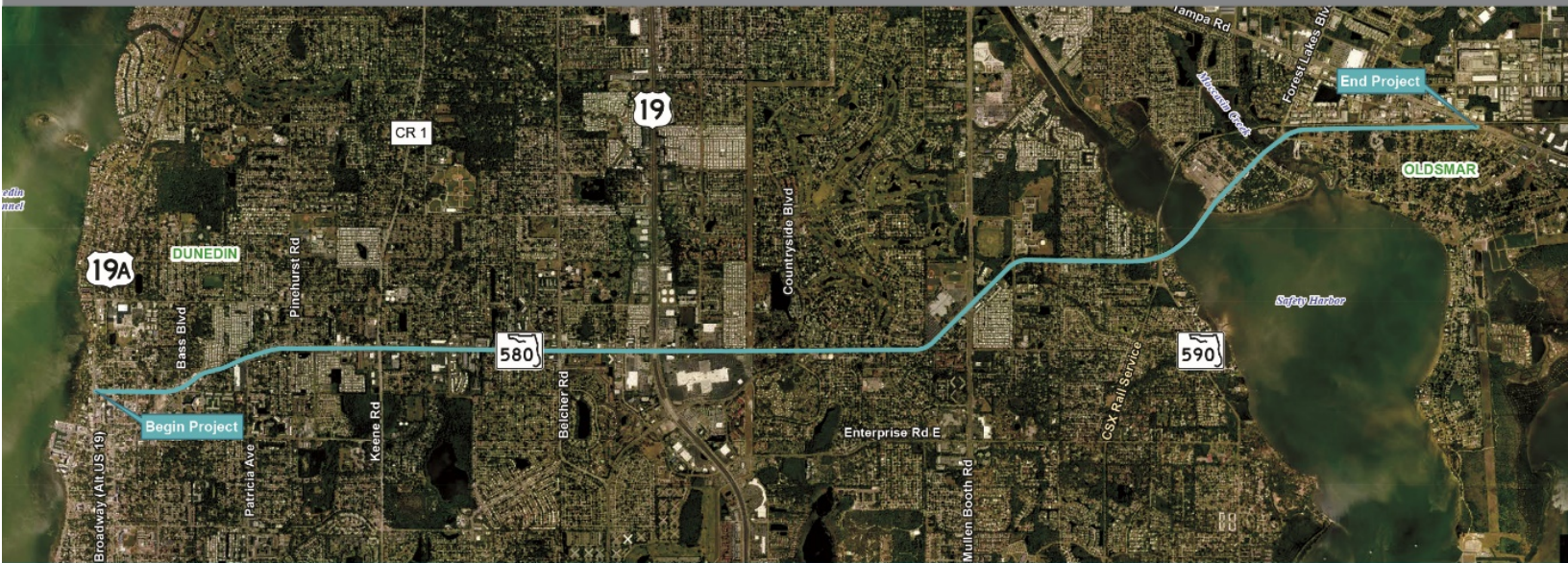




FROM ALT. US 19/SR 595/BROADWAY TO TAMPA ROAD



EXISTING CONDITIONS REPORT



Pinellas County
FPID: 259109-1-12-27
August 2021

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, has initiated the SR 580 Corridor Planning and Concept Development Study to evaluate potential safety and mobility concerns along SR 580 from Alternate US 19 to Tampa Road in Pinellas County through several local communities. The goal of the study is to explore typical section options, and identify potential improvement alternatives. To realize this goal, FDOT combined engineering and environmental analysis with a public outreach program that included a Project Advisory Group (PAG) of local partner agency representatives, an Alternatives Public Meeting and other public outreach activities (i.e., MPO meetings, public website, and stakeholder meetings). During this study the project issues will be addressed and the study process will provide the data collection, analysis, assessment and eventual recommendations to meet future traffic demand, accommodate all users, and achieve the corridor vision will be established. This report is the first of several documents to establish the current and future conditions and determine what feasible and viable actions are needed to improve safety and mobility along the project corridor.

The study area extends 8.5 miles along SR 580 and varies from a four-lane undivided roadway to a six-lane roadway and multimodal amenities throughout its entirety. Vehicular traffic is high, with average annual daily traffic (AADT) in specific segments of the corridor exceeding 48,000 vehicles per day. This high number of vehicles regularly mixes in the corridor with bicycle traffic, pedestrians, multiple bus routes, access to community services, as well as Countryside Mall and Countryside High School. There are bike lanes and sidewalks along the corridor, with a few minor exceptions. Crashes frequently occur along the corridor, but are concentrated in the center of the study area, near the Keene Road and US 19 intersections. There are relatively high pedestrian and bicyclist crashes also near the SR 580, with dense clusters also near the Keene Road and US 19 intersections.

Existing transportation deficiencies and community input should help define the desired future evolution of the corridor related to accessibility and connectivity, economic development, land use, mobility, and safety. Safety, above all else, is known to be one of the community's top concerns. The community's priorities will be documented and summarized during the study.

The study team will consider a wide range of potential improvements for consistency with the established vision and ability to address deficiencies. Viable alternatives will be presented to the PAG and at the Alternatives Public Meeting. The feedback from these meetings will help shape the proposed improvements that will be developed for further evaluation or development in coordination with partner agencies.

Potential proposed improvements could include a variety of vehicular, pedestrian, bicycle and transit enhancements. These enhancements and improvements will be determined during the study with the local agencies and other stakeholders through the public involvement program.

Some of these proposed improvements may require acquiring additional ROW and would first need to be further evaluated in a Project Development and Environment (PD&E) Study, which is not currently funded. Therefore, the totality of the proposed improvements detailed above are considered a long-

term investment. In an effort to actively advance the corridor improvements towards the project goal, an implementation strategy will be developed that identify those which could be advanced in the near- and mid-term, independent of a PD&E Study.

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APPENDIX D	LOS Year 2020 SYNCHRO Output

SECTION 1 INTRODUCTION

1.1 REPORT PURPOSE

The purpose of this *Existing Conditions Report* is to identify all existing infrastructure, amenities, physical and natural features that are currently available for the State Road 580 (SR 580) within the project limits from Alternate US 19 to Tampa Road. This report will assess the existing conditions, identify existing issues, as well as help define potential problems and opportunities that will be analyzed and investigated in the alternatives phase of this project.

1.2 PROJECT LOCATION

The SR 580 Corridor Planning and Concept Development Study represents the opportunity to engage local and regional project stakeholders in the identification of issues, establishment of planning goals, and visioning leading to the identification of potential improvement alternatives.

Beginning at Alternate US 19 in the City of Dunedin, SR 580 is a four-lane divided urban arterial for almost a mile then transitions to a four-lane undivided urban arterial to the cross street of Pinehurst Road where an additional through lane is added in each direction of SR 580 for a total of six lanes. The six-lane SR 580 continues east until just west of SR 590/Philippe Parkway where a through lane drops in each direction to a four-lane facility and continues to the end of the project at Tampa Road. Daily traffic volumes ranged from 10,800 vehicles per day to 48,500 vehicles per day along the corridor in the year 2018. The total length of the corridor is approximately 8.5 miles. The corridor features sidewalks on both sides of the roadway, with a few exceptions. Bike lanes are present on both sides of SR 580 from Alternate US 19 to Countryside Boulevard.

The project study area is shown on **Figure 1-1**.

1.3 STUDY BACKGROUND AND PURPOSE

The SR 580 Corridor Planning and Concept Development Study will be conducted in two phases. Phase I will focus on the Defining the Problem which will include the collection and assessment of the existing conditions, and then will define the Purpose and Need. The Purpose and Need will help to determine which intersections, roadways segments and multimodal transportation facilities must be further analyzed in Phase II. The future traffic volumes and SYNCHRO network will be developed during Phase I.

Phase II will involve conducting detailed operational analysis, such as SYNCHRO and Highway Capacity Manual (HCM), on the selected intersections, roadways segments and multimodal facilities. Phase II will ultimately focus on developing alternatives for the transportation facilities, discussed in Phase I. Phase II work activities may be expanded after the locations for further evaluation are selected at the end of Phase I activities.

It is important to note that Pinellas County and Forward Pinellas support Vision Zero. Vision Zero is a policy that establishes a goal of reducing traffic fatalities and serious injuries to zero. Forward Pinellas

discusses Vision Zero transportation safety philosophy in their Safe Streets Pinellas effort. Other previous and adjacent studies for the SR 580 corridor are listed in **Section 2.0**.

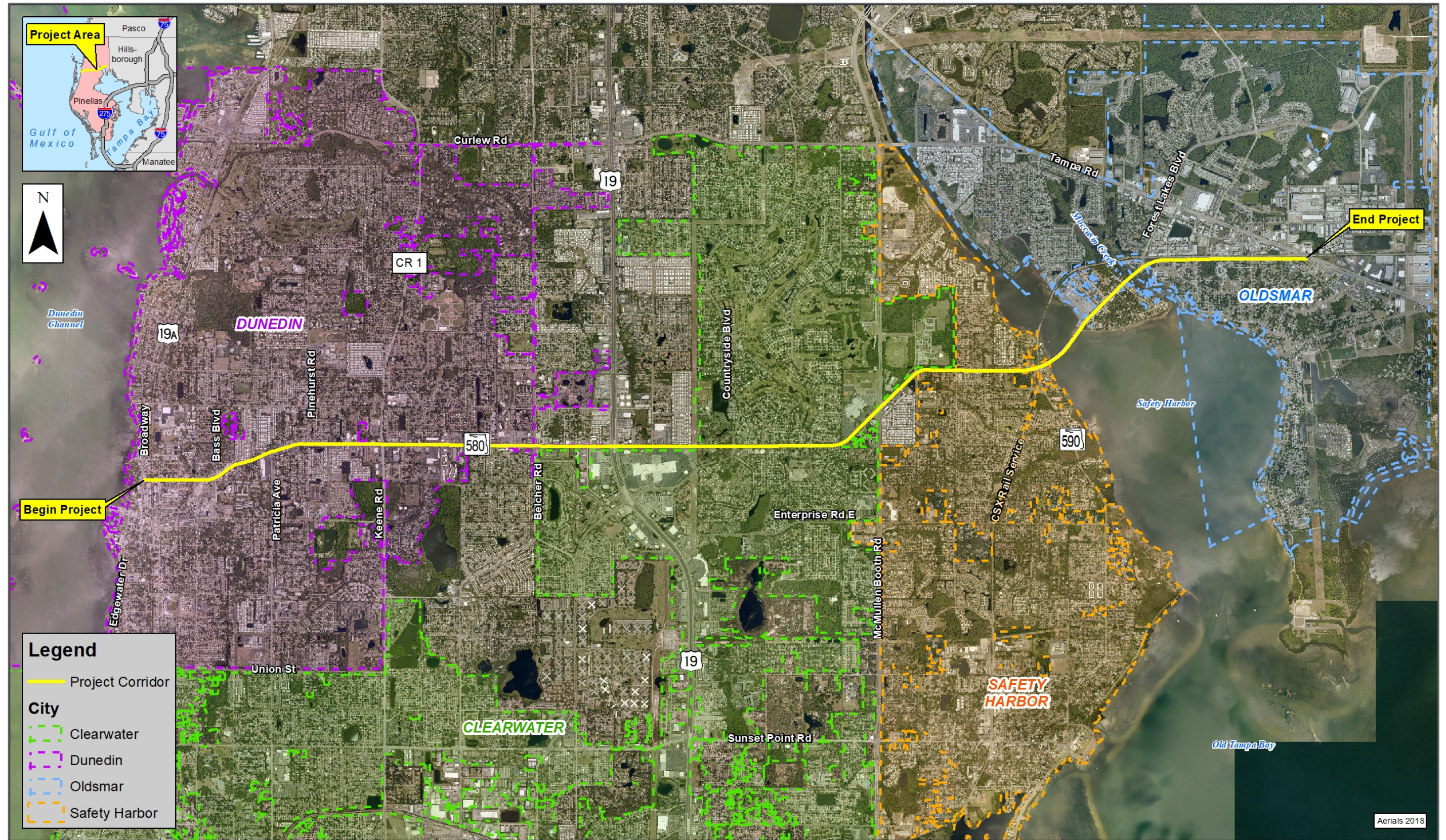


Figure 1-1 Project Location Map

During both phases of the study, collaboration with the public and project stakeholders will be conducted for input into the development of the Corridor Alternatives and Strategies Summary. This collaboration and public involvement is an essential part of this project. A Project Advisory Group (PAG) comprised of public agency stakeholders has been established to help with the planning process. For this project, the PAG includes elected officials and representatives from Forward Pinellas, the Cities of Dunedin, Clearwater, Safety Harbor, Oldsmar, and unincorporated portions of Pinellas County, as well as the Pinellas Community Traffic Safety Team. Public meetings involving local residents, businesses and property owners will also be incorporated into the study. Additionally, previous studies, improvement plans, as well as existing vehicular, pedestrian and bicycle traffic, and transit facilities will be assessed, as part of the analysis. This project will be coordinated with other ongoing studies such as the *Dunedin Multimodal Plan*.

1.4 DESIGN CONTROLS AND STANDARDS

The applicable design controls and standards from the following manuals and guidelines have been followed for the development of the SR 580 project corridor.

- Florida Statutes
- Florida Administrative Codes
- Federal Regulations, U.S. Codes, and Technical Advisories
- FDOT PD&E Manual
- FDOT Sociocultural Effects Evaluation Handbook
- FDOT Public Involvement Handbook
- FDOT Design Manual (FDM)
- FDOT Interchange Access Request User's Guide
- Transportation Research Board (TRB) Highway Capacity Manual (HCM)
- FDOT Manual on Uniform Traffic Studies (MUTS)
- Federal Highway Administration Manual of Uniform Traffic Control Devices (MUTCD)
- FDOT Minimum Standards for Design, Construction, and Maintenance Streets and Highways, (Florida Greenbook)
- AASHTO A Policy on Geometric Design of Highways and Streets
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO Guide for the Development of Pedestrian Facilities
- AASHTO Highway Safety Manual (HSM)
- FDOT Right of Way Mapping Handbook
- FDOT Right of Way Procedures Manual
- FDOT Survey and Mapping Handbook
- FDOT Soils and Foundation Handbook

- FDOT Electronic Field Book (EFB) User Handbook
- Pinellas County Stormwater Technical Guidance
- FDOT Drainage Manual
- FDOT Drainage Design Guide
- FDOT Structures Manual
- FDOT CADD Manual
- FDOT Quality / Level of Service Handbook
- FDOT Project Traffic Forecasting Handbook & Project Traffic Forecasting Procedure No. 525-030-120
- FDOT Traffic Analysis Handbook
- FDOT Basis of Estimates Manual
- FDOT Traffic Engineering Manual

SECTION 2 REVIEW OF PREVIOUS STUDIES AND TRANSPORTATION PLANS

This section summarizes nine previous studies completed within the study area. **Table 2-1** lists these completed studies by name, date, overview and the organization/municipality that completed the study. **Figure 2-1** shows the locations of the previous and adjacent studies/projects.

Currently, the subject SR 580 corridor study is not listed on the *Forward Pinellas 2045 Long Range Transportation Plan (LRTP)*, or Cost Feasible list of projects for Pinellas County, but the SR 580 corridor is on the Forward Pinellas priority list. The SR 580 corridor is listed in the *Safe Streets Pinellas Action Plan* adopted March 2021. The *Safe Streets Pinellas Action Plan* includes a High-Injury Network which identifies transportation corridors with the highest levels of fatal and serious crashes for people walking, riding bikes, and in vehicles. SR 580 from Keene Road to McMullen Booth Road is listed on the High-Injury Network. *Advantage Pinellas* outlines the county's Investment Corridor Strategy and has SR 580 identified as priority investment corridor.

Table 2-1 Summary of Previous Studies Transportation

Organization	Plan/Study	Figure 2-1 ID	Date	Overview
FDOT	District-Wide Traffic Signal Retiming SR 580/Main Street Section 15070-000 Intersection Operation Reviews	C	March 2018	The Florida Department of Transportation, District Seven, requested their Districtwide Traffic Signal Retiming consultant to review operational concerns raised by the City of Dunedin pertaining to four intersections along State Road 580 / Main Street. The four intersections reviewed include Keene Road, Virginia Street, Overcash Drive and Pinewood Drive. In the area being studied, SR 580 is a six-lane roadway with a center two-way left turn lane.
FDOT	US 19 Frontage Roads	B	June 2020	The Florida Department of Transportation, District Seven, is conducting a safety action plan along the US 19 frontage roads. The western limit of this project are just north of the frontage roads on SR 580. The project is being undertaken to evaluate possible changes to improve multimodal safety, operations, and connectivity. This study will also provide the local municipality's recommendations for land use changes that may help facilitate the recommended improvements.
USF	A Multimodal Approach to SR 580 in Dunedin/ SR 580 Corridor Assessment	D	February 2018	This analysis was conducted by USF graduate students as part of the Community Sustainability Partnership Program (CSPP). The analysis focused on the SR 580 corridor between Keene Road and Belcher Road, which identified existing conditions, proposed corridor management, and implementation strategies for improving the compatibility of a multimodal transit network along the corridor.
City of Dunedin	Skinner Boulevard (SR 580) Complete Streets Concept Planning Application	A-1	December 2017	This application for FDOT's Complete Streets concept planning program was submitted by the City of Dunedin for the Skinner Boulevard (SR 580) Corridor from US Alt. 19 to Bass Boulevard. Existing conditions of adjacent land uses and current multi-modal and pedestrian facilities were examined to support the Complete Streets concept. Currently, the FDOT is moving forward with a lane elimination within this corridor to implement the Complete Streets vision.
City of Dunedin	SR 580 Corridor Study	E	June 2012	This analysis was presented in a City Commission workshop dated June 12, 2012. The limits of the analysis are from US Alt. 19 to Belcher Road. The analysis identified strengths and weaknesses of the existing conditions and gave recommendations in coordination with the redevelopment vision focusing on office space and multi-family density housing along the corridor.
City of Dunedin	SR 580 Safety Enhancements	F	December 2010	This study was a safety study from US Alt 19 to just west of US 19, and the study focused on pedestrian refuge islands and intersection improvements. The project was divided into three segments, which included US Alt 19 to Main Street, Main Street to Pinehurst Road, and Pinehurst Road to just west of US 19.

Organization	Plan/Study	Figure 2-1 ID	Date	Overview
City of Dunedin	Douglas Avenue Corridor Study	G	March 2009	This 1.36-mile long study stretches from Skinner Boulevard to Union Street in Dunedin. The corridor was identified with the Dunedin Community Visioning Document (2005) as an “area of primary concern” for future redevelopment. The purpose was to identify land uses adjacent to the project corridor and create a market-driven redevelopment strategy to accommodate a range of new services respectful to the adjoining areas.
City of Dunedin	Patricia Avenue Corridor Study	H	March 2009	This 1.46-mile long study begins at Main Street/SR 580 and ends at Union Street in Dunedin. The corridor was identified with the Dunedin Community Visioning Document (2005) as an “area of primary concern” for future redevelopment. The purpose was to identify land uses adjacent to the project corridor and create a market-driven redevelopment strategy to accommodate a range of new services respectful to the adjoining areas.
FDOT	SR 580	I	March 1979	This study identified existing conditions for the previous two lane facility when expanded into a six lane divided facility. The project limits extend from US Alt. 19 to SR 589 (Memorial Highway).

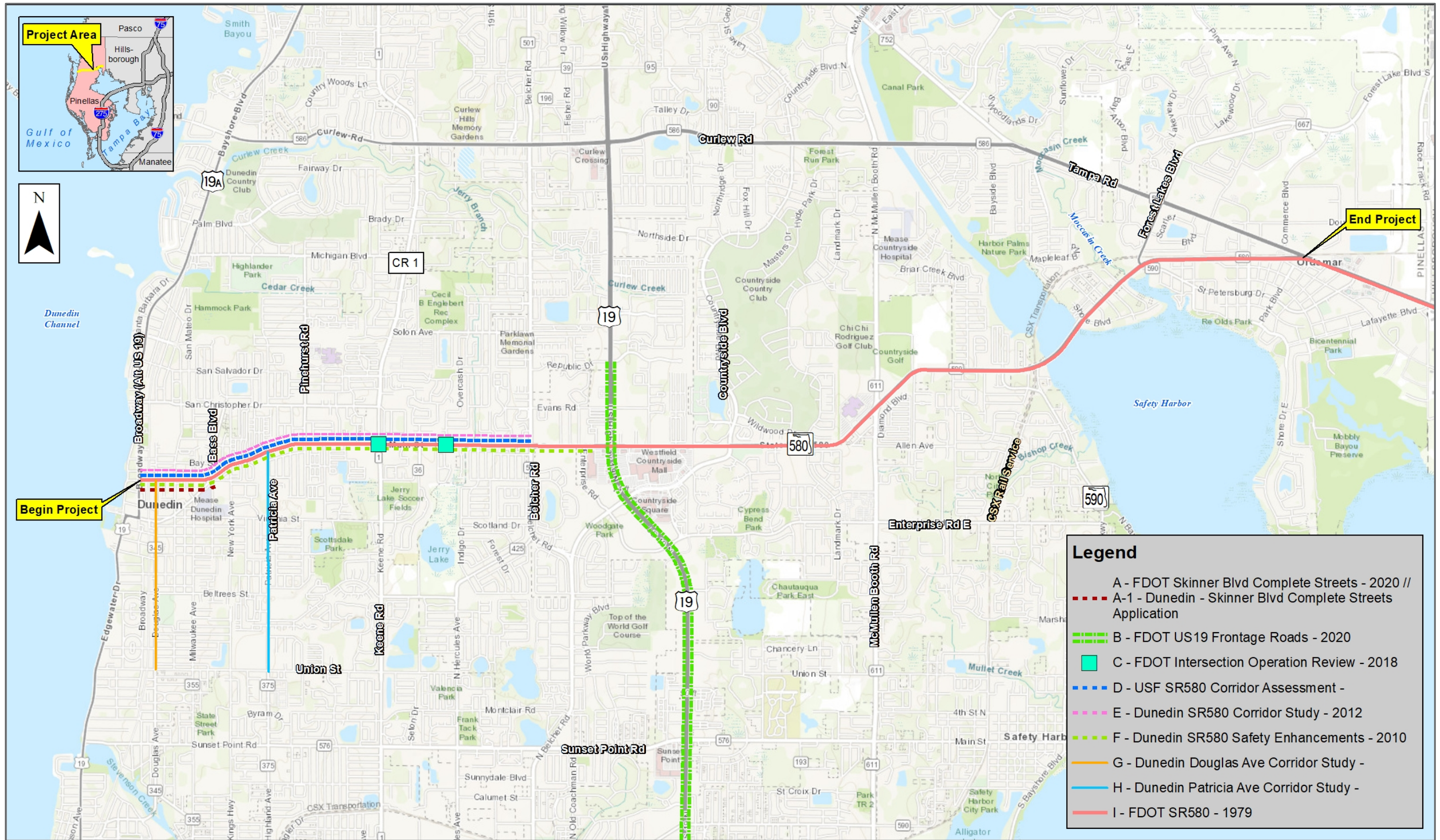


Figure 2-1 Previous Studies

SECTION 3 COMMUNITY CHARACTERISTICS

This section documents the community characteristics including demographics, land use, traffic generators, redevelopment potentials and multimodal features of the SR 580 study corridor.

3.1 COMMUNITY BOUNDARIES

The SR 580 study area corridor runs through four cities in northwest Pinellas County, Florida. These include the cities of Dunedin, Clearwater, Safety Harbor and Oldsmar. The beginning of the project corridor’s western terminus, from Alternate US 19 to Belcher Road, is within the city limits of Dunedin. The second segment is in the City of Clearwater and runs from Belcher Road to McMullen-Booth Road. The corridor from McMullen-Booth Road (CR 611) to the Old Tampa Bay Bridge is within the city limits of Safety Harbor. The easternmost segment lies in Oldsmar and begins at the east side of the Old Tampa Bay Bridge and ends at Tampa Road.

3.2 DEMOGRAPHICS

Table 3-1 provides a comparison of the demographics of the U.S. Census Block Groups (2018), taken from American Community Survey (ACS), within the quarter mile (1,320-foot) project buffer of the SR 580 study area to Pinellas County. Demographic data for this project was obtained utilizing the Area of Interest (AOI) Tool from FDOT’s Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST). The study area has less minorities, persons under 18 years old and households with no vehicle available when compared to overall Pinellas County data. The study area also has more persons over the age of 65 and a higher median family income compared to Pinellas County. Additional details are included later in **Section 4-1**.

Table 3-1 Comparison of SR 580 Corridor and Pinellas County Demographics

	SR 580 Corridor		Pinellas County	
	Total	Percent	Total	Percent
White (Race)*	10,808	90.35%	782,632	81.71%
African-American (Race)*	300	2.51%	98,432	10.28%
“Other” ** (Race)*	95	0.79%	13,170	1.37%
Hispanic (Ethnic Group)*	971	8.12%	90,359	9.43%
Age 65+*	3,746	31.31%	223,376	23.32%
Under age 18*	1,243	10.39%	159,295	16.63%
Households with no vehicle available*	964	8.06%	118,298	12.35%
Median Family Income*	\$74,227	n/a	\$68,522	n/a

* Source: American Census Survey (2018), Appendix A; ** “Other” includes Asian, Native American, Native Hawaiian & Other Pacific Islander Alone, & Other Race

3.3 EXISTING LAND USE

Understanding the land use along a corridor such as SR 580 can provide important context when evaluating the transportation needs the corridor is intended to serve, both now and in the future. While SR 580 is an important link in the state highway system, it is also the location of significant commercial development that serves the surrounding areas. It passes through four distinct municipalities, each with different character and orientation around the corridor, as well as unincorporated Pinellas County. The roadway is the primary east-west corridor in Dunedin, connecting to the downtown shopping district while lined with numerous commercial developments. It is less central to Clearwater but connects to a significant commercial node along US 19 and passes through several of the City's northern neighborhoods. SR 580 connects to the northern access points toward downtown Safety Harbor while skirting several lower density neighborhoods at that City's periphery. After crossing the bay, the roadway runs very near the core of historic Oldsmar, passing along some industrial developments to the north and residential and local commercial to the south before diverting onto Tampa Road and ultimately Hillsborough Avenue at the eastern end of the study area.

This section analyzes existing and future planned land use for the area around the SR 580 study corridor across Pinellas County. Specifically, data was gathered for a buffer drawn to capture that area within 1,000 feet along the corridor. The corridor itself is approximately 8.5 miles long, and so a buffer drawn 1,000 feet from the roadway centerline in all directions captures an area of just over 2,000 acres. This area includes some areas of open water, including a small portion of the Gulf of Mexico on the western end of the corridor, and Safety Harbor, a northern arm of Old Tampa Bay, that is traversed by a bridge between the communities of Safety Harbor and Oldsmar. The area also includes relatively large areas of right of way, including that for the FDOT-owned facilities of SR 580 itself and cross streets of Alternate US 19, US 19, and SR 584 (Tampa Road), as well as numerous Pinellas County roadways and municipal streets of various scales. The data sources for both existing and future land uses account for this open water and right of way differently, and while they have many broad categories in common, also have many slight variations in their classifications and nomenclature.

3.3.1 Data and Sources

Existing Land Use data was acquired from the Southwest Florida Water Management District's 2017 Land Use Land Cover shapefile. Future Land Use data was acquired from shapefiles associated with the Future Land Use elements of the Comprehensive Plans for the Cities of Dunedin, Clearwater, Safety Harbor and Oldsmar, as well as for unincorporated portions of Pinellas County.

Several adjustments in both coverage and classification were made to allow for comparison between these numerous sources. First, an area representing FDOT right of way and the open water of the Gulf of Mexico and Safety Harbor were removed from the calculated areas in the existing data, as these areas were not accounted for in any of the future data sources. There remained discrepancies in what areas are classified between the sources. For example, the future data sources are all classified on a parcel-by-parcel basis, while the existing data source mostly draws larger boundaries around areas of similar uses, including absorbing any adjacent or intervening local street rights of way. The result is a

slightly greater total extent of the existing areas of analysis (1,764 acres), when compared to the future areas of analysis (1,633 acres). Given this discrepancy in total area, comparative analyses of the land uses are based on the proportional share of the areas associated with the land use categories within the study area.

3.3.2 Generalized Classifications

As noted in **Section 3.3.1**, there are variations in the way land uses are classified within the data sets. The existing land use data uses categories consistent with FDOT's Florida Land Use, Cover and Forms Classification System (FLUCCS), while the future data sources use future land use and zoning categories defined within their respective Comprehensive Plans. This variation among the names and definitions of the land use categories between the sources made it necessary to sort them into more generalized categories to allow for both aggregation of the various future land use data sources and their collective comparison with the existing data. This process resulted in generalized land use categories, consisting of the following:

- Residential,
- Mixed Use,
- Commercial,
- Institutional,
- Industrial,
- Transportation/Utility,
- Recreational Open Space,
- "Natural" Open Space, and
- Water

The original classifications from the various sources and their assignment to more general categories are shown in **Table 3-2**.

Table 3-2 Source and Generalized Land Use Classifications

	Existing Land Use/Land Cover	City of Dunedin FLU	Unincorporated Pinellas County FLU	City of Clearwater FLU	City of Safety Harbor FLU	City of Oldsmar FLU
Residential						
Residential Low Density ¹	X	X	X		X	
Residential Urban Density		X	X	X	X	X
Residential Low Medium Density		X	X	X	X	X
Residential Medium Density ²	X	X	X	X		X
Residential High Density	X	X		X		
Mixed Use						
Residential Office Retail			X	X		X
Residential/Office General		X	X	X	X	X
Residential Office Limited			X	X	X	
Community Redevelopment District		X				X
Commercial						
Commercial and Services	X					
Commercial General		X	X	X		X
Commercial Neighborhood					X	X
Commercial Limited		X				
US 19 Regional Center				X		
Institutional						
Institutional	X			X		X
Industrial						
Industrial	X					
Industrial Limited				X		X
Transportation/Utility						
Transportation	X	X		X	X	X
Utilities	X	X		X	X	X

	Existing Land Use/Land Cover	City of Dunedin FLU	Unincorporated Pinellas County FLU	City of Clearwater FLU	City of Safety Harbor FLU	City of Oldsmar FLU
Recreational Open						
Recreational	X	X		X		X
Golf Courses	X					
Natural Open						
Preservation		X	X	X	X	X
Scenic/Non-Commercial Corridor		X				
Open Land	X					
Cypress	X					
Upland Hardwood – Coniferous Mix	X					
Water						
Water		X	X	X	X	X
Drainage Features						X
Bays and Estuaries	X					
Streams and Waterways	X					
Reservoirs	X					
Intermittent Ponds	X					
Freshwater Marshes	X					
Saltwater Marshes	X					
Mangrove Swamps	X					
Stream and Lake Swamps (Bottomland)	X					
Emergent Aquatic Vegetation	X					
Wet Prairies	X					
Wetland Forested Mixed	X					

¹< 2 Dwelling Units per Acre
²2 to 5 Dwelling Units per Acre

3.3.3 Existing and Future Land Use Trends

When the proportional share of the existing and future land uses are compared, a general picture of the corridor emerges that seems to indicate a reasonably stable environment, although some evidence of larger trends may be inferred (see **Table 3-3** and **Figures 3-1** and **3-2**). The most notable difference is that the existing land use data source did not use a “mixed use” classification, but that use does have a significant share of the aggregate future land use classification. Thus, the change in the mixed use share of the study area from 0% to 13% is the most significant change between the existing and future scenarios. Whether understood as an actual change in use or a more refined classification, this increase is almost exactly accounted for by decreases in the shares represented by residential and commercial uses, each down by approximately 6.5% between the existing and future scenarios. Taken together, the residential, commercial, and mixed uses account for an identical 78.7% of each scenario, showing that the principal character of the corridor is expected to be stable in the future, if perhaps becoming less rigid in its separation of commercial and residential uses. Institutional and industrial uses represent smaller but similarly stable uses within the corridor, remaining close to 7% and 5% of the total area, respectively. Other categories occupy less than 5% each, with some variations between scenarios that are difficult to analyze given some of differences in the categories of the original data sources and the impact such discrepancies may have within such relatively small categories.

Table 3-3 Existing and Future Proportional Shares of Generalized Land Use Categories

	Existing (1764 total acres)		Future (1633 total acres)	
	Acres	Share of Corridor	Acres	Share of Corridor
Residential	1044	58.1%	842	51.6%
Mixed Use	0	0.0%	212	13.0%
Commercial	370	20.6%	232	14.2%
Institutional	132	7.3%	113	6.9%
Industrial	94	5.2%	82	5.0%
Transportation/Utility	32	1.8%	70	4.3%
Recreation Open	18	1.0%	15	0.9%
Natural Open	37	2.1%	34	2.1%
Water	37	3.9%	34	2.1%

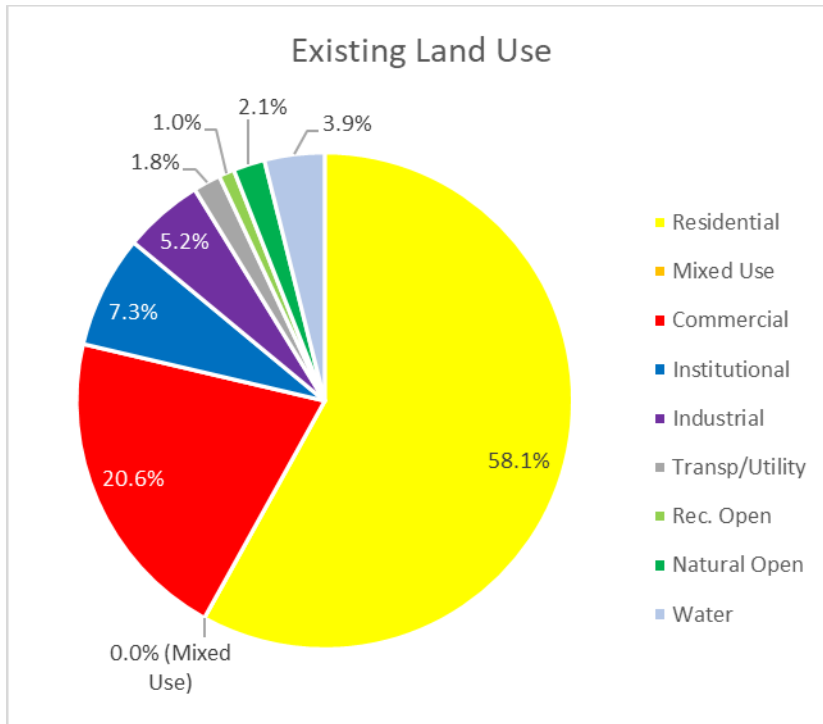


Figure 3-1 Pie Chart of Proportional Shares of Existing Generalized Land Use Categories

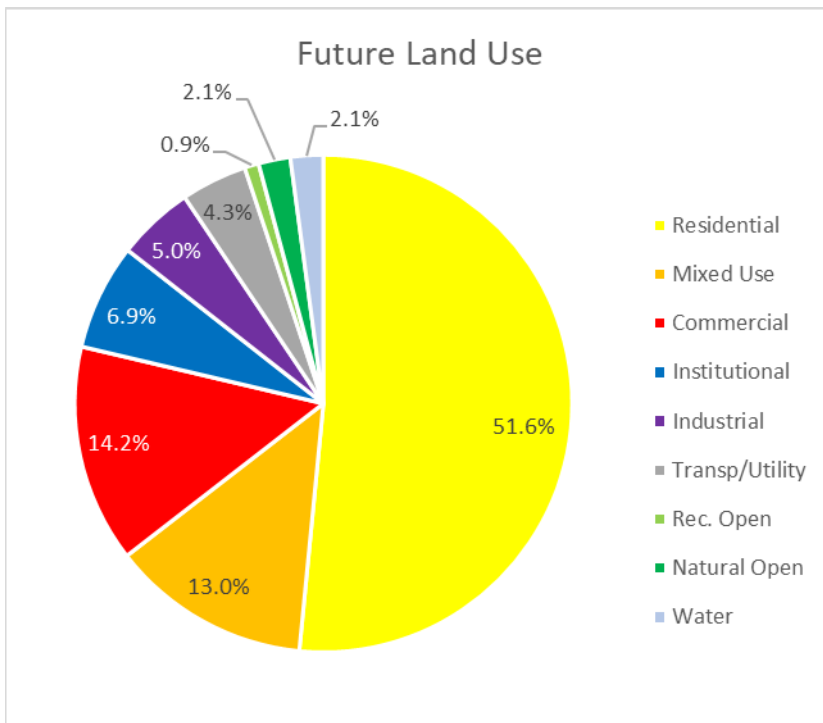


Figure 3-2 Pie Chart of Proportional Shares of Existing Generalized Land Use Categories

When displayed on corridor maps, the land use classifications also appear to be generally stable in their spatial distribution. Comparative maps of the existing and future land use classifications are shown in **Figure 3-3**. The maps show the general pattern of land uses across the corridor, with commercial uses concentrated along SR 580 mostly west of Countryside Boulevard, US 19, and an industrial cluster on the north side of SR 580 near the east end of the corridor in Oldsmar. The comparison between the existing and future scenarios shows a similar stability in the shared dominance of residential and commercial uses, while the emergence of mixed use areas from within existing residential areas is also clear. The future map did allow for some differentiation of densities of residential areas, with a general pattern of greater density east of US 19, in Dunedin and Clearwater, and less density east of there, in communities such as Safety Harbor and Oldsmar. This density pattern is not believed to be in transition in these areas, but the data does have classifications that allow for that pattern to be observed.

3.4 TRAFFIC GENERATORS AND ATTRACTORS

Focal points in the project study area that generate and attract traffic include: 1) the Pinellas Trail; 2) Downtown Dunedin; 3) Mease Dunedin Hospital complex; 4) Countryside Mall; 5) Countryside High School; 6) Chi Chi Rodriguez Golf Course; 7) Countryside Golf Center; 8) the medical facilities on McMullen-Booth Road north of the corridor, including Mease Countryside Hospital; and 9) Philippe Park on SR 590 just south of SR 580/590 intersection.

Additionally, the SR 580 corridor is a connection to beaches west of Dunedin; parks along Broadway Street in Dunedin and McMullen-Booth Road in Clearwater; Downtown Safety Harbor and the Safety Harbor marina; Downtown Oldsmar, R.E. Olds Park; and Veterans Memorial Park, and the Oldsmar Flea Market just east of the intersection of Tampa Road and SR 580.

Some of the largest activity centers and trip generators appear to be the Countryside Mall, BJ's Whole Club, both Mease hospitals and associated medical facilities, Walmart, as well as several the public and private schools, and the many restaurants all along the project corridor.

There are two hospital facilities, Mease Dunedin and Mease Countryside. Mease Dunedin is within a half a block south of the corridor on Main Street, and Mease Countryside is approximately 0.75 miles north on McMullen-Booth Road. Surrounding the two hospitals, there are healthcare facilities comprised of medical doctor offices, state laboratory/clinics, nursing homes, and surgical centers/walk-in clinics as well as two group care facilities within the quarter mile buffer of the study area. The healthcare facilities and group care facilities are key to public health, safety and welfare of residents in the study area. See **Figure 3-4**.

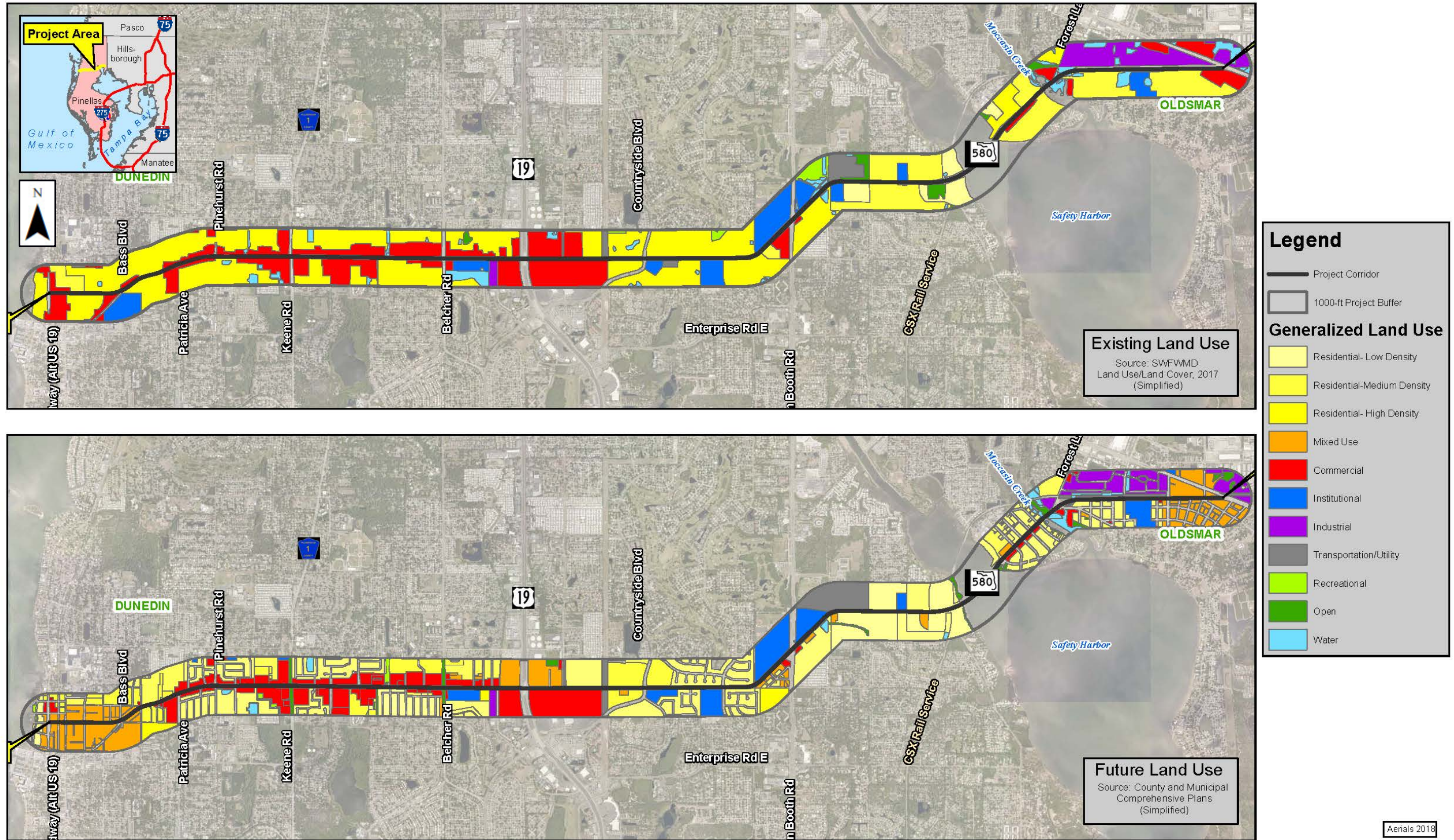


Figure 3-3 Comparative Map of Existing and Future Generalized Land Use Classifications

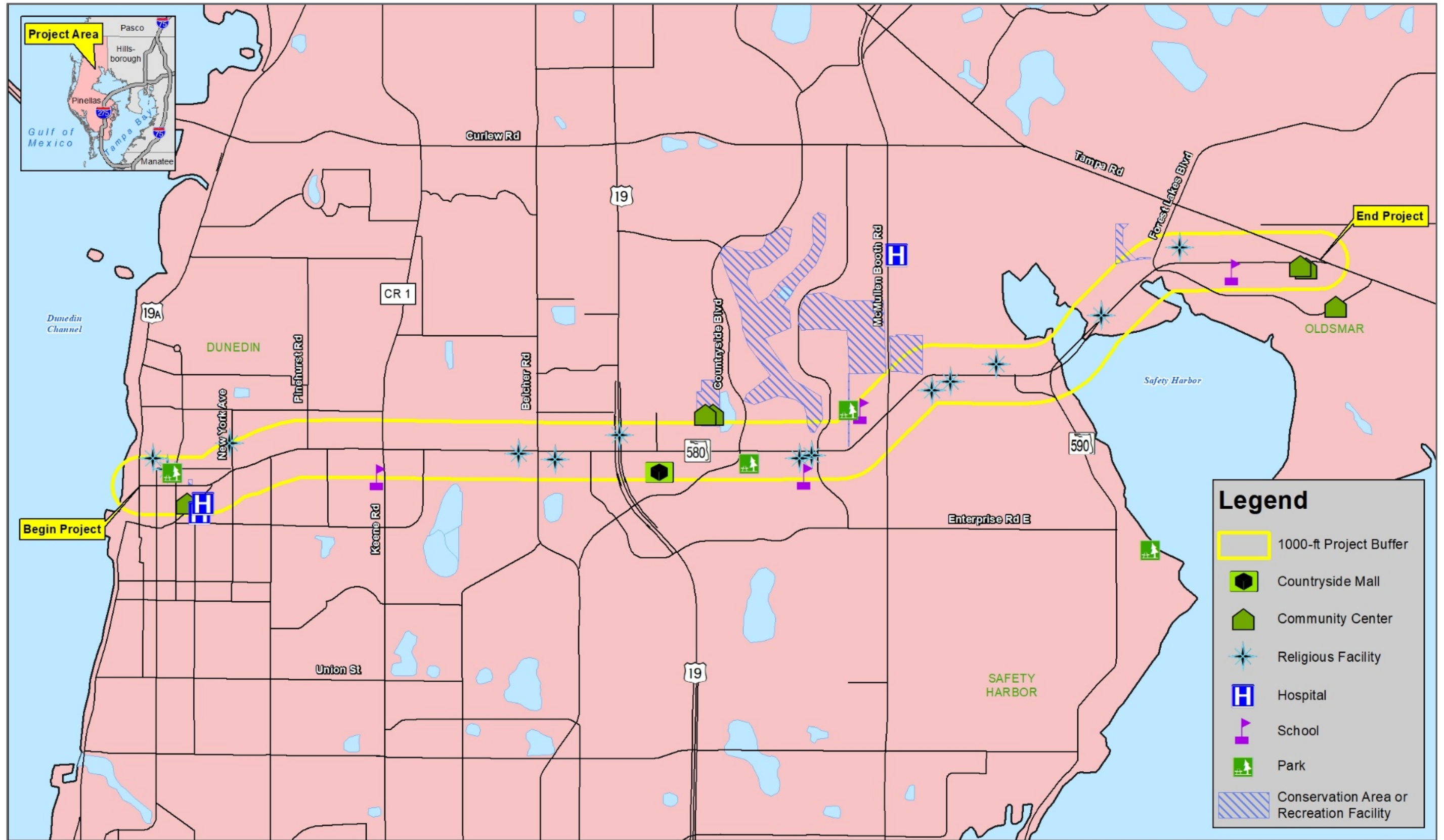


Figure 3-4 Community Services

Additional traffic generators include the following recreational, schools, community centers, and religious facilities:

Recreational Facilities

- Fred Marquis Pinellas Trail
- Douglas Memorial Park
- Elizabeth Skinner Jackson Park
- Duke Energy Trail
- Countryside Golf
- Chi Chi Rodriguez Golf Course
- Oldsmar Trailhead

Schools

- Academe Da Vinci Charter School
- Countryside High School
- Leila G. Davis Elementary School
- Oldsmar Elementary School

Community Centers

- Countryside Branch Library
- Countryside Community Park and Center
- Oldsmar Senior Center

Religious Facilities

- Hearts Cry Christian Church
- Masjid Al Salaam Center
- St. Michael, the Archangel Catholic Church
- Shepherd's Heart Ministries Church
- Heritage United Methodist Church
- Holy Spirit Ecumenical Catholic Church
- Potters House Fellowship
- Living His Life Abundantly Church
- Bethel AME Church
- Jehovah's Witness Temple
- House of God of Dunedin
- Bayside Community Church of God in Christ
- Northwood Presbyterian Church

3.5 REDEVELOPMENT POTENTIAL

The project corridor does have some potential for redevelopment throughout the study area. Currently, within Dunedin there is ongoing redevelopment along Main Street, and outward from the corridor mostly along the Douglas Street, Main Street, and to greater extent on Skinner Road. The new developments include small local businesses, restaurants as well as some apartment buildings and town homes.

Through Clearwater, Safety Harbor and Oldsmar the corridor has not experienced the same sort of redevelopment evolution that has been seen in Dunedin. Part of the reason is that the segment through Clearwater and Safety Harbor is built out, with established residential, both multifamily and single family homes. Within this segment, there a small section that includes the Countryside Mall and the adjacent associated smaller businesses. There is relatively high turnover and minor individual redevelopment of the businesses in this area.

Within the Oldsmar segment, there is a portion of the corridor that could be available for possible redevelopment. In 2018, a new residential subdivision, Bayside Terrace, was built in this area. The remaining portion of this section has yet to experience a redevelopment, and holds older store fronts, businesses, residential duplexes and townhomes.

3.6 MULTIMODAL FEATURES

3.6.1 Transit

Pinellas Suncoast Transit Authority (PSTA) provides local transit service along most of the corridor. See **Figure 3-5** showing PSTA routes in the project study area. There are nine PSTA routes that run along or cross the SR 580 corridor, although, not all serve the corridor itself. .

The PSTA routes that occur along the study area are Routes 19, 61, 62, 67, 76, 78, 812, 813, and 814. Countryside Mall serves as a bus station connection on SR 580, with nine bus routes originating from the mall bus stops. There are no park-n-ride facilities on the corridor.

3.6.2 Non-Motorized Existing Conditions

This section describes existing conditions for bicycling and walking along the SR 580 corridor as it crosses Pinellas County from its western terminus at the intersection of Skinner Blvd with Broadway/Alternate US 19 in Dunedin to the intersection of State Street and Tampa Road in Oldsmar. The walking biking conditions along the corridor were evaluated, as were the corridor's connectivity with other bicycle facilities, the general state of accessibility on the corridor, and conditions for crossing SR 580 and the roadways it intersects. See **Figure 3-6** depicting parks and trails along the study corridor.

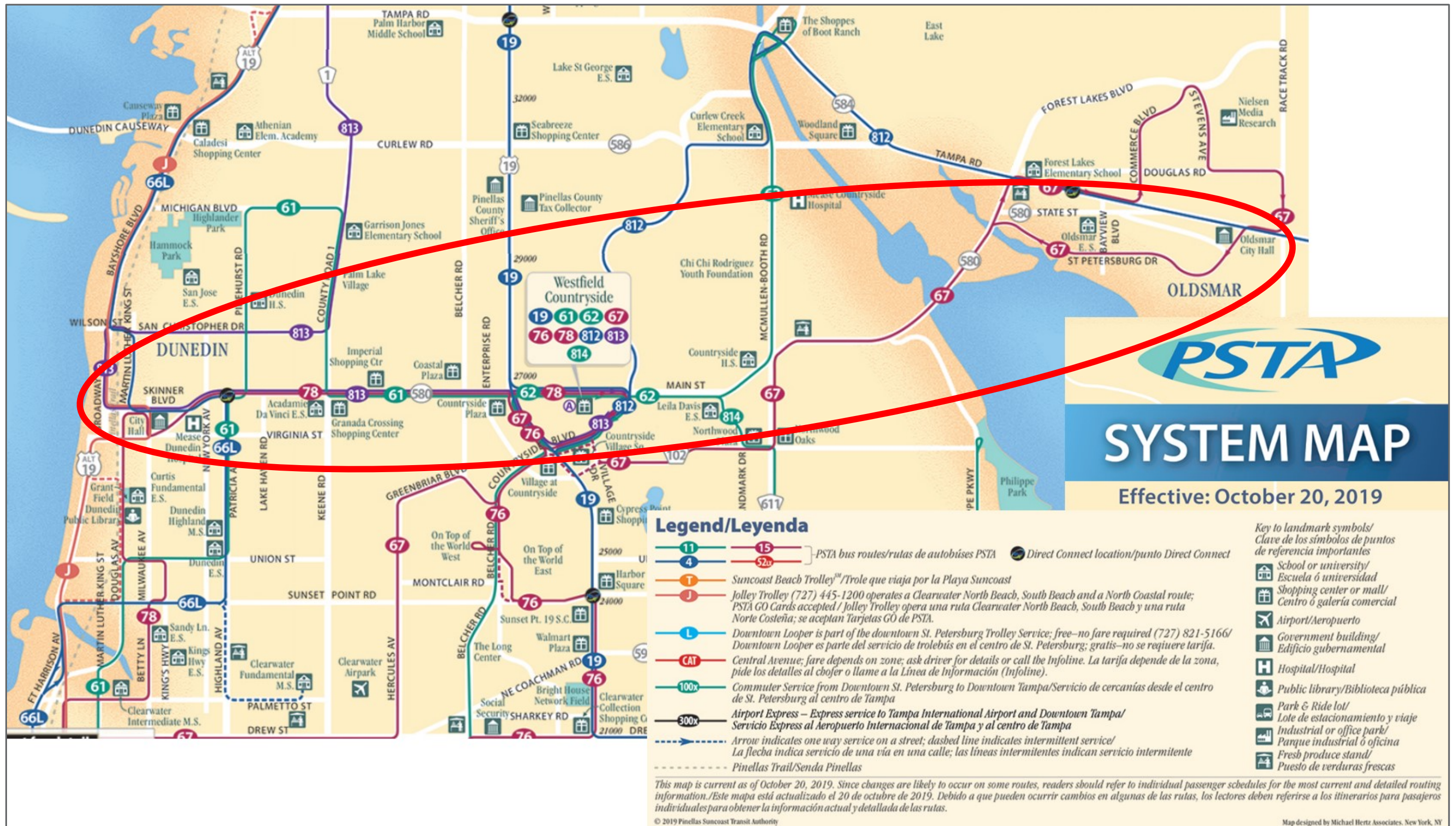


Figure 3-5 Current PSTA Routes

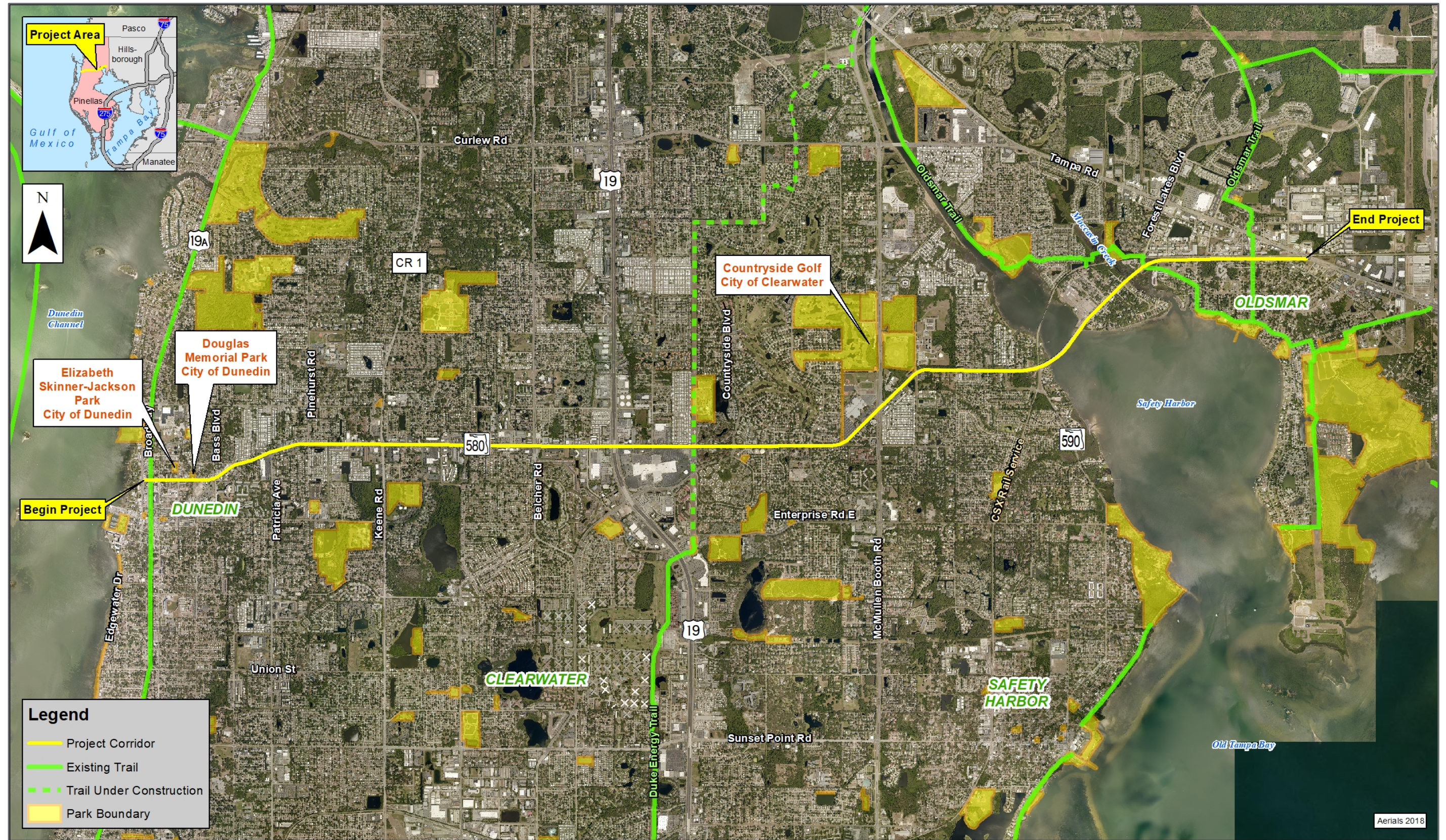


Figure 3-6 Parks and Trails

In addition to an inventory of bicycle and pedestrian facilities along the roadway, the corridor's performance for these modes was analyzed using the Bicycle Level of Service and Pedestrian Level of Service models, which are performance measures in the 2020 FDOT Quality/Level of Service Handbook.

