-555-0123 | 17 | F | Student | |
| Adam Hall | 2626 Oak St. | San Jose | CA | 95101 | 408-555-4567 | 26 | M | Engineer | |
| Brooklyn King | 2727 Pine St. | San Jose | CA | 95101 | 408-555-8901 | 16 | F | Student | |
| Isaac Lee | 2828 Cedar St. | San Jose | CA | 95101 | 408-555-2345 | 25 | M | Engineer | |
| Chloe Scott | 2929 Birch St. | San Jose | CA | 95101 | 408-555-6789 | 15 | F | Student | |
| Wyatt Adams | 3030 Spruce St. | San Jose | CA | 95101 | 408-555-0123 | 24 | M | Engineer | |
| Abigail Baker | 3131 Willow St. | San Jose | CA | 95101 | 408-555-4567 | 14 | F | Student | |
| Julian Clark | 3232 Ash St. | San Jose | CA | 95101 | 408-555-8901 | 23 | M | Engineer | |
| Madeline Davis | 3333 Hickory St. | San Jose | CA | 95101 | 408-555-2345 | 13 | F | Student | |
| Leo Evans | 3434 Maple St. | San Jose | CA | 95101 | 408-555-6789 | 22 | M | Engineer | |
| Grace Foster | 3535 Poplar St. | San Jose | CA | 95101 | 408-555-0123 | 12 | F | Student | |
| Maxwell Hall | 3636 Walnut St. | San Jose | CA | 95101 | 408-555-4567 | 21 | M | Engineer | |
| Scarlett King | 3737 Chestnut St. | San Jose | CA | 95101 | 408-555-8901 | 11 | F | Student | |
| Frederick Lee | 3838 Elm St. | San Jose | CA | 95101 | 408-555-2345 | 20 | M | Engineer | |
| Isabella Scott | 3939 Oak St. | San Jose | CA | 95101 | 408-555-6789 | 10 | F | Student | |
| Henry Adams | 4040 Pine St. | San Jose | CA | 95101 | 408-555-0123 | 19 | M | Engineer | |
| Emily Baker | 4141 Cedar St. | San Jose | CA | 95101 | 408-555-4567 | 9 | F | Student | |
| Robert Clark | 4242 Birch St. | San Jose | CA | 95101 | 408-555-8901 | 18 | M | Engineer | |
| Victoria Davis | 4343 Spruce St. | San Jose | CA | 95101 | 408-555-2345 | 8 | F | Student | |
| William Evans | 4444 Willow St. | San Jose | CA | 95101 | 408-555-6789 | 17 | M | Engineer | |
| Charlotte Foster | 4545 Ash St. | San Jose | CA | 95101 | 408-555-0123 | 7 | F | Student | |
| James Hall | 4646 Hickory St. | San Jose | CA | 95101 | 408-555-4567 | 16 | M | Engineer | |
| Amelia King | 4747 Maple St. | San Jose | CA | 95101 | 408-555-8901 | 6 | F | Student | |
| Benjamin Lee | 4848 Poplar St. | San Jose | CA | 95101 | 408-555-2345 | 15 | M | Engineer | |
| Harper Scott | 4949 Walnut St. | San Jose | CA | 95101 | 408-555-6789 | 5 | F | Student | |
| Lucas Adams | 5050 Chestnut St. | San Jose | CA | 95101 | 408-555-0123 | 14 | M | Engineer | |
| Penelope Baker | 5151 Elm St. | San Jose | CA | 95101 | 408-555-4567 | 4 | F | Student | |
| Sebastian Clark | 5252 Oak St. | San Jose | CA | 95101 | 408-555-8901 | 13 | M | Engineer | |
| Stella Davis | 5353 Pine St. | San Jose | CA | 95101 | 408-555-2345 | 3 | F | Student | |
| Theodore Evans | 5454 Cedar St. | San Jose | CA | 95101 | 408-555-6789 | 12 | M | Engineer | |
| Valentina Foster | 5555 Birch St. | San Jose | CA | 95101 | 408-555-0123 | 2 | F | Student | |
| Walter Hall | 5656 Spruce St. | San Jose | CA | 95101 | 408-555-4567 | 1 | M | Engineer | |

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 | 2 | 1 | 4 | 0 | 7 | 3 | 31 | 1 | 0 | 35 | 3 | 3 | 2 | 0 | 8 | 2 | 22 | 1 | 0 | 25 | 75 | |
| Volume | 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 | | | |
| Percent | 08:45 | | | | | 08:45 | | | | | 08:30 | | | | | 08:15 | | | | | 08:45 | |
| High Int. | 1 | 1 | 3 | 0 | 4 | 2 | 11 | 1 | 0 | 12 | 3 | 2 | 1 | 0 | 4 | 2 | 7 | 1 | 0 | 7 | 24 | |
| Volume | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 0 | 1 | 4 | 0 | 5 | 1 | 18 | 0 | 0 | 19 | 3 | 1 | 1 | 0 | 5 | 0 | 14 | 3 | 0 | 17 | 46 | |
| Volume | 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 | | | |
| Percent | 11:00 | | | | | 11:45 | | | | | 11:00 | | | | | 11:45 | | | | | 11:45 | |
| High Int. | 0 | 1 | 2 | 0 | 2 | 1 | 6 | 0 | 0 | 6 | 1 | 1 | 1 | 0 | 2 | 0 | 5 | 1 | 0 | 6 | 15 | |
| Volume | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 1 | 0 | 3 | 0 | 4 | 1 | 21 | 1 | 0 | 23 | 3 | 2 | 1 | 0 | 6 | 3 | 19 | 2 | 0 | 24 | 57 | |
| Volume | 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 | | | |
| Percent | 15:45 | | | | | 15:30 | | | | | 15:15 | | | | | 16:00 | | | | | 16:00 | |
| High Int. | 1 | 0 | 1 | 0 | 2 | 1 | 7 | 1 | 0 | 8 | 2 | 1 | 1 | 0 | 2 | 1 | 8 | 1 | 0 | 10 | 19 | |
| Volume | | | | | | | | | | | | | | | | | | | | | | |
| Peak Factor | | | | | 0.500 | | | | | 0.719 | | | | | 0.750 | | | | | 0.600 | 0.750 | |

| Table 1: Summary of Data for Group A | | | | | | | | | |
|--------------------------------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|
| Category | Sub-Category | Value 1 | Value 2 | Value 3 | Value 4 | Value 5 | Value 6 | Value 7 | Value 8 |
| Group A | Sub A1 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 |
| | Sub A2 | 15 | 25 | 35 | 45 | 55 | 65 | 75 | 85 |
| | Sub A3 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 |
| | Sub A4 | 25 | 35 | 45 | 55 | 65 | 75 | 85 | 95 |
| Group B | Sub B1 | 12 | 22 | 32 | 42 | 52 | 62 | 72 | 82 |
| | Sub B2 | 18 | 28 | 38 | 48 | 58 | 68 | 78 | 88 |
| | Sub B3 | 22 | 32 | 42 | 52 | 62 | 72 | 82 | 92 |
| | Sub B4 | 28 | 38 | 48 | 58 | 68 | 78 | 88 | 98 |
| Group C | Sub C1 | 14 | 24 | 34 | 44 | 54 | 64 | 74 | 84 |
| | Sub C2 | 19 | 29 | 39 | 49 | 59 | 69 | 79 | 89 |
| | Sub C3 | 24 | 34 | 44 | 54 | 64 | 74 | 84 | 94 |
| | Sub C4 | 29 | 39 | 49 | 59 | 69 | 79 | 89 | 99 |

by : Matt
: warm
: 1321

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

[illegible]

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

Page : 1

| 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 |
| | 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 | 7 | 19 | 24 | 0 | 50 | 9 | 105 | 12 | 0 | 126 | 32 | 51 | 7 | 0 | 90 | 5 | 72 | 10 | 0 | 87 | 353 |
| 7:15 | 11 | 39 | 16 | 0 | 66 | 6 | 115 | 13 | 0 | 134 | 40 | 70 | 16 | 0 | 126 | 12 | 69 | 17 | 0 | 98 | 424 |
| 7:30 | 22 | 44 | 20 | 0 | 86 | 9 | 131 | 17 | 0 | 157 | 26 | 66 | 11 | 0 | 103 | 12 | 91 | 28 | 0 | 131 | 477 |
| 7:45 | 24 | 50 | 13 | 0 | 87 | 13 | 110 | 16 | 0 | 139 | 48 | 67 | 13 | 0 | 128 | 11 | 82 | 25 | 0 | 118 | 472 |
| Total | 64 | 152 | 73 | 0 | 289 | 37 | 461 | 58 | 0 | 556 | 146 | 254 | 47 | 0 | 447 | 40 | 314 | 80 | 0 | 434 | 1726 |
| 8:00 | 13 | 36 | 12 | 0 | 61 | 5 | 106 | 7 | 0 | 118 | 39 | 45 | 9 | 0 | 93 | 9 | 96 | 28 | 0 | 133 | 405 |
| 8:15 | 12 | 39 | 20 | 0 | 71 | 14 | 80 | 6 | 0 | 100 | 34 | 41 | 11 | 0 | 86 | 12 | 86 | 24 | 0 | 122 | 379 |
| 8:30 | 11 | 45 | 15 | 0 | 71 | 17 | 111 | 6 | 0 | 134 | 28 | 44 | 9 | 0 | 81 | 8 | 77 | 28 | 0 | 113 | 399 |
| 8:45 | 8 | 34 | 19 | 0 | 61 | 10 | 103 | 9 | 0 | 122 | 26 | 41 | 6 | 0 | 73 | 13 | 64 | 26 | 0 | 103 | 359 |
| Total | 44 | 154 | 66 | 0 | 264 | 46 | 400 | 28 | 0 | 474 | 127 | 171 | 35 | 0 | 333 | 42 | 323 | 106 | 0 | 471 | 1542 |
| 9:00 | 2 | 45 | 19 | 0 | 66 | 10 | 96 | 8 | 0 | 114 | 27 | 31 | 8 | 0 | 66 | 9 | 72 | 21 | 0 | 102 | 348 |
| 9:15 | 8 | 29 | 24 | 0 | 61 | 6 | 94 | 9 | 0 | 109 | 25 | 35 | 5 | 0 | 65 | 9 | 77 | 21 | 0 | 107 | 342 |
| 9:30 | 6 | 25 | 24 | 0 | 55 | 3 | 90 | 14 | 0 | 107 | 15 | 27 | 9 | 0 | 51 | 9 | 71 | 26 | 0 | 106 | 319 |
| 9:45 | 3 | 30 | 22 | 0 | 55 | 8 | 76 | 6 | 0 | 90 | 22 | 23 | 13 | 0 | 58 | 18 | 73 | 18 | 0 | 109 | 312 |
| Total | 19 | 129 | 89 | 0 | 237 | 27 | 356 | 37 | 0 | 420 | 89 | 116 | 35 | 0 | 240 | 45 | 293 | 86 | 0 | 424 | 1321 |
| 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 | 23 | 11 | 0 | 39 | 5 | 84 | 3 | 0 | 92 | 24 | 21 | 10 | 0 | 55 | 17 | 71 | 17 | 0 | 105 | 291 |
| 11:15 | 10 | 27 | 15 | 0 | 52 | 6 | 80 | 6 | 0 | 92 | 21 | 27 | 7 | 0 | 55 | 10 | 89 | 29 | 0 | 128 | 327 |
| 11:30 | 7 | 45 | 19 | 0 | 71 | 8 | 99 | 6 | 0 | 113 | 26 | 33 | 8 | 0 | 67 | 16 | 80 | 28 | 0 | 124 | 375 |
| 11:45 | 10 | 23 | 16 | 0 | 49 | 11 | 102 | 9 | 0 | 122 | 24 | 27 | 8 | 0 | 59 | 13 | 94 | 27 | 0 | 134 | 364 |
| Total | 32 | 118 | 61 | 0 | 211 | 30 | 365 | 24 | 0 | 419 | 95 | 108 | 33 | 0 | 236 | 56 | 334 | 101 | 0 | 491 | 1357 |
| 12:00 | 5 | 34 | 18 | 0 | 57 | 3 | 85 | 7 | 0 | 95 | 31 | 32 | 11 | 0 | 74 | 16 | 97 | 33 | 0 | 146 | 372 |
| 12:15 | 7 | 39 | 16 | 0 | 62 | 8 | 91 | 7 | 0 | 106 | 40 | 34 | 7 | 0 | 81 | 20 | 87 | 41 | 0 | 148 | 397 |
| 12:30 | 9 | 38 | 17 | 0 | 64 | 5 | 98 | 5 | 0 | 108 | 21 | 33 | 10 | 0 | 64 | 13 | 107 | 28 | 0 | 148 | 384 |
| 12:45 | 8 | 24 | 13 | 0 | 45 | 11 | 87 | 4 | 0 | 102 | 24 | 23 | 11 | 0 | 58 | 20 | 117 | 35 | 0 | 172 | 377 |
| Total | 29 | 135 | 64 | 0 | 228 | 27 | 361 | 23 | 0 | 411 | 116 | 122 | 39 | 0 | 277 | 69 | 408 | 137 | 0 | 614 | 1530 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 | 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 |
| 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 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 14 | 63 | 20 | 0 | 97 | 13 | 114 | 10 | 0 | 137 | 31 | 27 | 14 | 0 | 72 | 19 | 111 | 41 | 0 | 171 | 477 |
| 3:15 | 14 | 57 | 23 | 0 | 94 | 10 | 101 | 15 | 0 | 126 | 27 | 40 | 13 | 0 | 80 | 26 | 121 | 40 | 0 | 187 | 487 |
| 3:30 | 16 | 48 | 10 | 0 | 74 | 7 | 92 | 13 | 0 | 112 | 17 | 35 | 19 | 0 | 71 | 21 | 98 | 33 | 0 | 152 | 409 |
| 3:45 | 13 | 62 | 26 | 0 | 101 | 8 | 82 | 13 | 0 | 103 | 35 | 49 | 13 | 0 | 97 | 22 | 100 | 51 | 0 | 173 | 474 |
| Total | 57 | 230 | 79 | 0 | 366 | 38 | 389 | 51 | 0 | 478 | 110 | 151 | 59 | 0 | 320 | 88 | 430 | 165 | 0 | 683 | 1847 |
| 4:00 | 14 | 72 | 13 | 0 | 99 | 9 | 83 | 8 | 0 | 100 | 26 | 40 | 8 | 0 | 74 | 16 | 119 | 32 | 0 | 167 | 440 |
| 4:15 | 12 | 58 | 24 | 0 | 94 | 7 | 109 | 8 | 0 | 124 | 19 | 33 | 9 | 0 | 61 | 25 | 109 | 32 | 0 | 166 | 445 |
| 4:30 | 17 | 63 | 19 | 0 | 99 | 9 | 103 | 5 | 0 | 117 | 16 | 35 | 7 | 0 | 58 | 23 | 108 | 44 | 0 | 175 | 449 |
| 4:45 | 23 | 78 | 14 | 0 | 115 | 16 | 107 | 8 | 0 | 131 | 29 | 36 | 13 | 0 | 78 | 18 | 120 | 52 | 0 | 190 | 514 |
| Total | 66 | 271 | 70 | 0 | 407 | 41 | 402 | 29 | 0 | 472 | 90 | 144 | 37 | 0 | 271 | 82 | 456 | 160 | 0 | 698 | 1848 |
| 5:00 | 19 | 72 | 20 | 0 | 111 | 11 | 112 | 4 | 0 | 127 | 27 | 38 | 9 | 0 | 74 | 37 | 138 | 32 | 0 | 207 | 519 |
| 5:15 | 21 | 74 | 21 | 0 | 116 | 19 | 127 | 4 | 0 | 150 | 27 | 34 | 18 | 0 | 79 | 15 | 139 | 54 | 0 | 208 | 553 |
| 5:30 | 26 | 87 | 20 | 0 | 133 | 17 | 90 | 3 | 0 | 110 | 31 | 41 | 17 | 0 | 89 | 22 | 140 | 41 | 0 | 203 | 535 |
| 5:45 | 16 | 71 | 27 | 0 | 114 | 16 | 114 | 4 | 0 | 134 | 30 | 38 | 10 | 0 | 78 | 30 | 122 | 50 | 0 | 202 | 528 |
| Total | 82 | 304 | 88 | 0 | 474 | 63 | 443 | 15 | 0 | 521 | 115 | 151 | 54 | 0 | 320 | 104 | 539 | 177 | 0 | 820 | 2135 |
| Grand Total | 393 | 1493 | 590 | 0 | 2476 | 309 | 3177 | 265 | 0 | 3751 | 888 | 1217 | 339 | 0 | 2444 | 526 | 3097 | 1012 | 0 | 4635 | 13306 |
| Avg % | 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 | | | | | Int.
Total |
|-----------------------------------|------|-------|------|---------------|-------|---------------------|-------|------|---------------|-------|--------------------------|-------|------|---------------|-------|---------------------|-------|------|---------------|-------|---------------|
| Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | | |
| From 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 | | | | | | | | | | | | | | | | | | | | | |
| 12:00 | 29 | 135 | 64 | 0 | 228 | 27 | 361 | 23 | 0 | 411 | 116 | 122 | 39 | 0 | 277 | 69 | 408 | 137 | 0 | 614 | 1530 |
| | 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 | | |
| 12:30 | | | | | | 12:30 | | | | | 12:15 | | | | | 12:45 | | | | | 12:15 |
| | 9 | 39 | 18 | 0 | 64 | 11 | 98 | 7 | 0 | 108 | 40 | 34 | 11 | 0 | 81 | 20 | 117 | 41 | 0 | 172 | 397 |
| | | | | | 0.891 | | | | | 0.951 | | | | | 0.855 | | | | | 0.892 | 0.963 |
| From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 82 | 304 | 88 | 0 | 474 | 63 | 443 | 15 | 0 | 521 | 115 | 151 | 54 | 0 | 320 | 104 | 539 | 177 | 0 | 820 | 2135 |
| | 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 | | |
| 17:30 | | | | | | 17:15 | | | | | 17:30 | | | | | 17:15 | | | | | 17:15 |
| | 26 | 87 | 27 | 0 | 133 | 19 | 127 | 4 | 0 | 150 | 31 | 41 | 18 | 0 | 89 | 37 | 140 | 54 | 0 | 208 | 553 |
| | | | | | 0.891 | | | | | 0.868 | | | | | 0.899 | | | | | 0.986 | 0.965 |

TABLE

1. 1917-1918

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104. 2020-2021

105. 2021-2022

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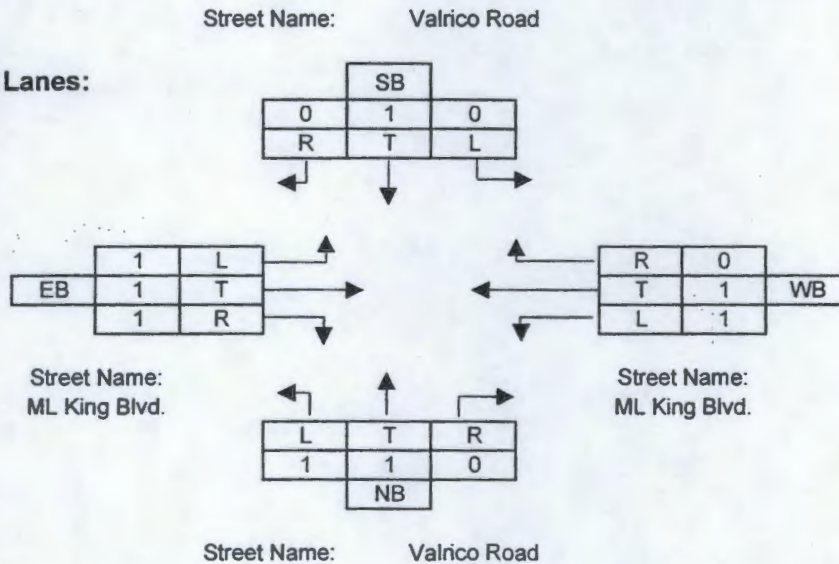
236. 2152-2153

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

PEDESTRIAN MOVEMENT SUMMARY

Section: _____ State Road: SR 574 City: Valrico
Milepcst: _____ Intersecting Road: Valrico Rd County: Hillborough
Time Periods: 7-10
11-1 Data By: Ron Completed By: _____
3-6 Count Date: 3-29-00 Date: _____

The diagram illustrates a four-way intersection with a central square area labeled "NO Peds". The intersection is divided into four quadrants, each containing a grid for recording pedestrian counts. Arrows indicate the flow of traffic from each quadrant towards the center. A north arrow is located in the bottom right corner, pointing upwards.

Top Quadrant:

| | | | | | | | | | |
|-------|--|--|--|--|--|--|--|--|--|
| Time | | | | | | | | | |
| Total | | | | | | | | | |

Bottom Quadrant:

| | | | | | | | | | |
|-------|--|--|--|--|--|--|--|--|--|
| Time | | | | | | | | | |
| Total | | | | | | | | | |

Left Quadrant:

| | | | | | | | | | |
|-------|--|--|--|--|--|--|--|--|--|
| Time | | | | | | | | | |
| Total | | | | | | | | | |

Right Quadrant:

| | | | | | | | | | |
|-------|--|--|--|--|--|--|--|--|--|
| Time | | | | | | | | | |
| Total | | | | | | | | | |

Central Area:

NO Peds

North Arrow:

NORTH

FEDERAL BUREAU OF INVESTIGATION
 DEPARTMENT OF JUSTICE

Case No. _____
 Date _____
 Title _____
 Agent _____
 Supervisor _____
 District _____
 Office _____

| No. | Name | Address | City | State | Occupation |
|-----|------|---------|------|-------|------------|
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BICYCLE MOVEMENT SUMMARY

Completed By: _____
Date: _____

4 NORTH

PORTAL

CRIDA DEPART

14

JOY 22

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|-----|

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|-----|

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

Counted by : Ron
Weather : warm
Board # : 1322

Groups Printed: Passenger Vehicles

| Start Time | VALRICO RD Southbound | | | | | SR 574 Westbound | | | | | VALRICO RD Northbound | | | | | SR 574 Eastbound | | | | | Int. Total |
|-------------|-----------------------|------|-------|------|------------|------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 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 | 8.8 | 0.0 | | |

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

| Start Time | VALRICO RD Southbound | | | | | SR 574 Westbound | | | | | VALRICO RD Northbound | | | | | SR 574 Eastbound | | | | | Int. Total |
|-------------|-----------------------|------|-------|------|------------|------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 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 |
| Approch % | 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 | 0.0 | 0.0 | 0.0 | | |

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 | | | | | Inf.
Total |
|-----------------------------------|------|-------|------|---------------|------|---------------------|-------|------|---------------|-------|--------------------------|-------|------|---------------|-------|---------------------|-------|------|---------------|-------|---------------|
| Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | | |
| From 07:00 to 09:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 5 | 31 | 0 | 0 | 36 | 2 | 0 | 2 | 0 | 4 | 0 | 22 | 2 | 0 | 24 | 64 |
| 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 | | |
| 6:45:00 | | | | | | 08:15 | | | | | 08:15 | | | | | 08:45 | | | | | 08:15 |
| 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 0 | 0 | 13 | 2 | 0 | 2 | 0 | 2 | 0 | 10 | 1 | 0 | 10 | 23 |
| | | | | | | | | | | 0.692 | | | | | 0.500 | | | | | 0.600 | 0.696 |
| From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 0 | 19 | 2 | 0 | 4 | 0 | 6 | 0 | 16 | 0 | 0 | 16 | 41 |
| 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 | | |
| | | | | | | 11:00 | | | | | 11:15 | | | | | 11:15 | | | | | 11:15 |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 5 | 1 | 0 | 2 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 14 |
| | | | | | | | | | | 0.950 | | | | | 0.500 | | | | | 0.667 | 0.732 |
| From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 5 | 24 | 0 | 0 | 29 | 3 | 0 | 6 | 0 | 9 | 0 | 20 | 1 | 0 | 21 | 59 |
| 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 | | |
| | | | | | | 15:30 | | | | | 15:30 | | | | | 16:00 | | | | | 15:30 |
| 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 9 | 1 | 0 | 2 | 0 | 3 | 0 | 6 | 1 | 0 | 7 | 16 |
| | | | | | | | | | | 0.806 | | | | | 0.750 | | | | | 0.750 | 0.922 |

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by : Ron
: warm
: 1322

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

[illegible]

1007 N. 2nd St. S.
Tampa, Fla.

Mr. J. H. ...
Tampa, Fla.

| 1917 | | | | | | | | | |
|------|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 |
| 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 |
| 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
| 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 |
| 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 |
| 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 |
| 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 |
| 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 |
| 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 |
| 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 |
| 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 |
| 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 |
| 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 |
| 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 |
| 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 |
| 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 |
| 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 |
| 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 |
| 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 |
| 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 |
| 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 |
| 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 |
| 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 |
| 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 |
| 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 |
| 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 |
| 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 |
| 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 |
| 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 |
| 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 |
| 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 |
| 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 |
| 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 |
| 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 |
| 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 |
| 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 |
| 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 |
| 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 |
| 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 |
| 461 | 462 | 463 | 464 | 465 | 466 | 467 | 468 | 469 | 470 |
| 471 | 472 | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 |
| 481 | 482 | 483 | 484 | 485 | 486 | 487 | 488 | 489 | 490 |
| 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 | 500 |
| 501 | 502 | 503 | 504 | 505 | 506 | 507 | 508 | 509 | 510 |
| 511 | 512 | 513 | 514 | 515 | 516 | 517 | 518 | 519 | 520 |
| 521 | 522 | 523 | 524 | 525 | 526 | 527 | 528 | 529 | 530 |
| 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 |
| 541 | 542 | 543 | 544 | 545 | 546 | 547 | 548 | 549 | 550 |
| 551 | 552 | 553 | 554 | 555 | 556 | 557 | 558 | 559 | 560 |
| 561 | 562 | 563 | 564 | 565 | 566 | 567 | 568 | 569 | 570 |
| 571 | 572 | 573 | 574 | 575 | 576 | 577 | 578 | 579 | 580 |
| 581 | 582 | 583 | 584 | 585 | 586 | 587 | 588 | 589 | 590 |
| 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 | 600 |
| 601 | 602 | 603 | 604 | 605 | 606 | 607 | 608 | 609 | 610 |
| 611 | 612 | 613 | 614 | 615 | 616 | 617 | 618 | 619 | 620 |
| 621 | 622 | 623 | 624 | 625 | 626 | 627 | 628 | 629 | 630 |
| 631 | 632 | 633 | 634 | 635 | 636 | 637 | 638 | 639 | 640 |
| 641 | 642 | 643 | 644 | 645 | 646 | 647 | 648 | 649 | 650 |
| 651 | 652 | 653 | 654 | 655 | 656 | 657 | 658 | 659 | 660 |
| 661 | 662 | 663 | 664 | 665 | 666 | 667 | 668 | 669 | 670 |
| 671 | 672 | 673 | 674 | 675 | 676 | 677 | 678 | 679 | 680 |
| 681 | 682 | 683 | 684 | 685 | 686 | 687 | 688 | 689 | 690 |
| 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 | 700 |
| 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 | 710 |
| 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 | 720 |
| 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 | 730 |
| 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 | 740 |
| 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 | 750 |
| 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 | 760 |
| 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 | 770 |
| 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 | 780 |
| 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 | 790 |
| 791 | 792 | 793 | 794 | 795 | 796 | 797 | 798 | 799 | 800 |
| 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 | 810 |
| 811 | 812 | 813 | 814 | 815 | 816 | 817 | 818 | 819 | 820 |
| 821 | 822 | 823 | 824 | 825 | 826 | 827 | 828 | 829 | 830 |
| 831 | 832 | 833 | 834 | 835 | 836 | 837 | 838 | 839 | 840 |
| 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | 849 | 850 |
| 851 | 852 | 853 | 854 | 855 | 856 | 857 | 858 | 859 | 860 |
| 861 | 862 | 863 | 864 | 865 | 866 | 867 | 868 | 869 | 870 |
| 871 | 872 | 873 | 874 | 875 | 876 | 877 | 878 | 879 | 880 |
| 881 | 882 | 883 | 884 | 885 | 886 | 887 | 888 | 889 | 890 |
| 891 | 892 | 893 | 894 | 895 | 896 | 897 | 898 | 899 | 900 |
| 901 | 902 | 903 | 904 | 905 | 906 | 907 | 908 | 909 | 910 |
| 911 | 912 | 913 | 914 | 915 | 916 | 917 | 918 | 919 | 920 |
| 921 | 922 | 923 | 924 | 925 | 926 | 927 | 928 | 929 | 930 |
| 931 | 932 | 933 | 934 | 935 | 936 | 937 | 938 | 939 | 940 |
| 941 | 942 | 943 | 944 | 945 | 946 | 947 | 948 | 949 | 950 |
| 951 | 952 | 953 | 954 | 955 | 956 | 957 | 958 | 959 | 960 |
| 961 | 962 | 963 | 964 | 965 | 966 | 967 | 968 | 969 | 970 |
| 971 | 972 | 973 | 974 | 975 | 976 | 977 | 978 | 979 | 980 |
| 981 | 982 | 983 | 984 | 985 | 986 | 987 | 988 | 989 | 990 |
| 991 | 992 | 993 | 994 | 995 | 996 | 997 | 998 | 999 | 1000 |

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| VALRICO RD
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Westbound | | | | | VALRICO RD
Northbound | | | | | SR 574
Eastbound | | | | | Int.
Total |
|-----------------------------------|------|-------|------|---------------|------|---------------------|-------|------|---------------|------|--------------------------|-------|------|---------------|------|---------------------|-------|------|---------------|---|---------------|
| Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | | |
| From 07:00 to 09:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 6:45:00 | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45:00 | | | | | | | | | | | | | | | | | | | | | |
| 0.000 | | | | | | | | | | | | | | | | | | | | | |
| From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
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| 0 | | | | | | | | | | | | | | | | | | | | | |
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| From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
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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 | |
| | 1 | 0 | 0 | 0 | 1 | 38 | 103 | 0 | 0 | 141 | 41 | 0 | 79 | 0 | 120 | 0 | 81 | 25 | 0 | 106 | 368 | |
| | 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 | 35 | 71 | 1 | 0 | 107 | 38 | 0 | 55 | 0 | 93 | 0 | 79 | 28 | 0 | 107 | 307 | |
| | 0 | 0 | 0 | 0 | 0 | 39 | 78 | 0 | 0 | 117 | 26 | 0 | 42 | 0 | 68 | 0 | 70 | 17 | 0 | 87 | 272 | |
| | 1 | 0 | 1 | 0 | 2 | 21 | 74 | 0 | 0 | 95 | 18 | 0 | 43 | 0 | 61 | 1 | 60 | 24 | 0 | 85 | 243 | |
| | 1 | 0 | 1 | 0 | 2 | 23 | 72 | 1 | 0 | 96 | 29 | 0 | 37 | 0 | 66 | 0 | 60 | 15 | 0 | 75 | 239 | |
| | 2 | 0 | 2 | 0 | 4 | 118 | 295 | 2 | 0 | 415 | 111 | 0 | 177 | 0 | 288 | 1 | 269 | 84 | 0 | 354 | 1061 | |
| | 1 | 0 | 0 | 0 | 1 | 19 | 85 | 1 | 0 | 105 | 18 | 0 | 33 | 0 | 51 | 1 | 60 | 15 | 0 | 76 | 233 | |
| | 0 | 0 | 2 | 0 | 2 | 23 | 74 | 1 | 0 | 98 | 16 | 0 | 33 | 0 | 49 | 1 | 68 | 17 | 0 | 86 | 235 | |
| | 1 | 0 | 1 | 0 | 2 | 22 | 76 | 0 | 0 | 98 | 12 | 0 | 25 | 0 | 37 | 0 | 72 | 12 | 0 | 84 | 221 | |
| | 0 | 0 | 0 | 0 | 0 | 27 | 68 | 0 | 0 | 95 | 8 | 0 | 29 | 0 | 37 | 0 | 63 | 12 | 0 | 75 | 207 | |
| Total | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 3 | 0 | 4 | 20 | 64 | 1 | 0 | 85 | 13 | 1 | 24 | 0 | 38 | 1 | 52 | 16 | 0 | 69 | 196 | |
| | 0 | 0 | 1 | 0 | 1 | 25 | 79 | 1 | 0 | 105 | 16 | 0 | 29 | 0 | 45 | 1 | 74 | 15 | 0 | 90 | 241 | |
| | 0 | 0 | 0 | 0 | 0 | 25 | 68 | 0 | 0 | 93 | 16 | 0 | 33 | 0 | 49 | 0 | 63 | 12 | 0 | 75 | 217 | |
| | 1 | 0 | 0 | 0 | 1 | 30 | 70 | 0 | 0 | 100 | 16 | 0 | 22 | 0 | 38 | 0 | 77 | 19 | 0 | 96 | 235 | |
| Total | 1 | 1 | 4 | 0 | 6 | 100 | 281 | 2 | 0 | 383 | 61 | 1 | 108 | 0 | 170 | 2 | 266 | 62 | 0 | 330 | 889 | |
| | 0 | 0 | 1 | 0 | 1 | 25 | 77 | 0 | 0 | 102 | 12 | 1 | 30 | 0 | 43 | 1 | 68 | 18 | 0 | 87 | 233 | |
| | 2 | 0 | 2 | 0 | 4 | 29 | 70 | 0 | 0 | 99 | 16 | 2 | 26 | 0 | 44 | 1 | 61 | 15 | 0 | 77 | 224 | |
| | 0 | 0 | 0 | 0 | 0 | 33 | 78 | 0 | 0 | 111 | 14 | 1 | 22 | 0 | 37 | 1 | 82 | 15 | 0 | 98 | 246 | |
| | 0 | 0 | 0 | 0 | 0 | 29 | 69 | 0 | 0 | 98 | 20 | 1 | 25 | 0 | 46 | 0 | 93 | 14 | 0 | 107 | 251 | |
| Total | 2 | 0 | 3 | 0 | 5 | 116 | 294 | 0 | 0 | 410 | 62 | 5 | 103 | 0 | 170 | 3 | 304 | 62 | 0 | 369 | 954 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 1 | 35 | 85 | 0 | 0 | 120 | 30 | 0 | 41 | 0 | 71 | 0 | 87 | 26 | 0 | 113 | 305 | |
| | 0 | 1 | 1 | 0 | 2 | 38 | 81 | 0 | 0 | 119 | 21 | 1 | 31 | 0 | 53 | 3 | 100 | 29 | 0 | 132 | 306 | |
| | 0 | 0 | 0 | 0 | 0 | 38 | 76 | 0 | 0 | 114 | 29 | 0 | 39 | 0 | 68 | 0 | 84 | 35 | 0 | 119 | 301 | |
| | 3 | 0 | 1 | 0 | 4 | 42 | 61 | 1 | 0 | 104 | 25 | 0 | 36 | 0 | 61 | 1 | 88 | 21 | 0 | 110 | 279 | |
| Total | 3 | 1 | 3 | 0 | 7 | 153 | 303 | 1 | 0 | 457 | 105 | 1 | 147 | 0 | 253 | 4 | 359 | 111 | 0 | 474 | 1191 | |
| | 0 | 0 | 2 | 0 | 2 | 57 | 85 | 0 | 0 | 142 | 13 | 0 | 46 | 0 | 59 | 2 | 106 | 31 | 0 | 139 | 342 | |
| | 0 | 0 | 0 | 0 | 0 | 44 | 97 | 1 | 0 | 142 | 23 | 0 | 36 | 0 | 59 | 2 | 95 | 32 | 0 | 129 | 330 | |
| | 0 | 1 | 0 | 0 | 1 | 69 | 74 | 0 | 0 | 143 | 23 | 1 | 30 | 0 | 54 | 0 | 106 | 40 | 0 | 146 | 344 | |
| | 1 | 0 | 2 | 0 | 3 | 60 | 88 | 0 | 0 | 148 | 21 | 0 | 44 | 0 | 65 | 1 | 85 | 40 | 0 | 126 | 342 | |
| Total | 1 | 1 | 4 | 0 | 6 | 230 | 344 | 1 | 0 | 575 | 80 | 1 | 156 | 0 | 237 | 5 | 392 | 143 | 0 | 540 | 1358 | |
| | 0 | 1 | 1 | 0 | 2 | 64 | 95 | 2 | 0 | 161 | 25 | 0 | 40 | 0 | 65 | 1 | 108 | 50 | 0 | 159 | 387 | |
| | 0 | 0 | 0 | 0 | 0 | 72 | 116 | 0 | 0 | 188 | 18 | 0 | 34 | 0 | 52 | 0 | 115 | 55 | 0 | 170 | 410 | |
| | 0 | 0 | 0 | 0 | 0 | 74 | 79 | 0 | 0 | 153 | 22 | 0 | 42 | 0 | 64 | 1 | 110 | 49 | 0 | 160 | 377 | |
| | 0 | 0 | 1 | 0 | 1 | 71 | 83 | 0 | 0 | 154 | 21 | 0 | 40 | 0 | 61 | 1 | 103 | 50 | 0 | 154 | 370 | |
| Total | 0 | 1 | 2 | 0 | 3 | 281 | 373 | 2 | 0 | 656 | 86 | 0 | 156 | 0 | 242 | 3 | 436 | 204 | 0 | 643 | 1544 | |
| Grand Total | 12 | 4 | 21 | 0 | 37 | 123 | 259 | 10 | 0 | 3840 | 714 | 8 | 122 | 0 | 1942 | 20 | 258 | 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 | | | | | Int.
Total | |
|-----------------------------------|------|-------|------|------------|---------------------|-------|-------|------|------------|--------------------------|-------|-------|------|------------|---------------------|-------|-------|------|------------|---------------|-------|
| Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | |
| From 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 | | | | | | 07:30 | | | | | 07:45 | | | | | 08:00 | | | | | 07:45 |
| 1 | 0 | 0 | 0 | 1 | | 45 | 108 | 1 | 0 | 153 | 43 | 0 | 79 | 0 | 120 | 0 | 81 | 28 | 0 | 107 | 368 |
| | | | | 0.250 | | | | | | 0.843 | | | | | 0.873 | | | | | 0.939 | 0.909 |
| From 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 | | | | | | 12:30 | | | | | 12:45 | | | | | 12:45 | | | | | 12:45 |
| 2 | 0 | 2 | 0 | 4 | | 33 | 78 | 0 | 0 | 111 | 20 | 2 | 30 | 0 | 46 | 1 | 93 | 18 | 0 | 107 | 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 | | | | | | 17:15 | | | | | 17:00 | | | | | 17:15 | | | | | 17:15 |
| 0 | 1 | 1 | 0 | 2 | | 74 | 116 | 2 | 0 | 188 | 25 | 0 | 42 | 0 | 65 | 1 | 115 | 55 | 0 | 170 | 410 |
| | | | | 0.375 | | | | | | 0.872 | | | | | 0.931 | | | | | 0.946 | 0.941 |

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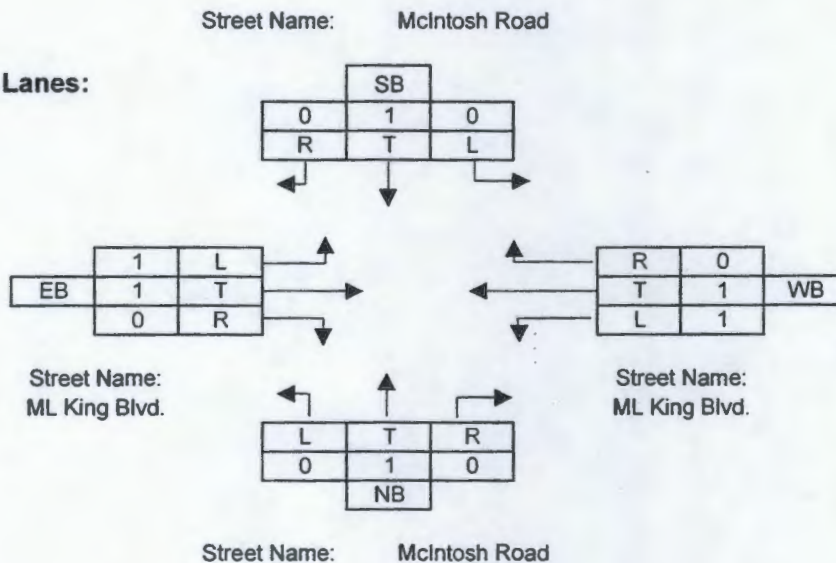
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State of Florida Department of Transportation **SUMMARY OF VEHICLE MOVEMENTS**

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

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|---|---|---|---|---|---|---|---|---|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |

PEDESTRIAN MOVEMENT SUMMARY

Section: _____ State Road: Mintosh City: Selmer
Milepost: _____ Intersecting Road: HLK County: Hillsborough
Time Periods: _____
Data By: LM Completed By: _____
Count Date: 3/30/00 Date: _____

The diagram shows a central square labeled "None". Surrounding this central area are several rooms, each with a table. The rooms are labeled "Time" and "Total". Arrows indicate the flow of movement between these rooms. In the bottom right corner, there is a large "4" and the word "NORTH".

BICYCLE MOVEMENT SUMMARY

Section: _____ State Road: Maintash City: Saltier
Map: _____ Intersecting Road: MLK County: Hillsborough
Period: 7-18-11-13-6
Date By: MHS Completed By: _____
Count Date: 3/30/00 Date: _____

The diagram shows a building layout with several rooms, each containing a table. The tables are arranged as follows:

- Top Left Room:** A table with 10 rows. The first row has 'Time' in the first column and 'Total' in the second column. The remaining 9 rows are empty.
- Top Right Room:** A table with 10 rows. The first row has 'Time' in the first column and 'Total' in the second column. The remaining 9 rows are empty.
- Middle Left Room:** A table with 10 rows. The first row has 'Time' in the first column and 'Total' in the second column. The remaining 9 rows are empty.
- Middle Right Room:** A table with 10 rows. The first row has 'Time' in the first column and 'Total' in the second column. The remaining 9 rows are empty.
- Bottom Left Room:** A table with 10 rows. The first row has 'Time' in the first column and 'Total' in the second column. The remaining 9 rows are empty.
- Bottom Right Room:** A table with 10 rows. The first row has 'Time' in the first column and 'Total' in the second column. The remaining 9 rows are empty.
- Central Room:** A large, empty rectangular room in the center of the building.

A north arrow is located in the bottom right corner, pointing upwards and labeled 'NORTH'.