The observations and data collection for these evaluations were conducted in July 2020, through both field visits and review of aerial imagery. Observations were supplemented with GIS data and information from published planning documents from the Cities of Dunedin and Oldsmar, Pinellas County, Forward Pinellas, and FDOT.

For purposes of these evaluations, the study corridor was subdivided into 16 segments, totaling approximately 8.5 centerline miles. Segment limits were determined by the locations of significant intersections and changes of certain roadway attributes, such as number of lanes, posted speed limit, median configuration, or presence of a bike lane.

3.6.3 Bicyclists

Longitudinal Bicycling Conditions

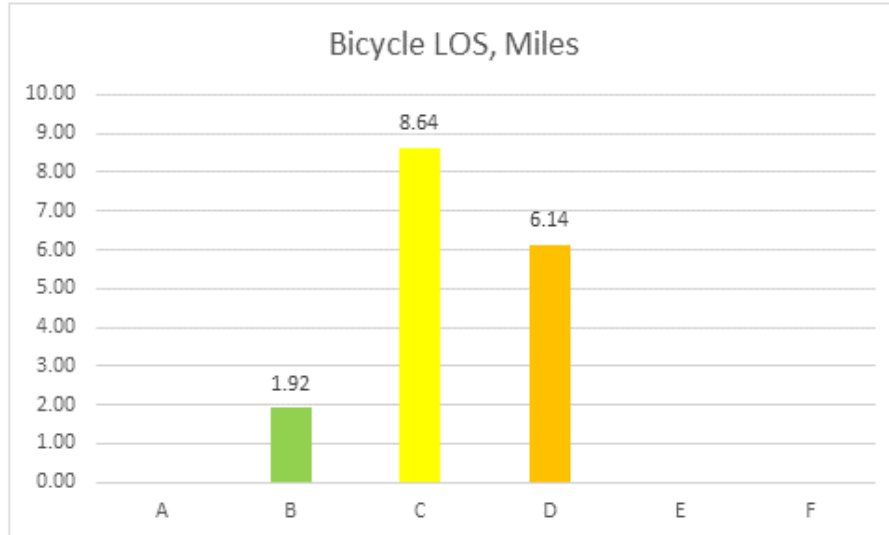
A review of the study corridor revealed that bicycle facilities are present throughout the existing corridor. Bike lanes are present on both sides of the roadway on approximately 5.3 of the 8.5 (63%) centerline miles of the corridor. The remaining length of the roadway corridor includes shared outside lanes that are 14 feet wide, which while likely uncomfortable for most bicyclists, is a recognized type of bicycle facility. These "wide curb lanes" are found between Countryside Boulevard and Muellers Lane, and again between St. Clair Avenue and Tampa Road.

While on-street biking, even in a bike lane, is uncomfortable for most bicyclists, the presence of bike lanes and wide shared lanes create a corridor that is more accommodating of bicyclists than most arterial roadways of this scale. During field reviews to gather data on bicycle facilities along the corridor, multiple bicyclists were observed, with some choosing to use the bike lanes while others chose to ride on the sidewalk.

Bicycle Level of Service

The corridor segments were evaluated with the Bicycle Level of Service (Bicycle LOS) model of the FDOT Quality/Level of Service Handbook 2020. This model assigns a stress measure score based on a bicyclists' perception of safety and comfort on a given roadway; this score stratifies to an A-F scale with "A" representing the most comfortable conditions and "F" representing the least comfortable conditions.

The distribution of Bicycle LOS grades along the study corridor is shown in **Figure 3-7**. At a distance-weighted study area level, SR 580 was found to currently provide bicycling conditions that correspond to a bicycle level of service of 2.82 ("C"). These results compare relatively favorable with other state roads within FDOT District 7 and throughout Florida, though they also indicate room for improvement.



Note: Each direction of SR 580 is counted separately

Figure 3-7 Corridor Wide Bicycle Level of Service Results

A map of the Bicycle LOS results are shown on **Figure 3-8**. The very wide shoulders on the bridge over Safety Harbor/Old Tampa Bay results in that segment achieving Bicycle LOS “B”. While the 10-shoulder provides for an LOS B across this structure, the constrained nature of riding between the travel lanes and the bridge barrier will likely cause additional stress to cyclists riding across the bridge. The relatively low volumes and bike lanes on the segments signed as Skinner Boulevard likely contribute to its Bicycle LOS “B.” The balance of the segments with bike lanes achieve Bicycle LOS “C”, while the portions with no bike lanes are experienced as Bicycle LOS “D”. The data used to calculate is provided in **Appendix A**.

Connectivity with Other Bicycle Facilities

The corridor intersects multiple pathways and roadways with bike lanes. The Pinellas Trail crosses Skinner Boulevard at the far western end of the corridor. The Pinellas Trail is a very popular facility that extends the length of Pinellas County, from Downtown St. Petersburg to Tarpon Springs. In coming years, it will be a key segment of Florida’s statewide SUN Trail system. The Corridor also intersects with two segments of the City of Oldsmar’s pathway system, at St. Petersburg Drive/Forest Lakes Boulevard and again at Bayview Boulevard. In addition, the corridor intersects numerous roadways with bike lanes, including Pinehurst Road, Keene Road, Alternate US 19 (frontage), McMullen Booth Road, Bayview Boulevard, and Tampa Road. The corridor also intersects with St. Petersburg Drive, which has a paved shoulder that is not marked as a bike lane. Numerous other intersecting roadways have bike lanes or pathways proposed in various local planning documents. All intersecting existing and proposed facilities are summarized in **Table 3-4**.

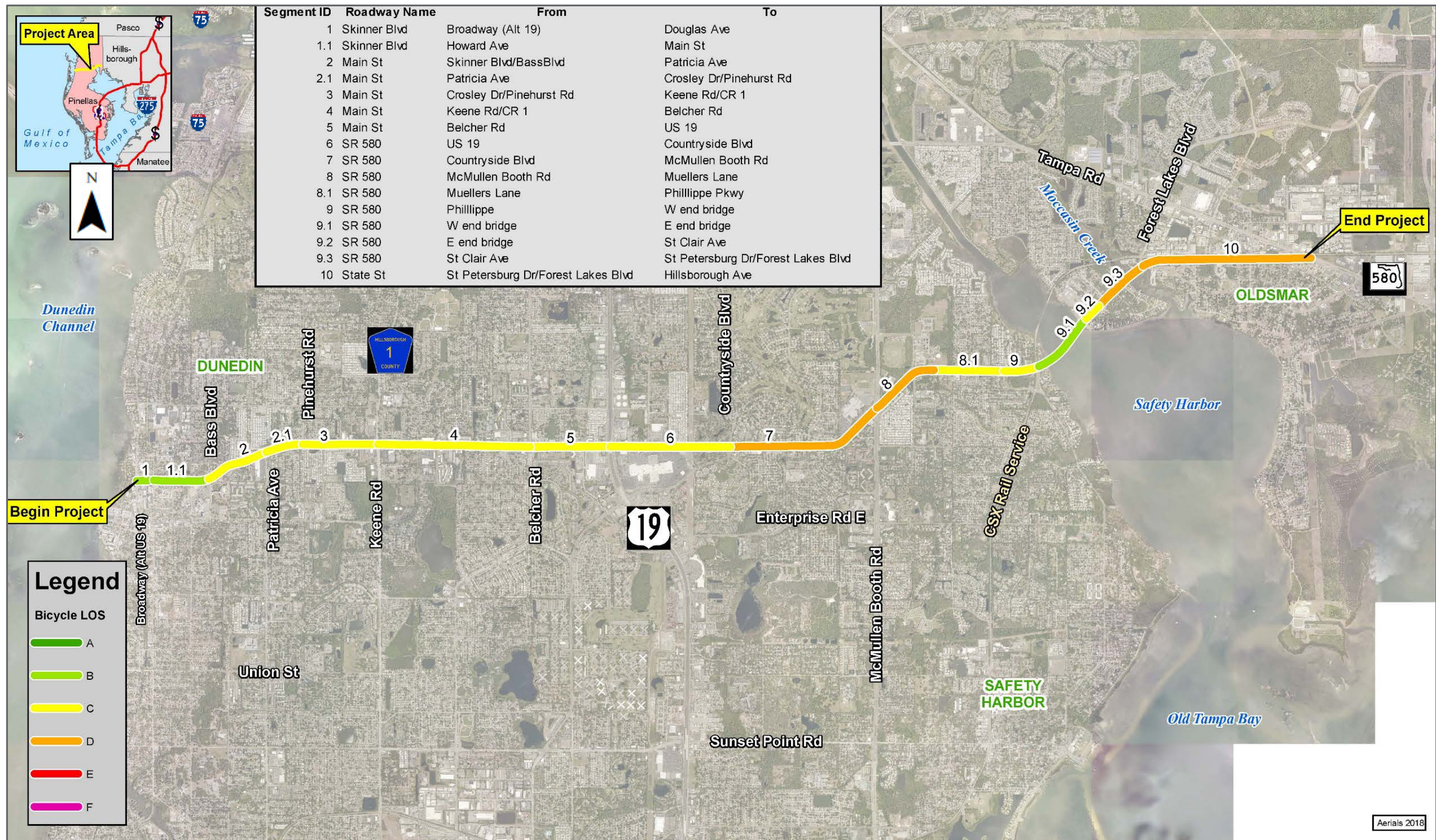


Figure 3-8 Bicycle Level of Service Map

Table 3-4 Intersecting Bicycle Facilities (Existing and Proposed)

South of SR 580	Intersecting Facility	North of SR 580
Existing Shared Use Path	Pinellas Trail	Existing Shared Use Path
Proposed Bike Lane	Douglas Ave	
Proposed Bike Lane	Patricia Ave	
Existing Bike Lane	Crosley Dr/Pinehurst Rd	
Existing Bike Lane	Keene Rd/CR 1	Existing Share-the-Road Assembly Proposed Bike Lane
Proposed Bike Lane	Belcher Rd	Proposed Bike Lane
Existing Bike Lane	US 19 Frontage Rd	Existing Bike Lane
Proposed Shared Use Path	Duke Energy Trail	Proposed Shared Use Path
Proposed Bike Lane	Countryside Blvd	Proposed Bike Lane
Proposed Shared Use Path	Landmark Dr	Proposed Shared Use Path
Existing Bike Lane	McMullen Booth Rd	Existing Bike Lane
Proposed Shared Use Path	Phillipe Pkwy	Proposed Shared Use Path
Existing Paved Shoulder Existing Shared Use Path	St Petersburg Dr/Forest Lakes Blvd	Proposed Bike Lane Existing Shared Use Path
Existing Bike Lane Existing Shared Use Path	Bayview Blvd	Existing Shared Use Path
Existing Bike Lane	Tampa Rd	Proposed Bike Lane

3.6.4 Pedestrians

Longitudinal Walking Conditions

Sidewalks are provided along the length of the SR 580 corridor continuously along both sides of the roadway with the exception of the north side of the roadway between Bayview Boulevard and Tampa Road. Sidewalks are generally at least 5 feet wide and are typically 6 feet wide west of Countryside Boulevard. Sidewalks are typically separated from the edge of the roadway by grass buffers which vary between 3 and 5 feet wide. The segment of Skinner Boulevard between Howard Avenue and Main Street has isolated areas with buffers as wide as 13 feet, while the sidewalks on the bridge over Safety Harbor are immediately adjacent to the shoulder, separated by a vertical concrete barrier.

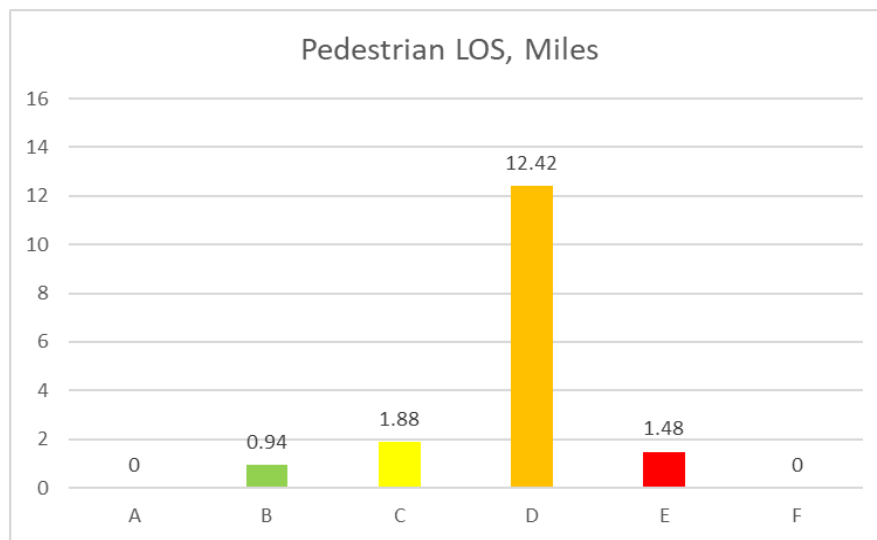
Pedestrian Level of Service

The corridor segments were evaluated with the Pedestrian Level of Service (Pedestrian LOS) model of the FDOT Quality/Level of Service Handbook 2020. Like the Bicycle LOS model described previously,

this model assigns a stress measure score based on a bicyclists' perception of safety and comfort on a given roadway; which then stratifies to an A-F scale.

The full extent of the corridor achieves distance-weighted Pedestrian LOS score of 3.61, which correlates to a grade of Pedestrian LOS "D". The distribution of Pedestrian LOS grades is shown in **Figure 3-9**. While these Pedestrian LOS results are not unusual for a major arterial roadway such as SR 580, and while basic sidewalks are provided throughout, the results represent a very challenging and uncomfortable environment for pedestrians. The pedestrian trips occurring along the corridor are likely made primarily out of necessity and most pedestrians do not likely experience the corridor as an inviting or comfortable place to walk.

Figure 3-9 displays a map of the Pedestrian LOS results. **Figure 3-10** illustrates the Pedestrian LOS map along the project corridor.



Note: Each direction of SR 580 is counted separately

Figure 3-9 Corridor-Wide Pedestrian Level of Service Results

3.6.5 Accessibility

While a detailed accessibility audit was not conducted, curb ramps are observed to be common feature along the corridor. A more detailed audit would be necessary to confirm compliance with all current specifications derived from the Americans with Disabilities Act and FDOT design standards.

Crossing Conditions

Pedestrians wishing to cross SR 580 may find significant challenges, as it is a very wide roadway, 4 to 6 lanes wide, with few marked crosswalks aside from those at signalized intersections. A midblock crossing with a warning beacon and median refuge is provided where the Pinellas Trail crosses Skinner Boulevard, but this is the only marked crosswalk at a location other than a signalized intersection.

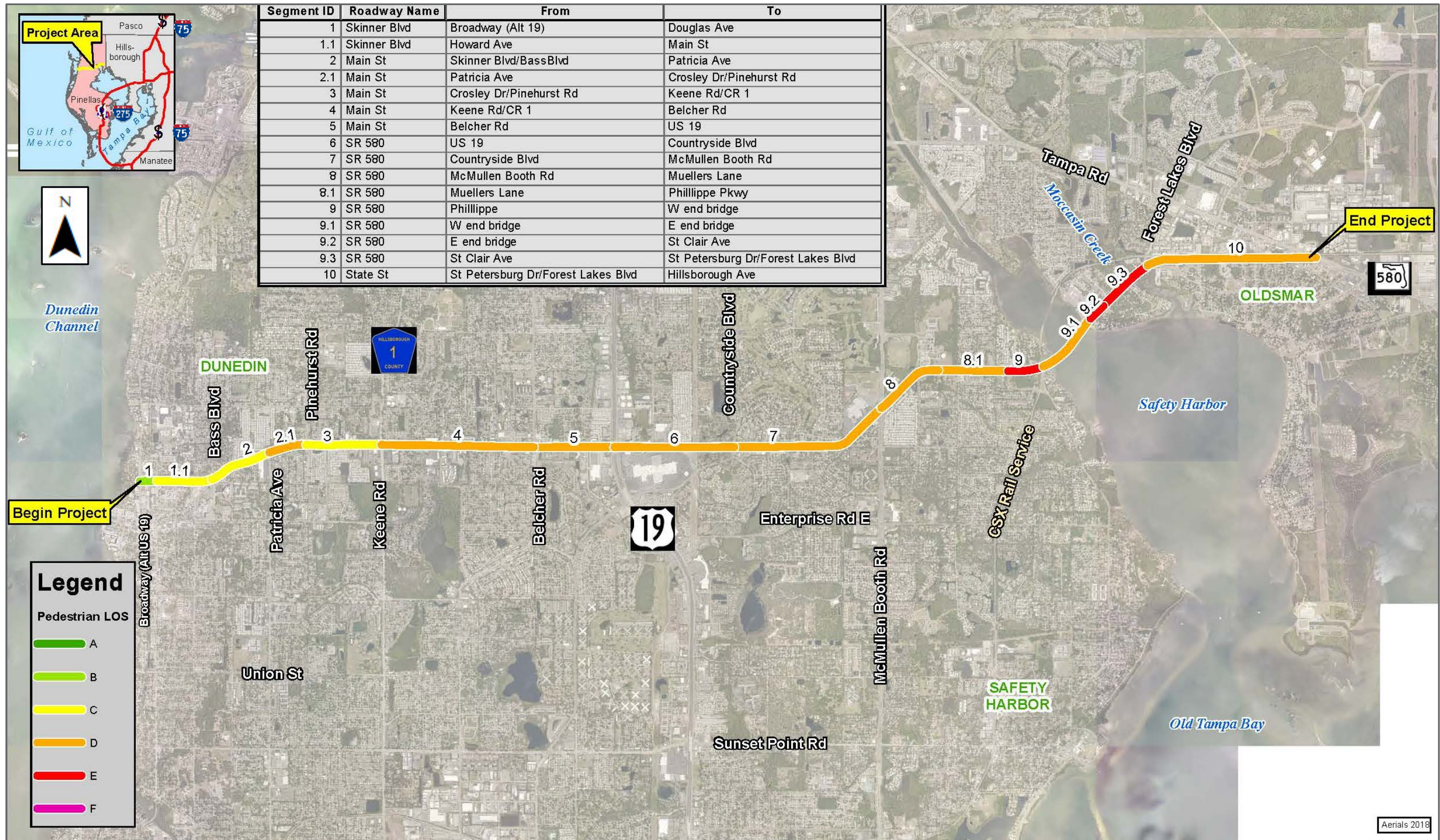


Figure 3-10 Pedestrian Level of Service Results Map

There are 21 street crossings of SR 580 between US 19 Alternate and Tampa Road, with 20 intervals between them. The average distance of these intervals is approximately 2,200 feet, or about 0.4 mile. Only three of the intervals are shorter than 1,000 feet, while four of them are greater than 0.5 mile. Only one approach on SR 580 is marked with a crosswalk and served by a pedestrian signal head at the intersections with Pinehurst Avenue, Overcash Drive, and Bayview Boulevard. At Tampa Road, there are pedestrian ramps leading to the State Street approach to the intersection, and through the median, but no crosswalk is marked, nor are there pedestrian signals directed at these crossings. The eastbound lane of State Street is essentially a free flow ramp towards southbound Tampa Road at that point.

The crossing distances are generally very long. Of the 38 crosswalks across SR 580, the average length of crossing is approximately 105 feet. Only the crossings of the Pinellas Trail at the far west end of the corridor and the (un-striped) crossing near Hillsborough Avenue at the far east end have median refuges, which cut the four individual crossing distances to under 40 feet each; only two other crossings are shorter than 90 feet. The crossings of SR 580 at McMullen Booth Road are each in excess of 185 feet, while the crossings at Belcher Road are approximately 130 and 148 feet. Many of the crossings of the intersecting roadways along SR 580 are also very large, for example crosswalks across County Road 1, Belcher Road and McMullen Booth Road all exceed 140 feet.

Midblock Crossing Level of Service

The corridor fares poorly when analyzed with the midblock crossing level of service (*Highway Capacity Manual*), which evaluates the crossing difficulty as indicated by the likely delay encountered by a pedestrian looking for a safe gap in which to cross the road, based on multiple factors including the distance between signals, the width of the roadway and the traffic volume. Because the width of the roadway and the volume of traffic along SR 580 are substantial, these combine to make for long delays between adequate gaps in which pedestrians can attempt full crossings. The far west end of the corridor, between Broadway and Douglas Avenue does score a Level of Service “B”, due to its shorter crossing distance, median refuge, and lower traffic volumes, but the remainder of the corridor receives a Level of Service “F”.

SECTION 4 ENVIRONMENTAL CHARACTERISTICS

This section summarizes the environmental characteristics including social, economic, cultural, natural and physical resources of the SR 580 study corridor.

In order to evaluate the existing environmental conditions for the study corridor, a desktop analysis was conducted using multiple Geographical Information System (GIS) datasets, including those maintained by the Florida Geographic Data Library (FGDL). Additional data for this study was obtained by utilizing the AOI Tool from FDOT's ETDM EST. For purposes of this environmental analysis, a buffer of 1,320 feet was used for the study corridor.

The following resources were examined as part of this review:

- Social and Economic
- Cultural Resources
- Natural
- Physical

4.1 SOCIAL AND ECONOMIC

An overview of the study corridor population and demographics data collected from the ACS of 2018 are provided in the sections below. The data presented reflects an analysis of the 25 abutting Census Tracts within 500 feet of the study corridor. The total population within the abutting Census Tracts is 43,738. See **Figure 4-1**.

4.1.1 Social Demographics

An overview of the demographics data collected from the ACS is provided in **Table 4-1**. Population density is approximately 3.55 persons per acre and the median age is 49 years old. Approximately 28% of the population is over the age of 65.

4.1.2 Environmental Justice

The *Forward Pinellas Environmental Justice 2015 Demographic Analysis Report* (2018) was reviewed to determine the potential involvement with designated environmental justice (EJ) areas. The report evaluated census tracts within Pinellas County from the 2011-2015 ACS. Census tracts identified adjacent to the SR 580 study corridor were noted in the report as follows:

- 273.19 & 273.27 – Identified as “Minority Census Tract”
- 273.19 & 273.27 – Minority population exceeds countywide average
- 268.14 & 273.27 – More than 50% of the Black or African American population below the poverty level in 2015
- 269.07 – More than 50% of the Asian population below the poverty level in 2015

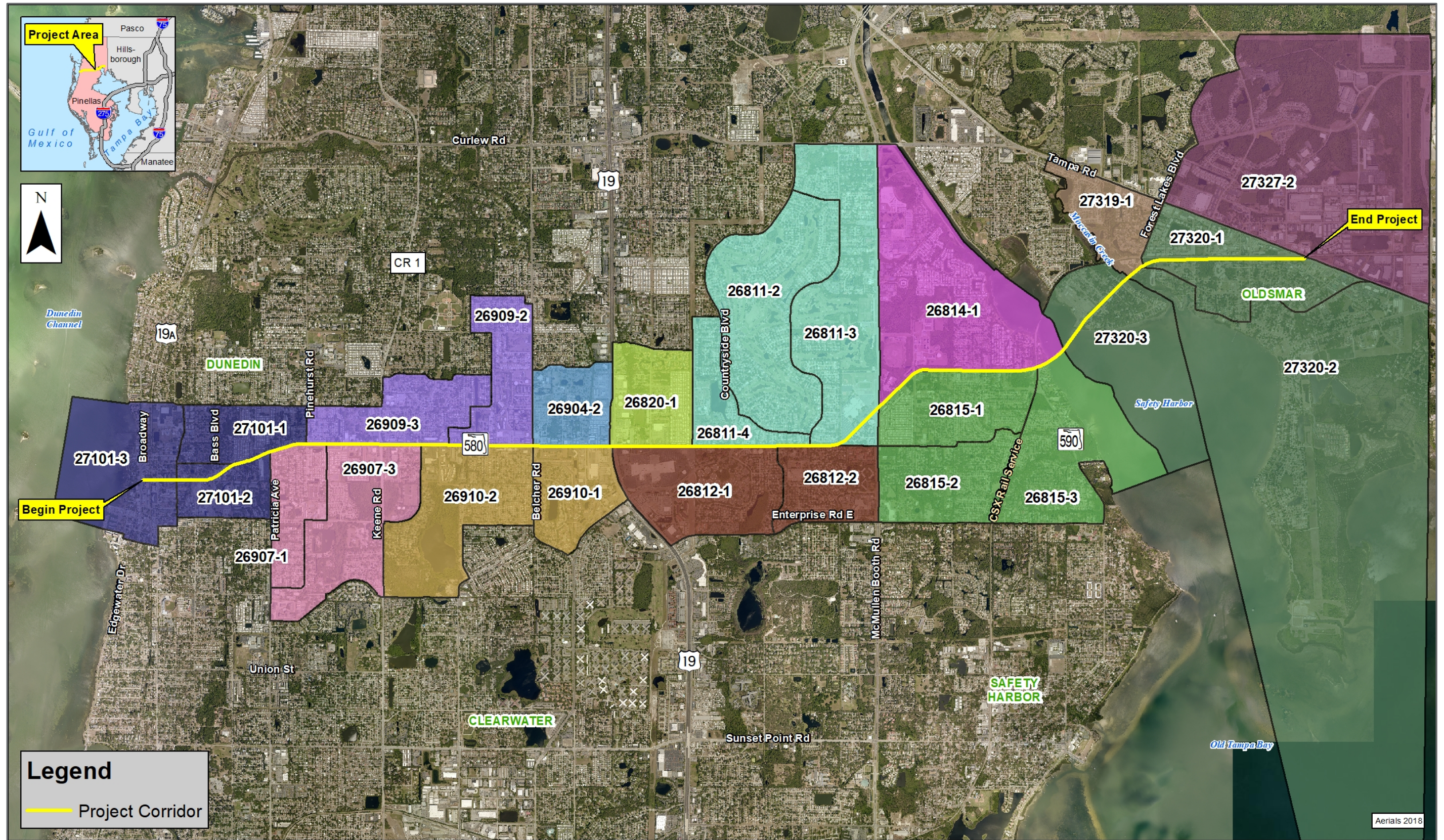


Figure 4-1 Census Tracts

Table 4-1 Population Characteristics

Characteristic	Census Tracts within 500-ft
Total Population	43,738
Male	47.5%
Female	52.5%
Population Density (Persons per Acre)*	3.55
Median Age	49
Population Over 65	27.9%
White	89.7%
Hispanic or Latino	8.9%
Not Hispanic or Latino	82.2%
Black or African American	3.2%
Asian	3.3%
Other*	1.4%
Do Not Speak English Well	0-15% ¹
Do Not Speak English At All	0-9% ¹

*Other races include Native American, Native Hawaiian & Other Islander Alone, and Other Race

¹Persons included in these characteristics vary in the 25 Census Tracts identified

Approximately 90% of the persons within the abutting census tracts identified themselves as white only, with 82.2% not Hispanic or Latino, and 3.2% identified themselves as black or African American. Issued guidance on Limited English Proficiency (LEP) provides factors for the consideration and need for LEP accommodations projects. Consideration should be given to the number or proportion of persons with LEP in the eligible service population, the frequency of which these individuals come into contact with the activity, the importance of the service and the resources available.

LEP considerations should be considered along the project corridor. In the 25 Census Tracts identified, the LEP of persons who “do not speak English well” ranges from 0-15%, and persons who “do not speak English at all” ranges from 0-9%. Though the average LEP for all identified Census Tracts is 2% and less than 1% respectively, the approximately 8.5-mile study corridor warrants the consideration for LEP in certain segments. The EST data collected using the AOI Tool found that Segment 4 along the study corridor has the greatest LEP factor; 4% of persons “do not speak English well” and 2% “do not speak English at all.” The EST data collected using the AOI Tool, found that Segment 4 along the study corridor is bounded by Shore Boulevard to Tampa Road.

Table 4-2 provides a summary of the socioeconomic characteristics within the SR 580 corridor. Of the 25 Census Tracts identified, the average household size is 2.36 and the household density is 1.50 per acre. The median household income is approximately \$58,804, with approximately 10.9% of households below the poverty level. Additionally, households with no vehicle account for 8.0% of the total, and households with one vehicle account for 41.9%. Of the 21,906 total housing units, approximately 15.4% are vacant.

Table 4-2 Socioeconomic Characteristics

Characteristic	Census Tracts within 500-ft
Total Population	43,738
Total Households	18,530
Average Household size	2.36
Household Density (Households per Acre)*	1.50
Median Household Income	\$58,804
Households Below Poverty Level	10.9%
Total Housing Units	21,906
Owner Occupied	60.3%
Renter Occupied	24.3%
Vacant	15.4%
Households with No Vehicle	8.0%
Households with 1 Vehicle	41.9%

*Total acres of the identified Census Tracts within 500 feet of the study area = 12,320

4.2 CULTURAL

To determine impacts to cultural resources along the SR 580 study corridor, a desktop analysis of the historic and archaeological resources was conducted. The National Historic Preservation Act (NHPA) of 1966 defines “historic properties” to include any “prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places (NRHP).” Section 106 of the NHPA provides the general processes for a cultural resource assessment and requires that historic and archaeological resources be considered in project planning for federally funded or permitted projects. Additionally, the Florida Master Site File (FMSF), a database of recorded historical cultural resources in Florida, was also utilized. The FMSF contains records for archaeological sites and historical structures, cemeteries, bridges, and districts. The identified sites were reviewed for any designations assigned from an evaluation by the State Historic Preservation Officer (SHPO). **Table 4-3** below summarizes the identified resources within the study area.

Table 4-3 Cultural Resource Summary

Cultural Resource	Within Study Area
FMSF Structures	7
FMSF Bridges	3
FMSF Resource Groups	1
National Register of Historic Places	0
Archaeological/Historic Sites	4
FMSF Field Surveys	18

According to the FMSF, four archaeological sites exist within the study area. These sites consist of evidence of lithic scatter lacking pottery, all of which have not been evaluated by the SHPO. Seven FMSF historic structures are present, two of which are eligible for the NRHP. These sites include the Bank of Oldsmar (1919) and the Former Skinner Carriage House (C. 1890). One structure, 27317 US

19, was deemed ineligible for NRHP by the SHPO. The remaining four structures have not been evaluated. Three historic bridges were identified; however, only two remain in service – Moccasin Branch, Bridge No. 150012 and Bridge No. 150013 in Segment 4 (St Petersburg Drive W). The Countryside Estates Mobile Home Park resource group is classified as ineligible for NRHP by the SHPO. Additional evaluation may be required for these cultural resources should they be affected by the project.

4.3 NATURAL RESOURCES

Reviews of the Florida Natural Areas Inventory (FNAI) and GIS data from the US Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FWC) identified the prevalence of natural resources within the project area. The majority of the study corridor falls within a heavily urbanized area within Pinellas County; however, pockets of natural, mostly undisturbed areas and protected lands/submerged lands exist adjacent to the corridor. A wellhead protection zone is located to the north of the City of Oldsmar.

4.3.1 Threatened and Endangered Species

As mentioned above, a review of available GIS data identified consultation areas for threatened or endangered species within the project area. Consultation areas, as identified by USFWS, encompass areas where protected species are known to exist. The threatened or endangered species’ consultation areas are summarized in the **Table 4-4**. Due to the developed and urbanized nature of the study corridor, the few areas of potential habitat are of low quality with low species richness containing one to two species. The highest species likelihood is in the eastern portion of the corridor between SR 590 [Philippe Parkway] and Forest Lakes Boulevard near the crossing of Old Tampa Bay.

Table 4-4 Wildlife and Habitat

Wildlife & Habitat	Abutting Buffer	Study Area	Habitat Within Study Area
Wood Stork Core Foraging Areas	Yes	Yes	Yes
West Indian Manatee Consultation Area	Yes	Yes	Yes
Piping Plover Consultation Area	Yes	Yes	Minimal
Florida Scrub-jay Consultation Area	Yes	Yes	No
Suitable Foraging Habitat for Wetland Dependent Avian Species	Yes	Yes	Yes
Essential Fish Habitat	Yes	Yes	Yes

It should be noted that a portion of the State Manatee Protection Zone, as described in the Manatee Sanctuary Act, Section 379.2431(2), F.S., exists under the bridges over Old Tampa Bay and Moccasin Creek. West Indian manatees have been documented further upstream in the channel leading from Lake Tarpon to Old Tampa Bay. If construction activities in the area of these bridges are anticipated, the most current guidelines and provisions for this species will be obtained and followed to minimize any potential impacts.

4.3.2 Wetlands

The wetlands analysis used GIS data obtained from the USFWS National Wetlands Inventory (NWI) dated 2020. The data shows numerous areas of freshwater forested, freshwater herbaceous, estuarine and marine deepwater wetlands within the 500-foot buffer of the study corridor. Between Achieva Way and Belcher Road, the corridor abuts the Jerry Branch – a freshwater forested/shrub wetland and riverine system. This wetland is located between a small shopping center and a separate pawn shop (Pawn Max), and will not be impacted by the project. Additionally, the corridor crosses Old Tampa Bay which is classified as an estuarine/marine deepwater wetland, with estuarine wetlands along the shoreline of the bridge approaches. The SR 580 corridor crosses Moccasin Creek, an estuarine and marine wetland. No impacts are anticipated over these two wetland areas. Numerous “other surface waters” which include excavated drainage ponds are also present within the study corridor. **Figure 4-2** identifies the wetland and surface water systems located within the study corridor.

4.3.3 Conservation Areas/Mitigation Sites

The submerged land of Old Tampa Bay, as well as publicly owned submerged land within Pinellas County, has been designated an aquatic preserve (Pinellas County Aquatic Preserve). The Pinellas County Aquatic Preserve is utilized by the public for sport fishing and boating, as well as more passive activities like kayaking, swimming, and nature observation.

No mitigation sites were identified within the 500-foot buffer area; however the project corridor falls within the service area for the Old Florida and Upper Coastal, and the Tampa Bay Mitigation Banks. As of Fall 2020, federal and state freshwater forested/non-forested credits are available at the Old Florida and Upper Coastal Mitigation Banks. Only estuarine herbaceous credits are available at the Tampa Bay Mitigation Bank. As per Section 373.4137, F.S., compensatory mitigation of wetland impacts will be funded by FDOT and be carried out by the use of mitigation banks and any other mitigation options that satisfy state and federal requirements.

4.4 PHYSICAL RESOURCES

4.4.1 Contamination Site Potential

Contaminated sites within the study area were identified using GIS data made available by the Florida Department of Health (FDOH) and the Florida Department of Environmental Protection (FDEP). Numerous sites were identified within the study corridor, as it is heavily urbanized with majority commercial land use nearest to SR 580 right of way. **Figure 4-3** depicts the location of the sites along the corridor.

As shown in **Figure 4-3**, the study corridor contains potential hazards and risks regarding contamination involvement. The potential contamination sites include 48 biomedical waste facilities and 34 hazardous waste facilities. Four petroleum contamination monitoring sites were identified with work underway, six with no cleanup required, and 24 were closed. Out of the 57 storage tank contamination monitoring sites, 18 are open or active. These sites consist of gasoline retail stations, non-retail fuel users, drycleaners, bulk chemical storage sites, and local governments. Work in these areas may warrant further evaluation.

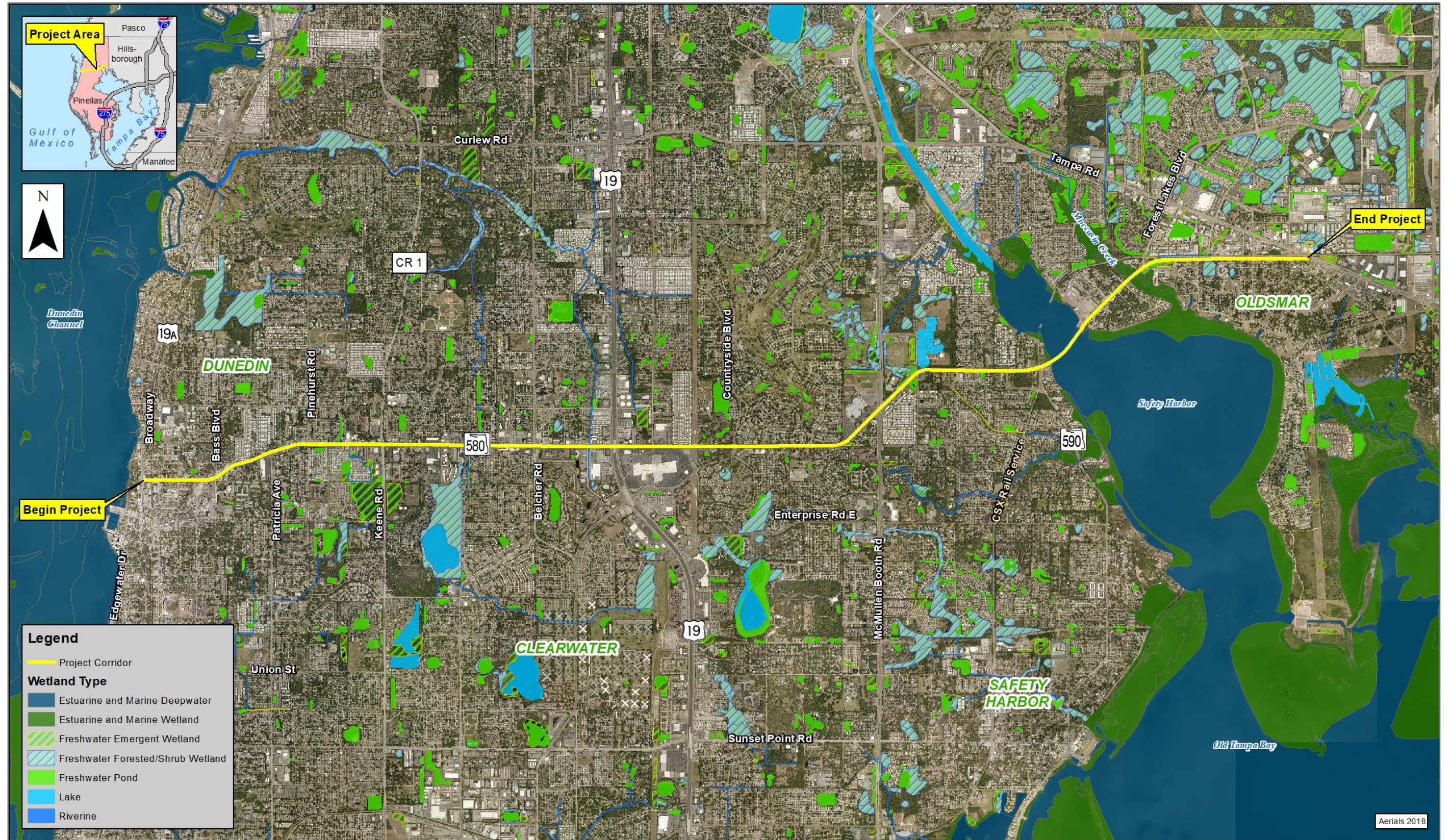


Figure 4-2 Wetland and Surface Water Systems

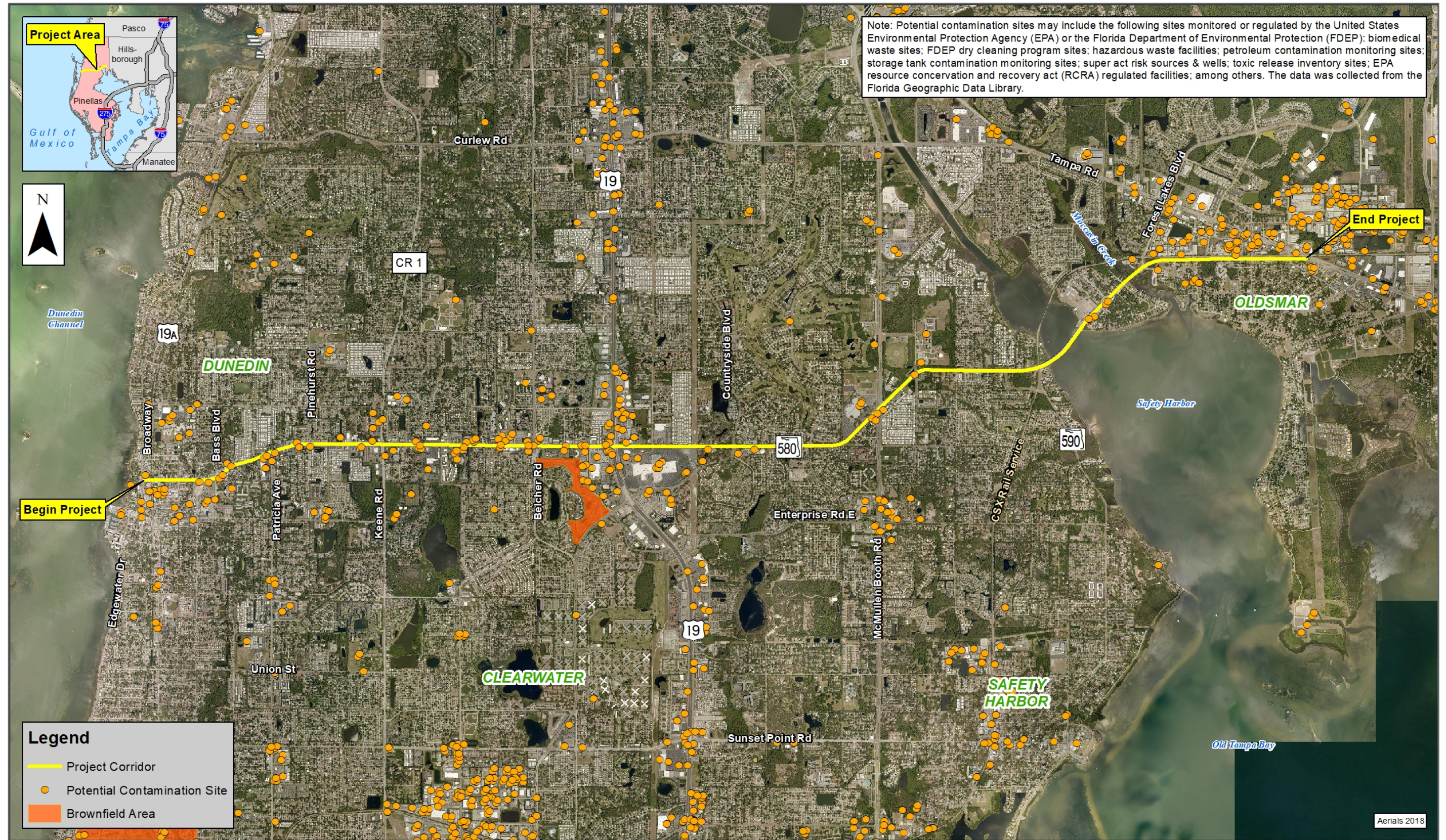


Table 4-5 summarizes the sites that have potential for contamination involvement.

Table 4-5 Contamination Analysis Summary

Contamination Type	Within Study Area
Biomedical Waste	48
Brownfield Location Boundaries	1
FDEP Dry Cleaning Program Sites	3
Hazardous Waste Facilities	34
Petroleum Contamination Monitoring Sites	34
Storage Tank Contamination Monitoring	57
Super Act Risk Sources	24
Super Act Wells	6
Toxic Release Inventory Sites	1
US EPA Regulated Air Emissions Facilities	6
US EPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities	37

4.4.2 Noise and Air Quality

Noise

One existing noise barrier was identified on the south side of SR 580, beginning east of Landmark Drive and continuing approximately 1,242 feet. Based on the anticipated activities and viable improvement strategies along the SR 580 corridor, we anticipate the project to be categorized as a Type III Project, which will not require a noise analysis or the consideration of abatement measures.

Air Quality

The Clean Air Act (CAA), as amended, requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) to protect public health and welfare. The EPA established the first set of primary and secondary NAAQS for six air pollutants that are common in outdoor air and are considered harmful to public health and the environment. Pinellas County, for which the project is wholly located within, is designated as being “in attainment” for all NAAQS. Therefore, no impacts to air quality are anticipated and further analysis is not required.

SECTION 5 TRANSPORTATION CHARACTERISTICS

This section summarizes the transportation characteristics of the SR 580 study area.

5.1 ROADWAY CHARACTERISTICS

The section summarizes a number of the transportation characteristics of the SR 580 corridor including number of lanes, speed limits, availability of bike lanes and sidewalks, signalized intersections, right of way, lighting, structures and other miscellaneous features.

SR 580 (Skinner Road) from Alternate US 19 to Main Street/Bass Boulevard

SR 580 is known as Skinner Road in this segment in Dunedin. Skinner Road consists of four lanes, 10 or 10.5 feet lanes in width, separated by a 12-foot vegetated median from Alternate US 19 to Douglas Road. The median becomes a scramble lane from Douglas Road to Main Street, and varies between 10 and 18 feet in width. The posted speed limit is 35 to 40 mph, and right of way width through this segment of the roadway ranges from 84 to 116 feet. There are 5-foot sidewalks on both sides of the roadway, and 4-foot, non-buffered bicycle lanes in each direction.

SR 580 from Main Street/Bass Boulevard to Belcher Road/CR 1

The roadway from Main Street to Pinehurst Road consists of four lanes and from Pinehurst Road to Belcher Road consists of six lanes, which vary in width from 10.5 to 12 feet. The median also varies in width from 10 feet (paved) to 28 feet (raised traffic separator). There are 5-foot sidewalks and 4-foot bike lanes on each side. The right of way width fluctuates between 106 and 179 feet. The posted speed limit in this segment is 40 mph up to Pinehurst Road intersection, and then changes to 45 mph.

SR 580 from Belcher Road to McMullen-Booth Road/CR 611

The six lanes vary from 11 to 13 foot in width from Belcher Road to McMullen-Booth Road, and right of way width in this segment ranges from 170 to 189 feet. There are 5-foot sidewalks and 4-foot bike lanes on both sides of the road. The speed limit in this segment is 45 mph. The median type and width varies, from a 14-foot paved median to a 26-foot raised traffic separator.

SR 580 from McMullen-Booth Road/CR 611 to Shore Boulevard

From McMullen-Booth Road to Shore Boulevard, there are six lanes that range between 11 and 13 feet in width. The right of way width through this segment fluctuates between 146 to 194 feet. Both sides of the roadway have 5-foot sidewalks and 4-foot bike lanes, and the speed limit is 45 mph.

SR 580 from Shore Boulevard to Tampa Road/SR 584

The roadway from Shore Boulevard to Tampa Road consists of four lanes that range from 12.5 to 13. There are 6-foot sidewalks and 4-foot bicycle lanes in this segment. The right of way width varies between 129 to 154 feet, with a posted speed limit of 40 mph.

Table 5-1 denotes the current roadway characteristics of the SR 580 corridor.

Table 5-1 SR 580 Corridor Roadway Characteristics

SR 580 Roadway Segments		# of Thru Lanes	Posted Speed Limit (mph)	Sidewalks	Bicycle Lanes	ROW Width (ft.)	# of Signals	Complete Street Class	Access Class
From	To								
US Alt 19	Main St	4	40	Yes N & S Side	Yes EB & WB	84 to 116	1	1	5
Main St	Belcher Rd	6	40-45	Yes N & S Side	Yes EB & WB	106 to 179	7	2	5
Belcher Rd	McMullen-Booth	6	45	Yes N & S Side	Yes EB & WB	170 to 189	8	3	5
McMullen-Booth	Shore Blvd	6	45	Yes N & S Side	Yes EB & WB	146 to 194	3	4	3
Shore Blvd	Tampa Rd	4	45	Yes N & S Side	No	129 to 154	3	5	3

Source: *FDOT Completing Florida's Streets – FDOT Context Classification Guide, July 2020*

5.2 INTERSECTIONS AND SIGNALS

Signalized intersections along the SR 580 corridor from Alternate US 19 to Tampa Road include the following:

- Broadway Street/Alternate US 19
- Main Street/Bass Boulevard
- Patricia Avenue
- Pinehurst Road
- Lake Haven Road
- Keene Road/CR 1
- Achieva Way
- Overcash Drive
- Pinewood Drive/King Arthur Court
- Belcher Road/CR 501
- US 19
- Summerdale Drive (includes Countryside Mall access)
- Countryside Boulevard
- Landmark Drive
- Charles Avenue (access to Countryside High School)
- McMullen-Booth Road/CR 611
- Philippe Parkway/SR 590
- Forrest Lakes Boulevard/St Petersburg Drive
- Bayview Boulevard

5.3 RIGHT OF WAY

Right of way varies through the 8.5-mile study area corridor. To a large extent this is due to the current land uses and the predominant urban and suburban built-out of the project corridor. See **Table 5-1** for right of way widths along the SR 580 corridor.

5.4 ACCESS MANAGEMENT

FDOT classifies access on state roadways using a seven-tier access management system established in Chapter 14-97, Administrative Rules of the Department of Transportation, State Highway System Access Management Classification System and Standards (Rule 14-97). The classification system ranges from Access Class 1, reserved for limited access freeways, to Access Class 7, assigned to lower priority state highways in areas that are already highly urbanized. This classification system assigns standards for driveway connections, spacing, median opening spacing, and signal spacing.

The primary objectives of these spacing standards are to provide a safe and clear operating environment for vehicles and travelers both in the roadway and when entering or exiting properties. This is to minimize speed differentials and conflict points, and preserves adequate sight distances.

According to the criteria provided as part of Rule 14-97.003, SR 580 within the study area is considered Access Class 3 and 5. **Table 5-1** denotes limits of access management classification of each project segment.

5.5 LIGHTING

The entire SR 580 corridor has existing street lighting, with the exception of the segment through Safety Harbor. This segment with no current street lighting starts just east of McMullen-Booth Road, through Safety Harbor, over the Old Tampa Bay Bridge, and then eastward to the Forest Lakes intersection in Oldsmar. On street lighting picks up again just east of the Forest Lakes intersection and continues to Tampa Road.

5.6 PARALLEL FACILITIES AND CONNECTIVITY

Parallel roadways to SR 580 include Tampa Road/SR 584 and Curlew Road/SR 586 to the north; and SR 60 and SR 590, to the south. However, with the exception of SR 60 these other roadways do not have the same range east to west, as does SR 580. They are shorter in length, and Curlew Road and Tampa Road eventually merge into one roadway and become SR 580, in Hillsborough County. See **Figure 5-1**.

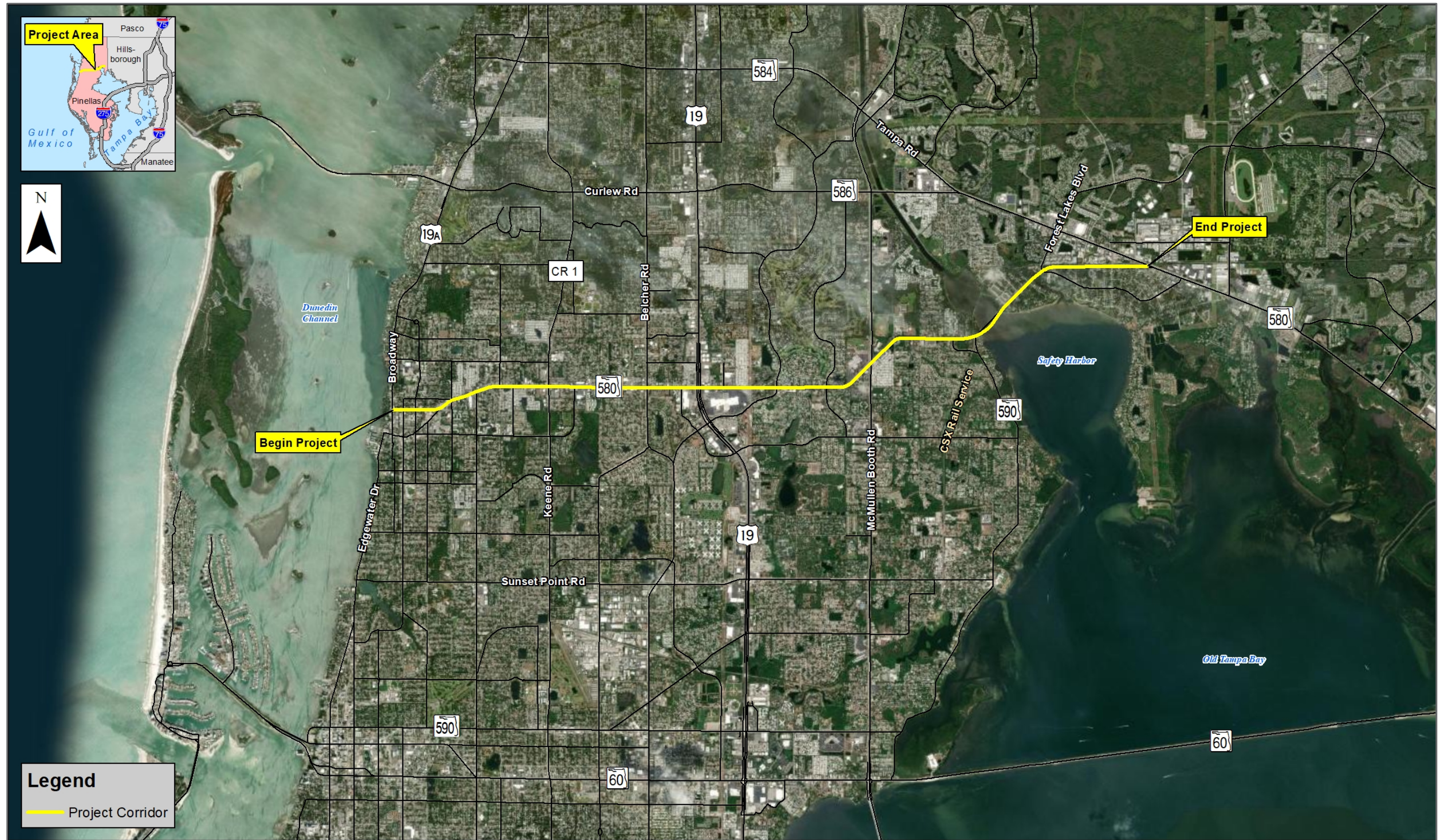


Figure 5-1 Parallel Roadway Facilities

State Road 60 is four to five miles south of SR 580, depending on which particular segment of SR 580 is being discussed. Curlew Road/SR 586 is two miles north of SR 580, and SR 590 is 3.5 mile south of SR 580, where it runs east to west, and parallel to the corridor. The distance from Tampa Road/CR 584 to the corridor varies, as the two roads converge at the eastern end of the project terminus.

5.7 STRUCTURES AND BRIDGES

There are two existing bridge crossings along the SR 580 corridor, and both are near the eastern terminus, adjacent to Forest Lakes Boulevard intersection. The bridge over the Old Tampa Bay (#150202 westbound; and #150203 eastbound) is a set of twin, four-lane bridges that also span a CSX Railroad line, and was built in 1988. The smaller Moccasin Creek Bridge (#150219) was built in 1997, and is located in Oldsmar, immediately adjacent to the Forest Lakes Boulevard intersection. The Old Tampa Bay Bridge structures, 150202 and 150203, have a Sufficiency Rating of 97 and 98, and a Health Index of 93.57 and 94.81, respectively. The Moccasin Creek Bridge has a Sufficiency Rating of 85 and a Health Index of 97.0. The bridge data shown is from the Florida Bridge Information Report, FDOT, July 2020.

Sufficiency Rating and Health Index are used by FDOT to rate the condition of their bridges. The sufficiency rating is used to help determine whether a bridge is structurally deficient or functionally obsolete and should be repaired or replaced. The health index measures the overall condition of a bridge and includes an evaluation of 10 to 12 different factors.

5.8 PUBLIC PARKING

For a majority of the SR 580 corridor, there is no public on-street parking directly on the SR 580 roadway. There is some on street parking adjacent to Downtown Dunedin and the Pinellas Trail at the western end of the study corridor. Abutting the Pinellas Trail, and off of Douglas Street, there is a free public parking garage that is managed by the City of Dunedin. At the Dunedin Mease Hospital on Main Street is there some on-street parking. Off street parking is available for the many strip malls, shopping plazas, businesses, restaurants and the Countryside Mall along SR 580. However, these parking facilities are not considered public parking, but are for the use of the customers of these businesses, which manage these parking facilities. Any other parking garages along the corridor are associated with private businesses.

SECTION 6 ENGINEERING/SITE CHARACTERISTICS

This section summarizes the engineering and site characteristics of the SR 580 study corridor.

6.1 EXISTING UTILITIES

Existing utilities were identified at a planning level. Twenty-four utility agencies/owners (UAO) were identified within the study area through a Sunshine One Call design ticket. **Table 6-1** lists the existing utilities, fiber optics and Intelligent Transportation System (ITS) facilities along the project corridor.

Table 6-1 Corridor Utilities and ITS

Utility Name	Utility Type
Tampa Electric (TECO)	Power/Electric
Pinellas County Highway Engineering	Highway lighting
City of Dunedin Wastewater Division1300	Wastewater/Sanitary
Unit 1 Fiber	Fiber Optics
Knology Broadband	Cable/internet
City of Clearwater, Traffic Operations Division	ITS/traffic operations
Florida Gas Transmission	Gas
American Traffic Solutions	ITS
Charter Communications	Cable
Black & Veatch	ITS
Clearwater Gas System	Gas
City of Clearwater	Water
City of Safety Harbor	Water
City of Dunedin	Water
Zayo Group/Lightwave LLC	Fiber Optics
Duke Energy	Power/Electric
Frontier Communications	Cable/Internet
CenturyLink	Internet, phone and cable
MCI	Internet/phone
Crown Castle NG	Communication (antenna)
City of Oldsmar	Water
Pinellas County Utilities	Reclaim water
Pinellas County Utilities	Water
City of St Petersburg Utilities	Water

6.2 SOILS AND GEOTECHNICAL DATA

The existing underlying soils along and adjacent to the SR 580 corridor are depicted in **Figure 6-1**, using NRCS data, and broken out by overall percentages on **Table 6-2**.

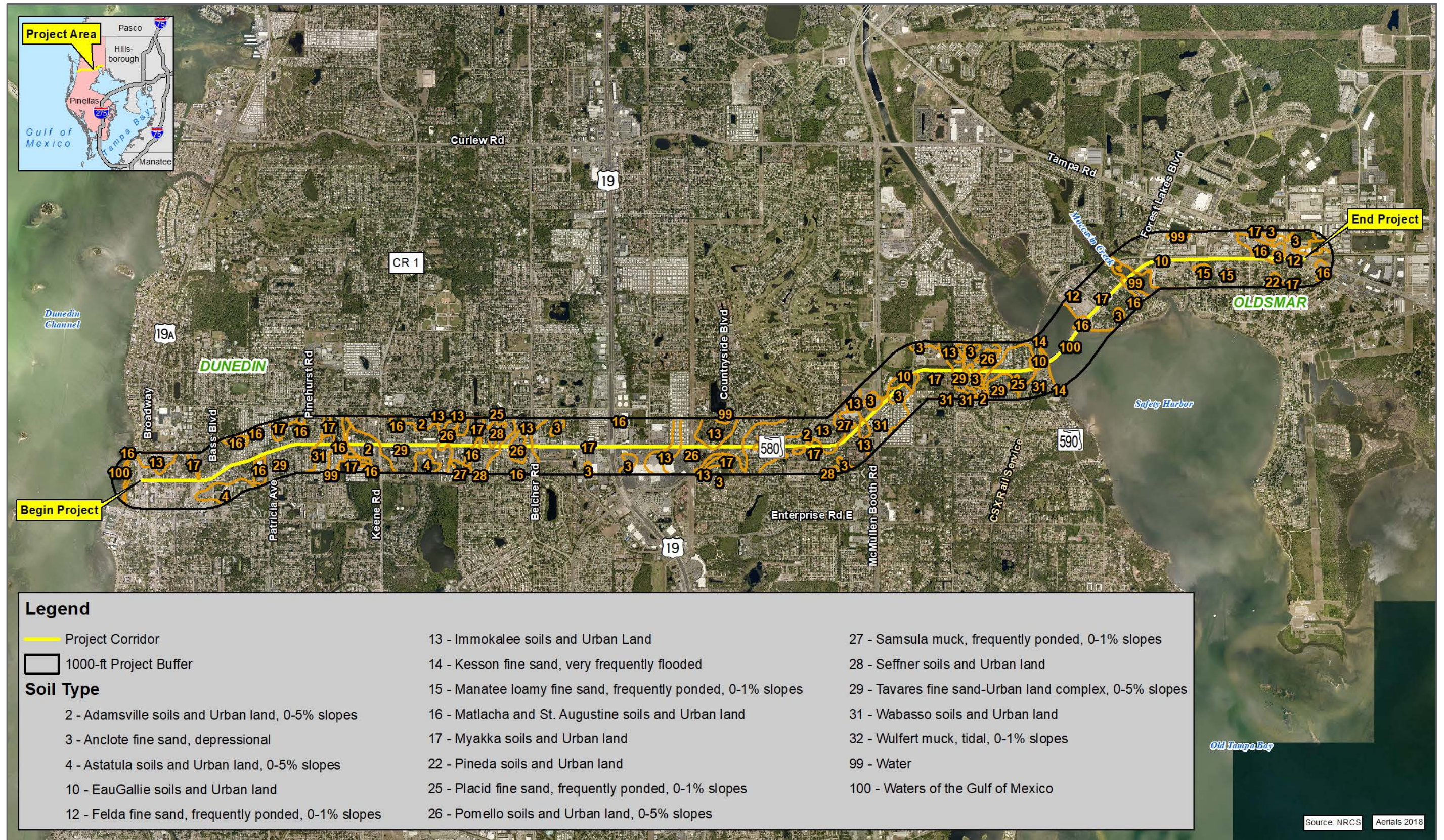


Figure 6-1 Soils Map

Table 6-2 Existing Soils

Map Unit Symbol	Description	Acreage (Approx. 500' from Centerline)	Percentage
2	Adamsville soils and Urban land, 0-5% slopes	43.7	2.1%
3	Anclote fine sand, depressional	65.7	3.1%
4	Astatula soils and Urban land, 0-5% slopes	33.7	1.6%
10	Eau Gallie soils and Urban land	270.1	12.9%
12	Felda fine sand, frequently ponded, 0-1% slopes	8.1	0.4%
13	Immokalee soils and Urban Land	218.1	10.4%
14	Kesson fine sand, very frequently flooded	2.4	0.1%
15	Manatee loamy fine sand, frequently ponded, 0-1% slopes	7.0	0.3%
16	Matlacha and St. Augustine soils and Urban land	87.2	4.2%
17	Myakka soils and Urban land.	642.0	30.7%
22	Pineda soils and Urban land	5.8	0.3%
25	Placid fine sand, frequently ponded, 0-1% slopes	7.3	0.3%
26	Pomello soils and Urban land, 0-5% slopes	98.5	4.7%
27	Samsula muck, frequently ponded, 0-1% slopes	12.9	0.6%
28	Seffner soils and Urban land	8.2	0.4%
29	Tavares fine sand-Urban land complex, 0-5% slopes	367.7	17.6%
31	Wabasso soils and Urban land	84.7	4.0%
32	Wulfert muck, tidal, 0-1% slopes	1.5	0.1%
99	Water	26.0	1.3%
100	Waters of the Gulf of Mexico	101	4.8%
Total		2091.9	100%

Source: NRCS, 2019

6.3 FLOODING AND DRAINAGE ISSUES

Using FEMA Floodway and Flood maps, potential flooding issues have been noted within the corridor along the sections of the study area adjacent to the surface waters and waterbodies. See attached flooding and major drainage issues depicted in **Figure 6-2**. These areas are found adjacent or surrounding surface waters from west to east and include:

- Dunedin Channel (intracoastal waterway)
- Jerry Branch Channel, that circuitously connects Jerry Lake to Curlew Creek in the north
- Old Tampa Bay, both Safety Harbor and Oldsmar portions, and
- Moccasin Creek

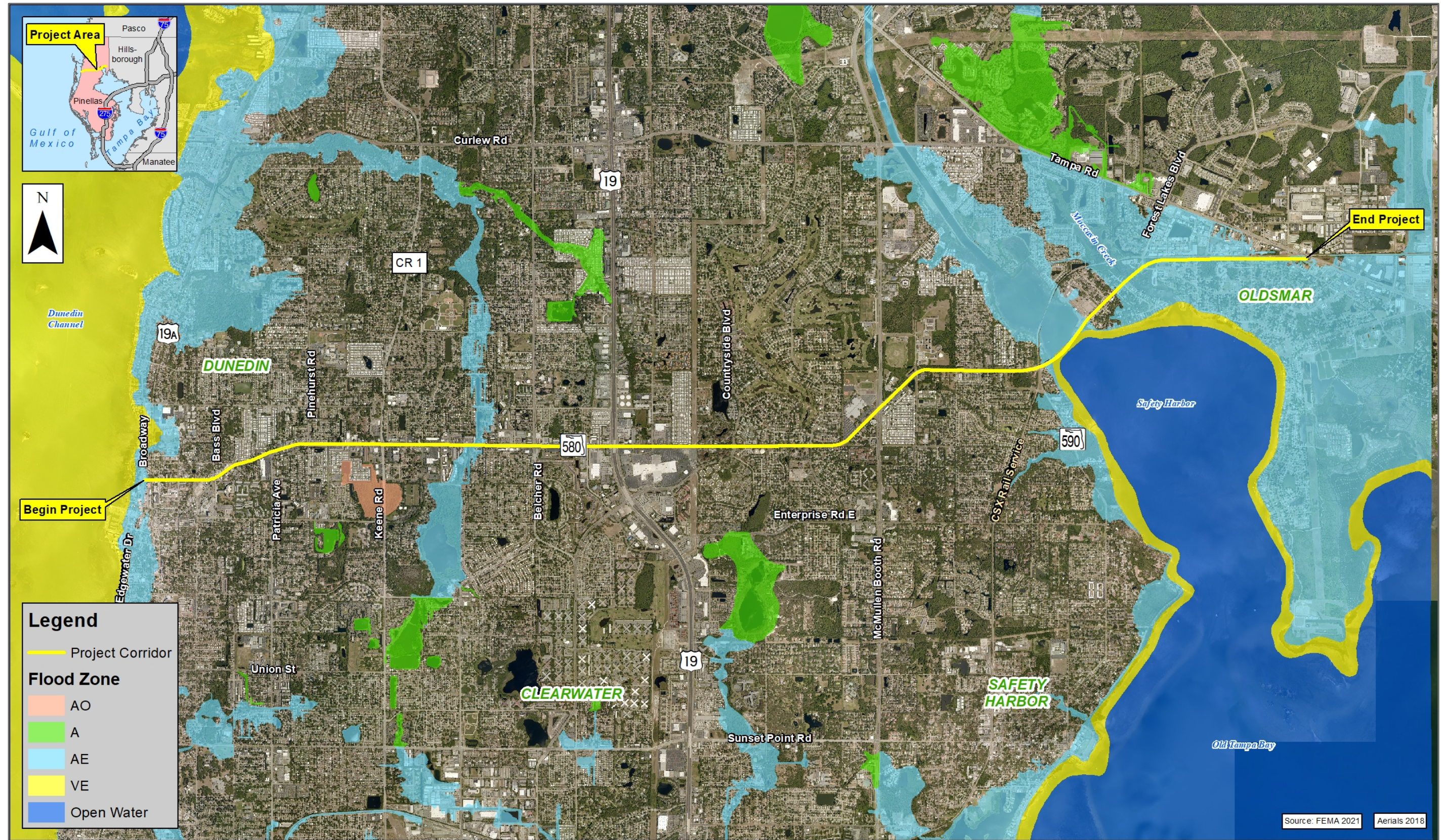


Figure 6-2 Floodplains

6.4 EXISTING PERMITS AND CURRENT CRITERIA

The Florida permitting criteria and process was authorized by Part IV of Chapter 373 Florida Statutes, and was developed and managed by the FDEP and the Southwest Florida Water Management District (SWFWMD). See **Figure 6-3**, denoting approved Environmental Resource Permits (ERPs) along the study corridor. The SWFWMD ERP process is for construction projects that affect wetlands, water quality, require stormwater treatment or involve construction in a natural wetland systems or surface water. The US Army Corps of Engineers (USACE) also regulates construction for work within the navigable and jurisdictional of the waters of the United States through their own process, under section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Act of 1899. The USACE project permits are not shown in **Figure 6-3**.

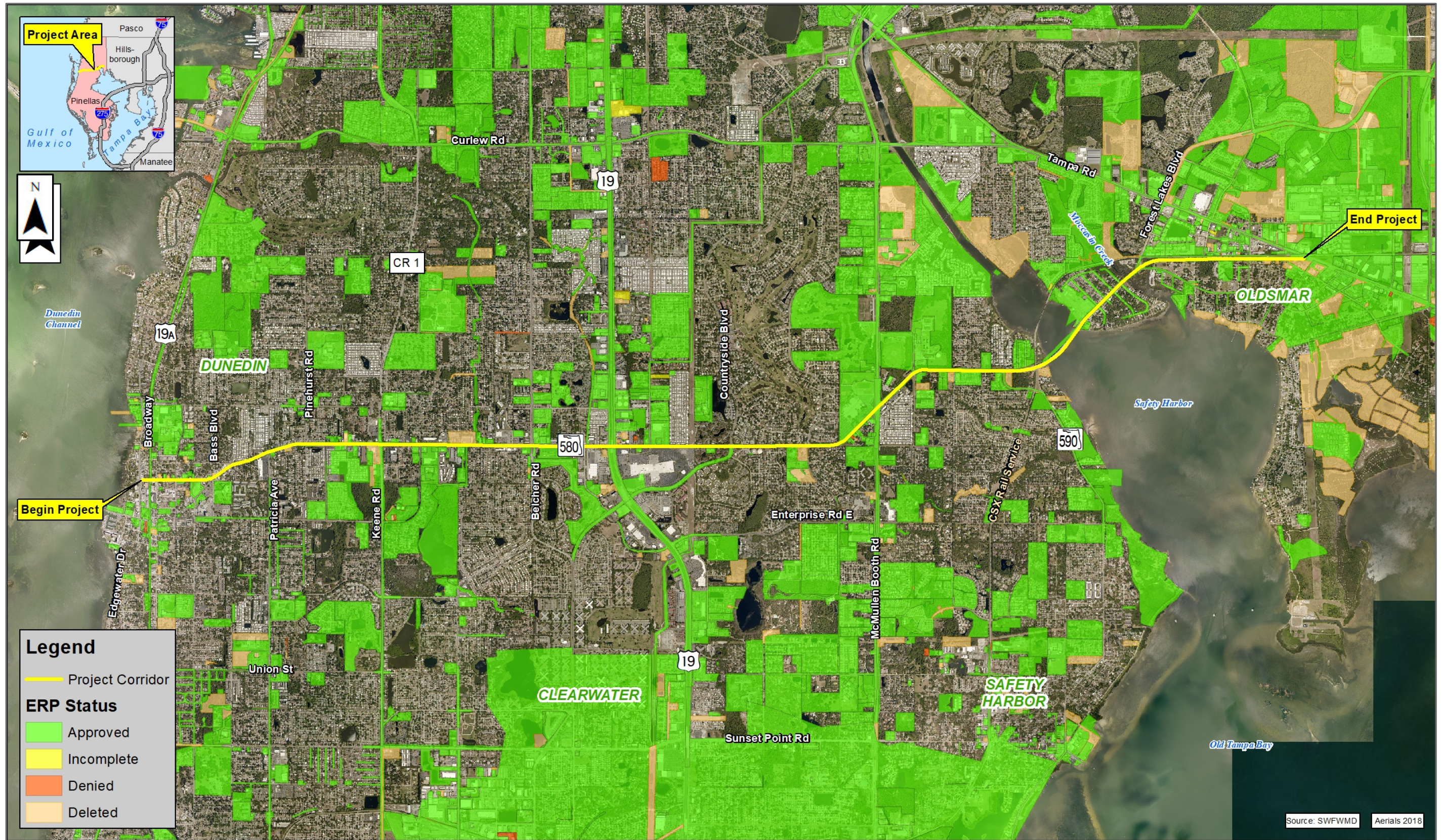


Figure 6-3 Permits Map

SECTION 7 EXISTING TRAVEL DEMAND CHARACTERISTICS

This section summarizes the travel demand model used, traffic data collection, traffic factors and the development of the Existing Year 2020 traffic volumes used for the operational analysis of this corridor study.

7.1 MODEL VALIDATION

The Tampa Bay Regional Planning Model Version 9.0 (TBRPM V9.0) was utilized for the SR 580 study. The TBRPM V9.0 is comprised of the base year 2015 and horizon year 2045 networks. The TBRPM V9.0 has been calibrated for base year 2015 at the regional level. To improve the model performance within the SR 580 study area, further refinement and calibration was conducted based on the original model. The goal was to improve the correlation between model volume estimation and observed traffic conditions on the roadways within the study area. **Figure 7-1** illustrates the study area of SR 580.

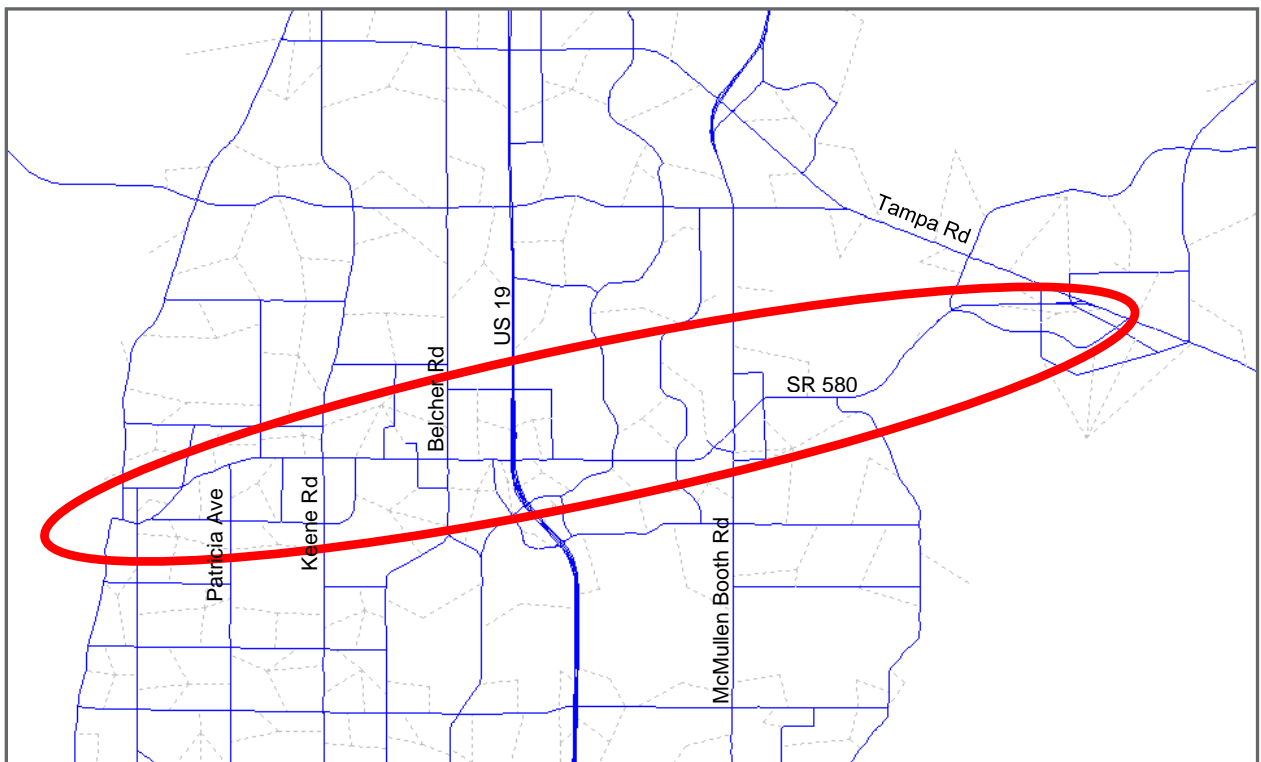


Figure 7-1 TBRPM V9.0 Study Area

7.1.1 Model Network Updates

Facility Type Update

A network review was conducted to match the physical and operational features of the roadway network within the study area with actual conditions. The review focused on the roadway characteristics, such as facility types and number of lanes.

The following facility type (FT) adjustments were made to both the base year 2015 model network and horizon year 2045 model network in the TBRPM V9.0.

SR 580

- The FT of roadway segments between Alt US 19 and Pinehurst Road/Crosley Dr was updated from 25 to 24.
- The FT of roadway segments between Belcher Road and McMullen Booth Road was updated from 25 to 24.
- The FT of roadway segments between McMullen Booth Road and Forest Lakes Boulevard/St Petersburg Dr W was updated from 25 to 23.

SR 586

- The FT of roadway segments between Alt US 19 and McMullen Booth Road was updated from 22/24 to 23.
- The FT of roadway segments between McMullen Booth Road and Tampa Road was updated from 24 to 25.

Sunset Point Rd

- The FT of roadway segments between Alt US 19 and N Highland Ave was updated from 33 to 34.
- The FT of roadway segments between N Keene Road and US 19 was updated from 23 to 24.

Main St

- The FT of roadway segments between McMullen Booth Road and Philippe Pkwy was updated from 33/42 to 36/43

US 19 Frontage Road

- The FT of roadway segments between Republic Dr/Hammock Pine Blvd and Sunset Point Rd was updated from 67 to 66.

Local Road Coding

The cross street volume of the study intersections were required for the future year traffic operation analysis. However, in the original TBRPM V9.0, some of the minor local cross streets were not included in the model networks. In **Figure 7-2**, the links in red are the additional cross streets coded in the network. The following cross streets were added to the networks:

- Bass Blvd
- Lake Haven Rd
- Overcash Dr
- King Arthur Ct/Pinewood Dr
- Enterprise Rd
- Summerdale Dr
- Charles Ave
- Rigby Lane
- Bayview Blvd
- State St

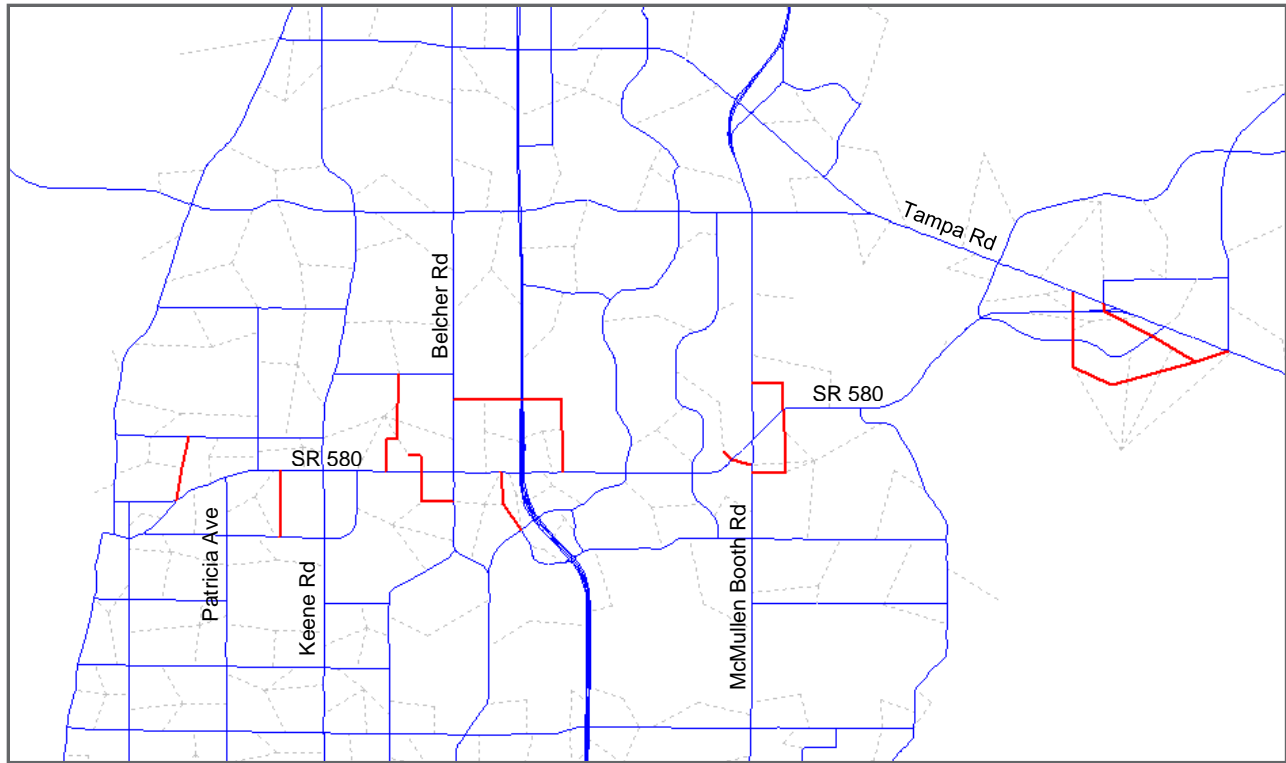


Figure 7-2 TBRPM V9.0 Local Road Editing

7.2 MODEL VALIDATION RESULTS

The validation of a traffic model evaluates and verifies the accuracy of the volumes generated by the model by comparing the model volumes against the actual traffic counts taken on network links throughout the study area. Two measures of effectiveness used in the validation of the model include the ratio of assigned volume to count volume on individual roadway links, and Root Mean Square Error (RMSE) by link volume groups.

7.2.1 Volumes to Counts Ratio (V-to-C)

The model volume to traffic count ratios (V-to-C) were used as a measurement of the accuracy of the forecasting model. The SR 580 overall V-to-C was improved from 0.83 to 1.01 after the model validation, which meets the model validation target. After the calibration, the model performance on majority of the

individual roadway segments was also improved. **Table 7-1** and **Table 7-2** summarize the model validation results.

7.2.2 Root Mean Square Error (RMSE)

The Root Mean Squared Error (RMSE) is another measure to evaluate the validation result. RMSE measures the dispersion and tends to normalize model error better than volume-over-count ratios that allow for high ratios to offset low ratios. The RMSE is often calculated as percent RMSE versus average traffic counts. The formula is shown as follows:

$$\%RMSE = \frac{\left(\sqrt{\frac{\sum_{i=1}^n (V_i - C_i)^2}{n - 1}} \right)}{\left(\frac{\sum_{i=1}^n C_i}{n} \right)} \times 100$$

Where

V_i = model volume for a roadway segment

C_i = traffic count for the same roadway segment

n = number of roadway segments with traffic counts

For SR 580, the RMSE decreased from 27.24% to 17.74% after the validation, which demonstrates the reasonableness and reliability of the model validation.

Table 7-1 East-West Validation Summary Table (V-to-C & Annual Growth Rate)

Location	Count	2015 Volume		2045 Volume		V-to-C		Annual Growth Rate	
		Origin	Validated	Origin	Validated	Origin	Validated	Origin	Validated
SR 580									
US 19 Alt to Skinner Blvd	12,002	14,285	15,795	16,602	17,946	1.19	1.32	0.54%	0.45%
Bass Blvd to New York Ave	19,500	15,613	20,177	18,488	22,788	0.80	1.03	0.61%	0.43%
Patricia Ave to Pinehurst Ave	30,999	21,105	26,828	24,073	27,724	0.68	0.87	0.47%	0.11%
Lake Ave to Keene Rd	33,501	30,894	35,058	33,816	37,631	0.92	1.05	0.32%	0.24%
Pinewood Dr to Belcher Rd	49,501	29,037	40,701	31,607	47,158	0.59	0.82	0.30%	0.53%
Belcher to Enterprise Rd	50,499	38,333	45,445	42,992	50,461	0.76	0.90	0.41%	0.37%
US 19 to Summerdale Dr	40,501	30,210	37,578	31,644	38,976	0.75	0.93	0.16%	0.12%
Charles Ave to McMullen Booth Rd	40,999	33,150	35,615	35,346	37,775	0.81	0.87	0.22%	0.20%
Rigsby Ln to SR 590	38,000	35,497	45,929	37,373	46,300	0.93	1.21	0.18%	0.03%
US 590 to Safety Harbor Bridge	40,998	41,541	48,648	43,468	50,830	1.01	1.19	0.15%	0.15%
Oakwood Blvd to S Bayview Blvd	22,499	26,365	31,275	21,905	28,237	1.17	1.39	-0.56%	-0.32%
Total	378,999	316,030	383,047	337,315	405,826	0.83	1.01	0.22%	0.20%
SR 584/Tampa Road									
Pine Avenue North to Forest Lakes Blvd	49,000	55,020	56,270	52,430	52,209	1.12	1.15	-0.16%	-0.24%
Oakleaf Blvd to SR 586	64,001	75,334	72,952	80,616	78,059	1.18	1.14	0.23%	0.23%
SR 586 to E Lake Woodlands Pkwy	45,501	57,099	57,365	59,942	60,796	1.25	1.26	0.17%	0.20%
19th St to Allens Ridge Dr W/ Hammock Dr	18,000	13,948	15,647	16,673	19,415	0.77	0.87	0.65%	0.80%

Location	Count	2015 Volume		2045 Volume		V-to-C		Annual Growth Rate	
		Origin	Validated	Origin	Validated	Origin	Validated	Origin	Validated
Riviere Rd to US 19	24,500	20,496	22,596	27,855	31,206	0.84	0.92	1.20%	1.27%
Lake Valencia Dr E to Lake Saint George Dr	42,001	42,415	43,709	44,500	45,815	1.01	1.04	0.16%	0.16%
Total	243,003	264,312	268,541	282,014	287,499	1.09	1.11	0.22%	0.24%
SR 586									
Alt US 19 to Eagle Ln	16,000	11,746	10,516	13,636	11,607	0.73	0.66	0.54%	0.35%
Crystal Cir to Belcher Rd	30,000	41,965	33,931	41,515	32,170	1.40	1.13	-0.04%	-0.17%
Fisher Rd to US 19	36,001	57,104	44,273	58,522	44,309	1.59	1.23	0.08%	0.00%
66th St to 66th St	40,500	33,966	27,313	42,490	33,625	0.84	0.67	0.84%	0.77%
Landmark Dr to McMullen Booth Rd	38,499	44,593	37,766	51,629	42,482	1.16	0.98	0.53%	0.42%
Gull Aire Blvd to Tampa Rd	17,500	31,469	27,424	34,628	29,994	1.80	1.57	0.33%	0.31%
Total	178,500	220,844	181,224	242,419	194,187	1.24	1.02	0.33%	0.24%
Sunset Point Road									
Edgewater Dr to Stevenson Ave	7,700	2,708	1,943	2,665	2,009	0.35	0.25	-0.05%	0.11%
Stevenson Ave to Douglass Ave	4,700	2,550	1,769	2,462	1,848	0.54	0.38	-0.12%	0.15%
West Skyline Dr to Lawson Rd	26,500	26,555	21,080	32,204	24,469	1.00	0.80	0.71%	0.54%
South Dr to Soule Rd	20,500	30,773	27,874	34,333	32,708	1.50	1.36	0.39%	0.58%
US 19 to South Dr	22,001	30,587	27,482	33,727	32,058	1.39	1.25	0.34%	0.55%
10th Ave South to Legion Lane	9,102	10,865	10,069	11,404	10,477	1.19	1.11	0.17%	0.14%
Total	90,503	104,039	90,217	116,796	103,569	1.15	1.00	0.41%	0.49%

Table 7-2 North-South Validation Summary Table (V-to-C & Annual Growth Rate)

Location	Count	2015 Volume		2045 Volume		V-to-C		Annual Growth Rate	
		Origin	Validated	Origin	Validated	Origin	Validated	Origin	Validated
Alternate US 19									
Orangewood Dr to Beltrees St	17,500	18,217	18,902	18,572	18,940	1.04	1.08	0.07%	0.01%
Albert St to Scotland St	15,999	16,217	17,273	16,742	17,476	1.01	1.08	0.11%	0.04%
San Jose Dr to Cevera Dr	20,501	19,453	19,135	19,669	19,150	0.95	0.93	0.04%	0.00%
Palm Blvd to Trade Winds Dr	23,999	20,067	19,820	20,314	19,868	0.84	0.83	0.04%	0.01%
Trade Winds Dr to Curlew Rd	25,500	22,250	21,838	22,631	21,989	0.87	0.86	0.06%	0.02%
Wexford Leas Blvd to Tampa Rd	19,001	17,897	18,325	17,113	18,078	0.94	0.96	-0.15%	-0.04%
Total	122,500	114,101	115,293	115,042	115,501	0.93	0.94	0.03%	0.01%
CR 1/Keene Road									
Winsor Gate East to Union St	25,500	27,022	24,730	27,241	25,689	1.06	0.97	0.03%	0.13%
Achieva Way to Main St	20,000	17,420	15,604	16,904	15,008	0.87	0.78	-0.10%	-0.13%
SR 580 to San Christopher Dr	24,500	25,244	22,896	25,236	22,789	1.03	0.93	0.00%	-0.02%
Falcon Dr to Solon Ave	16,500	25,256	21,787	25,236	21,734	1.53	1.32	0.00%	-0.01%
Forest Grove Blvd to Tampa Rd	12,999	17,620	17,027	14,723	14,280	1.36	1.31	-0.55%	-0.54%
Total	99,499	112,562	102,044	109,340	99,500	1.13	1.03	-0.10%	-0.08%
US 19									
From Enterprise Rd to Countryside Blvd	84,000	72,100	69,010	83,612	80,053	0.86	0.82	0.53%	0.53%
Hammock Pine Blvd to Estancia Blvd	90,501	76,315	77,419	94,896	96,093	0.84	0.86	0.81%	0.80%
SR 586 to CR 39/CR 95	79,498	67,932	66,745	89,289	89,487	0.85	0.84	1.05%	1.14%

Location	Count	2015 Volume		2045 Volume		V-to-C		Annual Growth Rate	
		Origin	Validated	Origin	Validated	Origin	Validated	Origin	Validated
North of Sunset Point Road to McCormick Dr	85,000	84,418	80,687	96,651	92,138	0.99	0.95	0.48%	0.47%
Total	338,999	300,764	293,862	364,448	357,772	0.89	0.87	0.71%	0.72%
Belcher Road									
Sunset Point Rd to Montclair Rd	23,500	36,386	35,897	39,676	38,687	1.55	1.53	0.30%	0.26%
Willow Tree Trail to Oak Neck Rd	30,001	37,080	37,359	41,027	40,580	1.24	1.25	0.35%	0.29%
Oak Neck Rd to Laurelwood Dr	18,500	11,620	9,614	12,479	10,792	0.63	0.52	0.25%	0.41%
Hannah Way S to Curlew Rd	17,500	13,836	14,195	13,858	13,165	0.79	0.81	0.01%	-0.24%
Curlew Road to CR 39	18,500	14,493	15,472	13,942	14,059	0.78	0.84	-0.13%	-0.30%
Total	108,001	113,415	112,538	120,983	117,283	1.05	1.04	0.22%	0.14%
Countryside Boulevard									
Belcher Rd to Enterprise Rd	24,000	30,459	30,570	32,967	32,979	1.27	1.27	0.27%	0.26%
Wildwood Dr to Countryclub Dr	11,501	9,223	9,108	9,430	9,367	0.80	0.79	0.07%	0.09%
Total	35,501	39,681	39,678	42,397	42,346	1.12	1.12	0.23%	0.22%
McMullen Booth Road									
Homestead Oaks Drive to Sunset Point Rd	59,500	57,299	58,249	60,400	61,645	0.96	0.98	0.18%	0.19%
Cedar St to 4th St N	60,000	58,176	56,930	61,307	60,548	0.97	0.95	0.18%	0.21%
Eastland Blvd to Allen Ave	61,000	51,692	53,760	53,482	56,162	0.85	0.88	0.12%	0.15%
Allen Ave to SR 580	61,500	55,966	46,546	58,357	51,219	0.91	0.76	0.14%	0.33%
SR 580 to Rigsby Lane	56,500	43,761	38,988	46,603	43,769	0.77	0.69	0.22%	0.41%
Curlew Road to Mil-Ray Drive	55,500	48,426	48,137	51,311	50,818	0.87	0.87	0.20%	0.19%
Total	354,000	315,320	302,609	331,460	324,161	0.89	0.85	0.17%	0.24%

7.3 TRAFFIC DATA COLLECTION

Traffic counts were collected for this study in order to develop Existing Year 2020 traffic volumes. Traffic counts were collected in August of 2020 (Pinellas County schools were in session during the traffic data collection process) and included turning movement counts, twenty-four hour and seventy-two hour classification counts. Due to shift in traffic patterns due to the COVID-19 pandemic, collected traffic counts were compared to historic counts for reasonability. Development of the Existing Year 2020 traffic volumes are detailed in **Section 7.5**. The collected traffic counts are provided in **Appendix A**.

Twenty-four hour traffic counts were collected along eleven segments on SR 580 and seventy-two-hour classification counts were collected for two segments on SR 580. Those roadway segments are as follows:

- SR 580 east of Alt 19
- SR 580 east of Bass Blvd
- SR 580 east of Pinehurst Rd
- SR 580 east of Keene Rd
- SR 580 west of US 19
- SR 580 east of US 19
- SR 580 east of Countryside Blvd (classification count)
- SR 580 west of McMullen Booth Rd
- SR 580 east of McMullen Booth Rd
- SR 580 west of SR 590 (classification count)
- SR 580 east of SR 590
- SR 580 east of Forest Lakes
- SR 580 west of Tampa Rd

Four-hour turning movement counts (TMCs) were collected for each approach of each intersection for the AM and PM peak hours. TMCs were collected for 25 study intersections that were determined to be key intersections within the study corridor. The 25 intersections and approaches where TMCs were collected included:

- SR 580 at Alt US 19/Broadway
- SR 580 at Douglas Ave
- SR 580 at Bass Blvd
- SR 580 at Patricia Ave
- SR 580 at Pinehurst Rd/Crosley Dr
- SR 580 at Lake Haven Rd
- SR 580 at Keene Road

- SR 580 at Sunlight Dr/Achieva Way
- SR 580 at Overcash Dr
- SR 580 at King Arthur Ct/Pinewood Dr
- SR 580 at Belcher Road
- SR 580 at Enterprise Road
- SR 580 at US 19 Frontage Roads
- SR 580 at Summerdale Dr
- SR 580 at Countryside Blvd
- SR 580 at Landmark Dr
- SR 580 at Charles Ave
- SR 580 at Countryside HS bus loop entrance
- SR 580 at McMullen Booth Road
- SR 580 at Rigby Lane
- SR 580 at SR 590/2nd St
- SR 580 at Forest Lakes Blvd./St Petersburg Dr W
- SR 580 at S Bayview Blvd
- SR 580 at State Street
- SR 580 at Tampa Rd

The traffic intersection and segment count locations listed above are also shown in **Figure 7-3**.



Figure 7-3 Traffic Count Location

7.4 TRAFFIC FACTORS

Traffic factors for the study corridor were developed based on historic data collected from FDOT Florida Traffic Online (FTO) website. Historic traffic factor data was collected from eleven FTO count stations along SR 580. Traffic factor data collected and recommended for the study corridor included the design hour factor (K factor), directional distribution factor (D factor) and the truck factor (T factor). The

calculated Design Hour Truck (DHT) factor was calculated to be half of the T factor. **Table 7-3** shows the K, D and T factors recommended for this study.

Table 7-3 K, D, and T Factors

Segment	FTO Site*	Traffic Factors		
		K (%)	D (%)	T (%)
E of SR 595/ Alt US 19	155403	9.0	55.7	2.6
E of Skinner	155070	9.0	55.7	3.5
W of Pinehurst	155502	9.0	55.7	3.5
E of Lake Haven Road	150040	9.0	55.7	3.1
W of Belcher Rd/CR 501	155310	9.0	55.7	2.7
W of US 19/SR 55	150023	9.0	55.7	3.3
E of US 19	155311	9.0	55.7	2.7
W of McMullen Booth Rd/CR 611	150018	9.0	55.7	2.3
W of SR 590	155312	9.0	55.7	3.5
At Safety Harbor Bridge	155402	9.0	55.7	2.9
Between Oakwood and Bayview	155335	9.0	55.7	3.9
Overall		9.0	55.7	3.1

*FTO Site used to collect previous 5 year traffic factor data

7.5 EXISTING YEAR 2020 TRAFFIC VOLUMES

7.5.1 Peak Hour

The collected segment counts showed different peak hours at different locations along SR 580; therefore, a common peak hour was determined and used for all intersections and segments in traffic analysis.

The peak hour was determined using the 2020 segment traffic counts collected on SR 580. The AM peak hour and PM peak hour were determined for each segment. Since not all segments have the same peak hour, a study peak hour along SR 580 was determined based on the most frequent peak hours.

- AM Peak Hour: 7:15 – 8:15
- PM Peak Hour: 16:30 – 17:30

There are twenty-four study segments for SR 580, with thirteen of them having 2020 collected traffic counts. For the thirteen segments with 2020 collected traffic counts, the peak hour direction was determined by comparing the directional volumes during AM and PM peak hours. If one segment has higher volume along WB during AM peak hours, the AM peak direction would be WB; otherwise, it would be EB. The PM peak direction was determined using the same way. If one segment was found to have the same peak hour direction during AM and PM peak hours, which is not desired for analysis, the segment EB and WB volume in AM and PM are compared. The result from the period with higher volume would be followed; and the result of another period would be flipped. For the rest of the segments without 2020 collected traffic counts, the peak hour direction was determined by examining the peak hour direction of its nearby segments.

7.5.2 Existing Year 2020 AADT – SR 580

Due to the COVID-19 pandemic influence, two sets of Existing Year 2020 AADT volumes were developed in order to ensure existing condition volumes reflected consistent base conditions. The first set of 2020 AADT volumes were developed using 2019 Florida Traffic Online (FTO) website AADT and by applying a one-year growth rate. The second set of 2020 AADT was developed based on the collected 2020 traffic counts, and by applying the 2019 seasonal factor and 2019 axle factor. The segments with 2019 FTO AADT are shown in **Figure 7-4**, and the segments with 2020 collected traffic counts are shown in **Figure 7-5**.



Figure 7-4 SR 580 Segments with 2019 FTO AADT

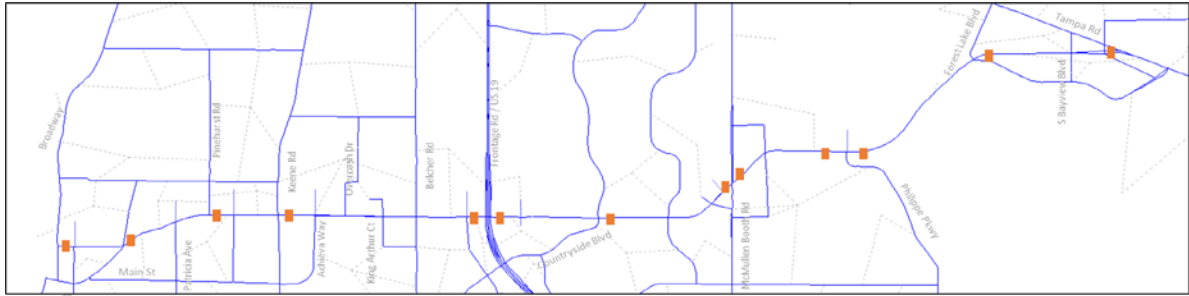


Figure 7-5 SR 580 Segments with 2020 Collected Traffic Counts

The two methods to develop the two AADT sets are as follows:

- **AADT Set 1: 2020 AADT Development Based on 2019 FTO AADT:**
 - For segments with 2019 FTO AADT, the 2020 AADT was obtained by applying one-year growth rate on that segment.
 - For segments without 2019 FTO AADT data, one of the items apply:
 - If the 2020 segment count was available for that segment and nearby segment, the 2019 FTO based AADT would be estimated by interpolation using nearby counts, and then normalized to year 2020 by applying one-year growth rate,
 - If the 2020 segment count was not available, the 2019 FTO based AADT would be estimated by interpolation using 2020 peak hour TMC of its nearby two intersections, and then normalized to year 2020 by applying one-year growth rate.
- **AADT Set 2: 2020 AADT Development Based on 2020 Collected Traffic Counts:**
 - For the two segments with 72-hr classification counts, the 2019 seasonal factor was applied to develop the 2020 the AADT.
 - For the eleven segments with 24-hr counts, the 2019 seasonal factor and 2019 axle factor were applied to develop the 2020 AADT.
 - For the segments without any collected traffic counts, one of the two items apply:
 - If the 2019 FTO AADT was available for that segment and nearby segment, the 2020 AADT would be estimated by interpolating the 2019 FTO AADT with model annual growth rate,
 - If the 2019 FTO AADT was not available for that segment, the 2020 AADT would be estimated by interpolation using 2020 peak hour TMC of the two adjacent intersections.

Table 7-4 shows the grouped annual growth rate and normalization process to convert the 2019 FTO AADT to 2020 AADT.

Table 7-4 2020 AADT Volumes based on 2019 FTO AADT

ID #	Segment	2015-2045 (Grouped)	2019 AADT	2020 AADT
1	East of Alt. US 19	0.43%	10,600	10,646
2	East of Douglass Ave	0.43%	13,100	13,156
3	East of Bass Blvd	0.43%	17,800	17,877
4	West of Pinehurst Rd	0.33%	28,500	28,594
5	East of Pinehurst Rd	0.33%	31,414	31,518
6	East of Lake Haven	0.33%	31,500	31,604
7	East of Keene Rd	0.33%	43,148	43,290
8	East of Achieva Way	0.33%	48,560	48,720
9	East of Overcash Dr	0.33%	48,855	49,016
10	West of Belcher Rd	0.45%	47,500	47,714
11	West of Enterprise Road	0.45%	48,500	48,718
12	West of US 19 (East of Enterprise)	0.45%	47,738	47,953
13	East of US 19	0.28%	40,000	40,112
14	West of Countryside Blvd	0.28%	35,185	35,283
15	East of Countryside Blvd	0.28%	42,479	42,599
16	East of Landmark Dr	0.28%	36,124	36,225
17	Between Charles Ave and HS Bus Loop Entrance	0.28%	35,684	35,784
18	West of McMullen Booth Rd	0.28%	34,500	34,597
19	East of McMullen Booth Rd	0.20%	34,668	34,737
20	West of SR 590	0.20%	37,000	37,074
21	East of SR 590/2nd St	0.20%	40,500	40,581
22	East of Forest Lakes Blvd/St. Petersburg Dr	0.10%	22,900	22,923
23	East of S Bayview Blvd	0.10%	20,603	20,624
24	West of Tampa Rd	0.10%	20,224	20,244

Table 7-5 shows the 2020 AADT development based on 2020 Collected Traffic Counts and the corresponding axle and seasonal factors used for each SR 580 segment.

Table 7-5 2020 AADT Based on 2020 Collected Traffic Counts

ID #	Segment	2020 AADT Based on 2020 Collected Traffic Counts				
		Observed Date	2019 Seasonal Factor	Axle Factor	2020 Counts	2020 AADT
1	East of Alt. US 19	August 27, 2020	1.06	0.99	10,093	10,592
2	East of Douglass Ave			0.99		
3	East of Bass Blvd	August 27, 2020	1.06	0.99	19,367	20,324
4	West of Pinehurst Rd		1.06	0.99		
5	East of Pinehurst Rd	August 27, 2020	1.06	0.99	27,942	29,322
6	East of Lake Haven		1.06	0.99		
7	East of Keene Rd	August 27, 2020	1.06	0.99	38,379	40,275
8	East of Achieva Way			0.99		
9	East of Overcash Dr			0.99		
10	West of Belcher Rd		1.06	0.99		
11	West of Enterprise Road	September 2, 2020	1.06	0.99	42,527	44,628
12	West of US 19 (East of Enterprise)			0.99		
13	East of US 19	August 27, 2020	1.06	0.99	33,763	35,431
14	West of Countryside Blvd			0.99		
15	East of Countryside Blvd	September 1, 2020	1.06	1	39,036	41,378
16	East of Landmark Dr			0.99		
17	Between Charles Ave and HS Bus Loop Entrance			0.99		
18	West of McMullen Booth Rd	August 27, 2020	1.06	0.99	32,024	33,606
19	East of McMullen Booth Rd	August 27, 2020	1.06	0.99	32,180	33,770
20	West of SR 590	September 1, 2020	1.06	1	31,995	33,915
21	East of SR 590/2nd St	August 27, 2020	1.06	0.99	32,453	34,056
22	East of Forest Lakes Blvd/St. Petersburg Dr	August 27, 2020	1.06	0.99	18,627	19,547
23	East of S Bayview Blvd			0.99		
24	West of Tampa Rd	August 27, 2020	1.06	0.99	16,450	17,263

Due to the COVID-19 pandemic influence, the second set of AADT was considered insufficient for the analysis since the volumes are consistently lower than the 2019 FTO AADT volumes. Therefore, the first set of 2020 AADT (derived from 2019 FTO AADT) was selected to be used for the evaluation. The second set of 2020 AADT (derived from 2020 counts) was only used as a supplement for estimation when there was not enough information for the 2019 FTO AADT. The 2020 AADT mentioned in the following paragraphs, if not otherwise specified, all referred to the first set of 2020 AADT (derived from 2019 FTO AADT).

Table 7-6 shows the results of the Existing Year 2020 AADT volumes by the two approaches. The Existing Year 2020 AADT volumes based on 2019 FTO AADT was used for the traffic operational

analysis in this study evaluation. **Figures 7-6 and 7-7** shows the Existing Year (2020) AADT for the entire SR 580 Corridor.