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 | | | | | Int.
Total |
|---------------------------|------|-------|------|---------------|------|---------------------|------|-------|------|---------------|---------------------------|------|-------|------|---------------|---------------------|------|-------|------|---------------|---------------|
| Left | Thru | Right | Peds | App.
Total | | Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | Left | Thru | Right | Peds | App.
Total | |
| 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 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 00 | 11 | 2 | 24 | 0 | 37 | 3 | 96 | 25 | 0 | 124 | 6 | 11 | 1 | 0 | 18 | 59 | 54 | 1 | 0 | 114 | 293 |
| 15 | 11 | 8 | 47 | 0 | 66 | 4 | 77 | 18 | 0 | 99 | 7 | 11 | 0 | 0 | 18 | 68 | 58 | 1 | 0 | 127 | 310 |
| 30 | 15 | 2 | 40 | 0 | 57 | 1 | 77 | 11 | 0 | 89 | 5 | 7 | 1 | 0 | 13 | 73 | 55 | 1 | 0 | 129 | 288 |
| 45 | 23 | 4 | 49 | 0 | 76 | 1 | 84 | 12 | 0 | 97 | 7 | 10 | 2 | 0 | 19 | 79 | 71 | 3 | 0 | 153 | 345 |
| Total | 60 | 16 | 160 | 0 | 236 | 9 | 334 | 66 | 0 | 409 | 25 | 39 | 4 | 0 | 68 | 279 | 238 | 6 | 0 | 523 | 1236 |
| 00 | 13 | 4 | 39 | 0 | 56 | 0 | 74 | 12 | 0 | 86 | 2 | 5 | 0 | 0 | 7 | 55 | 75 | 2 | 0 | 132 | 281 |
| 15 | 18 | 10 | 43 | 0 | 71 | 0 | 57 | 11 | 0 | 68 | 2 | 5 | 0 | 0 | 7 | 43 | 69 | 1 | 0 | 113 | 259 |
| 30 | 10 | 6 | 36 | 0 | 52 | 0 | 68 | 14 | 0 | 82 | 1 | 6 | 1 | 0 | 8 | 42 | 52 | 1 | 0 | 95 | 237 |
| 45 | 17 | 6 | 39 | 0 | 62 | 0 | 69 | 15 | 0 | 84 | 1 | 9 | 1 | 0 | 11 | 34 | 43 | 0 | 0 | 77 | 234 |
| Total | 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 |
| Total | 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 |
| Total | 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 |
| Total | 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 |
| Total | 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 |
| Total | 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 |
| Total | 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 |
| Total | 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 |
| Total | 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 | 89 | 10 | 0 | 100 | 4 | 5 | 1 | 0 | 10 | 45 | 94 | 1 | 0 | 140 | 332 |
| Total | 76 | 44 | 287 | 0 | 407 | 6 | 344 | 56 | 0 | 406 | 11 | 19 | 6 | 0 | 36 | 171 | 390 | 11 | 0 | 572 | 1421 |
| Grand Total | 455 | 248 | 1347 | 0 | 2050 | 48 | 2168 | 422 | 0 | 2638 | 79 | 168 | 34 | 0 | 281 | 1385 | 2199 | 75 | 0 | 3659 | 8628 |
| Avg % | 22.2 | 12.1 | 65.7 | 0.0 | 23.8 | 1.8 | 82.2 | 16.0 | 0.0 | 30.6 | 28.1 | 59.8 | 12.1 | 0.0 | 3.3 | 37.9 | 60.1 | 2.0 | 0.0 | 42.4 | |
| Min % | 5.3 | 2.9 | 15.6 | 0.0 | | 0.6 | 25.1 | 4.9 | 0.0 | | 0.9 | 1.9 | 0.4 | 0.0 | | 16.1 | 25.5 | 0.9 | 0.0 | | |

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 | | | | | Int.
Total | | | | |
|-----------------------------------|------|-------|------|------------|---------------------|-------|-------|------|------------|---------------------------|-------|-------|------|------------|---------------------|-------|-------|------|------------|---------------|-------|---|-------|-----|
| Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | | | | |
| From 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 |
| | | | | | 0.776 | | | | | 0.825 | | | | | 0.895 | | | | | 0.855 | | | 0.896 | |
| From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00 | 49 | 24 | 130 | 0 | 203 | 3 | 236 | 57 | 0 | 296 | 5 | 18 | 5 | 0 | 28 | 136 | 267 | 13 | 0 | 416 | 943 | | | |
| | 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 | | | | | |
| 12:15 | | | | | | 12:00 | | | | | 12:45 | | | | | 12:30 | | | | | 12:00 | | | |
| | 17 | 10 | 40 | 0 | 59 | | 2 | 73 | 21 | 0 | 95 | | 3 | 6 | 3 | 0 | 9 | | 40 | 72 | 6 | 0 | 108 | 244 |
| | | | | | 0.860 | | | | | 0.779 | | | | | 0.778 | | | | | 0.963 | | | 0.966 | |
| From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 78 | 44 | 279 | 0 | 401 | 8 | 355 | 64 | 0 | 427 | 9 | 14 | 7 | 0 | 30 | 179 | 374 | 11 | 0 | 564 | 1422 | | | |
| | 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 | | | | | |
| 17:15 | | | | | | 17:15 | | | | | 17:30 | | | | | 17:15 | | | | | 17:15 | | | |
| | 26 | 12 | 95 | 0 | 127 | | 3 | 106 | 18 | 0 | 123 | | 5 | 8 | 3 | 0 | 11 | | 53 | 111 | 4 | 0 | 159 | 419 |
| | | | | | 0.789 | | | | | 0.868 | | | | | 0.682 | | | | | 0.887 | | | 0.848 | |

121 Engineering Corp.
1701 N. 58th St.
Tampa, FL 33604

Phone: 813-287-8844
Fax: 813-287-8845
E-mail: info@121eng.com

| Project | | Description | | Status | |
|---------|------|-------------|------|--------|------|
| 1 | 1001 | 1001 | 1001 | 1001 | 1001 |
| 2 | 1002 | 1002 | 1002 | 1002 | 1002 |
| 3 | 1003 | 1003 | 1003 | 1003 | 1003 |
| 4 | 1004 | 1004 | 1004 | 1004 | 1004 |
| 5 | 1005 | 1005 | 1005 | 1005 | 1005 |
| 6 | 1006 | 1006 | 1006 | 1006 | 1006 |
| 7 | 1007 | 1007 | 1007 | 1007 | 1007 |
| 8 | 1008 | 1008 | 1008 | 1008 | 1008 |
| 9 | 1009 | 1009 | 1009 | 1009 | 1009 |
| 10 | 1010 | 1010 | 1010 | 1010 | 1010 |
| 11 | 1011 | 1011 | 1011 | 1011 | 1011 |
| 12 | 1012 | 1012 | 1012 | 1012 | 1012 |
| 13 | 1013 | 1013 | 1013 | 1013 | 1013 |
| 14 | 1014 | 1014 | 1014 | 1014 | 1014 |
| 15 | 1015 | 1015 | 1015 | 1015 | 1015 |
| 16 | 1016 | 1016 | 1016 | 1016 | 1016 |
| 17 | 1017 | 1017 | 1017 | 1017 | 1017 |
| 18 | 1018 | 1018 | 1018 | 1018 | 1018 |
| 19 | 1019 | 1019 | 1019 | 1019 | 1019 |
| 20 | 1020 | 1020 | 1020 | 1020 | 1020 |
| 21 | 1021 | 1021 | 1021 | 1021 | 1021 |
| 22 | 1022 | 1022 | 1022 | 1022 | 1022 |
| 23 | 1023 | 1023 | 1023 | 1023 | 1023 |
| 24 | 1024 | 1024 | 1024 | 1024 | 1024 |
| 25 | 1025 | 1025 | 1025 | 1025 | 1025 |
| 26 | 1026 | 1026 | 1026 | 1026 | 1026 |
| 27 | 1027 | 1027 | 1027 | 1027 | 1027 |
| 28 | 1028 | 1028 | 1028 | 1028 | 1028 |
| 29 | 1029 | 1029 | 1029 | 1029 | 1029 |
| 30 | 1030 | 1030 | 1030 | 1030 | 1030 |
| 31 | 1031 | 1031 | 1031 | 1031 | 1031 |
| 32 | 1032 | 1032 | 1032 | 1032 | 1032 |
| 33 | 1033 | 1033 | 1033 | 1033 | 1033 |
| 34 | 1034 | 1034 | 1034 | 1034 | 1034 |
| 35 | 1035 | 1035 | 1035 | 1035 | 1035 |
| 36 | 1036 | 1036 | 1036 | 1036 | 1036 |
| 37 | 1037 | 1037 | 1037 | 1037 | 1037 |
| 38 | 1038 | 1038 | 1038 | 1038 | 1038 |
| 39 | 1039 | 1039 | 1039 | 1039 | 1039 |
| 40 | 1040 | 1040 | 1040 | 1040 | 1040 |
| 41 | 1041 | 1041 | 1041 | 1041 | 1041 |
| 42 | 1042 | 1042 | 1042 | 1042 | 1042 |
| 43 | 1043 | 1043 | 1043 | 1043 | 1043 |
| 44 | 1044 | 1044 | 1044 | 1044 | 1044 |
| 45 | 1045 | 1045 | 1045 | 1045 | 1045 |
| 46 | 1046 | 1046 | 1046 | 1046 | 1046 |
| 47 | 1047 | 1047 | 1047 | 1047 | 1047 |
| 48 | 1048 | 1048 | 1048 | 1048 | 1048 |
| 49 | 1049 | 1049 | 1049 | 1049 | 1049 |
| 50 | 1050 | 1050 | 1050 | 1050 | 1050 |
| 51 | 1051 | 1051 | 1051 | 1051 | 1051 |
| 52 | 1052 | 1052 | 1052 | 1052 | 1052 |
| 53 | 1053 | 1053 | 1053 | 1053 | 1053 |
| 54 | 1054 | 1054 | 1054 | 1054 | 1054 |
| 55 | 1055 | 1055 | 1055 | 1055 | 1055 |
| 56 | 1056 | 1056 | 1056 | 1056 | 1056 |
| 57 | 1057 | 1057 | 1057 | 1057 | 1057 |
| 58 | 1058 | 1058 | 1058 | 1058 | 1058 |
| 59 | 1059 | 1059 | 1059 | 1059 | 1059 |
| 60 | 1060 | 1060 | 1060 | 1060 | 1060 |
| 61 | 1061 | 1061 | 1061 | 1061 | 1061 |
| 62 | 1062 | 1062 | 1062 | 1062 | 1062 |
| 63 | 1063 | 1063 | 1063 | 1063 | 1063 |
| 64 | 1064 | 1064 | 1064 | 1064 | 1064 |
| 65 | 1065 | 1065 | 1065 | 1065 | 1065 |
| 66 | 1066 | 1066 | 1066 | 1066 | 1066 |
| 67 | 1067 | 1067 | 1067 | 1067 | 1067 |
| 68 | 1068 | 1068 | 1068 | 1068 | 1068 |
| 69 | 1069 | 1069 | 1069 | 1069 | 1069 |
| 70 | 1070 | 1070 | 1070 | 1070 | 1070 |
| 71 | 1071 | 1071 | 1071 | 1071 | 1071 |
| 72 | 1072 | 1072 | 1072 | 1072 | 1072 |
| 73 | 1073 | 1073 | 1073 | 1073 | 1073 |
| 74 | 1074 | 1074 | 1074 | 1074 | 1074 |
| 75 | 1075 | 1075 | 1075 | 1075 | 1075 |
| 76 | 1076 | 1076 | 1076 | 1076 | 1076 |
| 77 | 1077 | 1077 | 1077 | 1077 | 1077 |
| 78 | 1078 | 1078 | 1078 | 1078 | 1078 |
| 79 | 1079 | 1079 | 1079 | 1079 | 1079 |
| 80 | 1080 | 1080 | 1080 | 1080 | 1080 |
| 81 | 1081 | 1081 | 1081 | 1081 | 1081 |
| 82 | 1082 | 1082 | 1082 | 1082 | 1082 |
| 83 | 1083 | 1083 | 1083 | 1083 | 1083 |
| 84 | 1084 | 1084 | 1084 | 1084 | 1084 |
| 85 | 1085 | 1085 | 1085 | 1085 | 1085 |
| 86 | 1086 | 1086 | 1086 | 1086 | 1086 |
| 87 | 1087 | 1087 | 1087 | 1087 | 1087 |
| 88 | 1088 | 1088 | 1088 | 1088 | 1088 |
| 89 | 1089 | 1089 | 1089 | 1089 | 1089 |
| 90 | 1090 | 1090 | 1090 | 1090 | 1090 |
| 91 | 1091 | 1091 | 1091 | 1091 | 1091 |
| 92 | 1092 | 1092 | 1092 | 1092 | 1092 |
| 93 | 1093 | 1093 | 1093 | 1093 | 1093 |
| 94 | 1094 | 1094 | 1094 | 1094 | 1094 |
| 95 | 1095 | 1095 | 1095 | 1095 | 1095 |
| 96 | 1096 | 1096 | 1096 | 1096 | 1096 |
| 97 | 1097 | 1097 | 1097 | 1097 | 1097 |
| 98 | 1098 | 1098 | 1098 | 1098 | 1098 |
| 99 | 1099 | 1099 | 1099 | 1099 | 1099 |
| 100 | 1100 | 1100 | 1100 | 1100 | 1100 |

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

Counted by : Matt
Weather : warm
Board # : 1321

Groups Printed: Trucks & Buses

| MCINTOSH RD Southbound | | | | | | SR 574 Westbound | | | | | MCINTOSH RD Northbound | | | | | SR 574 Eastbound | | | | | Int. Total |
|------------------------|------|------|-------|------|------------|------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| 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 | |
| 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 |
| Approch % | 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 |

2. The second part of the document focuses on the implementation of these practices across different departments. It provides a detailed overview of the roles and responsibilities of each team, as well as the specific steps required to ensure compliance with the established protocols. This section also addresses the challenges faced during the implementation process and offers practical solutions to overcome them.

3. The third part of the document discusses the ongoing monitoring and evaluation of the implemented measures. It highlights the importance of regular audits and reviews to assess the effectiveness of the system and identify areas for improvement. This section also outlines the process for reporting and addressing any issues that arise, ensuring that the organization remains committed to high standards of performance.

4. The final part of the document provides a summary of the key findings and conclusions. It reiterates the importance of the implemented measures and the commitment of the organization to maintaining the highest standards of transparency and accountability. This section also includes a list of recommendations for future actions and a timeline for their implementation.

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

Counted by : Matt
Weather : warm
Board # : 1321

Groups Printed: U-Turns

| Start Time | MCINTOSH RD Southbound | | | | | SR 574 Westbound | | | | | MCINTOSH RD Northbound | | | | | SR 574 Eastbound | | | | | Int. Total |
|-------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 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 | | |

[illegible][illegible]

Counted by : Matt
Weather : warm
Card # : 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 - Trucks & Buses - U-Turns

| Start Time | MCINTOSH RD Southbound | | | | | SR 574 Westbound | | | | | MCINTOSH RD Northbound | | | | | SR 574 Eastbound | | | | | Int. Total |
|------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 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 |
| 6:00 | 30 | 15 | 48 | 0 | 93 | 3 | 81 | 12 | 0 | 96 | 1 | 6 | 2 | 0 | 9 | 37 | 98 | 1 | 0 | 136 | 334 |
| 6:15 | 17 | 18 | 53 | 0 | 88 | 2 | 83 | 14 | 0 | 99 | 3 | 9 | 2 | 0 | 14 | 48 | 82 | 2 | 0 | 132 | 333 |
| 6:30 | 23 | 11 | 69 | 0 | 103 | 2 | 59 | 22 | 0 | 83 | 1 | 5 | 3 | 0 | 9 | 46 | 90 | 1 | 0 | 137 | 332 |
| 6:45 | 18 | 11 | 68 | 0 | 97 | 3 | 83 | 18 | 0 | 104 | 2 | 0 | 2 | 0 | 4 | 53 | 78 | 1 | 0 | 132 | 337 |
| Total | 88 | 55 | 238 | 0 | 381 | 10 | 306 | 66 | 0 | 382 | 7 | 20 | 9 | 0 | 36 | 184 | 348 | 5 | 0 | 537 | 1336 |
| 7:00 | 13 | 11 | 53 | 0 | 77 | 3 | 84 | 27 | 0 | 114 | 2 | 4 | 0 | 0 | 6 | 36 | 101 | 2 | 0 | 139 | 336 |
| 7:15 | 22 | 11 | 95 | 0 | 128 | 1 | 107 | 18 | 0 | 126 | 5 | 4 | 2 | 0 | 11 | 44 | 115 | 4 | 0 | 163 | 428 |
| 7:30 | 29 | 12 | 65 | 0 | 106 | 1 | 88 | 16 | 0 | 105 | 0 | 8 | 3 | 0 | 11 | 47 | 89 | 4 | 0 | 140 | 362 |
| 7:45 | 19 | 11 | 75 | 0 | 105 | 1 | 70 | 12 | 0 | 83 | 5 | 5 | 1 | 0 | 11 | 46 | 94 | 1 | 0 | 141 | 340 |
| Total | 83 | 45 | 288 | 0 | 416 | 6 | 349 | 73 | 0 | 428 | 12 | 21 | 6 | 0 | 39 | 173 | 399 | 11 | 0 | 583 | 1466 |
| 8:00 | 534 | 256 | 137 | 0 | 2162 | 50 | 228 | 509 | 0 | 2842 | 85 | 174 | 38 | 0 | 297 | 142 | 230 | 79 | 0 | 3810 | 9111 |
| Factor | 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 | | | | |

Page 4 of 4

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 | 50 | 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.

DECLARATION

I, the undersigned,

do hereby declare



that the foregoing is a true and correct copy of the original as the same appears in the records of the

County of _____ State of _____

Notary Public for the State of _____

My commission expires _____

Witness my hand and seal this _____ day of _____ 19____

at _____

02/04/1995 17:34 8135583378

AYRES ASSOCIATES ENV

PAGE 01



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.: 975-8454

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 # | | | |

May-19-00 03:28P

P.01

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

COMMENTS:

As requested.



May-19-00 03:28P

P.02

MEMORANDUMDepartment of Transportation
District Seven Planning MS 7-340ENVIRONMENTAL
MANAGEMENT OFFICE

2000 MAY 19 PM 3:09

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 socio-economic data on the latest Adopted 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

MEMORANDUM

TO : THE PRESIDENT

FROM : THE VICE PRESIDENT

SUBJECT: [Illegible]

DATE: [Illegible]

RE: [Illegible]

1. [Illegible]

2. [Illegible]

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14. [Illegible]

15. [Illegible]

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17. [Illegible]

18. [Illegible]

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35. [Illegible]

36. [Illegible]

37. [Illegible]

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 of Valrico | 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 |

mlkadj.wk4
05/12/2000

Handwritten notes at the top of the page, possibly a title or date.

| Station | Time | Temp | Wind | Pressure | Remarks |
|---------|-------|------|------|----------|---------|
| 1 | 10:00 | 10.0 | 10.0 | 10.0 | Clear |
| 2 | 10:15 | 10.5 | 10.5 | 10.5 | Clear |
| 3 | 10:30 | 11.0 | 11.0 | 11.0 | Clear |
| 4 | 10:45 | 11.5 | 11.5 | 11.5 | Clear |
| 5 | 11:00 | 12.0 | 12.0 | 12.0 | Clear |
| 6 | 11:15 | 12.5 | 12.5 | 12.5 | Clear |
| 7 | 11:30 | 13.0 | 13.0 | 13.0 | Clear |
| 8 | 11:45 | 13.5 | 13.5 | 13.5 | Clear |
| 9 | 12:00 | 14.0 | 14.0 | 14.0 | Clear |
| 10 | 12:15 | 14.5 | 14.5 | 14.5 | Clear |
| 11 | 12:30 | 15.0 | 15.0 | 15.0 | Clear |
| 12 | 12:45 | 15.5 | 15.5 | 15.5 | Clear |
| 13 | 13:00 | 16.0 | 16.0 | 16.0 | Clear |
| 14 | 13:15 | 16.5 | 16.5 | 16.5 | Clear |
| 15 | 13:30 | 17.0 | 17.0 | 17.0 | Clear |
| 16 | 13:45 | 17.5 | 17.5 | 17.5 | Clear |
| 17 | 14:00 | 18.0 | 18.0 | 18.0 | Clear |
| 18 | 14:15 | 18.5 | 18.5 | 18.5 | Clear |
| 19 | 14:30 | 19.0 | 19.0 | 19.0 | Clear |
| 20 | 14:45 | 19.5 | 19.5 | 19.5 | Clear |
| 21 | 15:00 | 20.0 | 20.0 | 20.0 | Clear |
| 22 | 15:15 | 20.5 | 20.5 | 20.5 | Clear |
| 23 | 15:30 | 21.0 | 21.0 | 21.0 | Clear |
| 24 | 15:45 | 21.5 | 21.5 | 21.5 | Clear |
| 25 | 16:00 | 22.0 | 22.0 | 22.0 | Clear |
| 26 | 16:15 | 22.5 | 22.5 | 22.5 | Clear |
| 27 | 16:30 | 23.0 | 23.0 | 23.0 | Clear |
| 28 | 16:45 | 23.5 | 23.5 | 23.5 | Clear |
| 29 | 17:00 | 24.0 | 24.0 | 24.0 | Clear |
| 30 | 17:15 | 24.5 | 24.5 | 24.5 | Clear |
| 31 | 17:30 | 25.0 | 25.0 | 25.0 | Clear |
| 32 | 17:45 | 25.5 | 25.5 | 25.5 | Clear |
| 33 | 18:00 | 26.0 | 26.0 | 26.0 | Clear |
| 34 | 18:15 | 26.5 | 26.5 | 26.5 | Clear |
| 35 | 18:30 | 27.0 | 27.0 | 27.0 | Clear |
| 36 | 18:45 | 27.5 | 27.5 | 27.5 | Clear |
| 37 | 19:00 | 28.0 | 28.0 | 28.0 | Clear |
| 38 | 19:15 | 28.5 | 28.5 | 28.5 | Clear |
| 39 | 19:30 | 29.0 | 29.0 | 29.0 | Clear |
| 40 | 19:45 | 29.5 | 29.5 | 29.5 | Clear |
| 41 | 20:00 | 30.0 | 30.0 | 30.0 | Clear |
| 42 | 20:15 | 30.5 | 30.5 | 30.5 | Clear |
| 43 | 20:30 | 31.0 | 31.0 | 31.0 | Clear |
| 44 | 20:45 | 31.5 | 31.5 | 31.5 | Clear |
| 45 | 21:00 | 32.0 | 32.0 | 32.0 | Clear |
| 46 | 21:15 | 32.5 | 32.5 | 32.5 | Clear |
| 47 | 21:30 | 33.0 | 33.0 | 33.0 | Clear |
| 48 | 21:45 | 33.5 | 33.5 | 33.5 | Clear |
| 49 | 22:00 | 34.0 | 34.0 | 34.0 | Clear |
| 50 | 22:15 | 34.5 | 34.5 | 34.5 | Clear |
| 51 | 22:30 | 35.0 | 35.0 | 35.0 | Clear |
| 52 | 22:45 | 35.5 | 35.5 | 35.5 | Clear |
| 53 | 23:00 | 36.0 | 36.0 | 36.0 | Clear |
| 54 | 23:15 | 36.5 | 36.5 | 36.5 | Clear |
| 55 | 23:30 | 37.0 | 37.0 | 37.0 | Clear |
| 56 | 23:45 | 37.5 | 37.5 | 37.5 | Clear |
| 57 | 24:00 | 38.0 | 38.0 | 38.0 | Clear |
| 58 | 24:15 | 38.5 | 38.5 | 38.5 | Clear |
| 59 | 24:30 | 39.0 | 39.0 | 39.0 | Clear |
| 60 | 24:45 | 39.5 | 39.5 | 39.5 | Clear |
| 61 | 25:00 | 40.0 | 40.0 | 40.0 | Clear |
| 62 | 25:15 | 40.5 | 40.5 | 40.5 | Clear |
| 63 | 25:30 | 41.0 | 41.0 | 41.0 | Clear |
| 64 | 25:45 | 41.5 | 41.5 | 41.5 | Clear |
| 65 | 26:00 | 42.0 | 42.0 | 42.0 | Clear |
| 66 | 26:15 | 42.5 | 42.5 | 42.5 | Clear |
| 67 | 26:30 | 43.0 | 43.0 | 43.0 | Clear |
| 68 | 26:45 | 43.5 | 43.5 | 43.5 | Clear |
| 69 | 27:00 | 44.0 | 44.0 | 44.0 | Clear |
| 70 | 27:15 | 44.5 | 44.5 | 44.5 | Clear |
| 71 | 27:30 | 45.0 | 45.0 | 45.0 | Clear |
| 72 | 27:45 | 45.5 | 45.5 | 45.5 | Clear |
| 73 | 28:00 | 46.0 | 46.0 | 46.0 | Clear |
| 74 | 28:15 | 46.5 | 46.5 | 46.5 | Clear |
| 75 | 28:30 | 47.0 | 47.0 | 47.0 | Clear |
| 76 | 28:45 | 47.5 | 47.5 | 47.5 | Clear |
| 77 | 29:00 | 48.0 | 48.0 | 48.0 | Clear |
| 78 | 29:15 | 48.5 | 48.5 | 48.5 | Clear |
| 79 | 29:30 | 49.0 | 49.0 | 49.0 | Clear |
| 80 | 29:45 | 49.5 | 49.5 | 49.5 | Clear |
| 81 | 30:00 | 50.0 | 50.0 | 50.0 | Clear |
| 82 | 30:15 | 50.5 | 50.5 | 50.5 | Clear |
| 83 | 30:30 | 51.0 | 51.0 | 51.0 | Clear |
| 84 | 30:45 | 51.5 | 51.5 | 51.5 | Clear |
| 85 | 31:00 | 52.0 | 52.0 | 52.0 | Clear |
| 86 | 31:15 | 52.5 | 52.5 | 52.5 | Clear |
| 87 | 31:30 | 53.0 | 53.0 | 53.0 | Clear |
| 88 | 31:45 | 53.5 | 53.5 | 53.5 | Clear |
| 89 | 32:00 | 54.0 | 54.0 | 54.0 | Clear |
| 90 | 32:15 | 54.5 | 54.5 | 54.5 | Clear |
| 91 | 32:30 | 55.0 | 55.0 | 55.0 | Clear |
| 92 | 32:45 | 55.5 | 55.5 | 55.5 | Clear |
| 93 | 33:00 | 56.0 | 56.0 | 56.0 | Clear |
| 94 | 33:15 | 56.5 | 56.5 | 56.5 | Clear |
| 95 | 33:30 | 57.0 | 57.0 | 57.0 | Clear |
| 96 | 33:45 | 57.5 | 57.5 | 57.5 | Clear |
| 97 | 34:00 | 58.0 | 58.0 | 58.0 | Clear |
| 98 | 34:15 | 58.5 | 58.5 | 58.5 | Clear |
| 99 | 34:30 | 59.0 | 59.0 | 59.0 | Clear |
| 100 | 34:45 | 59.5 | 59.5 | 59.5 | Clear |

| Station | Time | Temp | Wind | Pressure | Remarks |
|---------|-------|------|------|----------|---------|
| 1 | 10:00 | 10.0 | 10.0 | 10.0 | Clear |
| 2 | 10:15 | 10.5 | 10.5 | 10.5 | Clear |
| 3 | 10:30 | 11.0 | 11.0 | 11.0 | Clear |
| 4 | 10:45 | 11.5 | 11.5 | 11.5 | Clear |
| 5 | 11:00 | 12.0 | 12.0 | 12.0 | Clear |
| 6 | 11:15 | 12.5 | 12.5 | 12.5 | Clear |
| 7 | 11:30 | 13.0 | 13.0 | 13.0 | Clear |
| 8 | 11:45 | 13.5 | 13.5 | 13.5 | Clear |
| 9 | 12:00 | 14.0 | 14.0 | 14.0 | Clear |
| 10 | 12:15 | 14.5 | 14.5 | 14.5 | Clear |
| 11 | 12:30 | 15.0 | 15.0 | 15.0 | Clear |
| 12 | 12:45 | 15.5 | 15.5 | 15.5 | Clear |
| 13 | 13:00 | 16.0 | 16.0 | 16.0 | Clear |
| 14 | 13:15 | 16.5 | 16.5 | 16.5 | Clear |
| 15 | 13:30 | 17.0 | 17.0 | 17.0 | Clear |
| 16 | 13:45 | 17.5 | 17.5 | 17.5 | Clear |
| 17 | 14:00 | 18.0 | 18.0 | 18.0 | Clear |
| 18 | 14:15 | 18.5 | 18.5 | 18.5 | Clear |
| 19 | 14:30 | 19.0 | 19.0 | 19.0 | Clear |
| 20 | 14:45 | 19.5 | 19.5 | 19.5 | Clear |
| 21 | 15:00 | 20.0 | 20.0 | 20.0 | Clear |
| 22 | 15:15 | 20.5 | 20.5 | 20.5 | Clear |
| 23 | 15:30 | 21.0 | 21.0 | 21.0 | Clear |
| 24 | 15:45 | 21.5 | 21.5 | 21.5 | Clear |
| 25 | 16:00 | 22.0 | 22.0 | 22.0 | Clear |
| 26 | 16:15 | 22.5 | 22.5 | 22.5 | Clear |
| 27 | 16:30 | 23.0 | 23.0 | 23.0 | Clear |
| 28 | 16:45 | 23.5 | 23.5 | 23.5 | Clear |
| 29 | 17:00 | 24.0 | 24.0 | 24.0 | Clear |
| 30 | 17:15 | 24.5 | 24.5 | 24.5 | Clear |
| 31 | 17:30 | 25.0 | 25.0 | 25.0 | Clear |
| 32 | 17:45 | 25.5 | 25.5 | 25.5 | Clear |
| 33 | 18:00 | 26.0 | 26.0 | 26.0 | Clear |
| 34 | 18:15 | 26.5 | 26.5 | 26.5 | Clear |
| 35 | 18:30 | 27.0 | 27.0 | 27.0 | Clear |
| 36 | 18:45 | 27.5 | 27.5 | 27.5 | Clear |
| 37 | 19:00 | 28.0 | 28.0 | 28.0 | Clear |
| 38 | 19:15 | 28.5 | 28.5 | 28.5 | Clear |
| 39 | 19:30 | 29.0 | 29.0 | 29.0 | Clear |
| 40 | 19:45 | 29.5 | 29.5 | 29.5 | Clear |
| 41 | 20:00 | 30.0 | 30.0 | 30.0 | Clear |
| 42 | 20:15 | 30.5 | 30.5 | 30.5 | Clear |
| 43 | 20:30 | 31.0 | 31.0 | 31.0 | Clear |
| 44 | 20:45 | 31.5 | 31.5 | 31.5 | Clear |
| 45 | 21:00 | 32.0 | 32.0 | 32.0 | Clear |
| 46 | 21:15 | 32.5 | 32.5 | 32.5 | Clear |
| 47 | 21:30 | 33.0 | 33.0 | 33.0 | Clear |
| 48 | 21:45 | 33.5 | 33.5 | 33.5 | Clear |
| 49 | 22:00 | 34.0 | 34.0 | 34.0 | Clear |
| 50 | 22:15 | 34.5 | 34.5 | 34.5 | Clear |
| 51 | 22:30 | 35.0 | 35.0 | 35.0 | Clear |
| 52 | 22:45 | 35.5 | 35.5 | 35.5 | Clear |
| 53 | 23:00 | 36.0 | 36.0 | 36.0 | Clear |
| 54 | 23:15 | 36.5 | 36.5 | 36.5 | Clear |
| 55 | 23:30 | 37.0 | 37.0 | 37.0 | Clear |
| 56 | 23:45 | 37.5 | 37.5 | 37.5 | Clear |
| 57 | 24:00 | 38.0 | 38.0 | 38.0 | Clear |
| 58 | 24:15 | 38.5 | 38.5 | 38.5 | Clear |
| 59 | 24:30 | 39.0 | 39.0 | 39.0 | Clear |
| 60 | 24:45 | 39.5 | 39.5 | 39.5 | Clear |
| 61 | 25:00 | 40.0 | 40.0 | 40.0 | Clear |
| 62 | 25:15 | 40.5 | 40.5 | 40.5 | Clear |
| 63 | 25:30 | 41.0 | 41.0 | 41.0 | Clear |
| 64 | 25:45 | 41.5 | 41.5 | 41.5 | Clear |
| 65 | 26:00 | 42.0 | 42.0 | 42.0 | Clear |
| 66 | 26:15 | 42.5 | 42.5 | 42.5 | Clear |
| 67 | 26:30 | 43.0 | 43.0 | 43.0 | Clear |
| 68 | 26:45 | 43.5 | 43.5 | 43.5 | Clear |
| 69 | 27:00 | 44.0 | 44.0 | 44.0 | Clear |
| 70 | 27:15 | 44.5 | 44.5 | 44.5 | Clear |
| 71 | 27:30 | 45.0 | 45.0 | 45.0 | Clear |
| 72 | 27:45 | 45.5 | 45.5 | 45.5 | Clear |
| 73 | 28:00 | 46.0 | 46.0 | 46.0 | Clear |
| 74 | 28:15 | 46.5 | 46.5 | 46.5 | Clear |
| 75 | 28:30 | 47.0 | 47.0 | 47.0 | Clear |
| 76 | 28:45 | 47.5 | 47.5 | 47.5 | Clear |
| 77 | 29:00 | 48.0 | 48.0 | 48.0 | Clear |
| 78 | 29:15 | 48.5 | 48.5 | 48.5 | Clear |
| 79 | 29:30 | 49.0 | 49.0 | 49.0 | Clear |
| 80 | 29:45 | 49.5 | 49.5 | 49.5 | Clear |
| 81 | 30:00 | 50.0 | 50.0 | 50.0 | Clear |
| 82 | 30:15 | 50.5 | 50.5 | 50.5 | Clear |
| 83 | 30:30 | 51.0 | 51.0 | 51.0 | Clear |
| 84 | 30:45 | 51.5 | 51.5 | 51.5 | Clear |
| 85 | 31:00 | 52.0 | 52.0 | 52.0 | Clear |
| 86 | 31:15 | 52.5 | 52.5 | 52.5 | Clear |
| 87 | 31:30 | 53.0 | 53.0 | 53.0 | Clear |
| 88 | 31:45 | 53.5 | 53.5 | 53.5 | Clear |
| 89 | 32:00 | 54.0 | 54.0 | 54.0 | Clear |
| 90 | 32:15 | 54.5 | 54.5 | 54.5 | Clear |
| 91 | 32:30 | 55.0 | 55.0 | 55.0 | Clear |
| 92 | 32:45 | 55.5 | 55.5 | 55.5 | Clear |
| 93 | 33:00 | 56.0 | 56.0 | 56.0 | Clear |
| 94 | 33:15 | 56.5 | 56.5 | 56.5 | Clear |
| 95 | 33:30 | 57.0 | 57.0 | 57.0 | Clear |
| 96 | 33:45 | 57.5 | 57.5 | 57.5 | Clear |
| 97 | 34:00 | 58.0 | 58.0 | 58.0 | Clear |
| 98 | 34:15 | 58.5 | 58.5 | 58.5 | Clear |
| 99 | 34:30 | 59.0 | 59.0 | 59.0 | Clear |
| 100 | 34:45 | 59.5 | 59.5 | 59.5 | Clear |

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 | |
| Seas. | 0.96 | | | | | | | |
| Axle | 0.98 | | | | | | | |

mlkadj.wk4
05/12/2000

TABLE 7: PROJECTS TO COMPLETE 2015 PLAN
STATE ROADS IN UNINCORPORATED AREA AND ALL COUNTY ROADS

| ROADWAY | FROM | TO | LEN
(MILES) | JUR | FC | 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 | POWLER 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 | COL | 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 |

To Mike Palozzi Date Revised: Nov. 20, 1995
October 2, 1995

From M.J. Everett/D.E. Allison Project No. CT00069.00

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:

- o Validated Model for 1990
- o Needs Plan Scenario I - Highway and Rail Alternative with six-lane/four-lane facility on S.R. 574, July 1995.
- o Needs Plan Scenario K - Highway and Rail Alternative with six-lane/four-lane facility on S.R. 574, July 1995.
- o Cost Affordable Plan Scenario M5 - Highway and Rail Alternative with six-lane/four-lane facility on S.R. 574, August 1995.
- o Cost Affordable Plan Scenario N4 - Highway Intensive with six-lane/four-lane facility on S.R. 574, September 1995.
- o Cost Affordable Plan Scenario N5 - Bus Intensive with six-lane/four-lane facility on S.R. 574, September 1995.
- o Cost Affordable Plan Scenario N6 - Highway and Rail Alternative with two-lane facility on S.R. 574, September 1995.

To : Mr. Tolson
From : Mr. [Name]
Subject : [Subject]
Date : [Date]
File No. : [File No.]

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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.

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Memorandum, Bogen/Palozzi
February 6, 1996
Page 2

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.

The investigation of the cause of the disaster is a complex task that requires a thorough understanding of the system and its components. The investigation should be conducted in a systematic and organized manner, following a clear methodology. The methodology should include the identification of the problem, the collection of data, the analysis of the data, and the formulation of conclusions. The investigation should be conducted in a timely and efficient manner, ensuring that the results are accurate and reliable.

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Investigation of the Cause of the Disaster

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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 E2

M E M O R A N D U M

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.

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RECORD OF CONVERSATION

DATE: 6/13/95 JOB NO: SPN 10090-1524
 RECORDED BY: KEVIN DOYLE OWNER/CLIENT: FDOT
 SPOKE WITH: DAVID ROGER OF ICF KAISER
 NATURE OF CALL: 623-1133 INCOMING ☐ OUTGOING ☒ MEETING ☐
 DUTY TO: INFORMATION ACTION

TRAFFIC COUNT SCHEDULING

TOM CLOTHIER TO CALL
DAVID ROGER

CONSTRUCTION SCHEDULE

W OF CR 579 TO HIGHVIEW - NEED COORD

HIGHVIEW TO PINE ST - NO PROBLEM
FOR NEXT 4-5 WEEKS

MAIN SUBJECT OF CONVERSATION: 6-LANE CONSTRUCTION ACTIVITIES + TRAFFIC COUNTS

ITEMS DISCUSSED: _____

- DAVID ROGER 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 $\approx$ 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

Memorandum, Palozzi
October 2, 1995
Revised November 20, 1995
Page 3

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.

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TABLE I
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 |

Memorandum, Palozzi
October 2, 1995
Revised November 20, 1995
Page 4

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% | | | |

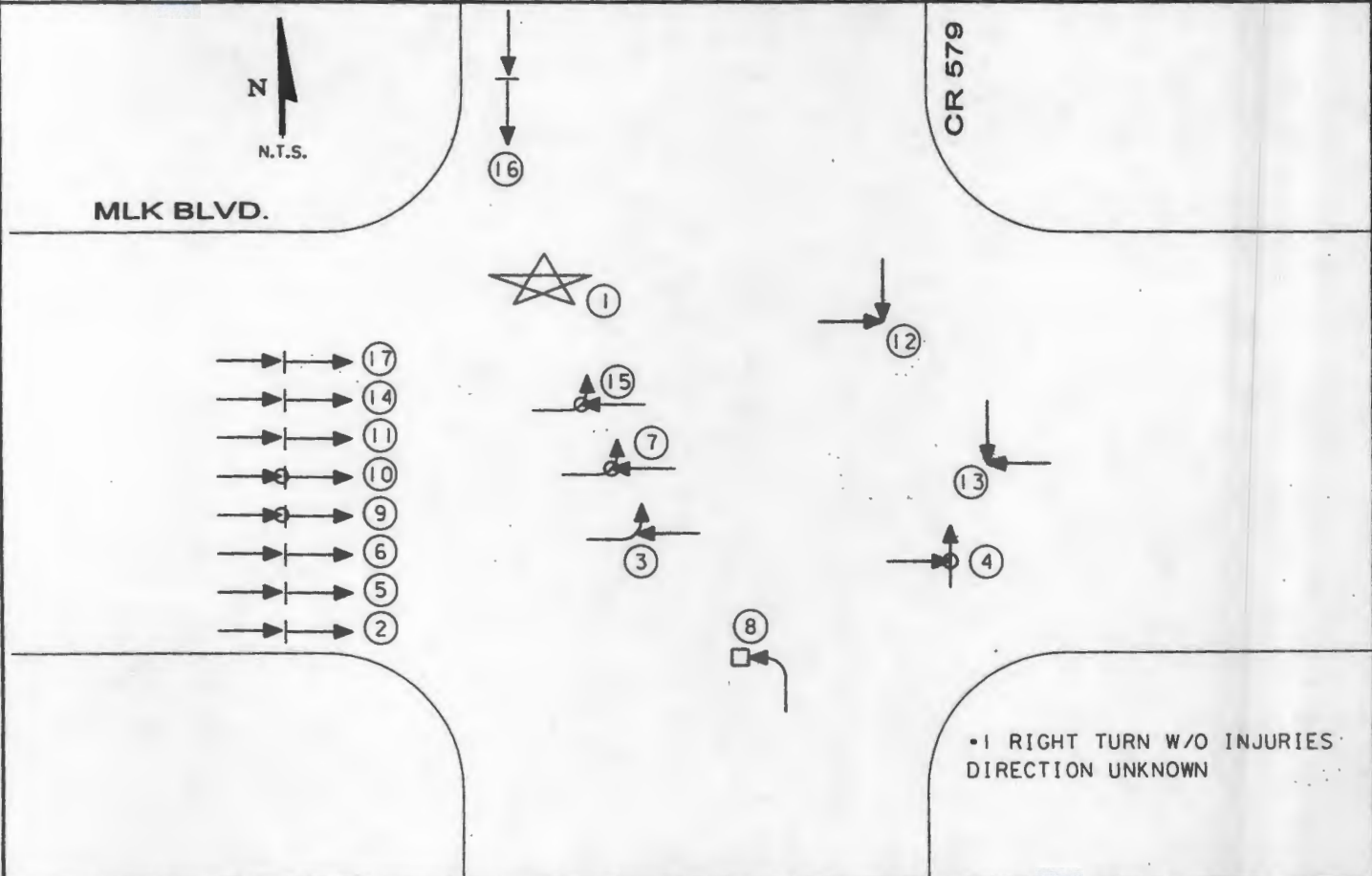
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
CR 579

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



| COLLISION SYMBOLS | | | | CONDITION CODES |
|-------------------|------------|----|--------------------------|---|
| ← | STRAIGHT | ←← | REAR-END | PAVEMENT CONDITION
D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY) |
| ← | STOPPED | ←← | HEAD-ON | |
| ←> | BACKING | ←> | SIDE SWIPE | |
| ◻ | PARKED | ←~ | OUT OF CONTROL | |
| ←○ | OVERTURNED | ☆ | INSUFFICIENT INFORMATION | |
| ○ | INJURY | | | |
| ◎ | FATALITY | | | |
| | | ↗ | RIGHT TURN | |
| | | ↖ | LEFT TURN | |
| | | ◻ | FIXED OBJECT | |
| | | × | PEDESTRIAN | |
| | | ⊗ | BICYCLE | |

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 | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.126 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: CR 579 |
| Section: 1009 | |

| | |
|---|-----------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.126 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: CR 579 |
| Section: 1009 | |

| | | | |
|--------------------------------|-------------------|------------------------------|-------------------|
| Study Period Begins on: | 01/01/1996 | Study Period Ends on: | 12/31/1996 |
|--------------------------------|-------------------|------------------------------|-------------------|

[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 5 | 0 | 1 | 4 | | 0 | | 18,900 | 0.7 |
| Percent: | 100% | 0% | 20% | 80% | | 0% | | | |

| Date | | Time | | Place | | Remarks | |
|------|--|------|--|-------|--|---------|--|
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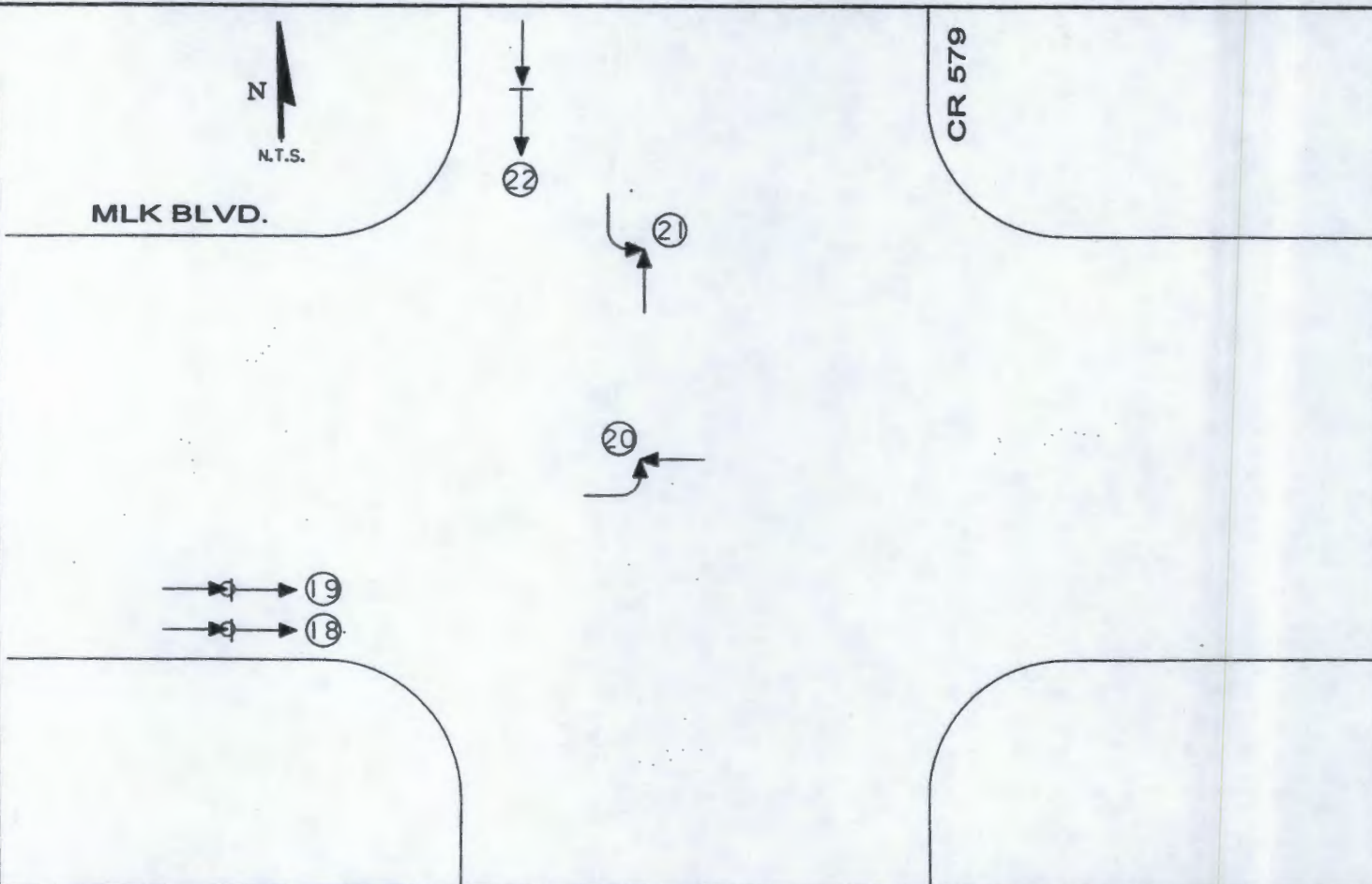
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
CR 579