Table 7-6 Existing Year 2020 AADT Volume Comparison

Segment		FTO Website	Traffic Counts	2020 AADT	
No.	Description	2019 AADT	2020 AADT	Based on 2019 FTO AADT	Based on 2020 Count
1	East of Alt. US 19	10,600	10,592	10,646	10,592
2	East of Douglass Ave	-	-	13,156	14,033
3	East of Bass Blvd	17,800	20,324	17,877	20,324
4	West of Pinehurst Rd	28,500	-	28,594	26,602
5	East of Pinehurst Rd	-	29,322	31,518	29,322
6	East of Lake Haven	31,500	-	31,604	29,403
7	East of Keene Rd	-	40,275	43,290	40,275
8	East of Achieva Way	-	-	48,720	45,326
9	East of Overcash Dr	-	-	49,016	45,602
10	West of Belcher Rd	47,500	-	47,714	44,337
11	West of Enterprise Road	48,500	44,628	48,718	44,628
12	West of US 19 (East of Enterprise)	-	-	47,953	43,108
13	East of US 19	40,000	35,431	40,112	35,431
14	West of Countryside Blvd	-	-	35,283	32,620
15	East of Countryside Blvd	-	41,378	42,599	41,378
16	East of Landmark Dr	-	-	36,225	35,188
17	Between Charles Ave and HS Bus Loop Entrance	-	-	35,784	34,759
18	West of McMullen Booth Rd	34,500	33,606	34,597	33,606
19	East of McMullen Booth Rd	-	33,770	34,737	33,770
20	West of SR 590	37,000	33,915	37,074	33,915
21	East of SR 590/2nd St	40,500	34,056	40,581	34,056
22	East of Forest Lakes Blvd/St. Petersburg Dr	22,900	19,547	22,923	19,547
23	East of S Bayview Blvd	-	-	20,624	18,405
24	West of Tampa Rd	-	17,263	20,244	17,263

7.5.3 Existing Year 2020 AADT - Cross Streets

No traffic counts were collected for the cross streets along the SR 580 corridor; therefore, the Existing Year 2020 AADT volumes for the cross streets were estimated.

The Existing Year 2020 AADT volumes for the cross streets were developed from several data sources, including 2018 AADT from 2018 Pinellas County Count Map, 2019 AADT from the FDOT FTO website, 2019 AADT from 2020 LOS report, and 2020 AADT from FDOT. The data source summary is shown in **Table 7-5**. For some segments, there are several data sources, so the data from the most recent year would be considered. If there are two 2019 AADTs from different data sources, the higher AADT would be considered. All these 2019 AADTs were normalized to year 2020 by applying one-year growth rate. The AADT for the cross streets without above data were estimated using the 2020 AADT from nearby cross streets. It is assumed that the 2020 cross street AADT is proportional to the volume calculated from TMC for the adjacent cross streets with the similar facility type. **Table 7-6** shows the results of estimated 2020 AADT of cross streets.

Table 7-7 Existing Data Source for Cross Street and 2020 AADT Derived from Existing Data Source

Roadway			Existing Data Source				2020 AADT Calculated from Existing Data (Applying Annual Growth Rate)		
			2018 Pinellas County Map	2019 FTD Count	2020 LOS Report	2020 FTD	2018 Pinellas County Map	2019 FTD Count	2020 LOS Report
			2018	2019	2019	2020	2020	2020	2020
A	Alt US 19/ Roadway	N			17,900			17,911	
		S			19,100			19,115	
B	Douglas Ave	N			3,860			3,879	
		S							
C	Bass Blvd	N	3,400				3,440		
		S	950				969		
D	Patricia Ave	N	9,100		8,648		9,120	8,658	
		S							
E	Pinehurst Rd/Crosley Dr	N							
		S	8,100		6,261		8,217	6,306	
F	Lake Haven Rd	N	4,100	3,200			4,109	3,204	
		S							
G	Keene Road	N	25,000	21,500	25,410		25,130	21,556	
		S		23,000	19,500			23,012	19,510
H	Sunlight Dr/Achieva Way	N	8,000				8,118		
		S							
I	Overcash Dr	N							
		S							

Roadway			Existing Data Source				2020 AADT Calculated from Existing Data (Applying Annual Growth Rate)		
			2018 Pinellas County Map	2019 FTD Count	2020 LOS Report	2020 FTD	2018 Pinellas County Map	2019 FTD Count	2020 LOS Report
			2018	2019	2019	2020	2020	2020	2020
J	King Arthur Ct/Pinewood Dr	N							
		S							
K	Belcher Road	N			18,009			18,013	
		S	20,500		18,009		20,537	18,025	
L	Enterprise Road	N							
		S							
M	US 19 Frontage Roads	N							
		S							
N	Summerdale Dr	N							
		S		5,500				5,502	
O	Countryside Blvd	N			20,500			20,566	
		S	11,500		10,148		11,544	10,167	
P	Landmark Dr	N		9,000				9,059	
		S							
Q	Charles Ave	N							
		S							
R	School DW McMullen Booth Road	N							
		S		62,000	57,485	43,063		62,217	57,686
S	Rigby Lane	N		56,000	51,033	43,801		56,190	51,207
		S							
T	SR 590/2nd St	N							
		S	10,600	11,100			10,842	11,227	
U	Forest Lakes Blvd./St Petersburg Dr W	N							
		S							
V	S Bayview Blvd	N	20,000	19,500	15,000		20,584	19,785	15,219
		S							
W	State Street	N							
		S							
X	Tampa Rd	N							
		S			17,900				17,911

Table 7-8 Existing Year 2020 AADT for Cross Streets

Roadway		2020 AADT	
			Estimated 2020 AADT
A	Alt US 19/ Roadway	N	17,911
		S	19,115
B	Douglas Ave	N	3,879
		S	420
C	Bass Blvd	N	3,440
		S	969
D	Patricia Ave	N	8,658
		S	280
E	Pinehurst Rd/Crosley Dr	N	496
		S	6,306
F	Lake Haven Rd	N	3,204
		S	693
G	Keene Road	N	25,476
		S	23,012
H	Sunlight Dr/Achieva Way	N	8,118
		S	6,280
I	Overcash Dr	N	1,905
		S	2,516
J	King Arthur Ct/Pinewood Dr	N	1,013
		S	2,503
K	Belcher Road	N	18,013
		S	18,025
L	Enterprise Road	N	2,242
		S	16
M	US 19 Frontage Roads	N	32,604
		S	15,688
N	Summerdale Dr	N	2,052
		S	5,502
O	Countryside Blvd	N	20,566
		S	10,167
P	Landmark Dr	N	9,059
		S	6,288
Q	Charles Ave	N	1,378
		S	1,172
R	School DW McMullen Booth Road	N	1,307
		S	62,217
S	Rigby Lane	N	56,190
		S	1,104
T	SR 590/2nd St	N	164
		S	11,227
U	Forest Lakes Blvd./St Petersburg Dr W	N	636
		S	5,427
V	S Bayview Blvd	N	19,785
		S	2,828
W	State Street	N	7,051
		S	1,678
X	Tampa Rd	N	40,199
		S	17,911

SR 580	10,646	13,156	17,877	28,594	31,518	31,604	43,290
Alt US 19	Douglass Ave	Bass Blvd	Patricia Ave	Pinehurst Rd	Lake Haven Rd	Keene Rd	
SR 580	48,720	49,016	47,714	48,718	47,953	40,112	
Achieva Way	Overcash Dr	Pinewood Dr	Belcher Rd	Enterprise Rd	US 19 Frontage Rd		

Figure 7-6 Existing Year (2020) AADT

(1 of 2)

SR 580	35,283	42,599	36,225	35,784	HS Driveway	34,597	34,737	37,074
Summerdale Dr	Countryside Blv	Landmark Dr	Charles Ave	McMullen Boott	Rigsby Ln			
SR 580	40,581	22,923	20,624	20,244				
SR 590	St Petersburg Dr	S Bayview Blvd	State St	Tampa Rd				

Figure 7-6 Existing Year (2020) AADT

(2 of 2)

7.5.4 Existing Year 2020 Design Hour Volumes

With 2020 AADT developed for SR 580 and the cross streets along SR 580, the existing year design directional hourly volume for each SR 580 study segment was also developed. By applying the K and D factors from **Section 7.4**, the AM and PM DDHV was developed and used as the approach volume. The calculated DDHVs for the SR 580 corridor are shown in **Figure 7-8** and **Figure 7-9**.

Peak hour turning movement volumes were calculated based on the recommended 2020 AADT, K and D factors as well as peak hour turning movement count splits obtained at the 25 intersections. Peak hour turning movement volumes for the study intersections are provided in **Appendix B**.

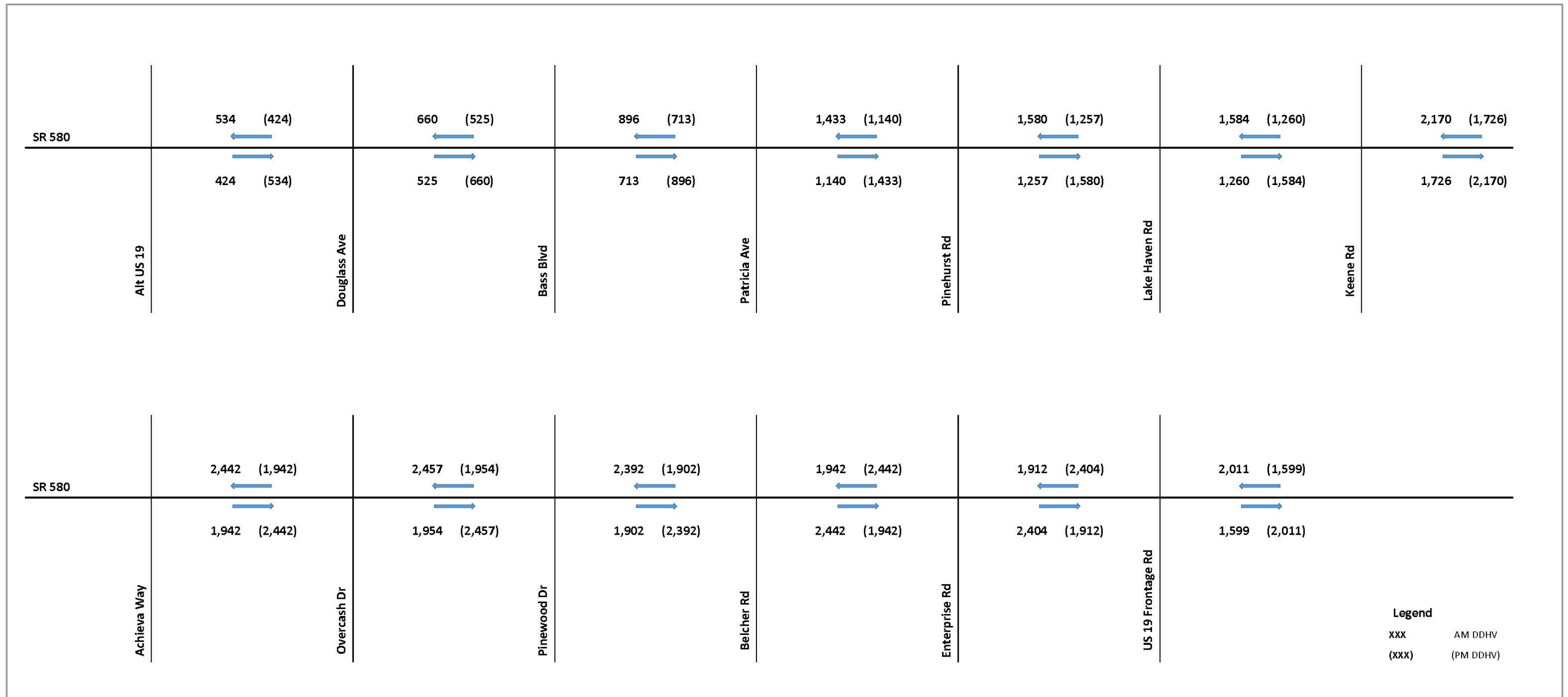


Figure 7-7 Existing Year 2020 DDHVs

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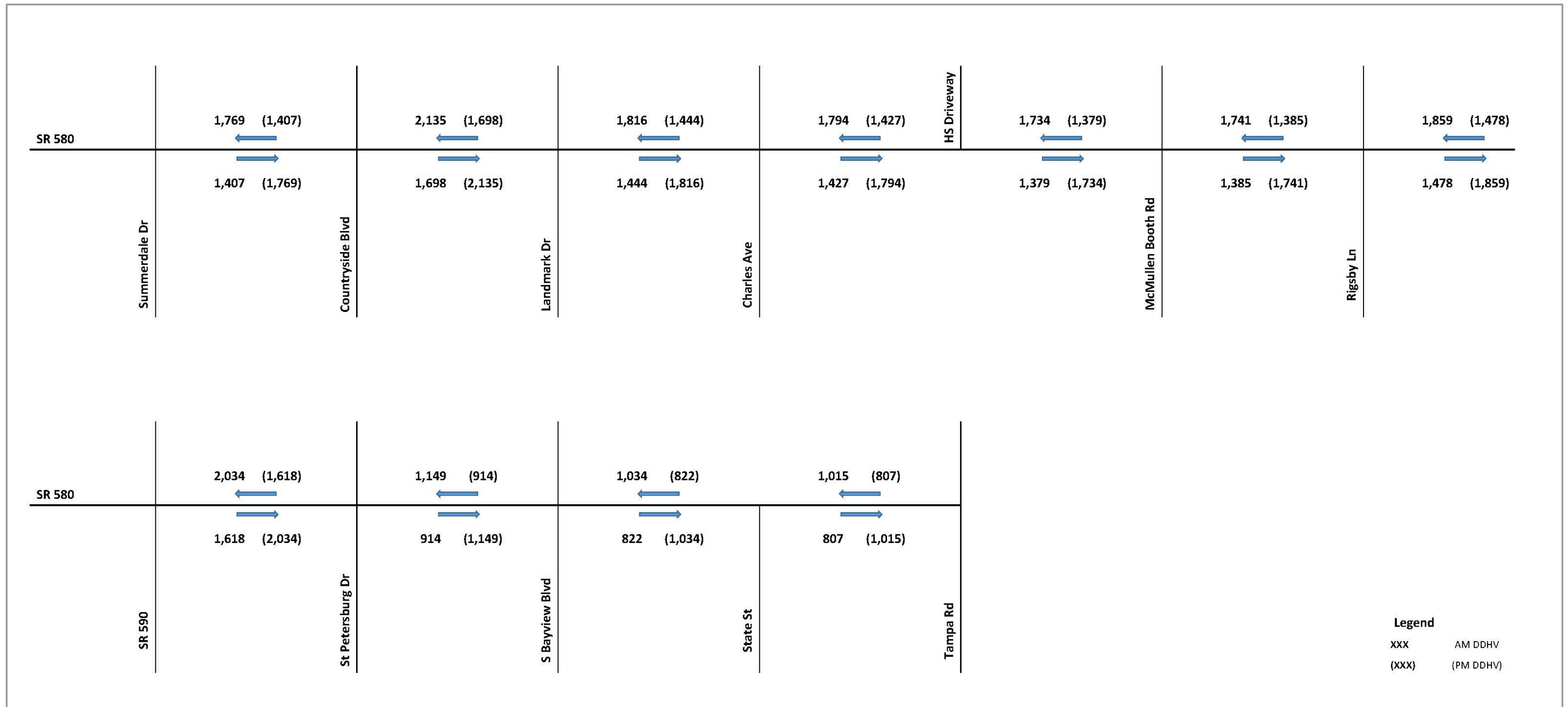


Figure 7-7 Existing Year 2020 DDHVs

(2 of 2)

SECTION 8 EXISTING CORRIDOR OPERATION SUMMARY

This section summarizes the operational analysis of the SR 580 roadway segments and intersections for the Existing Year 2020.

8.1 EXISTING YEAR 2020 LEVEL OF SERVICE ANALYSIS

The Level of Service (LOS) was used as the Measure of Effectiveness (MOE) for this study to determine the traffic operational conditions of the roadways and intersections analyzed. In this study, both the segments LOS and intersection LOS were determined using SYNCHRO 11 software, which uses HCM 2000 as the MOE criteria.

The segment LOS analysis was performed using SYNCHRO 11 software. SYNCHRO generated the Arterial Level of Service Report for eastbound and westbound, using HCM 2000 methodology as the criteria. The LOS output reports from SYNCHRO 11 are provided in **Appendix C**.

The intersection LOS analysis was performed using SYNCHRO 11 software. Existing signal timing plans were collected from Pinellas County and used in the intersection operational analysis. The signal timing data included the phase plan, cycle length, minimum green, passage time, yellow time, all-red time and etc. Out of the twenty-five study intersections, twenty are currently signalized intersections and are listed below:

- SR 580 at Alt US 19/Broadway
- SR 580 at Bass Blvd
- SR 580 at Patricia Ave
- SR 580 at Pinehurst Rd/Crosley Dr
- SR 580 at Lake Haven Rd
- SR 580 at Keene Road
- SR 580 at Sunlight Dr/Achieva Way
- SR 580 at Overcash Dr
- SR 580 at King Arthur Ct/Pinewood Dr
- SR 580 at Belcher Road
- SR 580 at US 19 Frontage Roads
- SR 580 at Summerdale Dr
- SR 580 at Countryside Blvd
- SR 580 at Landmark Dr
- SR 580 at Charles Ave
- SR 580 at McMullen Booth Road

- SR 580 at SR 590/2nd St
- SR 580 at Forest Lakes Blvd./St Petersburg Dr W
- SR 580 at S Bayview Blvd
- SR 580 at Tampa Rd – Northbound, Southbound, Eastbound

For the five unsignalized study intersections, stops sign controls were modeled on minor roads, according to the Google Map aerial photos and street views. The five unsignalized study intersections are listed below:

- SR 580 at Douglas Ave
- SR 580 at Enterprise Road
- SR 580 at Countryside HS bus loop entrance
- SR 580 at Rigby Lane
- SR 580 at State Street

8.2 EXISTING YEAR 2020 LOS RESULTS

For the intersection analysis, the peak hour turning movement volumes were calculated based on the recommended 2020 AADT, K and D factors as well as peak hour turning movement count splits obtained at the 25 intersections. The recommended design hour truck percentage (DHT) was used in the SYNCHRO analysis. Unified Peak Hour Factor (PHF) was determined using counts along SR 580 for AM and PM peak hour separately. The intersection performance was evaluated for both AM peak hour and PM peak hour. See **Appendix B** for the existing year 2020 AM and PM Peak Hour Turning Volumes.

The intersection analysis was performed for 20 signalized intersections using SYNCHRO 11 software, with delay and LOS reported based on the Highway Capacity Manual (HCM) 2000 methodology.

Additionally, the five unsignalized intersections were also reported based on HCM 2000 methodology for stop controlled intersections and the result reports are provided in **Appendix C**.

The Existing Year 2020 AM peak period LOS results for the study intersections and segments is shown in **Figure 8-1**. Five intersections operate at unacceptable LOS in the AM peak period. Six eastbound segments and three westbound segments operate at unacceptable LOS for Existing Year 2020 in the AM peak period.

The Existing Year 2020 PM peak period LOS results for the study intersections and segments is shown in **Figure 8-2**. Five intersections operate at unacceptable LOS in the PM peak period. Six eastbound segments and two westbound segments operate at unacceptable LOS for Existing Year 2020 in the PM peak period.

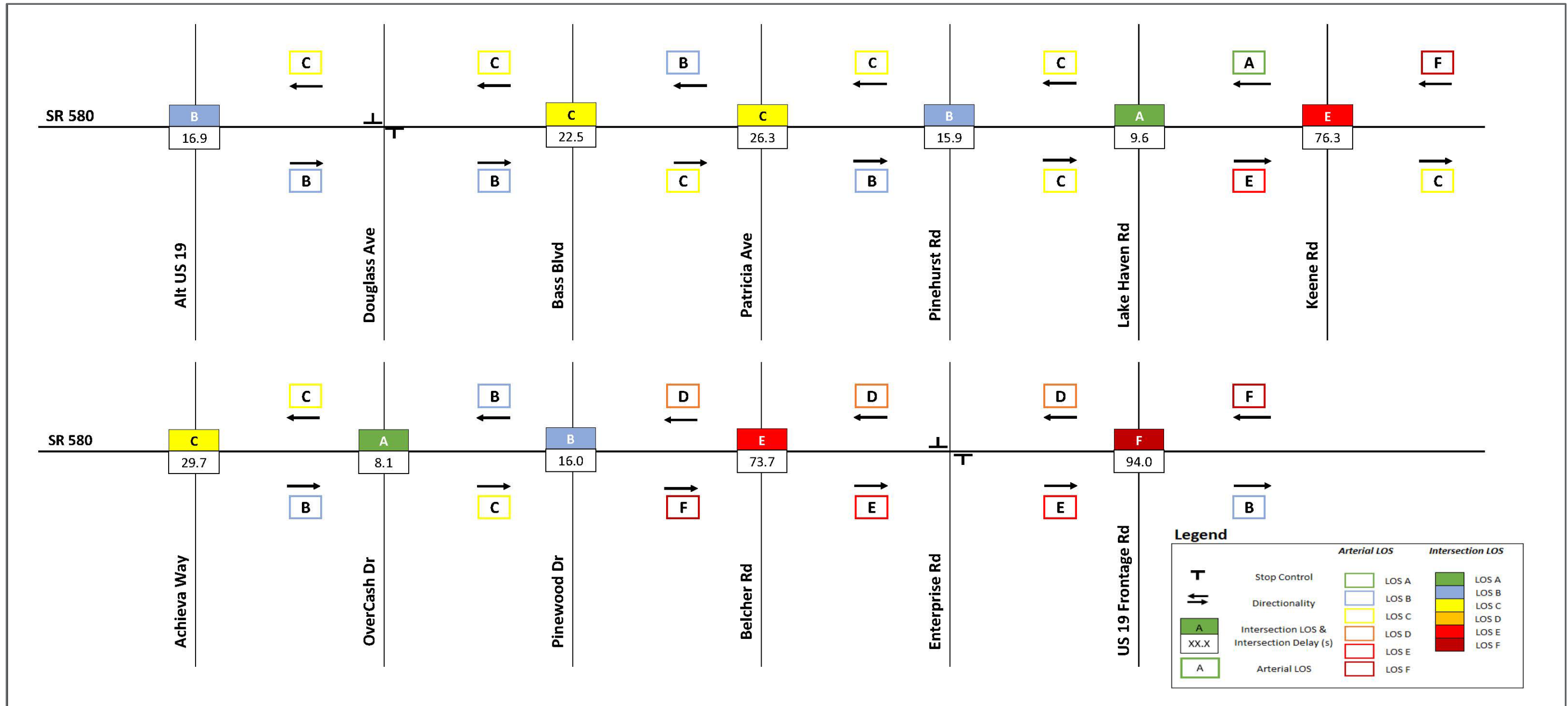


Figure 8-1 Existing Year (2020) AM Peak Period LOS Results

(1 of 2)

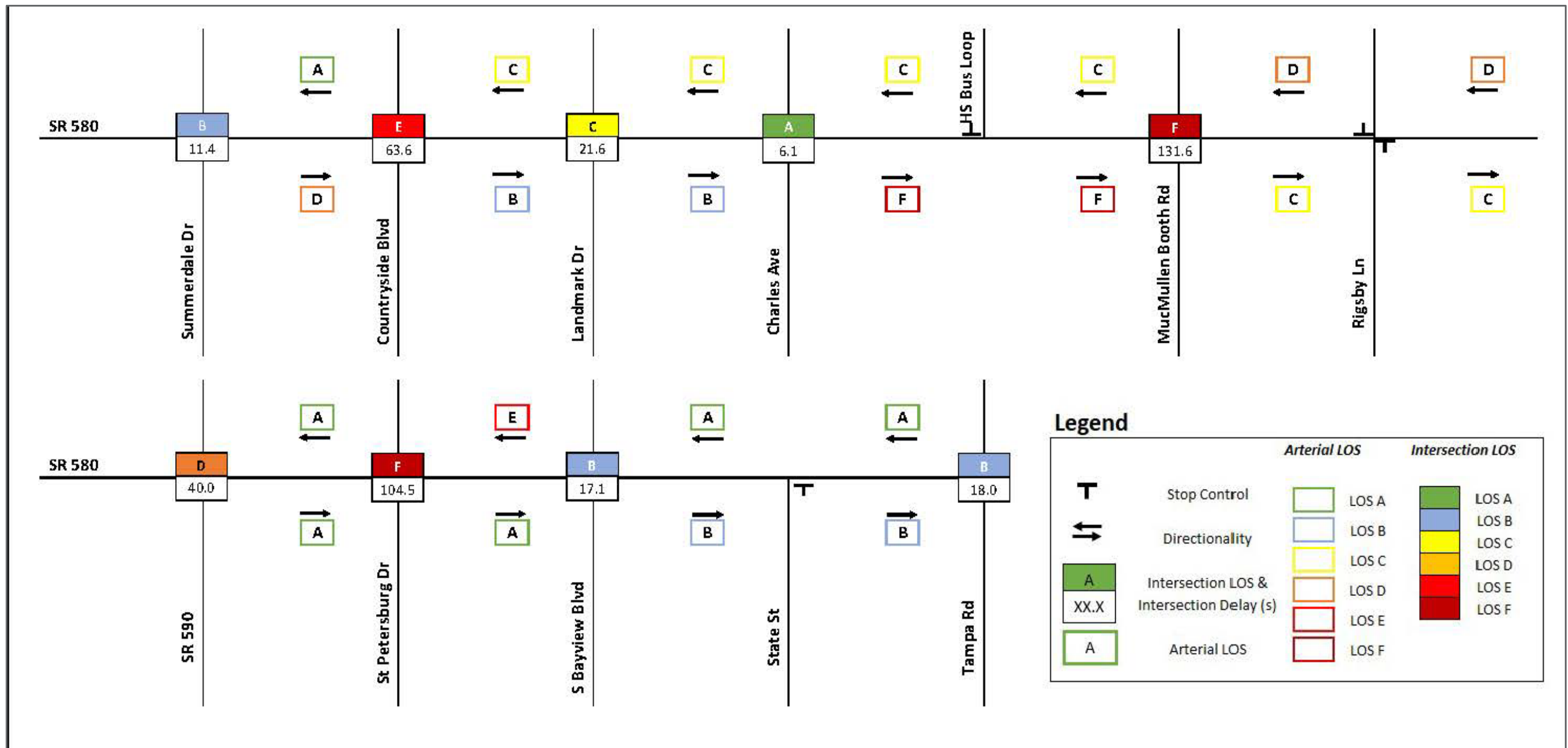


Figure 8-1 Existing Year (2020) AM Peak Period LOS Results

(2 of 2)

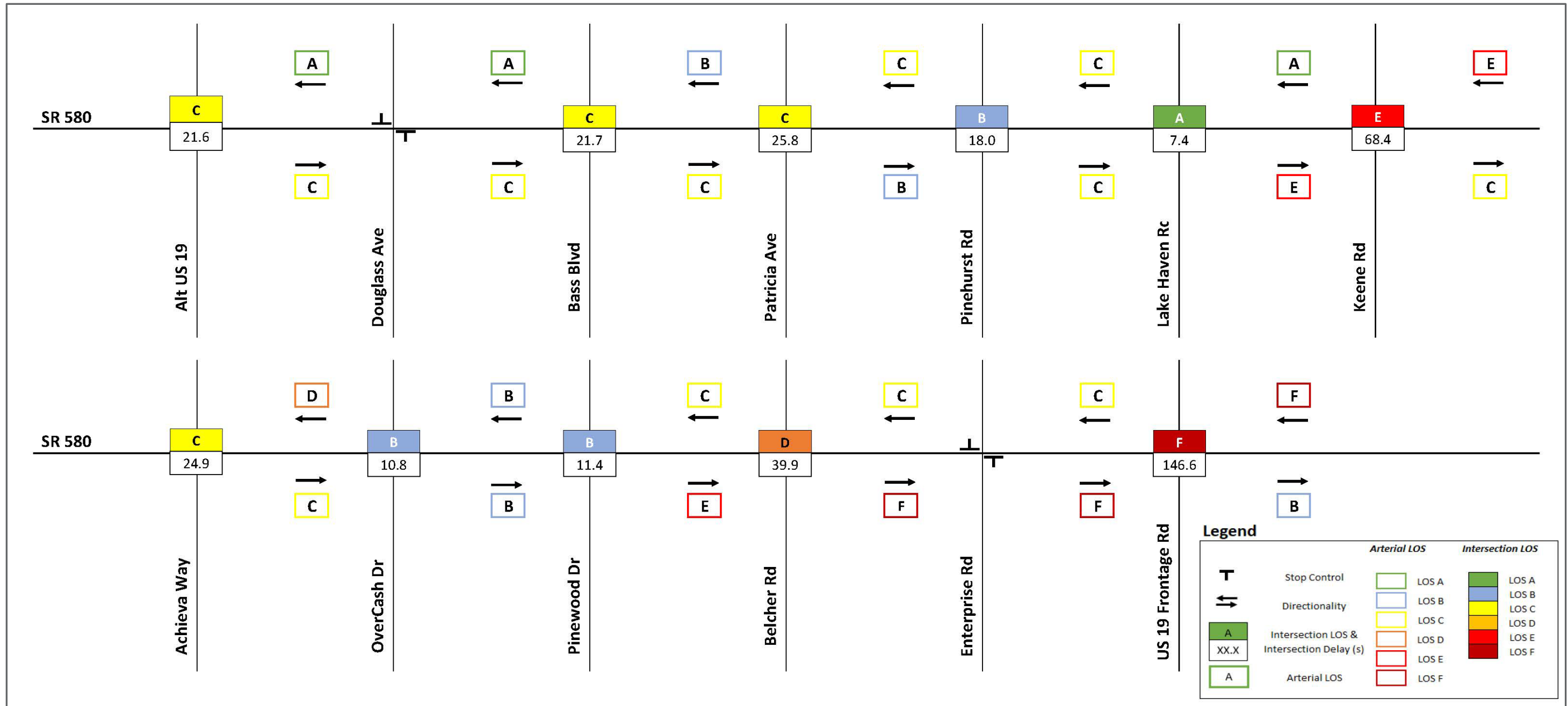


Figure 8-2 Existing Year (2020) PM Peak Period LOS Results

(1 of 2)

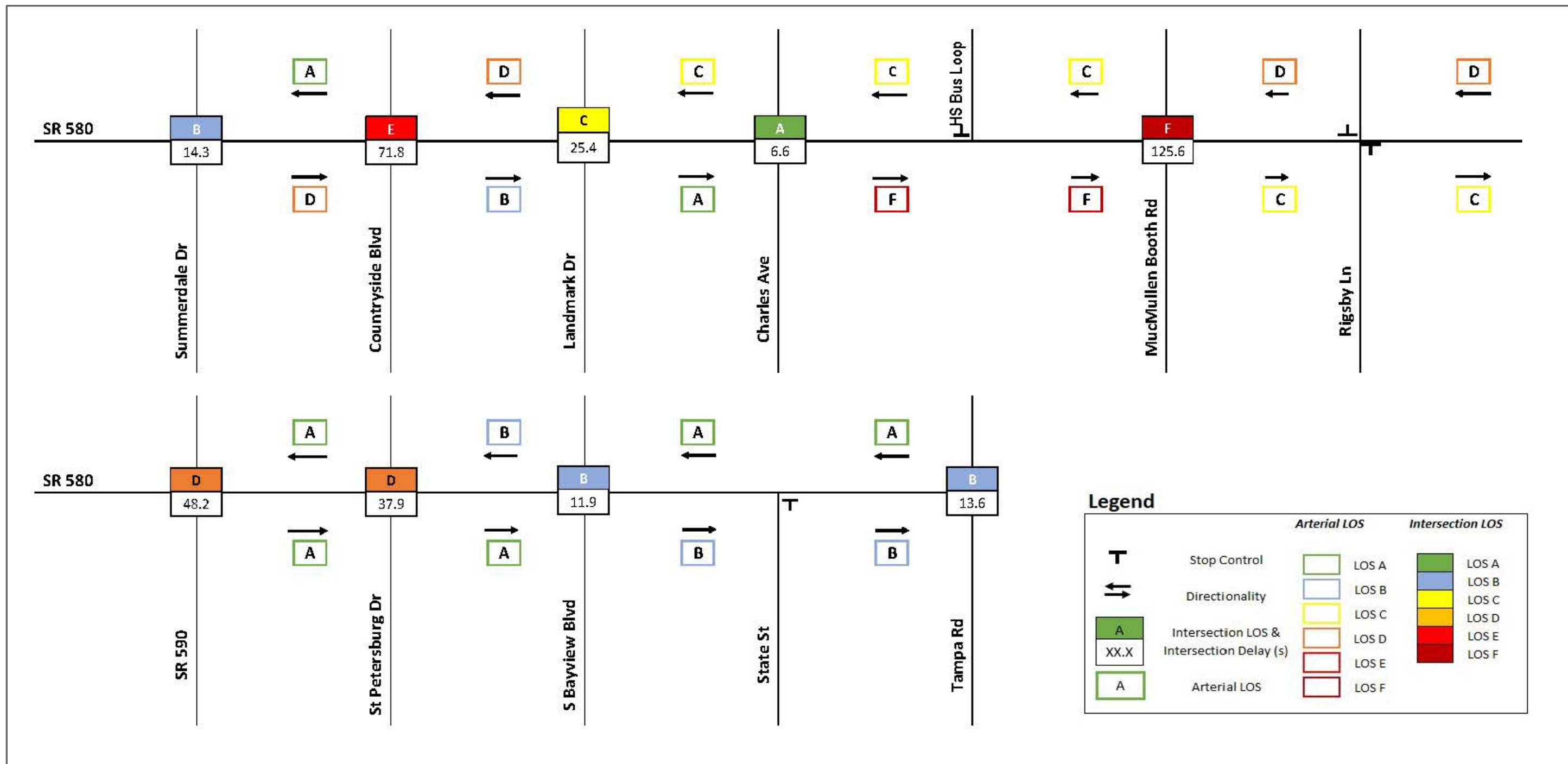


Figure 8-2 Existing Year (2020) PM Peak Period LOS Results

(2 of 2)

SECTION 9 SAFETY ASSESSMENT

This section summarizes the safety analysis conducted for the SR 580 corridor from Alternate US 19 to Tampa Road and includes a five-year historic crash history summary of the SR 580 study corridor.

9.1 MOTORIZED CRASH ANALYSIS

Five year vehicle crash data, from year 2015 to 2019, for the study corridor was obtained from FDOT via the Crash Data Management System (CDMS) Online database. The crash data was used to determine areas of potential safety concerns and identify crash patterns and possible mitigation strategies.

A total of 1761 vehicle crashes were reported during the five-year time frame. The predominant crash types reported for the study corridor were rear end crashes (50%), angle crashes (17%) and sideswipe crashes (11%). The crash types summarized by year are shown in **Table 9-1**.

Table 9-1 Crashes by Year and Type

Crash Type	Year					Total	Percentage
	2015	2016	2017	2018	2019		
Angle	61	75	66	48	50	300	17%
Rear End	187	176	215	165	140	883	50%
Sideswipe	45	44	38	42	30	199	11%
Left-Turn	29	25	29	18	32	133	8%
Right-Turn	3	6	1	2	3	15	1%
Head-On	8	7	6	4	4	29	2%
Bicycle	12	4	1	9	1	27	2%
Pedestrian	4	5	6	10	9	34	2%
Single Vehicle	3	1	3	5	0	12	1%
Run Off-Road	1	1	0	0	0	2	0%
Hit Fixed Object	28	11	8	19	15	81	5%
Hit Non-Fixed Object	1	1	1	1	1	5	0%
Unknown	7	10	6	4	3	30	2%
U-turn	4	1	2	2	2	11	1%
Total	393	367	382	329	290	1761	

Table 9-2 shows in total, there were six (6) crashes involving a fatality and 719 crashes resulting in injury. One of the fatal crashes reported in year 2015 involved a pedestrian and occurred in daylight conditions at the intersection of Countryside Boulevard. The second fatal crash reported in 2015 is recorded as a rear end crash that occurred at the Heather Ridge Boulevard. The 2017 pedestrian fatal crash was reported to occur at the Summerdale Drive intersection in dark but not-lighted conditions. The other 2017 fatal crash was reported as an angle crash that occurred at Countryside Boulevard. The 2018 fatal crashes were reported as a left turn crash at Virginia Street and a hit fixed object crash at the Charles Avenue intersection.

Table 9-2 also summarized crashes by year and condition of the roadway. Over the five year analysis period, crashes occurring at night account for a total of 18% of all crashes. This is equal to the state average of 18%. Crashes occurring in a wet condition account for a total of 7% of all crashes which is below the statewide average. **Table 9-2** shows the crashes by injury type, wet and night time conditions by year.

Table 9-2 Crashes by Injury Type, Wet Conditions and Night-Time Conditions

SR 580 from Alt US 19 to Tampa Road	Year					Total
	2015	2016	2017	2018	2019	
Fatal Crashes	2	0	2	2	0	6
Injury Crashes	185	161	136	116	121	719
Property Damage Only Crashes	206	206	244	211	169	1036
Total Crashes	393	367	382	329	290	1761
Wet weather crashes	27	27	23	29	21	127
Night-time crashes	89	70	56	43	62	320

From the five-year crash data there were three intersections identified along the study corridor as “hot spot” crash locations due to the number of crashes reported. These specific locations can be seen **Figure 9-1** and are listed below:

- At the intersection of SR 580 and Keene Rd.
- At the intersection of SR 580 and Belcher Rd.
- In the vicinity of SR 580 and Alt US 19.

Crash rates are a performance measurement that normalizes the number of crashes relative to traffic exposure and vehicle miles. The crash rates for the corridor were calculated using the number of reported vehicle crashes, annual average daily crash volumes and length of the roadway segments. **Table 9-3** shows the calculate crash rates in Million Vehicles Miles Travel (MVMT) for the corridor and comparison to similar statewide facilities using the most recent crash rates available (2018).

Table 9-3 Crash Rate of SR 580 Segments

SR 580 Segment		Crash Rate	Statewide 2018 Crash Rate	Exceeds Statewide Average
From	To			
Alt US 19	Main St	7.579	6.815	YES
Main St	Patricia Ave	4.056	6.815	NO
Patricia Ave	Pinehurst Rd	3.316	6.815	NO
Pinehurst Rd	Keene Rd	6.287	65.018	NO
Keene Rd	Belcher Rd	5.208	65.018	NO
Belcher Rd	US 19	4.468	65.018	NO
US 19	Countryside Blvd	4.707	65.018	NO
Countryside Blvd	McMullen Booth Rd	2.145	4.714	NO
McMullen Booth Rd	2 nd St/SR 590	3.818	4.714	NO
2 nd St/SR 590	Forest Lakes Blvd	0.581	3.634	NO
Forest Lakes Blvd	Tampa Road	1.132	3.634	NO

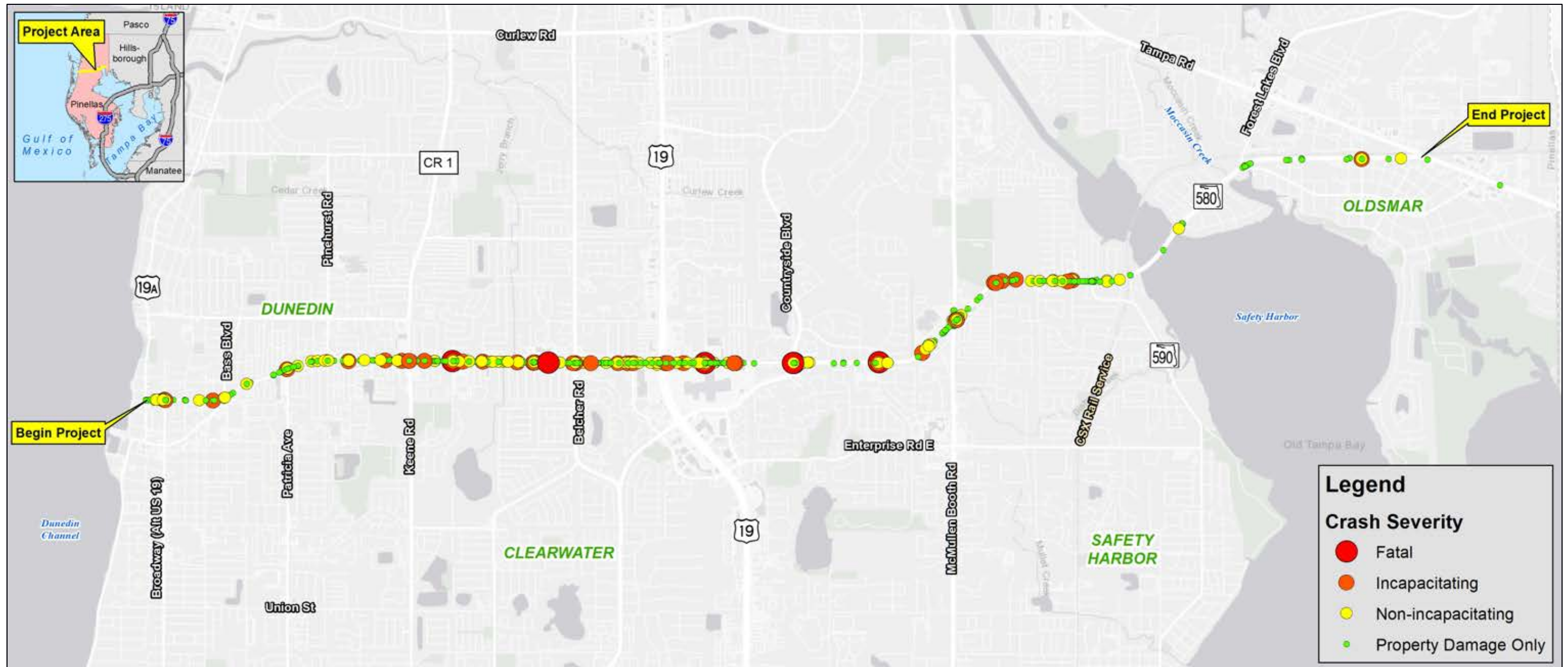


Figure 9-1 All Crashes (2015-2019)

(1 of 2)

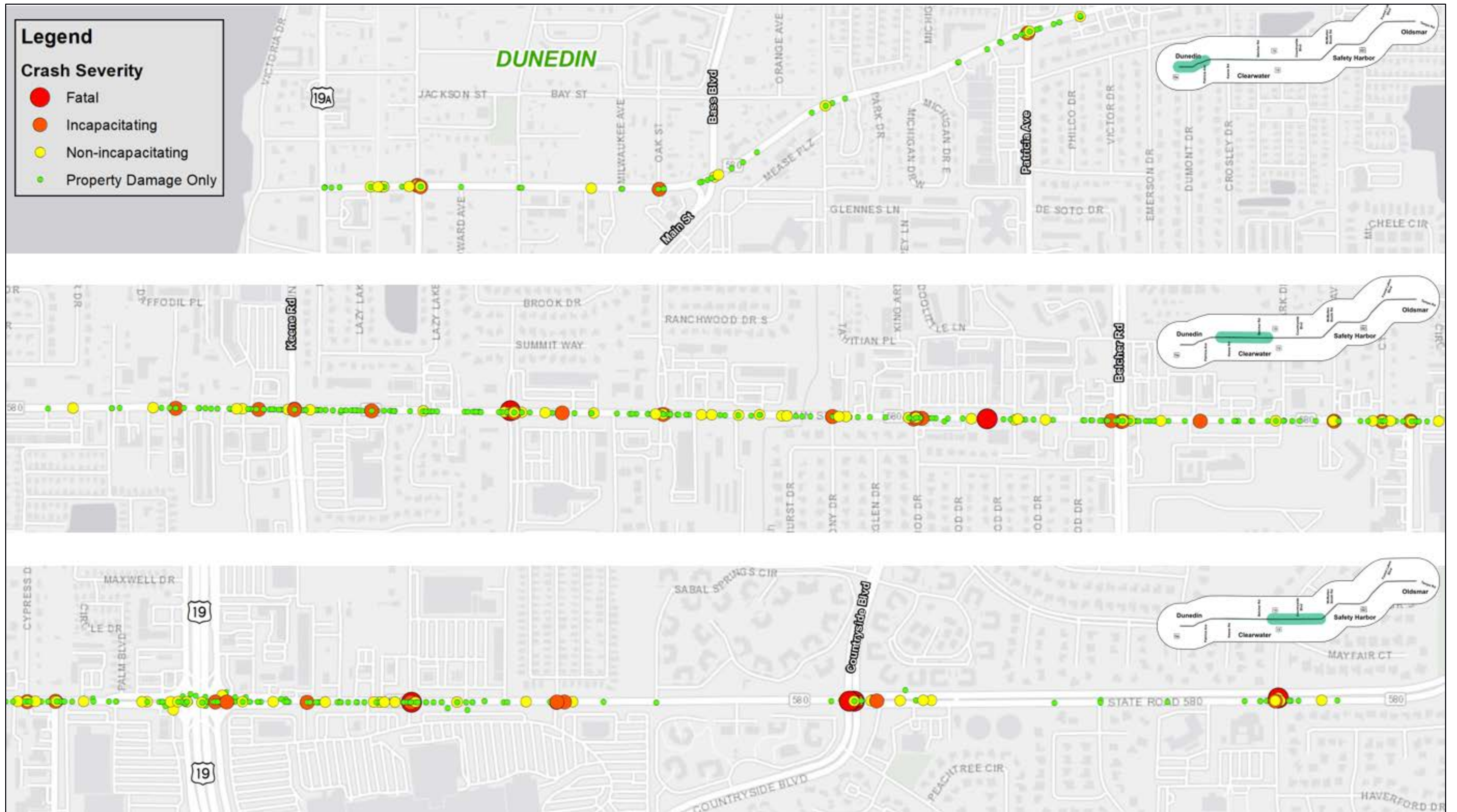


Figure 9-1 All Crashes (2015-2019)

(2 of 2)

9.2 BICYCLE/PEDESTRIAN CRASH ANALYSIS

Pedestrian and bicycle crash data was acquired from the Signal Four (Signal4) Analytics database, developed by the GeoPlan Center at the University of Florida. The pedestrian and bicycle crash analysis for this study was completed due to the multimodal focus of this Corridor Study. Pedestrian and bicycle crashes were selected that identify either “pedalcycle” or “pedestrian” in the “First Harmful Event” data field from Signal4.

9.2.1 Bicycle/Pedestrian Overview

Crashes were selected that identify either “pedalcycle” or “pedestrian” in the “First Harmful Event” data field. Five years of crash data (January 2015-December 2019) were selected to provide a broader view of trends and to account for anomalies caused by events such as roadway construction projects which may spike crash occurrences or suppress exposure. Bicycle and pedestrian crashes for this data set accounted for 64 of the 220 total crashes, resulting in 29% of total crashes. The data query showed 64 crashes, 40 involving pedestrians, and 24 involving bicyclists. Among other data, crash records include indications of the severity of any injury resulting from the crash. Among the 40 pedestrian crashes along SR 580 in the period queried, 25 (63%) resulted in a documented injury of some sort, as did 17 of the 24 bike crashes (70%). There were three fatalities caused by pedestrian crashes, but none among the bicycle crashes. More detailed breakdowns of the recorded crash severity are shown in **Figure 9-2** and **Figure 9-3**, for pedestrian and bicycle crashes, respectively.

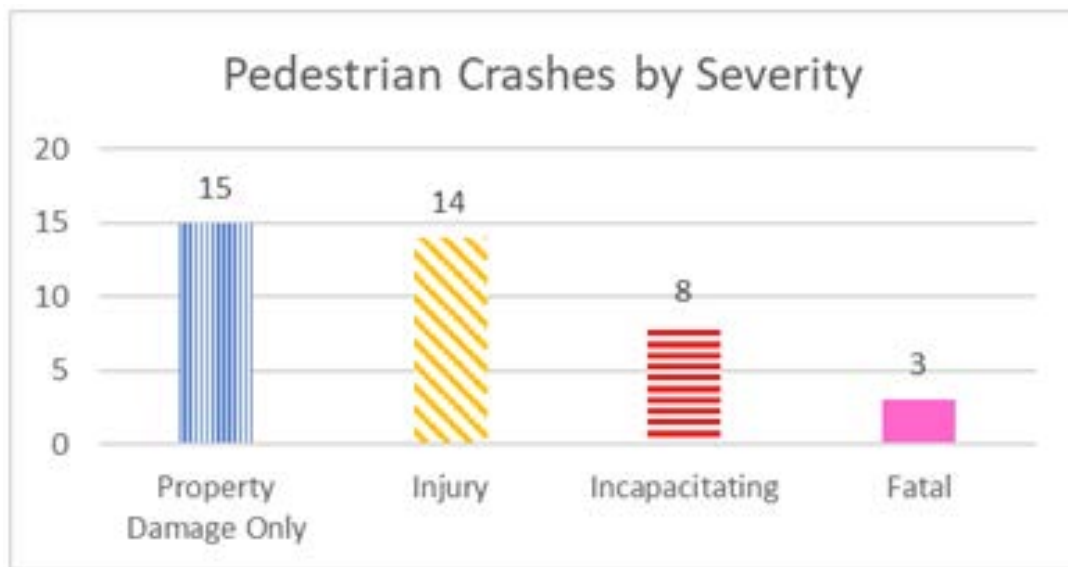


Figure 9-2 Pedestrian Crashes by Severity

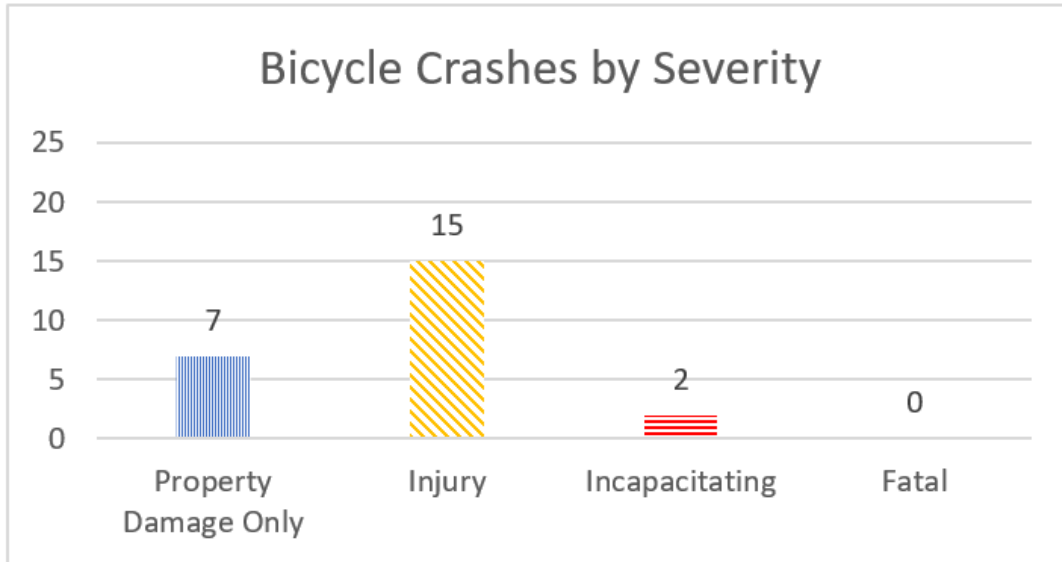


Figure 9-3 Bicycle Crashes by Severity

The following sections discuss the spatial, temporal, and environmental characteristics of the pedestrian and bicycle crashes that occurred along the corridor and any patterns that can be observed within the data according to those attributes.

For many of the analyses in these sections, crashes are broken down according to the severity of resulting injuries. Maps within the section on spatial distribution combine incapacitating injury crashes with fatal crashes in the interest of visual simplicity and because the factors which contribute to crashes with those levels of severity are often very similar, with the differing result sometimes more of a function of small differences in crash mechanics or dynamics. On both the maps and the temporal and environmental charts, crashes for which injury status was noted as “possible” were combined into the “property damage only” category.

9.2.2 Pedestrian and Bicycle Spatial Distribution of Crashes

Crashes involving bicyclists and pedestrians along SR 580 do show distinct patterns of spatial clustering. The intersection with the Pinellas Trail represents a cluster of multiple crashes for both pedestrians and bicyclists, as does the intersection with Countryside Boulevard. Both modes also see a concentration of crashes within the central portion of the corridor, from just west of Keene Road to just east of US 19.

Among the 40 pedestrian crashes, 28 crashes (70%) occurred in the approximate span from Keene Road-to-US 19, with a notable concentration of six crashes in the area roughly coincident with the frontage of Countryside Mall (just east of US 19). The intersection with Countryside Boulevard was also the location of three crashes. The Pinellas Trail crossing saw two crashes. The intersection with McMullen Booth Road was the location of two crashes that both caused incapacitating injuries, while another incapacitating injury crash occurred near the entrance to the Amber Glades Estates mobile home community, which is less than 500 feet from the intersection.

Among the 24 bicycle crashes, 16 occurred within the approximately two-mile stretch between just west of Keene road and just east of US 19 - which is to say about 25% of the corridor length saw two-thirds of the crashes. The areas immediately around intersections with the Pinellas Trail, US 19 and Countryside Boulevard were each the site of three crashes, making these three intersections home to 30% of all crashes. The distributions of pedestrian and bicycle crashes are shown in the maps in **Figure 9-4** and **Figure 9-5**.