COUNTY: HILLSBOROUGH

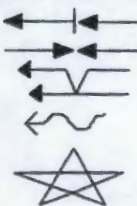
PERIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL

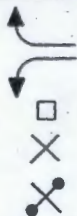


COLLISION SYMBOLS

- ← 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 | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.126 |
| Section: 1009 | Intersecting Street: CR 579 |
| Local Street Name: Martin Luther King Jr. Boulevard | |

| | |
|---|-----------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.126 |
| Section: 1009 | Intersecting Street: CR 579 |
| Local Street Name: Martin Luther King Jr. Boulevard | |

Study Period Ends on: 12/31/1997[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|----|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 6 | 4 | 4 | 6 | | 0 | | 19,300 | 1.4 |
| Percent: | 60% | 40% | 40% | 60% | | 0% | | | |

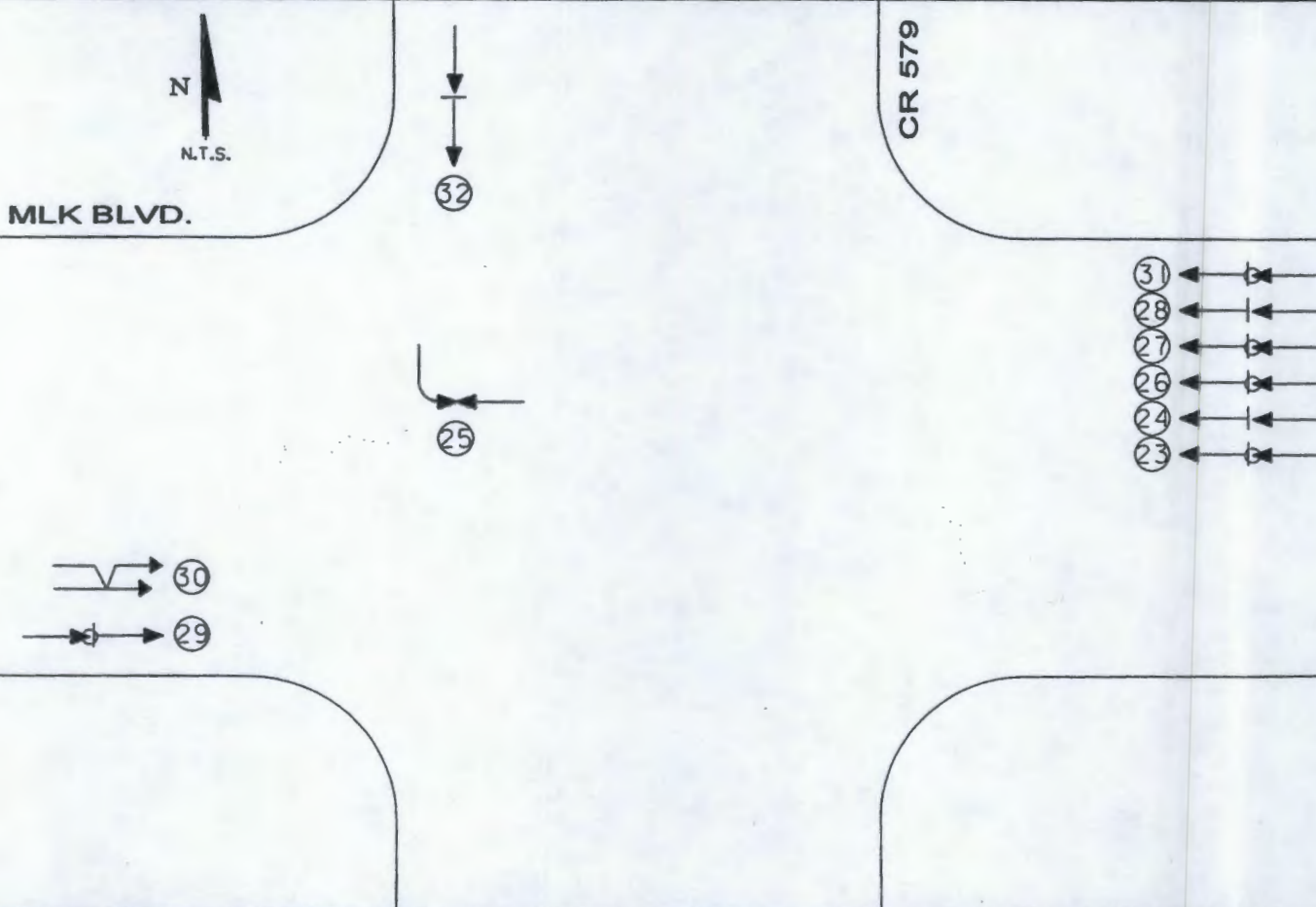
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

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 |

CO. 1210
 FLORIDA DEPARTMENT OF
 AGRICULTURE
 FIELD REPORT
 MADE BY
 DATE

CROPS
 PLANTED
 CULTIVATED
 HARVESTED
 YIELD
 COMMENTS

FIELD NO.
 LOCATION
 DATE
 TIME
 WEATHER
 SOIL
 PLANT
 YIELD
 COMMENTS

| |
|---|
| Florida Department of Transportation
Crash Summary |
|---|

| | |
|---|-----------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.126 |
| Section: 1009 | Intersecting Street: CR 579 |
| Local Street Name: Martin Luther King Jr. Boulevard | |

| | |
|---|-----------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.126 |
| Local Street Name: Martin Luther King Jr. Boulevard | Section: 1009 |
| | Intersecting Street: CR 579 |

Study Period Begins on: 01/01/1998 Study Period Ends on: 12/31/1998

[illegible]

| | Total | with | with | Property | Right | Left | Right | Rear | Side | Peds / | Fixed | Head | |
|----------|----------------|-------------------|-----------------|---------------|--------------|-------------|-------------|------------|--------------|--------------|---------------|-----------|--------------|
| | <u>Crashes</u> | <u>Fatalities</u> | <u>Injuries</u> | <u>Damage</u> | <u>Angle</u> | <u>Turn</u> | <u>Turn</u> | <u>End</u> | <u>Swipe</u> | <u>Bikes</u> | <u>Object</u> | <u>On</u> | <u>Other</u> |
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 5 | 2 | 3 | 4 | | 0 | | 21,500 | 0.9 |
| Percent: | 71% | 29% | 43% | 57% | | 0% | | | |

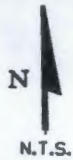
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
CR 579

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



MLK BLVD.

CR 579



•35 UNKNOWN W/ INJURIES
DIRECTION SOUTHBOUND
•36 UNKNOWN W/ INJURIES
DIRECTION EASTBOUND

COLLISION SYMBOLS

| | | | | | |
|----|------------|----|--------------------------|---|--------------|
| ← | STRAIGHT | ←← | REAR-END | ↗ | RIGHT TURN |
| ← | STOPPED | ←← | HEAD-ON | ↖ | LEFT TURN |
| ←> | BACKING | ←> | SIDE SWIPE | □ | FIXED OBJECT |
| ▢ | PARKED | ←~ | OUT OF CONTROL | × | PEDESTRIAN |
| ←○ | OVERTURNED | ★ | INSUFFICIENT INFORMATION | ⊗ | BICYCLE |
| ○ | INJURY | | | | |
| ◎ | FATALITY | | | | |

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 |

| | |
|---|--|
| <p align="center">Florida Department of Transportation
 Crash Summary</p> | |
|---|--|

| | |
|---|-----------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.126 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: CR 579 |

City/Town: Seffner
Mile Post: 4.126
Intersecting Street: CR 579

Study Period Ends on: 12/31/99

[illegible]

| | Total | with | with | Property | Right | Left | Right | Rear | Side | Peds / | Fixed | Head | |
|----------|----------------|-------------------|-----------------|---------------|--------------|-------------|-------------|------------|--------------|--------------|---------------|-----------|--------------|
| | <u>Crashes</u> | <u>Fatalities</u> | <u>Injuries</u> | <u>Damage</u> | <u>Angle</u> | <u>Turn</u> | <u>Turn</u> | <u>End</u> | <u>Swipe</u> | <u>Bikes</u> | <u>Object</u> | <u>On</u> | <u>Other</u> |
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 3 | 3 | 2 | 4 | | 0 | | 33,439 | 0.5 |
| Percent: | 50% | 50% | 33% | 67% | | 0% | | | |

| Date | | Time | | Place | | Remarks | |
|------|-------|-------|-------|-------|-------|---------|-------|
| 1911 | 10/10 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/11 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/12 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/13 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/14 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/15 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/16 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/17 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/18 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/19 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/20 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/21 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/22 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/23 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/24 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/25 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/26 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/27 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/28 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/29 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/30 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/31 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |

The above table shows the results of the observations made during the month of October 1911. The observations were made at the following places: 10:00, 10:15, 10:30, 10:45, 11:00, and 11:15. The results are given in the Remarks column.

FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
CR 579

COUNTY: HILLSBOROUGH

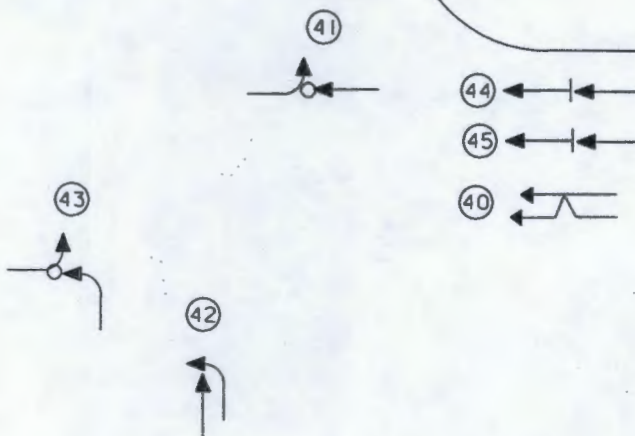
PERIOD FROM : 1/99 - 12/99

PREPARED BY: SCOTT MICHAEL

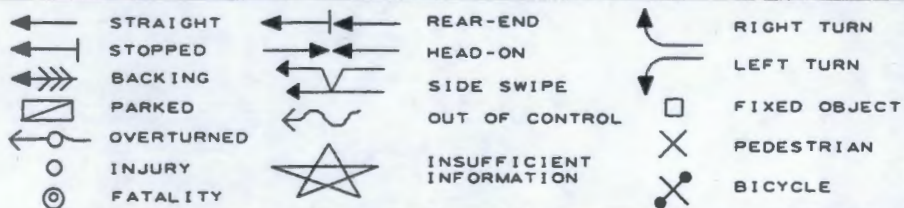


MLK BLVD.

CR 579



COLLISION SYMBOLS



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 |

DEPARTMENT OF TRANSPORTATION
 12101
 COUNTY HILSBOROUGH
 FILED BY SCOTT W. BAKER

(Faint, illegible text and markings in the middle section of the form)

SUMMARY
 (Faint, illegible text and markings in the bottom section of the form)

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 |
|--------------|------------|-------|------|-----------|-------|----------|-----------------|--------------|------------|----------------------|
| 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 |

| Number:
Percent: | 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 |
|---------------------|-----|-------|-----|-----|--|-----|--|-----|------------|
|---------------------|-----|-------|-----|-----|--|-----|--|-----|------------|

| |
|---|
| Florida Department of Transportation
Crash Summary |
|---|

| | |
|---|------------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.368 |
| Section: 1009 | Intersecting Street: Highview Road |
| Local Street Name: Martin Luther King Jr. Boulevard | |

| | |
|---|------------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.368 |
| Section: 1009 | Intersecting Street: Highview Road |
| Local Street Name: Martin Luther King Jr. Boulevard | |

Study Period Ends on: 12/31/1995

[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% | | | |

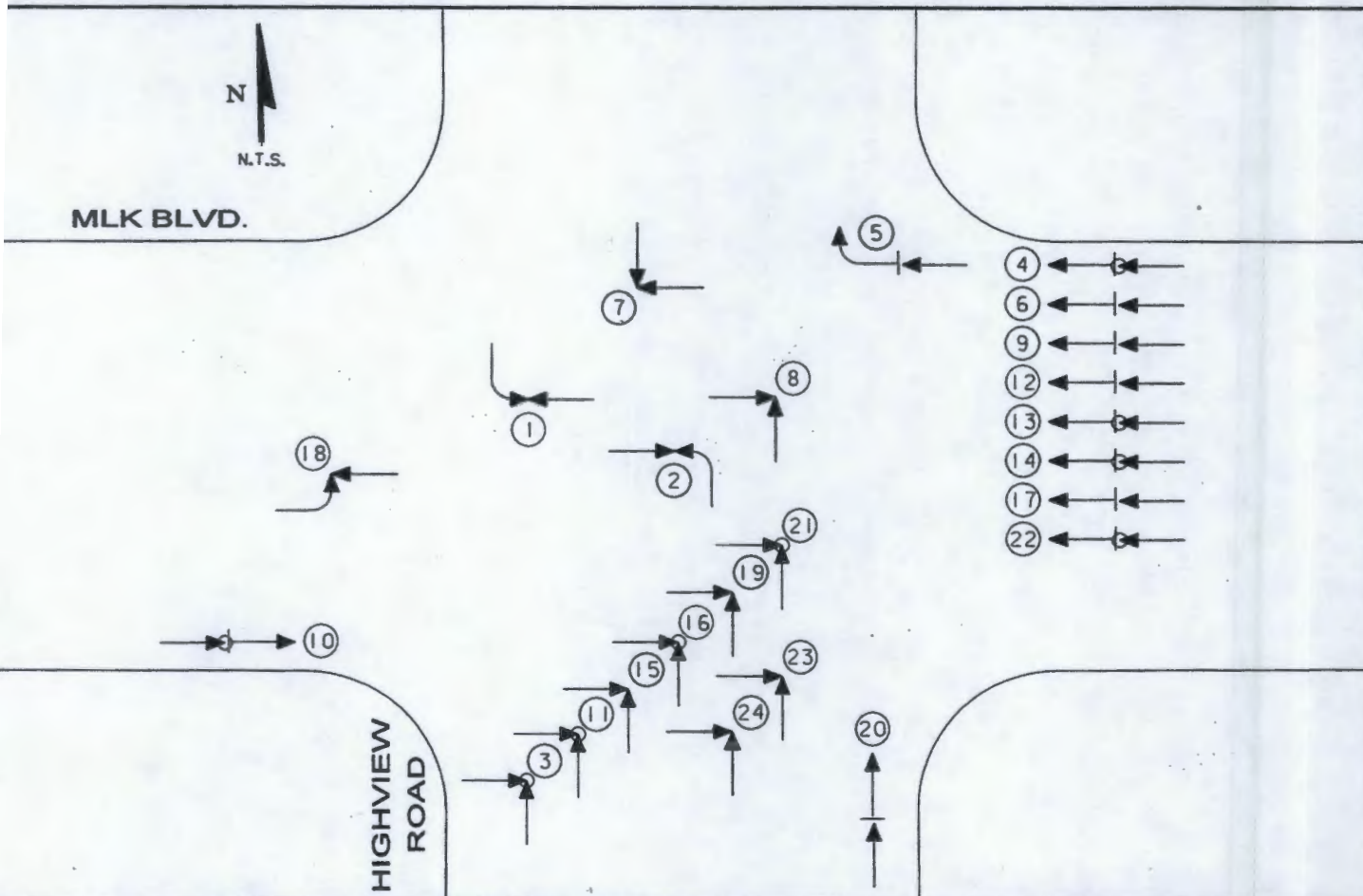
FLORIDA DEPARTMENT OF TRANSPORTATION
COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
HIGHVIEW ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



| COLLISION SYMBOLS | | | | CONDITION CODES | |
|---|------------|---|--------------------------|---|------------------------|
|  | STRAIGHT |  | REAR-END |  | PAVEMENT CONDITION |
|  | STOPPED |  | HEAD-ON |  | D-DRY W-WET |
|  | BACKING |  | SIDE SWIPE |  | WEATHER CONDITION |
|  | PARKED |  | OUT OF CONTROL |  | C-CLEAR R-RAIN F-FOG |
|  | OVERTURNED |  | INSUFFICIENT INFORMATION |  | LIGHT CONDITION |
|  | INJURY | | | | L-DAYLIGHT DK-DARK |
|  | FATALITY | | | | 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
 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: 01/01/1996

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% | | | |

| Date | | Time | | Location | | Remarks | |
|------|-------|-------|-------|----------|-------|---------|-------|
| 1911 | 10/1 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/2 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/3 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/4 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/5 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/6 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/7 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/8 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/9 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/10 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/11 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/12 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/13 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/14 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/15 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/16 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/17 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/18 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/19 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/20 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/21 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/22 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/23 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/24 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/25 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/26 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/27 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/28 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/29 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/30 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |
| 1911 | 10/31 | 10:00 | 10:30 | 10:30 | 10:30 | 10:30 | 10:30 |

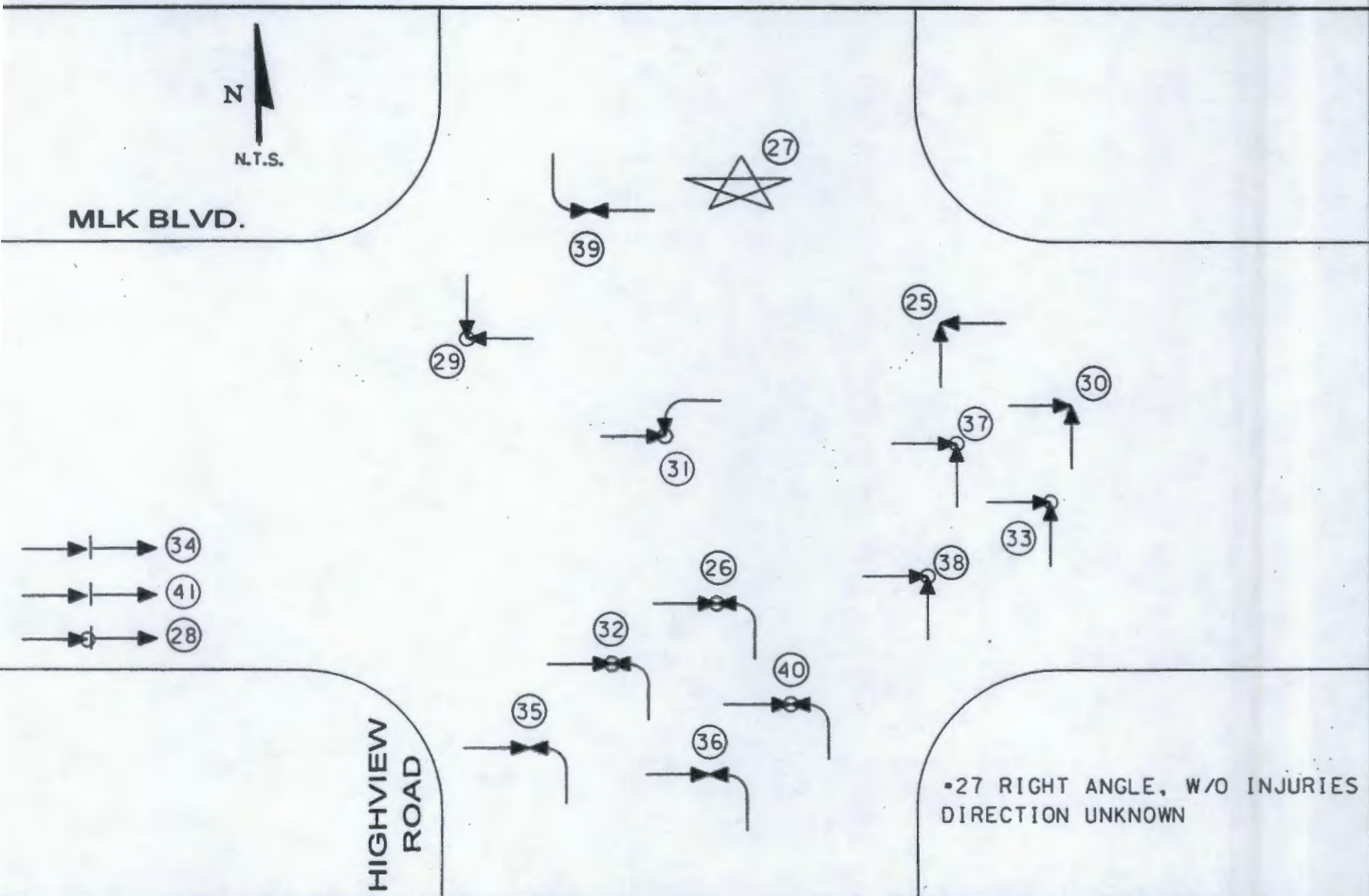
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
HIGHVIEW ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL



| COLLISION SYMBOLS | | | | CONDITION CODES |
|-------------------|----------------------------|--------------|--------------------|---|
| ← STRAIGHT | ← REAR-END | ↗ RIGHT TURN | PAVEMENT CONDITION | D-DRY W-WET
WEATHER CONDITION
C-CLEAR R-RAIN F-FOG
LIGHT CONDITION
L-DAYLIGHT DK-DARK
TIME OF DAY (MILITARY) |
| ← STOPPED | ← HEAD-ON | ↖ LEFT TURN | FIXED OBJECT | |
| ← BACKING | ← SIDE SWIPE | □ PEDESTRIAN | PEDESTRIAN | |
| ◻ PARKED | ← OUT OF CONTROL | × BICYCLE | BICYCLE | |
| ○ OVERTURNED | ★ INSUFFICIENT INFORMATION | | | |
| ○ INJURY | | | | |
| ◎ FATALITY | | | | |

ACCIDENT SUMMARY

| | PROPERTY DAMAGE ONLY | INJURY | FATAL | TOTAL |
|-----------|----------------------|--------|-------|-------|
| DAYTIME | 7 | 7 | 0 | 14 |
| NIGHTTIME | 1 | 2 | 0 | 3 |
| TOTAL | 8 | 9 | 0 | 17 |

ALABAMA
AGRICULTURE

ED. H. BOYD
ALABAMA

DEPARTMENT
OF AGRICULTURE

UNITED STATES
DEPARTMENT OF AGRICULTURE

THE
BUREAU OF
PLANT INDUSTRY
WASHINGTON, D. C.

UNITED STATES DEPARTMENT OF AGRICULTURE

ALABAMA

ALABAMA

ALABAMA

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: 01/01/1997

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 |
| | | | | | | | | | | |
| | | | | | | | | | | |
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| | | | | | | | | | | |

| | 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% | | | |

| Date | | Time | | Location | | Remarks | |
|------|-------|-------|-------|----------|-------|---------|-------|
| 1904 | 10/10 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/11 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/12 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/13 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/14 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/15 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/16 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/17 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/18 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/19 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/20 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/21 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/22 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/23 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/24 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/25 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/26 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/27 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/28 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/29 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/30 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1904 | 10/31 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |

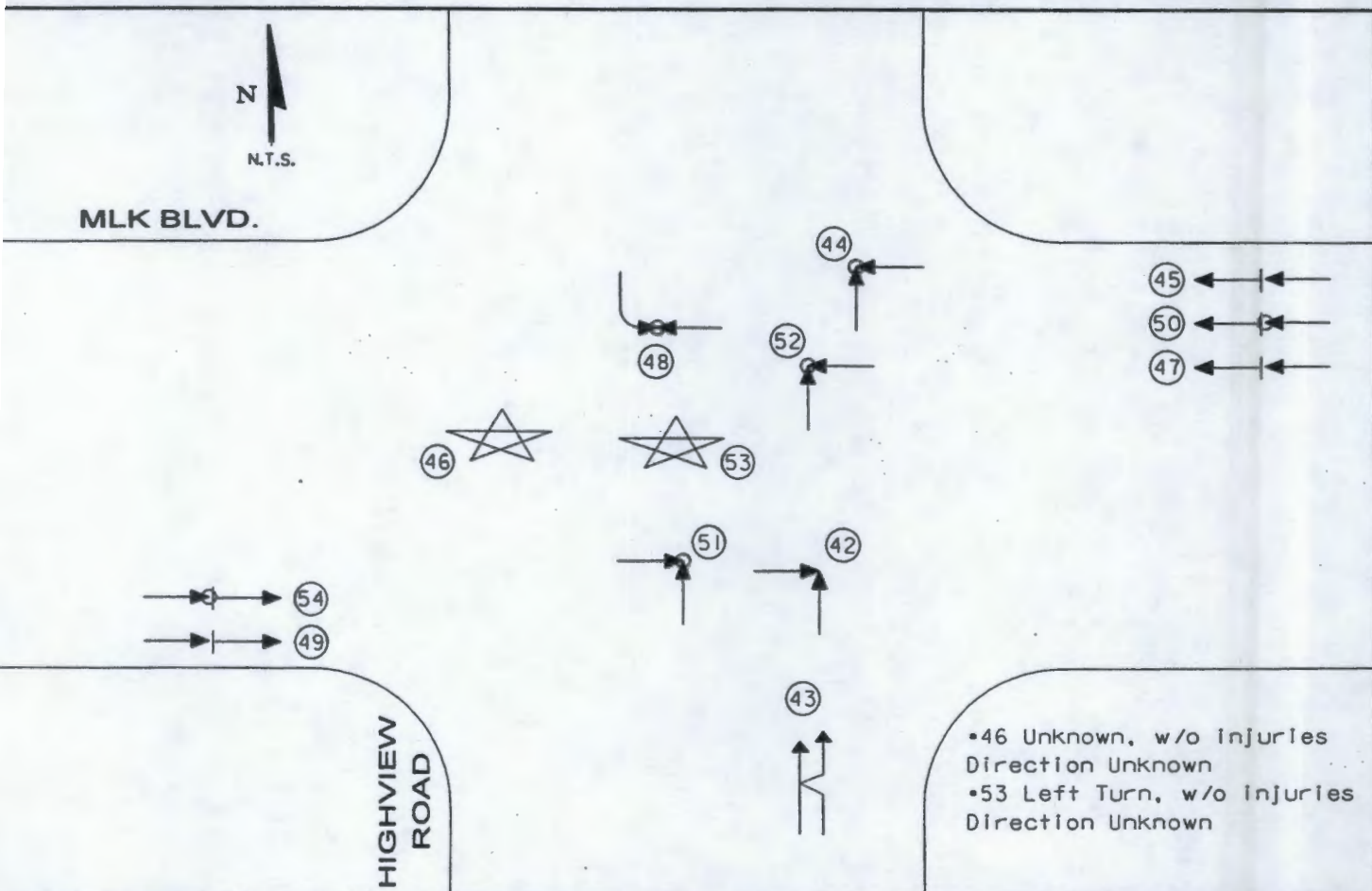
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
HIGHVIEW ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/97 - 12/97

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

| | | | | | |
|-----|------------|-----|--------------------------|---|--------------|
| ← | STRAIGHT | ← ← | REAR-END | ↗ | RIGHT TURN |
| ← | STOPPED | ← ← | HEAD-ON | ↖ | LEFT TURN |
| ← ← | BACKING | ← ← | SIDE SWIPE | □ | FIXED OBJECT |
| ◻ | PARKED | ← ← | OUT OF CONTROL | × | PEDESTRIAN |
| ← ← | OVERTURNED | ← ← | INSUFFICIENT INFORMATION | × | BICYCLE |
| ○ | INJURY | ★ | | | |
| ◎ | FATALITY | | | | |

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 |

DEPARTMENT OF TRANSPORTATION
DIVISION OF AIRCRAFT REGISTRATION

REGISTRATION BY STATE
REGISTRATION BY STATE



| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|-----|

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: 01/01/1998

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 |
| | | | | | | | | | | |
| | | | | | | | | | | |
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| | | | | | | | | | | |

| | 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% | | | |

| Date | | Time | | Location | | Remarks | |
|------|-------|-------|-------|----------|------|---------|------|
| 1914 | 10/1 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/2 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/3 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/4 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/5 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/6 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/7 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/8 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/9 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/10 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/11 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/12 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/13 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/14 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/15 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/16 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/17 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/18 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/19 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/20 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/21 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/22 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/23 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/24 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/25 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/26 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/27 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/28 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/29 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/30 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |
| 1914 | 10/31 | 10:00 | 10:30 | 1000 | 1000 | 1000 | 1000 |

1000 1000 1000 1000

1000 1000 1000 1000

1000

1000 1000 1000 1000

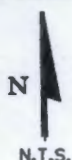
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
HIGHVIEW ROAD

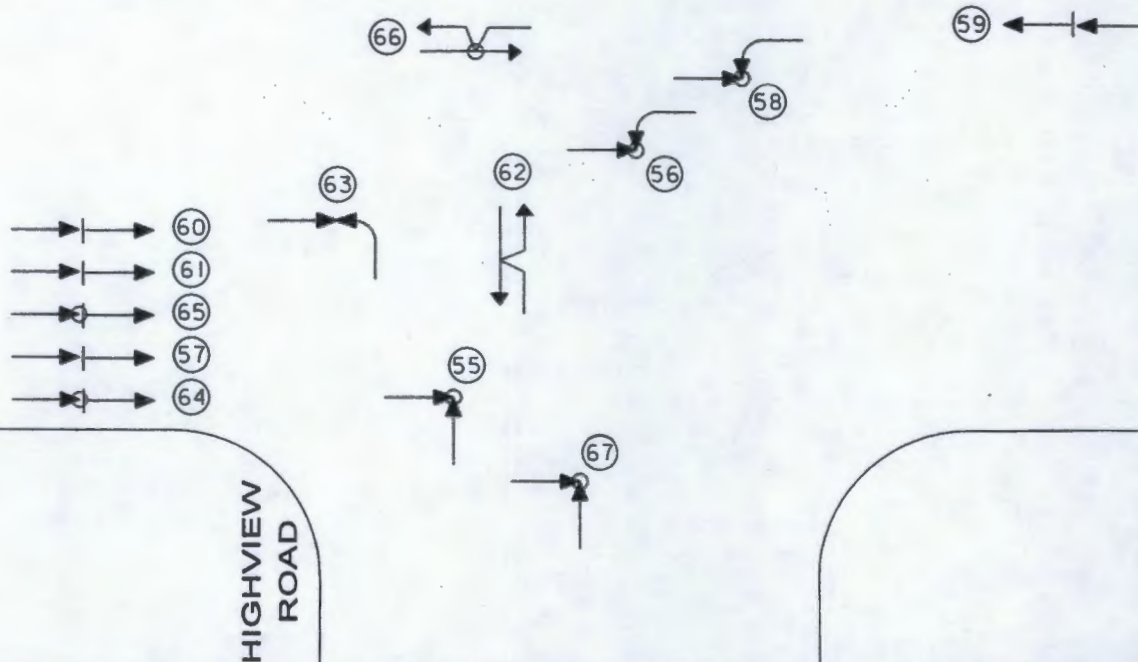
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



MLK BLVD.



COLLISION SYMBOLS

| | | | | | |
|--|-----------|--|--------------------------|--|--------------|
| | STRAIGHT | | REAR-END | | RIGHT TURN |
| | STOPPED | | HEAD-ON | | LEFT TURN |
| | BACKING | | SIDE SWIPE | | FIXED OBJECT |
| | PARKED | | OUT OF CONTROL | | PEDESTRIAN |
| | OVERTAKEN | | INSUFFICIENT INFORMATION | | BICYCLE |
| | INJURY | | | | |
| | FATALITY | | | | |

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 |

REPORT
AGRA

SECTION
DEPARTMENT

WILLSON

REPORT OF THE

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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 |
| | | | | | | | | | | |
| | | | | | | | | | | |
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| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

| | 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% | | | |

1000

| Time | Temp | Wind | Clouds | Pressure | Humidity | Visibility | Remarks |
|------|------|------|--------|----------|----------|------------|---------|
| 0800 | 100 | 10 | 0 | 30.0 | 60 | 10 | |
| 0900 | 105 | 15 | 0 | 30.0 | 65 | 10 | |
| 1000 | 110 | 20 | 0 | 30.0 | 70 | 10 | |
| 1100 | 115 | 25 | 0 | 30.0 | 75 | 10 | |
| 1200 | 120 | 30 | 0 | 30.0 | 80 | 10 | |
| 1300 | 125 | 35 | 0 | 30.0 | 85 | 10 | |
| 1400 | 130 | 40 | 0 | 30.0 | 90 | 10 | |
| 1500 | 135 | 45 | 0 | 30.0 | 95 | 10 | |
| 1600 | 140 | 50 | 0 | 30.0 | 100 | 10 | |
| 1700 | 145 | 55 | 0 | 30.0 | 105 | 10 | |
| 1800 | 150 | 60 | 0 | 30.0 | 110 | 10 | |
| 1900 | 155 | 65 | 0 | 30.0 | 115 | 10 | |
| 2000 | 160 | 70 | 0 | 30.0 | 120 | 10 | |
| 2100 | 165 | 75 | 0 | 30.0 | 125 | 10 | |
| 2200 | 170 | 80 | 0 | 30.0 | 130 | 10 | |
| 2300 | 175 | 85 | 0 | 30.0 | 135 | 10 | |
| 0000 | 180 | 90 | 0 | 30.0 | 140 | 10 | |
| 0100 | 185 | 95 | 0 | 30.0 | 145 | 10 | |
| 0200 | 190 | 100 | 0 | 30.0 | 150 | 10 | |
| 0300 | 195 | 105 | 0 | 30.0 | 155 | 10 | |
| 0400 | 200 | 110 | 0 | 30.0 | 160 | 10 | |
| 0500 | 205 | 115 | 0 | 30.0 | 165 | 10 | |
| 0600 | 210 | 120 | 0 | 30.0 | 170 | 10 | |
| 0700 | 215 | 125 | 0 | 30.0 | 175 | 10 | |

1000

| Time | Temp | Wind | Clouds | Pressure | Humidity | Visibility | Remarks |
|------|------|------|--------|----------|----------|------------|---------|
| 0800 | 100 | 10 | 0 | 30.0 | 60 | 10 | |
| 0900 | 105 | 15 | 0 | 30.0 | 65 | 10 | |
| 1000 | 110 | 20 | 0 | 30.0 | 70 | 10 | |
| 1100 | 115 | 25 | 0 | 30.0 | 75 | 10 | |
| 1200 | 120 | 30 | 0 | 30.0 | 80 | 10 | |
| 1300 | 125 | 35 | 0 | 30.0 | 85 | 10 | |
| 1400 | 130 | 40 | 0 | 30.0 | 90 | 10 | |
| 1500 | 135 | 45 | 0 | 30.0 | 95 | 10 | |
| 1600 | 140 | 50 | 0 | 30.0 | 100 | 10 | |
| 1700 | 145 | 55 | 0 | 30.0 | 105 | 10 | |
| 1800 | 150 | 60 | 0 | 30.0 | 110 | 10 | |
| 1900 | 155 | 65 | 0 | 30.0 | 115 | 10 | |
| 2000 | 160 | 70 | 0 | 30.0 | 120 | 10 | |
| 2100 | 165 | 75 | 0 | 30.0 | 125 | 10 | |
| 2200 | 170 | 80 | 0 | 30.0 | 130 | 10 | |
| 2300 | 175 | 85 | 0 | 30.0 | 135 | 10 | |
| 0000 | 180 | 90 | 0 | 30.0 | 140 | 10 | |
| 0100 | 185 | 95 | 0 | 30.0 | 145 | 10 | |
| 0200 | 190 | 100 | 0 | 30.0 | 150 | 10 | |
| 0300 | 195 | 105 | 0 | 30.0 | 155 | 10 | |
| 0400 | 200 | 110 | 0 | 30.0 | 160 | 10 | |
| 0500 | 205 | 115 | 0 | 30.0 | 165 | 10 | |
| 0600 | 210 | 120 | 0 | 30.0 | 170 | 10 | |
| 0700 | 215 | 125 | 0 | 30.0 | 175 | 10 | |

FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
HIGHVIEW ROAD

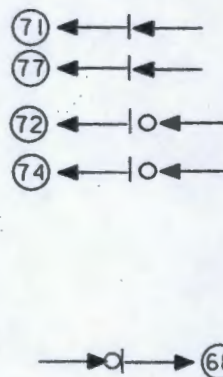
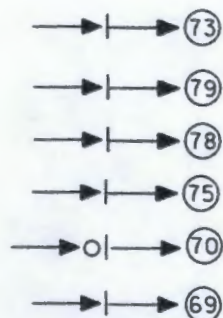
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/99 - 12/99

PREPARED BY: SCOTT MICHAEL

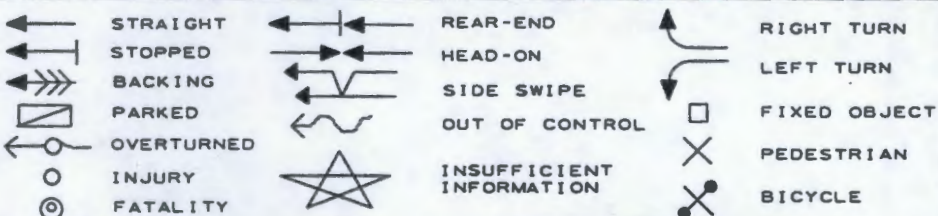


MLK BLVD.



HIGHVIEW
ROAD

COLLISION SYMBOLS



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 | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.618 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: Pine Street |
| Section: 1009 | |

City/Town: Seffner
Mile Post: 4.618
Intersecting Street: Pine Street

Study Period Ends on: 12/31/1995

[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 4 | 1 | 1 | 4 | | 0 | | 19,000 | 0.7 |
| Percent: | 80% | 20% | 20% | 80% | | 0% | | | |

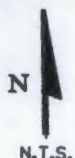
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PINE STREET

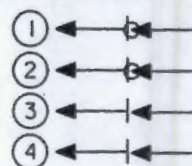
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



MLK BLVD.



PINE
STREET

COLLISION SYMBOLS

| | | | | | |
|--|-----------|--|--------------------------|--|--------------|
| | STRAIGHT | | REAR-END | | RIGHT TURN |
| | STOPPED | | HEAD-ON | | LEFT TURN |
| | BACKING | | SIDE SWIPE | | FIXED OBJECT |
| | PARKED | | OUT OF CONTROL | | PEDESTRIAN |
| | OVERTAKEN | | INSUFFICIENT INFORMATION | | BICYCLE |
| | INJURY | | | | |
| | FATALITY | | | | |

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 |

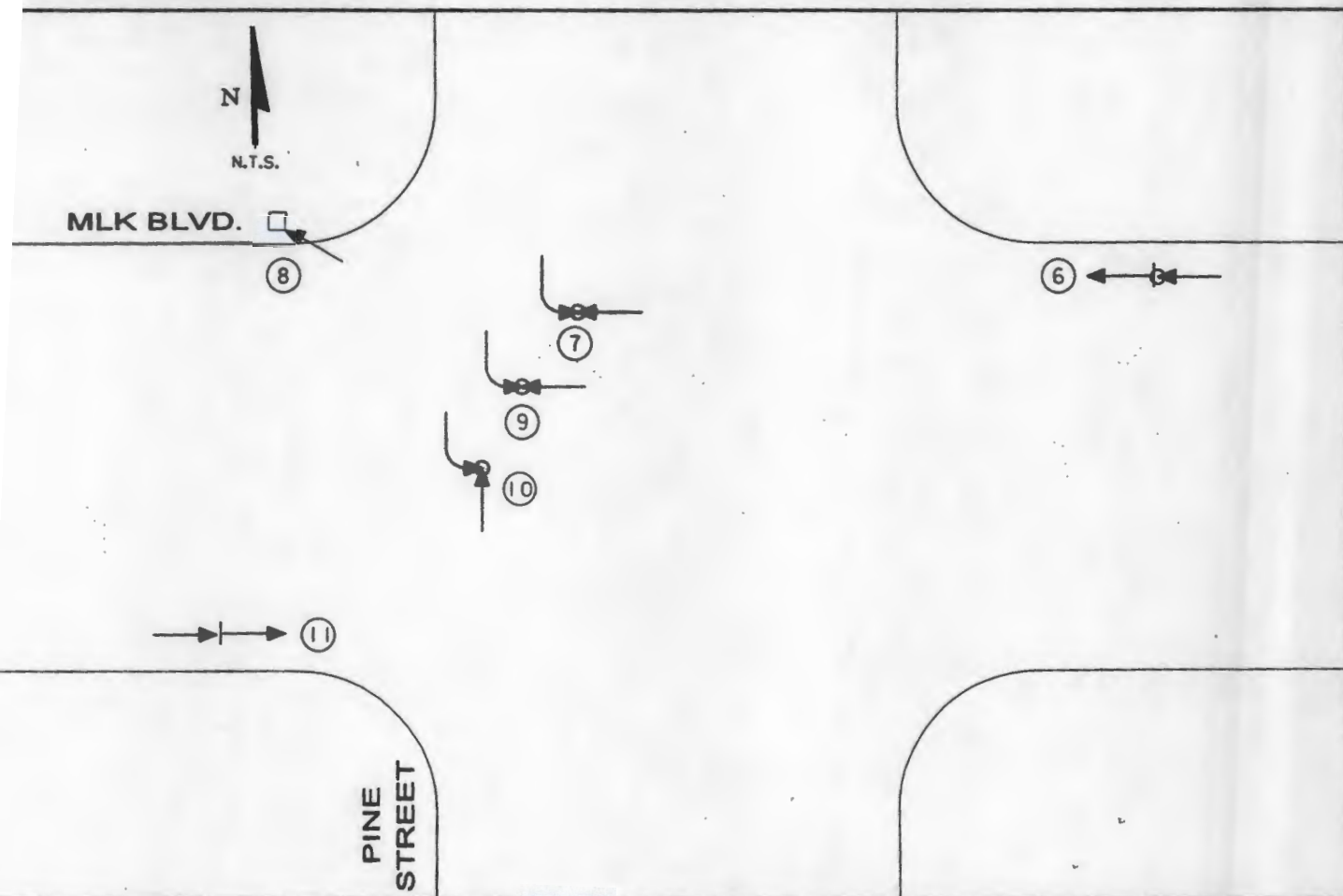
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PINE STREET

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL



| COLLISION SYMBOLS | | | | CONDITION CODES |
|--|---|--|--|---|
| 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 | | 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 | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.618 |
| Section: 1009 | Intersecting Street: Pine Street |
| Local Street Name: Martin Luther King Jr. Boulevard | |

| | | | |
|--------------------------------|-------------------|------------------------------|-------------------|
| Study Period Begins on: | 01/01/1997 | Study Period Ends on: | 12/31/1997 |
|--------------------------------|-------------------|------------------------------|-------------------|

[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 6 | 1 | 0 | 7 | | 0 | | 19,300 | 1.0 |
| Percent: | 86% | 14% | 0% | 100% | | 0% | | | |

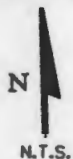
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PINE STREET

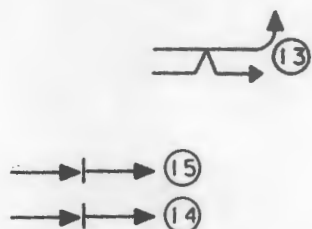
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/97 - 12/97

PREPARED BY: SCOTT MICHAEL



MLK BLVD.