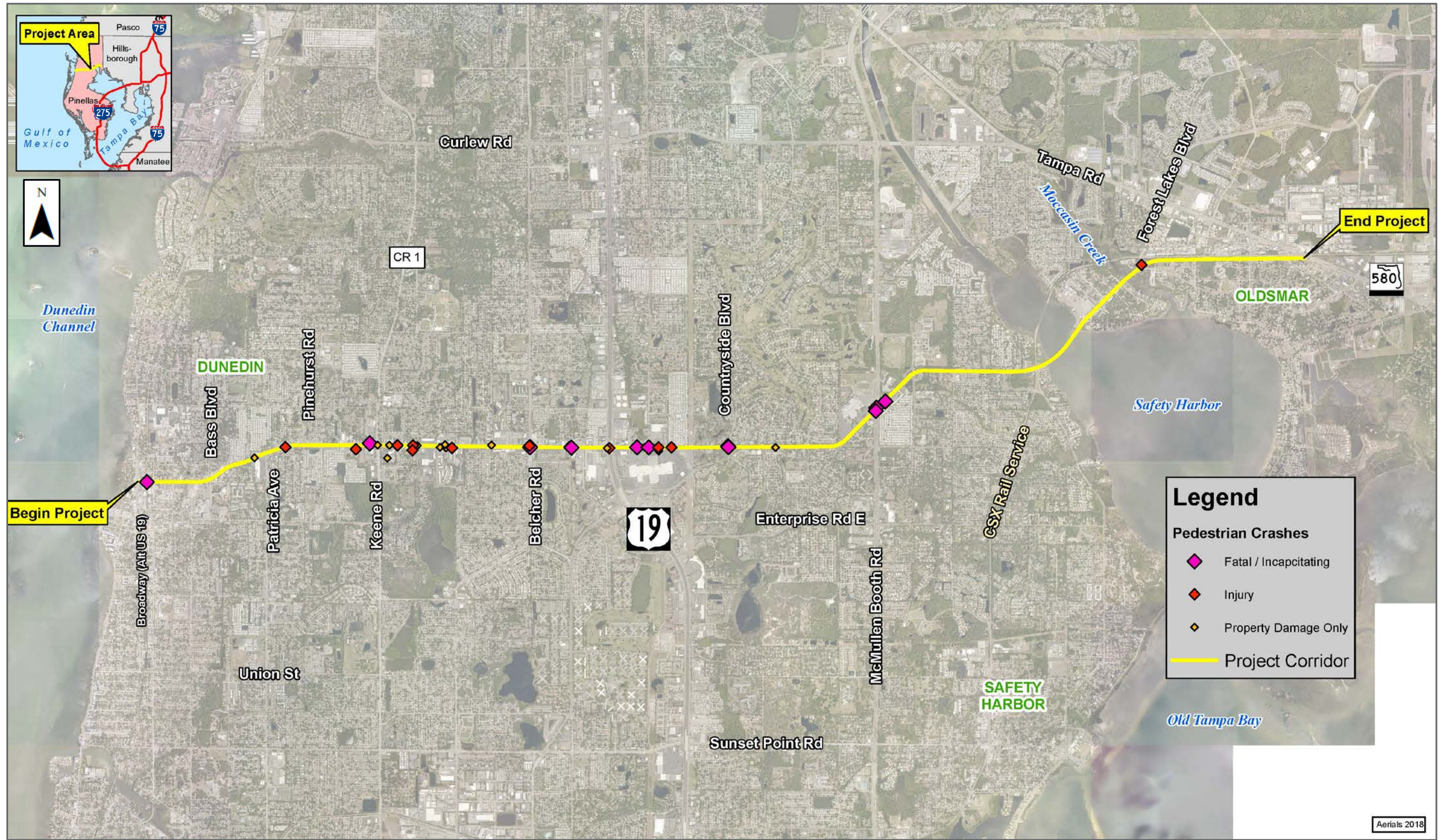


Figure 9-4 Pedestrian Crashes (2015-2019)

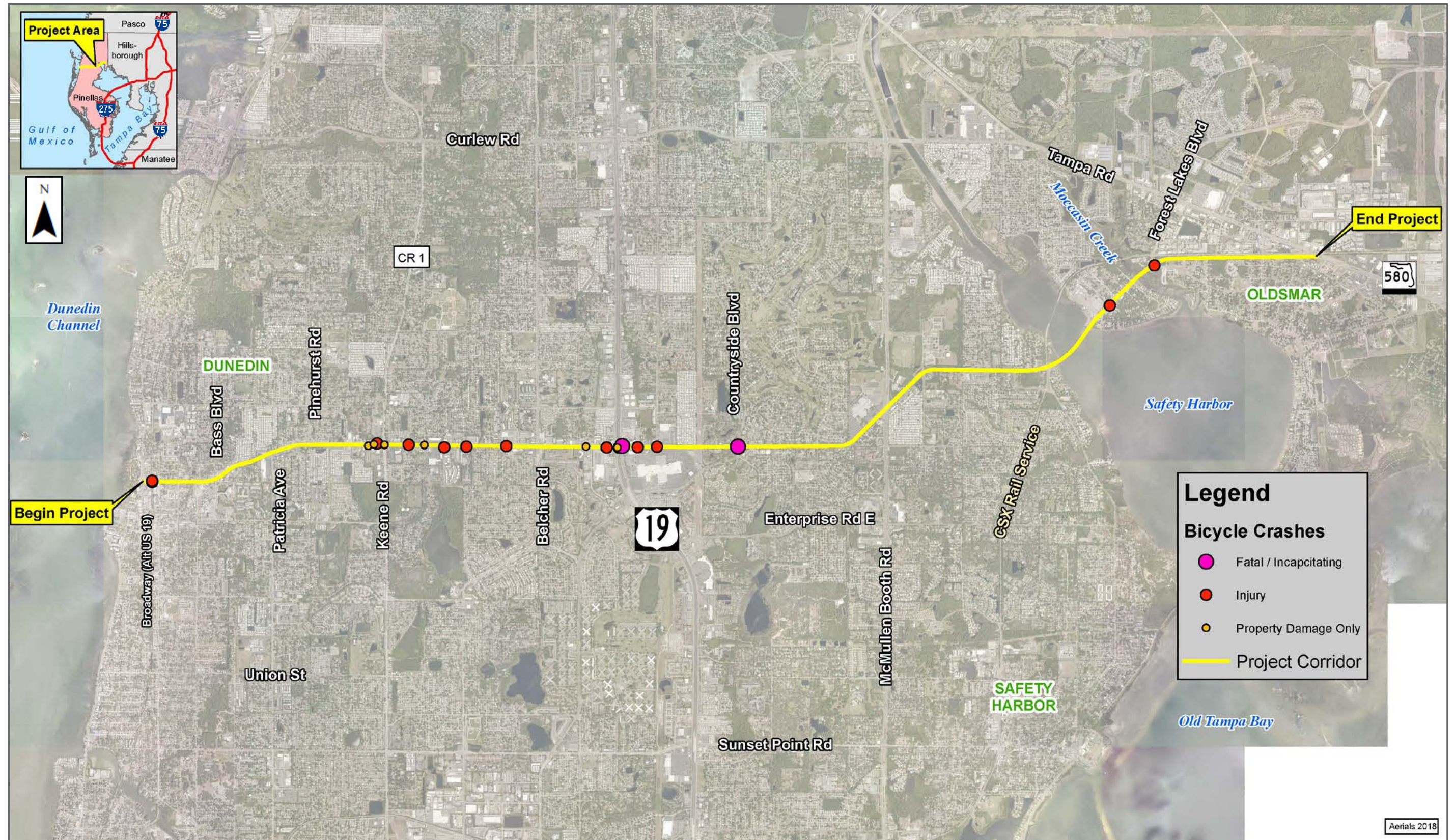


Figure 9-5 Bicycle Crashes (2015-2019)

9.2.3 Pedestrian and Bicycle Crashes by Year

Year 2017 was the year with the fewest overall pedestrian and bicycle crashes, as shown in **Figure 9-6** and **Figure 9-7**, only to be followed by very high crashes in 2018 for both modes as well, and then both decreased again in 2019. While 2017 had the fewest number of pedestrian crashes, 2017 did still see a notable concentration of incapacitating and fatal crashes for pedestrians.

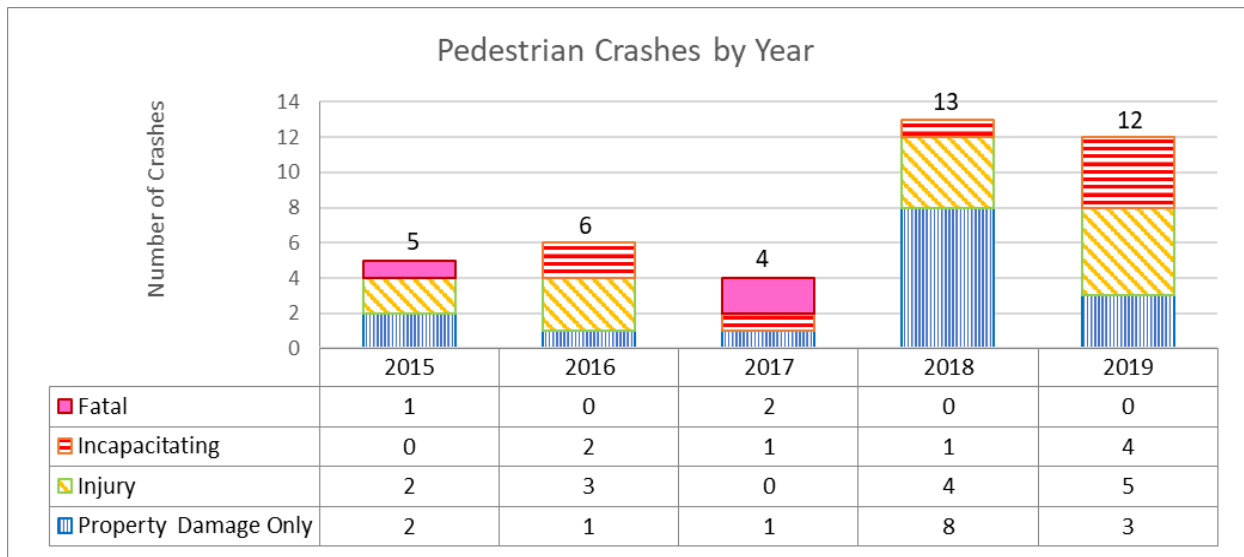


Figure 9-6 Pedestrian Crashes by Year

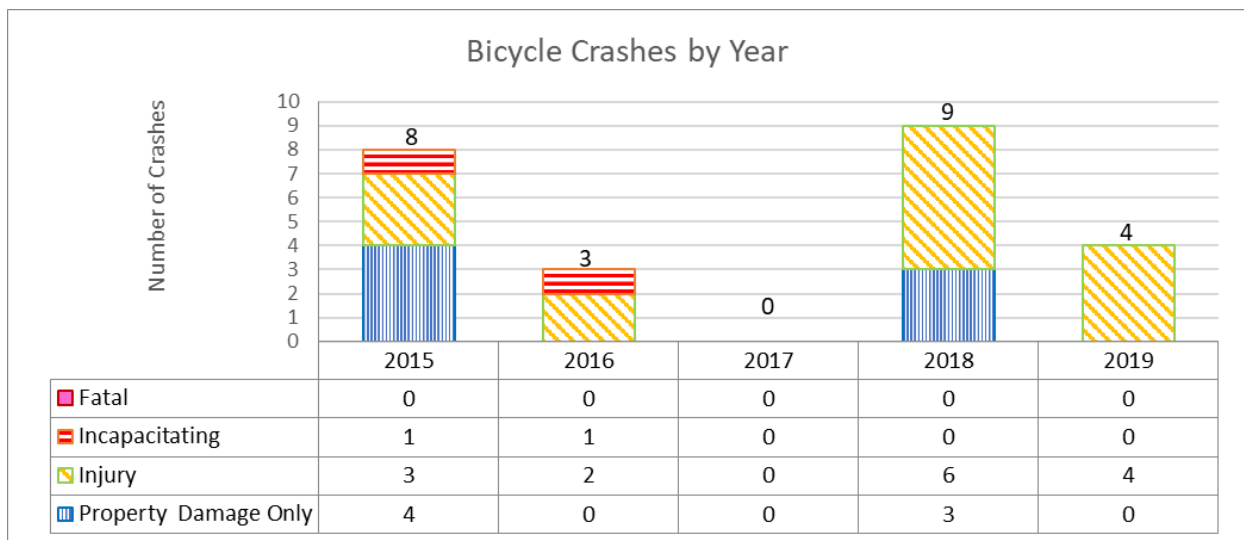


Figure 9-7 Bicycle Crashes by Year

9.2.4 Pedestrian and Bicycle Crashes by Month

Both walking and bicycling show a general decrease in crashes in the summer months (**Figures 9-8 and 9-9**). While we don't have count data for bicyclists and pedestrians to determine exposure, summer time vehicular traffic is generally lower due to school vacation, summer weather conditions (heat and rain) and reduced visitor traffic, thus bicyclists and pedestrians may be enjoying a corridor with fewer potential conflicts. December was the highest month for crashes in both modes.

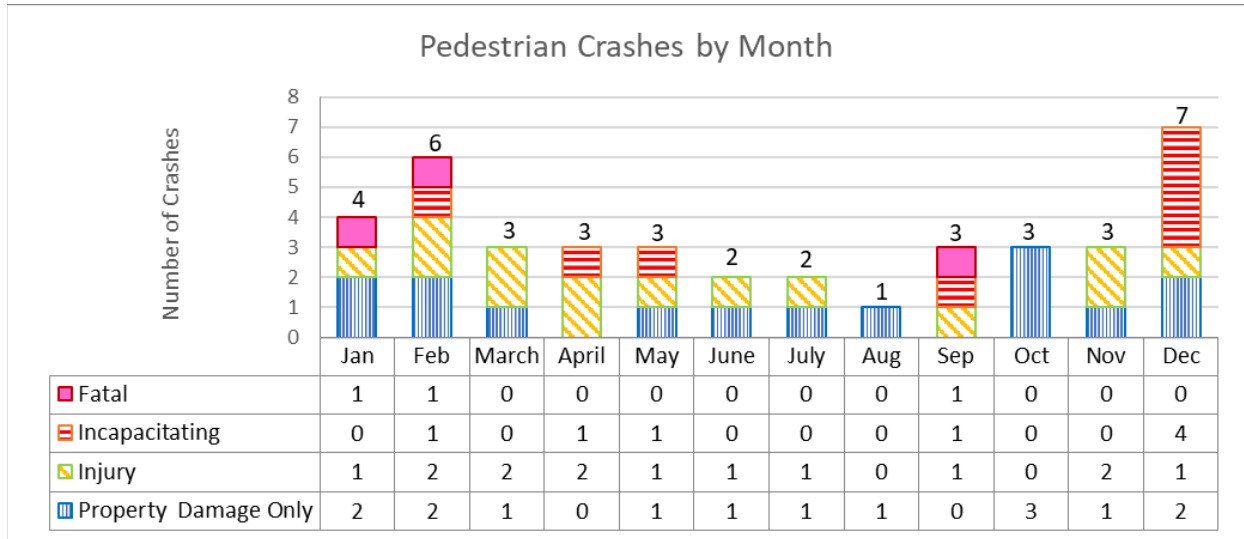


Figure 9-8 Pedestrian Crashes by Month

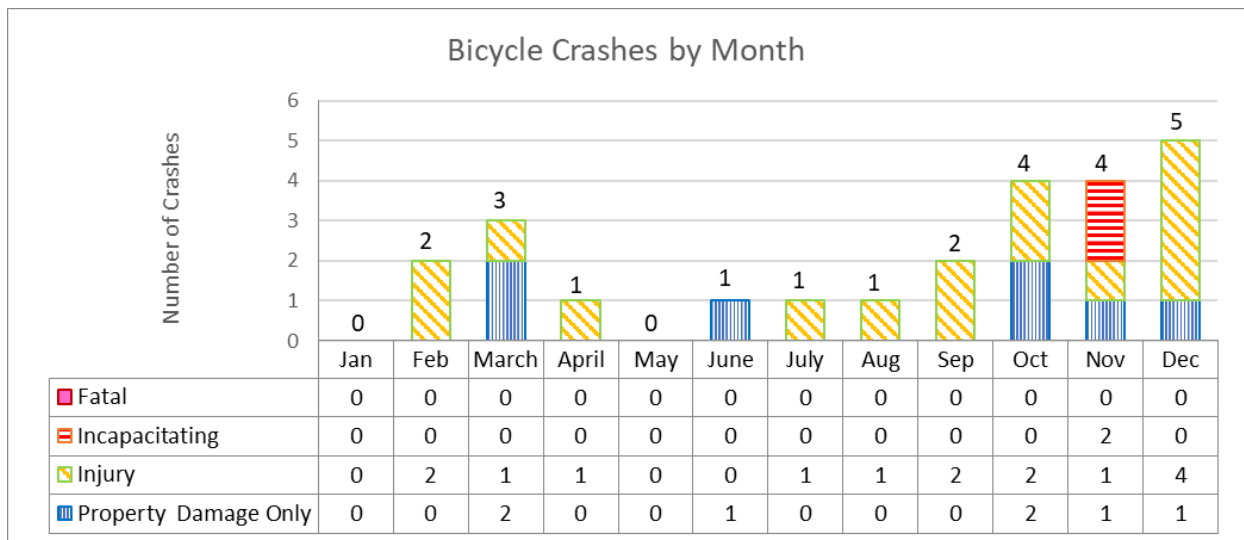


Figure 9-9 Bicycle Crashes by Month

9.2.5 Pedestrian and Bicycle Crashes by Day of Month

While strong patterns are difficult to discern in these small data sets when dispersed across potentially 31 days of a month. Both pedestrian and bicycle crashes reach their highest levels near the middle of the month with the 11th and 13th having the highest day totals for pedestrian crashes and the 13th also the highest day for bicycle crashes (**Figure 9-10 and 9-11**).

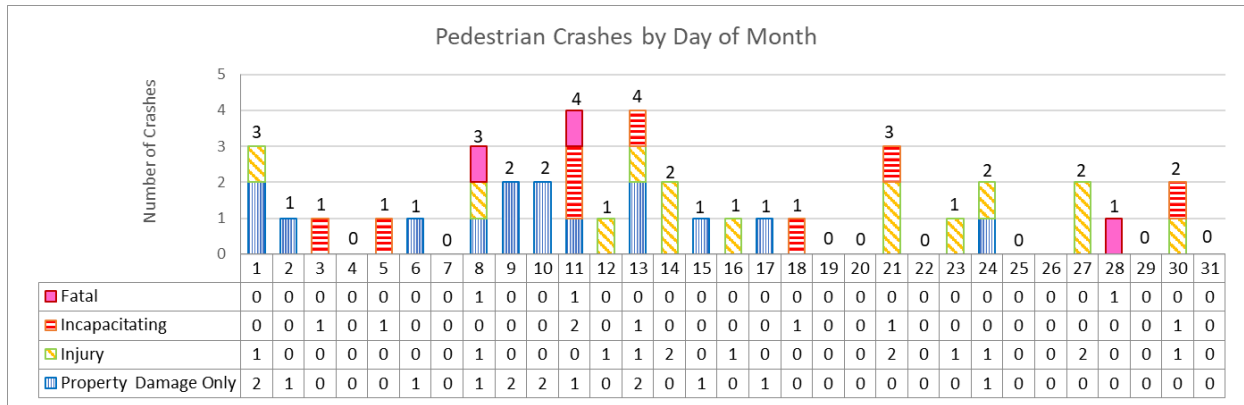


Figure 9-10 Pedestrian Crashes by Day of Month

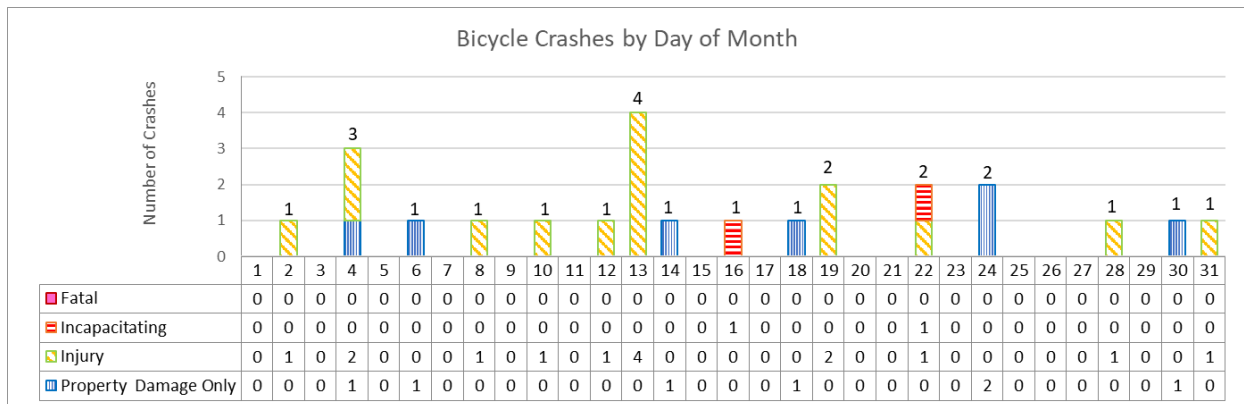


Figure 9-11 Bicycle Crashes by Day of Month

9.2.6 Pedestrian and Bicycle by Day of Week

Wednesday was the most common day of the week for both pedestrian and bicycle crashes (**Figures 9-12 and 9-13**). Monday and is the second highest day for pedestrian crashes, while Tuesday sees the second highest number of bicycle crashes. Sundays have a notable concentration of incapacitating pedestrian crashes, and the fatal pedestrian crashes occurred on days (Tuesday and Saturday) that were among the lowest for total crashes.

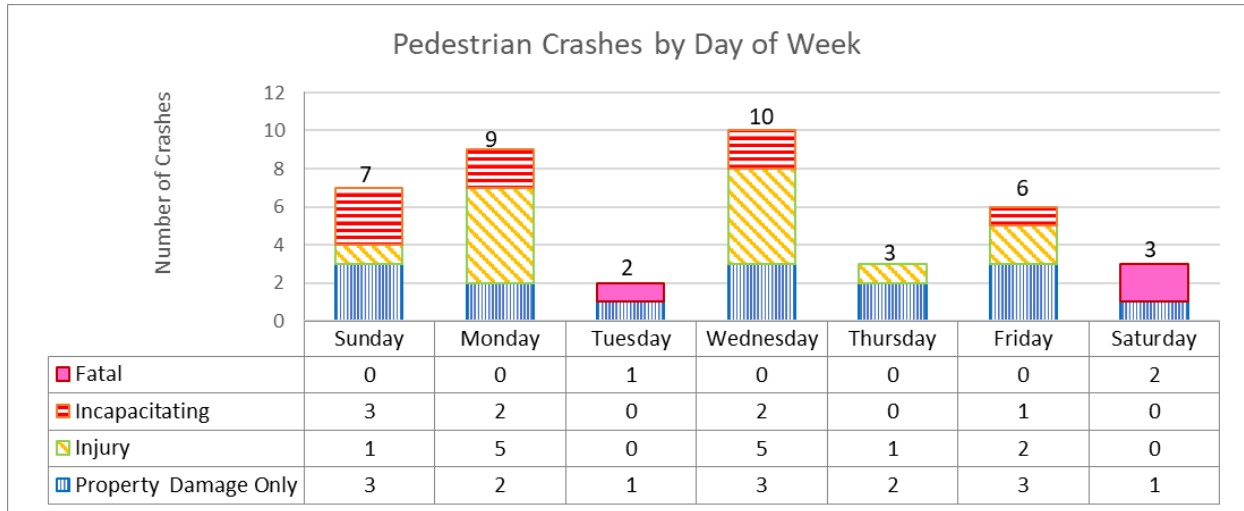


Figure 9-12 Pedestrian Crashes by Day of Week

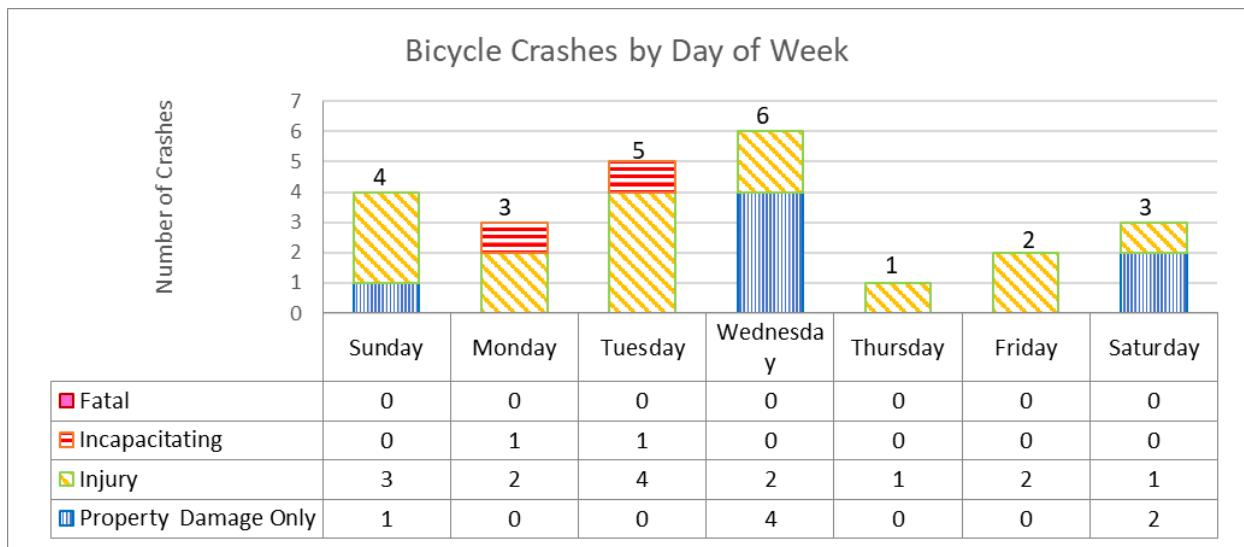


Figure 9-13 Bicycle Crashes by Day of Week

9.2.7 Pedestrian and Bicycle Crashes by Time of Day

Both pedestrian and bicycle crashes are heavily clustered to daytime hours (**Figure 9-14** and **Figure 9-15**). No pedestrian crashes occurred between 10 PM and 6 AM, and no bicycle crashes occurred between 8 PM and 7 AM. When analyzed on an hour-by-hour basis, there is a pronounced spike in pedestrian crashes between 11 AM and Noon, and again between 7 PM and 10 PM, while a cluster of bicycle crashes also increases between 3 PM and 5 PM. When grouped in 4 hour-blocks, pedestrian crashes are highest in the morning, but only gradually decrease across the afternoon and evening (**Figure 9-16**); bicycle crashes peak in the afternoon (**Figure 9-17**), which is when all the incapacitating injuries occurred (which are only two events).

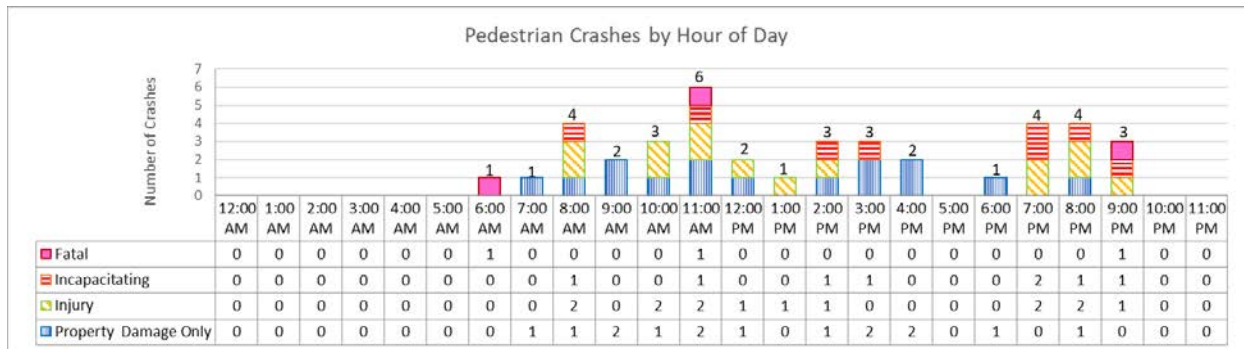


Figure 9-14 Pedestrian Crashes by Hour of Day

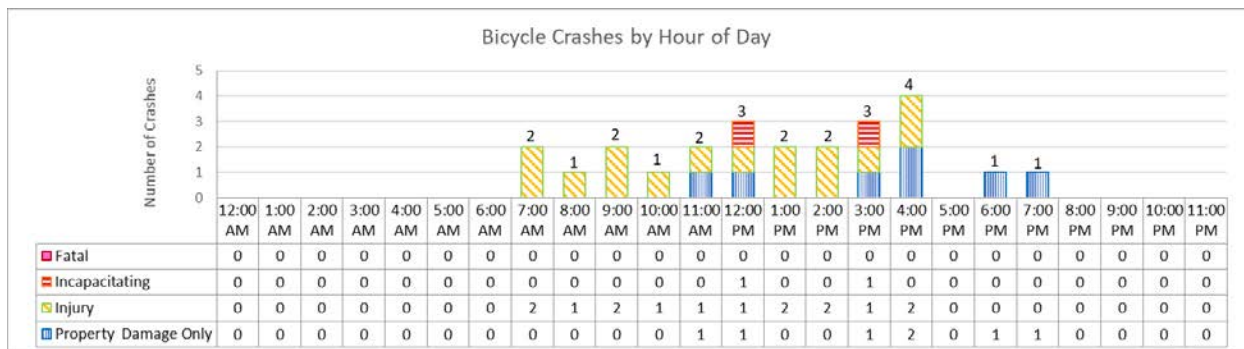


Figure 9-15 Bicycle Crashes by Hour of Day

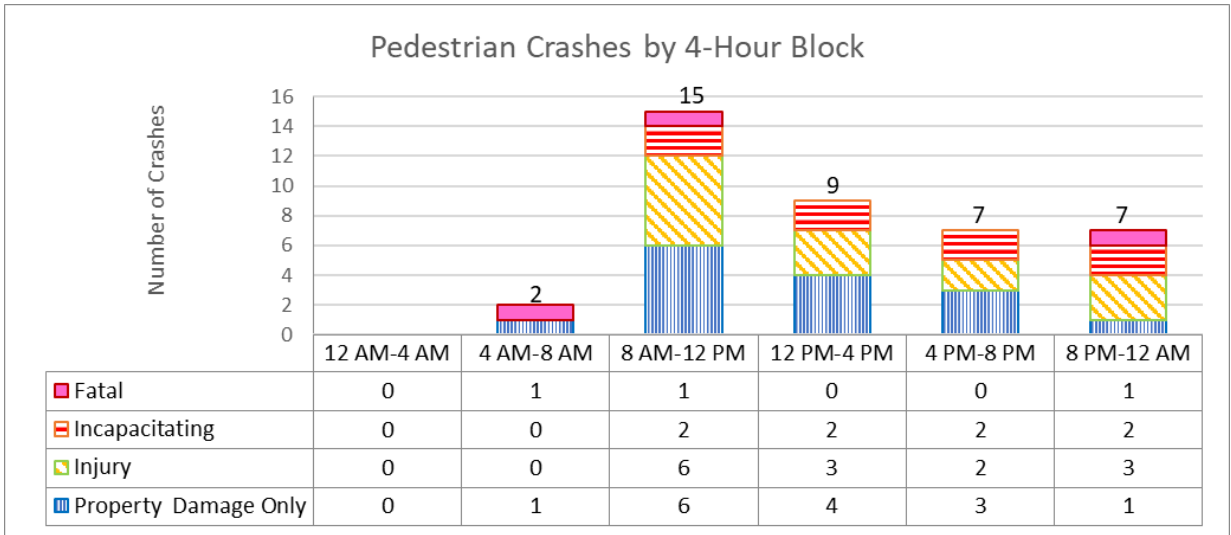


Figure 9-16 Pedestrian Crashes by 4-Hour Block

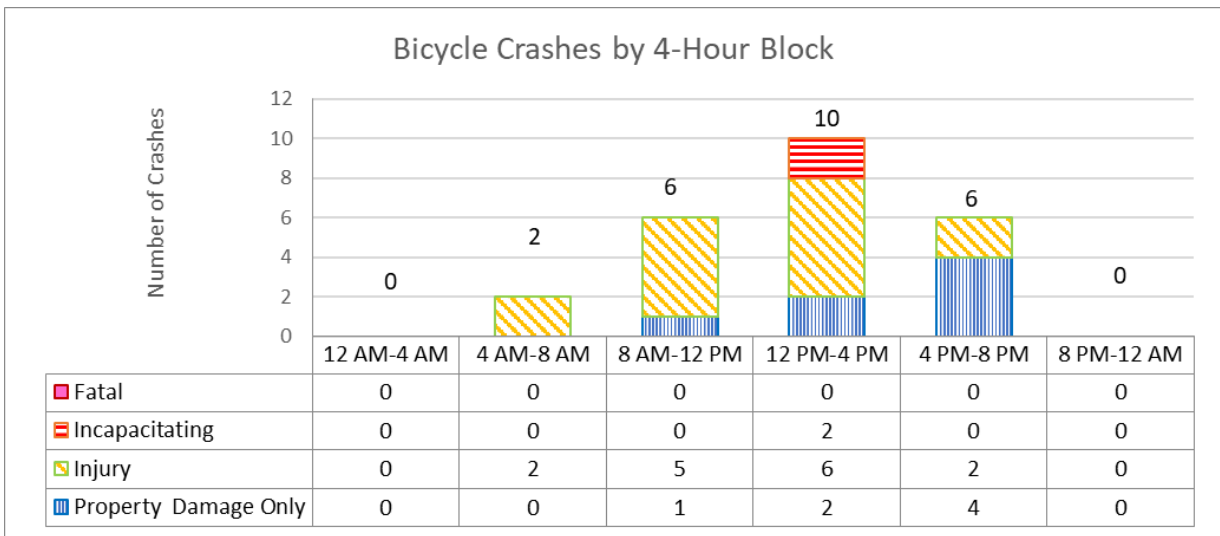


Figure 9-17 Bicycle Crashes by 4-Hour Block

9.2.8 Pedestrian and Bicycle Crashes by Light Condition

As was noted in the time-of-day data, most crashes occurred in the daytime for both modes, and this is reflected in the lighting condition data (**Figures 9-18 and 9-19**). Five pedestrian crashes did occur in unlighted locations, including one each that resulted in a fatality and an incapacitating injury, while the only non-daylight bicycle crash occurred in dark-unlighted conditions. Given that this is a major corridor in a densely populated area, any crash location that was recorded as unlighted should be reviewed for the adequacy of existing lighting.

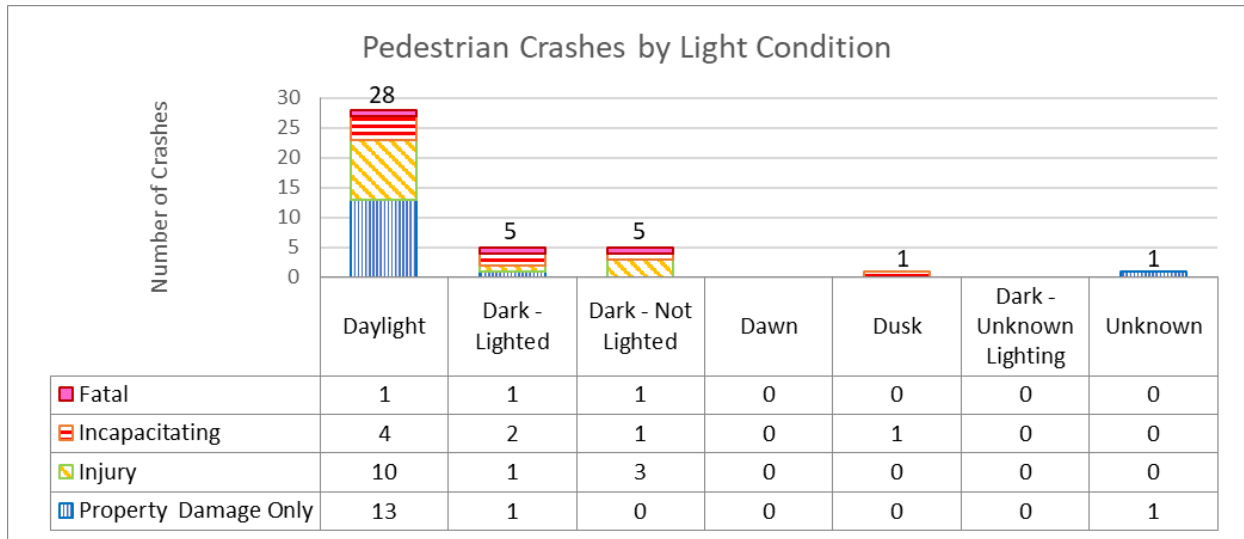


Figure 9-18 Pedestrian Crashes by Light Condition

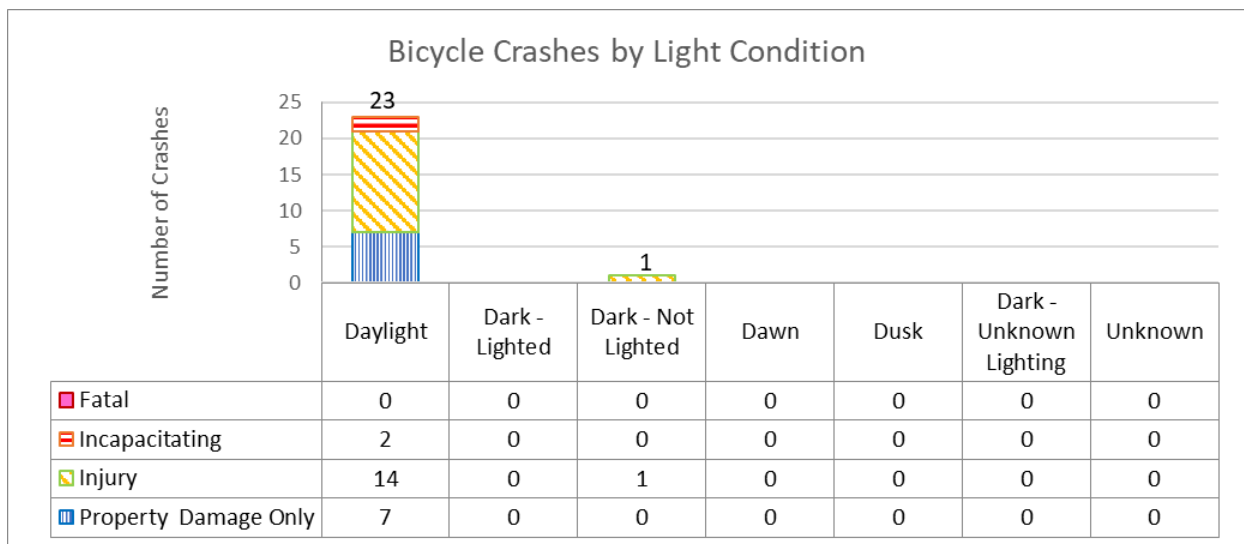


Figure 9-19 Bicycle Crashes by Light Condition

9.2.9 Pedestrian and Bicycle Crashes by Weather Condition

Based on crash data, pedestrian and bicycle crashes are almost exclusively occurring in better weather, either clear or cloudy (**Figure 9-20 and Figure 9-21**). Rain severely limits bicycling and walking activity, especially for recreation. Three of 40 pedestrian crashes did occur in the rain, however, there were zero bicycle crashes in rainy condition.

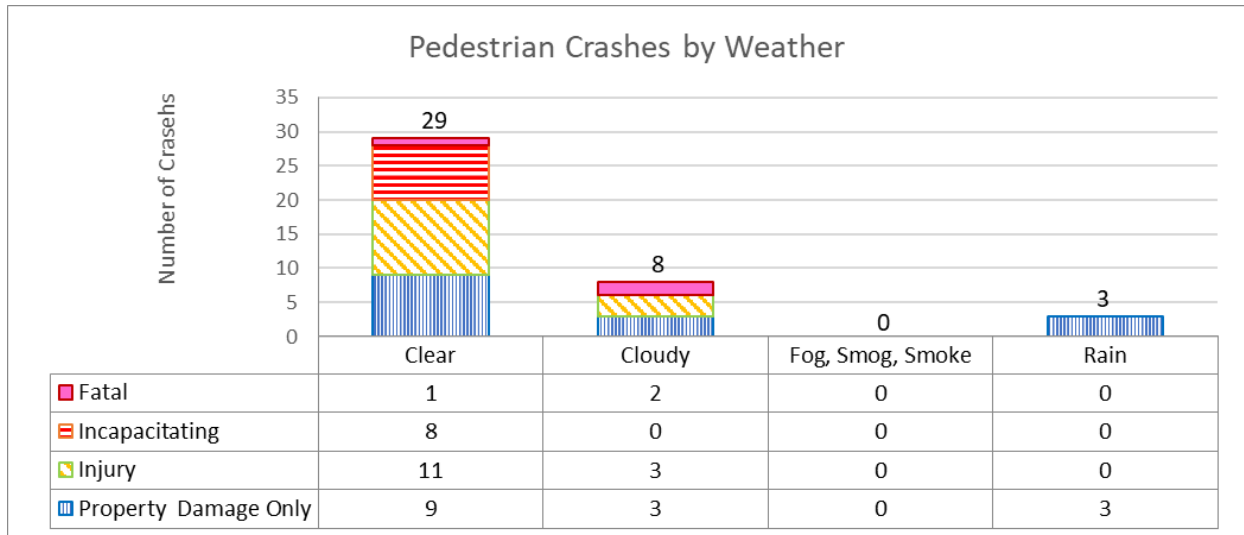


Figure 9-20 Pedestrian Crashes by Weather

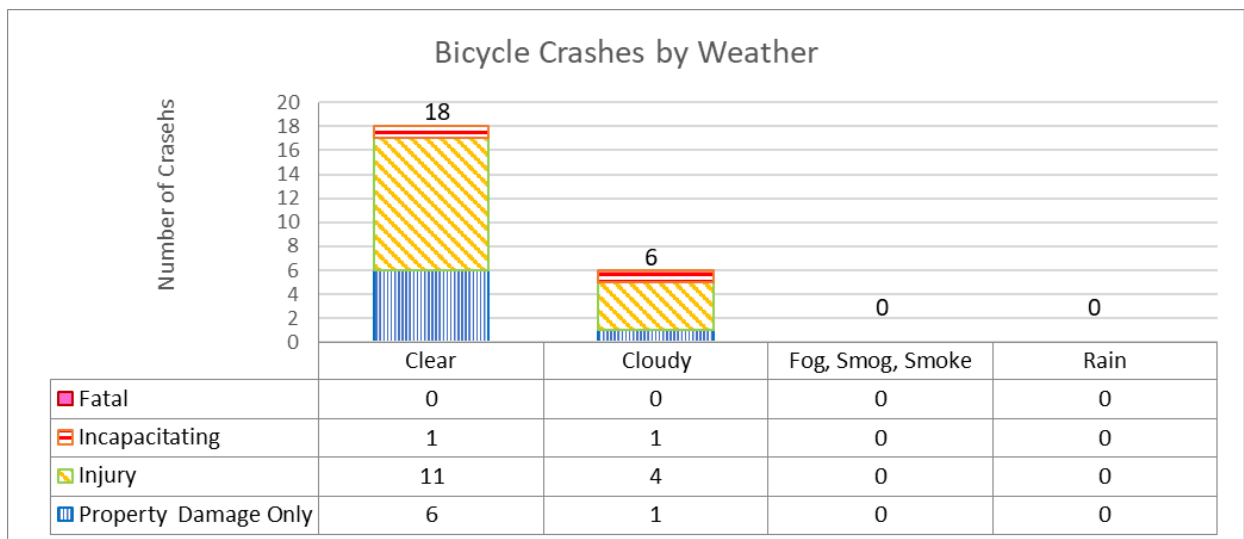


Figure 9-21 Bicycle Crashes by Weather

9.2.10 Pedestrian and Bicycle Crashes by Surface Condition

Surface condition on pavement is linked to weather, and likewise crashes for both modes were almost exclusively on dry pavement (Figures 9-22 and 9-23).

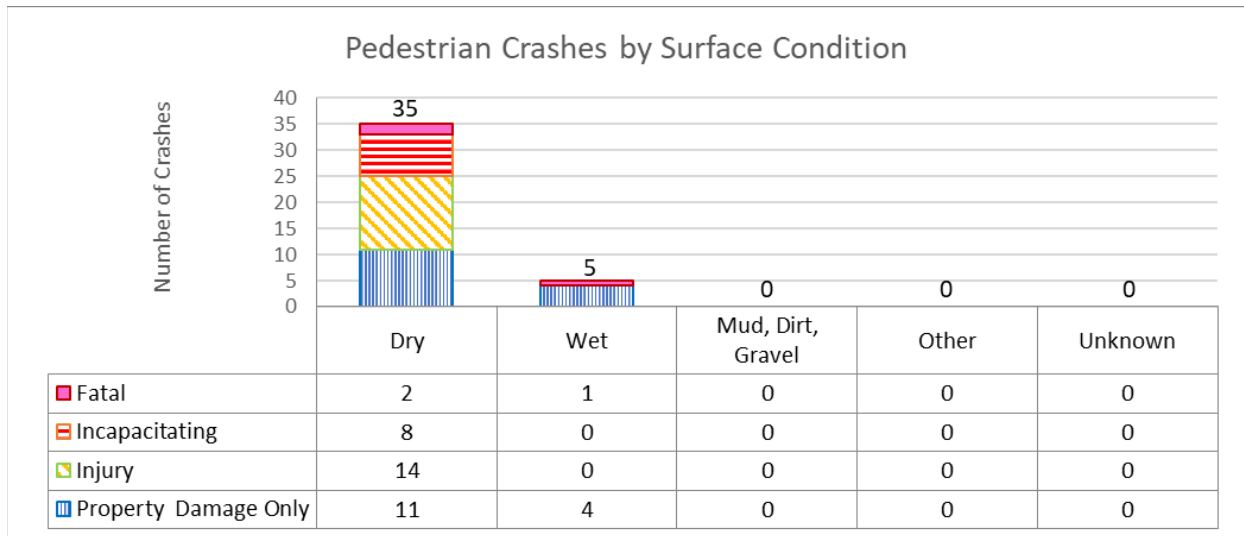


Figure 9-22 Pedestrian Crashes by Surface Condition

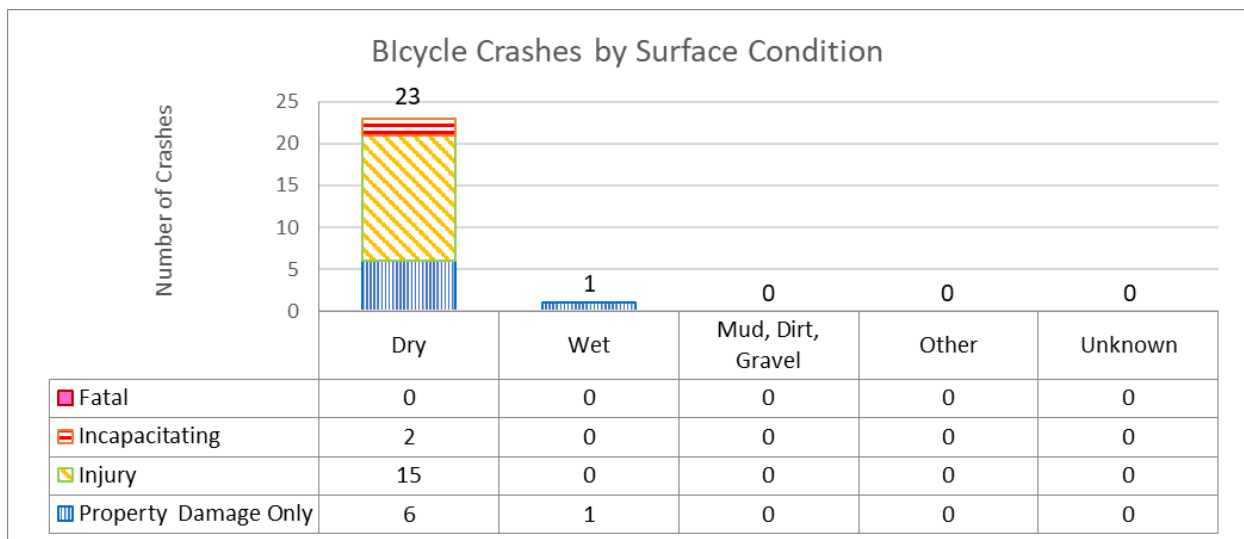


Figure 9-23 Bicycle Crashes by Surface Condition

SECTION 10 ISSUES AND CONSTRAINTS

This section summarizes issues and concerns that were identified for the SR 580 study corridor based on the review of the existing conditions evaluated in this report.

10.1 ISSUES AND CONSTRAINTS

The assessment of existing conditions was developed to provide a comprehensive understanding of the study area and to provide a foundation to support the next phases of the planning process. This involves an extensive due diligence process to collect the appropriate available data from a variety of sources, to inventory physical features of the roadway and surrounding land uses, to assess current operating conditions, and to review safety characteristics. This process also provides an opportunity to develop a feel for the community and its socio-cultural characteristics, to identify natural features, and to document other unique attributes.

This section is intended to summarize the issues identified along the corridor to be assessed during the study, and opportunities to consider in the development of potential improvement strategies. During the data collection and existing conditions inventory process, components within the corridor that were found to be deficient were noted and discussed. Wherever possible, other aspects of the corridor that represent potential opportunities to support future enhancements were also documented. In addition, the current local agency transportation plans were scoured to identify planned and programmed improvements within the study area, as these can represent additional opportunities to combine or coordinate efforts in the future.

10.2 EXISTING TYPICAL SECTION

Due to the variations along the corridor including land uses, development patterns, access management, and right of way, there are inconsistent lane widths throughout the corridor. There are segments that contain wider right-hand travel lanes that may be repurposed for additional facilities on the corridor.

10.3 BICYCLE AND PEDESTRIAN INFRASTRUCTURE

There is only one small gap in sidewalk coverage along the corridor. This occurs in Oldsmar from east of Bayview Boulevard to Tampa Road on the north side of the roadway. There are a few locations on the eastern end of the corridor, where there are breaks in the bicycle lanes. These occur from Countryside Boulevard to just east of Rigby Lane in Safety Harbor, and in Oldsmar from St. Claire Avenue to the eastern terminus at Tampa Road.

There has been a discussion within the local communities of a pedestrian and bicycle bridge across Old Tampa Bay parallel to the SR 580 bridge between Safety Harbor and Oldsmar. This potential pedestrian bridge would provide enhanced pedestrian and bicycle mobility from Oldsmar to Dunedin, Clearwater and Safety Harbor. It would also help connect existing trails, as part of the overall trail system in the region.

10.4 DEMOGRAPHICS, TRANSIT AND NEED

The project study area demographics data are mixed regarding the average household income and the number of no-car households. There may be an opportunity to enhance potential areas, which would benefit by upgrading the existing transit amenities or service. However, additional research may be required to define the exact need along specific segments of the corridor. This may also involve upgrades to the existing bicycle and pedestrian network to serve these transit dependent neighborhoods.

10.5 TRANSIT SERVICE AND INFRASTRUCTURE

There are nine PSTA bus routes on SR 580 within the study area offering varying amenities. PSTA routes 19, 61, 62, 67, 76, 78, 812, 813, and 814 run within the study area. Countryside Mall serves as a bus station junction on SR 580, with the nine bus routes originating from the mall bus stops. Additionally, the Jolley Trolley also runs between Dunedin, Safety Harbor, Palm Harbor and Clearwater Beach.

10.6 EXISTING TRAFFIC CONDITIONS

Six of the 25 corridor intersections have a failing LOS of E or F during the day in either the AM or the PM. Additionally, nine individual roadway segments along the corridor have a failing LOS of E or F during the day. These intersections and roadway segments should be considered for study to alleviate their failing ineffectiveness and also provides an opportunity to rework the existing roadway to improve the current capacity.

The local traffic along the corridor also has a strong seasonal effect, due to the winter residents that visit and stay in the area from late Fall to early spring.

10.7 SR 580 AND US 19 INTERSECTION

The intersection of these two major arterials has high volumes throughout the year, but especially during the late fall and Winter months. Turning movements on to US 19 from SR 580, and vice-versa are cause for concern due to safety and queueing activities on both roadways. Of specific concern is the traffic back up along SR 580 for those vehicles trying to turn onto US 19.

10.8 CRASHES AND SAFETY

The vast majority of pedestrian and bicycle crashes are primarily concentrated in the western portion of the study area. The roadway segments between Keene Road and Countryside Boulevard have the greatest number of accidents, in particular the areas surrounding the intersections of SR 580 with Keene Road and US 19.

10.9 ACCESS MANAGEMENT

There are a high number of driveways that have direct access to SR 580 due to the designated land uses surrounding the corridor. Locations with multiple driveways to individual parcels have been identified as well. There may be opportunities to condense driveway access without restricting business access or circulation.

10.10 PARKING FACILITIES

There is no on-street parking provided on SR 580; therefore, no issues or concerns were identified. However, there is public parking adjoining the Pinellas Trail in Dunedin at the western end of the corridor.

10.11 CONCLUSION

The issues and opportunities that were identified in this report will guide the project by providing a foundation upon which to develop the purpose and need. These concerns will be analyzed and discussed in detail as the planning process proceeds and potential improvement alternatives are identified.