PINE
STREET

COLLISION SYMBOLS

| | | | | | |
|--|------------|--|--------------------------|--|--------------|
| | STRAIGHT | | REAR-END | | RIGHT TURN |
| | STOPPED | | HEAD-ON | | LEFT TURN |
| | BACKING | | SIDE SWIPE | | FIXED OBJECT |
| | PARKED | | OUT OF CONTROL | | PEDESTRIAN |
| | OVERTURNED | | INSUFFICIENT INFORMATION | | BICYCLE |
| | INJURY | | | | |
| | FATALITY | | | | |

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 | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 4.618 |
| Section: 1009 | Intersecting Street: Pine Street |
| Local Street Name: Martin Luther King Jr. Boulevard | |

Study Period Ends on: 12/31/1998[illegible]

| | Total | with | with | Property | Right | Left | Right | Rear | Side | Peds / | Fixed | Head | |
|----------|----------------|-------------------|-----------------|---------------|--------------|-------------|-------------|------------|--------------|--------------|---------------|-----------|--------------|
| | <u>Crashes</u> | <u>Fatalities</u> | <u>Injuries</u> | <u>Damage</u> | <u>Angle</u> | <u>Turn</u> | <u>Turn</u> | <u>End</u> | <u>Swipe</u> | <u>Bikes</u> | <u>Object</u> | <u>On</u> | <u>Other</u> |
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 8 | 2 | 1 | 9 | | 0 | | 21,500 | 1.3 |
| Percent: | 80% | 20% | 10% | 90% | | 0% | | | |

| Date | | Time | | Place | | Remarks | |
|------|-------|-------|-------|-------|-------|---------|-------|
| 1911 | 10/1 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/2 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/3 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/4 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/5 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/6 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/7 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/8 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/9 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/10 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/11 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/12 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/13 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/14 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/15 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/16 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/17 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/18 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/19 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/20 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/21 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/22 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/23 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/24 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/25 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/26 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/27 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/28 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/29 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/30 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 1911 | 10/31 | 10:00 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |

1911 10/1 10:00

1911 10/1 10:00

1911 10/1 10:00

1911 10/1 10:00

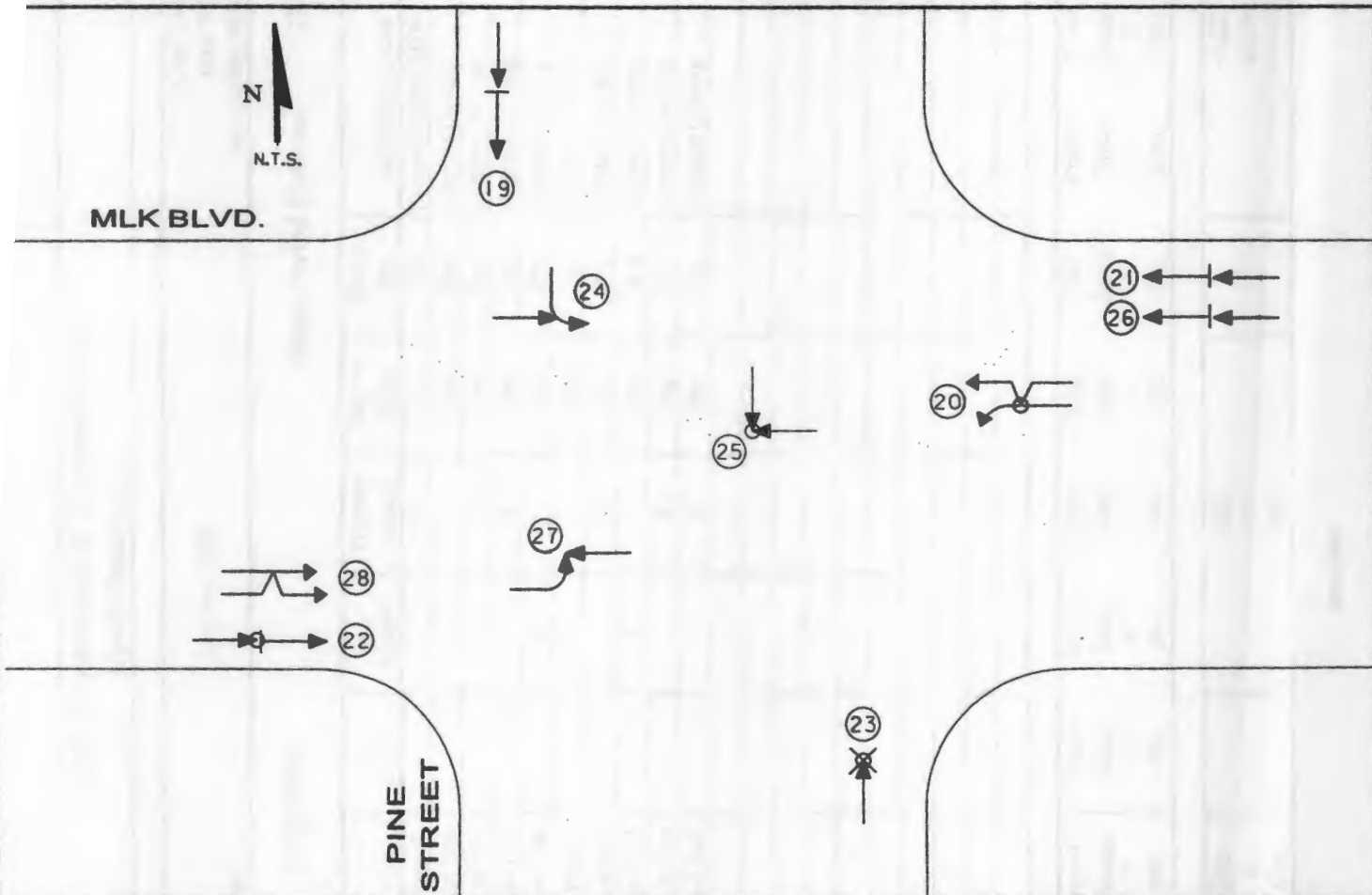
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PINE STREET

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

| | | | | | |
|----|------------|----|--------------------------|---|--------------|
| ← | STRAIGHT | ←→ | REAR-END | ↶ | RIGHT TURN |
| ⇄ | STOPPED | →→ | HEAD-ON | ↷ | LEFT TURN |
| ⇄⇄ | BACKING | ↔ | SIDE SWIPE | □ | FIXED OBJECT |
| ⊠ | PARKED | ↗ | OUT OF CONTROL | × | PEDESTRIAN |
| ↺ | OVERTURNED | ☆ | INSUFFICIENT INFORMATION | ⊗ | BICYCLE |
| ○ | INJURY | | | | |
| ⊙ | FATALITY | | | | |

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

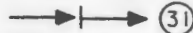
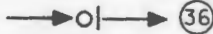
PREPARED BY: SCOTT MICHAEL



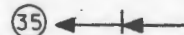
MLK BLVD.



33

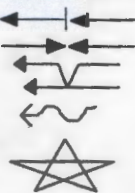


29



PINE
STREET

COLLISION SYMBOLS



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 | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 5.122 |
| Section: 1009 | Intersecting Street: Parsons Avenue |
| Local Street Name: Martin Luther King Jr. Boulevard | |

| | |
|---|-------------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 5.122 |
| Section: 1009 | Intersecting Street: Parsons Avenue |
| Local Street Name: Martin Luther King Jr. Boulevard | |

Study Period Begins on: 01/01/1995 Study Period Ends on: 12/31/1995

[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 4 | 1 | 0 | 5 | | 0 | | 19,000 | 0.7 |
| Percent: | 80% | 20% | 0% | 100% | | 0% | | | |

| Time | Temp | Humidity | Wind | Pressure | Clouds | Notes |
|------|------|----------|------|----------|--------|-------|
| 0800 | 25 | 75 | 10 | 1015 | 10 | |
| 0900 | 26 | 78 | 12 | 1014 | 15 | |
| 1000 | 27 | 80 | 15 | 1013 | 20 | |
| 1100 | 28 | 82 | 18 | 1012 | 25 | |
| 1200 | 29 | 85 | 20 | 1011 | 30 | |
| 1300 | 30 | 88 | 22 | 1010 | 35 | |
| 1400 | 31 | 90 | 25 | 1009 | 40 | |
| 1500 | 32 | 92 | 28 | 1008 | 45 | |
| 1600 | 33 | 95 | 30 | 1007 | 50 | |
| 1700 | 34 | 98 | 32 | 1006 | 55 | |
| 1800 | 35 | 100 | 35 | 1005 | 60 | |
| 1900 | 36 | 100 | 38 | 1004 | 65 | |
| 2000 | 37 | 100 | 40 | 1003 | 70 | |
| 2100 | 38 | 100 | 42 | 1002 | 75 | |
| 2200 | 39 | 100 | 45 | 1001 | 80 | |
| 2300 | 40 | 100 | 48 | 1000 | 85 | |
| 0000 | 41 | 100 | 50 | 999 | 90 | |
| 0100 | 42 | 100 | 52 | 998 | 95 | |
| 0200 | 43 | 100 | 55 | 997 | 100 | |
| 0300 | 44 | 100 | 58 | 996 | 100 | |
| 0400 | 45 | 100 | 60 | 995 | 100 | |
| 0500 | 46 | 100 | 62 | 994 | 100 | |
| 0600 | 47 | 100 | 65 | 993 | 100 | |
| 0700 | 48 | 100 | 68 | 992 | 100 | |

| Time | Temp | Humidity | Wind | Pressure | Clouds | Notes |
|------|------|----------|------|----------|--------|-------|
| 0800 | 25 | 75 | 10 | 1015 | 10 | |
| 0900 | 26 | 78 | 12 | 1014 | 15 | |
| 1000 | 27 | 80 | 15 | 1013 | 20 | |
| 1100 | 28 | 82 | 18 | 1012 | 25 | |
| 1200 | 29 | 85 | 20 | 1011 | 30 | |
| 1300 | 30 | 88 | 22 | 1010 | 35 | |
| 1400 | 31 | 90 | 25 | 1009 | 40 | |
| 1500 | 32 | 92 | 28 | 1008 | 45 | |
| 1600 | 33 | 95 | 30 | 1007 | 50 | |
| 1700 | 34 | 98 | 32 | 1006 | 55 | |
| 1800 | 35 | 100 | 35 | 1005 | 60 | |
| 1900 | 36 | 100 | 38 | 1004 | 65 | |
| 2000 | 37 | 100 | 40 | 1003 | 70 | |
| 2100 | 38 | 100 | 42 | 1002 | 75 | |
| 2200 | 39 | 100 | 45 | 1001 | 80 | |
| 2300 | 40 | 100 | 48 | 1000 | 85 | |
| 0000 | 41 | 100 | 50 | 999 | 90 | |
| 0100 | 42 | 100 | 52 | 998 | 95 | |
| 0200 | 43 | 100 | 55 | 997 | 100 | |
| 0300 | 44 | 100 | 58 | 996 | 100 | |
| 0400 | 45 | 100 | 60 | 995 | 100 | |
| 0500 | 46 | 100 | 62 | 994 | 100 | |
| 0600 | 47 | 100 | 65 | 993 | 100 | |
| 0700 | 48 | 100 | 68 | 992 | 100 | |

10/10/2020

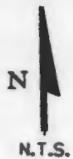
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PARSONS AVENUE

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL

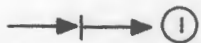


MLK BLVD.



5

2



PARSONS
AVENUE

COLLISION SYMBOLS

CONDITION CODES

| | | | | | |
|--|-----------|--|--------------------------|--|--------------|
| | STRAIGHT | | REAR-END | | RIGHT TURN |
| | STOPPED | | HEAD-ON | | LEFT TURN |
| | BACKING | | SIDE SWIPE | | FIXED OBJECT |
| | PARKED | | OUT OF CONTROL | | PEDESTRIAN |
| | OVERTAKEN | | INSUFFICIENT INFORMATION | | BICYCLE |
| | INJURY | | | | |
| | FATALITY | | | | |

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 | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 5.122 |
| Section: 1009 | Intersecting Street: Parsons Avenue |
| Local Street Name: Martin Luther King Jr. Boulevard | |

Mile Post: 5.122

Intersecting Street: Parsons Avenue

Study Period Ends on: 12/31/1996

[illegible]

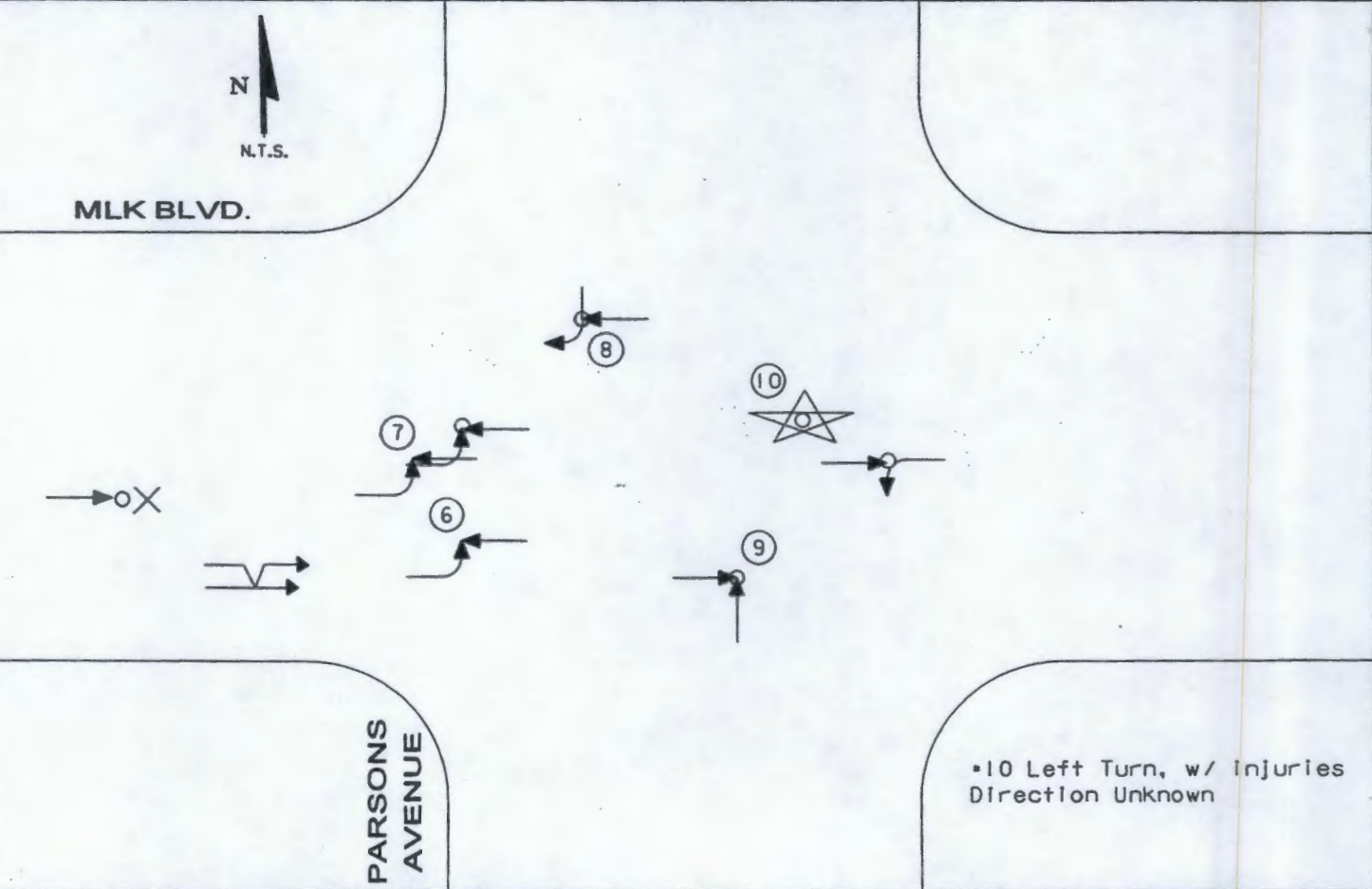
| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 4 | 1 | 0 | 5 | | 0 | | 18,900 | 0.7 |
| Percent: | 80% | 20% | 0% | 100% | | 0% | | | |

| Date | | Time | | Place | | Remarks | |
|------|----------|-------|-------|-------|-------|---------|-------|
| 1 | 10/10/19 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 2 | 10/10/19 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 |
| 3 | 10/10/19 | 10:30 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 |
| 4 | 10/10/19 | 10:45 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 |
| 5 | 10/10/19 | 11:00 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 |
| 6 | 10/10/19 | 11:15 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 |
| 7 | 10/10/19 | 11:30 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 |
| 8 | 10/10/19 | 11:45 | 12:00 | 12:15 | 12:30 | 12:45 | 13:00 |
| 9 | 10/10/19 | 12:00 | 12:15 | 12:30 | 12:45 | 13:00 | 13:15 |
| 10 | 10/10/19 | 12:15 | 12:30 | 12:45 | 13:00 | 13:15 | 13:30 |
| 11 | 10/10/19 | 12:30 | 12:45 | 13:00 | 13:15 | 13:30 | 13:45 |
| 12 | 10/10/19 | 12:45 | 13:00 | 13:15 | 13:30 | 13:45 | 14:00 |
| 13 | 10/10/19 | 13:00 | 13:15 | 13:30 | 13:45 | 14:00 | 14:15 |
| 14 | 10/10/19 | 13:15 | 13:30 | 13:45 | 14:00 | 14:15 | 14:30 |
| 15 | 10/10/19 | 13:30 | 13:45 | 14:00 | 14:15 | 14:30 | 14:45 |
| 16 | 10/10/19 | 13:45 | 14:00 | 14:15 | 14:30 | 14:45 | 15:00 |
| 17 | 10/10/19 | 14:00 | 14:15 | 14:30 | 14:45 | 15:00 | 15:15 |
| 18 | 10/10/19 | 14:15 | 14:30 | 14:45 | 15:00 | 15:15 | 15:30 |
| 19 | 10/10/19 | 14:30 | 14:45 | 15:00 | 15:15 | 15:30 | 15:45 |
| 20 | 10/10/19 | 14:45 | 15:00 | 15:15 | 15:30 | 15:45 | 16:00 |
| 21 | 10/10/19 | 15:00 | 15:15 | 15:30 | 15:45 | 16:00 | 16:15 |
| 22 | 10/10/19 | 15:15 | 15:30 | 15:45 | 16:00 | 16:15 | 16:30 |
| 23 | 10/10/19 | 15:30 | 15:45 | 16:00 | 16:15 | 16:30 | 16:45 |
| 24 | 10/10/19 | 15:45 | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 |
| 25 | 10/10/19 | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 |
| 26 | 10/10/19 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 |
| 27 | 10/10/19 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 |
| 28 | 10/10/19 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 | 18:00 |
| 29 | 10/10/19 | 17:00 | 17:15 | 17:30 | 17:45 | 18:00 | 18:15 |
| 30 | 10/10/19 | 17:15 | 17:30 | 17:45 | 18:00 | 18:15 | 18:30 |
| 31 | 10/10/19 | 17:30 | 17:45 | 18:00 | 18:15 | 18:30 | 18:45 |
| 32 | 10/10/19 | 17:45 | 18:00 | 18:15 | 18:30 | 18:45 | 19:00 |
| 33 | 10/10/19 | 18:00 | 18:15 | 18:30 | 18:45 | 19:00 | 19:15 |
| 34 | 10/10/19 | 18:15 | 18:30 | 18:45 | 19:00 | 19:15 | 19:30 |
| 35 | 10/10/19 | 18:30 | 18:45 | 19:00 | 19:15 | 19:30 | 19:45 |
| 36 | 10/10/19 | 18:45 | 19:00 | 19:15 | 19:30 | 19:45 | 20:00 |
| 37 | 10/10/19 | 19:00 | 19:15 | 19:30 | 19:45 | 20:00 | 20:15 |
| 38 | 10/10/19 | 19:15 | 19:30 | 19:45 | 20:00 | 20:15 | 20:30 |
| 39 | 10/10/19 | 19:30 | 19:45 | 20:00 | 20:15 | 20:30 | 20:45 |
| 40 | 10/10/19 | 19:45 | 20:00 | 20:15 | 20:30 | 20:45 | 21:00 |
| 41 | 10/10/19 | 20:00 | 20:15 | 20:30 | 20:45 | 21:00 | 21:15 |
| 42 | 10/10/19 | 20:15 | 20:30 | 20:45 | 21:00 | 21:15 | 21:30 |
| 43 | 10/10/19 | 20:30 | 20:45 | 21:00 | 21:15 | 21:30 | 21:45 |
| 44 | 10/10/19 | 20:45 | 21:00 | 21:15 | 21:30 | 21:45 | 22:00 |
| 45 | 10/10/19 | 21:00 | 21:15 | 21:30 | 21:45 | 22:00 | 22:15 |
| 46 | 10/10/19 | 21:15 | 21:30 | 21:45 | 22:00 | 22:15 | 22:30 |
| 47 | 10/10/19 | 21:30 | 21:45 | 22:00 | 22:15 | 22:30 | 22:45 |
| 48 | 10/10/19 | 21:45 | 22:00 | 22:15 | 22:30 | 22:45 | 23:00 |
| 49 | 10/10/19 | 22:00 | 22:15 | 22:30 | 22:45 | 23:00 | 23:15 |
| 50 | 10/10/19 | 22:15 | 22:30 | 22:45 | 23:00 | 23:15 | 23:30 |
| 51 | 10/10/19 | 22:30 | 22:45 | 23:00 | 23:15 | 23:30 | 23:45 |
| 52 | 10/10/19 | 22:45 | 23:00 | 23:15 | 23:30 | 23:45 | 24:00 |
| 53 | 10/10/19 | 23:00 | 23:15 | 23:30 | 23:45 | 24:00 | 24:15 |
| 54 | 10/10/19 | 23:15 | 23:30 | 23:45 | 24:00 | 24:15 | 24:30 |
| 55 | 10/10/19 | 23:30 | 23:45 | 24:00 | 24:15 | 24:30 | 24:45 |
| 56 | 10/10/19 | 23:45 | 24:00 | 24:15 | 24:30 | 24:45 | 25:00 |
| 57 | 10/10/19 | 24:00 | 24:15 | 24:30 | 24:45 | 25:00 | 25:15 |
| 58 | 10/10/19 | 24:15 | 24:30 | 24:45 | 25:00 | 25:15 | 25:30 |
| 59 | 10/10/19 | 24:30 | 24:45 | 25:00 | 25:15 | 25:30 | 25:45 |
| 60 | 10/10/19 | 24:45 | 25:00 | 25:15 | 25:30 | 25:45 | 26:00 |
| 61 | 10/10/19 | 25:00 | 25:15 | 25:30 | 25:45 | 26:00 | 26:15 |
| 62 | 10/10/19 | 25:15 | 25:30 | 25:45 | 26:00 | 26:15 | 26:30 |
| 63 | 10/10/19 | 25:30 | 25:45 | 26:00 | 26:15 | 26:30 | 26:45 |
| 64 | 10/10/19 | 25:45 | 26:00 | 26:15 | 26:30 | 26:45 | 27:00 |
| 65 | 10/10/19 | 26:00 | 26:15 | 26:30 | 26:45 | 27:00 | 27:15 |
| 66 | 10/10/19 | 26:15 | 26:30 | 26:45 | 27:00 | 27:15 | 27:30 |
| 67 | 10/10/19 | 26:30 | 26:45 | 27:00 | 27:15 | 27:30 | 27:45 |
| 68 | 10/10/19 | 26:45 | 27:00 | 27:15 | 27:30 | 27:45 | 28:00 |
| 69 | 10/10/19 | 27:00 | 27:15 | 27:30 | 27:45 | 28:00 | 28:15 |
| 70 | 10/10/19 | 27:15 | 27:30 | 27:45 | 28:00 | 28:15 | 28:30 |
| 71 | 10/10/19 | 27:30 | 27:45 | 28:00 | 28:15 | 28:30 | 28:45 |
| 72 | 10/10/19 | 27:45 | 28:00 | 28:15 | 28:30 | 28:45 | 29:00 |
| 73 | 10/10/19 | 28:00 | 28:15 | 28:30 | 28:45 | 29:00 | 29:15 |
| 74 | 10/10/19 | 28:15 | 28:30 | 28:45 | 29:00 | 29:15 | 29:30 |
| 75 | 10/10/19 | 28:30 | 28:45 | 29:00 | 29:15 | 29:30 | 29:45 |
| 76 | 10/10/19 | 28:45 | 29:00 | 29:15 | 29:30 | 29:45 | 30:00 |
| 77 | 10/10/19 | 29:00 | 29:15 | 29:30 | 29:45 | 30:00 | 30:15 |
| 78 | 10/10/19 | 29:15 | 29:30 | 29:45 | 30:00 | 30:15 | 30:30 |
| 79 | 10/10/19 | 29:30 | 29:45 | 30:00 | 30:15 | 30:30 | 30:45 |
| 80 | 10/10/19 | 29:45 | 30:00 | 30:15 | 30:30 | 30:45 | 31:00 |
| 81 | 10/10/19 | 30:00 | 30:15 | 30:30 | 30:45 | 31:00 | 31:15 |
| 82 | 10/10/19 | 30:15 | 30:30 | 30:45 | 31:00 | 31:15 | 31:30 |
| 83 | 10/10/19 | 30:30 | 30:45 | 31:00 | 31:15 | 31:30 | 31:45 |
| 84 | 10/10/19 | 30:45 | 31:00 | 31:15 | 31:30 | 31:45 | 32:00 |
| 85 | 10/10/19 | 31:00 | 31:15 | 31:30 | 31:45 | 32:00 | 32:15 |
| 86 | 10/10/19 | 31:15 | 31:30 | 31:45 | 32:00 | 32:15 | 32:30 |
| 87 | 10/10/19 | 31:30 | 31:45 | 32:00 | 32:15 | 32:30 | 32:45 |
| 88 | 10/10/19 | 31:45 | 32:00 | 32:15 | 32:30 | 32:45 | 33:00 |
| 89 | 10/10/19 | 32:00 | 32:15 | 32:30 | 32:45 | 33:00 | 33:15 |
| 90 | 10/10/19 | 32:15 | 32:30 | 32:45 | 33:00 | 33:15 | 33:30 |
| 91 | 10/10/19 | 32:30 | 32:45 | 33:00 | 33:15 | 33:30 | 33:45 |
| 92 | 10/10/19 | 32:45 | 33:00 | 33:15 | 33:30 | 33:45 | 34:00 |
| 93 | 10/10/19 | 33:00 | 33:15 | 33:30 | 33:45 | 34:00 | 34:15 |
| 94 | 10/10/19 | 33:15 | 33:30 | 33:45 | 34:00 | 34:15 | 34:30 |
| 95 | 10/10/19 | 33:30 | 33:45 | 34:00 | 34:15 | 34:30 | 34:45 |
| 96 | 10/10/19 | 33:45 | 34:00 | 34:15 | 34:30 | 34:45 | 35:00 |
| 97 | 10/10/19 | 34:00 | 34:15 | 34:30 | 34:45 | 35:00 | 35:15 |
| 98 | 10/10/19 | 34:15 | 34:30 | 34:45 | 35:00 | 35:15 | 35:30 |
| 99 | 10/10/19 | 34:30 | 34:45 | 35:00 | 35:15 | 35:30 | 35:45 |
| 100 | 10/10/19 | 34:45 | 35:00 | 35:15 | 35:30 | 35:45 | 36:00 |

FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD COUNTY: HILLSBOROUGH
 PARSONS AVENUE
 PERIOD FROM : 1/96 - 12/96 PREPARED BY: SCOTT MICHAEL



| COLLISION SYMBOLS | | | | CONDITION CODES |
|-------------------|------------|-------|--------------------------|---|
| ← | STRAIGHT | ← ← | REAR-END | PAVEMENT CONDITION
D-DRY W-WET |
| ← ← | STOPPED | ← ← ← | HEAD-ON | |
| ← ← ← | BACKING | ← ← ← | SIDE SWIPE | WEATHER CONDITION
C-CLEAR R-RAIN F-FOG |
| ◻ | PARKED | ← ← ← | OUT OF CONTROL | |
| ← ← ← | OVERTURNED | ☆ | INSUFFICIENT INFORMATION | LIGHT CONDITION
L-DAYLIGHT DK-DARK |
| ○ | INJURY | | | |
| ⊙ | FATALITY | | | |
| | | ↘ | RIGHT TURN | TIME OF DAY (MILITARY) |
| | | ↙ | LEFT TURN | |
| | | ◻ | FIXED OBJECT | |
| | | × | PEDESTRIAN | |
| | | ⊗ | BICYCLE | |

ACCIDENT SUMMARY

| | PROPERTY DAMAGE ONLY | INJURY | FATAL | TOTAL |
|-----------|----------------------|--------|-------|-------|
| DAYTIME | 1 | 3 | 0 | 4 |
| NIGHTTIME | 1 | 0 | 0 | 1 |
| TOTAL | 2 | 3 | 0 | 5 |

DEPARTMENT OF AGRICULTURE
 DIVISION OF ENTOMOLOGY
 BUREAU OF PLANT INDUSTRY
 WASHINGTON, D. C.
 REPORT
 NO. 1210
 THE MOSQUITO
 TRANSMITTER OF MALARIA
 IN THE UNITED STATES
 BY
 W. H. CROFT, JR.
 AND
 J. G. REAGAN

The mosquito, *Anopheles stephensi* Liston, is the most important malarial vector in the United States. It is found in the Southern States, the West Indies, and the Philippines. It is a very common pest of man and animals, and its bites are very annoying. It is also a very dangerous pest, as it transmits the malarial parasite. The mosquito is a very small insect, about 1/8 of an inch long. It has a long, thin proboscis, which it uses to pierce the skin of its host and to suck blood. The female mosquito is the only one that bites, and it is only when it is full of blood that it is able to lay its eggs. The eggs are laid in small pools of water, and the larvae hatch in about a week. The pupae also hatch in about a week, and the adult mosquitoes emerge. The life cycle of the mosquito is completed in about two weeks.

| MALARIAL PARASITE | | MOSQUITO | |
|-------------------|---------|----------|---------|
| DATE | PLACE | DATE | PLACE |
| 1910 | Florida | 1910 | Florida |
| 1911 | Florida | 1911 | Florida |
| 1912 | Florida | 1912 | Florida |
| 1913 | Florida | 1913 | Florida |
| 1914 | Florida | 1914 | Florida |
| 1915 | Florida | 1915 | Florida |
| 1916 | Florida | 1916 | Florida |
| 1917 | Florida | 1917 | Florida |
| 1918 | Florida | 1918 | Florida |
| 1919 | Florida | 1919 | Florida |
| 1920 | Florida | 1920 | Florida |

100

1000

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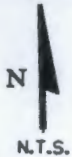
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PARSONS AVENUE

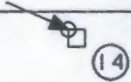
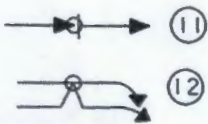
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/97 - 12/97

PREPARED BY: SCOTT MICHAEL



MLK BLVD.



PARSONS
AVENUE

COLLISION SYMBOLS

| | | | | | |
|--|-----------|--|--------------------------|--|--------------|
| | STRAIGHT | | REAR-END | | RIGHT TURN |
| | STOPPED | | HEAD-ON | | LEFT TURN |
| | BACKING | | SIDE SWIPE | | FIXED OBJECT |
| | PARKED | | OUT OF CONTROL | | PEDESTRIAN |
| | OVERTAKEN | | INSUFFICIENT INFORMATION | | BICYCLE |
| | INJURY | | | | |
| | FATALITY | | | | |

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 |

FEDERAL BUREAU OF INVESTIGATION
 DEPARTMENT OF JUSTICE
 WASHINGTON, D. C. 20535
 MAY 19 1964
 MAY 19 1964
 MAY 19 1964

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|-----|------|--------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 | 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 | 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 | 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 | 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 | 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 | 461 | 462 | 463 | 464 | 465 | 466 | 467 | 468 | 469 | 470 | 471 | 472 | 473 | 474 | 475 | 476 | 477 | 478 | 479 | 480 | 481 | 482 | 483 | 484 | 485 | 486 | 487 | 488 | 489 | 490 | 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 | 500 | 501 | 502 | 503 | 504 | 505 | 506 | 507 | 508 | 509 | 510 | 511 | 512 | 513 | 514 | 515 | 516 | 517 | 518 | 519 | 520 | 521 | 522 | 523 | 524 | 525 | 526 | 527 | 528 | 529 | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 | 540 | 541 | 542 | 543 | 544 | 545 | 546 | 547 | 548 | 549 | 550 | 551 | 552 | 553 | 554 | 555 | 556 | 557 | 558 | 559 | 560 | 561 | 562 | 563 | 564 | 565 | 566 | 567 | 568 | 569 | 570 | 571 | 572 | 573 | 574 | 575 | 576 | 577 | 578 | 579 | 580 | 581 | 582 | 583 | 584 | 585 | 586 | 587 | 588 | 589 | 590 | 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 | 600 | 601 | 602 | 603 | 604 | 605 | 606 | 607 | 608 | 609 | 610 | 611 | 612 | 613 | 614 | 615 | 616 | 617 | 618 | 619 | 620 | 621 | 622 | 623 | 624 | 625 | 626 | 627 | 628 | 629 | 630 | 631 | 632 | 633 | 634 | 635 | 636 | 637 | 638 | 639 | 640 | 641 | 642 | 643 | 644 | 645 | 646 | 647 | 648 | 649 | 650 | 651 | 652 | 653 | 654 | 655 | 656 | 657 | 658 | 659 | 660 | 661 | 662 | 663 | 664 | 665 | 666 | 667 | 668 | 669 | 670 | 671 | 672 | 673 | 674 | 675 | 676 | 677 | 678 | 679 | 680 | 681 | 682 | 683 | 684 | 685 | 686 | 687 | 688 | 689 | 690 | 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 | 700 | 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 | 710 | 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 | 720 | 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 | 730 | 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 | 740 | 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 | 750 | 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 | 760 | 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 | 770 | 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 | 780 | 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 | 790 | 791 | 792 | 793 | 794 | 795 | 796 | 797 | 798 | 799 | 800 | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 | 810 | 811 | 812 | 813 | 814 | 815 | 816 | 817 | 818 | 819 | 820 | 821 | 822 | 823 | 824 | 825 | 826 | 827 | 828 | 829 | 830 | 831 | 832 | 833 | 834 | 835 | 836 | 837 | 838 | 839 | 840 | 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | 849 | 850 | 851 | 852 | 853 | 854 | 855 | 856 | 857 | 858 | 859 | 860 | 861 | 862 | 863 | 864 | 865 | 866 | 867 | 868 | 869 | 870 | 871 | 872 | 873 | 874 | 875 | 876 | 877 | 878 | 879 | 880 | 881 | 882 | 883 | 884 | 885 | 886 | 887 | 888 | 889 | 890 | 891 | 892 | 893 | 894 | 895 | 896 | 897 | 898 | 899 | 900 | 901 | 902 | 903 | 904 | 905 | 906 | 907 | 908 | 909 | 910 | 911 | 912 | 913 | 914 | 915 | 916 | 917 | 918 | 919 | 920 | 921 | 922 | 923 | 924 | 925 | 926 | 927 | 928 | 929 | 930 | 931 | 932 | 933 | 934 | 935 | 936 | 937 | 938 | 939 | 940 | 941 | 942 | 943 | 944 | 945 | 946 | 947 | 948 | 949 | 950 | 951 | 952 | 953 | 954 | 955 | 956 | 957 | 958 | 959 | 960 | 961 | 962 | 963 | 964 | 965 | 966 | 967 | 968 | 969 | 970 | 971 | 972 | 973 | 974 | 975 | 976 | 977 | 978 | 979 | 980 | 981 | 982 | 983 | 984 | 985 | 986 | 987 | 988 | 989 | 990 | 991 | 992 | 993 | 994 | 995 | 996 | 997 | 998 | 999 | 1000 | 1001 | 1002 | 1003 | 1004 | 1005 | 1006 | 1007 | 1008 | 1009 | 1010 | 1011 | 1012 | 1013 | 1014 | 1015 | 1016 | 1017 | 1018 | 1019 | 1020 | 1021 | 1022 | 1023 | 1024 | 1025 | 1026 | 1027 | 1028 | 1029 | 1030 | 1031 | 1032 | 1033 | 1034 | 1035 | 1036 | 1037 | 1038 | 1039 | 1040 | 1041 | 1042 | 1043 | 1044 | 1045 | 1046 | 1047 | 1048 | 1049 | 1050 | 1051 | 1052 | 1053 | 1054 | 1055 | 1056 | 1057 | 1058 | 1059 | 1060 | 1061 | 1062 | 1063 | 1064 | 1065 | 1066 | 1067 | 1068 | 1069 | 1070 | 1071 | 1072 | 1073 | 1074 | 1075 | 1076 | 1077 | 1078 | 1079 | 1080 | 1081 | 1082 | 1083 | 1084 | 1085 | 1086 | 1087 | 1088 | 1089 | 1090 | 1091 | 1092 | 1093 | 1094 | 1095 | 1096 | 1097 | 1098 | 1099 | 1100 | 1101 | 1102 | 1103 | 1104 | 1105 | 1106 | 1107 | 1108 | 1109 | 1110 | 1111 | 1112 | 1113 | 1114 | 1115 | 1116 | 1117 | 1118 | 1119 | 1120 | 1121 | 1122 | 1123 | 1124 | 1125 | 1126 | 1127 | 1128 | 1129 | 1130 | 1131 | 1132 | 1133 | 1134 | 1135 | 1136 | 1137 | 1138 | 1139 | 1140 | 1141 | 1142 | 1143 | 1144 | 1145 | 1146 | 1147 | 1148 | 1149 | 1150 | 1151 | 1152 | 1153 | 1154 | 1155 | 1156 | 1157 | 1158 | 1159 | 1160 | 1161 | 1162 | 1163 | 1164 | 1165 | 1166 | 1167 | 1168 | 1169 | 1170 | 1171 | 1172 | 1173 | 1174 | 1175 | 1176 | 1177 | 1178 | 1179 | 1180 | 1181 | 1182 | 1183 | 1184 | 1185 | 1186 | 1187 | 1188 | 1189 | 1190 | 1191 | 1192 | 1193 | 1194 | 1195 | 1196 | 1197 | 1198 | 1199 | 1200 | 1201 | 1202 | 1203 | 1204 | 1205 | 1206 | 1207 | 1208 | 1209 | 1210 | 1211 | 1212 | 1213 | 1214 | 1215 | 1216 | 1217 | 1218 | 1219 | 1220 | 1221 | 1222 | 1223 | 1224 | 1225 | 1226 | 1227 | 1228 | 1229 | 1230 | 1231 | 1232 | 1233 | 1234 | 1235 | 1236 | 1237 | 1238 | 1239 | 1240 | 1241 | 1242 | 1243 | 1244 | 1245 | 1246 | 1247 | 1248 | 1249 | 1250 | 1251 | 1252 | 1253 | 1254 | 1255 | 1256 | 1257 | 1258 | 1259 | 1260 | 1261 | 1262 | 1263 | 1264 | 1265 | 1266 | 1267 | 1268 | 1269 | 1270 | 1271 | 1272 | 1273 | 1274 | 1275 | 1276 | 1277 | 1278 | 1279 | 1280 | 1281 | 1282 | 1283 | 1284 | 1285 | 1286 | 1287 | 1288 | 1289 | 1290 | 1291 | 1292 | 1293 | 1294 | 1295 | 1296 | 1297 | 1298 | 1299 | 1300 | 1301 | 1302 | 1303 | 1304 | 1305 | 1306 | 1307 | 1308 | 1309 | 1310 | 1311 | 1312 | 1313 | 1314 | 1315 | 1316 | 1317 | 1318 | 1319 | 1320 | 1321 | 1322 | 1323 | 1324 | 1325 | 1326 | 1327 | 1328 | 1329 | 1330 | 1331 | 1332 | 1333 | 1334 | 1335 | 1336 | 1337 | 1338 | 1339 | 1340 | 1341 | 1342 | 1343 | 1344 | 1345 | 1346 | 1347 | 1348 | 1349 | 1350 | 1351 | 1352 | 1353 | 1354 | 1355 | 1356 | 1357 | 1358 | 1359 | 1360 | 1361 | 1362 | 1363 | 1364 | 1365 | 1366 | 1367 | 1368 | 1369 | 1370 | 1371 | 1372 | 1373 | 1374 | 1375 | 1376 | 1377 | 1378 | 1379 | 1380 | 1381 | 1382 | 1383 | 1384 | 1385 | 1386 | 1387 | 1388 | 1389 | 1390 | 1391 | 1392 | 1393 | 1394 | 1395 | 1396 | 1397 | 1398 | 1399 | 1400 | 1401 | 1402 | 1403 | 1404 | 1405 | 1406 | 1407 | 1408 | 1409 | 1410 | 1411 | 1412 | 1413 | 1414 | 1415 | 1416 | 1417 | 1418 | 1419 | 1420 | 1421 | 1422 | 1423 | 1424 | 1425 | 1426 | 1427 | 1428 | 1429 | 1430 | 1431 | 1432 | 1433 | 1434 | 1435 | 1436 | 1437 | 1438 | 1439 | 1440 | 1441 | 1442 | 1443 | 1444 | 1445 | 1446 | 1447 | 1448 | 1449 | 1450 | 1451 | 1452 | 1453 | 1454 | 1455 | 1456 | 1457 | 1458 | 1459 | 1460 | 1461 | 1462 | 1463 | 1464 | 1465 | 1466 | 1467 | 1468 | 1469 | 1470 | 1471 | 1472 | 1473 | 1474 | 1475 | 1476 | 1477 | 1478 | 1479 | 1480 | 1481 | 1482 | 1483</ |
|---|---|---|---|---|---|---|---|---|-----|------|--------|

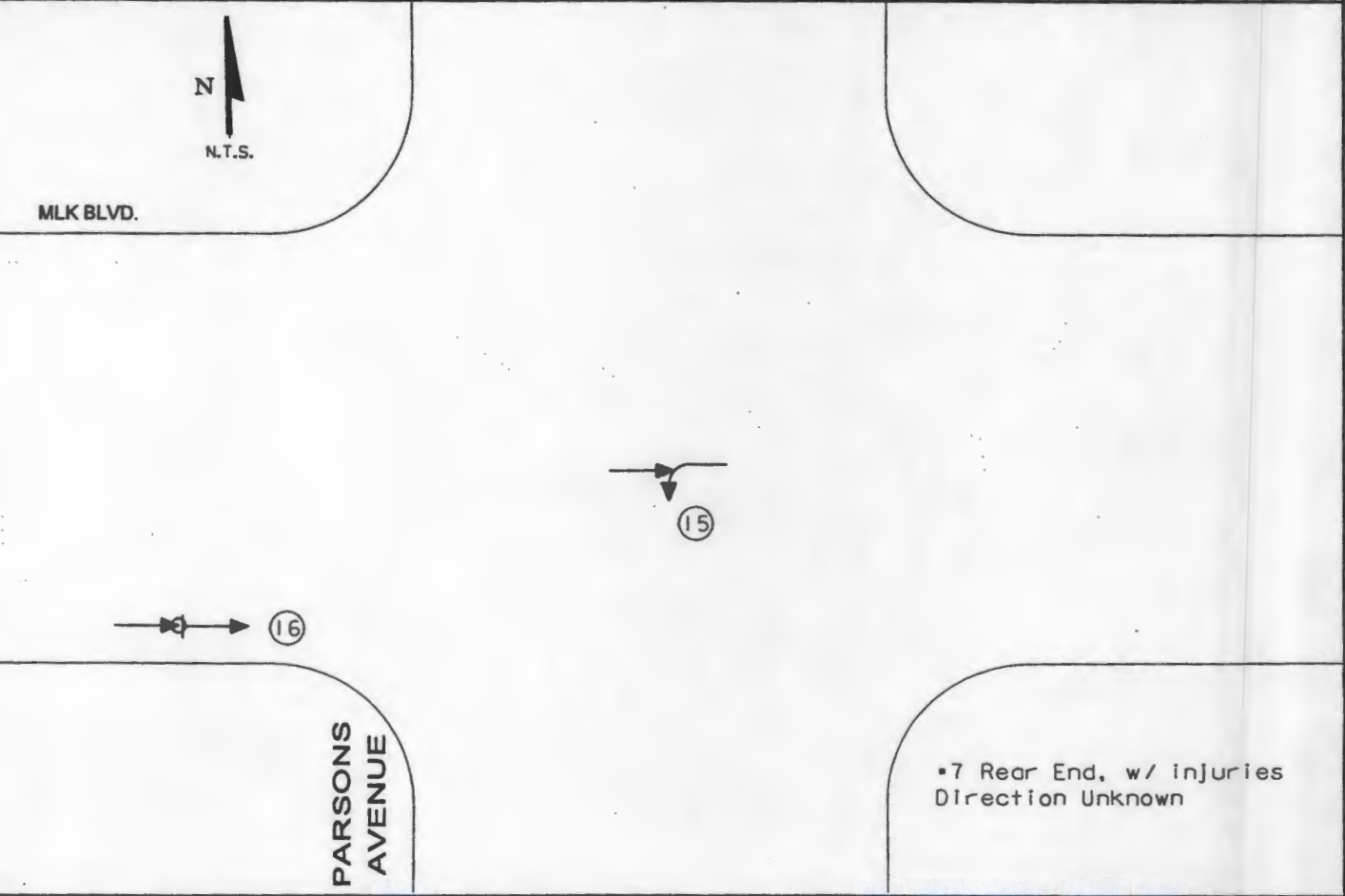
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PARSONS AVENUE

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



| COLLISION SYMBOLS | | | | CONDITION CODES | |
|-------------------|------------|--|--------------------------|---|--|
| | STRAIGHT | | REAR-END | PAVEMENT CONDITION
D-DRY W-WET | |
| | STOPPED | | HEAD-ON | | |
| | BACKING | | SIDE SWIPE | WEATHER CONDITION
C-CLEAR R-RAIN F-FOG | |
| | PARKED | | OUT OF CONTROL | | |
| | OVERTURNED | | INSUFFICIENT INFORMATION | LIGHT CONDITION
L-DAYLIGHT DK-DARK | |
| | INJURY | | RIGHT TURN | | |
| | FATALITY | | LEFT TURN | | |
| | | | FIXED OBJECT | TIME OF DAY (MILITARY) | |
| | | | PEDESTRIAN | | |
| | | | BICYCLE | | |

| ACCIDENT SUMMARY | | | | |
|------------------|----------------------|--------|-------|-------|
| | PROPERTY DAMAGE ONLY | INJURY | FATAL | TOTAL |
| DAYTIME | 1 | 1 | 0 | 2 |
| NIGHTTIME | 0 | 0 | 0 | 0 |
| TOTAL | 1 | 1 | 0 | 2 |

NEW YORK DEPARTMENT OF SOCIAL SERVICES
DIVISION OF CHILDREN AND FAMILIES

OFFICE OF THE ATTORNEY GENERAL
120 NASSAU AVENUE
NEW YORK 38, N.Y.

RECEIVED
JULY 1964
NEW YORK DEPARTMENT OF SOCIAL SERVICES
DIVISION OF CHILDREN AND FAMILIES
OFFICE OF THE ATTORNEY GENERAL
120 NASSAU AVENUE
NEW YORK 38, N.Y.

NEW YORK DEPARTMENT OF SOCIAL SERVICES
DIVISION OF CHILDREN AND FAMILIES
OFFICE OF THE ATTORNEY GENERAL
120 NASSAU AVENUE
NEW YORK 38, N.Y.

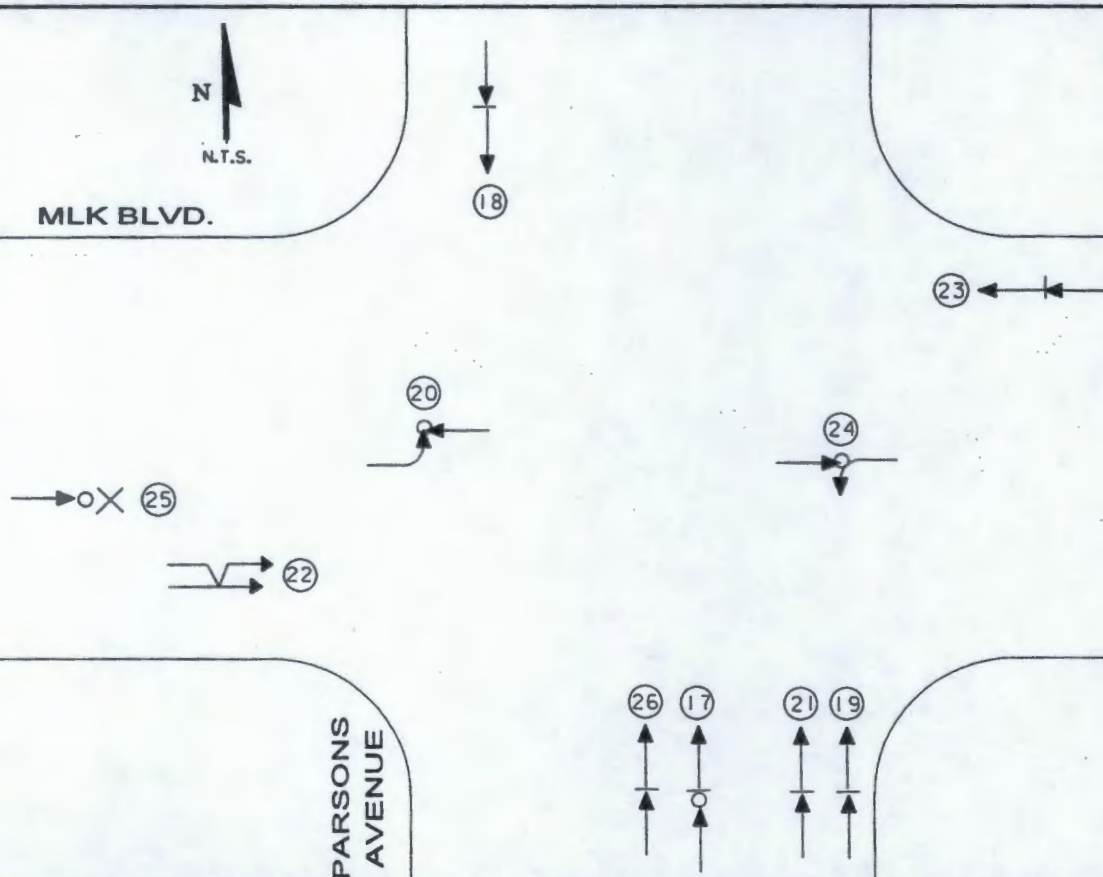
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
PARSONS AVENUE

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/99 - 12/99

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

| | | | | | |
|--|------------|--|--------------------------|--|--------------|
| | STRAIGHT | | REAR-END | | RIGHT TURN |
| | STOPPED | | HEAD-ON | | LEFT TURN |
| | BACKING | | SIDE SWIPE | | FIXED OBJECT |
| | PARKED | | OUT OF CONTROL | | PEDESTRIAN |
| | OVERTURNED | | INSUFFICIENT INFORMATION | | BICYCLE |
| | INJURY | | | | |
| | FATALITY | | | | |

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 |

U.S. DEPARTMENT OF TRANSPORTATION DIVISION OF AIRCRAFT

AIRCRAFT INSPECTION REPORT
 FORM NO. 1
 PREPARED BY SCOTT B. [illegible]



| GENERAL INFORMATION | | TEST RESULTS | |
|-----------------------------|----------------------|---------------------------|---------------------------------|
| 1. NAME OF AIRCRAFT | 2. TYPE OF AIRCRAFT | 3. TEST RESULTS | 4. COMMENTS |
| 5. DATE OF TEST | 6. TESTER'S NAME | 7. TESTER'S SIGNATURE | 8. TESTER'S TITLE |
| 9. TESTER'S ORGANIZATION | 10. TESTER'S ADDRESS | 11. TESTER'S PHONE NUMBER | 12. TESTER'S FAX NUMBER |
| 13. TESTER'S E-MAIL ADDRESS | 14. TESTER'S WEBSITE | 15. TESTER'S SOCIAL MEDIA | 16. TESTER'S OTHER CONTACT INFO |

| |
|---|
| Florida Department of Transportation
Crash Summary |
|---|

| | |
|---|------------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 5.645 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: Kingsway Road |
| Section: 1009 | |

City/Town: Seffner
Mile Post: 5.645
Intersecting Street: Kingsway Road

Study Period Ends on: 12/31/1995[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 2 | 1 | 0 | 3 | | 0 | | 19,000 | 0.4 |
| Percent: | 67% | 33% | 0% | 100% | | 0% | | | |

| Date | | Time | | Wind | | Temp | | Humidity | | Pressure | | Remarks | |
|-------|-----|------|-----|------|-------|------|------|----------|----------|----------|-------|---------|--|
| Month | Day | Hour | Min | Dir | Force | Air | Surf | Rel | Wet Bulb | Bar | mm | | |
| Jan | 1 | 12 | 00 | 0 | 0 | 75 | 75 | 100 | 75 | 30.00 | 30.00 | | |
| Jan | 2 | 12 | 00 | 0 | 0 | 76 | 76 | 100 | 76 | 30.01 | 30.01 | | |
| Jan | 3 | 12 | 00 | 0 | 0 | 77 | 77 | 100 | 77 | 30.02 | 30.02 | | |
| Jan | 4 | 12 | 00 | 0 | 0 | 78 | 78 | 100 | 78 | 30.03 | 30.03 | | |
| Jan | 5 | 12 | 00 | 0 | 0 | 79 | 79 | 100 | 79 | 30.04 | 30.04 | | |
| Jan | 6 | 12 | 00 | 0 | 0 | 80 | 80 | 100 | 80 | 30.05 | 30.05 | | |
| Jan | 7 | 12 | 00 | 0 | 0 | 81 | 81 | 100 | 81 | 30.06 | 30.06 | | |
| Jan | 8 | 12 | 00 | 0 | 0 | 82 | 82 | 100 | 82 | 30.07 | 30.07 | | |
| Jan | 9 | 12 | 00 | 0 | 0 | 83 | 83 | 100 | 83 | 30.08 | 30.08 | | |
| Jan | 10 | 12 | 00 | 0 | 0 | 84 | 84 | 100 | 84 | 30.09 | 30.09 | | |
| Jan | 11 | 12 | 00 | 0 | 0 | 85 | 85 | 100 | 85 | 30.10 | 30.10 | | |
| Jan | 12 | 12 | 00 | 0 | 0 | 86 | 86 | 100 | 86 | 30.11 | 30.11 | | |
| Jan | 13 | 12 | 00 | 0 | 0 | 87 | 87 | 100 | 87 | 30.12 | 30.12 | | |
| Jan | 14 | 12 | 00 | 0 | 0 | 88 | 88 | 100 | 88 | 30.13 | 30.13 | | |
| Jan | 15 | 12 | 00 | 0 | 0 | 89 | 89 | 100 | 89 | 30.14 | 30.14 | | |
| Jan | 16 | 12 | 00 | 0 | 0 | 90 | 90 | 100 | 90 | 30.15 | 30.15 | | |
| Jan | 17 | 12 | 00 | 0 | 0 | 91 | 91 | 100 | 91 | 30.16 | 30.16 | | |
| Jan | 18 | 12 | 00 | 0 | 0 | 92 | 92 | 100 | 92 | 30.17 | 30.17 | | |
| Jan | 19 | 12 | 00 | 0 | 0 | 93 | 93 | 100 | 93 | 30.18 | 30.18 | | |
| Jan | 20 | 12 | 00 | 0 | 0 | 94 | 94 | 100 | 94 | 30.19 | 30.19 | | |
| Jan | 21 | 12 | 00 | 0 | 0 | 95 | 95 | 100 | 95 | 30.20 | 30.20 | | |
| Jan | 22 | 12 | 00 | 0 | 0 | 96 | 96 | 100 | 96 | 30.21 | 30.21 | | |
| Jan | 23 | 12 | 00 | 0 | 0 | 97 | 97 | 100 | 97 | 30.22 | 30.22 | | |
| Jan | 24 | 12 | 00 | 0 | 0 | 98 | 98 | 100 | 98 | 30.23 | 30.23 | | |
| Jan | 25 | 12 | 00 | 0 | 0 | 99 | 99 | 100 | 99 | 30.24 | 30.24 | | |
| Jan | 26 | 12 | 00 | 0 | 0 | 100 | 100 | 100 | 100 | 30.25 | 30.25 | | |
| Jan | 27 | 12 | 00 | 0 | 0 | 101 | 101 | 100 | 101 | 30.26 | 30.26 | | |
| Jan | 28 | 12 | 00 | 0 | 0 | 102 | 102 | 100 | 102 | 30.27 | 30.27 | | |
| Jan | 29 | 12 | 00 | 0 | 0 | 103 | 103 | 100 | 103 | 30.28 | 30.28 | | |
| Jan | 30 | 12 | 00 | 0 | 0 | 104 | 104 | 100 | 104 | 30.29 | 30.29 | | |
| Jan | 31 | 12 | 00 | 0 | 0 | 105 | 105 | 100 | 105 | 30.30 | 30.30 | | |

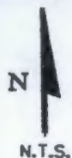
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
KINGSWAY ROAD

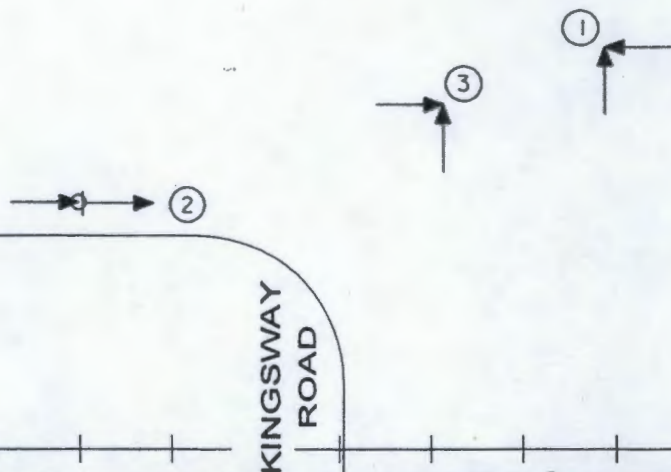
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

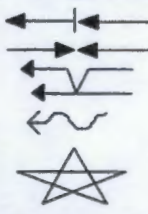
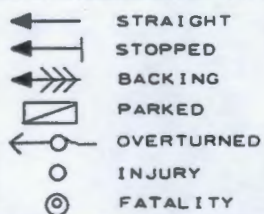
PREPARED BY: SCOTT MICHAEL



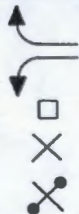
MLK BLVD.



COLLISION SYMBOLS



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 COUNTY OF HILLSBOROUGH STATE ROAD 101 STATION 101+00

FOR AID OF THE FLORIDA DEPARTMENT OF TRANSPORTATION
 COUNTY OF HILLSBOROUGH
 STATE ROAD 101
 STATION 101+00



PLAN VIEW

SECTION

SECTION

| STATION | DESCRIPTION | AMOUNT |
|---------|-------------|--------|
| 101+00 | ... | ... |
| 101+10 | ... | ... |
| 101+20 | ... | ... |
| 101+30 | ... | ... |
| 101+40 | ... | ... |
| 101+50 | ... | ... |
| 101+60 | ... | ... |
| 101+70 | ... | ... |
| 101+80 | ... | ... |
| 101+90 | ... | ... |
| 101+00 | ... | ... |

SECTION 101+00
 SECTION 101+00

| |
|---|
| Florida Department of Transportation
Crash Summary |
|---|

| | |
|---|------------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 5.645 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: Kingsway Road |
| Section: 1009 | |

Study Period Begins on: 01/01/1996 Study Period Ends on: 12/31/1996

[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|----|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 2 | 1 | 1 | 2 | | 0 | | 18,900 | 0.4 |
| Percent: | 67% | 33% | 33% | 67% | | 0% | | | |

| Date | | Time | | Place | | Remarks | |
|------|-------|-------|-------|-------|-------|---------|-------|
| 1911 | 10/1 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/2 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/3 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/4 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/5 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/6 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/7 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/8 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/9 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/10 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/11 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/12 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/13 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/14 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/15 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/16 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/17 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/18 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/19 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/20 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/21 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/22 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/23 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/24 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/25 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/26 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/27 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/28 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/29 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/30 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |
| 1911 | 10/31 | 10:00 | 10:15 | 10:30 | 10:45 | 11:00 | 11:15 |

1911 10/1 10:00

1911 10/1 10:00

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1911 10/1 10:00

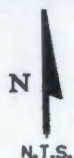
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
KINGSWAY ROAD

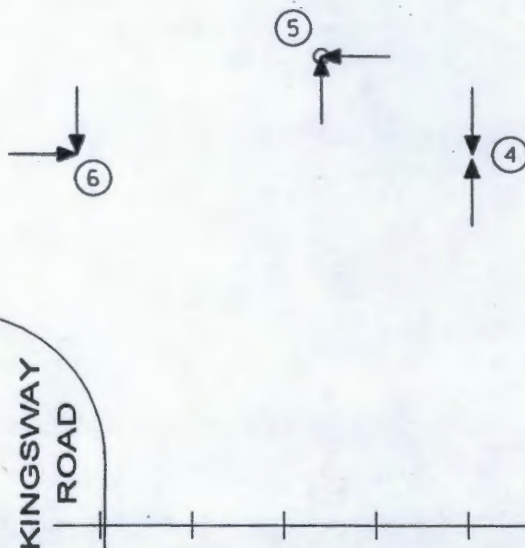
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/96 - 12/96

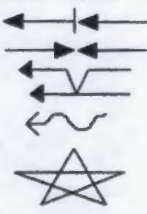
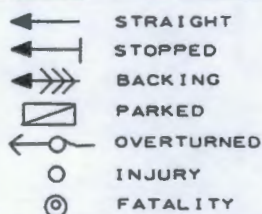
PREPARED BY: SCOTT MICHAEL



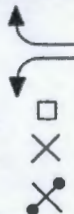
MLK BLVD.



COLLISION SYMBOLS



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 |

TRANSFORM
TAG

COOL
SECTION
DEPARTMENT

THE HILLS

LOCATION
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SUMMARY

THE HILLS

| |
|------|
| 1910 | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 |
|------|

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| Florida Department of Transportation
Crash Summary |
|---|

| | |
|---|------------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 5.645 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: Kingsway Road |
| Section: 1009 | |

| | | | |
|--------------------------------|-------------------|------------------------------|-------------------|
| Study Period Begins on: | 01/01/1997 | Study Period Ends on: | 12/31/1997 |
|--------------------------------|-------------------|------------------------------|-------------------|

[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|----|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 3 | 0 | 0 | 3 | | 0 | | 19,300 | 0.4 |
| Percent: | 100% | 0% | 0% | 100% | | 0% | | | |

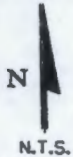
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
KINGSWAY ROAD

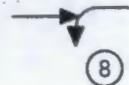
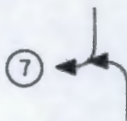
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/97 - 12/97

PREPARED BY: SCOTT MICHAEL

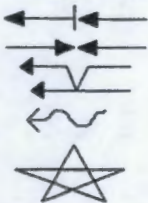
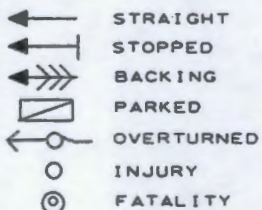


MLK BLVD.

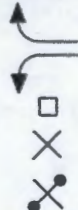


KINGSWAY
ROAD

COLLISION SYMBOLS



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 | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 5.645 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: Kingsway Road |
| Section: 1009 | |

Study Period Ends on: 12/31/1998[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 4 | 1 | 2 | 3 | | 0 | | 21,500 | 0.6 |
| Percent: | 80% | 20% | 40% | 60% | | 0% | | | |

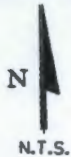
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
KINGSWAY ROAD

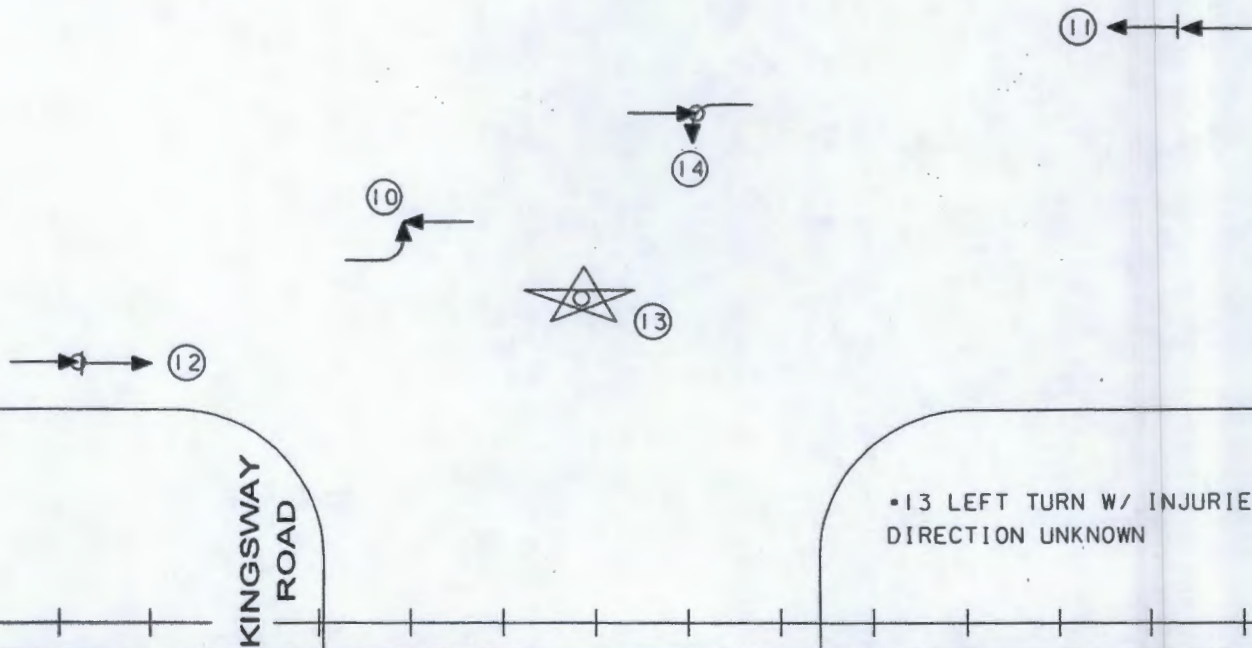
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



MLK BLVD.



COLLISION SYMBOLS

| | | | | | |
|--|------------|--|--------------------------|--|--------------|
| | STRAIGHT | | REAR-END | | RIGHT TURN |
| | STOPPED | | HEAD-ON | | LEFT TURN |
| | BACKING | | SIDE SWIPE | | FIXED OBJECT |
| | PARKED | | OUT OF CONTROL | | PEDESTRIAN |
| | OVERTURNED | | INSUFFICIENT INFORMATION | | BICYCLE |
| | INJURY | | | | |
| | FATALITY | | | | |

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
CORRECTIONS

TRANSPORT
LOG

LOCATION: HALL COUNTY JAIL
KING ROAD
PERIOD: 10-1-78

10 K BLVD



| DATE | TIME | LOCATION | REMARKS |
|---------|-------|------------------|----------|
| 10-1-78 | 10:00 | HALL COUNTY JAIL | STARTED |
| 10-1-78 | 10:15 | KING ROAD | ARRIVED |
| 10-1-78 | 10:30 | 10 K BLVD | DEPARTED |

THOMAS J. HENRY

WILSON

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| Florida Department of Transportation
Crash Summary |
|---|

| | |
|---|------------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 5.645 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: Kingsway Road |
| Section: 1009 | |

[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 3 | 2 | 0 | 5 | | 0 | | 16,026 | 0.9 |
| Percent: | 60% | 40% | 0% | 100% | | 0% | | | |

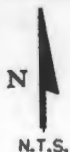
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
KINGSWAY ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/99 - 12/99

PREPARED BY: SCOTT MICHAEL

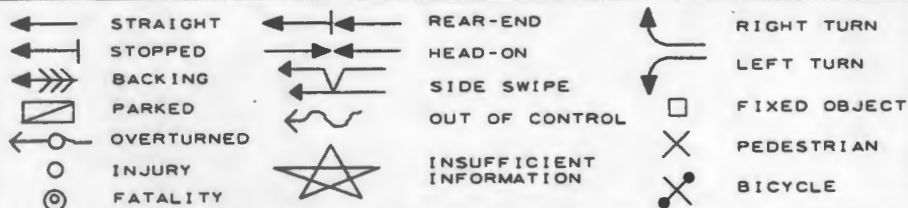


MLK BLVD.

KINGSWAY
ROAD



COLLISION SYMBOLS



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 |

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|---|
| Florida Department of Transportation
Crash Summary |
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| | |
|---|-----------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 7.217 |
| Section: 1009 | Intersecting Street: Valrico Road |
| Local Street Name: Martin Luther King Jr. Boulevard | |

| | |
|---|-----------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 7.217 |
| Section: 1009 | Intersecting Street: Valrico Road |
| Local Street Name: Martin Luther King Jr. Boulevard | |

Study Period Ends on: 12/31/1995[illegible]

| | 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 4 | 2 | 0 | 6 | | 0 | | 8,700 | 1.9 |
| Percent: | 67% | 33% | 0% | 100% | | 0% | | | |

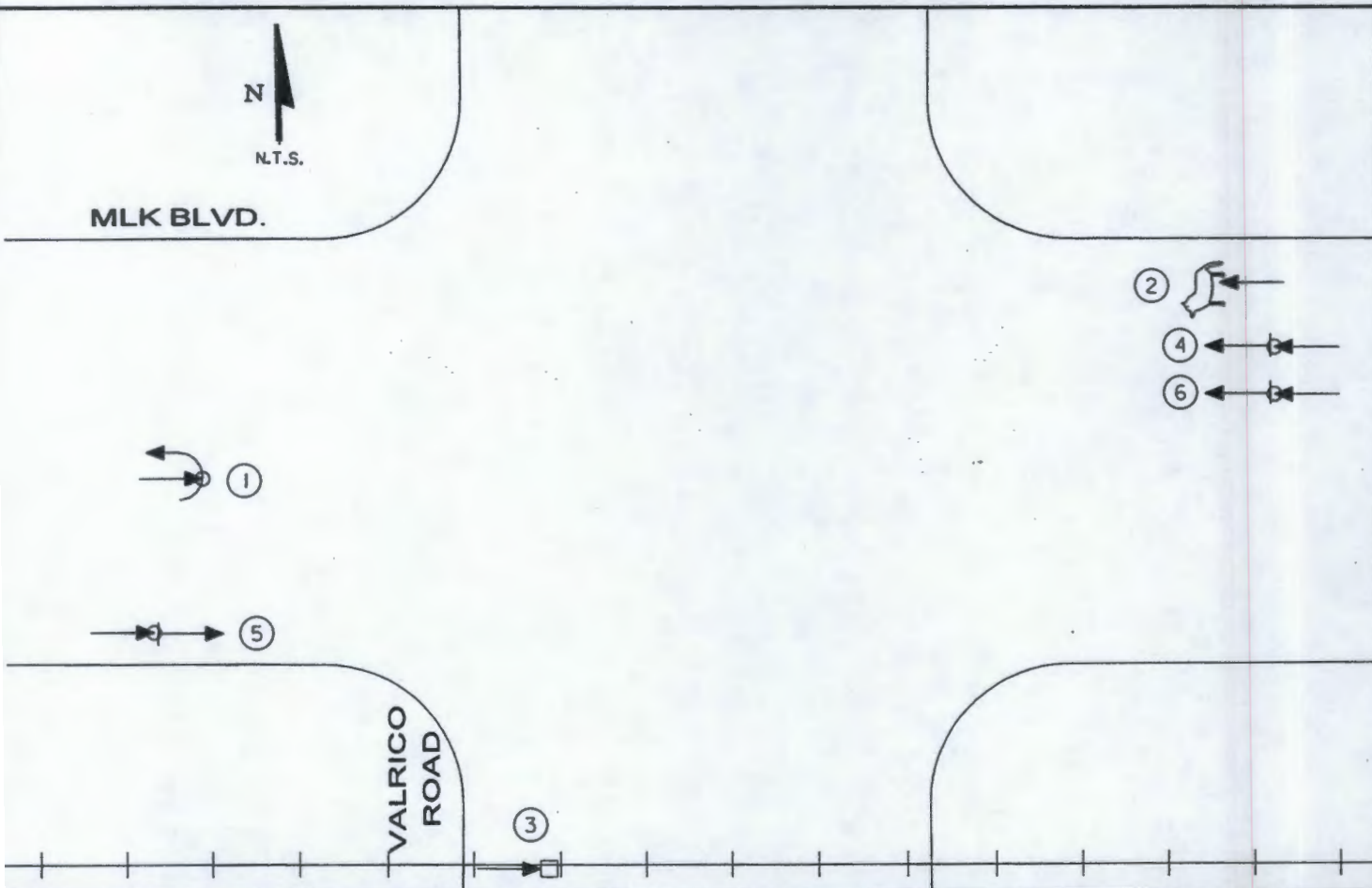
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
VALRICO ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



COLLISION SYMBOLS

| | | | | | |
|-------|------------|-----|--------------------------|---|--------------|
| ← | STRAIGHT | ←← | REAR-END | ↗ | RIGHT TURN |
| ← | STOPPED | ←← | HEAD-ON | ↖ | LEFT TURN |
| ← ← ← | BACKING | ← ← | SIDE SWIPE | □ | FIXED OBJECT |
| ◻ | PARKED | ← ← | OUT OF CONTROL | × | PEDESTRIAN |
| ← ○ | OVERTURNED | ← ← | INSUFFICIENT INFORMATION | ⊗ | BICYCLE |
| ○ | INJURY | ☆ | ANIMAL | | |
| ⊙ | FATALITY | | | | |

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 COLLISION INVESTIGATION

LOCATION: MARTIN LUTHER KING JR. BLVD. & TWENTY HILLSBOROUGH
DATE: 04-15-78
TIME: 10:00 AM
REPORTED BY: [Name]



| Driver Information | | Vehicle Information | | Witness Information | |
|--------------------|---------|---------------------|-------|---------------------|---------|
| Name | Address | Make | Model | Name | Address |
| Driver 1 | | Make | Model | Witness 1 | |
| Driver 2 | | Make | Model | Witness 2 | |
| Driver 3 | | Make | Model | Witness 3 | |
| Driver 4 | | Make | Model | Witness 4 | |

1. 12-10-1940

| Time | Temp | Wind | Clouds | Pressure | Humidity | Visibility | Remarks |
|------|------|------|--------|----------|----------|------------|---------|
| 0800 | 50 | 0 | 0 | 30.0 | 75 | 10 | |
| 0900 | 52 | 0 | 0 | 30.0 | 75 | 10 | |
| 1000 | 54 | 0 | 0 | 30.0 | 75 | 10 | |
| 1100 | 56 | 0 | 0 | 30.0 | 75 | 10 | |
| 1200 | 58 | 0 | 0 | 30.0 | 75 | 10 | |
| 1300 | 60 | 0 | 0 | 30.0 | 75 | 10 | |
| 1400 | 62 | 0 | 0 | 30.0 | 75 | 10 | |
| 1500 | 64 | 0 | 0 | 30.0 | 75 | 10 | |
| 1600 | 66 | 0 | 0 | 30.0 | 75 | 10 | |
| 1700 | 68 | 0 | 0 | 30.0 | 75 | 10 | |
| 1800 | 70 | 0 | 0 | 30.0 | 75 | 10 | |
| 1900 | 72 | 0 | 0 | 30.0 | 75 | 10 | |
| 2000 | 74 | 0 | 0 | 30.0 | 75 | 10 | |
| 2100 | 76 | 0 | 0 | 30.0 | 75 | 10 | |
| 2200 | 78 | 0 | 0 | 30.0 | 75 | 10 | |
| 2300 | 80 | 0 | 0 | 30.0 | 75 | 10 | |
| 0000 | 82 | 0 | 0 | 30.0 | 75 | 10 | |
| 0100 | 84 | 0 | 0 | 30.0 | 75 | 10 | |
| 0200 | 86 | 0 | 0 | 30.0 | 75 | 10 | |
| 0300 | 88 | 0 | 0 | 30.0 | 75 | 10 | |
| 0400 | 90 | 0 | 0 | 30.0 | 75 | 10 | |
| 0500 | 92 | 0 | 0 | 30.0 | 75 | 10 | |
| 0600 | 94 | 0 | 0 | 30.0 | 75 | 10 | |
| 0700 | 96 | 0 | 0 | 30.0 | 75 | 10 | |

Summary: 12-10-1940
 Location: [illegible]
 Observer: [illegible]
 Instrument: [illegible]
 Remarks: [illegible]

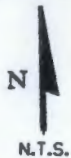
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
VALRICO ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL

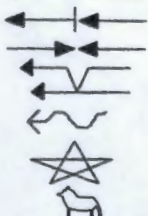
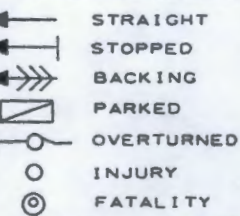


MLK BLVD.

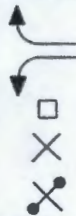


VALRICO
ROAD

COLLISION SYMBOLS



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 COLLISION

REPORT MADE BY THE DRIVER
DATE: 10-15-1964
TIME: 1:30 PM

REPORT OF CRASH

REPORT MADE BY THE DRIVER
DATE: 10-15-1964
TIME: 1:30 PM

DATE: 10-15-1964
TIME: 1:30 PM

| NAME | ADDRESS | CITY | STATE | ZIP |
|----------|----------------------|-------------|-------|-------|
| JOHN DOE | 123 MAIN ST | MIAMI | FL | 33101 |
| JANE DOE | 456 OCEAN BLVD | MIAMI BEACH | FL | 33409 |
| JOHN DOE | 789 PINE AVE | MIAMI | FL | 33133 |
| JANE DOE | 101 CYPRESS ST | MIAMI | FL | 33130 |
| JOHN DOE | 202 PALM DR | MIAMI | FL | 33134 |
| JANE DOE | 303 SUGAR CANE RD | MIAMI | FL | 33135 |
| JOHN DOE | 404 BAYVIEW BLVD | MIAMI | FL | 33149 |
| JANE DOE | 505 CORAL GABLES AVE | MIAMI | FL | 33134 |
| JOHN DOE | 606 SWANSON AVE | MIAMI | FL | 33135 |
| JANE DOE | 707 NANTUCKET DR | MIAMI | FL | 33135 |
| JOHN DOE | 808 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 909 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 1010 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 1111 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 1212 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 1313 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 1414 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 1515 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 1616 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 1717 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 1818 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 1919 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 2020 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 2121 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 2222 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 2323 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 2424 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 2525 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 2626 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 2727 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 2828 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 2929 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 3030 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 3131 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 3232 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 3333 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 3434 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 3535 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 3636 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 3737 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 3838 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 3939 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 4040 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 4141 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 4242 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 4343 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 4444 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 4545 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 4646 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 4747 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 4848 SHERBORN DR | MIAMI | FL | 33135 |
| JANE DOE | 4949 WINDY HILL DR | MIAMI | FL | 33135 |
| JOHN DOE | 5050 SHERBORN DR | MIAMI | FL | 33135 |

| |
|---|
| Florida Department of Transportation
Crash Summary |
|---|

| | |
|---|-----------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 7.217 |
| Section: 1009 | Intersecting Street: Valrico Road |
| Local Street Name: Martin Luther King Jr. Boulevard | |

Mile Post: 7.217

Intersecting Street: Valrico Road

Study Period Ends on: 12/31/1997[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% | | | |

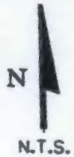
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
VALRICO ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/97 - 12/97

PREPARED BY: SCOTT MICHAEL



MLK BLVD.



VALRICO
ROAD

9

•10 Left Turn, w/o Injuries
Direction Unknown

COLLISION SYMBOLS

| | | | | | |
|--|------------|--|-----------------------------|--|--------------|
| | STRAIGHT | | REAR-END | | RIGHT TURN |
| | STOPPED | | HEAD-ON | | LEFT TURN |
| | BACKING | | SIDE SWIPE | | FIXED OBJECT |
| | PARKED | | OUT OF CONTROL | | PEDESTRIAN |
| | OVERTURNED | | INSUFFICIENT
INFORMATION | | BICYCLE |
| | INJURY | | ANIMAL | | |
| | FATALITY | | | | |

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 |
|---|

City/Town: Seffner

Section: 1009

Mile Post: 7.217

Intersecting Street: Valrico Road

Study Period Ends on: 12/31/1998[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 4 | 0 | 0 | 4 | | 0 | | 10,300 | 1.1 |
| Percent: | 100% | 0% | 0% | 100% | | 0% | | | |

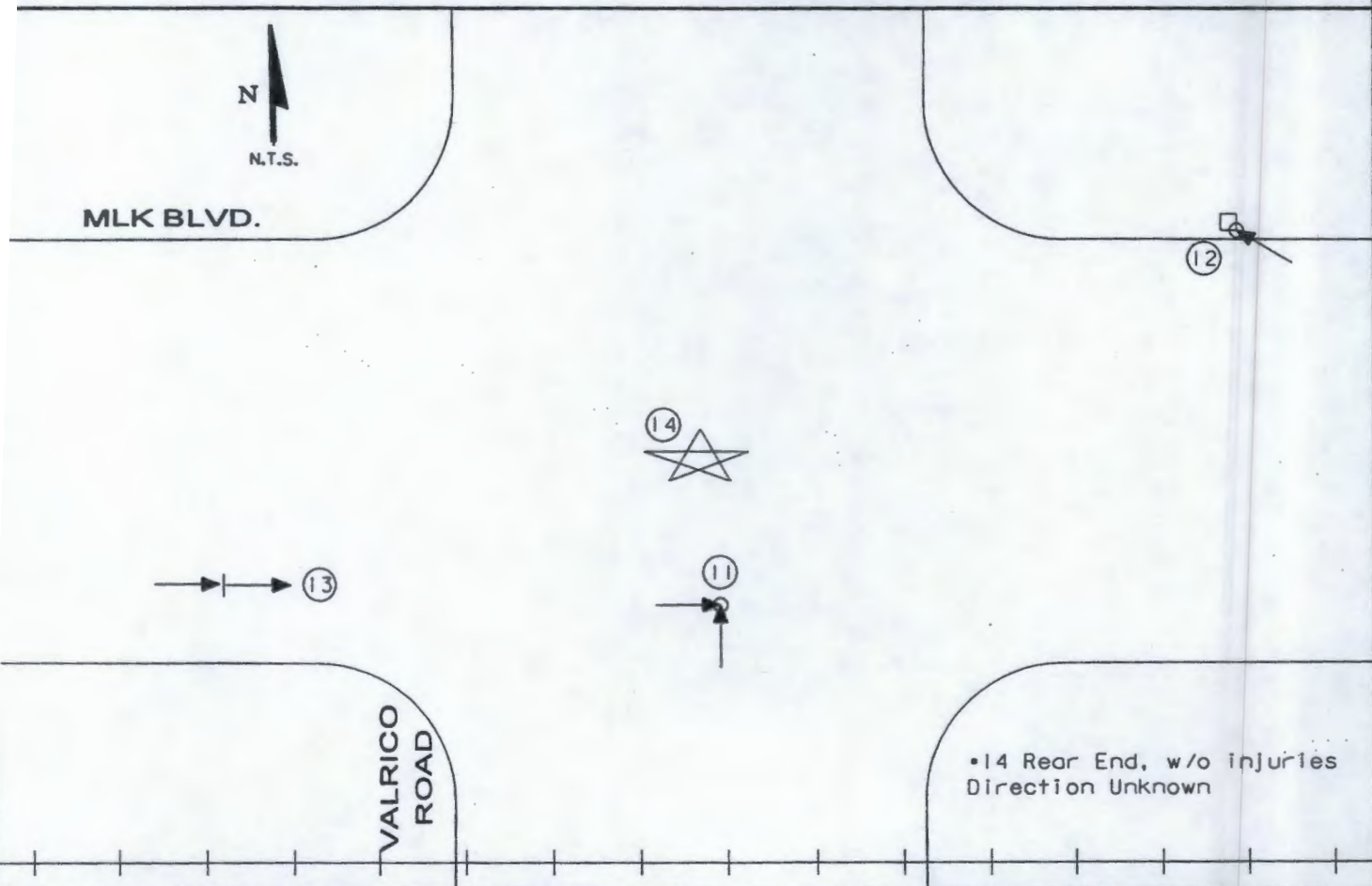
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
VALRICO ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



| COLLISION SYMBOLS | | | | CONDITION CODES | |
|--|------------|---|--------------------------|---|--------------|
|  | STRAIGHT |  | REAR-END |  | RIGHT TURN |
|  | STOPPED |  | HEAD-ON |  | LEFT TURN |
|  | BACKING |  | SIDE SWIPE |  | FIXED OBJECT |
|  | PARKED |  | OUT OF CONTROL |  | PEDESTRIAN |
|  | OVERTURNED |  | INSUFFICIENT INFORMATION |  | BICYCLE |
|  | INJURY |  | ANIMAL | | |
|  | FATALITY | | | | |

| | |
|------------------------|--|
| 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 | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 7.217 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: Valrico Road |
| Section: 1009 | |

City/Town: Seffner
Mile Post: 7.217
Intersecting Street: Valrico Road

Study Period Ends on: 12/31/1999

[illegible]

| | Total | with | with | Property | Right | Left | Right | Rear | Side | Peds / | Fixed | Head | |
|----------|----------------|-------------------|-----------------|---------------|--------------|-------------|-------------|------------|--------------|--------------|---------------|-----------|--------------|
| | <u>Crashes</u> | <u>Fatalities</u> | <u>Injuries</u> | <u>Damage</u> | <u>Angle</u> | <u>Turn</u> | <u>Turn</u> | <u>End</u> | <u>Swipe</u> | <u>Bikes</u> | <u>Object</u> | <u>On</u> | <u>Other</u> |
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 4 | 2 | 1 | 5 | | 1 | | 13,437 | 1.2 |
| Percent: | 67% | 33% | 17% | 83% | | 17% | | | |

1/1/1917

1/1/1917

1/1/1917

1/1/1917

1/1/1917

1/1/1917

1/1/1917

1/1/1917

1/1/1917

1/1/1917

1/1/1917

| |
|---|
| Florida Department of Transportation
Crash Summary |
|---|

| | |
|---|------------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 7.748 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: McIntosh Road |
| Section: 1009 | |

| | |
|---|------------------------------------|
| County: Hillsborough | City/Town: Seffner |
| State Road: SR 574 | Mile Post: 7.748 |
| Local Street Name: Martin Luther King Jr. Boulevard | Intersecting Street: McIntosh Road |
| Section: 1009 | |

Study Period Ends on: 12/31/1995[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 4 | 0 | 0 | 4 | | 0 | | 8,700 | 1.3 |
| Percent: | 100% | 0% | 0% | 100% | | 0% | | | |

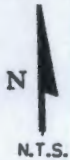
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
MCINTOSH ROAD

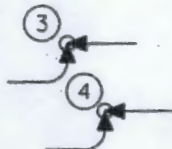
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/95 - 12/95

PREPARED BY: SCOTT MICHAEL



MLK BLVD.