APPENDICES

- APPENDIX A Traffic Counts
- APPENDIX B Existing Year (2020) Turning Movement Volumes
- APPENDIX C Future Year (2045) Turning Movement Volumes
- APPENDIX D LOS Year 2020 SYNCHRO Output

APPENDIX A Traffic Counts



Traffic Count Locations

Volume Count Report

Start Date: August 27, 2020
 Stop Date: August 27, 2020
 City: Dunedin
 Location: SR 580 east of Alt 19

Start Time: 00:00
 Stop Time: 24:00
 County: Pinellas

GPS: 28.01584
 -82.78865

Eastbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	1	4	6	26	48	66	67	62	75
30	8	7	2	2	2	4	28	65	79	75	67	80
45	6	1	1	2	5	8	38	70	77	70	70	74
00	4	1	0	1	9	13	40	76	68	66	83	98
Hr Total	23	13	4	6	20	31	132	259	290	278	282	327

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	73	85	102	94	99	72	61	67	45	19	14
30	86	85	82	88	86	93	60	45	75	30	18	10
45	85	91	86	81	90	90	53	58	64	23	15	6
00	86	96	96	80	73	82	49	63	57	16	19	10
Hr Total	362	345	349	351	343	364	234	227	263	114	71	40

24 Hour Total: 4,728
 AM Peak Hour begins: 11:30 AM Peak Volume: 363 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:30 PM Peak Volume: 372 PM Peak Hour Factor: 0.91

Westbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	5	1	2	3	21	57	87	82	103	94
30	10	4	0	1	0	11	25	72	83	66	61	78
45	5	2	2	4	7	12	55	91	93	81	94	84
00	6	1	2	1	4	12	65	95	97	82	80	97
Hr Total	26	10	9	7	13	38	166	315	360	311	338	353

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	95	100	105	79	79	94	77	60	37	42	28
30	95	95	91	83	86	99	80	76	62	31	41	30
45	105	117	90	86	89	90	69	65	41	53	32	14
00	103	104	80	79	89	87	75	60	45	37	35	13
Hr Total	399	411	361	353	343	355	318	278	208	158	150	85

24 Hour Total: 5,365
 AM Peak Hour begins: 11:30 AM Peak Volume: 372 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 13:15 PM Peak Volume: 416 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	6	2	6	9	47	105	153	149	165	169
30	18	11	2	3	2	15	53	137	162	141	128	158
45	11	3	3	6	12	20	93	161	170	151	164	158
00	10	2	2	2	13	25	105	171	165	148	163	195
Hr Total	49	23	13	13	33	69	298	574	650	589	620	680

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	201	168	185	207	173	178	166	138	127	82	61	42
30	181	180	173	171	172	192	140	121	137	61	59	40
45	190	208	176	167	179	180	122	123	105	76	47	20
00	189	200	176	159	162	169	124	123	102	53	54	23
Hr Total	761	756	710	704	686	719	552	505	471	272	221	125

24 Hour Total: 10,093
 AM Peak Hour begins: 11:30 AM Peak Volume: 735 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 13:15 PM Peak Volume: 773 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: August 27, 2020
 Stop Date: August 27, 2020
 City: Dunedin
 Location: SR 580 east of Bass Boulevard

Start Time: 00:00
 Stop Time: 24:00
 County: Pinellas

GPS: 28.01781
 -82.77825

Eastbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	10	5	3	5	16	31	88	128	126	104	139
30	9	9	3	3	7	23	57	123	135	137	131	160
45	24	6	10	6	15	23	71	113	135	126	123	144
00	6	4	3	6	24	34	86	130	127	148	149	196
Hr Total	54	29	21	18	51	96	245	454	525	537	507	639

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	178	161	198	215	179	245	138	121	113	104	63	34
30	196	180	210	181	204	186	146	116	136	88	74	37
45	182	172	189	204	203	171	130	129	95	78	41	29
00	167	179	186	174	163	170	130	114	94	56	37	22
Hr Total	723	692	783	774	749	772	544	480	438	326	215	122

24 Hour Total: 9,794
 AM Peak Hour begins: 11:30 AM Peak Volume: 714 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 815 PM Peak Hour Factor: 0.83

Westbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	8	3	5	10	52	106	170	143	155	144
30	12	6	9	6	6	20	70	146	133	111	131	152
45	16	4	3	5	11	23	104	201	173	114	138	156
00	6	6	3	1	17	37	115	169	168	140	165	191
Hr Total	45	24	23	15	39	90	341	622	644	508	589	643

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	164	181	162	164	155	185	125	98	77	43	26
30	179	185	183	168	160	181	154	109	121	55	52	31
45	169	179	158	159	150	155	139	132	86	59	34	29
00	165	193	146	150	168	157	168	95	75	37	33	11
Hr Total	698	721	668	639	642	648	646	461	380	228	162	97

24 Hour Total: 9,573
 AM Peak Hour begins: 11:30 AM Peak Volume: 711 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 13:15 PM Peak Volume: 738 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	18	13	6	10	26	83	194	298	269	259	283
30	21	15	12	9	13	43	127	269	268	248	262	312
45	40	10	13	11	26	46	175	314	308	240	261	300
00	12	10	6	7	41	71	201	299	295	288	314	387
Hr Total	99	53	44	33	90	186	586	1,076	1,169	1,045	1,096	1,282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	363	325	379	377	343	400	323	246	211	181	106	60
30	375	365	393	349	364	367	300	225	257	143	126	68
45	351	351	347	363	353	326	269	261	181	137	75	58
00	332	372	332	324	331	327	298	209	169	93	70	33
Hr Total	1,421	1,413	1,451	1,413	1,391	1,420	1,190	941	818	554	377	219

24 Hour Total: 19,367
 AM Peak Hour begins: 11:30 AM Peak Volume: 1,425 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 13:30 PM Peak Volume: 1,495 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: August 27, 2020
 Stop Date: August 27, 2020
 City: Dunedin
 Location: SR 580 east of Pinehurst Road

Start Time: 00:00
 Stop Time: 24:00
 County: Pinellas

GPS: 28.01929
 -82.77103

Eastbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	13	5	6	11	23	57	141	208	200	161	209
30	19	23	5	5	9	40	89	164	190	194	174	247
45	22	9	13	12	28	50	122	209	187	203	211	240
00	18	10	6	15	24	54	112	207	195	204	200	255
Hr Total	82	55	29	38	72	167	380	721	780	801	746	951

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	242	209	252	256	262	274	221	175	137	110	74	38
30	262	247	267	296	257	258	208	148	168	107	81	39
45	281	254	260	286	303	244	153	169	111	107	56	40
00	246	257	243	255	258	209	169	148	112	83	52	28
Hr Total	1,031	967	1,022	1,093	1,080	985	751	640	528	407	263	145

24 Hour Total: 13,734
 AM Peak Hour begins: 11:30 AM Peak Volume: 999 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,099 PM Peak Hour Factor: 0.93

Westbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	15	7	2	8	20	70	169	215	196	195	220
30	16	14	11	5	12	31	92	251	180	173	196	225
45	15	7	6	10	12	36	145	230	254	213	223	239
00	13	7	9	8	19	48	162	259	260	214	211	272
Hr Total	67	43	33	25	51	135	469	909	909	796	825	956

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	260	284	278	259	257	287	256	196	138	107	72	45
30	271	315	260	263	227	263	218	158	145	82	59	33
45	279	238	256	219	250	271	256	181	100	73	43	22
00	255	297	232	280	242	247	161	137	102	54	44	18
Hr Total	1,065	1,134	1,026	1,021	976	1,068	891	672	485	316	218	118

24 Hour Total: 14,208
 AM Peak Hour begins: 11:30 AM Peak Volume: 1,042 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 13:00 PM Peak Volume: 1,134 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	28	12	8	19	43	127	310	423	396	356	429
30	35	37	16	10	21	71	181	415	370	367	370	472
45	37	16	19	22	40	86	267	439	441	416	434	479
00	31	17	15	23	43	102	274	466	455	418	411	527
Hr Total	149	98	62	63	123	302	849	1,630	1,689	1,597	1,571	1,907

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	502	493	530	515	519	561	477	371	275	217	146	83
30	533	562	527	559	484	521	426	306	313	189	140	72
45	560	492	516	505	553	515	409	350	211	180	99	62
00	501	554	475	535	500	456	330	285	214	137	96	46
Hr Total	2,096	2,101	2,048	2,114	2,056	2,053	1,642	1,312	1,013	723	481	263

24 Hour Total: 27,942
 AM Peak Hour begins: 11:30 AM Peak Volume: 2,041 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 13:15 PM Peak Volume: 2,138 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: August 27, 2020
 Stop Date: August 27, 2020
 City: Dunedin
 Location: SR 580 east of Keene Road

Start Time: 00:00
 Stop Time: 24:00
 County: Pinellas

GPS: 28.01961
 -82.76048

Eastbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	16	7	8	12	37	84	197	255	251	257	326
30	26	26	9	7	12	63	122	231	279	282	263	333
45	27	12	21	17	32	82	167	260	333	298	312	299
00	17	16	8	18	33	70	170	278	267	293	318	339
Hr Total	97	70	45	50	89	252	543	966	1,134	1,124	1,150	1,297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	349	308	367	385	368	432	298	262	175	123	107	59
30	383	353	365	383	345	375	324	216	223	133	89	46
45	367	307	384	388	428	360	219	215	133	149	73	44
00	380	357	318	357	336	325	246	180	158	103	57	34
Hr Total	1,479	1,325	1,434	1,513	1,477	1,492	1,087	873	689	508	326	183

24 Hour Total: 19,203
 AM Peak Hour begins: 11:30 AM Peak Volume: 1,370 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,571 PM Peak Hour Factor: 0.91

Westbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	22	10	6	14	32	90	214	303	270	275	310
30	26	17	12	10	12	35	122	281	270	278	265	327
45	28	18	13	12	20	44	166	305	312	257	298	322
00	14	12	8	14	31	69	199	292	302	267	303	344
Hr Total	99	69	43	42	77	180	577	1,092	1,187	1,072	1,141	1,303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	355	339	372	318	359	355	332	298	215	127	81	44
30	329	390	331	323	363	424	287	227	177	105	82	49
45	358	306	355	379	371	373	308	240	158	96	59	30
00	372	372	382	369	331	308	305	209	136	86	80	29
Hr Total	1,414	1,407	1,440	1,389	1,424	1,460	1,232	974	686	414	302	152

24 Hour Total: 19,176
 AM Peak Hour begins: 11:30 AM Peak Volume: 1,350 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,483 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	38	17	14	26	69	174	411	558	521	532	636
30	52	43	21	17	24	98	244	512	549	560	528	660
45	55	30	34	29	52	126	333	565	645	555	610	621
00	31	28	16	32	64	139	369	570	569	560	621	683
Hr Total	196	139	88	92	166	432	1,120	2,058	2,321	2,196	2,291	2,600

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	704	647	739	703	727	787	630	560	390	250	188	103
30	712	743	696	706	708	799	611	443	400	238	171	95
45	725	613	739	767	799	733	527	455	291	245	132	74
00	752	729	700	726	667	633	551	389	294	189	137	63
Hr Total	2,893	2,732	2,874	2,902	2,901	2,952	2,319	1,847	1,375	922	628	335

24 Hour Total: 38,379
 AM Peak Hour begins: 11:30 AM Peak Volume: 2,720 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:30 PM Peak Volume: 3,052 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: August 27, 2020
 Stop Date: August 27, 2020
 City: Clearwater
 Location: SR 580 east of US 19

Start Time: 00:00
 Stop Time: 24:00
 County: Pinellas

GPS: 28.01929
 -82.73564

Eastbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	13	6	10	5	20	90	174	228	187	190	240
30	14	7	7	5	7	49	91	215	218	201	222	296
45	14	5	9	9	17	74	125	227	218	206	235	281
00	19	10	5	17	32	66	181	176	239	210	276	248
Hr Total	67	35	27	41	61	209	487	792	903	804	923	1,065

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	264	316	310	327	331	280	204	175	114	68	40
30	247	272	296	297	317	380	257	186	153	96	47	20
45	286	305	317	308	333	298	233	185	141	82	42	24
00	290	256	307	291	346	263	241	170	110	79	34	25
Hr Total	1,099	1,097	1,236	1,206	1,323	1,272	1,011	745	579	371	191	109

24 Hour Total: 15,653
 AM Peak Hour begins: 11:15 AM Peak Volume: 1,101 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,390 PM Peak Hour Factor: 0.91

Westbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	14	8	8	9	28	81	240	294	267	246	287
30	21	12	4	11	13	42	115	343	284	240	238	295
45	21	12	8	14	11	52	156	331	304	247	237	311
00	13	7	5	12	22	76	207	327	316	253	275	299
Hr Total	75	45	25	45	55	198	559	1,241	1,198	1,007	996	1,192

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	304	301	326	311	336	390	282	256	169	122	47	46
30	304	317	344	339	362	404	290	206	146	97	54	38
45	339	320	360	339	397	361	287	215	148	91	49	27
00	328	334	364	384	347	296	238	184	121	71	49	34
Hr Total	1,275	1,272	1,394	1,373	1,442	1,451	1,097	861	584	381	199	145

24 Hour Total: 18,110
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,295 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,538 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	27	14	18	14	48	171	414	522	454	436	527
30	35	19	11	16	20	91	206	558	502	441	460	591
45	35	17	17	23	28	126	281	558	522	453	472	592
00	32	17	10	29	54	142	388	503	555	463	551	547
Hr Total	142	80	52	86	116	407	1,046	2,033	2,101	1,811	1,919	2,257

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	580	565	642	621	663	721	562	460	344	236	115	86
30	551	589	640	636	679	784	547	392	299	193	101	58
45	625	625	677	647	730	659	520	400	289	173	91	51
00	618	590	671	675	693	559	479	354	231	150	83	59
Hr Total	2,374	2,369	2,630	2,579	2,765	2,723	2,108	1,606	1,163	752	390	254

24 Hour Total: 33,763
 AM Peak Hour begins: 11:15 AM Peak Volume: 2,310 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,928 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: August 27, 2020
 Stop Date: August 27, 2020
 City: Clearwater
 Location: SR 580 west of McMullen Booth Road

Start Time: 00:00
 Stop Time: 24:00
 County: Pinellas

GPS: 28.02051
 -82.71216

Eastbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	18	8	9	9	20	124	290	234	230	183	195
30	13	15	11	8	18	52	143	295	279	215	209	227
45	12	11	10	15	25	72	206	285	280	204	204	234
00	21	9	9	10	30	90	266	297	261	192	211	226
Hr Total	66	53	38	42	82	234	739	1,167	1,054	841	807	882

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	224	239	254	314	293	348	302	248	178	108	91	50
30	261	298	270	316	323	411	281	241	164	117	59	37
45	269	287	300	340	341	286	273	170	158	103	62	33
00	278	298	243	332	344	320	203	194	127	73	55	29
Hr Total	1,032	1,122	1,067	1,302	1,301	1,365	1,059	853	627	401	267	149

24 Hour Total: 16,550
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,167 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,444 PM Peak Hour Factor: 0.88

Westbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	16	2	7	13	39	105	213	276	255	209	214
30	22	12	8	12	16	50	108	281	274	210	227	215
45	19	12	10	8	23	63	178	316	310	213	220	213
00	11	12	6	13	31	103	208	353	301	252	299	249
Hr Total	67	52	26	40	83	255	599	1,163	1,161	930	955	891

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	253	243	273	242	247	302	209	183	128	105	66	34
30	247	263	274	280	295	371	244	149	125	82	46	41
45	232	298	257	297	339	300	206	158	126	68	47	23
00	259	242	288	247	322	260	182	136	107	73	43	40
Hr Total	991	1,046	1,092	1,066	1,203	1,233	841	626	486	328	202	138

24 Hour Total: 15,474
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,226 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,334 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	34	10	16	22	59	229	503	510	485	392	409
30	35	27	19	20	34	102	251	576	553	425	436	442
45	31	23	20	23	48	135	384	601	590	417	424	447
00	32	21	15	23	61	193	474	650	562	444	510	475
Hr Total	133	105	64	82	165	489	1,338	2,330	2,215	1,771	1,762	1,773

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	477	482	527	556	540	650	511	431	306	213	157	84
30	508	561	544	596	618	782	525	390	289	199	105	78
45	501	585	557	637	680	586	479	328	284	171	109	56
00	537	540	531	579	666	580	385	330	234	146	98	69
Hr Total	2,023	2,168	2,159	2,368	2,504	2,598	1,900	1,479	1,113	729	469	287

24 Hour Total: 32,024
 AM Peak Hour begins: 7:15 AM Peak Volume: 2,337 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,778 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: August 27, 2020	Start Time: 00:00	GPS: 28.02702
Stop Date: August 27, 2020	Stop Time: 24:00	-82.70215
City: Clearwater	County: Pinellas	
Location: SR 580 east of McMullen Booth Road		

Eastbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	13	7	13	5	16	102	189	230	214	177	186
30	24	15	15	9	19	49	139	247	270	209	186	203
45	18	8	18	10	21	56	174	278	244	178	206	234
00	19	6	8	11	28	95	192	268	281	198	210	199
Hr Total	87	42	48	43	73	216	607	982	1,025	799	779	822

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	244	195	324	337	405	305	249	229	117	103	70
30	277	209	279	315	377	420	333	233	176	147	85	58
45	240	243	274	351	371	406	286	203	168	114	73	45
00	238	257	244	441	430	369	259	215	180	88	78	41
Hr Total	949	953	992	1,431	1,515	1,600	1,183	900	753	466	339	214

24 Hour Total:	16,818				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,046	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	1,661	PM Peak Hour Factor:	0.97

Westbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	19	3	11	17	53	127	282	305	225	203	196
30	24	14	8	7	19	70	202	308	306	193	212	195
45	9	14	8	11	37	80	224	319	294	219	235	213
00	13	9	9	17	42	107	282	342	258	214	235	241
Hr Total	70	56	28	46	115	310	835	1,251	1,163	851	885	845

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	239	236	213	255	299	302	219	173	139	101	68	43
30	202	255	239	214	299	308	261	158	113	85	41	38
45	257	221	249	325	324	327	207	132	92	65	61	41
00	219	253	262	265	339	246	187	129	86	59	35	26
Hr Total	917	965	963	1,059	1,261	1,183	874	592	430	310	205	148

24 Hour Total:	15,362				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,274	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	1,276	PM Peak Hour Factor:	0.94

Total Volume for All Lanes

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	32	10	24	22	69	229	471	535	439	380	382
30	48	29	23	16	38	119	341	555	576	402	398	398
45	27	22	26	21	58	136	398	597	538	397	441	447
00	32	15	17	28	70	202	474	610	539	412	445	440
Hr Total	157	98	76	89	188	526	1,442	2,233	2,188	1,650	1,664	1,667

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	433	480	408	579	636	707	524	422	368	218	171	113
30	479	464	518	529	676	728	594	391	289	232	126	96
45	497	464	523	676	695	733	493	335	260	179	134	86
00	457	510	506	706	769	615	446	344	266	147	113	67
Hr Total	1,866	1,918	1,955	2,490	2,776	2,783	2,057	1,492	1,183	776	544	362

24 Hour Total:	32,180				
AM Peak Hour begins:	7:30	AM Peak Volume:	2,318	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	2,937	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: August 27, 2020
 Stop Date: August 27, 2020
 City: Oldsmar
 Location: SR 580 east of SR 590/2nd Street

Start Time: 00:00
 Stop Time: 24:00
 County: Pinellas

GPS: 28.03117
 -82.68698

Eastbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	13	6	11	5	17	107	189	233	220	195	196
30	26	17	14	9	19	52	150	279	279	195	188	211
45	14	8	17	10	32	67	171	321	251	183	189	224
00	18	10	11	13	35	105	223	301	282	174	211	202
Hr Total	81	48	48	43	91	241	651	1,090	1,045	772	783	833

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	217	223	284	324	375	300	234	202	91	86	54
30	242	225	285	367	352	393	293	200	175	124	73	51
45	229	246	259	361	359	366	254	172	147	112	64	38
00	267	231	284	398	393	369	249	190	148	75	59	38
Hr Total	960	919	1,051	1,410	1,428	1,503	1,096	796	672	402	282	181

24 Hour Total: 16,426
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,134 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,527 PM Peak Hour Factor: 0.97

Westbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	17	4	14	12	44	131	322	297	233	178	197
30	19	12	7	4	21	62	194	343	282	201	205	201
45	9	13	11	12	37	80	240	381	325	206	232	234
00	18	13	10	18	43	120	287	321	255	234	211	227
Hr Total	69	55	32	48	113	306	852	1,367	1,159	874	826	859

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	233	245	235	277	336	353	247	206	138	101	70	50
30	213	270	261	248	282	355	276	159	132	81	51	40
45	252	214	262	316	331	323	222	153	112	80	61	43
00	227	259	255	290	365	271	194	144	113	62	35	24
Hr Total	925	988	1,013	1,131	1,314	1,302	939	662	495	324	217	157

24 Hour Total: 16,027
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,367 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,404 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	30	10	25	17	61	238	511	530	453	373	393
30	45	29	21	13	40	114	344	622	561	396	393	412
45	23	21	28	22	69	147	411	702	576	389	421	458
00	36	23	21	31	78	225	510	622	537	408	422	429
Hr Total	150	103	80	91	204	547	1,503	2,457	2,204	1,646	1,609	1,692

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	455	462	458	561	660	728	547	440	340	192	156	104
30	455	495	546	615	634	748	569	359	307	205	124	91
45	481	460	521	677	690	689	476	325	259	192	125	81
00	494	490	539	688	758	640	443	334	261	137	94	62
Hr Total	1,885	1,907	2,064	2,541	2,742	2,805	2,035	1,458	1,167	726	499	338

24 Hour Total: 32,453
 AM Peak Hour begins: 7:15 AM Peak Volume: 2,476 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,924 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: August 27, 2020
 Stop Date: August 27, 2020
 City: Oldsmar
 Location: SR 580 east of Forest Lakes Boulevard

Start Time: 00:00
 Stop Time: 24:00
 County: Pinellas

GPS: 28.03788
 -82.67704

Eastbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	4	10	6	15	69	142	193	148	118	117
30	17	10	9	8	13	31	115	197	167	127	102	124
45	10	5	9	6	16	58	119	225	184	118	109	127
00	10	4	9	6	23	75	158	196	177	130	124	124
Hr Total	51	26	31	30	58	179	461	760	721	523	453	492

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	110	118	156	210	246	166	142	108	59	45	27
30	137	163	156	244	198	261	152	110	97	65	46	33
45	137	128	175	215	232	240	139	106	92	59	31	21
00	160	149	163	241	255	225	119	112	64	51	32	21
Hr Total	550	550	612	856	895	972	576	470	361	234	154	102

24 Hour Total: 10,117
 AM Peak Hour begins: 7:15 AM Peak Volume: 811 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,002 PM Peak Hour Factor: 0.96

Westbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	11	4	10	5	17	66	140	158	93	105	82
30	8	5	5	4	12	32	106	191	150	99	118	115
45	3	12	9	5	17	36	121	179	177	115	105	119
00	11	9	6	8	17	56	153	187	131	101	109	107
Hr Total	37	37	24	27	51	141	446	697	616	408	437	423

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	125	127	124	161	179	224	147	102	72	40	37	21
30	116	134	135	157	165	232	156	86	62	43	25	21
45	124	110	158	181	209	172	117	68	64	40	39	24
00	127	133	148	157	190	158	78	61	57	29	18	13
Hr Total	492	504	565	656	743	786	498	317	255	152	119	79

24 Hour Total: 8,510
 AM Peak Hour begins: 7:15 AM Peak Volume: 715 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 855 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	18	8	20	11	32	135	282	351	241	223	199
30	25	15	14	12	25	63	221	388	317	226	220	239
45	13	17	18	11	33	94	240	404	361	233	214	246
00	21	13	15	14	40	131	311	383	308	231	233	231
Hr Total	88	63	55	57	109	320	907	1,457	1,337	931	890	915

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	241	237	242	317	389	470	313	244	180	99	82	48
30	253	297	291	401	363	493	308	196	159	108	71	54
45	261	238	333	396	441	412	256	174	156	99	70	45
00	287	282	311	398	445	383	197	173	121	80	50	34
Hr Total	1,042	1,054	1,177	1,512	1,638	1,758	1,074	787	616	386	273	181

24 Hour Total: 18,627
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,526 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,849 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: August 27, 2020
 Stop Date: August 27, 2020
 City: Oldsmar
 Location: SR 580 west of Tampa Road

Start Time: 00:00
 Stop Time: 24:00
 County: Pinellas

GPS: 28.03801
 -82.66562

Eastbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	5	4	8	8	13	51	118	151	144	103	111
30	17	10	8	5	8	20	77	132	149	101	93	121
45	6	5	7	5	18	39	101	172	150	93	87	123
00	12	4	8	5	16	59	120	181	169	135	116	99
Hr Total	48	24	27	23	50	131	349	603	619	473	399	454

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	119	114	138	195	222	174	131	116	65	41	23
30	126	147	119	228	200	231	158	118	94	53	48	33
45	125	99	141	201	210	249	133	95	95	68	28	21
00	146	143	184	236	240	213	127	118	66	49	31	17
Hr Total	519	508	558	803	845	915	592	462	371	235	148	94

24 Hour Total: 9,250
 AM Peak Hour begins: 7:30 AM Peak Volume: 653 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 942 PM Peak Hour Factor: 0.95

Westbound Volume

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	10	3	5	4	17	66	142	142	78	93	67
30	6	3	4	4	9	27	93	163	127	98	102	98
45	3	11	8	5	14	38	107	155	159	101	97	101
00	10	8	4	6	18	45	119	165	101	84	87	110
Hr Total	32	32	19	20	45	127	385	625	529	361	379	376

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	119	106	128	135	184	119	94	61	37	33	19
30	102	102	118	105	132	183	148	63	56	36	22	17
45	114	99	130	138	155	152	101	60	56	32	30	20
00	101	108	103	136	161	124	64	55	60	27	16	11
Hr Total	415	428	457	507	583	643	432	272	233	132	101	67

24 Hour Total: 7,200
 AM Peak Hour begins: 7:00 AM Peak Volume: 625 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 683 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Thursday, August 27, 2020

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	15	7	13	12	30	117	260	293	222	196	178
30	23	13	12	9	17	47	170	295	276	199	195	219
45	9	16	15	10	32	77	208	327	309	194	184	224
00	22	12	12	11	34	104	239	346	270	219	203	209
Hr Total	80	56	46	43	95	258	734	1,228	1,148	834	778	830

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	220	238	220	266	330	406	293	225	177	102	74	42
30	228	249	237	333	332	414	306	181	150	89	70	50
45	239	198	271	339	365	401	234	155	151	100	58	41
00	247	251	287	372	401	337	191	173	126	76	47	28
Hr Total	934	936	1,015	1,310	1,428	1,558	1,024	734	604	367	249	161

24 Hour Total: 16,450
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,261 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,622 PM Peak Hour Factor: 0.98

CLASS COUNT REPORT

Location: SR 580 east of Countryside Blvd
 Direction: Eastbound
 Start Date: 9/1/2020
 Stop Date: 9/1/2020

City: Clearwater
 County: Pinellas
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	39
30	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
45	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
100	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	74	12	0	0	0	0	0	0	0	0	0	0	0	0	86
115	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
130	0	12	3	0	2	0	0	0	1	0	0	0	0	0	0	18
145	0	6	0	0	2	0	0	0	0	0	0	0	0	0	0	8
200	0	7	1	0	0	0	0	0	0	0	0	0	0	0	1	9
Hourly Total	0	38	8	0	4	0	0	0	1	0	0	0	0	0	1	52
215	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
230	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
245	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
300	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	36
315	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	11
330	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
345	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
400	0	11	2	0	0	0	0	0	1	0	0	0	0	0	0	14
Hourly Total	1	30	9	0	0	0	0	0	1	0	0	0	0	0	0	41
415	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
430	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
445	0	25	11	0	1	0	0	0	1	0	0	0	0	0	0	38
500	0	16	11	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	0	64	26	0	2	0	0	0	1	0	0	0	0	0	0	93
515	0	17	11	0	1	0	0	0	0	0	0	0	0	0	0	29
530	1	39	10	0	0	0	0	0	0	0	0	0	0	0	1	51
545	0	66	17	0	3	1	0	0	1	0	0	0	0	0	1	89
600	0	79	31	1	3	0	0	1	0	0	0	0	0	0	2	117
Hourly Total	1	201	69	1	7	1	0	1	1	0	0	0	0	0	4	286
615	3	100	33	0	2	1	1	3	0	0	0	0	0	0	0	143
630	0	111	45	0	5	1	0	3	2	0	0	0	0	0	5	172
645	1	159	42	1	6	0	0	2	1	0	0	0	0	0	11	223
700	1	181	62	0	10	2	0	2	0	0	0	0	0	0	5	263
Hourly Total	5	551	182	1	23	4	1	10	3	0	0	0	0	0	21	801
715	2	231	59	4	3	1	0	2	0	0	0	0	0	0	8	310
730	1	252	43	0	9	0	1	6	0	0	0	0	1	0	13	326
745	0	231	58	1	6	3	0	7	0	0	0	0	0	0	19	325
800	2	230	85	0	6	1	1	6	0	0	0	0	0	0	17	348
Hourly Total	5	944	245	5	24	5	2	21	0	0	0	0	1	0	57	1309
815	1	205	54	0	10	0	0	3	2	0	0	0	0	0	12	287
830	0	265	67	0	11	1	1	8	2	0	0	0	0	0	14	369
845	1	244	60	0	10	1	0	0	2	0	0	0	0	0	9	327

900	1	212	70	1	9	2	1	5	1	0	0	0	0	0	13	315
Hourly Total	3	926	251	1	40	4	2	16	7	0	0	0	0	0	48	1298
915	0	162	52	0	10	0	1	0	0	0	0	0	0	0	7	232
930	0	189	48	0	6	0	0	3	0	0	0	0	0	0	11	257
945	1	153	55	0	7	0	1	4	1	0	0	0	0	0	7	229
1000	1	172	66	0	8	0	1	6	2	0	0	0	0	0	9	265
Hourly Total	2	676	221	0	31	0	3	13	3	0	0	0	0	0	34	983
1015	0	156	56	0	6	1	0	3	1	0	0	0	0	0	10	233
1030	0	158	55	0	13	5	0	6	2	0	0	0	0	0	7	246
1045	0	171	37	1	12	1	0	3	1	0	0	0	0	0	15	241
1100	0	200	49	0	5	1	0	1	0	0	0	0	0	0	15	271
Hourly Total	0	685	197	1	36	8	0	13	4	0	0	0	0	0	47	991
1115	0	174	47	2	9	2	0	1	0	0	0	0	0	0	12	247
1130	0	215	62	0	6	2	0	0	1	0	0	0	0	0	17	303
1145	1	213	60	0	10	2	1	2	1	0	0	0	0	0	12	302
1200	0	234	61	0	10	2	0	0	0	0	0	0	0	0	13	320
Hourly Total	1	836	230	2	35	8	1	3	2	0	0	0	0	0	54	1172
1215	0	223	54	0	6	0	0	4	0	0	0	0	0	0	18	305
1230	0	208	61	0	9	0	0	4	2	0	0	0	0	0	10	294
1245	0	248	53	0	8	5	2	8	0	0	0	0	0	0	8	332
1300	0	232	57	0	9	2	0	4	0	0	0	0	0	0	10	314
Hourly Total	0	911	225	0	32	7	2	20	2	0	0	0	0	0	46	1245
1315	1	251	77	0	6	0	0	2	0	0	0	0	0	0	13	350
1330	6	254	59	2	9	0	0	6	1	0	0	0	0	0	11	348
1345	1	222	67	4	6	2	0	2	1	0	0	0	0	0	13	318
1400	1	245	78	1	7	1	0	4	0	0	0	0	0	0	18	355
Hourly Total	9	972	281	7	28	3	0	14	2	0	0	0	0	0	55	1371
1415	0	239	75	1	4	1	0	5	0	0	0	0	0	0	10	335
1430	0	226	58	1	10	1	0	3	0	0	0	0	0	0	18	317
1445	3	254	82	2	12	1	1	2	0	0	0	0	0	0	14	371
1500	0	252	73	0	10	2	0	2	0	0	0	0	0	0	14	353
Hourly Total	3	971	288	4	36	5	1	12	0	0	0	0	0	0	56	1376
1515	1	242	74	1	7	0	0	5	0	0	0	0	0	0	8	338
1530	0	280	71	0	10	1	0	8	0	0	0	0	0	0	17	387
1545	0	293	70	1	8	0	0	5	0	0	0	0	0	0	18	395
1600	0	277	70	0	5	0	0	3	0	0	0	0	0	0	16	371
Hourly Total	1	1092	285	2	30	1	0	21	0	0	0	0	0	0	59	1491
1615	0	295	54	0	10	2	0	2	0	0	0	0	0	0	13	376
1630	1	300	75	0	10	0	0	2	1	0	0	0	0	0	14	403
1645	1	270	74	0	6	0	0	2	1	0	0	0	0	0	15	369
1700	0	316	85	0	5	2	0	5	1	0	0	0	0	0	9	423
Hourly Total	2	1181	288	0	31	4	0	11	3	0	0	0	0	0	51	1571
1715	1	349	61	0	12	0	0	5	0	0	0	0	0	0	22	450
1730	1	362	63	0	6	0	0	3	0	0	0	0	0	0	26	461
1745	0	294	59	1	5	0	0	4	0	0	0	0	0	0	11	374
1800	0	292	75	0	4	0	0	2	0	0	0	0	0	0	15	388
Hourly Total	2	1297	258	1	27	0	0	14	0	0	0	0	0	0	74	1673
1815	1	270	42	0	4	1	0	4	0	0	0	0	0	0	13	335
1830	2	267	50	0	4	1	0	2	0	0	0	0	0	0	16	342
1845	1	258	49	0	3	1	0	5	0	0	0	0	0	0	15	332
1900	2	225	38	1	7	0	0	5	0	0	0	0	0	0	13	291
Hourly Total	6	1020	179	1	18	3	0	16	0	0	0	0	0	0	57	1300

1915	2	218	45	0	4	0	0	0	0	0	0	0	0	0	10	279
1930	0	188	36	0	5	0	0	1	1	0	0	0	0	0	7	238
1945	1	182	39	0	4	1	0	0	0	0	0	0	0	0	4	231
2000	1	190	21	0	5	0	0	1	0	0	0	0	0	0	2	220
Hourly Total	4	778	141	0	18	1	0	2	1	0	0	0	0	0	23	968
2015	1	155	33	0	1	1	0	1	0	0	0	0	0	0	0	192
2030	2	127	27	0	4	0	0	0	0	0	0	0	0	0	2	162
2045	1	132	23	0	3	0	0	1	0	0	0	0	0	0	5	165
2100	0	118	28	0	1	0	0	0	0	0	0	0	0	0	3	150
Hourly Total	4	532	111	0	9	1	0	2	0	0	0	0	0	0	10	669
2115	0	115	21	0	0	0	0	1	0	0	0	0	0	0	0	137
2130	2	93	17	0	0	0	0	2	0	0	0	0	0	0	7	121
2145	0	76	10	0	1	0	0	0	0	0	0	0	0	0	2	89
2200	0	73	21	0	3	0	0	0	0	0	0	0	0	0	3	100
Hourly Total	2	357	69	0	4	0	0	3	0	0	0	0	0	0	12	447
2215	0	58	9	0	0	0	0	0	0	0	0	0	0	0	0	67
2230	0	41	6	0	0	0	0	0	0	0	0	0	0	0	0	47
2245	1	55	4	0	1	1	0	0	0	0	0	0	0	0	0	62
2300	1	48	6	0	2	1	0	0	0	0	0	0	0	0	1	59
Hourly Total	2	202	25	0	3	2	0	0	0	0	0	0	0	0	1	235
2315	2	36	8	0	0	0	0	0	0	0	0	0	0	0	0	46
2330	0	28	5	0	1	1	0	0	0	0	0	0	0	0	1	36
2345	0	31	6	0	0	1	0	0	0	0	1	0	0	0	0	39
2400	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	2	120	23	0	1	2	0	0	0	0	1	0	0	0	1	150
DAILY TOTAL	55	14490	3627	26	439	59	12	192	31	0	1	0	1	0	711	19644
Percentages	0.3%	73.8%	18.5%	0.1%	2.2%	0.3%	0.1%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	100.0%

CLASS COUNT REPORT

Location: SR 580 west of SR 590/2nd St
 Direction: Eastbound
 Start Date: 9/1/2020
 Stop Date: 9/1/2020

City: Oldsmar
 County: Pinellas
 Start Time: 00:00
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	38	4	0	0	0	0	0	0	0	0	0	0	0	0	42
30	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
45	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
100	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	90	10	0	0	0	0	0	0	0	0	0	0	0	0	100
115	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
130	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
200	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	36	9	0	1	0	0	0	0	0	0	0	0	0	0	46
215	0	7	1	0	0	0	0	0	0	0	0	0	0	0	1	9
230	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
245	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
300	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	42	3	0	0	0	0	0	0	0	0	0	0	0	1	46
315	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	8	1	0	1	0	0	0	1	0	0	0	0	0	0	11
Hourly Total	0	18	5	0	1	0	0	0	1	0	0	0	0	0	0	25
415	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
430	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
445	0	18	7	0	0	0	0	1	0	0	0	0	0	0	0	26
500	0	28	10	0	3	1	0	0	0	0	0	0	0	0	0	42
Hourly Total	0	67	21	0	4	1	0	1	0	0	0	0	0	0	0	94
515	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
530	1	30	14	0	0	0	0	0	0	0	0	0	0	0	0	45
545	1	44	23	0	7	0	0	0	0	0	0	0	0	0	0	75
600	0	81	20	0	1	0	0	1	1	0	0	0	0	0	0	104
Hourly Total	2	168	63	0	8	0	0	1	1	0	0	0	0	0	0	243
615	2	80	17	0	5	1	0	0	0	0	0	0	0	0	1	106
630	0	110	41	0	5	1	0	0	2	0	0	0	0	0	0	159
645	2	112	45	0	6	2	0	3	1	0	0	0	0	0	0	171
700	1	148	58	0	7	1	0	2	0	0	0	0	0	0	1	218
Hourly Total	5	450	161	0	23	5	0	5	3	0	0	0	0	0	2	654
715	0	129	44	0	2	0	0	2	0	0	0	0	0	0	0	177
730	1	178	40	0	9	0	0	2	0	0	0	0	0	0	3	233
745	1	208	53	0	7	0	0	3	1	0	0	0	0	0	0	273
800	3	213	68	2	8	0	0	5	0	0	0	0	0	0	0	299
Hourly Total	5	728	205	2	26	0	0	12	1	0	0	0	0	0	3	982
815	0	144	47	0	6	0	0	2	0	0	0	0	0	0	1	200
830	0	194	61	0	5	1	0	3	2	0	0	0	0	0	0	266
845	2	181	53	0	6	1	0	1	1	0	0	0	0	0	2	247

1915	2	192	33	0	0	0	0	1	0	0	0	0	0	0	1	229
1930	0	175	23	0	2	0	0	2	0	0	0	0	0	0	0	202
1945	2	163	33	0	2	0	0	0	0	0	0	0	0	0	0	200
2000	1	155	35	0	1	0	0	0	1	0	0	0	0	0	0	193
Hourly Total	5	685	124	0	5	0	0	3	1	0	0	0	0	0	1	824
2015	1	143	23	0	2	0	0	2	0	0	0	0	0	0	3	174
2030	1	125	25	0	0	0	0	0	0	0	0	0	0	0	0	151
2045	1	105	23	0	0	0	0	0	0	0	0	0	0	0	0	129
2100	0	96	21	0	4	0	0	0	0	0	0	0	0	0	0	121
Hourly Total	3	469	92	0	6	0	0	2	0	0	0	0	0	0	3	575
2115	0	96	24	0	1	0	0	0	0	0	0	0	0	0	0	121
2130	3	96	23	0	1	0	0	0	0	0	0	0	0	0	0	123
2145	2	74	11	0	0	0	0	0	0	0	0	0	0	0	0	87
2200	0	68	12	0	0	0	0	0	0	0	0	0	0	0	0	80
Hourly Total	5	334	70	0	2	0	0	0	0	0	0	0	0	0	0	411
2215	0	54	5	0	0	0	0	0	0	0	0	0	0	0	0	59
2230	0	48	6	0	0	0	0	0	0	0	0	0	0	0	0	54
2245	0	50	11	0	3	0	0	0	0	0	0	0	0	0	0	64
2300	1	46	8	0	1	1	0	0	0	0	0	0	0	0	0	57
Hourly Total	1	198	30	0	4	1	0	0	0	0	0	0	0	0	0	234
2315	0	48	3	0	0	0	0	0	0	0	0	0	0	0	0	51
2330	1	32	4	0	0	0	0	0	1	0	0	0	0	0	0	38
2345	1	35	5	0	0	1	0	0	0	0	1	0	0	0	0	43
2400	0	34	3	0	0	0	0	0	0	0	0	0	0	0	0	37
Hourly Total	2	149	15	0	0	1	0	0	1	0	1	0	0	0	0	169
DAILY TOTAL	52	12045	3185	9	397	49	4	147	41	0	2	0	1	0	46	15978
Percentages	0.3%	75.4%	19.9%	0.1%	2.5%	0.3%	0.0%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Alt19
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	ALT 19 (BROADWAY) Southbound					SR 580 Westbound					ALT 19 (BROADWAY) Northbound					TILDEN STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	28	118	0	0	146	34	0	11	18	63	0	43	12	4	59	0	0	0	0	0	268
07:15 AM	43	152	0	0	195	37	0	5	22	64	0	64	16	7	87	0	0	1	0	0	347
07:30 AM	51	160	0	0	211	45	0	7	15	67	0	53	10	3	66	0	0	0	0	0	344
07:45 AM	46	154	0	0	200	44	0	10	24	78	0	64	11	4	79	0	0	0	0	0	357
Total	168	584	0	0	752	160	0	33	79	272	0	224	49	18	291	0	0	1	0	1	1316
08:00 AM	49	133	0	0	182	38	0	8	34	80	1	49	15	9	74	0	0	0	0	0	336
08:15 AM	43	114	0	0	157	41	0	15	28	84	0	69	15	4	88	0	0	0	0	0	329
08:30 AM	46	115	1	0	162	38	1	10	27	76	0	48	21	5	74	0	1	0	0	1	313
08:45 AM	43	96	0	0	139	37	2	9	27	75	0	75	13	9	97	0	0	0	0	0	311
Total	181	458	1	0	640	154	3	42	116	315	1	241	64	27	333	0	1	0	0	1	1289
*** BREAK ***																					
04:00 PM	52	78	1	0	131	40	1	17	25	83	1	98	21	15	135	0	0	0	0	0	349
04:15 PM	40	75	0	0	115	30	0	13	39	82	0	118	18	15	151	0	0	1	0	1	349
04:30 PM	38	86	3	0	127	24	0	14	43	81	1	121	16	9	147	0	0	0	0	0	355
04:45 PM	48	71	1	0	120	44	0	28	34	106	0	138	28	3	169	0	0	0	0	0	395
Total	178	310	5	0	493	138	1	72	141	352	2	475	83	42	602	0	0	1	0	1	1448
05:00 PM	53	71	1	0	125	29	0	9	52	90	1	105	42	6	154	0	1	0	0	1	370
05:15 PM	41	82	0	0	123	30	3	14	53	100	1	117	14	9	141	0	0	0	0	0	364
05:30 PM	43	93	2	0	138	30	2	12	38	82	2	125	21	8	156	0	1	0	0	1	377
05:45 PM	43	86	0	0	129	38	4	16	28	86	0	112	19	5	136	1	0	2	0	3	354
Total	180	332	3	0	515	127	9	51	171	358	4	459	96	28	587	1	2	2	0	5	1465
Grand Total	707	1684	9	0	2400	579	13	198	507	1297	7	1399	292	115	1813	1	3	4	0	8	5518
Apprch %	29.5	70.2	0.4	0		44.6	1	15.3	39.1		0.4	77.2	16.1	6.3		12.5	37.5	50	0		
Total %	12.8	30.5	0.2	0	43.5	10.5	0.2	3.6	9.2	23.5	0.1	25.4	5.3	2.1	32.9	0	0.1	0.1	0	0.1	
Passenger Vehicles	693	1655	9	0	2357	560	12	190	493	1255	5	1388	285	112	1790	1	3	4	0	8	5410
% Passenger Vehicles	98	98.3	100	0	98.2	96.7	92.3	96	97.2	96.8	71.4	99.2	97.6	97.4	98.7	100	100	100	0	100	98
Heavy Vehicles	14	29	0	0	43	12	1	8	14	35	0	11	7	3	21	0	0	0	0	0	99
% Heavy Vehicles	2	1.7	0	0	1.8	2.1	7.7	4	2.8	2.7	0	0.8	2.4	2.6	1.2	0	0	0	0	0	1.8
Uturns	0	0	0	0	0	7	0	0	0	7	2	0	0	0	2	0	0	0	0	0	9
% Uturns	0	0	0	0	0	1.2	0	0	0	0.5	28.6	0	0	0	0.1	0	0	0	0	0	0.2

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Alt19
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	ALT 19 (BROADWAY) Southbound					SR 580 Westbound					ALT 19 (BROADWAY) Northbound					TILDEN STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	43	152	0	0	195	37	0	5	22	64	0	64	16	7	87	0	0	1	0	1	347
07:30 AM	51	160	0	0	211	45	0	7	15	67	0	53	10	3	66	0	0	0	0	0	344
07:45 AM	46	154	0	0	200	44	0	10	24	78	0	64	11	4	79	0	0	0	0	0	357
08:00 AM	49	133	0	0	182	38	0	8	34	80	1	49	15	9	74	0	0	0	0	0	336
Total Volume	189	599	0	0	788	164	0	30	95	289	1	230	52	23	306	0	0	1	0	1	1384
% App. Total	24	76	0	0		56.7	0	10.4	32.9		0.3	75.2	17	7.5		0	0	100	0		
PHF	.926	.936	.000	.000	.934	.911	.000	.750	.699	.903	.250	.898	.813	.639	.879	.000	.000	.250	.000	.250	.969

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					08:00 AM					07:00 AM					
+0 mins.	43	152	0	0	195	44	0	10	24	78	1	49	15	9	74	0	0	0	0	0	
+15 mins.	51	160	0	0	211	38	0	8	34	80	0	69	15	4	88	0	0	1	0	1	
+30 mins.	46	154	0	0	200	41	0	15	28	84	0	48	21	5	74	0	0	0	0	0	
+45 mins.	49	133	0	0	182	38	1	10	27	76	0	75	13	9	97	0	0	0	0	0	
Total Volume	189	599	0	0	788	161	1	43	113	318	1	241	64	27	333	0	0	1	0	1	
% App. Total	24	76	0	0		50.6	0.3	13.5	35.5		0.3	72.4	19.2	8.1		0	0	100	0		
PHF	.926	.936	.000	.000	.934	.915	.250	.717	.831	.946	.250	.803	.762	.750	.858	.000	.000	.250	.000	.250	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	48	71	1	0	120	44	0	28	34	106	0	138	28	3	169	0	0	0	0	0	395
05:00 PM	53	71	1	0	125	29	0	9	52	90	1	105	42	6	154	0	1	0	0	1	370
05:15 PM	41	82	0	0	123	30	3	14	53	100	1	117	14	9	141	0	0	0	0	0	364
05:30 PM	43	93	2	0	138	30	2	12	38	82	2	125	21	8	156	0	1	0	0	1	377
Total Volume	185	317	4	0	506	133	5	63	177	378	4	485	105	26	620	0	2	0	0	2	1506
% App. Total	36.6	62.6	0.8	0		35.2	1.3	16.7	46.8		0.6	78.2	16.9	4.2		0	100	0	0		
PHF	.873	.852	.500	.000	.917	.756	.417	.563	.835	.892	.500	.879	.625	.722	.917	.000	.500	.000	.000	.500	.953

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					04:15 PM					05:00 PM					
+0 mins.	53	71	1	0	125	44	0	28	34	106	0	118	18	15	151	0	1	0	0	1	
+15 mins.	41	82	0	0	123	29	0	9	52	90	1	121	16	9	147	0	0	0	0	0	
+30 mins.	43	93	2	0	138	30	3	14	53	100	0	138	28	3	169	0	1	0	0	1	
+45 mins.	43	86	0	0	129	30	2	12	38	82	1	105	42	6	154	1	0	2	0	3	
Total Volume	180	332	3	0	515	133	5	63	177	378	2	482	104	33	621	1	2	2	0	5	
% App. Total	35	64.5	0.6	0		35.2	1.3	16.7	46.8		0.3	77.6	16.7	5.3		20	40	40	0		
PHF	.849	.892	.375	.000	.933	.756	.417	.563	.835	.892	.500	.873	.619	.550	.919	.250	.500	.250	.000	.417	

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Alt19
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	ALT 19 (BROADWAY) Southbound					SR 580 Westbound					ALT 19 (BROADWAY) Northbound					TILDEN STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	27	117	0	0	144	32	0	11	18	61	0	43	12	4	59	0	0	0	0	0	264
07:15 AM	43	148	0	0	191	35	0	5	21	61	0	64	16	7	87	0	0	1	0	1	340
07:30 AM	50	156	0	0	206	43	0	6	15	64	0	53	10	3	66	0	0	0	0	0	336
07:45 AM	44	153	0	0	197	43	0	10	22	75	0	64	11	4	79	0	0	0	0	0	351
Total	164	574	0	0	738	153	0	32	76	261	0	224	49	18	291	0	0	1	0	1	1291
08:00 AM	48	129	0	0	177	37	0	7	33	77	0	48	14	9	71	0	0	0	0	0	325
08:15 AM	42	113	0	0	155	37	0	13	26	76	0	66	13	4	83	0	0	0	0	0	314
08:30 AM	46	112	1	0	159	38	1	9	25	73	0	47	20	5	72	0	1	0	0	1	305
08:45 AM	43	93	0	0	136	36	1	9	26	72	0	74	13	9	96	0	0	0	0	0	304
Total	179	447	1	0	627	148	2	38	110	298	0	235	60	27	322	0	1	0	0	1	1248
*** BREAK ***																					
04:00 PM	50	78	1	0	129	39	1	16	22	78	1	98	20	14	133	0	0	0	0	0	340
04:15 PM	38	74	0	0	112	27	0	13	39	79	0	116	18	15	149	0	0	1	0	1	341
04:30 PM	37	83	3	0	123	24	0	14	42	80	1	121	15	9	146	0	0	0	0	0	349
04:45 PM	48	69	1	0	118	43	0	27	34	104	0	136	28	3	167	0	0	0	0	0	389
Total	173	304	5	0	482	133	1	70	137	341	2	471	81	41	595	0	0	1	0	1	1419
05:00 PM	53	70	1	0	124	29	0	9	51	89	0	105	42	5	152	0	1	0	0	1	366
05:15 PM	39	82	0	0	121	29	3	14	53	99	1	117	14	9	141	0	0	0	0	0	361
05:30 PM	43	92	2	0	137	30	2	12	38	82	2	124	20	8	154	0	1	0	0	1	374
05:45 PM	42	86	0	0	128	38	4	15	28	85	0	112	19	4	135	1	0	2	0	3	351
Total	177	330	3	0	510	126	9	50	170	355	3	458	95	26	582	1	2	2	0	5	1452
Grand Total	693	1655	9	0	2357	560	12	190	493	1255	5	1388	285	112	1790	1	3	4	0	8	5410
Apprch %	29.4	70.2	0.4	0		44.6	1	15.1	39.3		0.3	77.5	15.9	6.3		12.5	37.5	50	0		
Total %	12.8	30.6	0.2	0	43.6	10.4	0.2	3.5	9.1	23.2	0.1	25.7	5.3	2.1	33.1	0	0.1	0.1	0	0.1	

Start Time	ALT 19 (BROADWAY) Southbound					SR 580 Westbound					ALT 19 (BROADWAY) Northbound					TILDEN STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	43	148	0	0	191	35	0	5	21	61	0	64	16	7	87	0	0	1	0	1	340
07:30 AM	50	156	0	0	206	43	0	6	15	64	0	53	10	3	66	0	0	0	0	0	336
07:45 AM	44	153	0	0	197	43	0	10	22	75	0	64	11	4	79	0	0	0	0	0	351
08:00 AM	48	129	0	0	177	37	0	7	33	77	0	48	14	9	71	0	0	0	0	0	325
Total Volume	185	586	0	0	771	158	0	28	91	277	0	229	51	23	303	0	0	1	0	1	1352
% App. Total	24	76	0	0		57	0	10.1	32.9		0	75.6	16.8	7.6		0	0	100	0		
PHF	.925	.939	.000	.000	.936	.919	.000	.700	.689	.899	.000	.895	.797	.639	.871	.000	.000	.250	.000	.250	.963

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					08:00 AM					07:00 AM				
+0 mins.	43	148	0	0	191	43	0	10	22	75	0	48	14	9	71	0	0	0	0	0
+15 mins.	50	156	0	0	206	37	0	7	33	77	0	66	13	4	83	0	0	1	0	1
+30 mins.	44	153	0	0	197	37	0	13	26	76	0	47	20	5	72	0	0	0	0	0
+45 mins.	48	129	0	0	177	38	1	9	25	73	0	74	13	9	96	0	0	0	0	0
Total Volume	185	586	0	0	771	155	1	39	106	301	0	235	60	27	322	0	0	1	0	1
% App. Total	24	76	0	0		51.5	0.3	13	35.2		0	73	18.6	8.4		0	0	100	0	
PHF	.925	.939	.000	.000	.936	.901	.250	.750	.803	.977	.000	.794	.750	.750	.839	.000	.000	.250	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	48	69	1	0	118	43	0	27	34	104	0	136	28	3	167	0	0	0	0	0	389
05:00 PM	53	70	1	0	124	29	0	9	51	89	0	105	42	5	152	0	1	0	0	1	366
05:15 PM	39	82	0	0	121	29	3	14	53	99	1	117	14	9	141	0	0	0	0	0	361
05:30 PM	43	92	2	0	137	30	2	12	38	82	2	124	20	8	154	0	1	0	0	1	374
Total Volume	183	313	4	0	500	131	5	62	176	374	3	482	104	25	614	0	2	0	0	2	1490
% App. Total	36.6	62.6	0.8	0		35	1.3	16.6	47.1		0.5	78.5	16.9	4.1		0	100	0	0		
PHF	.863	.851	.500	.000	.912	.762	.417	.574	.830	.899	.375	.886	.619	.694	.919	.000	.500	.000	.000	.500	.958

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					04:15 PM					05:00 PM				
+0 mins.	53	70	1	0	124	43	0	27	34	104	0	116	18	15	149	0	1	0	0	1
+15 mins.	39	82	0	0	121	29	0	9	51	89	1	121	15	9	146	0	0	0	0	0
+30 mins.	43	92	2	0	137	29	3	14	53	99	0	136	28	3	167	0	1	0	0	1
+45 mins.	42	86	0	0	128	30	2	12	38	82	0	105	42	5	152	1	0	2	0	3
Total Volume	177	330	3	0	510	131	5	62	176	374	1	478	103	32	614	1	2	2	0	5
% App. Total	34.7	64.7	0.6	0		35	1.3	16.6	47.1		0.2	77.9	16.8	5.2		20	40	40	0	
PHF	.835	.897	.375	.000	.931	.762	.417	.574	.830	.899	.250	.879	.613	.533	.919	.250	.500	.250	.000	.417

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Alt19
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	ALT 19 (BROADWAY) Southbound					SR 580 Westbound					ALT 19 (BROADWAY) Northbound					TILDEN STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	4	0	0	4	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	1	4	0	0	5	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	8
07:45 AM	2	1	0	0	3	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5
Total	4	10	0	0	14	5	0	1	3	9	0	0	0	0	0	0	0	0	0	0	23
08:00 AM	1	4	0	0	5	1	0	1	1	3	0	1	1	0	2	0	0	0	0	0	10
08:15 AM	1	1	0	0	2	3	0	2	2	7	0	3	2	0	5	0	0	0	0	0	14
08:30 AM	0	3	0	0	3	0	0	1	2	3	0	1	1	0	2	0	0	0	0	0	8
08:45 AM	0	3	0	0	3	1	1	0	1	3	0	1	0	0	1	0	0	0	0	0	7
Total	2	11	0	0	13	5	1	4	6	16	0	6	4	0	10	0	0	0	0	0	39
*** BREAK ***																					
04:00 PM	2	0	0	0	2	0	0	1	3	4	0	0	1	1	2	0	0	0	0	0	8
04:15 PM	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:30 PM	1	3	0	0	4	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	6
04:45 PM	0	2	0	0	2	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	6
Total	5	6	0	0	11	1	0	2	4	7	0	4	2	1	7	0	0	0	0	0	25
05:00 PM	0	1	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	3
05:15 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
05:45 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	3
Total	3	2	0	0	5	1	0	1	1	3	0	1	1	2	4	0	0	0	0	0	12
Grand Total	14	29	0	0	43	12	1	8	14	35	0	11	7	3	21	0	0	0	0	0	99
Apprch %	32.6	67.4	0	0		34.3	2.9	22.9	40		0	52.4	33.3	14.3		0	0	0	0	0	
Total %	14.1	29.3	0	0	43.4	12.1	1	8.1	14.1	35.4	0	11.1	7.1	3	21.2	0	0	0	0	0	