MCINTOSH
ROAD

COLLISION SYMBOLS

| | | |
|------------|--------------------------|--------------|
| STRAIGHT | REAR-END | RIGHT TURN |
| STOPPED | HEAD-ON | LEFT TURN |
| BACKING | SIDE SWIPE | FIXED OBJECT |
| PARKED | OUT OF CONTROL | PEDESTRIAN |
| OVERTURNED | INSUFFICIENT INFORMATION | BICYCLE |
| INJURY | | |
| FATALITY | | |

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 |

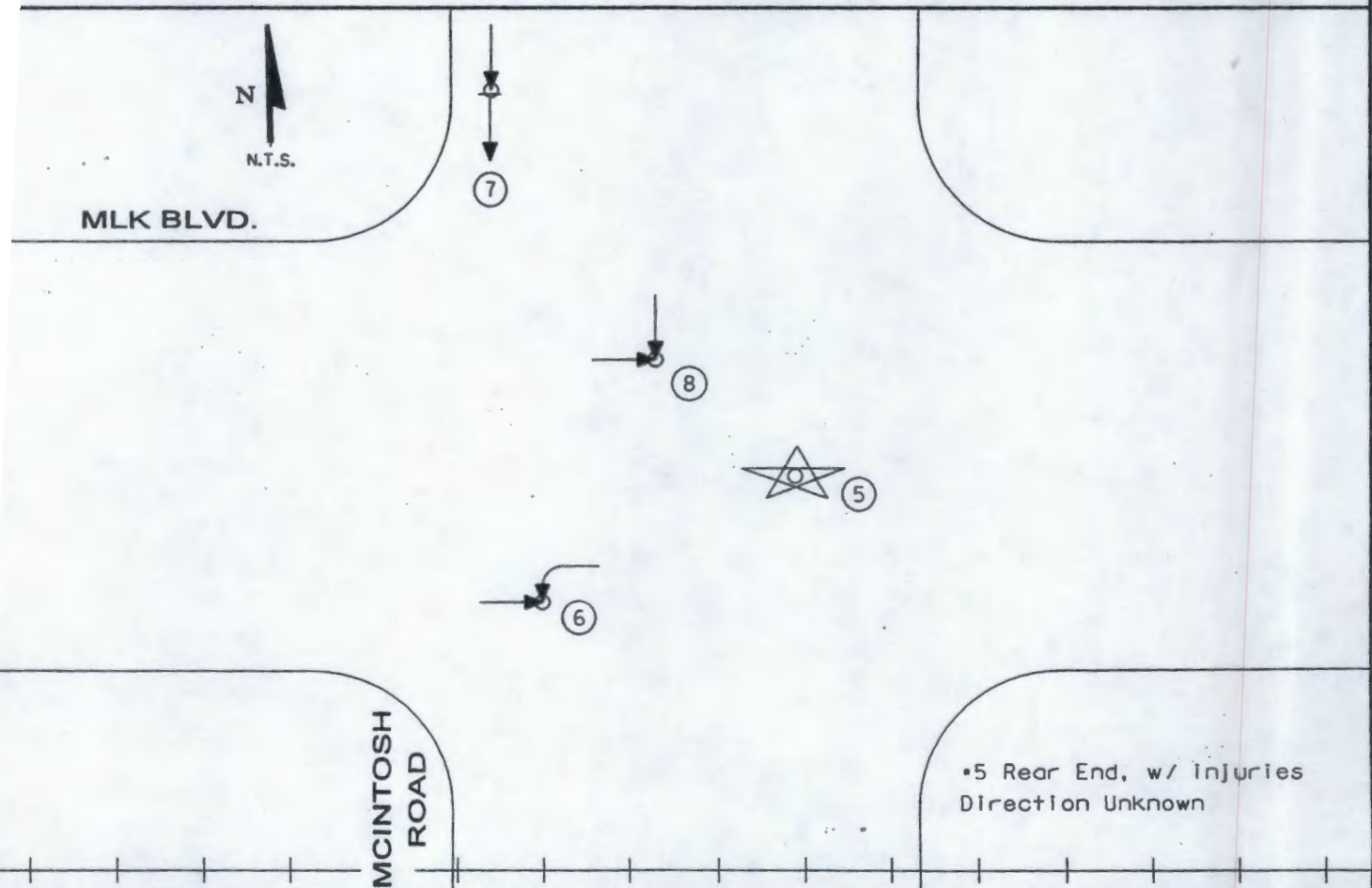
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
MCINTOSH ROAD

COUNTY: HILLSBOROUGH

PERIOD FROM : 1/96 - 12/96

PREPARED BY: SCOTT MICHAEL



| COLLISION SYMBOLS | | | | CONDITION CODES | |
|---|------------|---|--------------------------|---|--------------|
|  | STRAIGHT |  | REAR-END |  | RIGHT TURN |
|  | STOPPED |  | HEAD-ON |  | LEFT TURN |
|  | BACKING |  | SIDE SWIPE |  | FIXED OBJECT |
|  | PARKED |  | OUT OF CONTROL |  | PEDESTRIAN |
|  | OVERTURNED |  | INSUFFICIENT INFORMATION |  | BICYCLE |
|  | INJURY | | | | |
|  | FATALITY | | | | |
| | | | | 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 |
|---|

City/Town: Seffner

Section: 1009

Mile Post: 7.748

Intersecting Street: McIntosh Road

Study Period Ends on: 12/31/1997[illegible]

| | Total
<u>Crashes</u> | with
<u>Fatalities</u> | with
<u>Injuries</u> | Property
<u>Damage</u> | Right
<u>Angle</u> | Left
<u>Turn</u> | Right
<u>Turn</u> | Rear
<u>End</u> | Side
<u>Swipe</u> | Peds /
<u>Bikes</u> | Fixed
<u>Object</u> | Head
<u>On</u> | <u>Other</u> |
|----------|-------------------------|---------------------------|-------------------------|---------------------------|-----------------------|---------------------|----------------------|--------------------|----------------------|------------------------|------------------------|-------------------|--------------|
| 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% |

| | | | | | | | | | |
|----------|------------|--------------|------------|------------|--|------------|--|------------|-------------------|
| | <u>Day</u> | <u>Night</u> | <u>Wet</u> | <u>Dry</u> | | <u>DUI</u> | | <u>ADT</u> | <u>Crash Rate</u> |
| Number: | 3 | 1 | 2 | 2 | | 0 | | 9,200 | 1.2 |
| Percent: | 75% | 25% | 50% | 50% | | 0% | | | |

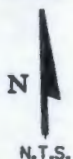
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
MCINTOSH ROAD

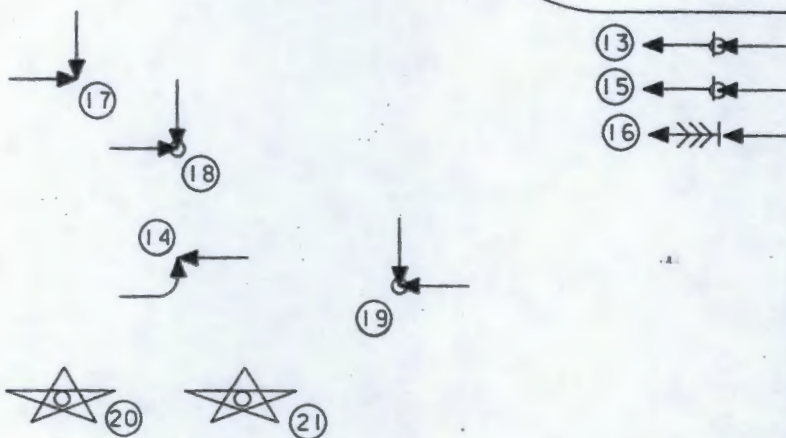
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/98 - 12/98

PREPARED BY: SCOTT MICHAEL



MLK BLVD.



MCINTOSH
ROAD

- 20 Right Turn, w/ Injuries
Direction Unknown
- 21 Left Turn, w/ Injuries
Direction Unknown

COLLISION SYMBOLS

| | | | | | |
|--|------------|--|-----------------------------|--|--------------|
| | STRAIGHT | | REAR-END | | RIGHT TURN |
| | STOPPED | | HEAD-ON | | LEFT TURN |
| | BACKING | | SIDE SWIPE | | FIXED OBJECT |
| | PARKED | | OUT OF CONTROL | | PEDESTRIAN |
| | OVERTURNED | | INSUFFICIENT
INFORMATION | | BICYCLE |
| | INJURY | | | | |
| | FATALITY | | | | |

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 |

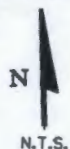
FLORIDA DEPARTMENT OF TRANSPORTATION COLLISION DIAGRAM

LOCATION: MARTIN LUTHER KING JR. BLVD
MCINTOSH ROAD

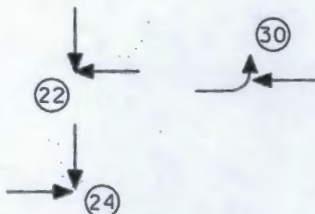
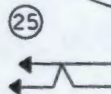
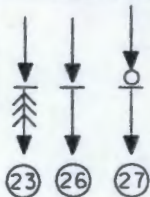
COUNTY: HILLSBOROUGH

PERIOD FROM : 1/99 - 12/99

PREPARED BY: SCOTT MICHAEL

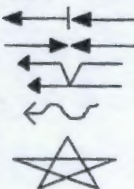
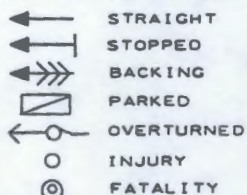


MLK BLVD.

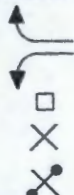


MCINTOSH
ROAD

COLLISION SYMBOLS



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 |

U.S. DEPARTMENT OF TRANSPORTATION DIVISION OF AIRCRAFT

MAINTENANCE RECORD FOR AIRCRAFT
 REGISTRATION NO. 123456789
 AIRCRAFT TYPE C-47A
 DATE 12-15-50



| ENGINE | | PROPELLER | | FUEL SYSTEM | |
|--------|-------------|-----------|---------------|-------------|-------------|
| NO. | DESCRIPTION | NO. | DESCRIPTION | NO. | DESCRIPTION |
| 1 | Engine oil | 1 | Propeller oil | 1 | Fuel filter |
| 2 | Engine oil | 2 | Propeller oil | 2 | Fuel filter |
| 3 | Engine oil | 3 | Propeller oil | 3 | Fuel filter |
| 4 | Engine oil | 4 | Propeller oil | 4 | Fuel filter |
| 5 | Engine oil | 5 | Propeller oil | 5 | Fuel filter |
| 6 | Engine oil | 6 | Propeller oil | 6 | Fuel filter |
| 7 | Engine oil | 7 | Propeller oil | 7 | Fuel filter |
| 8 | Engine oil | 8 | Propeller oil | 8 | Fuel filter |
| 9 | Engine oil | 9 | Propeller oil | 9 | Fuel filter |
| 10 | Engine oil | 10 | Propeller oil | 10 | Fuel filter |

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) | | | | | | | | | | | | |
| <table><tr><th>For Class (Area):</th><th>Use Free Flow Speed of:</th></tr><tr><td>Class 1 (R)</td><td>55, 50, 45, 40 or 35</td></tr><tr><td>Class 1 (U or T)</td><td>55, 50, or 45</td></tr><tr><td>Class 2 (U or T)</td><td>45, 40 or 35</td></tr><tr><td>Class 3 (U or T)</td><td>40, 35, or 30</td></tr><tr><td>Class 4 (U only)</td><td>35, 30 or 25</td></tr></table> | | 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 |
| 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 | |

ATT-PLAN 3.7

Approved by the Board of Directors
of the City of Los Angeles
January 1963

Approved by the Board of Directors
of the City of Los Angeles
January 1963

Approved by the Board of Directors
of the City of Los Angeles
January 1963

Approved by the Board of Directors
of the City of Los Angeles
January 1963

Approved by the Board of Directors
of the City of Los Angeles
January 1963

| 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

| Eastbound
SR 574 | | Through
Movement | Control
Delay | Intersection
Approach
LOS | Speed
(MPH) | Arterial
Segment
LOS |
|----------------------------------|-----------------|-------------------------------------|------------------|---|----------------|----------------------------|
| Segment | From | To | Flow Rate | v/c Ratio | | |
| 1-2 | CR 579 (Mango R | Highview Road | 1238 | 1.29 | 157.3 | F |
| 2-3 | Highview Road | Pine Street | 1195 | 0.92 | 7.3 | A |
| 3-4 | Pine Street | Parsons Ave. | 628 | 0.95 | 44.9 | D |
| 4-5 | Parsons Ave. | Kingsway Road | 570 | 0.56 | 12.4 | B |
| 5-6 | Kingsway Road | Valrico Road | 460 | 0.59 | 25.6 | C |
| 6-7 | Valrico Road | Mcintosh Road | 430 | 0.82 | 51.0 | D |
| 7-8 | | | | | | |
| 8-9 | | | | | | |
| 9-10 | | | | | | |
| Section Length:
3.645 Mile(s) | | Arterial Speed: *** mph
LOS: ERR | | Intersection Capacity Exceeded
LOS = F | | |

* Warni

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

| Westbound
SR 574 | | Through
Movement | Control
Delay | Intersection
Approach
LOS | Speed
(MPH) | Arterial
Segment
LOS |
|----------------------------------|---------------|--------------------------------------|------------------|---------------------------------|----------------|----------------------------|
| Segment | From | To | Flow Rate | v/c Ratio | | |
| 10-9 | | | | | | |
| 9-8 | | | | | | |
| 8-7 | | | | | | |
| 7-6 | Mcintosh Road | Valrico Road | 394 | 0.35 | 17.7 | B |
| 6-5 | Valrico Road | Kingsway Road | 483 | 0.47 | 23.0 | C |
| 5-4 | Kingsway Road | Parsons Ave. | 434 | 0.65 | 39.8 | D |
| 4-3 | Parsons Ave. | Pine Street | 938 | 0.72 | 20.6 | C |
| 3-2 | Pine Street | Highview Road | 824 | 0.86 | 37.8 | D |
| 2-1 | Highview Road | CR 579 (Mango R | 933 | 0.51 | 35.5 | D |
| 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 | | | | | | | | | |
|-------------------------------|-----------------|-------------------------|-----------|-----------|---------------|--|-------------|----------------------|---------|
| Eastbound SR 574 | | Through Movement | Flow Rate | v/c Ratio | Control Delay | Intersection Approach LOS | Speed (MPH) | Arterial Segment LOS | |
| Segment | From | To | | | | | | | |
| 1-2 | CR 579 (Mango F | 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 | | | | | | | | | |
|-------------------------------|---------------|--------------------------|-----------|-----------|---------------|--|-------------|----------------------|---------|
| Westbound SR 574 | | Through Movement | Flow Rate | v/c Ratio | Control Delay | Intersection Approach LOS | Speed (MPH) | Arterial Segment LOS | |
| Segment | From | To | | | | | | | |
| 10-9 | | | | | | | | | |
| 9-8 | | | | | | | | | |
| 8-7 | | | | | | | | | |
| 7-6 | Mcintosh Road | Valrico Road | 800 | 0.65 | 6.2 | A | 34.9 | B | * Warni |
| 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 | |
| System Cycle Length | 120 | |
| Weighted Through Movement g/C | 0.44 | |

P=Pre-timed, A=Actuated, S=Semi-actuated

ARTICLE 1

1. The purpose of this document is to provide a clear and concise summary of the project's objectives, scope, and deliverables. This document will serve as a reference for all project-related activities and decisions.

2. The project is intended to develop a new software application that will streamline the company's internal processes and improve efficiency. The project will be managed by the Project Manager, who will be responsible for ensuring that the project is completed on time and within budget.

3. The project will be organized into several phases, including planning, development, testing, and deployment. Each phase will have specific tasks and deliverables that must be completed before moving on to the next phase.

4. The project team will consist of several members, including the Project Manager, a Business Analyst, a Software Developer, and a Quality Assurance Tester. Each team member will have specific responsibilities and will be responsible for completing their assigned tasks.

5. The project will be monitored and controlled throughout its lifecycle. The Project Manager will regularly communicate with the project team and stakeholders to ensure that the project is progressing as planned and to address any issues that may arise.

| 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 | | | | | | | | |
|----------------------------------|-----------------|------------------------------------|------------------|---------------------------------|----------------|----------------------------|------|---|
| Eastbound
SR 574 | | Through
Movement | Control
Delay | Intersection
Approach
LOS | Speed
(MPH) | Arterial
Segment
LOS | | |
| Segment | From | To | Flow Rate | v/c Ratio | | | | |
| 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 | 3 | 150 | 0.45 | 1,320 | 2 |

| OFF-PEAK DIRECTION RESULTS | | | | | | | | |
|----------------------------------|---------------|---------------------------------------|------------------|---|----------------|----------------------------|------|---|
| Westbound
SR 574 | | Through
Movement | Control
Delay | Intersection
Approach
LOS | Speed
(MPH) | Arterial
Segment
LOS | | |
| Segment | From | To | Flow Rate | v/c Ratio | | | | |
| 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 F | 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 | |

ANTHONY

United States of America

February 1950

Dear Sir,
I have the honor to acknowledge the receipt of your letter of the 14th inst. in relation to the above subject.
The same has been forwarded to the proper authorities for their consideration.
Very respectfully,
Yours truly,
[Signature]

Very truly,
[Signature]
[Title]
[Department]

Enclosed for you are two copies of the report of the [Department] dated [Date] in relation to the above subject.
Very truly,
[Signature]
[Title]
[Department]

Very truly,
[Signature]
[Title]
[Department]

| 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 | | | | | | | | |
|-------------------------------|------------------|--------------------------|------------------|---------------|-----------------------|-------------|------------------|-----|
| Eastbound | | | Through Movement | Control Delay | Intersection Approach | Speed (MPH) | Arterial Segment | LOS |
| Segment | From | To | | | | | | |
| 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 | | | | | | |

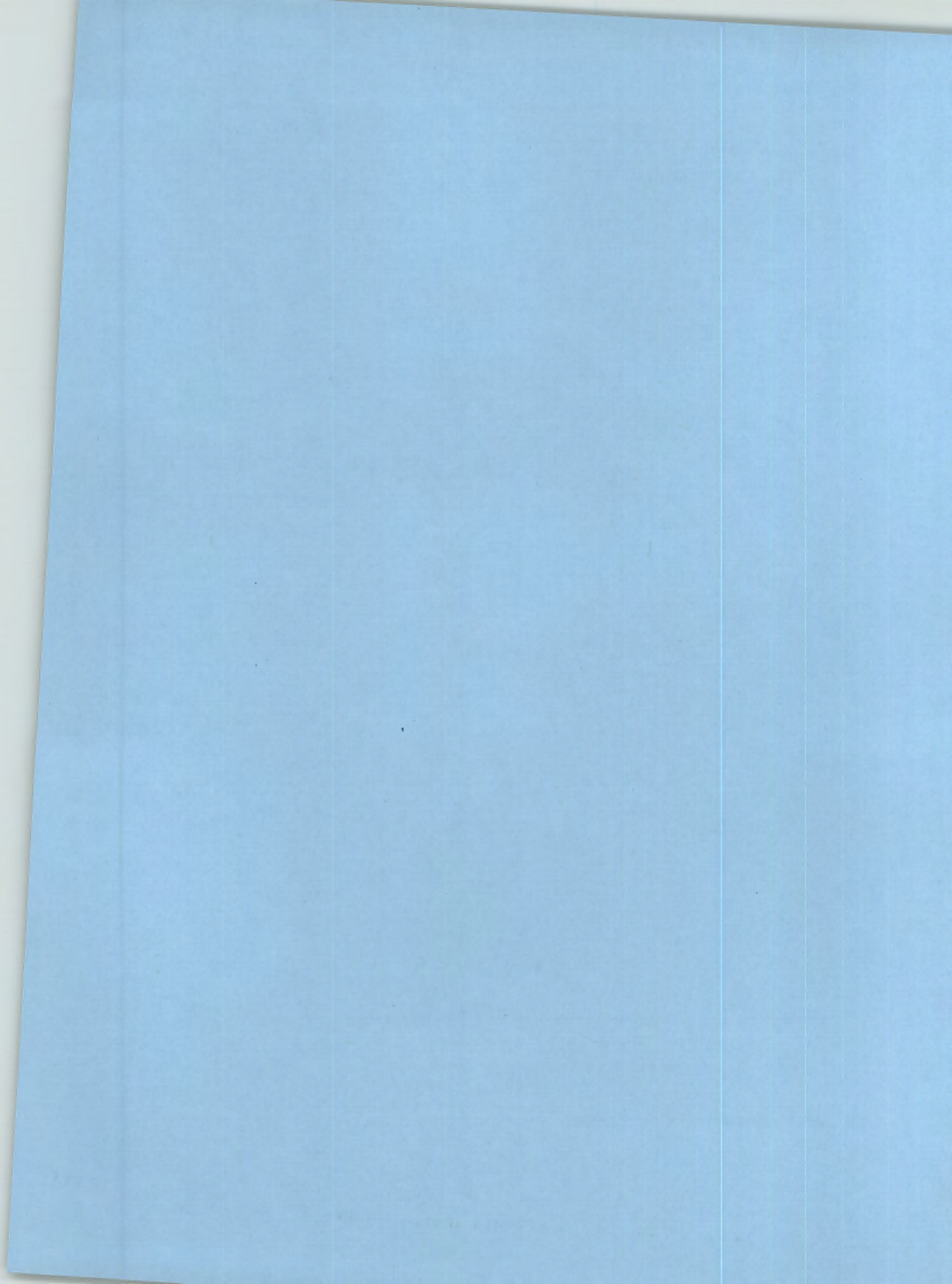
| Westbound | | OFF-PEAK DIRECTION'S SPECIFIC INPUTS | | | | | | | |
|-----------|------------------|--------------------------------------|-----------------|-----------------------------|------------------------------|---------------------|--------------|--|--|
| Segment | Peak Hour Volume | % Turns 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 | | | | | | | | |
|----------------------------------|---------------|--------------------------------------|---------------------|-----------|------------------|---------------------------------|----------------|----------------------------|
| Westbound
SR 574 | | | Through
Movement | | Control
Delay | Intersection
Approach
LOS | Speed
(MPH) | Arterial
Segment
LOS |
| Segment | From | To | Flow Rate | v/c Ratio | | | | |
| 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

D



HCS: Signalized Intersections Release 3.1c

: MLK and Mango
 /st: MSI Engineering
 : 5/23/00
 st: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
 Proj #: C099109.00
 Period: 2000 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 |
| Lanes | 2 | 3 | 0 | 1 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Config | L | TR | | L | TR | | L | TR | | L | TR | |
| Time | 358 | 1349 | 21 | 17 | 767 | 120 | 18 | 13 | 5 | 251 | 12 | 157 |
| Width | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| 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 | | | | |
| Flow | | 3.0 | 3.0 | | | | 3.0 | 3.0 | | | | |
| 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 | | Lane Group | | Approach | |
|----------------|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| | | | v/c | g/c | Delay | LOS | Delay | 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

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HCS: Signalized Intersections Release 3.1c

Engineering Corporation
 N 56th Street
 210
 , FL 33617
 : 813-988-4242
 l: tstukes@msifl.com

Fax: 813-988-4314

OPERATIONAL ANALYSIS

Section: MLK and Mango
 State: Tampa / Florida
 Syst: MSI Engineering
 Project No: C099109.00
 Period Analyzed: 2000 PM peak
 : 5/23/00
 West Street Name: Dr. MLK Jr. Blvd
 South Street Name: Mango Road

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| me | 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 | | | | | | | | | | | | |
| Grade | 0 | | | 0 | | | 0 | | | 0 | | |
| al Sat | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| kExist | | | | | | | | | | | | |
| Park | | | | | | | | | | | | |
| 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 |
| 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 | | Lane Group | | Approach | |
|----------------------|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| | | | v/c | g/c | Delay | LOS | Delay | 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

1. *Signature*
 2. *Address*
 3. *City*
 4. *State*
 5. *Zip*

| A. <i>Primary</i> | | B. <i>Secondary</i> | |
|-------------------|-----------|---------------------|------------|
| <i>1</i> | <i>2</i> | <i>3</i> | <i>4</i> |
| <i>5</i> | <i>6</i> | <i>7</i> | <i>8</i> |
| <i>9</i> | <i>10</i> | <i>11</i> | <i>12</i> |
| <i>13</i> | <i>14</i> | <i>15</i> | <i>16</i> |
| <i>17</i> | <i>18</i> | <i>19</i> | <i>20</i> |
| <i>21</i> | <i>22</i> | <i>23</i> | <i>24</i> |
| <i>25</i> | <i>26</i> | <i>27</i> | <i>28</i> |
| <i>29</i> | <i>30</i> | <i>31</i> | <i>32</i> |
| <i>33</i> | <i>34</i> | <i>35</i> | <i>36</i> |
| <i>37</i> | <i>38</i> | <i>39</i> | <i>40</i> |
| <i>41</i> | <i>42</i> | <i>43</i> | <i>44</i> |
| <i>45</i> | <i>46</i> | <i>47</i> | <i>48</i> |
| <i>49</i> | <i>50</i> | <i>51</i> | <i>52</i> |
| <i>53</i> | <i>54</i> | <i>55</i> | <i>56</i> |
| <i>57</i> | <i>58</i> | <i>59</i> | <i>60</i> |
| <i>61</i> | <i>62</i> | <i>63</i> | <i>64</i> |
| <i>65</i> | <i>66</i> | <i>67</i> | <i>68</i> |
| <i>69</i> | <i>70</i> | <i>71</i> | <i>72</i> |
| <i>73</i> | <i>74</i> | <i>75</i> | <i>76</i> |
| <i>77</i> | <i>78</i> | <i>79</i> | <i>80</i> |
| <i>81</i> | <i>82</i> | <i>83</i> | <i>84</i> |
| <i>85</i> | <i>86</i> | <i>87</i> | <i>88</i> |
| <i>89</i> | <i>90</i> | <i>91</i> | <i>92</i> |
| <i>93</i> | <i>94</i> | <i>95</i> | <i>96</i> |
| <i>97</i> | <i>98</i> | <i>99</i> | <i>100</i> |

| C. <i>Primary</i> | | D. <i>Secondary</i> | |
|-------------------|-----------|---------------------|------------|
| <i>1</i> | <i>2</i> | <i>3</i> | <i>4</i> |
| <i>5</i> | <i>6</i> | <i>7</i> | <i>8</i> |
| <i>9</i> | <i>10</i> | <i>11</i> | <i>12</i> |
| <i>13</i> | <i>14</i> | <i>15</i> | <i>16</i> |
| <i>17</i> | <i>18</i> | <i>19</i> | <i>20</i> |
| <i>21</i> | <i>22</i> | <i>23</i> | <i>24</i> |
| <i>25</i> | <i>26</i> | <i>27</i> | <i>28</i> |
| <i>29</i> | <i>30</i> | <i>31</i> | <i>32</i> |
| <i>33</i> | <i>34</i> | <i>35</i> | <i>36</i> |
| <i>37</i> | <i>38</i> | <i>39</i> | <i>40</i> |
| <i>41</i> | <i>42</i> | <i>43</i> | <i>44</i> |
| <i>45</i> | <i>46</i> | <i>47</i> | <i>48</i> |
| <i>49</i> | <i>50</i> | <i>51</i> | <i>52</i> |
| <i>53</i> | <i>54</i> | <i>55</i> | <i>56</i> |
| <i>57</i> | <i>58</i> | <i>59</i> | <i>60</i> |
| <i>61</i> | <i>62</i> | <i>63</i> | <i>64</i> |
| <i>65</i> | <i>66</i> | <i>67</i> | <i>68</i> |
| <i>69</i> | <i>70</i> | <i>71</i> | <i>72</i> |
| <i>73</i> | <i>74</i> | <i>75</i> | <i>76</i> |
| <i>77</i> | <i>78</i> | <i>79</i> | <i>80</i> |
| <i>81</i> | <i>82</i> | <i>83</i> | <i>84</i> |
| <i>85</i> | <i>86</i> | <i>87</i> | <i>88</i> |
| <i>89</i> | <i>90</i> | <i>91</i> | <i>92</i> |
| <i>93</i> | <i>94</i> | <i>95</i> | <i>96</i> |
| <i>97</i> | <i>98</i> | <i>99</i> | <i>100</i> |

| E. <i>Primary</i> | | F. <i>Secondary</i> | |
|-------------------|-----------|---------------------|------------|
| <i>1</i> | <i>2</i> | <i>3</i> | <i>4</i> |
| <i>5</i> | <i>6</i> | <i>7</i> | <i>8</i> |
| <i>9</i> | <i>10</i> | <i>11</i> | <i>12</i> |
| <i>13</i> | <i>14</i> | <i>15</i> | <i>16</i> |
| <i>17</i> | <i>18</i> | <i>19</i> | <i>20</i> |
| <i>21</i> | <i>22</i> | <i>23</i> | <i>24</i> |
| <i>25</i> | <i>26</i> | <i>27</i> | <i>28</i> |
| <i>29</i> | <i>30</i> | <i>31</i> | <i>32</i> |
| <i>33</i> | <i>34</i> | <i>35</i> | <i>36</i> |
| <i>37</i> | <i>38</i> | <i>39</i> | <i>40</i> |
| <i>41</i> | <i>42</i> | <i>43</i> | <i>44</i> |
| <i>45</i> | <i>46</i> | <i>47</i> | <i>48</i> |
| <i>49</i> | <i>50</i> | <i>51</i> | <i>52</i> |
| <i>53</i> | <i>54</i> | <i>55</i> | <i>56</i> |
| <i>57</i> | <i>58</i> | <i>59</i> | <i>60</i> |
| <i>61</i> | <i>62</i> | <i>63</i> | <i>64</i> |
| <i>65</i> | <i>66</i> | <i>67</i> | <i>68</i> |
| <i>69</i> | <i>70</i> | <i>71</i> | <i>72</i> |
| <i>73</i> | <i>74</i> | <i>75</i> | <i>76</i> |
| <i>77</i> | <i>78</i> | <i>79</i> | <i>80</i> |
| <i>81</i> | <i>82</i> | <i>83</i> | <i>84</i> |
| <i>85</i> | <i>86</i> | <i>87</i> | <i>88</i> |
| <i>89</i> | <i>90</i> | <i>91</i> | <i>92</i> |
| <i>93</i> | <i>94</i> | <i>95</i> | <i>96</i> |
| <i>97</i> | <i>98</i> | <i>99</i> | <i>100</i> |

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 | | Lane Group | | Approach | |
|----------------------|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| | | | v/c | g/C | Delay | LOS | Delay | 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 |
| LG Config | 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 | | Lane Group | | Approach | |
|----------------------|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| | | | v/c | g/c | Delay | LOS | Delay | 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 | | | | | | | | |
| L | 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 | | | | | | | | |
| L | 357 | | 0.99 | 0.425 | 120.3 | F | | |
| T | 435 | 1863 | 0.65 | 0.233 | 45.1 | D | 74.5 | E |
| R | 580 | 1583 | 0.28 | 0.367 | 27.1 | C | | |
| Southbound | | | | | | | | |
| L | 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

Intersection: MLK and Parsons
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: Parsons Ave

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 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 |
| LG Config | 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

| Intersection Performance Summary | | | | | | | | |
|----------------------------------|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| Appr/
Lane
Grp | Lane
Group
Capacity | Adj Sat
Flow Rate
(s) | Ratios | | Lane Group | | Approach | |
| | | | v/c | g/C | Delay | LOS | Delay | 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

Intersection: MLK and Kingsway
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: Kingsway Road

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 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 | | | | | | | | | | | | |
| mpPark | | | | | | | | | | | | |
| 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 |
| sConfig | 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 | |
| TOR Vol | | | 18 | | | 0 | | | 0 | | | 0 |
| ij 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

Inter: MLK and Valrico
 Analyst: MSI Engineering
 Date: 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 |
| No. Lanes | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Config | L | T | R | L | TR | | L | TR | | | LTR | |
| Volume | 3 | 436 | 204 | 281 | 373 | 2 | 86 | 0 | 156 | 0 | 1 | 2 |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | |
| RTOR Vol | | | 20 | | | 0 | | | 0 | | | 0 |

| | | | | | | | | | | | | |
|-------------------|-------|----------------------------|------|---|----|-------|------|---|---|--|--|--|
| Duration | 1.00 | Area Type: All other areas | | | | | | | | | | |
| | | Signal Operations | | | | | | | | | | |
| Phase 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 | | | | Right | A | | | | | |
| Peds | | | | | | Peds | | | | | | |
| Right | | | | | EB | Right | | | | | | |
| Right | | | | | WB | Right | | | | | | |
| Green | | 16.0 | 51.0 | | | | 38.0 | | | | | |
| Yellow | | 3.0 | 3.0 | | | | 3.0 | | | | | |
| All Red | | 2.0 | 2.0 | | | | 2.0 | | | | | |
| Cycle Length | 120.0 | secs | | | | | | | | | | |

Intersection Performance Summary

| Approach/Lane Group | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios | | Lane Group | | Approach | |
|---------------------|---------------------|-----------------------|--------|-------|------------|-----|----------|-----|
| | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Eastbound | | | | | | | | |
| | 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 | | |
| Westbound | | | | | | | | |
| | 509 | | 0.63 | 0.600 | 17.3 | B | | |
| | 1106 | 1843 | 0.39 | 0.600 | 12.7 | B | 14.7 | B |
| Northbound | | | | | | | | |
| | 444 | 1402 | 0.21 | 0.317 | 30.2 | C | | |
| | 501 | 1583 | 0.34 | 0.317 | 31.7 | C | 31.2 | C |
| Southbound | | | | | | | | |
| RT | 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

Intersection: MLK and Valrico
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: Valrico Road

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 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 |
| < 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 | 1 | | 0 | 1 |
| Config | | L | T | | L | TR | | L | TR | | L | TR |
| ne 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

100-228-431

100-228-431

100-228-431

100-228-431

100-228-431

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100-228-431

HCS: Signalized Intersections Release 3.1c

er: MLK and McIntosh
 yst: 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 | | |
| Volume | 173 | 399 | 11 | 6 | 349 | 73 | 12 | 21 | 6 | 83 | 45 | 288 |
| Lane 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 | | | | | | | | | | |
| Phase 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 | | | | | | | |
| Green | 22.0 | 34.0 | | | | 49.0 | | | | | | |
| Yellow | 3.0 | 3.0 | | | | 3.0 | | | | | | |
| Red | 2.0 | 2.0 | | | | 2.0 | | | | | | |
| cycle Length: | 120.0 | secs | | | | | | | | | | |

Intersection Performance Summary

| ppr/
lane
rp | Lane
Group
Capacity | Adj Sat
Flow Rate
(s) | Ratios | | Lane Group | | Approach | |
|--------------------|---------------------------|-----------------------------|--------------|----------------|---------------|--------|----------|-----|
| | | | v/c | g/C | Delay | LOS | Delay | LOS |
| | | | | | | | | |
| Eastbound | | | | | | | | |
| R | 411
520 | 1837 | 0.47
0.88 | 0.508
0.283 | 21.7
61.0 | C
E | 49.3 | D |
| Westbound | | | | | | | | |
| R | 421
509 | 1797 | 0.02
0.98 | 0.508
0.283 | 17.8
101.6 | B
F | 100.5 | F |
| Northbound | | | | | | | | |
| TR | 574 | 1405 | 0.08 | 0.408 | 21.7 | C | 21.7 | C |
| Southbound | | | | | | | | |
| 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

Intersection: MLK and McIntosh
 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: McIntosh Road

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 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 | 0.39 | 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 | |
| Ideal 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 | |
| ROR Vol | | | 0 | | | 0 | | | 0 | | | 0 |
| Adj 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 |
| D. Lanes | 2 | 3 | 0 | | 1 | 3 | 0 | | 1 | 1 | 0 | | 1 | 1 | 0 |
| Config | L | TR | | | L | TR | | | L | TR | | | L | TR | |
| Volume | 457 | 2603 | 75 | | 41 | 2184 | 343 | | 75 | 43 | 48 | | 409 | 43 | 457 |
| Lane 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 | | | | | | | | | | | | | |
| Phase Combination | | 1 | 2 | 3 | 4 | | | 5 | 6 | 7 | 8 | | | | |
| NB | 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 | | Lane Group | | Approach | |
|----------------------|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| | | | v/c | g/C | Delay | LOS | Delay | LOS |
| Eastbound | | | | | | | | |
| L | 1772 | 5015 | 0.27 | 0.708 | 37.7 | D | 574.6 | F |
| TR | 2090 | | 1.35 | 0.417 | 666.2 | F | | |
| Westbound | | | | | | | | |
| L | 528 | 4933 | 0.08 | 0.708 | 33.1 | C | 560.2 | F |
| TR | 2055 | | 1.29 | 0.417 | 568.8 | F | | |
| Northbound | | | | | | | | |
| L | 62 | 298 | 1.27 | 0.208 | 651.3 | F | 316.1 | F |
| TR | 357 | 1714 | 0.27 | 0.208 | 40.2 | D | | |
| Southbound | | | | | | | | |
| L | 266 | 1276 | 1.62 | 0.208 | | | | |
| TR | 335 | 1607 | 1.57 | 0.208 | | | | |

Intersection Delay = (sec/veh) Intersection LOS =

1. 100%
 2. 100%
 3. 100%
 4. 100%
 5. 100%

100% 100% 100%

| 1 | 2 | 3 | 4 | 5 |
|-----|-----|-----|-----|-----|
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |

| 1 | 2 | 3 | 4 | 5 |
|-----|-----|-----|-----|-----|
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |

| 1 | 2 | 3 | 4 | 5 |
|-----|-----|-----|-----|-----|
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |

| 1 | 2 | 3 | 4 | 5 |
|-----|-----|-----|-----|-----|
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |

1. 100%
 2. 100%
 3. 100%
 4. 100%
 5. 100%

100% 100% 100%

| 1 | 2 | 3 | 4 | 5 |
|-----|-----|-----|-----|-----|
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |

| 1 | 2 | 3 | 4 | 5 |
|-----|-----|-----|-----|-----|
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |
| 100 | 100 | 100 | 100 | 100 |

1. 100%
 2. 100%
 3. 100%
 4. 100%
 5. 100%

100% 100% 100%

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

Intersection: MLK and Mango
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025 PM peak No Build
 Date: 5/23/00
 East/West Street Name: Dr. MLK Jr. Blvd
 North/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

er: 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 | |
| Volume | 16 | 2538 | 495 | 126 | 2130 | 14 | 495 | 65 | 151 | 16 | 65 | 16 |
| Line Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | | | 12.0 | |
| FOR Vol | | | 49 | | | 0 | | | 0 | | | 0 |

Duration 1.00 Area Type: All other areas

Signal Operations

| Phase Combination | 1 | 2 | 3 | 4 | | 5 | 6 | 7 | 8 |
|-------------------|-------|------|---|---|----------|------|---|---|---|
| NB Left | A | A | | | NB Left | A | | | |
| Thru | | A | | | Thru | A | | | |
| Right | | A | | | Right | A | | | |
| Peds | | | | | Peds | | | | |
| SB Left | A | A | | | SB Left | A | | | |
| Thru | | A | | | Thru | A | | | |
| Right | | A | | | Right | A | | | |
| Peds | | | | | Peds | | | | |
| EB Right | | | | | EB Right | | | | |
| WB Right | | | | | WB Right | | | | |
| Green | 10.0 | 70.0 | | | | 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

| Intersection Performance Summary | | | | | | | | |
|----------------------------------|---------------------------|-----------------------------|-----------|-------|--------------------|-----|----------|-----|
| Appr/
Lane
Grp | Lane
Group
Capacity | Adj Sat
Flow Rate
(s) | Ratios | | Lane Group | | Approach | |
| | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Eastbound | | | | | | | | |
| | 236 | | 0.07 | 0.708 | 17.4 | B | | |
| | 1076 | 1845 | 2.48 | 0.583 | | | | |
| | 915 | 1568 | 0.51 | 0.583 | 15.4 | B | | |
| Westbound | | | | | | | | |
| | 236 | | 0.56 | 0.708 | 33.4 | C | | |
| | 1075 | 1843 | 2.10 | 0.583 | | | | |
| Northbound | | | | | | | | |
| LTR | 236 | 1131 | 3.17 | 0.208 | | | | |
| Southbound | | | | | | | | |
| LTR | 325 | 1562 | 0.31 | 0.208 | 40.8 | D | 40.8 | D |
| Intersection Delay = | | | (sec/veh) | | Intersection LOS = | | | |

1. *Chrysomelidae* (Coleoptera)
 2. *Chrysomelidae* (Coleoptera)
 3. *Chrysomelidae* (Coleoptera)
 4. *Chrysomelidae* (Coleoptera)
 5. *Chrysomelidae* (Coleoptera)

| 1. <i>Chrysomelidae</i> (Coleoptera) | | 2. <i>Chrysomelidae</i> (Coleoptera) | | 3. <i>Chrysomelidae</i> (Coleoptera) | | 4. <i>Chrysomelidae</i> (Coleoptera) | | 5. <i>Chrysomelidae</i> (Coleoptera) | |
|--------------------------------------|----|--------------------------------------|----|--------------------------------------|----|--------------------------------------|----|--------------------------------------|----|
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |

| 1. <i>Chrysomelidae</i> (Coleoptera) | | 2. <i>Chrysomelidae</i> (Coleoptera) | | 3. <i>Chrysomelidae</i> (Coleoptera) | | 4. <i>Chrysomelidae</i> (Coleoptera) | | 5. <i>Chrysomelidae</i> (Coleoptera) | |
|--------------------------------------|----|--------------------------------------|----|--------------------------------------|----|--------------------------------------|----|--------------------------------------|----|
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |

1. *Chrysomelidae* (Coleoptera)
 2. *Chrysomelidae* (Coleoptera)
 3. *Chrysomelidae* (Coleoptera)
 4. *Chrysomelidae* (Coleoptera)
 5. *Chrysomelidae* (Coleoptera)

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: 2025 PM peak No Build
 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 | 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 |
| Left 15 Vol | 4 | 668 | 130 | 33 | 561 | 4 | 130 | 17 | 40 | 4 | 17 | 4 |
| Left Ln Vol | | | | | | | | | | | | |
| Grade | 0 | | | 0 | | | 0 | | | 0 | | |
| Deal Sat | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | | | 1900 | | |
| MarkExist | | | | | | | | | | | | |
| 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 | |
| Lane width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | | 12.0 | | | 12.0 | |
| TOR Vol | | | 49 | | | 0 | | | 0 | | | 0 |
| Adj Flow | 17 | 2672 | 469 | 133 | 2257 | | | 748 | | | 102 | |
| InSharedLn | | | | | | | | | | | | |
| Prop Turns | | | | | | 0.01 | 0.70 | | 0.21 | 0.17 | | 0.17 |
| umPeds | | | 0 | | | 0 | | | 0 | | | 0 |
| umBus | 0 | 0 | 0 | 0 | 0 | | | 0 | | 0 | | |

Duration 1.00 Area Type: All other areas

415-838-414

OUTLINE

1. The first part of the outline is devoted to a general description of the project. This includes a statement of the purpose of the project, a description of the area to be studied, and a list of the objectives of the study.

2. The second part of the outline is devoted to a description of the methods to be used in the study. This includes a description of the data to be collected, a description of the methods to be used in the analysis of the data, and a description of the methods to be used in the presentation of the results.

3. The third part of the outline is devoted to a description of the results of the study. This includes a description of the data that have been collected, a description of the results of the analysis of the data, and a description of the results of the presentation of the results.

4. The fourth part of the outline is devoted to a description of the conclusions of the study. This includes a description of the conclusions that have been reached, a description of the implications of the study, and a description of the recommendations for further study.

5. The fifth part of the outline is devoted to a description of the bibliography. This includes a list of the books, articles, and other sources that have been consulted in the study.

6. The sixth part of the outline is devoted to a description of the appendix. This includes a description of the data that have been collected, a description of the results of the analysis of the data, and a description of the results of the presentation of the results.

7. The seventh part of the outline is devoted to a description of the index. This includes a list of the topics that are covered in the study, a description of the methods to be used in the analysis of the data, and a description of the methods to be used in the presentation of the results.

8. The eighth part of the outline is devoted to a description of the conclusion. This includes a description of the conclusions that have been reached, a description of the implications of the study, and a description of the recommendations for further study.

9. The ninth part of the outline is devoted to a description of the bibliography. This includes a list of the books, articles, and other sources that have been consulted in the study.

10. The tenth part of the outline is devoted to a description of the appendix. This includes a description of the data that have been collected, a description of the results of the analysis of the data, and a description of the results of the presentation of the results.

11. The eleventh part of the outline is devoted to a description of the index. This includes a list of the topics that are covered in the study, a description of the methods to be used in the analysis of the data, and a description of the methods to be used in the presentation of the results.

12. The twelfth part of the outline is devoted to a description of the conclusion. This includes a description of the conclusions that have been reached, a description of the implications of the study, and a description of the recommendations for further study.

13. The thirteenth part of the outline is devoted to a description of the bibliography. This includes a list of the books, articles, and other sources that have been consulted in the study.

14. The fourteenth part of the outline is devoted to a description of the appendix. This includes a description of the data that have been collected, a description of the results of the analysis of the data, and a description of the results of the presentation of the results.

15. The fifteenth part of the outline is devoted to a description of the index. This includes a list of the topics that are covered in the study, a description of the methods to be used in the analysis of the data, and a description of the methods to be used in the presentation of the results.

16. The sixteenth part of the outline is devoted to a description of the conclusion. This includes a description of the conclusions that have been reached, a description of the implications of the study, and a description of the recommendations for further study.

17. The seventeenth part of the outline is devoted to a description of the bibliography. This includes a list of the books, articles, and other sources that have been consulted in the study.

18. The eighteenth part of the outline is devoted to a description of the appendix. This includes a description of the data that have been collected, a description of the results of the analysis of the data, and a description of the results of the presentation of the results.

19. The nineteenth part of the outline is devoted to a description of the index. This includes a list of the topics that are covered in the study, a description of the methods to be used in the analysis of the data, and a description of the methods to be used in the presentation of the results.

20. The twentieth part of the outline is devoted to a description of the conclusion. This includes a description of the conclusions that have been reached, a description of the implications of the study, and a description of the recommendations for further study.