Start Time	ALT 19 (BROADWAY) Southbound					SR 580 Westbound					ALT 19 (BROADWAY) Northbound					TILDEN STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	4	0	0	5	1	0	1	1	3	0	1	1	0	2	0	0	0	0	0	10
08:15 AM	1	1	0	0	2	3	0	2	2	7	0	3	2	0	5	0	0	0	0	0	14
08:30 AM	0	3	0	0	3	0	0	1	2	3	0	1	1	0	2	0	0	0	0	0	8
08:45 AM	0	3	0	0	3	1	1	0	1	3	0	1	0	0	1	0	0	0	0	0	7
Total Volume	2	11	0	0	13	5	1	4	6	16	0	6	4	0	10	0	0	0	0	0	39
% App. Total	15.4	84.6	0	0		31.2	6.2	25	37.5		0	60	40	0		0	0	0	0	0	
PHF	.500	.688	.000	.000	.650	.417	.250	.500	.750	.571	.000	.500	.500	.000	.500	.000	.000	.000	.000	.000	.696

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					08:00 AM					08:00 AM					07:00 AM				
+0 mins.	0	4	0	0	4	1	0	1	1	3	0	1	1	0	2	0	0	0	0	0
+15 mins.	1	4	0	0	5	3	0	2	2	7	0	3	2	0	5	0	0	0	0	0
+30 mins.	2	1	0	0	3	0	0	1	2	3	0	1	1	0	2	0	0	0	0	0
+45 mins.	1	4	0	0	5	1	1	0	1	3	0	1	0	0	1	0	0	0	0	0
Total Volume	4	13	0	0	17	5	1	4	6	16	0	6	4	0	10	0	0	0	0	0
% App. Total	23.5	76.5	0	0		31.2	6.2	25	37.5		0	60	40	0		0	0	0	0	
PHF	.500	.813	.000	.000	.850	.417	.250	.500	.750	.571	.000	.500	.500	.000	.500	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	2	0	0	0	2	0	0	1	3	4	0	0	1	1	2	0	0	0	0	0	8
04:15 PM	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:30 PM	1	3	0	0	4	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	6
04:45 PM	0	2	0	0	2	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	6
Total Volume	5	6	0	0	11	1	0	2	4	7	0	4	2	1	7	0	0	0	0	0	25
% App. Total	45.5	54.5	0	0		14.3	0	28.6	57.1		0	57.1	28.6	14.3		0	0	0	0		
PHF	.625	.500	.000	.000	.688	.250	.000	.500	.333	.438	.000	.500	.500	.250	.875	.000	.000	.000	.000	.000	.781

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM				
+0 mins.	2	0	0	0	2	0	0	1	3	4	0	0	1	1	2	0	0	0	0	0
+15 mins.	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
+30 mins.	1	3	0	0	4	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0
+45 mins.	0	2	0	0	2	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0
Total Volume	5	6	0	0	11	1	0	2	4	7	0	4	2	1	7	0	0	0	0	0
% App. Total	45.5	54.5	0	0		14.3	0	28.6	57.1		0	57.1	28.6	14.3		0	0	0	0	
PHF	.625	.500	.000	.000	.688	.250	.000	.500	.333	.438	.000	.500	.500	.250	.875	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Alt19
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Utturns

Start Time	ALT 19 (BROADWAY) Southbound					SR 580 Westbound					ALT 19 (BROADWAY) Northbound					TILDEN STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	7	0	0	0	7	2	0	0	0	2	0	0	0	0	0	9
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	77.8	0	0	0	77.8	22.2	0	0	0	22.2	0	0	0	0	0	

Start Time	ALT 19 (BROADWAY) Southbound					SR 580 Westbound					ALT 19 (BROADWAY) Northbound					TILDEN STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
% App. Total	0	0	0	0	0	100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.750

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Alt19
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	ALT 19 (BROADWAY) Southbound					SR 580 Westbound					ALT 19 (BROADWAY) Northbound					TILDEN STREET Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:15 AM					07:00 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.333	.000	.000	.000	.333	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.333

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:15 PM					04:00 PM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.333	.000	.000	.000	.333	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 9/1/20

Day: Tuesday

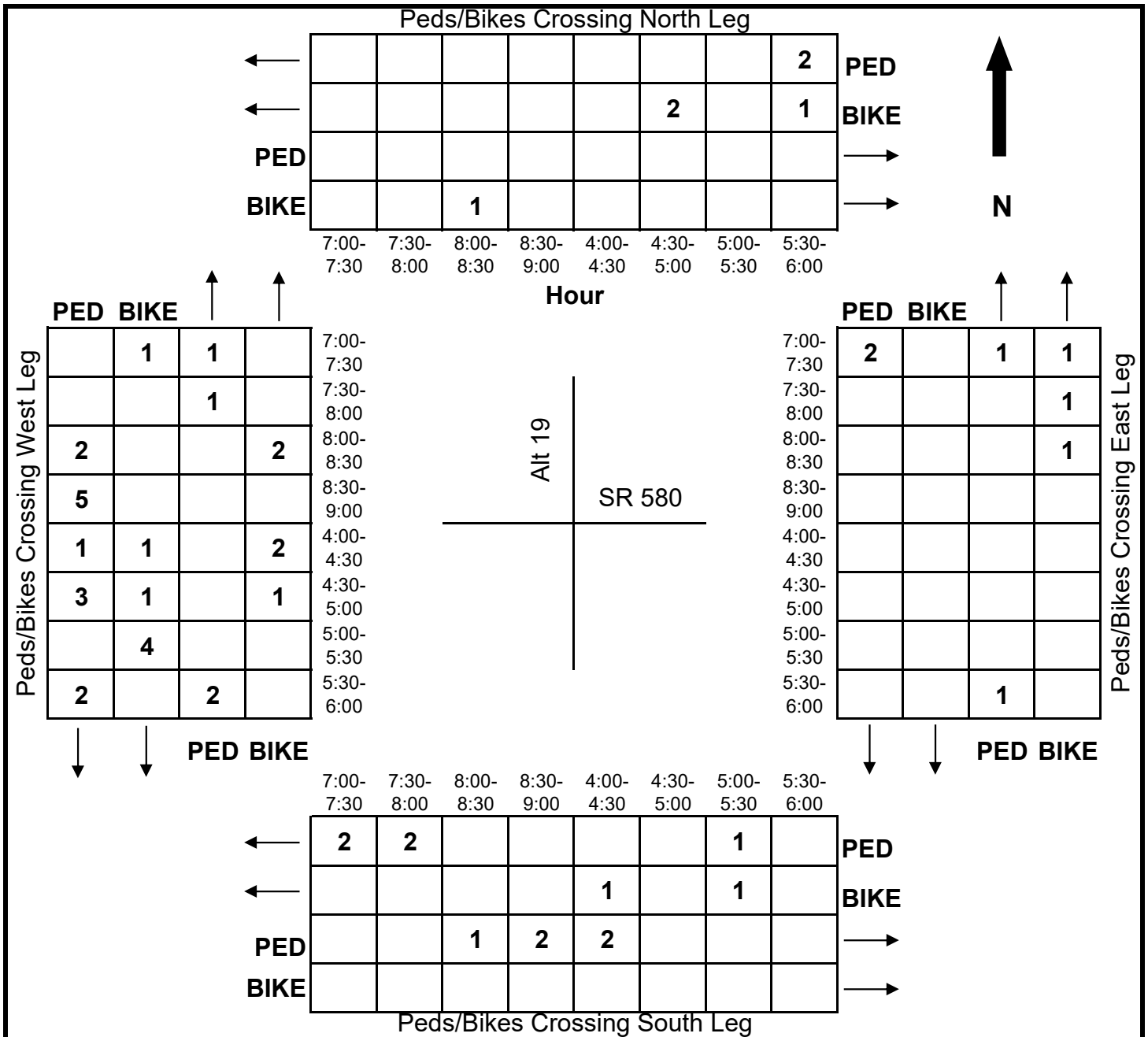
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Alt 19/Tilden Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Douglas
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	2	3	15	58	1	74	4	0	7	11	0	36	5	41	129
07:15 AM	1	2	1	4	19	66	6	91	4	0	9	13	0	67	6	73	181
07:30 AM	1	0	0	1	25	69	3	97	5	0	22	27	0	52	13	65	190
07:45 AM	1	0	0	1	25	71	2	98	4	0	20	24	0	43	11	54	177
Total	4	2	3	9	84	264	12	360	17	0	58	75	0	198	35	233	677
08:00 AM	3	1	0	4	26	67	2	95	14	0	20	34	0	63	12	75	208
08:15 AM	0	0	1	1	29	64	2	95	9	2	21	32	0	53	11	64	192
08:30 AM	1	1	2	4	22	77	4	103	10	5	16	31	1	67	11	79	217
08:45 AM	2	0	1	3	24	68	2	94	3	3	25	31	0	52	11	63	191
Total	6	2	4	12	101	276	10	387	36	10	82	128	1	235	45	281	808
*** BREAK ***																	
04:00 PM	2	0	1	3	18	79	1	98	7	3	26	36	0	84	11	95	232
04:15 PM	4	0	2	6	29	67	1	97	13	1	28	42	1	63	5	69	214
04:30 PM	3	1	1	5	29	72	6	107	26	3	26	55	0	54	11	65	232
04:45 PM	4	0	1	5	28	78	1	107	14	4	40	58	1	77	9	87	257
Total	13	1	5	19	104	296	9	409	60	11	120	191	2	278	36	316	935
05:00 PM	5	0	2	7	30	69	3	102	24	0	39	63	0	87	6	93	265
05:15 PM	2	2	0	4	28	82	3	113	23	3	48	74	1	63	6	70	261
05:30 PM	1	0	0	1	28	52	6	86	23	0	55	78	0	62	8	70	235
05:45 PM	2	0	0	2	16	85	1	102	14	3	27	44	0	57	9	66	214
Total	10	2	2	14	102	288	13	403	84	6	169	259	1	269	29	299	975
Grand Total	33	7	14	54	391	1124	44	1559	197	27	429	653	4	980	145	1129	3395
Apprch %	61.1	13	25.9		25.1	72.1	2.8		30.2	4.1	65.7		0.4	86.8	12.8		
Total %	1	0.2	0.4	1.6	11.5	33.1	1.3	45.9	5.8	0.8	12.6	19.2	0.1	28.9	4.3	33.3	
Passenger Vehicles	33	7	13	53	377	1091	44	1512	193	26	415	634	4	960	140	1104	3303
% Passenger Vehicles	100	100	92.9	98.1	96.4	97.1	100	97	98	96.3	96.7	97.1	100	98	96.6	97.8	97.3
Heavy Vehicles	0	0	1	1	13	33	0	46	4	1	14	19	0	20	5	25	91
% Heavy Vehicles	0	0	7.1	1.9	3.3	2.9	0	3	2	3.7	3.3	2.9	0	2	3.4	2.2	2.7
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% UTurns	0	0	0	0	0.3	0	0	0.1	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Douglas
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	1	0	4	26	67	2	95	14	0	20	34	0	63	12	75	208
08:15 AM	0	0	1	1	29	64	2	95	9	2	21	32	0	53	11	64	192
08:30 AM	1	1	2	4	22	77	4	103	10	5	16	31	1	67	11	79	217
08:45 AM	2	0	1	3	24	68	2	94	3	3	25	31	0	52	11	63	191
Total Volume	6	2	4	12	101	276	10	387	36	10	82	128	1	235	45	281	808
% App. Total	50	16.7	33.3		26.1	71.3	2.6		28.1	7.8	64.1		0.4	83.6	16		
PHF	.500	.500	.500	.750	.871	.896	.625	.939	.643	.500	.820	.941	.250	.877	.938	.889	.931

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				08:00 AM				08:00 AM				
+0 mins.	3	1	0	4	25	71	2	98	14	0	20	34	0	63	12	75	208
+15 mins.	0	0	1	1	26	67	2	95	9	2	21	32	0	53	11	64	192
+30 mins.	1	1	2	4	29	64	2	95	10	5	16	31	1	67	11	79	217
+45 mins.	2	0	1	3	22	77	4	103	3	3	25	31	0	52	11	63	191
Total Volume	6	2	4	12	102	279	10	391	36	10	82	128	1	235	45	281	808
% App. Total	50	16.7	33.3		26.1	71.4	2.6		28.1	7.8	64.1		0.4	83.6	16		
PHF	.500	.500	.500	.750	.879	.906	.625	.949	.643	.500	.820	.941	.250	.877	.938	.889	.931

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	4	0	1	5	28	78	1	107	14	4	40	58	1	77	9	87	257
05:00 PM	5	0	2	7	30	69	3	102	24	0	39	63	0	87	6	93	265
05:15 PM	2	2	0	4	28	82	3	113	23	3	48	74	1	63	6	70	261
05:30 PM	1	0	0	1	28	52	6	86	23	0	55	78	0	62	8	70	235
Total Volume	12	2	3	17	114	281	13	408	84	7	182	273	2	289	29	320	1018
% App. Total	70.6	11.8	17.6		27.9	68.9	3.2		30.8	2.6	66.7		0.6	90.3	9.1		
PHF	.600	.250	.375	.607	.950	.857	.542	.903	.875	.438	.827	.875	.500	.830	.806	.860	.960

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:45 PM				04:45 PM				
+0 mins.	4	0	2	6	29	72	6	107	14	4	40	58	1	77	9	87	257
+15 mins.	3	1	1	5	28	78	1	107	24	0	39	63	0	87	6	93	265
+30 mins.	4	0	1	5	30	69	3	102	23	3	48	74	1	63	6	70	261
+45 mins.	5	0	2	7	28	82	3	113	23	0	55	78	0	62	8	70	235
Total Volume	16	1	6	23	115	301	13	429	84	7	182	273	2	289	29	320	1018
% App. Total	69.6	4.3	26.1		26.8	70.2	3		30.8	2.6	66.7		0.6	90.3	9.1		
PHF	.800	.250	.750	.821	.958	.918	.542	.949	.875	.438	.827	.875	.500	.830	.806	.860	.960

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Douglas
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	2	3	14	57	1	72	4	0	7	11	0	34	5	39	125
07:15 AM	1	2	1	4	19	63	6	88	3	0	7	10	0	67	6	73	175
07:30 AM	1	0	0	1	23	68	3	94	4	0	21	25	0	52	11	63	183
07:45 AM	1	0	0	1	25	69	2	96	4	0	20	24	0	43	11	54	175
Total	4	2	3	9	81	257	12	350	15	0	55	70	0	196	33	229	658
08:00 AM	3	1	0	4	24	66	2	92	14	0	20	34	0	59	11	70	200
08:15 AM	0	0	1	1	28	57	2	87	9	1	19	29	0	51	11	62	179
08:30 AM	1	1	1	3	21	73	4	98	10	5	16	31	1	66	11	78	210
08:45 AM	2	0	1	3	23	62	2	87	3	3	24	30	0	52	10	62	182
Total	6	2	3	11	96	258	10	364	36	9	79	124	1	228	43	272	771

*** BREAK ***

04:00 PM	2	0	1	3	16	77	1	94	6	3	25	34	0	81	11	92	223
04:15 PM	4	0	2	6	28	67	1	96	13	1	28	42	1	60	5	66	210
04:30 PM	3	1	1	5	28	72	6	106	26	3	24	53	0	54	10	64	228
04:45 PM	4	0	1	5	28	76	1	105	14	4	39	57	1	77	9	87	254
Total	13	1	5	19	100	292	9	401	59	11	116	186	2	272	35	309	915
05:00 PM	5	0	2	7	30	67	3	100	24	0	38	62	0	86	6	92	261
05:15 PM	2	2	0	4	27	81	3	111	22	3	47	72	1	61	6	68	255
05:30 PM	1	0	0	1	27	52	6	85	23	0	53	76	0	61	8	69	231
05:45 PM	2	0	0	2	16	84	1	101	14	3	27	44	0	56	9	65	212
Total	10	2	2	14	100	284	13	397	83	6	165	254	1	264	29	294	959
Grand Total	33	7	13	53	377	1091	44	1512	193	26	415	634	4	960	140	1104	3303
Apprch %	62.3	13.2	24.5		24.9	72.2	2.9		30.4	4.1	65.5		0.4	87	12.7		
Total %	1	0.2	0.4	1.6	11.4	33	1.3	45.8	5.8	0.8	12.6	19.2	0.1	29.1	4.2	33.4	

Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	1	0	4	24	66	2	92	14	0	20	34	0	59	11	70	200
08:15 AM	0	0	1	1	28	57	2	87	9	1	19	29	0	51	11	62	179
08:30 AM	1	1	1	3	21	73	4	98	10	5	16	31	1	66	11	78	210
08:45 AM	2	0	1	3	23	62	2	87	3	3	24	30	0	52	10	62	182
Total Volume	6	2	3	11	96	258	10	364	36	9	79	124	1	228	43	272	771
% App. Total	54.5	18.2	27.3		26.4	70.9	2.7		29	7.3	63.7		0.4	83.8	15.8		
PHF	.500	.500	.750	.688	.857	.884	.625	.929	.643	.450	.823	.912	.250	.864	.977	.872	.918

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Douglas
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				08:00 AM				08:00 AM			
+0 mins.	3	1	0	4	25	69	2	96	14	0	20	34	0	59	11	70
+15 mins.	0	0	1	1	24	66	2	92	9	1	19	29	0	51	11	62
+30 mins.	1	1	1	3	28	57	2	87	10	5	16	31	1	66	11	78
+45 mins.	2	0	1	3	21	73	4	98	3	3	24	30	0	52	10	62
Total Volume	6	2	3	11	98	265	10	373	36	9	79	124	1	228	43	272
% App. Total	54.5	18.2	27.3		26.3	71	2.7		29	7.3	63.7		0.4	83.8	15.8	
PHF	.500	.500	.750	.688	.875	.908	.625	.952	.643	.450	.823	.912	.250	.864	.977	.872

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	4	0	1	5	28	76	1	105	14	4	39	57	1	77	9	87	254
05:00 PM	5	0	2	7	30	67	3	100	24	0	38	62	0	86	6	92	261
05:15 PM	2	2	0	4	27	81	3	111	22	3	47	72	1	61	6	68	255
05:30 PM	1	0	0	1	27	52	6	85	23	0	53	76	0	61	8	69	231
Total Volume	12	2	3	17	112	276	13	401	83	7	177	267	2	285	29	316	1001
% App. Total	70.6	11.8	17.6		27.9	68.8	3.2		31.1	2.6	66.3		0.6	90.2	9.2		
PHF	.600	.250	.375	.607	.933	.852	.542	.903	.865	.438	.835	.878	.500	.828	.806	.859	.959

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	4	0	2	6	28	72	6	106	14	4	39	57	1	77	9	87
+15 mins.	3	1	1	5	28	76	1	105	24	0	38	62	0	86	6	92
+30 mins.	4	0	1	5	30	67	3	100	22	3	47	72	1	61	6	68
+45 mins.	5	0	2	7	27	81	3	111	23	0	53	76	0	61	8	69
Total Volume	16	1	6	23	113	296	13	422	83	7	177	267	2	285	29	316
% App. Total	69.6	4.3	26.1		26.8	70.1	3.1		31.1	2.6	66.3		0.6	90.2	9.2	
PHF	.800	.250	.750	.821	.942	.914	.542	.950	.865	.438	.835	.878	.500	.828	.806	.859

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Douglas
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2	0	2	4
07:15 AM	0	0	0	0	0	3	0	3	1	0	2	3	0	0	0	0	6
07:30 AM	0	0	0	0	1	1	0	2	1	0	1	2	0	0	2	2	6
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	7	0	9	2	0	3	5	0	2	2	4	18
08:00 AM	0	0	0	0	2	1	0	3	0	0	0	0	0	4	1	5	8
08:15 AM	0	0	0	0	1	7	0	8	0	1	2	3	0	2	0	2	13
08:30 AM	0	0	1	1	1	4	0	5	0	0	0	0	0	1	0	1	7
08:45 AM	0	0	0	0	1	6	0	7	0	0	1	1	0	0	1	1	9
Total	0	0	1	1	5	18	0	23	0	1	3	4	0	7	2	9	37
*** BREAK ***																	
04:00 PM	0	0	0	0	2	2	0	4	1	0	1	2	0	3	0	3	9
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
04:30 PM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	1	1	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Total	0	0	0	0	4	4	0	8	1	0	4	5	0	6	1	7	20
05:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
05:15 PM	0	0	0	0	1	1	0	2	1	0	1	2	0	2	0	2	6
05:30 PM	0	0	0	0	1	0	0	1	0	0	2	2	0	1	0	1	4
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	2	4	0	6	1	0	4	5	0	5	0	5	16
Grand Total	0	0	1	1	13	33	0	46	4	1	14	19	0	20	5	25	91
Apprch %	0	0	100		28.3	71.7	0		21.1	5.3	73.7		0	80	20		
Total %	0	0	1.1	1.1	14.3	36.3	0	50.5	4.4	1.1	15.4	20.9	0	22	5.5	27.5	

Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	2	1	0	3	0	0	0	0	0	4	1	5	8
08:15 AM	0	0	0	0	1	7	0	8	0	1	2	3	0	2	0	2	13
08:30 AM	0	0	1	1	1	4	0	5	0	0	0	0	0	1	0	1	7
08:45 AM	0	0	0	0	1	6	0	7	0	0	1	1	0	0	1	1	9
Total Volume	0	0	1	1	5	18	0	23	0	1	3	4	0	7	2	9	37
% App. Total	0	0	100		21.7	78.3	0		0	25	75		0	77.8	22.2		
PHF	.000	.000	.250	.250	.625	.643	.000	.719	.000	.250	.375	.333	.000	.438	.500	.450	.712

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Douglas
 Site Code : 19034
 Start Date : 9/1/2020
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Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				08:00 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	0	1	7	0	8	1	0	2	3	0	0	0	0
+30 mins.	0	0	0	0	1	4	0	5	1	0	1	2	0	4	1	5
+45 mins.	0	0	1	1	1	6	0	7	0	0	0	0	0	2	0	2
Total Volume	0	0	1	1	5	18	0	23	2	0	3	5	0	6	3	9
% App. Total	0	0	100		21.7	78.3	0		40	0	60		0	66.7	33.3	
PHF	.000	.000	.250	.250	.625	.643	.000	.719	.500	.000	.375	.417	.000	.375	.375	.450

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	2	2	0	4	1	0	1	2	0	3	0	3	9
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	3	4
04:30 PM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	1	1	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Total Volume	0	0	0	0	4	4	0	8	1	0	4	5	0	6	1	7	20
% App. Total	0	0	0		50	50	0		20	0	80		0	85.7	14.3		
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.250	.000	.500	.625	.000	.500	.250	.583	.556

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	0	0	0	2	2	0	4	0	0	2	2	0	3	0	3
+15 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	3	0	3
+30 mins.	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1
+45 mins.	0	0	0	0	0	2	0	2	1	0	1	2	0	0	0	0
Total Volume	0	0	0	0	4	4	0	8	1	0	5	6	0	6	1	7
% App. Total	0	0	0		50	50	0		16.7	0	83.3		0	85.7	14.3	
PHF	.000	.000	.000	.000	.500	.500	.000	.500	.250	.000	.625	.750	.000	.500	.250	.583

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Douglas
 Site Code : 19034
 Start Date : 9/1/2020
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Groups Printed- UTurns

Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0		100	0	0	100	0	0	0		0	0	0		

Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Douglas
 Site Code : 19034
 Start Date : 9/1/2020
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Start Time	DOUGLAS AVENUE Southbound				SR 580 Westbound				DOUGLAS AVENUE Northbound				SR 580 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bass
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	BASS BOULEVARD Southbound					SR 580 Westbound					MAIN STREET Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00 AM																				
08:00 AM	13	0	1	2	16	26	95	3	2	126	4	3	20	4	31	0	90	4	94	267
08:15 AM	8	7	0	2	17	17	92	4	0	113	1	5	16	1	23	0	87	6	93	246
08:30 AM	7	8	0	0	15	21	111	4	0	136	4	3	16	5	28	0	84	6	90	269
08:45 AM	3	5	2	1	11	26	114	3	1	144	0	3	16	11	30	4	79	4	87	272
Total Volume	31	20	3	5	59	90	412	14	3	519	9	14	68	21	112	4	340	20	364	1054
% App. Total	52.5	33.9	5.1	8.5		17.3	79.4	2.7	0.6		8	12.5	60.7	18.8		1.1	93.4	5.5		
PHF	.596	.625	.375	.625	.868	.865	.904	.875	.375	.901	.563	.700	.850	.477	.903	.250	.944	.833	.968	.969

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					08:00 AM					08:00 AM			
+0 mins.	14	4	0	2	20	16	117	6	0	139	4	3	20	4	31	0	90	4	94
+15 mins.	11	6	1	2	20	22	114	5	0	141	1	5	16	1	23	0	87	6	93
+30 mins.	13	0	1	2	16	26	95	3	2	126	4	3	16	5	28	0	84	6	90
+45 mins.	8	7	0	2	17	17	92	4	0	113	0	3	16	11	30	4	79	4	87
Total Volume	46	17	2	8	73	81	418	18	2	519	9	14	68	21	112	4	340	20	364
% App. Total	63	23.3	2.7	11		15.6	80.5	3.5	0.4		8	12.5	60.7	18.8		1.1	93.4	5.5	
PHF	.821	.607	.500	1.000	.913	.779	.893	.750	.250	.920	.563	.700	.850	.477	.903	.250	.944	.833	.968

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	5	4	1	1	11	27	105	8	1	141	5	4	53	4	66	1	92	4	97	315
04:45 PM	6	1	0	0	7	25	119	13	1	158	4	5	37	9	55	0	101	3	104	324
05:00 PM	10	4	1	1	16	28	102	12	2	144	4	3	48	9	64	0	149	1	150	374
05:15 PM	8	2	0	2	12	30	107	7	5	149	1	6	38	3	48	0	95	3	98	307
Total Volume	29	11	2	4	46	110	433	40	9	592	14	18	176	25	233	1	437	11	449	1320
% App. Total	63	23.9	4.3	8.7		18.6	73.1	6.8	1.5		6	7.7	75.5	10.7		0.2	97.3	2.4		
PHF	.725	.688	.500	.500	.719	.917	.910	.769	.450	.937	.700	.750	.830	.694	.883	.250	.733	.688	.748	.882

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					04:30 PM					04:15 PM					05:00 PM			
+0 mins.	10	4	1	1	16	27	105	8	1	141	1	6	38	10	55	0	149	1	150
+15 mins.	8	2	0	2	12	25	119	13	1	158	5	4	53	4	66	0	95	3	98
+30 mins.	3	3	1	2	9	28	102	12	2	144	4	5	37	9	55	1	115	4	120
+45 mins.	7	5	0	3	15	30	107	7	5	149	4	3	48	9	64	2	107	1	110
Total Volume	28	14	2	8	52	110	433	40	9	592	14	18	176	32	240	3	466	9	478
% App. Total	53.8	26.9	3.8	15.4		18.6	73.1	6.8	1.5		5.8	7.5	73.3	13.3		0.6	97.5	1.9	
PHF	.700	.700	.500	.667	.813	.917	.910	.769	.450	.937	.700	.750	.830	.800	.909	.375	.782	.563	.797

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bass
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BASS BOULEVARD Southbound					SR 580 Westbound					MAIN STREET Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	4	0	1	11	14	69	1	1	85	1	1	15	4	21	1	45	4	50	167
07:15 AM	6	2	1	1	10	17	84	4	1	106	0	2	16	2	20	2	59	2	63	199
07:30 AM	14	4	0	2	20	15	113	6	0	134	0	1	17	1	19	0	65	2	67	240
07:45 AM	11	6	1	2	20	22	111	5	0	138	0	3	17	8	28	0	68	3	71	257
Total	37	16	2	6	61	68	377	16	2	463	1	7	65	15	88	3	237	11	251	863
08:00 AM	13	0	1	2	16	25	89	3	2	119	4	3	19	4	30	0	85	4	89	254
08:15 AM	8	7	0	2	17	17	88	4	0	109	1	3	15	1	20	0	83	6	89	235
08:30 AM	6	8	0	0	14	21	109	4	0	134	4	2	15	5	26	0	83	6	89	263
08:45 AM	2	5	2	1	10	24	108	3	1	136	0	3	15	11	29	4	77	4	85	260
Total	29	20	3	5	57	87	394	14	3	498	9	11	64	21	105	4	328	20	352	1012
*** BREAK ***																				
04:00 PM	12	3	1	0	16	14	88	11	1	114	5	1	30	18	54	2	97	2	101	285
04:15 PM	4	1	1	1	7	18	104	13	0	135	1	6	38	10	55	0	97	1	98	295
04:30 PM	5	4	1	1	11	26	103	8	1	138	5	4	53	4	66	1	89	4	94	309
04:45 PM	6	1	0	0	7	25	118	13	1	157	4	5	35	9	53	0	99	3	102	319
Total	27	9	3	2	41	83	413	45	3	544	15	16	156	41	228	3	382	10	395	1208
05:00 PM	10	4	1	1	16	28	102	12	2	144	4	3	47	9	63	0	147	1	148	371
05:15 PM	8	2	0	2	12	28	106	7	5	146	1	6	38	3	48	0	94	3	97	303
05:30 PM	3	3	1	2	9	27	94	8	0	129	0	3	33	8	44	1	113	4	118	300
05:45 PM	7	5	0	3	15	28	113	7	2	150	1	2	29	10	42	2	104	1	107	314
Total	28	14	2	8	52	111	415	34	9	569	6	14	147	30	197	3	458	9	470	1288
Grand Total	121	59	10	21	211	349	1599	109	17	2074	31	48	432	107	618	13	1405	50	1468	4371
Apprch %	57.3	28	4.7	10		16.8	77.1	5.3	0.8		5	7.8	69.9	17.3		0.9	95.7	3.4		
Total %	2.8	1.3	0.2	0.5	4.8	8	36.6	2.5	0.4	47.4	0.7	1.1	9.9	2.4	14.1	0.3	32.1	1.1	33.6	

Start Time	BASS BOULEVARD Southbound					SR 580 Westbound					MAIN STREET Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:00 AM																				
08:00 AM	13	0	1	2	16	25	89	3	2	119	4	3	19	4	30	0	85	4	89	254
08:15 AM	8	7	0	2	17	17	88	4	0	109	1	3	15	1	20	0	83	6	89	235
08:30 AM	6	8	0	0	14	21	109	4	0	134	4	2	15	5	26	0	83	6	89	263
08:45 AM	2	5	2	1	10	24	108	3	1	136	0	3	15	11	29	4	77	4	85	260
Total Volume	29	20	3	5	57	87	394	14	3	498	9	11	64	21	105	4	328	20	352	1012
% App. Total	50.9	35.1	5.3	8.8		17.5	79.1	2.8	0.6		8.6	10.5	61	20		1.1	93.2	5.7		
PHF	.558	.625	.375	.625	.838	.870	.904	.875	.375	.915	.563	.917	.842	.477	.875	.250	.965	.833	.989	.962

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					08:00 AM					08:00 AM				
+0 mins.	14	4	0	2	20	15	113	6	0	134	4	3	19	4	30	0	85	4	89	
+15 mins.	11	6	1	2	20	22	111	5	0	138	1	3	15	1	20	0	83	6	89	
+30 mins.	13	0	1	2	16	25	89	3	2	119	4	2	15	5	26	0	83	6	89	
+45 mins.	8	7	0	2	17	17	88	4	0	109	0	3	15	11	29	4	77	4	85	
Total Volume	46	17	2	8	73	79	401	18	2	500	9	11	64	21	105	4	328	20	352	
% App. Total	63	23.3	2.7	11		15.8	80.2	3.6	0.4		8.6	10.5	61	20		1.1	93.2	5.7		
PHF	.821	.607	.500	1.000	.913	.790	.887	.750	.250	.906	.563	.917	.842	.477	.875	.250	.965	.833	.989	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	5	4	1	1	11	26	103	8	1	138	5	4	53	4	66	1	89	4	94	309
04:45 PM	6	1	0	0	7	25	118	13	1	157	4	5	35	9	53	0	99	3	102	319
05:00 PM	10	4	1	1	16	28	102	12	2	144	4	3	47	9	63	0	147	1	148	371
05:15 PM	8	2	0	2	12	28	106	7	5	146	1	6	38	3	48	0	94	3	97	303
Total Volume	29	11	2	4	46	107	429	40	9	585	14	18	173	25	230	1	429	11	441	1302
% App. Total	63	23.9	4.3	8.7		18.3	73.3	6.8	1.5		6.1	7.8	75.2	10.9		0.2	97.3	2.5		
PHF	.725	.688	.500	.500	.719	.955	.909	.769	.450	.932	.700	.750	.816	.694	.871	.250	.730	.688	.745	.877

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:30 PM					04:15 PM					05:00 PM				
+0 mins.	10	4	1	1	16	26	103	8	1	138	1	6	38	10	55	0	147	1	148	
+15 mins.	8	2	0	2	12	25	118	13	1	157	5	4	53	4	66	0	94	3	97	
+30 mins.	3	3	1	2	9	28	102	12	2	144	4	5	35	9	53	1	113	4	118	
+45 mins.	7	5	0	3	15	28	106	7	5	146	4	3	47	9	63	2	104	1	107	
Total Volume	28	14	2	8	52	107	429	40	9	585	14	18	173	32	237	3	458	9	470	
% App. Total	53.8	26.9	3.8	15.4		18.3	73.3	6.8	1.5		5.9	7.6	73	13.5		0.6	97.4	1.9		
PHF	.700	.700	.500	.667	.813	.955	.909	.769	.450	.932	.700	.750	.816	.800	.898	.375	.779	.563	.794	

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bass
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BASS BOULEVARD Southbound					SR 580 Westbound					MAIN STREET Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	3	0	3	0	1	0	1	8
07:15 AM	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	0	4	0	4	11
07:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	0	4	0	4	10
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	2	6
Total	1	0	0	0	1	2	15	0	0	17	0	0	6	0	6	0	11	0	11	35
08:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	0	5	0	5	13
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	0	4	0	4	11
08:30 AM	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	0	1	0	1	6
08:45 AM	1	0	0	0	1	2	6	0	0	8	0	0	1	0	1	0	2	0	2	12
Total	2	0	0	0	2	3	18	0	0	21	0	3	4	0	7	0	12	0	12	42
*** BREAK ***																				
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	3	0	3	7
04:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	2	0	2	5
Total	0	0	0	0	0	2	7	0	0	9	0	0	4	0	4	0	9	0	9	22
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	2	1	0	0	3	0	0	2	0	2	0	8	0	8	13
Grand Total	3	0	0	0	3	9	41	0	0	50	0	3	16	0	19	0	40	0	40	112
Apprch %	100	0	0	0		18	82	0	0		0	15.8	84.2	0		0	100	0		
Total %	2.7	0	0	0	2.7	8	36.6	0	0	44.6	0	2.7	14.3	0	17	0	35.7	0	35.7	

Start Time	BASS BOULEVARD Southbound					SR 580 Westbound					MAIN STREET Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 08:00 AM																				
08:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	0	5	0	5	13
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	2	1	0	3	0	4	0	4	11
08:30 AM	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	0	1	0	1	6
08:45 AM	1	0	0	0	1	2	6	0	0	8	0	0	1	0	1	0	2	0	2	12
Total Volume	2	0	0	0	2	3	18	0	0	21	0	3	4	0	7	0	12	0	12	42
% App. Total	100	0	0	0		14.3	85.7	0	0		0	42.9	57.1	0		0	100	0		
PHF	.500	.000	.000	.000	.500	.375	.750	.000	.000	.656	.000	.375	1.00	.000	.583	.000	.600	.000	.600	.808

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:15 AM					07:45 AM					07:15 AM				
+0 mins.	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	0	4	0	4	
+15 mins.	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	0	4	0	4	
+30 mins.	1	0	0	0	1	0	3	0	0	3	0	2	1	0	3	0	2	0	2	
+45 mins.	1	0	0	0	1	1	6	0	0	7	0	1	1	0	2	0	5	0	5	
Total Volume	2	0	0	0	2	3	18	0	0	21	0	3	4	0	7	0	15	0	15	
% App. Total	100	0	0	0	0	14.3	85.7	0	0	0	0	42.9	57.1	0	0	0	100	0	0	
PHF	.500	.000	.000	.000	.500	.750	.750	.000	.000	.750	.000	.375	1.000	.000	.583	.000	.750	.000	.750	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	3	0	3	7
04:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	2	0	2	5
Total Volume	0	0	0	0	0	2	7	0	0	9	0	0	4	0	4	0	9	0	9	22
% App. Total	0	0	0	0	0	22.2	77.8	0	0	0	0	0	100	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.875	.000	.000	.750	.000	.000	.500	.000	.500	.000	.750	.000	.750	.786

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM				
+0 mins.	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	3	0	3	
+15 mins.	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	0	3	
+45 mins.	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	2	0	2	
Total Volume	0	0	0	0	0	2	7	0	0	9	0	0	4	0	4	0	9	0	9	
% App. Total	0	0	0	0	0	22.2	77.8	0	0	0	0	0	100	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.875	.000	.000	.750	.000	.000	.500	.000	.500	.000	.750	.000	.750	

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bass
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Uturns

Start Time	BASS BOULEVARD Southbound					SR 580 Westbound					MAIN STREET Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																				
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																				
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																				
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0

Start Time	BASS BOULEVARD Southbound					SR 580 Westbound					MAIN STREET Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:00 AM																				
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bass
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	BASS BOULEVARD Southbound					SR 580 Westbound					MAIN STREET Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:30 PM																				
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:00 PM					04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 9/1/20

Day: Tuesday

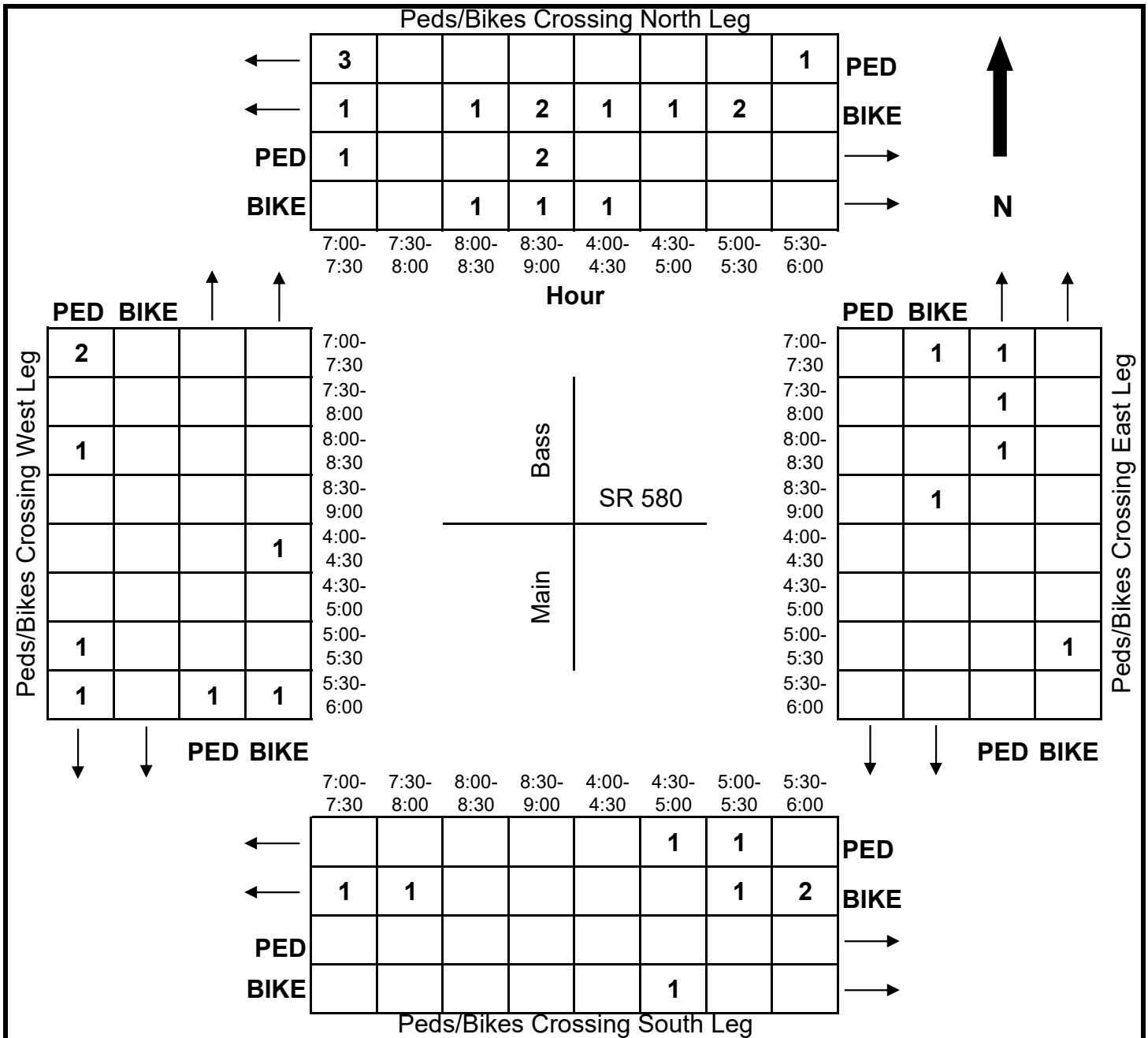
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Bass Boulevard/Main Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Patricia
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	REGIONS DRIVEWAY Southbound					SR 580 Westbound					PATRICIA AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	0	0	0	1	29	100	1	0	130	9	0	21	38	68	0	76	6	2	84	283
07:15 AM	1	0	1	0	2	63	153	1	0	217	13	1	12	25	51	1	84	7	5	97	367
07:30 AM	0	1	0	0	1	36	152	1	0	189	18	0	15	14	47	0	116	12	1	129	366
07:45 AM	0	0	0	1	1	38	182	3	0	223	16	0	7	38	61	1	111	8	3	123	408
Total	2	1	1	1	5	166	587	6	0	759	56	1	55	115	227	2	387	33	11	433	1424
08:00 AM	0	0	1	0	1	35	139	0	0	174	15	0	10	29	54	0	137	5	5	147	376
08:15 AM	0	0	0	0	0	50	133	1	0	184	13	0	14	31	58	0	107	5	3	115	357
08:30 AM	0	0	0	0	0	56	174	1	0	231	12	0	10	19	41	0	122	5	6	133	405
08:45 AM	2	0	0	2	4	50	154	6	0	210	12	1	6	34	53	0	112	7	5	124	391
Total	2	0	1	2	5	191	600	8	0	799	52	1	40	113	206	0	478	22	19	519	1529
*** BREAK ***																					
04:00 PM	2	0	0	2	4	52	113	1	0	166	18	0	23	25	66	2	185	8	5	200	436
04:15 PM	0	1	1	2	4	60	122	2	0	184	17	0	36	19	72	2	161	13	3	179	439
04:30 PM	2	1	1	0	4	56	157	2	0	215	24	0	47	25	96	0	157	10	8	175	490
04:45 PM	2	4	1	0	7	40	143	2	0	185	22	1	44	23	90	0	166	13	6	185	467
Total	6	6	3	4	19	208	535	7	0	750	81	1	150	92	324	4	669	44	22	739	1832
05:00 PM	1	0	0	1	2	57	147	0	1	205	25	0	40	22	87	1	229	15	9	254	548
05:15 PM	0	0	0	1	1	63	164	1	0	228	26	1	42	22	91	0	184	6	3	193	513
05:30 PM	2	0	1	0	3	48	117	2	0	167	24	1	54	8	87	1	163	8	7	179	436
05:45 PM	1	1	1	0	3	51	143	1	0	195	26	1	38	12	77	1	142	9	8	160	435
Total	4	1	2	2	9	219	571	4	1	795	101	3	174	64	342	3	718	38	27	786	1932
Grand Total	14	8	7	9	38	784	2293	25	1	3103	290	6	419	384	1099	9	2252	137	79	2477	6717
Apprch %	36.8	21.1	18.4	23.7		25.3	73.9	0.8	0		26.4	0.5	38.1	34.9		0.4	90.9	5.5	3.2		
Total %	0.2	0.1	0.1	0.1	0.6	11.7	34.1	0.4	0	46.2	4.3	0.1	6.2	5.7	16.4	0.1	33.5	2	1.2	36.9	
Passenger Vehicles	14	8	7	9	38	737	2231	25	1	2994	275	6	406	372	1059	8	2200	133	76	2417	6508
% Passenger Vehicles	100	100	100	100	100	94	97.3	100	100	96.5	94.8	100	96.9	96.9	96.4	88.9	97.7	97.1	96.2	97.6	96.9
Heavy Vehicles	0	0	0	0	0	22	62	0	0	84	7	0	13	12	32	0	52	4	3	59	175
% Heavy Vehicles	0	0	0	0	0	2.8	2.7	0	0	2.7	2.4	0	3.1	3.1	2.9	0	2.3	2.9	3.8	2.4	2.6
Uturns	0	0	0	0	0	25	0	0	0	25	8	0	0	0	8	1	0	0	0	1	34
% Uturns	0	0	0	0	0	3.2	0	0	0	0.8	2.8	0	0	0	0.7	11.1	0	0	0	0	0.5

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Patricia
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	REGIONS DRIVEWAY Southbound					SR 580 Westbound					PATRICIA AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	1	1	38	182	3	0	223	16	0	7	38	61	1	111	8	3	123	408
08:00 AM	0	0	1	0	1	35	139	0	0	174	15	0	10	29	54	0	137	5	5	147	376
08:15 AM	0	0	0	0	0	50	133	1	0	184	13	0	14	31	58	0	107	5	3	115	357
08:30 AM	0	0	0	0	0	56	174	1	0	231	12	0	10	19	41	0	122	5	6	133	405
Total Volume	0	0	1	1	2	179	628	5	0	812	56	0	41	117	214	1	477	23	17	518	1546
% App. Total	0	0	50	50		22	77.3	0.6	0		26.2	0	19.2	54.7		0.2	92.1	4.4	3.3		
PHF	.000	.000	.250	.250	.500	.799	.863	.417	.000	.879	.875	.000	.732	.770	.877	.250	.870	.719	.708	.881	.947

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:00 AM					08:00 AM				
+0 mins.	1	0	0	0	1	38	182	3	0	223	9	0	21	38	68	0	137	5	5	147
+15 mins.	1	0	1	0	2	35	139	0	0	174	13	1	12	25	51	0	107	5	3	115
+30 mins.	0	1	0	0	1	50	133	1	0	184	18	0	15	14	47	0	122	5	6	133
+45 mins.	0	0	0	1	1	56	174	1	0	231	16	0	7	38	61	0	112	7	5	124
Total Volume	2	1	1	1	5	179	628	5	0	812	56	1	55	115	227	0	478	22	19	519
% App. Total	40	20	20	20		22	77.3	0.6	0		24.7	0.4	24.2	50.7		0	92.1	4.2	3.7	
PHF	.500	.250	.250	.250	.625	.799	.863	.417	.000	.879	.778	.250	.655	.757	.835	.000	.872	.786	.792	.883

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	2	1	1	0	4	56	157	2	0	215	24	0	47	25	96	0	157	10	8	175	490
04:45 PM	2	4	1	0	7	40	143	2	0	185	22	1	44	23	90	0	166	13	6	185	467
05:00 PM	1	0	0	1	2	57	147	0	1	205	25	0	40	22	87	1	229	15	9	254	548
05:15 PM	0	0	0	1	1	63	164	1	0	228	26	1	42	22	91	0	184	6	3	193	513
Total Volume	5	5	2	2	14	216	611	5	1	833	97	2	173	92	364	1	736	44	26	807	2018
% App. Total	35.7	35.7	14.3	14.3		25.9	73.3	0.6	0.1		26.6	0.5	47.5	25.3		0.1	91.2	5.5	3.2		
PHF	.625	.313	.500	.500	.500	.857	.931	.625	.250	.913	.933	.500	.920	.920	.948	.250	.803	.733	.722	.794	.921

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:30 PM					04:45 PM				
+0 mins.	2	0	0	2	4	56	157	2	0	215	24	0	47	25	96	0	166	13	6	185
+15 mins.	0	1	1	2	4	40	143	2	0	185	22	1	44	23	90	1	229	15	9	254
+30 mins.	2	1	1	0	4	57	147	0	1	205	25	0	40	22	87	0	184	6	3	193
+45 mins.	2	4	1	0	7	63	164	1	0	228	26	1	42	22	91	1	163	8	7	179
Total Volume	6	6	3	4	19	216	611	5	1	833	97	2	173	92	364	2	742	42	25	811
% App. Total	31.6	31.6	15.8	21.1		25.9	73.3	0.6	0.1		26.6	0.5	47.5	25.3		0.2	91.5	5.2	3.1	
PHF	.750	.375	.750	.500	.679	.857	.931	.625	.250	.913	.933	.500	.920	.920	.948	.500	.810	.700	.694	.798

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Patricia
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	REGIONS DRIVEWAY Southbound					SR 580 Westbound					PATRICIA AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	0	0	0	1	27	95	1	0	123	8	0	21	36	65	0	72	6	1	79	268
07:15 AM	1	0	1	0	2	57	148	1	0	206	11	1	9	25	46	0	80	7	5	92	346
07:30 AM	0	1	0	0	1	33	145	1	0	179	16	0	13	14	43	0	113	11	1	125	348
07:45 AM	0	0	0	1	1	33	180	3	0	216	15	0	7	36	58	1	106	8	3	118	393
Total	2	1	1	1	5	150	568	6	0	724	50	1	50	111	212	1	371	32	10	414	1355
08:00 AM	0	0	1	0	1	34	131	0	0	165	15	0	10	29	54	0	132	5	5	142	362
08:15 AM	0	0	0	0	0	44	129	1	0	174	12	0	13	28	53	0	102	5	3	110	337
08:30 AM	0	0	0	0	0	53	166	1	0	220	11	0	9	17	37	0	120	4	6	130	387
08:45 AM	2	0	0	2	4	48	144	6	0	198	12	1	6	32	51	0	108	7	4	119	372
Total	2	0	1	2	5	179	570	8	0	757	50	1	38	106	195	0	462	21	18	501	1458
*** BREAK ***																					
04:00 PM	2	0	0	2	4	49	111	1	0	161	17	0	23	25	65	2	180	7	4	193	423
04:15 PM	0	1	1	2	4	60	121	2	0	183	16	0	32	19	67	2	160	13	3	178	432
04:30 PM	2	1	1	0	4	55	154	2	0	211	22	0	46	25	93	0	154	10	8	172	480
04:45 PM	2	4	1	0	7	38	141	2	0	181	22	1	44	23	90	0	162	13	6	181	459
Total	6	6	3	4	19	202	527	7	0	736	77	1	145	92	315	4	656	43	21	724	1794
05:00 PM	1	0	0	1	2	53	146	0	1	200	25	0	40	21	86	1	228	15	9	253	541
05:15 PM	0	0	0	1	1	60	163	1	0	224	25	1	41	22	89	0	182	5	3	190	504
05:30 PM	2	0	1	0	3	46	116	2	0	164	22	1	54	8	85	1	160	8	7	176	428
05:45 PM	1	1	1	0	3	47	141	1	0	189	26	1	38	12	77	1	141	9	8	159	428
Total	4	1	2	2	9	206	566	4	1	777	98	3	173	63	337	3	711	37	27	778	1901
Grand Total	14	8	7	9	38	737	2231	25	1	2994	275	6	406	372	1059	8	2200	133	76	2417	6508
Apprch %	36.8	21.1	18.4	23.7		24.6	74.5	0.8	0		26	0.6	38.3	35.1		0.3	91	5.5	3.1		
Total %	0.2	0.1	0.1	0.1	0.6	11.3	34.3	0.4	0	46	4.2	0.1	6.2	5.7	16.3	0.1	33.8	2	1.2	37.1	

Start Time	REGIONS DRIVEWAY Southbound					SR 580 Westbound					PATRICIA AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	1	1	33	180	3	0	216	15	0	7	36	58	1	106	8	3	118	393
08:00 AM	0	0	1	0	1	34	131	0	0	165	15	0	10	29	54	0	132	5	5	142	362
08:15 AM	0	0	0	0	0	44	129	1	0	174	12	0	13	28	53	0	102	5	3	110	337
08:30 AM	0	0	0	0	0	53	166	1	0	220	11	0	9	17	37	0	120	4	6	130	387
Total Volume	0	0	1	1	2	164	606	5	0	775	53	0	39	110	202	1	460	22	17	500	1479
% App. Total	0	0	50	50		21.2	78.2	0.6	0		26.2	0	19.3	54.5		0.2	92	4.4	3.4		
PHF	.000	.000	.250	.250	.500	.774	.842	.417	.000	.881	.883	.000	.750	.764	.871	.250	.871	.688	.708	.880	.941

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:00 AM					08:00 AM				
+0 mins.	1	0	0	0	1	33	180	3	0	216	8	0	21	36	65	0	132	5	5	142
+15 mins.	1	0	1	0	2	34	131	0	0	165	11	1	9	25	46	0	102	5	3	110
+30 mins.	0	1	0	0	1	44	129	1	0	174	16	0	13	14	43	0	120	4	6	130
+45 mins.	0	0	0	1	1	53	166	1	0	220	15	0	7	36	58	0	108	7	4	119
Total Volume	2	1	1	1	5	164	606	5	0	775	50	1	50	111	212	0	462	21	18	501
% App. Total	40	20	20	20		21.2	78.2	0.6	0		23.6	0.5	23.6	52.4		0	92.2	4.2	3.6	
PHF	.500	.250	.250	.250	.625	.774	.842	.417	.000	.881	.781	.250	.595	.771	.815	.000	.875	.750	.750	.882

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

	04:30 PM					04:45 PM					05:00 PM					05:15 PM					
04:30 PM	2	1	1	0	4	55	154	2	0	211	22	0	46	25	93	0	154	10	8	172	480
04:45 PM	2	4	1	0	7	38	141	2	0	181	22	1	44	23	90	0	162	13	6	181	459
05:00 PM	1	0	0	1	2	53	146	0	1	200	25	0	40	21	86	1	228	15	9	253	541
05:15 PM	0	0	0	1	1	60	163	1	0	224	25	1	41	22	89	0	182	5	3	190	504
Total Volume	5	5	2	2	14	206	604	5	1	816	94	2	171	91	358	1	726	43	26	796	1984
% App. Total	35.7	35.7	14.3	14.3		25.2	74	0.6	0.1		26.3	0.6	47.8	25.4		0.1	91.2	5.4	3.3		
PHF	.625	.313	.500	.500	.500	.858	.926	.625	.250	.911	.940	.500	.929	.910	.962	.250	.796	.717	.722	.787	.917