HCS: Signalized Intersections Release 3.1c

er: 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 | | |
| Volume | 215 | 2484 | 16 | 5 | 2085 | 126 | 16 | 5 | 5 | 151 | 5 | 215 |
| Line Width | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | | | 12.0 | |
| OR Vol | | | 0 | | | 0 | | | 0 | | | 0 |

uration 1.00 Area Type: All other areas
 Signal Operations

| Phase 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 | | | |
| | Right | | | | | WB Right | | | |
| Green | | 61.0 | 13.0 | | | | 31.0 | | |
| Yellow | | 3.0 | 3.0 | | | | 3.0 | | |
| Red | | 2.0 | 2.0 | | | | 2.0 | | |
| Cycle Length: 120.0 | | secs | | | | | | | |

Intersection Performance Summary

| Intersection Performance Summary | | | | | | | | |
|----------------------------------|---------------------|-----------------------|-----------|-------|--------------------|-----|----------|-----|
| Approach/Lane Group | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios | | Lane Group | | Approach | |
| | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Eastbound | | | | | | | | |
| Left | 325 | | 0.70 | 0.658 | 52.6 | D | | |
| Thru | 1213 | 1843 | 2.17 | 0.658 | | | | |
| Westbound | | | | | | | | |
| Left | 62 | 121 | 0.08 | 0.508 | 15.7 | B | | |
| Thru | 930 | 1829 | 2.50 | 0.508 | | | | |
| Northbound | | | | | | | | |
| Thru | 315 | 1218 | 0.09 | 0.258 | 33.9 | C | 33.9 | C |
| Southbound | | | | | | | | |
| Thru | 338 | 1309 | 1.15 | 0.258 | 356.8 | F | 356.8 | F |
| Intersection Delay = | | | (sec/veh) | | Intersection LOS = | | | |

1. The first part of the report is a general description of the project and its objectives. This section is followed by a detailed description of the methodology used in the study.

| Table 1: Summary of Data | |
|--------------------------|-------|
| Category | Value |
| Group A | 12.5 |
| Group B | 15.2 |
| Group C | 18.7 |
| Group D | 21.3 |
| Group E | 24.8 |
| Group F | 27.1 |
| Group G | 30.5 |
| Group H | 33.9 |
| Group I | 37.4 |
| Group J | 40.8 |

| Table 2: Detailed Results | | | |
|---------------------------|------|-------|--------------------|
| Parameter | Unit | Value | Standard Deviation |
| Parameter 1 | mm | 12.5 | 1.2 |
| Parameter 2 | mm | 15.2 | 1.5 |
| Parameter 3 | mm | 18.7 | 1.8 |
| Parameter 4 | mm | 21.3 | 2.1 |
| Parameter 5 | mm | 24.8 | 2.4 |
| Parameter 6 | mm | 27.1 | 2.7 |
| Parameter 7 | mm | 30.5 | 3.0 |
| Parameter 8 | mm | 33.9 | 3.3 |
| Parameter 9 | mm | 37.4 | 3.7 |
| Parameter 10 | mm | 40.8 | 4.0 |

The results of the study are presented in the following table. The data shows a clear trend of increasing values across the different groups, with a corresponding increase in standard deviation.

HCS: Signalized Intersections Release 3.1c

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 Tampa, FL 33617
 Phone: 813-988-4242
 Email: tstukes@msifl.com

Fax: 813-988-4314

OPERATIONAL ANALYSIS

Intersection: MLK and Pine Street
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025 PM peak No Build
 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 | 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 |
| Left 15 Vol | 57 | 654 | 4 | 2 | 549 | 33 | 4 | 2 | 2 | 40 | 2 | 57 |
| Left Ln Vol | | | | | | | | | | | | |
| Grade | 0 | | | 0 | | | 0 | | | 0 | | |
| Ideal Sat | 1900 | 1900 | | 1900 | 1900 | | 1900 | | | 1900 | | |
| Exist | | | | | | | | | | | | |
| Park | | | | | | | | | | | | |
| 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 |
| Config | L | TR | | L | TR | | | LTR | | | LTR | |
| Lane width | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | | | 12.0 | |
| Left Flow | 226 | 2632 | 0 | 5 | 2328 | 0 | | 27 | 0 | | 390 | 0 |
| InSharedLn | | | | | | | | | | | | |
| Prop Turns | | | 0.01 | | | 0.06 | 0.63 | | 0.19 | 0.41 | | 0.58 |
| Prop Peds | | | 0 | | | 0 | | | 0 | | | 0 |
| Prop Bus | 0 | 0 | | 0 | 0 | | | 0 | | 0 | | |

Duration 1.00 Area Type: All other areas

1900-1901

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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 | |
| Volume | 215 | 1323 | 736 | 262 | 1110 | 81 | 563 | 452 | 312 | 97 | 452 | 215 |
| Line width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | |
| FOR Vol | | | 73 | | | 8 | | | 31 | | | 0 |

| | | | | | | | | | | | | |
|-------------------|-------|----------------------------|------|---|----------|------|---|---|--|--|--|--|
| uration | 1.00 | Area Type: All other areas | | | | | | | | | | |
| | | Signal Operations | | | | | | | | | | |
| Phase Combination | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| B Left | | A | | | NB Left | A | | | | | | |
| Thru | | | | | Thru | A | | | | | | |
| Right | | | | | Right | A | | | | | | |
| Peds | | | | | Peds | | | | | | | |
| B Left | | A | | | SB Left | A | | | | | | |
| Thru | | | | | Thru | A | | | | | | |
| Right | | | | | Right | A | | | | | | |
| Peds | | | | | Peds | | | | | | | |
| B Right | | A | | | EB Right | | | | | | | |
| B Right | | | | | WB Right | | | | | | | |
| Green | | 25.0 | 50.0 | | | 30.0 | | | | | | |
| Yellow | | 3.0 | 3.0 | | | 3.0 | | | | | | |
| All Red | | 2.0 | 2.0 | | | 2.0 | | | | | | |
| cycle Length: | 120.0 | secs | | | | | | | | | | |

Intersection Performance Summary

| Intersection Performance Summary | | | | | | | | |
|----------------------------------|---------------------|-----------------------|--------|-------|------------|-----|----------|-----|
| Approach/Lane Group | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios | | Lane Group | | Approach | |
| | | | v/c | g/C | Delay | LOS | Delay | LOS |
| Eastbound | | | | | | | | |
| | 455 | | 0.50 | 0.667 | 27.3 | C | | |
| | 769 | 1845 | 1.81 | 0.417 | | | | |
| | 653 | 1568 | 1.07 | 0.417 | 192.7 | F | | |
| Westbound | | | | | | | | |
| | 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 | | |
| Northbound | | | | | | | | |
| | 62 | 248 | 9.56 | 0.250 | | | | |
| | 466 | 1863 | 1.02 | 0.250 | 150.8 | F | | |
| | 792 | 1583 | 0.37 | 0.500 | 18.7 | B | | |
| Southbound | | | | | | | | |
| | 62 | 248 | 1.65 | 0.250 | | | | |
| | 443 | 1773 | 1.58 | 0.250 | | | | |

Intersection Delay = (sec/veh) Intersection LOS =

HCS: Signalized Intersections Release 3.1c

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Fax: 813-988-4314

OPERATIONAL ANALYSIS

Intersection: MLK and Parsons
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025 PM peak No Build
 Date: 5/23/00
 East/West Street Name: Dr. MLK Jr. Blvd
 North/South Street Name: Parsons Ave

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 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 |
| Left 15 Vol | 57 | 348 | 194 | 69 | 292 | 21 | 148 | 119 | 82 | 26 | 119 | 57 |
| Left 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 |
| adj 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 | |

Duration 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

St: MLK and Kingsway
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: 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 |
| Config | L | T | R | L | TR | | L | TR | | L | TR | |
| Time | 317 | 1022 | 398 | 54 | 857 | 45 | 398 | 360 | 65 | 54 | 360 | 317 |
| Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | |
| Vol | | | 40 | | | 0 | | | 0 | | | 0 |

| | | |
|-------|------|----------------------------|
| ation | 1.00 | Area Type: All other areas |
|-------|------|----------------------------|

Signal Operations

| Signal 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 | | | | |
| Green | 25.0 | 45.0 | | | | 35.0 | | | |
| Yellow | 3.0 | 3.0 | | | | 3.0 | | | |
| 1 Red | 2.0 | 2.0 | | | | 2.0 | | | |
| cycle Length: | 120.0 | secs | | | | | | | |

Intersection Performance Summary.

| Intersection Performance Summary | | | | | | | | |
|----------------------------------|---------------------|-----------------------|--------|-------|------------|-----|----------|-----|
| Port/Phase | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios | | Lane Group | | Approach | |
| | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Southbound | | | | | | | | |
| | 456 | | 0.73 | 0.625 | 38.3 | D | | |
| | 692 | 1845 | 1.55 | 0.375 | | | | |
| | 588 | 1568 | 0.64 | 0.375 | 33.3 | C | | |
| Northbound | | | | | | | | |
| | 456 | | 0.13 | 0.625 | 17.8 | B | | |
| | 687 | 1831 | 1.38 | 0.375 | 733.3 | F | 692.8 | F |
| Eastbound | | | | | | | | |
| | 62 | 213 | 6.76 | 0.292 | | | | |
| | 531 | 1820 | 0.84 | 0.292 | 52.9 | D | | |
| Westbound | | | | | | | | |
| | 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 =

22.7
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|------|------|------|------|------|
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |

| | | | | |
|------|------|------|------|------|
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |

| | | | | |
|------|------|------|------|------|
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
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|------|------|------|------|------|
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |
| 22.7 | 22.7 | 22.7 | 22.7 | 22.7 |

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 22.7

HCS: Signalized Intersections Release 3.1c

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 a, FL 33617
 e: 813-988-4242
 il: tstukes@msifl.com

Fax: 813-988-4314

OPERATIONAL ANALYSIS

Intersection: MLK and Kingsway
 /State: Tampa / Florida
 yst: 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 |
| Volume | 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 | | |
| Real 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 | |
| hSharedLn | | | | | | | | | | | | |
| 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
 st: MSI Engineering
 5/23/00
 st: Dr. MLK Jr. Blvd

City/St: Tampa / Florida
 Proj #: C099109.00
 Period: 2025PM peak No Build
 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 |
| Config | L | T | R | L | TR | | L | TR | | L | TR | |
| Time | 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 | | | | | | |
| low | | 3.0 | 3.0 | | | 3.0 | | | | | | |
| 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 | | Lane Group | | Approach | |
|----------------|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| | | | v/c | g/C | Delay | LOS | Delay | 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 |
| orthbound | 350 | 1399 | 0.69 | 0.250 | 46.9 | D | | |
| | 396 | 1583 | 1.09 | 0.250 | 248.0 | F | 175.5 | F |
| outhbound | | | | | | | | |
| 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

Intersection: MLK and Valrico
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025PM peak No Build
 Date: 5/23/00
 East/West Street Name: Dr. MLK Jr. Blvd
 North/South Street Name: Valrico Road

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 5 | 898 | 231 | 343 | 754 | 5 | 231 | 0 | 409 | 5 | 0 | 5 |
| 15 Vol | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ln Vol | 2 | 236 | 61 | 90 | 198 | 2 | 61 | 0 | 108 | 2 | 0 | 2 |
| Grade | | 0 | | | 0 | | | 0 | | | 0 | |
| Real Sat | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | | | 1900 | |
| Work Exist | | | | | | | | | | | | |
| in Park | | | | | | | | | | | | |
| 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 | |
| Lane Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | |
| DR Vol | | | 23 | | | 0 | | | 0 | | | 0 |
| Flow | 5 | 945 | 219 | 361 | 799 | | 243 | 431 | | | 10 | |
| Shared Ln | | | | | | | | | | | | |
| Opp Turns | | | | | | 0.01 | | | 1.00 | 0.50 | | 0.50 |
| in Peds | | | 0 | | | 0 | | | 0 | | | 0 |
| in Bus | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | | |

Capacity: 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

City: MLK and McIntosh
 Consultant: MSI Engineering
 Date: 5/23/00
 Location: 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 |
| Config | L | TR | | L | TR | | | LTR | | | LTR | |
| Time | 489 | 790 | 32 | 9 | 663 | 77 | 32 | 43 | 11 | 91 | 43 | 490 |
| Width | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | | | 12.0 | |
| 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 | | | | | | | | | | | |
| Green | | 25.0 | 45.0 | | | | | 35.0 | | | | | | | | | | |
| Flow | | 3.0 | 3.0 | | | | | 3.0 | | | | | | | | | | |
| Red | | 2.0 | 2.0 | | | | | 2.0 | | | | | | | | | | |
| Cycle Length: | | 120.0 | secs | | | | | | | | | | | | | | | |

Intersection Performance Summary

| Approach | Lane Group | Capacity | Adj Sat Flow Rate (s) | Ratios | | Lane Group | | Approach | |
|----------------------|------------|----------|-----------------------|-----------|-------|--------------------|-----|----------|-----|
| | | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Eastbound | 463 | | | 1.11 | 0.625 | 272.2 | F | | |
| | 688 | 1834 | | 1.26 | 0.375 | 515.6 | F | 424.8 | F |
| Westbound | 456 | | | 0.02 | 0.625 | 14.9 | B | | |
| | 681 | 1816 | | 1.14 | 0.375 | 316.1 | F | 312.6 | F |
| Northbound | | | | | | | | | |
| R | 265 | 909 | | 0.34 | 0.292 | 34.2 | C | 34.2 | C |
| Southbound | | | | | | | | | |
| 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

Intersection: MLK and McIntosh
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025 PM peak No Build
 Date: 5/23/00
 East/West Street Name: Dr. MLK Jr. Blvd
 North/South Street Name: McIntosh Road

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 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

Inter: MLK and Mango
 Analyst: MSI Engineering
 Date: 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 |
| No. 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 |
| Volume | 457 | 2603 | 75 | 41 | 2184 | 343 | 75 | 43 | 48 | 409 | 43 | 457 |
| 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 | | | 0 | | | 34 | | | 0 | | | 0 |

| | | | | | | | | | | | | |
|-------------------|-------|----------------------------|---|---|----------|------|------|---|--|--|--|--|
| Duration | 1.00 | Area Type: All other areas | | | | | | | | | | |
| | | Signal Operations | | | | | | | | | | |
| Phase 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 | | | | | | |
| Green | 31.0 | 67.0 | | | | 21.0 | 11.0 | | | | | |
| Yellow | 3.0 | 3.0 | | | | 3.0 | 3.0 | | | | | |
| Red | 2.0 | 2.0 | | | | 2.0 | 2.0 | | | | | |
| Cycle Length: | 150.0 | secs | | | | | | | | | | |

Intersection Performance Summary

| Inter-Section Performance Summary | | | | | | | | |
|-----------------------------------|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| ppr/
lane
grp | Lane
Group
Capacity | Adj Sat
Flow Rate
(s) | Ratios | | Lane Group | | Approach | |
| | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Eastbound | | | | | | | | |
| | 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 | | |
| Westbound | | | | | | | | |
| | 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 | | |
| Northbound | | | | | | | | |
| | 99 | 1356 | 0.80 | 0.073 | 112.3 | F | | |
| | 126 | 1714 | 0.76 | 0.073 | 95.2 | F | 102.9 | F |
| Southbound | | | | | | | | |
| | 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

Intersection: MLK and Mango
City/State: Tampa / Florida
Analyst: MSI Engineering
Project No: C099109.00
Time Period Analyzed: 2025 PM peak
Date: 5/23/00
East/West Street Name: Dr. MLK Jr. Blvd
North/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 |
| 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 | | | | | | | | | | | | |
| mpPark | | | | | | | | | | | | |
| 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 |
| ne 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 |
| lj Flow | 481 | 2740 | 79 | 43 | 2299 | 325 | 79 | 96 | | 431 | 45 | 481 |
| nSharedLn | | | | | | | | | | | | |
| op Turns | | | 0 | | | 0 | | | 0.53 | | | 0 |
| 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

City/St: Tampa / Florida
Proj #: C099109.00
Period: 2025 PM peak, 8L
N/S St: Mango Road

SIGNALIZED INTERSECTION SUMMARY

| 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 |

| Use 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 | |
| Green | 31.0 | 67.0 | | | | 21.0 | 11.0 | |
| Yellow | 3.0 | 3.0 | | | | 3.0 | 3.0 | |
| Red | 2.0 | 2.0 | | | | 2.0 | 2.0 | |
| Cycle Length: | 150.0 | secs | | | | | | |

Intersection Performance Summary.

| pr/
ne
p | Lane
Group
Capacity | Adj Sat
Flow Rate
(s) | Ratios | | Lane Group | | Approach | |
|---|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| | | | v/c | g/c | Delay | LOS | Delay | 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 |
| 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 = 43.8 (sec/veh) Intersection LOS = D | | | | | | | | |

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

Intersection: 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 |
| 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 |
| 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 | | | | | | | | | | | | |
| 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 |
| 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 | | L | TR | |
| 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 | | | | | |
| low | 3.0 | 3.0 | | | | 3.0 | 3.0 | | | | | |
| Red | 2.0 | 2.0 | | | | 2.0 | 2.0 | | | | | |
| le Length: | 150.0 | secs | | | | | | | | | | |

Intersection Performance Summary

| Intersection Performance Summary | | | | | | | | |
|----------------------------------|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| or/
ne
o | Lane
Group
Capacity | Adj Sat
Flow Rate
(s) | Ratios | | Lane Group | | Approach | |
| | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Eastbound | | | | | | | | |
| | 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 | | |
| Westbound | | | | | | | | |
| | 189 | | 0.70 | 0.600 | 54.1 | D | | |
| | 2764 | 5528 | 0.82 | 0.500 | 33.7 | C | 34.9 | C |
| Northbound | | | | | | | | |
| | 504 | 3433 | 1.03 | 0.147 | 181.3 | F | | |
| | 556 | 1667 | 0.41 | 0.333 | 39.1 | D | 138.2 | F |
| Southbound | | | | | | | | |
| R | 231 | 1505 | 0.44 | 0.153 | 59.0 | E | 59.0 | E |

Intersection Delay = 52.0 (sec/veh) Intersection LOS = D

Summary of Results

First Run
 Second Run
 Third Run

| Run | Time | Distance | Speed |
|-----|------|----------|-------|
| 1 | 10.0 | 100.0 | 10.0 |
| 2 | 10.0 | 100.0 | 10.0 |
| 3 | 10.0 | 100.0 | 10.0 |

| Run | Time | Distance | Speed |
|-----|------|----------|-------|
| 4 | 10.0 | 100.0 | 10.0 |
| 5 | 10.0 | 100.0 | 10.0 |
| 6 | 10.0 | 100.0 | 10.0 |

| Run | Time | Distance | Speed |
|-----|------|----------|-------|
| 7 | 10.0 | 100.0 | 10.0 |
| 8 | 10.0 | 100.0 | 10.0 |
| 9 | 10.0 | 100.0 | 10.0 |

| Run | Time | Distance | Speed | Acceleration | Deceleration | Angle | Altitude | Latitude | Longitude |
|-----|------|----------|-------|--------------|--------------|-------|----------|----------|-----------|
| 1 | 10.0 | 100.0 | 10.0 | 0.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2 | 10.0 | 100.0 | 10.0 | 0.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.0 |
| 3 | 10.0 | 100.0 | 10.0 | 0.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4 | 10.0 | 100.0 | 10.0 | 0.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5 | 10.0 | 100.0 | 10.0 | 0.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6 | 10.0 | 100.0 | 10.0 | 0.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7 | 10.0 | 100.0 | 10.0 | 0.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8 | 10.0 | 100.0 | 10.0 | 0.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.0 |
| 9 | 10.0 | 100.0 | 10.0 | 0.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.0 |
| 10 | 10.0 | 100.0 | 10.0 | 0.000 | 0.000 | 0.0 | 0.0 | 0.0 | 0.0 |

HCS: Signalized Intersections Release 3.1c

Engineering Corporation
 7 N 56th Street
 e 210
 a, FL 33617
 e: 813-988-4242
 il: tstukes@msifl.com

Fax: 813-988-4314

OPERATIONAL ANALYSIS

Intersection: MLK and Highview
 State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Period Analyzed: 2025 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 | 16 | 2538 | 495 | 126 | 2130 | 14 | 495 | 65 | 151 | 16 | 65 | 16 |
| 15 Vol | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ln Vol | 4 | 668 | 130 | 33 | 561 | 4 | 130 | 17 | 40 | 4 | 17 | 4 |
| Grade | 0 | | | 0 | | | 0 | | | 0 | | |
| al Sat | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | | |
| kExist | | | | | | | | | | | | |
| Park | | | | | | | | | | | | |
| Heavy 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 |
| Config | L | T | R | L | TR | | L | TR | | L | TR | |
| Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | | |
| OR Vol | | | 49 | | | 0 | | | 0 | | | 0 |
| Flow | 17 | 2672 | 469 | 133 | 2257 | | 521 | 227 | | 102 | | |
| SharedLn | | | | | | | | | | | | |
| op Turns | | | | | | 0.01 | | | 0.70 | 0.17 | | 0.17 |
| Peds | | | 0 | | | 0 | | | 0 | | | 0 |
| Bus | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | | |

Ratio: 1.00 Area Type: All other areas

1. 1961-1962
 2. 1963-1964
 3. 1965-1966
 4. 1967-1968
 5. 1969-1970
 6. 1971-1972
 7. 1973-1974
 8. 1975-1976
 9. 1977-1978
 10. 1979-1980
 11. 1981-1982
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 13. 1985-1986
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 648. 3255-3256
 649. 3257-3258
 650. 3259-3260
 651. 3261-3262
 652. 3263-3264
 653. 3265-3266
 654. 3267-3268
 655. 3269-3270
 656. 3271-3272

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 | |
| me | 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 | | Signal operations | | Signal operations | | Signal operations | | 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 | | Lane Group | | Approach | |
|---------|---------------------------|-----------------------------|--------|-------|------------|-----|----------|-----|
| | | | v/c | g/c | Delay | LOS | Delay | 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

1. The first section of the report is a general description of the project. This section includes the title, the author's name, and the date of the report.

| Section 1: General Description | |
|--------------------------------|--|
| Title | Project A: A Study in the History of Mathematics |
| Author | John Doe |
| Date | 1998 |

| Section 2: Detailed Description | |
|---------------------------------|--------------|
| Section 2.1 | Introduction |
| Section 2.2 | Methodology |
| Section 2.3 | Results |
| Section 2.4 | Conclusion |

The following table provides a summary of the data collected during the project. The data is organized into three columns: the first column contains the name of the subject, the second column contains the date of the observation, and the third column contains the results of the experiment.

| Subject | Date | Results |
|---------|------------|---------|
| 1.01 | 1998-01-01 | 0.00 |
| 1.02 | 1998-01-02 | 0.01 |
| 1.03 | 1998-01-03 | 0.02 |
| 1.04 | 1998-01-04 | 0.03 |
| 1.05 | 1998-01-05 | 0.04 |
| 1.06 | 1998-01-06 | 0.05 |
| 1.07 | 1998-01-07 | 0.06 |
| 1.08 | 1998-01-08 | 0.07 |
| 1.09 | 1998-01-09 | 0.08 |
| 1.10 | 1998-01-10 | 0.09 |

HCS: Signalized Intersections Release 3.1c

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Fax: 813-988-4314

OPERATIONAL ANALYSIS

Intersection: MLK and Pine Street
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025 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 | 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 | | | | | | | | | | | | |
| Grade | | 0 | | | 0 | | | 0 | | | 0 | |
| al Sat | 1900 | 1900 | | 1900 | 1900 | | | 1900 | | 1900 | 1900 | |
| Exist | | | | | | | | | | | | |
| Park | | | | | | | | | | | | |
| heavy 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 | |
| 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 | |

Area Type: All other areas

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

| | 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 |
| Config | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 215 | 1323 | 736 | 262 | 1110 | 81 | 563 | 452 | 312 | 97 | 452 | 215 |
| 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 |
| Vol | | | 0 | | | 8 | | | 31 | | | 22 |

| Signal Combination | 1 | 2 | 3 | 4 | Signal Operations | 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 | | | |
| Green | 22.0 | 49.0 | | | | | 34.0 | 25.0 | |
| Yellow | 3.0 | 3.0 | | | | | 3.0 | 3.0 | |
| Red | 2.0 | 2.0 | | | | | 2.0 | 2.0 | |
| Cycle Length: | 150.0 | secs | | | | | | | |

| Approach | Lane Group | Capacity | Adj Flow | Sat Rate (s) | Ratios | | Lane Group | | Approach | |
|---------------------------|------------|----------|----------|--------------|-----------|-------|----------------------|-----|----------|-----|
| | | | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Southbound | 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 | | |
| Eastbound | 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 | | |
| Northbound | 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 | | |
| Southbound | 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 | | | |

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OPERATIONAL ANALYSIS

Intersection: MLK and Parsons
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025 PM peak
 Date: 5/23/00
 East/West Street Name: Dr. MLK Jr. Blvd
 North/South Street Name: Parsons Ave

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 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 | | | | | | | | | | | | |
| Grade | 0 | | | 0 | | | 0 | | | 0 | | |
| al Sat | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| kExist | | | | | | | | | | | | |
| Park | | | | | | | | | | | | |
| heavy 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 |
| 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 |

Area Type: All other areas

2011-2012

2011-2012

2011-2012

2011-2012

2011-2012

2011-2012

2011-2012

2011-2012

2011-2012

2011-2012

2011-2012

2011-2012

2011-2012

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2011-2012

2011-2012

HCS: Signalized Intersections Release 3.1c

er: MLK and Kingsway
 yst: 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 | | | | | | |
| en | 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 | | | | |
| le Length: | 150.0 | secs | | | | | | | | | | |

Intersection Performance Summary

| Intersection Performance Summary | | | | | | | | |
|-------------------------------------|---------------------------|-----------------------------|--------|-------|----------------------|-----|----------|-----|
| or/
e
o | Lane
Group
Capacity | Adj Sat
Flow Rate
(s) | Ratios | | Lane Group | | Approach | |
| | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Eastbound | | | | | | | | |
| | 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 | | |
| Westbound | | | | | | | | |
| | 393 | | 0.15 | 0.507 | 22.4 | C | | |
| | 1466 | 4999 | 0.65 | 0.293 | 47.2 | D | 45.8 | D |
| Northbound | | | | | | | | |
| | 458 | 3433 | 0.91 | 0.133 | 94.7 | F | | |
| | 777 | 1820 | 0.58 | 0.427 | 33.7 | C | 63.2 | E |
| Southbound | | | | | | | | |
| | 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 | | | |

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OPERATIONAL ANALYSIS

Intersection: MLK and Kingsway
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025 PM peak
 Date: 5/23/00
 East Street Name: Dr. MLK Jr. Blvd
 West Street Name: Kingsway Road

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 317 | 1022 | 398 | 54 | 857 | 45 | 398 | 360 | 65 | 54 | 360 | 317 |
| 15 Vol | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ln Vol | 83 | 269 | 105 | 14 | 226 | 12 | 105 | 95 | 17 | 14 | 95 | 83 |
| Grade | 0 | | | 0 | | | 0 | | | 0 | | |
| Real Sat | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 |
| Exist | | | | | | | | | | | | |
| Park | | | | | | | | | | | | |
| 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 |
| Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | 12.0 | 12.0 | 12.0 |
| DR Vol | | | 40 | | | 0 | | | 0 | | | 32 |
| Flow | 334 | 1076 | 377 | 57 | 949 | | 419 | 447 | | 57 | 379 | 300 |
| SharedLn | | | | | | | | | | | | |
| op Turns | | | | | | 0.05 | | | 0.15 | | | |
| Peds | | | 0 | | | 0 | | | 0 | | | 0 |
| Bus | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |

Ratio: 1.00 Area Type: All other areas

HCS: Signalized Intersections Release 3.1c

Inter: MLK and Valrico
 Analyst: MSI Engineering
 Date: 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 | |
| Volume | 5 | 898 | 231 | 343 | 754 | 5 | 231 | 0 | 409 | 5 | 0 | 5 |
| Line Width | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | |
| OR Vol | | | 23 | | | 0 | | | 0 | | | 0 |

| | | | | | | | | | | | | |
|-------------------|-------|----------------------------|---|---|----|-------|------|------|---|--|--|--|
| Duration | 1.00 | Area Type: All other areas | | | | | | | | | | |
| Signal Operations | | | | | | | | | | | | |
| Phase 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 | | | | | | |
| Green | 38.0 | 46.0 | | | | | 10.0 | 36.0 | | | | |
| Yellow | 3.0 | 3.0 | | | | | 3.0 | 3.0 | | | | |
| 1 Red | 2.0 | 2.0 | | | | | 2.0 | 2.0 | | | | |
| Cycle Length: | 150.0 | secs | | | | | | | | | | |

Intersection Performance Summary

| Approach | Lane Group | Capacity | Adj Sat Flow Rate (s) | Ratios | | Lane Group | | Approach | |
|------------|------------|----------|-----------------------|--------|-------|------------|-----|----------|-----|
| | | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Eastbound | 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 | | |
| Westbound | 516 | | | 0.70 | 0.593 | 42.6 | D | | |
| | 2078 | 3502 | | 0.38 | 0.593 | 16.2 | B | 24.4 | C |
| Northbound | 500 | | | 0.49 | 0.340 | 38.7 | D | | |
| | 538 | 1583 | | 0.80 | 0.340 | 54.0 | D | 48.5 | D |
| Southbound | | | | | | | | | |
| TR | 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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Fax: 813-988-4314

OPERATIONAL ANALYSIS

Intersection: MLK and Valrico
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025PM peak
 Date: 5/23/00
 East/West Street Name: Dr. MLK Jr. Blvd
 North/South Street Name: Valrico Road

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 5 | 898 | 231 | 343 | 754 | 5 | 231 | 0 | 409 | 5 | 0 | 5 |
| Flow | 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 | |
| Real Sat | 1900 | 1900 | 1900 | 1900 | 1900 | | 1900 | 1900 | | | 1900 | |
| rkExist | | | | | | | | | | | | |
| mpPark | | | | | | | | | | | | |
| 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 |
| mBus | 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
Analyst: 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 |
| No. Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Config | L | TR | | L | TR | | | LTR | | | LT | R |
| Volume | 489 | 790 | 32 | 9 | 663 | 77 | 32 | 43 | 11 | 91 | 43 | 490 |
| Lane width | 12.0 | 12.0 | | 12.0 | 12.0 | | | 12.0 | | | 12.0 | 12.0 |
| RTOR Vol | | | 0 | | | 0 | | | 0 | | | 49 |

Duration 1.00 Area Type: All other areas

Signal Operations

| Phase Combination | | 1 | 2 | 3 | 4 | Signal Operations | | 5 | 6 | 7 | 8 |
|-------------------|-------|-------|------|---|---|-------------------|-------|------|---|---|---|
| 3 | Left | A | A | | | NB | Left | A | | | |
| | Thru | | A | | | | Thru | A | | | |
| | Right | | A | | | | Right | A | | | |
| | Peds | | | | | | Peds | | | | |
| 3 | Left | A | A | | | SB | Left | A | | | |
| | Thru | | A | | | | Thru | A | | | |
| | Right | | A | | | | Right | A | | | |
| | Peds | | | | | | Peds | | | | |
| 3 | Right | | | | | EB | Right | | | | |
| 3 | Right | A | | | | WB | Right | | | | |
| Green | | 47.0 | 44.0 | | | | | 44.0 | | | |
| Yellow | | 3.0 | 3.0 | | | | | 3.0 | | | |
| 1 Red | | 2.0 | 2.0 | | | | | 2.0 | | | |
| Cycle Length: | | 150.0 | secs | | | | | | | | |

Intersection Performance Summary.

| Intersection Performance Summary | | | | | | | | |
|---|---------------------|-----------------------|--------|-------|------------|-----|----------|-----|
| Approach/Lane Group | Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios | | Lane Group | | Approach | |
| | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Northbound | | | | | | | | |
| | 641 | | 0.80 | 0.640 | 42.6 | D | | |
| | 1022 | 3484 | 0.85 | 0.293 | 57.1 | E | 51.7 | D |
| Southbound | | | | | | | | |
| | 621 | | 0.01 | 0.640 | 14.1 | B | | |
| | 1012 | 3450 | 0.77 | 0.293 | 52.2 | D | 51.7 | D |
| Westbound | | | | | | | | |
| LR | 414 | 1412 | 0.22 | 0.293 | 40.3 | D | 40.3 | D |
| Eastbound | | | | | | | | |
| | 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 | | | | | | | | |

STANDARD TEST METHOD FOR DETERMINING THE EFFECT OF TEMPERATURE ON THE STRENGTH OF CONCRETE

1. PURPOSE AND SCOPE
 2. REFERENCES
 3. SUMMARY OF TEST METHOD
 4. APPARATUS AND MATERIALS
 5. PROCEDURE
 6. CALCULATIONS
 7. REPORTING RESULTS
 8. PRECISION AND BIAS
 9. SAFETY
 10. QUALITY ASSURANCE

| Temperature (°C) | Strength (MPa) |
|------------------|----------------|
| 20 | 35.0 |
| 25 | 38.0 |
| 30 | 40.0 |
| 35 | 42.0 |
| 40 | 45.0 |
| 45 | 48.0 |
| 50 | 50.0 |
| 55 | 52.0 |
| 60 | 55.0 |
| 65 | 58.0 |
| 70 | 60.0 |
| 75 | 62.0 |
| 80 | 65.0 |
| 85 | 68.0 |
| 90 | 70.0 |
| 95 | 72.0 |
| 100 | 75.0 |

11. CONCLUSIONS
 12. REFERENCES
 13. APPENDICES
 14. NOTES
 15. INDEX



16. REFERENCES
 17. APPENDICES
 18. NOTES
 19. INDEX

| Temperature (°C) | Strength (MPa) |
|------------------|----------------|
| 20 | 35.0 |
| 25 | 38.0 |
| 30 | 40.0 |
| 35 | 42.0 |
| 40 | 45.0 |
| 45 | 48.0 |
| 50 | 50.0 |
| 55 | 52.0 |
| 60 | 55.0 |
| 65 | 58.0 |
| 70 | 60.0 |
| 75 | 62.0 |
| 80 | 65.0 |
| 85 | 68.0 |
| 90 | 70.0 |
| 95 | 72.0 |
| 100 | 75.0 |

20. REFERENCES
 21. APPENDICES
 22. NOTES
 23. INDEX

| Temperature (°C) | Strength (MPa) |
|------------------|----------------|
| 20 | 35.0 |
| 25 | 38.0 |
| 30 | 40.0 |
| 35 | 42.0 |
| 40 | 45.0 |
| 45 | 48.0 |
| 50 | 50.0 |
| 55 | 52.0 |
| 60 | 55.0 |
| 65 | 58.0 |
| 70 | 60.0 |
| 75 | 62.0 |
| 80 | 65.0 |
| 85 | 68.0 |
| 90 | 70.0 |
| 95 | 72.0 |
| 100 | 75.0 |

HCS: Signalized Intersections Release 3.1c

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OPERATIONAL ANALYSIS

Intersection: MLK and McIntosh
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025 PM peak
 Date: 5/23/00
 East/West Street Name: Dr. MLK Jr. Blvd
 North/South Street Name: McIntosh Road

VOLUME DATA

| | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|-----------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume | 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 | | | | | | | | | | | | |
| Grade | 0 | | | 0 | | | 0 | | | 0 | | |
| al Sat | 1900 | 1900 | | 1900 | 1900 | | 1900 | | | 1900 | 1900 | |
| Exist | | | | | | | | | | | | |
| Park | | | | | | | | | | | | |
| Heavy 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 |
| Config | 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

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APPENDIX E

DESIGN TRAFFIC PROJECTIONS

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BL @ MANGO DR. OR CR 579 : MANGO DR. OR CR 5 TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TO 2000 DHV

| DR. MARTIN LUTHER KING | | (12) | MANGO DR. OR CR 579 | |
|------------------------|--------|-------|---------------------|-------|
| (157) | 27 | (251) | | |
| 258 | 2.24 | 237 | | |
| 1.64 | | 0.94 | | |
| (358) ^ | <--- | ^ | | (120) |
| 258 | | v | | 199 |
| 0.72 | ---- | | | 1.65 |
| (1,349) | | | | |
| 1473 | -----> | | | |
| 1.09 | | | | |
| (21)----- | | | | (17) |
| 43 | | ^ | | 23 |
| 2.05 | v | <--- | | 1.33 |
| | | | | |
| | | (5) | | |
| | | 27 | | |
| | | 5.38 | | |
| (XXX) - Actual | | | | |
| XXX - Calculated DHV | | | | |
| X.XX - Ratio | | | | |

2000 ACTUAL TRAFFIC COMPARED TO 2015 DHV

| DR. MARTIN LUTHER KING | | (12) | MANGO DR. OR CR 579 | |
|------------------------|--------|-------|---------------------|-------|
| (157) | 38 | (251) | | |
| 377 | 3.14 | 339 | | |
| 2.40 | | 1.35 | | |
| (358) ^ | <--- | ^ | | (120) |
| 376 | | v | | 284 |
| 1.05 | ---- | | | 2.37 |
| (1,349) | | | | |
| 2151 | -----> | | | |
| 1.59 | | | | |
| (21)----- | | | | (17) |
| 65 | | ^ | | 36 |
| 3.07 | v | <--- | | 2.12 |
| | | | | |
| | | (5) | | |
| | | 43 | | |
| | | 8.61 | | |
| (XXX) - Actual | | | | |
| XXX - Calculated DHV | | | | |
| X.XX - Ratio | | | | |

2000 ACTUAL TRAFFIC COMPARED TO 2005 DHV

| DR. MARTIN LUTHER KING | | (12) | MANGO DR. OR CR 579 | |
|------------------------|--------|-------|---------------------|-------|
| (157) | 27 | (251) | | |
| 301 | 2.24 | 274 | | |
| 1.92 | | 1.09 | | |
| (358) ^ | <--- | ^ | | (120) |
| 301 | | v | | 230 |
| 0.84 | ---- | | | 1.92 |
| (1,349) | | | | |
| 1699 | -----> | | | |
| 1.26 | | | | |
| (21)----- | | | | (17) |
| 48 | | ^ | | 27 |
| 2.30 | v | <--- | | 1.59 |
| | | | | |
| | | (5) | | |
| | | 32 | | |
| | | 6.46 | | |
| (XXX) - Actual | | | | |
| XXX - Calculated DHV | | | | |
| X.XX - Ratio | | | | |

2000 ACTUAL TRAFFIC COMPARED TO 2025 DHV

| DR. MARTIN LUTHER KING | | (12) | MANGO DR. OR CR 579 | |
|------------------------|--------|-------|---------------------|-------|
| (157) | 43 | (251) | | |
| 457 | 3.59 | 409 | | |
| 2.91 | | 1.63 | | |
| (358) ^ | <--- | ^ | | (120) |
| 457 | | v | | 343 |
| 1.28 | ---- | | | 2.86 |
| (1,349) | | | | |
| 2603 | -----> | | | |
| 1.93 | | | | |
| (21)----- | | | | (17) |
| 75 | | ^ | | 41 |
| 3.58 | v | <--- | | 2.39 |
| | | | | |
| | | (5) | | |
| | | 48 | | |
| | | 9.68 | | |
| (XXX) - Actual | | | | |
| XXX - Calculated DHV | | | | |
| 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

| DR. MARTIN LUTHER KING | | (15) | (35) | HIGHVIEW ROAD | | (5) |
|------------------------|--------|-------|------|---------------|------|------|
| | | 11 | 38 | | 11 | |
| | | 0.72 | 1.08 | | 2.15 | |
| (19) | ^ | <--- | ---> | ^ | | (4) |
| 11 | | | v | | | 9 |
| 0.57 | ----- | | | | | 2.26 |
| (1,178) | | | | | | |
| 1452 | -----> | | | | | |
| 1.23 | | | | | | |
| (532) | ----- | | | | | (30) |
| 285 | | | ^ | | | 72 |
| 0.54 | v | <--- | ---> | v | | 2.41 |
| | | (178) | | | (27) | |
| | | 285 | | | 86 | |
| | | 1.60 | 38 | | 3.19 | |
| | | | 1.39 | | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2015 DHV

| DR. MARTIN LUTHER KING | | (15) | (35) | HIGHVIEW ROAD | | (5) |
|------------------------|--------|-------|------|---------------|------|------|
| | | 16 | 48 | | 11 | |
| | | 1.08 | 1.38 | | 2.15 | |
| (19) | ^ | <--- | ---> | ^ | | (4) |
| 16 | | | v | | | 9 |
| 0.85 | ----- | | | | | 2.26 |
| (1,178) | | | | | | |
| 2108 | -----> | | | | | |
| 1.79 | | | | | | |
| (532) | ----- | | | | | (30) |
| 409 | | | ^ | | | 104 |
| 0.77 | v | <--- | ---> | v | | 3.46 |
| | | (178) | | | (27) | |
| | | 409 | | | 124 | |
| | | 2.30 | 48 | | 4.58 | |
| | | | 1.79 | | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2005 DHV

| DR. MARTIN LUTHER KING | | (15) | (35) | HIGHVIEW ROAD | | (5) |
|------------------------|--------|-------|------|---------------|------|------|
| | | 11 | 38 | | 11 | |
| | | 0.72 | 1.08 | | 2.15 | |
| (19) | ^ | <--- | ---> | ^ | | (4) |
| 11 | | | v | | | 9 |
| 0.57 | ----- | | | | | 2.26 |
| (1,178) | | | | | | |
| 1667 | -----> | | | | | |
| 1.42 | | | | | | |
| (532) | ----- | | | | | (30) |
| 323 | | | ^ | | | 81 |
| 0.61 | v | <--- | ---> | v | | 2.71 |
| | | (178) | | | (27) | |
| | | 323 | | | 97 | |
| | | 1.81 | 38 | | 3.59 | |
| | | | 1.39 | | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2025 DHV

| DR. MARTIN LUTHER KING | | (15) | (35) | HIGHVIEW ROAD | | (5) |
|------------------------|--------|-------|------|---------------|------|------|
| | | 16 | 65 | | 16 | |
| | | 1.08 | 1.84 | | 3.23 | |
| (19) | ^ | <--- | ---> | ^ | | (4) |
| 16 | | | v | | | 14 |
| 0.85 | ----- | | | | | 3.38 |
| (1,178) | | | | | | |
| 2538 | -----> | | | | | |
| 2.15 | | | | | | |
| (532) | ----- | | | | | (30) |
| 495 | | | ^ | | | 126 |
| 0.93 | v | <--- | ---> | v | | 4.21 |
| | | (178) | | | (27) | |
| | | 495 | | | 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 TO 2000 DHV

| DR. MARTIN LUTHER KING | | (30) | (3) | PINE STREET | (137) |
|------------------------|--------|------|------|-------------|-------|
| | | 124 | 1.79 | 81 | |
| | | 4.12 | | 0.59 | |
| (38) | ^ | <--- | | ---> | ^ |
| 124 | | | v | | (108) |
| 3.25 | ---- | | | | 68 |
| (1,128) | | | | | 0.63 |
| 1409 | -----> | | | | |
| 1.25 | | | | | |
| (4) | ---- | | | | (6) |
| 11 | | | ^ | | 0 |
| 2.69 | v | <--- | | ---> | v |
| | | (9) | | | (9) |
| | | 11 | (4) | 0 | |
| | | 1.20 | 5 | 0.00 | |
| | | | 1.35 | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2015 DHV

| DR. MARTIN LUTHER KING | | (30) | (3) | PINE STREET | (137) |
|------------------------|--------|------|------|-------------|-------|
| | | 178 | 1.79 | 124 | |
| | | 5.92 | | 0.90 | |
| (38) | ^ | <--- | | ---> | ^ |
| 177 | | | v | | (108) |
| 4.67 | ---- | | | | 104 |
| (1,128) | | | | | 0.96 |
| 2054 | -----> | | | | |
| 1.82 | | | | | |
| (4) | ---- | | | | (6) |
| 16 | | | ^ | | 5 |
| 4.03 | v | <--- | | ---> | v |
| | | (9) | | | (9) |
| | | 16 | (4) | 5 | |
| | | 1.79 | 5 | 0.60 | |
| | | | 1.35 | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2005 DHV

| DR. MARTIN LUTHER KING | | (30) | (3) | PINE STREET | (137) |
|------------------------|--------|------|------|-------------|-------|
| | | 140 | 1.79 | 97 | |
| | | 4.66 | | 0.71 | |
| (38) | ^ | <--- | | ---> | ^ |
| 140 | | | v | | (108) |
| 3.68 | ---- | | | | 81 |
| (1,128) | | | | | 0.75 |
| 1624 | -----> | | | | |
| 1.44 | | | | | |
| (4) | ---- | | | | (6) |
| 16 | | | ^ | | 5 |
| 4.03 | v | <--- | | ---> | v |
| | | (9) | | | (9) |
| | | 16 | (4) | 5 | |
| | | 1.79 | 5 | 0.60 | |
| | | | 1.35 | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2025 DHV

| DR. MARTIN LUTHER KING | | (30) | (3) | PINE STREET | (137) |
|------------------------|--------|------|------|-------------|-------|
| | | 215 | 1.79 | 151 | |
| | | 7.17 | | 1.10 | |
| (38) | ^ | <--- | | ---> | ^ |
| 215 | | | v | | (108) |
| 5.66 | ---- | | | | 126 |
| (1,128) | | | | | 1.17 |
| 2484 | -----> | | | | |
| 2.20 | | | | | |
| (4) | ---- | | | | (6) |
| 16 | | | ^ | | 5 |
| 4.03 | v | <--- | | ---> | v |
| | | (9) | | | (9) |
| | | 16 | (4) | 5 | |
| | | 1.79 | 5 | 0.60 | |
| | | | 1.35 | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2. It is essential to ensure that all data is entered correctly and that the system is regularly updated.

3. The second part of the document outlines the various methods used to collect and analyze data.

4. These methods include both qualitative and quantitative approaches, each with its own strengths and weaknesses.

5. The third part of the document provides a detailed overview of the results of the study.

6. The findings indicate that there is a significant correlation between the variables studied.

7. This suggests that the factors being investigated are closely related and may influence each other.

8. The fourth part of the document discusses the implications of these findings for future research.

9. It is recommended that further studies be conducted to explore the underlying mechanisms of the observed effects.

10. The fifth part of the document concludes the study and summarizes the key points.

11. The authors express their gratitude to the funding agency and the participants who made this study possible.

12. Finally, the document includes a list of references to the sources used in the research.

13. The references are listed in alphabetical order and include both books and journal articles.

14. The document is formatted according to the standards set by the journal to which it is being submitted.

15. The authors have carefully proofread the manuscript to ensure accuracy and clarity.

16. They hope that the findings of this study will contribute to the understanding of the topic and provide a basis for further research.

17. The document is now ready for publication and will be made available to the research community.

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BL @ PARSONS AVE. : MANGO DR. OR CR 5 TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TO 2000 DHV

| DR. MARTIN LUTHER KING | | (356) | PARSONS AVE. | |
|------------------------|------|-------|----------------------|------|
| (54) | 285 | (111) | (54) | 317 |
| 102 | 0.80 | 48 | 124 | 0.89 |
| 1.89 | 0.44 | | 2.29 | 0.53 |
| (142) ^ | | (56) | (142) ^ | |
| 102 | | 41 | 124 | |
| 0.72 | | 0.73 | 0.87 | |
| (594) | | (411) | (594) | |
| 699 | | 587 | 823 | |
| 1.18 | | 1.43 | 1.39 | |
| (330) | | (198) | (330) | |
| 694 | | 194 | 769 | |
| 2.10 | | 0.98 | 2.33 | |
| (XXX) - Actual | | | (XXX) - Actual | |
| XXX - Calculated DHV | | | XXX - Calculated DHV | |
| X.XX - Ratio | | | X.XX - Ratio | |

2000 ACTUAL TRAFFIC COMPARED TO 2005 DHV

| DR. MARTIN LUTHER KING | | (356) | PARSONS AVE. | |
|------------------------|------|-------|----------------------|------|
| (54) | 317 | (111) | (54) | 317 |
| 124 | 0.89 | 59 | 124 | 0.89 |
| 2.29 | 0.53 | | 2.29 | 0.53 |
| (142) ^ | | (56) | (142) ^ | |
| 124 | | 50 | 124 | |
| 0.87 | | 0.89 | 0.87 | |
| (594) | | (411) | (594) | |
| 823 | | 690 | 823 | |
| 1.39 | | 1.68 | 1.39 | |
| (330) | | (198) | (330) | |
| 769 | | 208 | 769 | |
| 2.33 | | 1.05 | 2.33 | |
| (XXX) - Actual | | | (XXX) - Actual | |
| XXX - Calculated DHV | | | XXX - Calculated DHV | |
| X.XX - Ratio | | | X.XX - Ratio | |

2000 ACTUAL TRAFFIC COMPARED TO 2015 DHV

| DR. MARTIN LUTHER KING | | (356) | PARSONS AVE. | |
|------------------------|------|-------|----------------------|------|
| (54) | 382 | (111) | (54) | 452 |
| 172 | 1.07 | 81 | 215 | 1.27 |
| 3.19 | 0.73 | | 3.99 | 0.87 |
| (142) ^ | | (56) | (142) ^ | |
| 172 | | 68 | 215 | |
| 1.21 | | 1.21 | 1.51 | |
| (594) | | (411) | (594) | |
| 1075 | | 903 | 1323 | |
| 1.81 | | 2.20 | 2.23 | |
| (330) | | (198) | (330) | |
| 925 | | 235 | 1086 | |
| 2.80 | | 1.19 | 3.29 | |
| (XXX) - Actual | | | (XXX) - Actual | |
| XXX - Calculated DHV | | | XXX - Calculated DHV | |
| X.XX - Ratio | | | X.XX - Ratio | |

2000 ACTUAL TRAFFIC COMPARED TO 2025 DHV

| DR. MARTIN LUTHER KING | | (356) | PARSONS AVE. | |
|------------------------|------|-------|----------------------|------|
| (54) | 452 | (111) | (54) | 452 |
| 215 | 1.27 | 97 | 215 | 1.27 |
| 3.99 | 0.87 | | 3.99 | 0.87 |
| (142) ^ | | (56) | (142) ^ | |
| 215 | | 81 | 215 | |
| 1.51 | | 1.45 | 1.51 | |
| (594) | | (411) | (594) | |
| 1323 | | 1110 | 1323 | |
| 2.23 | | 2.70 | 2.23 | |
| (330) | | (198) | (330) | |
| 1086 | | 262 | 1086 | |
| 3.29 | | 1.32 | 3.29 | |
| (XXX) - Actual | | | (XXX) - Actual | |
| XXX - Calculated DHV | | | XXX - Calculated DHV | |
| X.XX - Ratio | | | X.XX - Ratio | |

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

| DR. MARTIN LUTHER KING | | (88) | (304) | KINGSWAY ROAD | | (82) |
|------------------------|--------|-------|-------|---------------|------|------|
| | | 178 | 204 | | | 32 |
| | | 2.02 | 0.67 | | | 0.39 |
| (104) | ^ | <--- | | | ---- | ^ |
| 177 | | | | v | | (15) |
| 1.71 | ---- | | | | | 27 |
| (539) | | | | | | 1.81 |
| 581 | -----> | | | | | |
| 1.08 | | | | | | |
| (177) | ---- | | | | | (63) |
| 220 | | | | | | 32 |
| 1.25 | v | <--- | | | ---- | v |
| | | (115) | | | ---- | (54) |
| | | 221 | (151) | | | 38 |
| | | 1.92 | 204 | | | 0.70 |
| | | | 1.35 | | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2015 DHV

| DR. MARTIN LUTHER KING | | (88) | (304) | KINGSWAY ROAD | | (82) |
|------------------------|--------|-------|-------|---------------|------|------|
| | | 264 | 296 | | | 43 |
| | | 3.00 | 0.97 | | | 0.52 |
| (104) | ^ | <--- | | | ---- | ^ |
| 263 | | | | v | | (15) |
| 2.53 | ---- | | | | | 36 |
| (539) | | | | | | 2.41 |
| 850 | -----> | | | | | |
| 1.58 | | | | | | |
| (177) | ---- | | | | | (63) |
| 323 | | | | | | 45 |
| 1.82 | v | <--- | | | ---- | v |
| | | (115) | | | ---- | (54) |
| | | 323 | (151) | | | 54 |
| | | 2.81 | 296 | | | 1.00 |
| | | | 1.96 | | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2005 DHV

| DR. MARTIN LUTHER KING | | (88) | (304) | KINGSWAY ROAD | | (82) |
|------------------------|--------|-------|-------|---------------|------|------|
| | | 204 | 231 | | | 38 |
| | | 2.32 | 0.76 | | | 0.46 |
| (104) | ^ | <--- | | | ---- | ^ |
| 204 | | | | v | | (15) |
| 1.96 | ---- | | | | | 32 |
| (539) | | | | | | 2.11 |
| 667 | -----> | | | | | |
| 1.24 | | | | | | |
| (177) | ---- | | | | | (63) |
| 253 | | | | | | 36 |
| 1.43 | v | <--- | | | ---- | v |
| | | (115) | | | ---- | (54) |
| | | 253 | (151) | | | 43 |
| | | 2.20 | 231 | | | 0.80 |
| | | | 1.53 | | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2025 DHV

| DR. MARTIN LUTHER KING | | (88) | (304) | KINGSWAY ROAD | | (82) |
|------------------------|--------|-------|-------|---------------|------|------|
| | | 317 | 360 | | | 54 |
| | | 3.61 | 1.19 | | | 0.66 |
| (104) | ^ | <--- | | | ---- | ^ |
| 317 | | | | v | | (15) |
| 3.05 | ---- | | | | | 45 |
| (539) | | | | | | 3.01 |
| 1022 | -----> | | | | | |
| 1.90 | | | | | | |
| (177) | ---- | | | | | (63) |
| 398 | | | | | | 54 |
| 2.25 | v | <--- | | | ---- | v |
| | | (115) | | | ---- | (54) |
| | | 398 | (151) | | | 65 |
| | | 3.46 | 360 | | | 1.20 |
| | | | 2.39 | | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

10

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BL @ VALRICO ROAD : MANGO DR. OR CR 5 TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TO 2000 DHV

| DR. MARTIN LUTHER KING | | (1) | VALRICO ROAD | | (2) |
|------------------------|--------|------|--------------|--------|-------|
| | | 0 | | 0 | |
| | | 5 | | 5 | |
| | | 0.00 | | | |
| | | 2.69 | ERR | | |
| (3) | ^ | <-- | | ^ | (2) |
| 5 | | | v | | 5 |
| 1.79 | ---- | | | ---- | 2.26 |
| (436) | | | | | |
| 511 | -----> | | | -----< | |
| 1.17 | | | | | |
| (204) | ---- | | | ---- | (281) |
| 129 | | | | | 199 |
| 0.63 | v | <-- | | v | 0.71 |
| | | (86) | | (156) | |
| | | 129 | | 237 | |
| | | 0 | | 0 | |
| | | 1.50 | ERR | 1.52 | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2015 DHV

| DR. MARTIN LUTHER KING | | (1) | VALRICO ROAD | | (2) |
|------------------------|--------|------|--------------|--------|-------|
| | | 0 | | 0 | |
| | | 5 | | 5 | |
| | | 0.00 | | | |
| | | 2.69 | ERR | | |
| (3) | ^ | <-- | | ^ | (2) |
| 5 | | | v | | 5 |
| 1.79 | ---- | | | ---- | 2.26 |
| (436) | | | | | |
| 747 | -----> | | | -----< | |
| 1.71 | | | | | |
| (204) | ---- | | | ---- | (281) |
| 194 | | | | | 289 |
| 0.95 | v | <-- | | v | 1.03 |
| | | (86) | | (156) | |
| | | 194 | | 344 | |
| | | 0 | | 0 | |
| | | 2.25 | ERR | 2.21 | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2005 DHV

| DR. MARTIN LUTHER KING | | (1) | VALRICO ROAD | | (2) |
|------------------------|--------|------|--------------|--------|-------|
| | | 0 | | 0 | |
| | | 5 | | 5 | |
| | | 0.00 | | | |
| | | 2.69 | ERR | | |
| (3) | ^ | <-- | | ^ | (2) |
| 5 | | | v | | 5 |
| 1.79 | ---- | | | ---- | 2.26 |
| (436) | | | | | |
| 591 | -----> | | | -----< | |
| 1.36 | | | | | |
| (204) | ---- | | | ---- | (281) |
| 151 | | | | | 226 |
| 0.74 | v | <-- | | v | 0.80 |
| | | (86) | | (156) | |
| | | 151 | | 269 | |
| | | 0 | | 0 | |
| | | 1.75 | ERR | 1.72 | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2025 DHV

| DR. MARTIN LUTHER KING | | (1) | VALRICO ROAD | | (2) |
|------------------------|--------|------|--------------|--------|-------|
| | | 0 | | 0 | |
| | | 5 | | 5 | |
| | | 0.00 | | | |
| | | 2.69 | ERR | | |
| (3) | ^ | <-- | | ^ | (2) |
| 5 | | | v | | 5 |
| 1.79 | ---- | | | ---- | 2.26 |
| (436) | | | | | |
| 898 | -----> | | | -----< | |
| 2.06 | | | | | |
| (204) | ---- | | | ---- | (281) |
| 231 | | | | | 343 |
| 1.13 | v | <-- | | v | 1.22 |
| | | (86) | | (156) | |
| | | 231 | | 409 | |
| | | 0 | | 0 | |
| | | 2.69 | ERR | 2.62 | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

1. The first of these is the fact that the
 2. 1950-1951 season was a very dry one
 3. and the 1952-1953 season was a very
 4. wet one. This is shown by the fact
 5. that the 1950-1951 season was the
 6. driest since 1900 and the 1952-1953
 7. season was the wettest since 1900.

8. The second of these is the fact that
 9. the 1950-1951 season was a very dry
 10. one and the 1952-1953 season was a
 11. very wet one. This is shown by the
 12. fact that the 1950-1951 season was
 13. the driest since 1900 and the 1952-1953
 14. season was the wettest since 1900.

15. The third of these is the fact that
 16. the 1950-1951 season was a very dry
 17. one and the 1952-1953 season was a
 18. very wet one. This is shown by the
 19. fact that the 1950-1951 season was
 20. the driest since 1900 and the 1952-1953
 21. season was the wettest since 1900.

22. The fourth of these is the fact that
 23. the 1950-1951 season was a very dry
 24. one and the 1952-1953 season was a
 25. very wet one. This is shown by the
 26. fact that the 1950-1951 season was
 27. the driest since 1900 and the 1952-1953
 28. season was the wettest since 1900.

29. The fifth of these is the fact that
 30. the 1950-1951 season was a very dry
 31. one and the 1952-1953 season was a
 32. very wet one. This is shown by the
 33. fact that the 1950-1951 season was
 34. the driest since 1900 and the 1952-1953
 35. season was the wettest since 1900.

PROJECT TRAFFIC FOR DR. MARTIN LUTHER KING JR. BL @ MCINTOSH ROAD : MANGO DR. OR CR 5 TO MCINTOSH ROAD

2000 ACTUAL TRAFFIC COMPARED TO 2000 DHV

| DR. MARTIN LUTHER KING | | (288) | (45) | MCINTOSH ROAD | | (83) |
|------------------------|--------|-------|------|---------------|---|------|
| | | 285 | 0.60 | | | 54 |
| | | 0.99 | | | | 0.65 |
| (173) | ^ | <--- | | ---> | ^ | (73) |
| 285 | | | v | | | 45 |
| 1.65 | ---- | | | | | 0.62 |
| (399) | | | | | | |
| 446 | -----> | | | <----- | | |
| 1.12 | | | | | | |
| (11) | ---- | | | | | (6) |
| 16 | | | ^ | | | 5 |
| 1.47 | v | <--- | | ---> | v | 0.75 |
| | | (12) | | (6) | | |
| | | 16 | (21) | | | 5 |
| | | 1.35 | 27 | | | 0.90 |
| | | | 1.28 | | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2015 DHV

| DR. MARTIN LUTHER KING | | (288) | (45) | MCINTOSH ROAD | | (83) |
|------------------------|--------|-------|------|---------------|---|------|
| | | 409 | 0.84 | | | 75 |
| | | 1.42 | | | | 0.91 |
| (173) | ^ | <--- | | ---> | ^ | (73) |
| 409 | | | v | | | 63 |
| 2.36 | ---- | | | | | 0.87 |
| (399) | | | | | | |
| 651 | -----> | | | <----- | | |
| 1.63 | | | | | | |
| (11) | ---- | | | | | (6) |
| 27 | | | ^ | | | 5 |
| 2.44 | v | <--- | | ---> | v | 0.75 |
| | | (12) | | (6) | | |
| | | 27 | (21) | | | 5 |
| | | 2.24 | 38 | | | 0.90 |
| | | | 1.79 | | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2005 DHV

| DR. MARTIN LUTHER KING | | (288) | (45) | MCINTOSH ROAD | | (83) |
|------------------------|--------|-------|------|---------------|---|------|
| | | 323 | 0.60 | | | 59 |
| | | 1.12 | | | | 0.71 |
| (173) | ^ | <--- | | ---> | ^ | (73) |
| 323 | | | v | | | 50 |
| 1.86 | ---- | | | | | 0.68 |
| (349) | | | | | | |
| 375 | -----> | | | <----- | | |
| 1.07 | | | | | | |
| (11) | ---- | | | | | (6) |
| 22 | | | ^ | | | 5 |
| 1.96 | v | <--- | | ---> | v | 0.75 |
| | | (12) | | (6) | | |
| | | 22 | (21) | | | 5 |
| | | 1.79 | 27 | | | 0.90 |
| | | | 1.28 | | | |

(XXX) - Actual
XXX - Calculated DHV
X.XX - Ratio

2000 ACTUAL TRAFFIC COMPARED TO 2025 DHV

| DR. MARTIN LUTHER KING | | (288) | (45) | MCINTOSH ROAD | | (83) |
|------------------------|--------|-------|------|---------------|---|------|
| | | 490 | 0.96 | | | 91 |
| | | 1.70 | | | | 1.10 |
| (173) | ^ | <--- | | ---> | ^ | (73) |
| 489 | | | v | | | 77 |
| 2.83 | ---- | | | | | 1.05 |
| (349) | | | | | | |
| 546 | -----> | | | <----- | | |
| 1.56 | | | | | | |
| (11) | ---- | | | | | (6) |
| 32 | | | ^ | | | 9 |
| 2.93 | v | <--- | | ---> | v | 1.50 |
| | | (12) | | (6) | | |
| | | 32 | (21) | | | 11 |
| | | 2.69 | 43 | | | 1.79 |
| | | | 2.05 | | | |

(XXX) - Actual
XXX - Calculated DHV
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.

Average Speed Exclusive of Intersection Approach Delay

Total Travel Time

$$\text{Speed} = 26.1 \text{ mph} = 38.28 \text{ ft/s}$$

$$\text{Time} = 2625 \text{ ft} / 38.28 \text{ ft/s} = 68.57 \text{ sec}$$

Intersection Delay

$$\text{Time} = 25.6 \text{ sec}$$

Non Intersection Travel Speed

$$\text{Non-Int Travel Time} = 68.57 \text{ sec} - 25.6 \text{ sec} = 42.97 \text{ sec}$$

$$\text{Speed} = 2625 \text{ ft} / 42.97 \text{ sec} = 61.09 \text{ ft/sec}$$

| Eastbound PEAK DIRECTION SPECIFIC INPUTS SR 574 | | | | | | | | | |
|---|---|--|------------------------------------|--------------------|--|---|---|---------------------------|-----------------|
| Segment | Segment AAD1
(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 | | | | | | | |
|----------------------------------|-------------------|--------------------------|------------------|---------------------------------|----------------|----------------------------|---|
| Eastbound
SR 574 | | Through
Movement | Control
Delay | Intersection
Approach
LOS | Speed
(MPH) | Arterial
Segment
LOS | |
| Segment | From To | Flow Rate | v/c Ratio | | | | |
| 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 | | | | | | | |
|----------------------------------|-----------------|--------------------------|------------------|---------------------------------|----------------|----------------------------|--|
| Westbound
SR 574 | | Through
Movement | Control
Delay | Intersection
Approach
LOS | Speed
(MPH) | Arterial
Segment
LOS | |
| Segment | From To | Flow Rate | v/c Ratio | | | | |
| 10-9 | | | | | | | |
| 9-8 | | | | | | | |
| 8-7 | | | | | | | |
| 7-6 | | | | | | | |
| 6-5 | | | | | | | |
| 5-4 | | | | | | | |
| 4-3 | | | | | | | |
| 3-2 | | | | | | | |
| 2-1 | CR 579 (Mango F | | | | | | |
| 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

$$\text{Speed} = 24.8 \text{ mph} = 36.37 \text{ ft/sec}$$

$$\text{Time} = 2625 \text{ ft} / 36.37 \text{ ft/sec} = 72.17 \text{ sec}$$

Intersection Delay

$$\text{Time} = 28.0 \text{ sec}$$

Non-Intersection Travel Speed

$$\text{Non-Int. Travel Time} = 72.17 \text{ sec} - 28.0 \text{ sec} = 44.17 \text{ sec}$$

$$\text{Speed} = 2625 \text{ ft} / 44.17 \text{ sec} = 59.43 \text{ ft/sec}$$

STATE OF NEW YORK
IN SENATE
January 10, 1907.
REPORT
OF THE
COMMISSIONERS OF THE LAND OFFICE
IN RESPONSE TO A RESOLUTION
PASSED BY THE SENATE
MAY 1, 1906.

ALBANY:
J. B. LIPPINCOTT & CO.,
PRINTERS,
1907.

THE COMMISSIONERS OF THE LAND OFFICE
HAVE THE HONOR TO ACKNOWLEDGE
THE RECEIPT OF THE REPORT
OF THE COMMISSIONERS OF THE LAND OFFICE
IN RESPONSE TO A RESOLUTION
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PRINTERS,
1907.

ALBANY:
J. B. LIPPINCOTT & CO.,
PRINTERS,
1907.

| 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 | | | | | | | |
|----------------------------------|-------------------|------------------------------------|------------------|---------------------------------|----------------|----------------------------|---|
| Eastbound
SR 574 | | Through
Movement | Control
Delay | Intersection
Approach
LOS | Speed
(MPH) | Arterial
Segment
LOS | |
| Segment | From To | Flow Rate | v/c Ratio | | | | |
| 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 | | | | | | | |
|----------------------------------|-------------------|---------------------------------------|------------------|---------------------------------|----------------|----------------------------|--|
| Westbound
SR 574 | | Through
Movement | Control
Delay | Intersection
Approach
LOS | Speed
(MPH) | Arterial
Segment
LOS | |
| Segment | From To | Flow Rate | v/c Ratio | | | | |
| 10-9 | | | | | | | |
| 9-8 | | | | | | | |
| 8-7 | | | | | | | |
| 7-6 | | | | | | | |
| 6-5 | | | | | | | |
| 5-4 | | | | | | | |
| 4-3 | | | | | | | |
| 3-2 | | | | | | | |
| 2-1 | CR 579 (Mango Rd) | | | | | | |
| Section Length:
0.497 mile(s) | | Arterial Speed = ERR mph
LOS = ERR | | | | | |

| STATION 210 | |
|-------------|-----|
| 1 | 100 |
| 2 | 100 |
| 3 | 100 |
| 4 | 100 |
| 5 | 100 |
| 6 | 100 |
| 7 | 100 |
| 8 | 100 |
| 9 | 100 |
| 10 | 100 |
| 11 | 100 |
| 12 | 100 |
| 13 | 100 |
| 14 | 100 |
| 15 | 100 |
| 16 | 100 |
| 17 | 100 |
| 18 | 100 |
| 19 | 100 |
| 20 | 100 |
| 21 | 100 |
| 22 | 100 |
| 23 | 100 |
| 24 | 100 |
| 25 | 100 |
| 26 | 100 |
| 27 | 100 |
| 28 | 100 |
| 29 | 100 |
| 30 | 100 |
| 31 | 100 |
| 32 | 100 |
| 33 | 100 |
| 34 | 100 |
| 35 | 100 |
| 36 | 100 |
| 37 | 100 |
| 38 | 100 |
| 39 | 100 |
| 40 | 100 |
| 41 | 100 |
| 42 | 100 |
| 43 | 100 |
| 44 | 100 |
| 45 | 100 |
| 46 | 100 |
| 47 | 100 |
| 48 | 100 |
| 49 | 100 |
| 50 | 100 |

| STATION 210 | |
|-------------|-----|
| 1 | 100 |
| 2 | 100 |
| 3 | 100 |
| 4 | 100 |
| 5 | 100 |
| 6 | 100 |
| 7 | 100 |
| 8 | 100 |
| 9 | 100 |
| 10 | 100 |
| 11 | 100 |
| 12 | 100 |
| 13 | 100 |
| 14 | 100 |
| 15 | 100 |
| 16 | 100 |
| 17 | 100 |
| 18 | 100 |
| 19 | 100 |
| 20 | 100 |
| 21 | 100 |
| 22 | 100 |
| 23 | 100 |
| 24 | 100 |
| 25 | 100 |
| 26 | 100 |
| 27 | 100 |
| 28 | 100 |
| 29 | 100 |
| 30 | 100 |
| 31 | 100 |
| 32 | 100 |
| 33 | 100 |
| 34 | 100 |
| 35 | 100 |
| 36 | 100 |
| 37 | 100 |
| 38 | 100 |
| 39 | 100 |
| 40 | 100 |
| 41 | 100 |
| 42 | 100 |
| 43 | 100 |
| 44 | 100 |
| 45 | 100 |
| 46 | 100 |
| 47 | 100 |
| 48 | 100 |
| 49 | 100 |
| 50 | 100 |

| STATION 210 | |
|-------------|-----|
| 1 | 100 |
| 2 | 100 |
| 3 | 100 |
| 4 | 100 |
| 5 | 100 |
| 6 | 100 |
| 7 | 100 |
| 8 | 100 |
| 9 | 100 |
| 10 | 100 |
| 11 | 100 |
| 12 | 100 |
| 13 | 100 |
| 14 | 100 |
| 15 | 100 |
| 16 | 100 |
| 17 | 100 |
| 18 | 100 |
| 19 | 100 |
| 20 | 100 |
| 21 | 100 |
| 22 | 100 |
| 23 | 100 |
| 24 | 100 |
| 25 | 100 |
| 26 | 100 |
| 27 | 100 |
| 28 | 100 |
| 29 | 100 |
| 30 | 100 |
| 31 | 100 |
| 32 | 100 |
| 33 | 100 |
| 34 | 100 |
| 35 | 100 |
| 36 | 100 |
| 37 | 100 |
| 38 | 100 |
| 39 | 100 |
| 40 | 100 |
| 41 | 100 |
| 42 | 100 |
| 43 | 100 |
| 44 | 100 |
| 45 | 100 |
| 46 | 100 |
| 47 | 100 |
| 48 | 100 |
| 49 | 100 |
| 50 | 100 |

| STATION 210 | |
|-------------|-----|
| 1 | 100 |
| 2 | 100 |
| 3 | 100 |
| 4 | 100 |
| 5 | 100 |
| 6 | 100 |
| 7 | 100 |
| 8 | 100 |
| 9 | 100 |
| 10 | 100 |
| 11 | 100 |
| 12 | 100 |
| 13 | 100 |
| 14 | 100 |
| 15 | 100 |
| 16 | 100 |
| 17 | 100 |
| 18 | 100 |
| 19 | 100 |
| 20 | 100 |
| 21 | 100 |
| 22 | 100 |
| 23 | 100 |
| 24 | 100 |
| 25 | 100 |
| 26 | 100 |
| 27 | 100 |
| 28 | 100 |
| 29 | 100 |
| 30 | 100 |
| 31 | 100 |
| 32 | 100 |
| 33 | 100 |
| 34 | 100 |
| 35 | 100 |
| 36 | 100 |
| 37 | 100 |
| 38 | 100 |
| 39 | 100 |
| 40 | 100 |
| 41 | 100 |
| 42 | 100 |
| 43 | 100 |
| 44 | 100 |
| 45 | 100 |
| 46 | 100 |
| 47 | 100 |
| 48 | 100 |
| 49 | 100 |
| 50 | 100 |

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=Pre-timed, A=Actuated, S=Semi-actuated |
| System Cycle Length | 150 | |
| Weighted Through Movement g/C | 0.45 | |

Average Speed Exclusive of Intersection
Approach Delay

Total Travel Time

$$\text{Speed} = 23.5 \text{ mph} = 34.47 \text{ ft/sec}$$

$$\text{Time} = 2625 \text{ ft} / 34.47 \text{ ft/sec} = 76.15 \text{ sec}$$

Intersection Delay

$$\text{Time} = 31.3 \text{ sec}$$

Non-Intersection Travel Speed

$$\text{Non-Int. Travel Time} = 76.15 \text{ sec} - 31.3 \text{ sec} = 44.85 \text{ sec}$$

$$\text{Speed} = 2625 \text{ ft} / 44.85 \text{ sec} = 58.53 \text{ ft/sec}$$

| 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 | | | | | | | |
|----------------------------------|-------------------|------------------------------------|---------------------|-----------|------------------|-----------------|-----------------------|
| Eastbound
SR 574 | | | Through
Movement | | | Intersection | Arterial |
| Segment | From | To | Flow Rate | v/c Ratio | Control
Delay | Approach
LOS | Speed
(MPH)
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 | | | | | | | 2,625 | | | | | | | | |
| 9-8 | | | | | | | | | | | | | | | |
| 8-7 | | | | | | | | | | | | | | | |
| 7-6 | | | | | | | | | | | | | | | |
| 6-5 | | | | | | | | | | | | | | | |
| 5-4 | | | | | | | | | | | | | | | |
| 4-3 | | | | | | | | | | | | | | | |
| 3-2 | | | | | | | | | | | | | | | |
| 2-1 | | 0 | | | | | | | | | | | | | |

| OFF-PEAK DIRECTION RESULTS | | | | | | | | |
|---------------------------------|------|-----------------|---------------------------------------|-----------|------------------|--------------------------|-------|---------------------|
| Westbound
SR 574 | | | Through
Movement | | | Intersection
Approach | Speed | Arterial
Segment |
| Segment | From | To | Flow Rate | v/c Ratio | Control
Delay | LOS | (MPH) | LOS |
| 10-9 | | | | | | | | |
| 9-8 | | | | | | | | |
| 8-7 | | | | | | | | |
| 7-6 | | | | | | | | |
| 6-5 | | | | | | | | |
| 5-4 | | | | | | | | |
| 4-3 | | | | | | | | |
| 3-2 | | | | | | | | |
| 2-1 | | CR 579 (Mangc R | | | | | | |
| Section Length:
0.497 miles) | | | Arterial Speed = ERR mph
LOS = ERR | | | | | |

1. The first section of the report
 describes the general situation
 and the results of the survey.
 It is divided into two parts:
 (a) The first part describes the
 general situation and the results
 of the survey.
 (b) The second part describes the
 results of the survey.

2. The second section of the report
 describes the results of the survey.
 It is divided into two parts:
 (a) The first part describes the
 results of the survey.
 (b) The second part describes the
 results of the survey.

3. The third section of the report
 describes the results of the survey.
 It is divided into two parts:
 (a) The first part describes the
 results of the survey.
 (b) The second part describes the
 results of the survey.

4. The fourth section of the report
 describes the results of the survey.
 It is divided into two parts:
 (a) The first part describes the
 results of the survey.
 (b) The second part describes the
 results of the survey.

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=Pre-timed, 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

$$\text{Speed} = 11.1 \text{ mph} = 16.28 \text{ ft/sec}$$

$$\text{Time} = 2625 \text{ ft} / 16.28 \text{ ft/sec} = 161.24 \text{ sec}$$

Intersection Delay

$$\text{Time} = 114.6 \text{ sec.}$$

Non-Intersection Travel speed

$$\text{Non-Int. Travel Time} = 161.24 \text{ sec} - 114.6 \text{ sec} = 46.4 \text{ sec}$$

$$\text{Speed} = 2625 \text{ ft} / 46.4 \text{ sec} = 56.57 \text{ ft/sec}$$

ART PLAN 7.1

Department of Interior
Bureau of Land Management
Washington, D.C. 20240

Project Name: [illegible]
Project Number: [illegible]
Project Location: [illegible]
Project Status: [illegible]
Project Date: [illegible]

Project Description: [illegible]
Project Objectives: [illegible]
Project Results: [illegible]

Project Summary: [illegible]
Project Details: [illegible]
Project Notes: [illegible]

Project Conclusion: [illegible]
Project Recommendations: [illegible]

Project Appendix: [illegible]
Project References: [illegible]
Project Acknowledgments: [illegible]

| 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 | | Through
Movement | v/c Ratio | Control
Delay | Intersection
Approach | Speed | Arterial
Segment |
| | From | To | Flow Rate | | | LOS | (MPH) | LOS |
| 1-2 | CR 579 (Mango Rd) | | 2739 | 1.18 | 114.6 | F | 11.1 | F |
| 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 | | | | | | 2,625 | |
| 9-8 | | | | | | | |
| 8-7 | | | | | | | |
| 7-6 | | | | | | | |
| 6-5 | | | | | | | |
| 5-4 | | | | | | | |
| 4-3 | | | | | | | |
| 3-2 | | | | | | | |
| 2-1 | 0 | | | | | | |

| Westbound | | OFF-PEAK DIRECTION RESULTS | | | | | | |
|-------------------------------|-------------------|----------------------------|-----------|---------|-----|-----------------------|-----|------------------|
| SR 574 | | Through Movement | | Control | | Intersection Approach | | Arterial Segment |
| Segment | From To | Flow Rate | v/c Ratio | Delay | LOS | Speed (MPH) | LOS | |
| 10-9 | | | | | | | | |
| 9-8 | | | | | | | | |
| 8-7 | | | | | | | | |
| 7-6 | | | | | | | | |
| 6-5 | | | | | | | | |
| 5-4 | | | | | | | | |
| 4-3 | | | | | | | | |
| 3-2 | | | | | | | | |
| 2-1 | CR 579 (Mango Rd) | | | | | | | |
| Section Length: 0.497 mile(s) | | Arterial Speed = ERR mph | | | | | | |
| | | LOS = ERR | | | | | | |

UNITED STATES DEPARTMENT OF AGRICULTURE

Report of the
 Commissioner of the General Land Office
 to the President of the United States
 for the year ending June 30, 1902

| REVENUE | |
|-------------------|--------------------|
| Land sales | \$1,234,567 |
| Mineral royalties | \$567,890 |
| Timber royalties | \$345,678 |
| Other | \$123,456 |
| Total | \$2,261,591 |

| EXPENDITURES | |
|------------------------|--------------------|
| General administration | \$1,234,567 |
| Land acquisition | \$567,890 |
| Mineral leasing | \$345,678 |
| Timber leasing | \$123,456 |
| Total | \$2,261,591 |

| ASSETS | |
|----------------|--------------------|
| Land | \$1,234,567 |
| Mineral rights | \$567,890 |
| Timber rights | \$345,678 |
| Other | \$123,456 |
| Total | \$2,261,591 |

| LIABILITIES | |
|---------------------|--------------------|
| Accounts payable | \$1,234,567 |
| Accounts receivable | \$567,890 |
| Other | \$345,678 |
| Total | \$2,148,135 |

**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 intersection. 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

DATA FOR THE HEARING TEST

June 1971

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

10

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:
PREPARED BY:

Jun-00
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 1 LEGISLATIVE DATA FORM

DATE
PREPARED BY

| NAME | | ADDRESS | | CITY | | STATE | | ZIP | |
|------|--|---------|--|------|--|-------|--|-----|--|
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DISTRICT 7 PD&E TRAFFIC DATA FOR NOISE STUDIES

DATE:
PREPARED BY:

Jun-00
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 |

TRAFFIC DATA FOR DISTRICT

DATE: 10/15/68

100-370
100-371
100-372

100-373
100-374
100-375

100-376
100-377
100-378

| DATE | TIME | VEHICLE TYPE | DRIVER | DESTINATION | ORIGIN |
|----------|-------|--------------|----------|-------------|--------|
| 10/15/68 | 10:00 | Car | John Doe | Home | Work |
| 10/15/68 | 10:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 10:30 | Car | John Doe | Home | Work |
| 10/15/68 | 10:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 11:00 | Car | John Doe | Home | Work |
| 10/15/68 | 11:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 11:30 | Car | John Doe | Home | Work |
| 10/15/68 | 11:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 12:00 | Car | John Doe | Home | Work |
| 10/15/68 | 12:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 12:30 | Car | John Doe | Home | Work |
| 10/15/68 | 12:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 13:00 | Car | John Doe | Home | Work |
| 10/15/68 | 13:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 13:30 | Car | John Doe | Home | Work |
| 10/15/68 | 13:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 14:00 | Car | John Doe | Home | Work |
| 10/15/68 | 14:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 14:30 | Car | John Doe | Home | Work |
| 10/15/68 | 14:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 15:00 | Car | John Doe | Home | Work |
| 10/15/68 | 15:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 15:30 | Car | John Doe | Home | Work |
| 10/15/68 | 15:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 16:00 | Car | John Doe | Home | Work |
| 10/15/68 | 16:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 16:30 | Car | John Doe | Home | Work |
| 10/15/68 | 16:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 17:00 | Car | John Doe | Home | Work |
| 10/15/68 | 17:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 17:30 | Car | John Doe | Home | Work |
| 10/15/68 | 17:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 18:00 | Car | John Doe | Home | Work |
| 10/15/68 | 18:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 18:30 | Car | John Doe | Home | Work |
| 10/15/68 | 18:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 19:00 | Car | John Doe | Home | Work |
| 10/15/68 | 19:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 19:30 | Car | John Doe | Home | Work |
| 10/15/68 | 19:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 20:00 | Car | John Doe | Home | Work |
| 10/15/68 | 20:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 20:30 | Car | John Doe | Home | Work |
| 10/15/68 | 20:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 21:00 | Car | John Doe | Home | Work |
| 10/15/68 | 21:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 21:30 | Car | John Doe | Home | Work |
| 10/15/68 | 21:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 22:00 | Car | John Doe | Home | Work |
| 10/15/68 | 22:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 22:30 | Car | John Doe | Home | Work |
| 10/15/68 | 22:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 23:00 | Car | John Doe | Home | Work |
| 10/15/68 | 23:15 | Truck | John Doe | Home | Work |
| 10/15/68 | 23:30 | Car | John Doe | Home | Work |
| 10/15/68 | 23:45 | Truck | John Doe | Home | Work |
| 10/15/68 | 24:00 | Car | John Doe | Home | Work |

DISTRICT 7 PD&E TRAFFIC DATA FOR NOISE STUDIES

DATE:
PREPARED BY:

Jun-00
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

Location: MLK and Mango
 Analyst: MSI Engineering
 Date: 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 | |
| Volume | 301 | 1699 | 48 | 27 | 1426 | 230 | 48 | 27 | 32 | 274 | 27 | 301 |
| Line 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 |

Duration: 1.00 Area Type: All other areas

Signal Operations

| Phase 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 | | |
| Green | 31.0 | 67.0 | | | | | 21.0 | 11.0 | |
| Yellow | 3.0 | 3.0 | | | | | 3.0 | 3.0 | |
| Red | 2.0 | 2.0 | | | | | 2.0 | 2.0 | |
| Cycle Length: 150.0 | secs | | | | | | | | |

Intersection Performance Summary

| Approach | Lane Group | Capacity | Adj Sat Flow Rate (s) | Ratios | | Lane Group | | Approach | |
|------------|------------|----------|-----------------------|--------|-------|------------|-----|----------|-----|
| | | | | v/c | g/c | Delay | LOS | Delay | LOS |
| Eastbound | 1132 | | | 0.28 | 0.687 | 11.0 | B | | |
| | 2987 | 6687 | | 0.62 | 0.447 | 32.1 | C | 29.0 | C |
| Westbound | 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 | | |
| Northbound | 76 | 1031 | | 0.67 | 0.073 | 90.4 | F | | |
| | 125 | 1710 | | 0.50 | 0.073 | 69.9 | E | 79.2 | E |
| Southbound | 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
 Suite 210
 Tampa, FL 33617
 Phone: 813-988-4242
 Email: tstukes@msifl.com

Fax: 813-988-4314

OPERATIONAL ANALYSIS

Intersection: MLK and Mango
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2005 PM peak Build, 8L
 Date: 6/00
 East/West Street Name: Dr. MLK Jr. Blvd
 North/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 |
| 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

er: 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 | | | | | | | | | | |
| 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 | | | | | |
| 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 | | Lane Group | | Approach | |
| | | | v/c | g/C | Delay | LOS | Delay | LOS |
| Eastbound | | | | | | | | |
| | 1548 | | 0.20 | 0.708 | 12.3 | B | | |
| | 2090 | 5015 | 0.88 | 0.417 | 37.2 | D | 33.6 | C |
| Westbound | | | | | | | | |
| | 528 | | 0.05 | 0.708 | 12.9 | B | | |
| | 2055 | 4931 | 0.85 | 0.417 | 35.3 | D | 34.9 | C |
| Northbound | | | | | | | | |
| | 64 | 308 | 0.80 | 0.208 | 109.2 | F | | |
| | 356 | 1710 | 0.17 | 0.208 | 39.3 | D | 70.8 | E |
| Southbound | | | | | | | | |
| | 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
 07 N 56th Street
 te 210
 a, FL 33617
 ne: 813-988-4242
 ail: tstukes@msifl.com

Fax: 813-988-4314

OPERATIONAL ANALYSIS

Intersection: MLK and Mango
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2005 PM peak No Build
 Date: 6/00
 East/West Street Name: Dr. MLK Jr. Blvd
 North/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 |
| 15 Vol | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Ln Vol | 79 | 447 | 13 | 7 | 375 | 61 | 13 | 7 | 8 | 72 | 7 | 79 |
| Grade | 0 | | | 0 | | | 0 | | | 0 | | |
| Real 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 | |
| OR 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.

| Intersection Performance Summary | | | | | | | | |
|----------------------------------|-----------------------|-----------|-------|----------------------|-----|----------|-----|--|
| Lane Group Capacity | Adj Sat Flow Rate (s) | Ratios | | Lane Group | | Approach | | |
| | | v/c | g/c | Delay | LOS | Delay | LOS | |
| bound | | | | | | | | |
| 703 | 3400 | 0.68 | 0.207 | 57.8 | E | 45.6 | D | |
| 2999 | 6715 | 0.91 | 0.447 | 44.1 | D | | | |
| 700 | 1568 | 0.11 | 0.447 | 24.3 | C | | | |
| bound | | | | | | | | |
| 434 | | 0.10 | 0.687 | 20.3 | C | 33.2 | C | |
| 2999 | 6715 | 0.77 | 0.447 | 36.2 | D | | | |
| 972 | 1568 | 0.33 | 0.620 | 13.9 | B | | | |
| hbound | | | | | | | | |
| 99 | 1356 | 0.80 | 0.073 | 112.3 | F | 102.9 | F | |
| 126 | 1714 | 0.76 | 0.073 | 95.2 | F | | | |
| hbound | | | | | | | | |
| 481 | 3433 | 0.90 | 0.140 | 87.4 | F | 56.5 | E | |
| 460 | 1863 | 0.10 | 0.247 | 43.7 | D | | | |
| 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

Intersection: MLK and Mango
 City/State: Tampa / Florida
 Analyst: MSI Engineering
 Project No: C099109.00
 Time Period Analyzed: 2025 PM peak, 8L
 Date: 5/23/00
 East/West Street Name: Dr. MLK Jr. Blvd
 North/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 |
| Flow | 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 | | |
| Real Sat | 1900 | 1900 | 1900 | 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 | 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 |
| OR Vol | | | 0 | | | 34 | | | 0 | | | 0 |
| j Flow | 481 | 2740 | 79 | 43 | 2299 | 325 | 79 | 96 | | 431 | 45 | 481 |
| hSharedLn | | | | | | | | | | | | |
| op Turns | | | | | | | | | 0.53 | | | |
| nPeds | | | 0 | | | 0 | | | 0 | | | 0 |
| nBus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |

ration 1.00 Area Type: All other areas

Statement of Expenses

18-25

1. 100.00
 2. 100.00
 3. 100.00
 4. 100.00
 5. 100.00
 6. 100.00
 7. 100.00
 8. 100.00
 9. 100.00
 10. 100.00

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100.00

and Total All other items

HCS: Signalized Intersections Release 3.1c

r: MLK and Mango
 yst: MSI Engineering
 e: 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 |
| Config | L | TR | | L | TR | | L | TR | | L | TR | |
| Volume | 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 | | | | | | | | | | |
| 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 | | | | | |
| Length: | 120.0 | secs | | | | | | | | | | |

Intersection Performance Summary

| Lane Group | Capacity | Adj Sat Flow Rate (s) | Ratios | | Lane Group | | Approach | |
|------------|----------|-----------------------|--------|-------|------------|-----|----------|-----|
| | | | v/c | g/c | Delay | LOS | Delay | 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 |
| bound | 62 | 298 | 1.27 | 0.208 | 651.3 | F | | |
| | 357 | 1714 | 0.27 | 0.208 | 40.2 | D | 316.1 | F |
| bound | 266 | 1276 | 1.62 | 0.208 | | | | |
| | 335 | 1607 | 1.57 | 0.208 | | | | |

Intersection Delay = (sec/veh) Intersection LOS =

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OPERATIONAL ANALYSIS

Intersection: 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