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:30 PM					04:45 PM				
+0 mins.	2	0	0	2	4	55	154	2	0	211	22	0	46	25	93	0	162	13	6	181
+15 mins.	0	1	1	2	4	38	141	2	0	181	22	1	44	23	90	1	228	15	9	253
+30 mins.	2	1	1	0	4	53	146	0	1	200	25	0	40	21	86	0	182	5	3	190
+45 mins.	2	4	1	0	7	60	163	1	0	224	25	1	41	22	89	1	160	8	7	176
Total Volume	6	6	3	4	19	206	604	5	1	816	94	2	171	91	358	2	732	41	25	800
% App. Total	31.6	31.6	15.8	21.1		25.2	74	0.6	0.1		26.3	0.6	47.8	25.4		0.2	91.5	5.1	3.1	
PHF	.750	.375	.750	.500	.679	.858	.926	.625	.250	.911	.940	.500	.929	.910	.962	.500	.803	.683	.694	.791

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Patricia
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	REGIONS DRIVEWAY Southbound					SR 580 Westbound					PATRICIA AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	1	5	0	0	6	1	0	0	2	3	0	4	0	1	5	14
07:15 AM	0	0	0	0	0	5	5	0	0	10	1	0	3	0	4	0	4	0	0	4	18
07:30 AM	0	0	0	0	0	3	7	0	0	10	0	0	2	0	2	0	3	1	0	4	16
07:45 AM	0	0	0	0	0	2	2	0	0	4	1	0	0	2	3	0	5	0	0	5	12
Total	0	0	0	0	0	11	19	0	0	30	3	0	5	4	12	0	16	1	1	18	60
08:00 AM	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	5	0	0	5	14
08:15 AM	0	0	0	0	0	4	4	0	0	8	1	0	1	3	5	0	5	0	0	5	18
08:30 AM	0	0	0	0	0	0	8	0	0	8	1	0	1	2	4	0	2	1	0	3	15
08:45 AM	0	0	0	0	0	1	10	0	0	11	0	0	0	2	2	0	4	0	1	5	18
Total	0	0	0	0	0	6	30	0	0	36	2	0	2	7	11	0	16	1	1	18	65
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	1	1	7	10
04:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	4	0	5	0	1	0	0	1	7
04:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	3	0	0	3	8
04:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Total	0	0	0	0	0	2	8	0	0	10	2	0	5	0	7	0	13	1	1	15	32
05:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	1	1	0	1	0	0	1	4
05:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	2	1	0	3	6
05:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	5
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	3	5	0	0	8	0	0	1	1	2	0	7	1	0	8	18
Grand Total	0	0	0	0	0	22	62	0	0	84	7	0	13	12	32	0	52	4	3	59	175
Apprch %	0	0	0	0		26.2	73.8	0	0		21.9	0	40.6	37.5		0	88.1	6.8	5.1		
Total %	0	0	0	0		12.6	35.4	0	0	48	4	0	7.4	6.9	18.3	0	29.7	2.3	1.7	33.7	

Start Time	REGIONS DRIVEWAY Southbound					SR 580 Westbound					PATRICIA AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	5	0	0	5	14
08:15 AM	0	0	0	0	0	4	4	0	0	8	1	0	1	3	5	0	5	0	0	5	18
08:30 AM	0	0	0	0	0	0	8	0	0	8	1	0	1	2	4	0	2	1	0	3	15
08:45 AM	0	0	0	0	0	1	10	0	0	11	0	0	0	2	2	0	4	0	1	5	18
Total Volume	0	0	0	0	0	6	30	0	0	36	2	0	2	7	11	0	16	1	1	18	65
% App. Total	0	0	0	0		16.7	83.3	0	0		18.2	0	18.2	63.6		0	88.9	5.6	5.6		
PHF	.000	.000	.000	.000	.000	.375	.750	.000	.000	.818	.500	.000	.500	.583	.550	.000	.800	.250	.250	.900	.903

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					07:00 AM					07:30 AM					
+0 mins.	0	0	0	0	0	1	8	0	0	9	1	0	0	2	3	0	3	1	0	4	
+15 mins.	0	0	0	0	0	4	4	0	0	8	1	0	3	0	4	0	5	0	0	5	
+30 mins.	0	0	0	0	0	0	8	0	0	8	0	0	2	0	2	0	5	0	0	5	
+45 mins.	0	0	0	0	0	1	10	0	0	11	1	0	0	2	3	0	5	0	0	5	
Total Volume	0	0	0	0	0	6	30	0	0	36	3	0	5	4	12	0	18	1	0	19	
% App. Total	0	0	0	0	0	16.7	83.3	0	0	25	0	41.7	33.3	0	94.7	5.3	0				
PHF	.000	.000	.000	.000	.000	.375	.750	.000	.000	.818	.750	.000	.417	.500	.750	.000	.900	.250	.000	.950	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	04:00 PM					04:15 PM					04:30 PM					04:45 PM						
04:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	1	1	7	10	
04:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	4	0	5	0	1	0	0	1	7	
04:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	3	0	0	3	8	
04:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7	
Total Volume	0	0	0	0	0	2	8	0	0	10	2	0	5	0	7	0	13	1	1	15	32	
% App. Total	0	0	0	0	0	20	80	0	0	28.6	0	71.4	0	25	0	86.7	6.7	6.7				
PHF	.000	.000	.000	.000	.000	.500	.667	.000	.000	.833	.500	.000	.313	.000	.350	.000	.650	.250	.250	.536	.800	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:15 PM					04:30 PM					04:45 PM						
+0 mins.	0	0	0	0	0	1	2	0	0	3	1	0	4	0	5	0	5	1	1	7		
+15 mins.	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1		
+30 mins.	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3		
+45 mins.	0	0	0	0	0	1	2	0	0	3	0	0	0	1	1	0	4	0	0	4		
Total Volume	0	0	0	0	0	2	8	0	0	10	2	0	5	1	8	0	13	1	1	15		
% App. Total	0	0	0	0	0	20	80	0	0	25	0	62.5	12.5	25	0	86.7	6.7	6.7				
PHF	.000	.000	.000	.000	.000	.500	.667	.000	.000	.833	.500	.000	.313	.250	.400	.000	.650	.250	.250	.536		

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Patricia
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Uturns

Start Time	REGIONS DRIVEWAY Southbound					SR 580 Westbound					PATRICIA AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	1	0	0	0	1	9
*** BREAK ***																					
08:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
*** BREAK ***																					
04:00 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
*** BREAK ***																					
04:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	10	0	0	0	10	3	0	0	0	3	0	0	0	0	0	13
Grand Total	0	0	0	0	0	25	0	0	0	25	8	0	0	0	8	1	0	0	0	1	34
Apprch %	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100	
Total %	0	0	0	0	0	73.5	0	0	0	73.5	23.5	0	0	0	23.5	2.9	0	0	0	2.9	

Start Time	REGIONS DRIVEWAY Southbound					SR 580 Westbound					PATRICIA AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	1	0	0	0	1	9
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	.375	.000	.000	.000	.375	.250	.000	.000	.000	.250	.750

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1
+30 mins.	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	8	0	0	0	8	3	0	0	0	3	1	0	0	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.667	.000	.000	.000	.667	.375	.000	.000	.000	.375	.250	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

	05:00 PM					05:15 PM					05:30 PM					05:45 PM					
05:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	10	0	0	0	10	3	0	0	0	3	0	0	0	0	0	13
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.813

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:45 PM					04:00 PM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	0	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0
Total Volume	0	0	0	0	0	10	0	0	0	10	3	0	0	0	3	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 9/1/20

Day: Tuesday

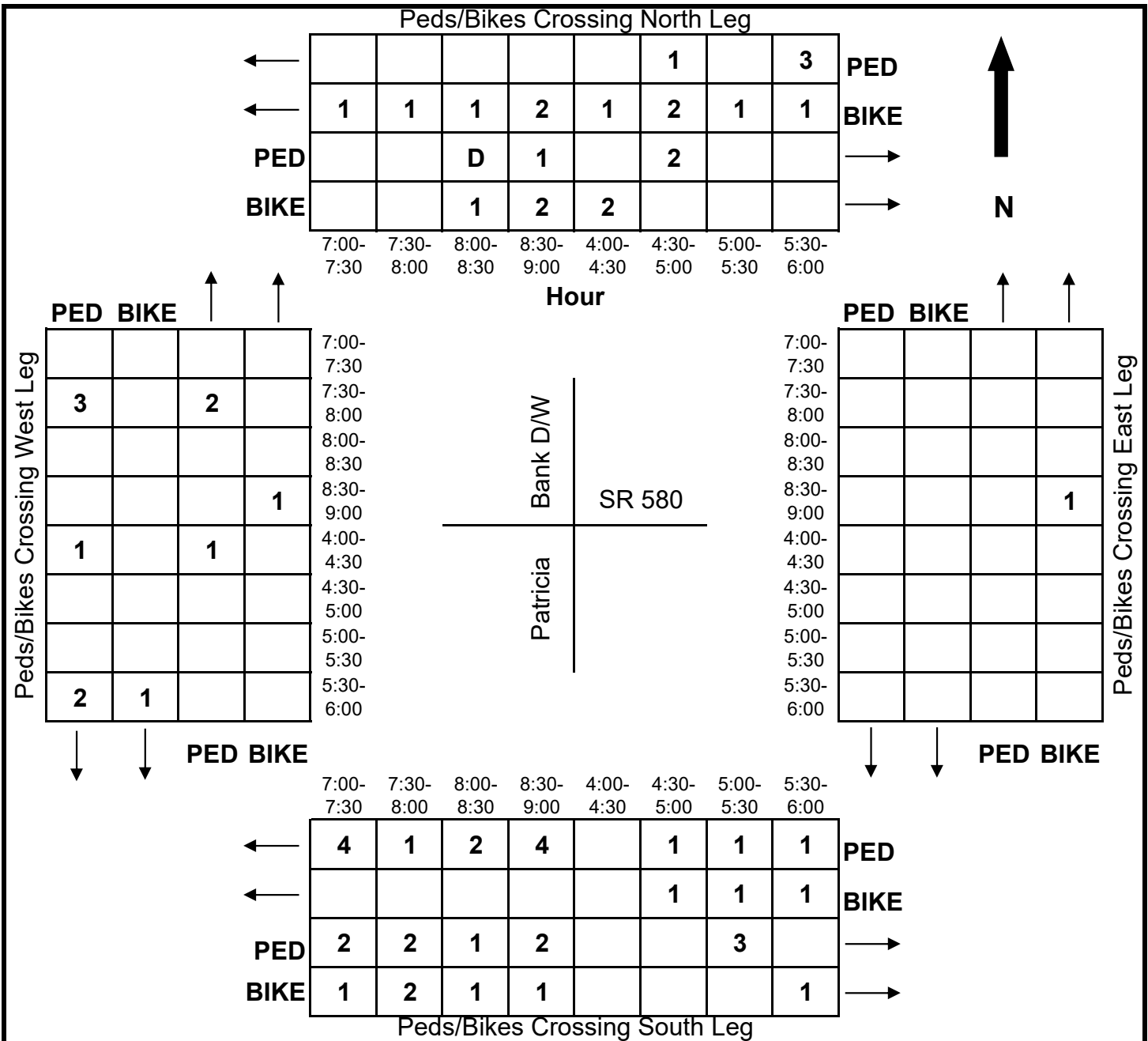
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Patricia Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Pinehurst
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	PINEHURST ROAD Southbound					SR 580 Westbound					CROSLY DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	44	1	8	13	66	1	110	53	12	176	0	1	0	0	1	42	88	0	0	130	373
07:15 AM	73	1	29	20	123	2	177	40	9	228	1	1	0	0	2	35	90	0	0	125	478
07:30 AM	56	0	9	17	82	3	171	23	9	206	0	2	6	2	10	17	127	0	0	144	442
07:45 AM	52	1	11	8	72	1	204	29	12	246	3	0	4	1	8	10	152	0	0	162	488
Total	225	3	57	58	343	7	662	145	42	856	4	4	10	3	21	104	457	0	0	561	1781
08:00 AM	52	0	4	16	72	3	157	17	11	188	1	0	0	4	5	19	151	0	0	170	435
08:15 AM	52	2	8	17	79	7	156	35	6	204	0	0	0	4	4	20	140	0	0	160	447
08:30 AM	36	1	10	16	63	1	209	21	5	236	1	0	0	2	3	16	128	0	0	144	446
08:45 AM	36	0	7	23	66	4	178	37	10	229	0	1	0	2	3	21	144	0	0	165	463
Total	176	3	29	72	280	15	700	110	32	857	2	1	0	12	15	76	563	0	0	639	1791
*** BREAK ***																					
04:00 PM	41	3	7	12	63	5	160	47	11	223	0	0	0	6	6	25	221	1	0	247	539
04:15 PM	44	1	1	10	56	7	176	64	9	256	0	1	1	3	5	20	198	2	0	220	537
04:30 PM	54	2	4	17	77	5	203	47	20	275	0	5	0	4	9	36	222	2	0	260	621
04:45 PM	38	2	3	14	57	5	184	44	12	245	1	2	0	4	7	32	215	1	0	248	557
Total	177	8	15	53	253	22	723	202	52	999	1	8	1	17	27	113	856	6	0	975	2254
05:00 PM	39	0	4	13	56	7	184	37	12	240	0	3	0	0	3	42	266	1	0	309	608
05:15 PM	37	0	4	16	57	10	226	46	19	301	2	3	0	3	8	37	220	0	0	257	623
05:30 PM	35	0	7	9	51	5	149	31	24	209	0	0	1	4	5	39	198	3	0	240	505
05:45 PM	38	3	10	12	63	5	203	31	14	253	0	1	0	6	7	30	185	0	0	215	538
Total	149	3	25	50	227	27	762	145	69	1003	2	7	1	13	23	148	869	4	0	1021	2274
Grand Total	727	17	126	233	1103	71	2847	602	195	3715	9	20	12	45	86	441	2745	10	0	3196	8100
Apprch %	65.9	1.5	11.4	21.1		1.9	76.6	16.2	5.2		10.5	23.3	14	52.3		13.8	85.9	0.3	0		
Total %	9	0.2	1.6	2.9	13.6	0.9	35.1	7.4	2.4	45.9	0.1	0.2	0.1	0.6	1.1	5.4	33.9	0.1	0	39.5	
Passenger Vehicles	706	16	122	225	1069	67	2774	580	194	3615	8	20	12	43	83	406	2676	10	0	3092	7859
% Passenger Vehicles	97.1	94.1	96.8	96.6	96.9	94.4	97.4	96.3	99.5	97.3	88.9	100	100	95.6	96.5	92.1	97.5	100	0	96.7	97
Heavy Vehicles	21	1	4	8	34	0	73	22	1	96	1	0	0	2	3	18	69	0	0	87	220
% Heavy Vehicles	2.9	5.9	3.2	3.4	3.1	0	2.6	3.7	0.5	2.6	11.1	0	0	4.4	3.5	4.1	2.5	0	0	2.7	2.7
Uturns	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	17	0	0	0	17	21
% Uturns	0	0	0	0	0	5.6	0	0	0	0.1	0	0	0	0	0	3.9	0	0	0	0.5	0.3

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Pinehurst
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	PINEHURST ROAD Southbound					SR 580 Westbound					CROSLEY DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	73	1	29	20	123	2	177	40	9	228	1	1	0	0	2	35	90	0	0	125	478
07:30 AM	56	0	9	17	82	3	171	23	9	206	0	2	6	2	10	17	127	0	0	144	442
07:45 AM	52	1	11	8	72	1	204	29	12	246	3	0	4	1	8	10	152	0	0	162	488
08:00 AM	52	0	4	16	72	3	157	17	11	188	1	0	0	4	5	19	151	0	0	170	435
Total Volume	233	2	53	61	349	9	709	109	41	868	5	3	10	7	25	81	520	0	0	601	1843
% App. Total	66.8	0.6	15.2	17.5		1	81.7	12.6	4.7		20	12	40	28		13.5	86.5	0	0		
PHF	.798	.500	.457	.763	.709	.750	.869	.681	.854	.882	.417	.375	.417	.438	.625	.579	.855	.000	.000	.884	.944

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					07:30 AM					08:00 AM				
+0 mins.	73	1	29	20	123	1	204	29	12	246	0	2	6	2	10	19	151	0	0	170
+15 mins.	56	0	9	17	82	3	157	17	11	188	3	0	4	1	8	20	140	0	0	160
+30 mins.	52	1	11	8	72	7	156	35	6	204	1	0	0	4	5	16	128	0	0	144
+45 mins.	52	0	4	16	72	1	209	21	5	236	0	0	0	4	4	21	144	0	0	165
Total Volume	233	2	53	61	349	12	726	102	34	874	4	2	10	11	27	76	563	0	0	639
% App. Total	66.8	0.6	15.2	17.5		1.4	83.1	11.7	3.9		14.8	7.4	37	40.7		11.9	88.1	0	0	
PHF	.798	.500	.457	.763	.709	.429	.868	.729	.708	.888	.333	.250	.417	.688	.675	.905	.932	.000	.000	.940

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	54	2	4	17	77	5	203	47	20	275	0	5	0	4	9	36	222	2	0	260	621
04:45 PM	38	2	3	14	57	5	184	44	12	245	1	2	0	4	7	32	215	1	0	248	557
05:00 PM	39	0	4	13	56	7	184	37	12	240	0	3	0	0	3	42	266	1	0	309	608
05:15 PM	37	0	4	16	57	10	226	46	19	301	2	3	0	3	8	37	220	0	0	257	623
Total Volume	168	4	15	60	247	27	797	174	63	1061	3	13	0	11	27	147	923	4	0	1074	2409
% App. Total	68	1.6	6.1	24.3		2.5	75.1	16.4	5.9		11.1	48.1	0	40.7		13.7	85.9	0.4	0		
PHF	.778	.500	.938	.882	.802	.675	.882	.926	.788	.881	.375	.650	.000	.688	.750	.875	.867	.500	.000	.869	.967

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:00 PM					04:30 PM				
+0 mins.	41	3	7	12	63	5	203	47	20	275	0	0	0	6	6	36	222	2	0	260
+15 mins.	44	1	1	10	56	5	184	44	12	245	0	1	1	3	5	32	215	1	0	248
+30 mins.	54	2	4	17	77	7	184	37	12	240	0	5	0	4	9	42	266	1	0	309
+45 mins.	38	2	3	14	57	10	226	46	19	301	1	2	0	4	7	37	220	0	0	257
Total Volume	177	8	15	53	253	27	797	174	63	1061	1	8	1	17	27	147	923	4	0	1074
% App. Total	70	3.2	5.9	20.9		2.5	75.1	16.4	5.9		3.7	29.6	3.7	63		13.7	85.9	0.4	0	
PHF	.819	.667	.536	.779	.821	.675	.882	.926	.788	.881	.250	.400	.250	.708	.750	.875	.867	.500	.000	.869

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Pinehurst
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	PINEHURST ROAD Southbound					SR 580 Westbound					CROSLEY DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	43	1	8	13	65	1	105	49	12	167	0	1	0	0	1	35	86	0	0	121	354
07:15 AM	69	1	26	18	114	2	169	35	8	214	1	1	0	0	2	33	84	0	0	117	447
07:30 AM	56	0	9	14	79	3	164	22	9	198	0	2	6	2	10	16	123	0	0	139	426
07:45 AM	50	1	11	8	70	1	199	28	12	240	3	0	4	1	8	8	146	0	0	154	472
Total	218	3	54	53	328	7	637	134	41	819	4	4	10	3	21	92	439	0	0	531	1699
08:00 AM	49	0	4	16	69	3	147	17	11	178	1	0	0	4	5	19	147	0	0	166	418
08:15 AM	52	1	7	16	76	7	148	34	6	195	0	0	0	4	4	18	131	0	0	149	424
08:30 AM	35	1	10	16	62	1	202	20	5	228	0	0	0	2	2	14	125	0	0	139	431
08:45 AM	35	0	7	23	65	3	172	35	10	220	0	1	0	2	3	18	136	0	0	154	442
Total	171	2	28	71	272	14	669	106	32	821	1	1	0	12	14	69	539	0	0	608	1715
*** BREAK ***																					
04:00 PM	41	3	7	11	62	4	157	45	11	217	0	0	0	5	5	25	217	1	0	243	527
04:15 PM	42	1	1	10	54	7	175	60	9	251	0	1	1	3	5	18	191	2	0	211	521
04:30 PM	49	2	4	17	72	5	199	47	20	271	0	5	0	4	9	34	218	2	0	254	606
04:45 PM	37	2	3	14	56	5	182	44	12	243	1	2	0	3	6	31	211	1	0	243	548
Total	169	8	15	52	244	21	713	196	52	982	1	8	1	15	25	108	837	6	0	951	2202
05:00 PM	38	0	4	12	54	6	183	37	12	238	0	3	0	0	3	38	264	1	0	303	598
05:15 PM	37	0	4	16	57	9	224	46	19	298	2	3	0	3	8	36	218	0	0	254	617
05:30 PM	35	0	7	9	51	5	147	30	24	206	0	0	1	4	5	35	195	3	0	233	495
05:45 PM	38	3	10	12	63	5	201	31	14	251	0	1	0	6	7	28	184	0	0	212	533
Total	148	3	25	49	225	25	755	144	69	993	2	7	1	13	23	137	861	4	0	1002	2243
Grand Total	706	16	122	225	1069	67	2774	580	194	3615	8	20	12	43	83	406	2676	10	0	3092	7859
Apprch %	66	1.5	11.4	21		1.9	76.7	16	5.4		9.6	24.1	14.5	51.8		13.1	86.5	0.3	0		
Total %	9	0.2	1.6	2.9	13.6	0.9	35.3	7.4	2.5	46	0.1	0.3	0.2	0.5	1.1	5.2	34.1	0.1	0	39.3	

Start Time	PINEHURST ROAD Southbound					SR 580 Westbound					CROSLEY DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	69	1	26	18	114	2	169	35	8	214	1	1	0	0	2	33	84	0	0	117	447
07:30 AM	56	0	9	14	79	3	164	22	9	198	0	2	6	2	10	16	123	0	0	139	426
07:45 AM	50	1	11	8	70	1	199	28	12	240	3	0	4	1	8	8	146	0	0	154	472
08:00 AM	49	0	4	16	69	3	147	17	11	178	1	0	0	4	5	19	147	0	0	166	418
Total Volume	224	2	50	56	332	9	679	102	40	830	5	3	10	7	25	76	500	0	0	576	1763
% App. Total	67.5	0.6	15.1	16.9		1.1	81.8	12.3	4.8		20	12	40	28		13.2	86.8	0	0		
PHF	.812	.500	.481	.778	.728	.750	.853	.729	.833	.865	.417	.375	.417	.438	.625	.576	.850	.000	.000	.867	.934

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					07:30 AM					07:30 AM				
+0 mins.	69	1	26	18	114	1	199	28	12	240	0	2	6	2	10	16	123	0	0	139
+15 mins.	56	0	9	14	79	3	147	17	11	178	3	0	4	1	8	8	146	0	0	154
+30 mins.	50	1	11	8	70	7	148	34	6	195	1	0	0	4	5	19	147	0	0	166
+45 mins.	49	0	4	16	69	1	202	20	5	228	0	0	0	4	4	18	131	0	0	149
Total Volume	224	2	50	56	332	12	696	99	34	841	4	2	10	11	27	61	547	0	0	608
% App. Total	67.5	0.6	15.1	16.9		1.4	82.8	11.8	4		14.8	7.4	37	40.7		10	90	0	0	
PHF	.812	.500	.481	.778	.728	.429	.861	.728	.708	.876	.333	.250	.417	.688	.675	.803	.930	.000	.000	.916

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

	04:30 PM					04:45 PM					05:00 PM					05:15 PM					
04:30 PM	49	2	4	17	72	5	199	47	20	271	0	5	0	4	9	34	218	2	0	254	606
04:45 PM	37	2	3	14	56	5	182	44	12	243	1	2	0	3	6	31	211	1	0	243	548
05:00 PM	38	0	4	12	54	6	183	37	12	238	0	3	0	0	3	38	264	1	0	303	598
05:15 PM	37	0	4	16	57	9	224	46	19	298	2	3	0	3	8	36	218	0	0	254	617
Total Volume	161	4	15	59	239	25	788	174	63	1050	3	13	0	10	26	139	911	4	0	1054	2369
% App. Total	67.4	1.7	6.3	24.7		2.4	75	16.6	6		11.5	50	0	38.5		13.2	86.4	0.4	0		
PHF	.821	.500	.938	.868	.830	.694	.879	.926	.788	.881	.375	.650	.000	.625	.722	.914	.863	.500	.000	.870	.960

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	41	3	7	11	62	5	199	47	20	271	0	5	0	4	9	34	218	2	0	254
+15 mins.	42	1	1	10	54	5	182	44	12	243	1	2	0	3	6	31	211	1	0	243
+30 mins.	49	2	4	17	72	6	183	37	12	238	0	3	0	0	3	38	264	1	0	303
+45 mins.	37	2	3	14	56	9	224	46	19	298	2	3	0	3	8	36	218	0	0	254
Total Volume	169	8	15	52	244	25	788	174	63	1050	3	13	0	10	26	139	911	4	0	1054
% App. Total	69.3	3.3	6.1	21.3		2.4	75	16.6	6		11.5	50	0	38.5		13.2	86.4	0.4	0	
PHF	.862	.667	.536	.765	.847	.694	.879	.926	.788	.881	.375	.650	.000	.625	.722	.914	.863	.500	.000	.870

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Pinehurst
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	PINEHURST ROAD Southbound					SR 580 Westbound					CROSLY DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	0	0	0	1	0	5	4	0	9	0	0	0	0	0	6	2	0	0	8	18
07:15 AM	4	0	3	2	9	0	8	5	1	14	0	0	0	0	0	1	6	0	0	7	30
07:30 AM	0	0	0	3	3	0	7	1	0	8	0	0	0	0	0	1	4	0	0	5	16
07:45 AM	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	1	6	0	0	7	15
Total	7	0	3	5	15	0	25	11	1	37	0	0	0	0	0	9	18	0	0	27	79
08:00 AM	3	0	0	0	3	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	17
08:15 AM	0	1	1	1	3	0	8	1	0	9	0	0	0	0	0	2	9	0	0	11	23
08:30 AM	1	0	0	0	1	0	7	1	0	8	1	0	0	0	1	2	3	0	0	5	15
08:45 AM	1	0	0	0	1	0	6	2	0	8	0	0	0	0	0	1	8	0	0	9	18
Total	5	1	1	1	8	0	31	4	0	35	1	0	0	0	1	5	24	0	0	29	73
*** BREAK ***																					
04:00 PM	0	0	0	1	1	0	3	2	0	5	0	0	0	1	1	0	4	0	0	4	11
04:15 PM	2	0	0	0	2	0	1	4	0	5	0	0	0	0	0	0	7	0	0	7	14
04:30 PM	5	0	0	0	5	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	14
04:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	1	1	0	4	0	0	4	8
Total	8	0	0	1	9	0	10	6	0	16	0	0	0	2	2	1	19	0	0	20	47
05:00 PM	1	0	0	1	2	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	7
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
05:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	7
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	1	0	0	1	2	0	7	1	0	8	0	0	0	0	0	3	8	0	0	11	21
Grand Total	21	1	4	8	34	0	73	22	1	96	1	0	0	2	3	18	69	0	0	87	220
Apprch %	61.8	2.9	11.8	23.5		0	76	22.9	1		33.3	0	0	66.7		20.7	79.3	0	0		
Total %	9.5	0.5	1.8	3.6	15.5	0	33.2	10	0.5	43.6	0.5	0	0	0.9	1.4	8.2	31.4	0	0	39.5	

Start Time	PINEHURST ROAD Southbound					SR 580 Westbound					CROSLY DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	0	0	1	0	5	4	0	9	0	0	0	0	0	6	2	0	0	8	18
07:15 AM	4	0	3	2	9	0	8	5	1	14	0	0	0	0	0	1	6	0	0	7	30
07:30 AM	0	0	0	3	3	0	7	1	0	8	0	0	0	0	0	1	4	0	0	5	16
07:45 AM	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	1	6	0	0	7	15
Total Volume	7	0	3	5	15	0	25	11	1	37	0	0	0	0	0	9	18	0	0	27	79
% App. Total	46.7	0	20	33.3		0	67.6	29.7	2.7		0	0	0	0		33.3	66.7	0	0		
PHF	.438	.000	.250	.417	.417	.000	.781	.550	.250	.661	.000	.000	.000	.000	.000	.375	.750	.000	.000	.844	.658

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:45 AM					08:00 AM				
+0 mins.	4	0	3	2	9	0	8	5	1	14	0	0	0	0	0	0	4	0	0	4
+15 mins.	0	0	0	3	3	0	7	1	0	8	0	0	0	0	0	2	9	0	0	11
+30 mins.	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	2	3	0	0	5
+45 mins.	3	0	0	0	3	0	10	0	0	10	1	0	0	0	1	1	8	0	0	9
Total Volume	9	0	3	5	17	0	30	7	1	38	1	0	0	0	1	5	24	0	0	29
% App. Total	52.9	0	17.6	29.4		0	78.9	18.4	2.6		100	0	0	0		17.2	82.8	0	0	
PHF	.563	.000	.250	.417	.472	.000	.750	.350	.250	.679	.250	.000	.000	.000	.250	.625	.667	.000	.000	.659

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
04:00 PM	0	0	0	1	1	0	3	2	0	5	0	0	0	1	1	0	4	0	0	4	11
04:15 PM	2	0	0	0	2	0	1	4	0	5	0	0	0	0	0	0	7	0	0	7	14
04:30 PM	5	0	0	0	5	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	14
04:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	1	1	0	4	0	0	4	8
Total Volume	8	0	0	1	9	0	10	6	0	16	0	0	0	2	2	1	19	0	0	20	47
% App. Total	88.9	0	0	11.1		0	62.5	37.5	0		0	0	0	100		5	95	0	0		
PHF	.400	.000	.000	.250	.450	.000	.625	.375	.000	.800	.000	.000	.000	.500	.500	.250	.679	.000	.000	.714	.839

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					04:00 PM					04:00 PM				
+0 mins.	2	0	0	0	2	0	3	2	0	5	0	0	0	1	1	0	4	0	0	4
+15 mins.	5	0	0	0	5	0	1	4	0	5	0	0	0	0	0	0	7	0	0	7
+30 mins.	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5
+45 mins.	1	0	0	1	2	0	2	0	0	2	0	0	0	1	1	0	4	0	0	4
Total Volume	9	0	0	1	10	0	10	6	0	16	0	0	0	2	2	1	19	0	0	20
% App. Total	90	0	0	10		0	62.5	37.5	0		0	0	0	100		5	95	0	0	
PHF	.450	.000	.000	.250	.500	.000	.625	.375	.000	.800	.000	.000	.000	.500	.500	.250	.679	.000	.000	.714

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Pinehurst
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Utturns

Start Time	PINEHURST ROAD Southbound					SR 580 Westbound					CROSLEY DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
*** BREAK ***																					
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	5
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8	10
Grand Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	17	0	0	0	17	21
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
Total %	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	81	0	0	0	81	0

Start Time	PINEHURST ROAD Southbound					SR 580 Westbound					CROSLEY DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.750

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Pinehurst
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	PINEHURST ROAD Southbound					SR 580 Westbound					CROSLEY DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	3
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total Volume	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8	0	0	0	0	8	10
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.667	.000	.000	.000	.667	.833	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:00 PM					05:00 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8	0	0	0	0	8
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.667	.000	.000	.000	.667	

Intersection Pedestrian & Bicycle Count

Date: 9/1/20

Day: Tuesday

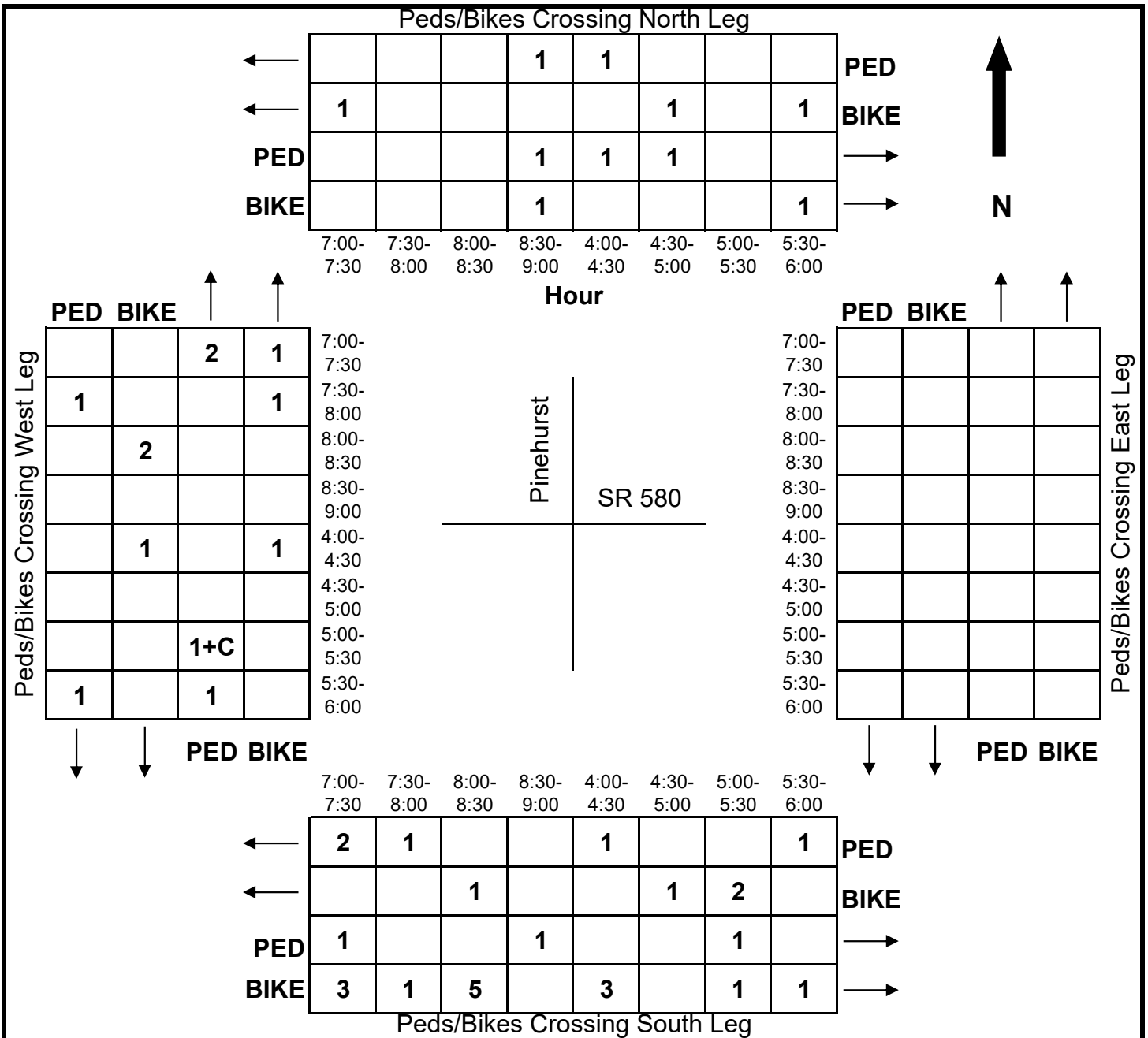
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Pinehurst Road/Crosley Drive

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&LkHaven
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	LAKE HAVEN ROAD Southbound					SR 580 Westbound					LAKE HAVEN ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	3	1	1	8	10	164	0	0	174	12	2	1	7	22	0	130	6	0	136	340
07:15 AM	4	1	0	0	5	27	229	0	0	256	6	1	0	8	15	0	149	14	2	165	441
07:30 AM	3	3	0	0	6	24	203	1	1	229	6	2	1	12	21	0	187	8	3	198	454
07:45 AM	4	3	0	0	7	12	240	2	0	254	11	0	2	9	22	0	193	5	2	200	483
Total	14	10	1	1	26	73	836	3	1	913	35	5	4	36	80	0	659	33	7	699	1718
08:00 AM	2	0	0	0	2	12	184	1	0	197	7	0	1	14	22	2	201	7	1	211	432
08:15 AM	2	2	0	1	5	14	207	3	0	224	9	1	6	17	33	0	196	11	2	209	471
08:30 AM	2	3	0	1	6	18	229	2	0	249	9	3	2	23	37	0	174	6	1	181	473
08:45 AM	4	0	0	0	4	17	236	3	0	256	7	0	1	21	29	0	168	6	0	174	463
Total	10	5	0	2	17	61	856	9	0	926	32	4	10	75	121	2	739	30	4	775	1839
*** BREAK ***																					
04:00 PM	0	1	0	1	2	22	206	11	0	239	7	1	4	19	31	2	252	14	1	269	541
04:15 PM	4	2	0	2	8	25	240	1	0	266	8	1	4	12	25	0	232	15	1	248	547
04:30 PM	5	2	0	0	7	23	273	3	1	300	12	1	3	17	33	1	259	8	0	268	608
04:45 PM	3	2	0	0	5	28	250	9	0	287	9	1	5	18	33	5	253	8	0	266	591
Total	12	7	0	3	22	98	969	24	1	1092	36	4	16	66	122	8	996	45	2	1051	2287
05:00 PM	8	3	0	0	11	18	226	5	0	249	13	4	5	10	32	3	322	5	2	332	624
05:15 PM	2	2	0	2	6	18	291	8	0	317	10	2	0	23	35	1	219	5	1	226	584
05:30 PM	6	3	0	0	9	24	215	4	1	244	11	3	1	17	32	1	237	6	1	245	530
05:45 PM	2	0	0	0	2	17	250	6	0	273	7	2	2	16	27	1	227	3	1	232	534
Total	18	8	0	2	28	77	982	23	1	1083	41	11	8	66	126	6	1005	19	5	1035	2272
Grand Total	54	30	1	8	93	309	3643	59	3	4014	144	24	38	243	449	16	3399	127	18	3560	8116
Apprch %	58.1	32.3	1.1	8.6		7.7	90.8	1.5	0.1		32.1	5.3	8.5	54.1		0.4	95.5	3.6	0.5		
Total %	0.7	0.4	0	0.1	1.1	3.8	44.9	0.7	0	49.5	1.8	0.3	0.5	3	5.5	0.2	41.9	1.6	0.2	43.9	
Passenger Vehicles	54	27	1	7	89	285	3555	59	3	3902	140	24	37	236	437	8	3318	118	18	3462	7890
% Passenger Vehicles	100	90	100	87.5	95.7	92.2	97.6	100	100	97.2	97.2	100	97.4	97.1	97.3	50	97.6	92.9	100	97.2	97.2
Heavy Vehicles	0	3	0	1	4	4	88	0	0	92	4	0	1	7	12	0	81	9	0	90	198
% Heavy Vehicles	0	10	0	12.5	4.3	1.3	2.4	0	0	2.3	2.8	0	2.6	2.9	2.7	0	2.4	7.1	0	2.5	2.4
Uturns	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	8	0	0	0	8	28
% Uturns	0	0	0	0	0	6.5	0	0	0	0.5	0	0	0	0	0	50	0	0	0	0.2	0.3

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&LkHaven
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	LAKE HAVEN ROAD Southbound					SR 580 Westbound					LAKE HAVEN ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	3	0	0	7	12	240	2	0	254	11	0	2	9	22	0	193	5	2	200	483
08:00 AM	2	0	0	0	2	12	184	1	0	197	7	0	1	14	22	2	201	7	1	211	432
08:15 AM	2	2	0	1	5	14	207	3	0	224	9	1	6	17	33	0	196	11	2	209	471
08:30 AM	2	3	0	1	6	18	229	2	0	249	9	3	2	23	37	0	174	6	1	181	473
Total Volume	10	8	0	2	20	56	860	8	0	924	36	4	11	63	114	2	764	29	6	801	1859
% App. Total	50	40	0	10		6.1	93.1	0.9	0		31.6	3.5	9.6	55.3		0.2	95.4	3.6	0.7		
PHF	.625	.667	.000	.500	.714	.778	.896	.667	.000	.909	.818	.333	.458	.685	.770	.250	.950	.659	.750	.949	.962

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					08:00 AM					07:30 AM				
+0 mins.	3	3	1	1	8	27	229	0	0	256	7	0	1	14	22	0	187	8	3	198
+15 mins.	4	1	0	0	5	24	203	1	1	229	9	1	6	17	33	0	193	5	2	200
+30 mins.	3	3	0	0	6	12	240	2	0	254	9	3	2	23	37	2	201	7	1	211
+45 mins.	4	3	0	0	7	12	184	1	0	197	7	0	1	21	29	0	196	11	2	209
Total Volume	14	10	1	1	26	75	856	4	1	936	32	4	10	75	121	2	777	31	8	818
% App. Total	53.8	38.5	3.8	3.8		8	91.5	0.4	0.1		26.4	3.3	8.3	62		0.2	95	3.8	1	
PHF	.875	.833	.250	.250	.813	.694	.892	.500	.250	.914	.889	.333	.417	.815	.818	.250	.966	.705	.667	.969

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	5	2	0	0	7	23	273	3	1	300	12	1	3	17	33	1	259	8	0	268	608
04:45 PM	3	2	0	0	5	28	250	9	0	287	9	1	5	18	33	5	253	8	0	266	591
05:00 PM	8	3	0	0	11	18	226	5	0	249	13	4	5	10	32	3	322	5	2	332	624
05:15 PM	2	2	0	2	6	18	291	8	0	317	10	2	0	23	35	1	219	5	1	226	584
Total Volume	18	9	0	2	29	87	1040	25	1	1153	44	8	13	68	133	10	1053	26	3	1092	2407
% App. Total	62.1	31	0	6.9		7.5	90.2	2.2	0.1		33.1	6	9.8	51.1		0.9	96.4	2.4	0.3		
PHF	.563	.750	.000	.250	.659	.777	.893	.694	.250	.909	.846	.500	.650	.739	.950	.500	.818	.813	.375	.822	.964

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM					04:30 PM					04:30 PM					04:15 PM				
+0 mins.	4	2	0	2	8	23	273	3	1	300	12	1	3	17	33	0	232	15	1	248
+15 mins.	5	2	0	0	7	28	250	9	0	287	9	1	5	18	33	1	259	8	0	268
+30 mins.	3	2	0	0	5	18	226	5	0	249	13	4	5	10	32	5	253	8	0	266
+45 mins.	8	3	0	0	11	18	291	8	0	317	10	2	0	23	35	3	322	5	2	332
Total Volume	20	9	0	2	31	87	1040	25	1	1153	44	8	13	68	133	9	1066	36	3	1114
% App. Total	64.5	29	0	6.5		7.5	90.2	2.2	0.1		33.1	6	9.8	51.1		0.8	95.7	3.2	0.3	
PHF	.625	.750	.000	.250	.705	.777	.893	.694	.250	.909	.846	.500	.650	.739	.950	.450	.828	.600	.375	.839

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&LkHaven
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	LAKE HAVEN ROAD Southbound					SR 580 Westbound					LAKE HAVEN ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	3	1	1	8	9	156	0	0	165	12	2	1	6	21	0	128	6	0	134	328
07:15 AM	4	1	0	0	5	24	217	0	0	241	6	1	0	7	14	0	142	13	2	157	417
07:30 AM	3	3	0	0	6	22	195	1	1	219	6	2	0	10	18	0	181	8	3	192	435
07:45 AM	4	2	0	0	6	12	233	2	0	247	11	0	2	9	22	0	186	4	2	192	467
Total	14	9	1	1	25	67	801	3	1	872	35	5	3	32	75	0	637	31	7	675	1647
08:00 AM	2	0	0	0	2	12	177	1	0	190	6	0	1	14	21	2	196	6	1	205	418
08:15 AM	2	2	0	1	5	14	200	3	0	217	8	1	6	16	31	0	187	10	2	199	452
08:30 AM	2	3	0	1	6	17	220	2	0	239	9	3	2	23	37	0	169	6	1	176	458
08:45 AM	4	0	0	0	4	15	226	3	0	244	7	0	1	20	28	0	159	6	0	165	441
Total	10	5	0	2	17	58	823	9	0	890	30	4	10	73	117	2	711	28	4	745	1769
*** BREAK ***																					
04:00 PM	0	1	0	1	2	19	203	11	0	233	6	1	4	19	30	0	247	13	1	261	526
04:15 PM	4	0	0	1	5	22	238	1	0	261	7	1	4	11	23	0	226	14	1	241	530
04:30 PM	5	2	0	0	7	21	268	3	1	293	12	1	3	17	33	1	252	6	0	259	592
04:45 PM	3	2	0	0	5	25	248	9	0	282	9	1	5	18	33	2	248	7	0	257	577
Total	12	5	0	2	19	87	957	24	1	1069	34	4	16	65	119	3	973	40	2	1018	2225
05:00 PM	8	3	0	0	11	18	225	5	0	248	13	4	5	10	32	1	320	5	2	328	619
05:15 PM	2	2	0	2	6	17	289	8	0	314	10	2	0	23	35	1	217	5	1	224	579
05:30 PM	6	3	0	0	9	22	212	4	1	239	11	3	1	17	32	1	235	6	1	243	523
05:45 PM	2	0	0	0	2	16	248	6	0	270	7	2	2	16	27	0	225	3	1	229	528
Total	18	8	0	2	28	73	974	23	1	1071	41	11	8	66	126	3	997	19	5	1024	2249
Grand Total	54	27	1	7	89	285	3555	59	3	3902	140	24	37	236	437	8	3318	118	18	3462	7890
Apprch %	60.7	30.3	1.1	7.9		7.3	91.1	1.5	0.1		32	5.5	8.5	54		0.2	95.8	3.4	0.5		
Total %	0.7	0.3	0	0.1	1.1	3.6	45.1	0.7	0	49.5	1.8	0.3	0.5	3	5.5	0.1	42.1	1.5	0.2	43.9	

Start Time	LAKE HAVEN ROAD Southbound					SR 580 Westbound					LAKE HAVEN ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	2	0	0	6	12	233	2	0	247	11	0	2	9	22	0	186	4	2	192	467
08:00 AM	2	0	0	0	2	12	177	1	0	190	6	0	1	14	21	2	196	6	1	205	418
08:15 AM	2	2	0	1	5	14	200	3	0	217	8	1	6	16	31	0	187	10	2	199	452
08:30 AM	2	3	0	1	6	17	220	2	0	239	9	3	2	23	37	0	169	6	1	176	458
Total Volume	10	7	0	2	19	55	830	8	0	893	34	4	11	62	111	2	738	26	6	772	1795
% App. Total	52.6	36.8	0	10.5		6.2	92.9	0.9	0		30.6	3.6	9.9	55.9		0.3	95.6	3.4	0.8		
PHF	.625	.583	.000	.500	.792	.809	.891	.667	.000	.904	.773	.333	.458	.674	.750	.250	.941	.650	.750	.941	.961

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					08:00 AM					07:30 AM				
+0 mins.	3	3	1	1	8	24	217	0	0	241	6	0	1	14	21	0	181	8	3	192
+15 mins.	4	1	0	0	5	22	195	1	1	219	8	1	6	16	31	0	186	4	2	192
+30 mins.	3	3	0	0	6	12	233	2	0	247	9	3	2	23	37	2	196	6	1	205
+45 mins.	4	2	0	0	6	12	177	1	0	190	7	0	1	20	28	0	187	10	2	199
Total Volume	14	9	1	1	25	70	822	4	1	897	30	4	10	73	117	2	750	28	8	788
% App. Total	56	36	4	4		7.8	91.6	0.4	0.1		25.6	3.4	8.5	62.4		0.3	95.2	3.6	1	
PHF	.875	.750	.250	.250	.781	.729	.882	.500	.250	.908	.833	.333	.417	.793	.791	.250	.957	.700	.667	.961

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	5	2	0	0	7	21	268	3	1	293	12	1	3	17	33	1	252	6	0	259	592
04:45 PM	3	2	0	0	5	25	248	9	0	282	9	1	5	18	33	2	248	7	0	257	577
05:00 PM	8	3	0	0	11	18	225	5	0	248	13	4	5	10	32	1	320	5	2	328	619
05:15 PM	2	2	0	2	6	17	289	8	0	314	10	2	0	23	35	1	217	5	1	224	579
Total Volume	18	9	0	2	29	81	1030	25	1	1137	44	8	13	68	133	5	1037	23	3	1068	2367
% App. Total	62.1	31	0	6.9		7.1	90.6	2.2	0.1		33.1	6	9.8	51.1		0.5	97.1	2.2	0.3		
PHF	.563	.750	.000	.250	.659	.810	.891	.694	.250	.905	.846	.500	.650	.739	.950	.625	.810	.821	.375	.814	.956

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:30 PM					04:30 PM					04:15 PM				
+0 mins.	3	2	0	0	5	21	268	3	1	293	12	1	3	17	33	0	226	14	1	241
+15 mins.	8	3	0	0	11	25	248	9	0	282	9	1	5	18	33	1	252	6	0	259
+30 mins.	2	2	0	2	6	18	225	5	0	248	13	4	5	10	32	2	248	7	0	257
+45 mins.	6	3	0	0	9	17	289	8	0	314	10	2	0	23	35	1	320	5	2	328
Total Volume	19	10	0	2	31	81	1030	25	1	1137	44	8	13	68	133	4	1046	32	3	1085
% App. Total	61.3	32.3	0	6.5		7.1	90.6	2.2	0.1		33.1	6	9.8	51.1		0.4	96.4	2.9	0.3	
PHF	.594	.833	.000	.250	.705	.810	.891	.694	.250	.905	.846	.500	.650	.739	.950	.500	.817	.571	.375	.827

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&LkHaven
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	LAKE HAVEN ROAD Southbound					SR 580 Westbound					LAKE HAVEN ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	1	8	0	0	9	0	0	0	1	1	0	2	0	0	2	12
07:15 AM	0	0	0	0	0	2	12	0	0	14	0	0	0	1	1	0	7	1	0	8	23
07:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	2	3	0	6	0	0	6	17
07:45 AM	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	7	1	0	8	16
Total	0	1	0	0	1	3	35	0	0	38	0	0	1	4	5	0	22	2	0	24	68
08:00 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	5	1	0	6	14
08:15 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	1	2	0	9	1	0	10	19
08:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	14
08:45 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	1	1	0	9	0	0	9	20
Total	0	0	0	0	0	0	33	0	0	33	2	0	0	2	4	0	28	2	0	30	67
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	1	0	6	10
04:15 PM	0	2	0	1	3	1	2	0	0	3	1	0	0	1	2	0	6	1	0	7	15
04:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	2	0	9	14
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	8
Total	0	2	0	1	3	1	12	0	0	13	2	0	0	1	3	0	23	5	0	28	47
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
Grand Total	0	3	0	1	4	4	88	0	0	92	4	0	1	7	12	0	81	9	0	90	198
Apprch %	0	75	0	25		4.3	95.7	0	0		33.3	0	8.3	58.3		0	90	10	0		
Total %	0	1.5	0	0.5	2	2	44.4	0	0	46.5	2	0	0.5	3.5	6.1	0	40.9	4.5	0	45.5	

Start Time	LAKE HAVEN ROAD Southbound					SR 580 Westbound					LAKE HAVEN ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	2	12	0	0	14	0	0	0	1	1	0	7	1	0	8	23
07:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	2	3	0	6	0	0	6	17
07:45 AM	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	0	7	1	0	8	16
08:00 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	5	1	0	6	14
Total Volume	0	1	0	0	1	2	34	0	0	36	1	0	1	3	5	0	25	3	0	28	70
% App. Total	0	100	0	0		5.6	94.4	0	0		20	0	20	60		0	89.3	10.7	0		
PHF	.000	.250	.000	.000	.250	.250	.708	.000	.000	.643	.250	.000	.250	.375	.417	.000	.893	.750	.000	.875	.761

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:30 AM					07:30 AM				
+0 mins.	0	0	0	0	0	1	8	0	0	9	0	0	1	2	3	0	6	0	0	6
+15 mins.	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	0	7	1	0	8
+30 mins.	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	5	1	0	6
+45 mins.	0	1	0	0	1	0	7	0	0	7	1	0	0	1	2	0	9	1	0	10
Total Volume	0	1	0	0	1	3	35	0	0	38	2	0	1	3	6	0	27	3	0	30
% App. Total	0	100	0	0	0	7.9	92.1	0	0	0	33.3	0	16.7	50	0	0	90	10	0	0
PHF	.000	.250	.000	.000	.250	.375	.729	.000	.000	.679	.500	.000	.250	.375	.500	.000	.750	.750	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	04:00 PM					04:00 PM					04:30 PM					04:45 PM					
04:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	1	0	6	10
04:15 PM	0	2	0	1	3	1	2	0	0	3	1	0	0	1	2	0	6	1	0	7	15
04:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	2	0	9	14
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	8
Total Volume	0	2	0	1	3	1	12	0	0	13	2	0	0	1	3	0	23	5	0	28	47
% App. Total	0	66.7	0	33.3	0	7.7	92.3	0	0	0	66.7	0	0	33.3	0	0	82.1	17.9	0	0	0
PHF	.000	.250	.000	.250	.250	.250	.600	.000	.000	.650	.500	.000	.000	.250	.375	.000	.821	.625	.000	.778	.783

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM				
+0 mins.	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	1	0	6
+15 mins.	0	2	0	1	3	1	2	0	0	3	1	0	0	1	2	0	6	1	0	7
+30 mins.	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	2	0	9
+45 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6
Total Volume	0	2	0	1	3	1	12	0	0	13	2	0	0	1	3	0	23	5	0	28
% App. Total	0	66.7	0	33.3	0	7.7	92.3	0	0	0	66.7	0	0	33.3	0	0	82.1	17.9	0	0
PHF	.000	.250	.000	.250	.250	.250	.600	.000	.000	.650	.500	.000	.000	.250	.375	.000	.821	.625	.000	.778

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&LkHaven
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	LAKE HAVEN ROAD Southbound					SR 580 Westbound					LAKE HAVEN ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	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
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	0	2	5
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	3	6
Total Volume	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	5	0	0	0	0	5	15
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	15
PHF	.000	.000	.000	.000	.000	.833	.000	.000	.000	.833	.000	.000	.000	.000	.000	.417	.000	.000	.000	.000	.417	.625

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM										
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	0	2
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	3
Total Volume	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	5	0	0	0	0	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.833	.000	.000	.000	.833	.000	.000	.000	.000	.000	.417	.000	.000	.000	.000	.417

Intersection Pedestrian & Bicycle Count

Date: 9/1/20

Day: Tuesday

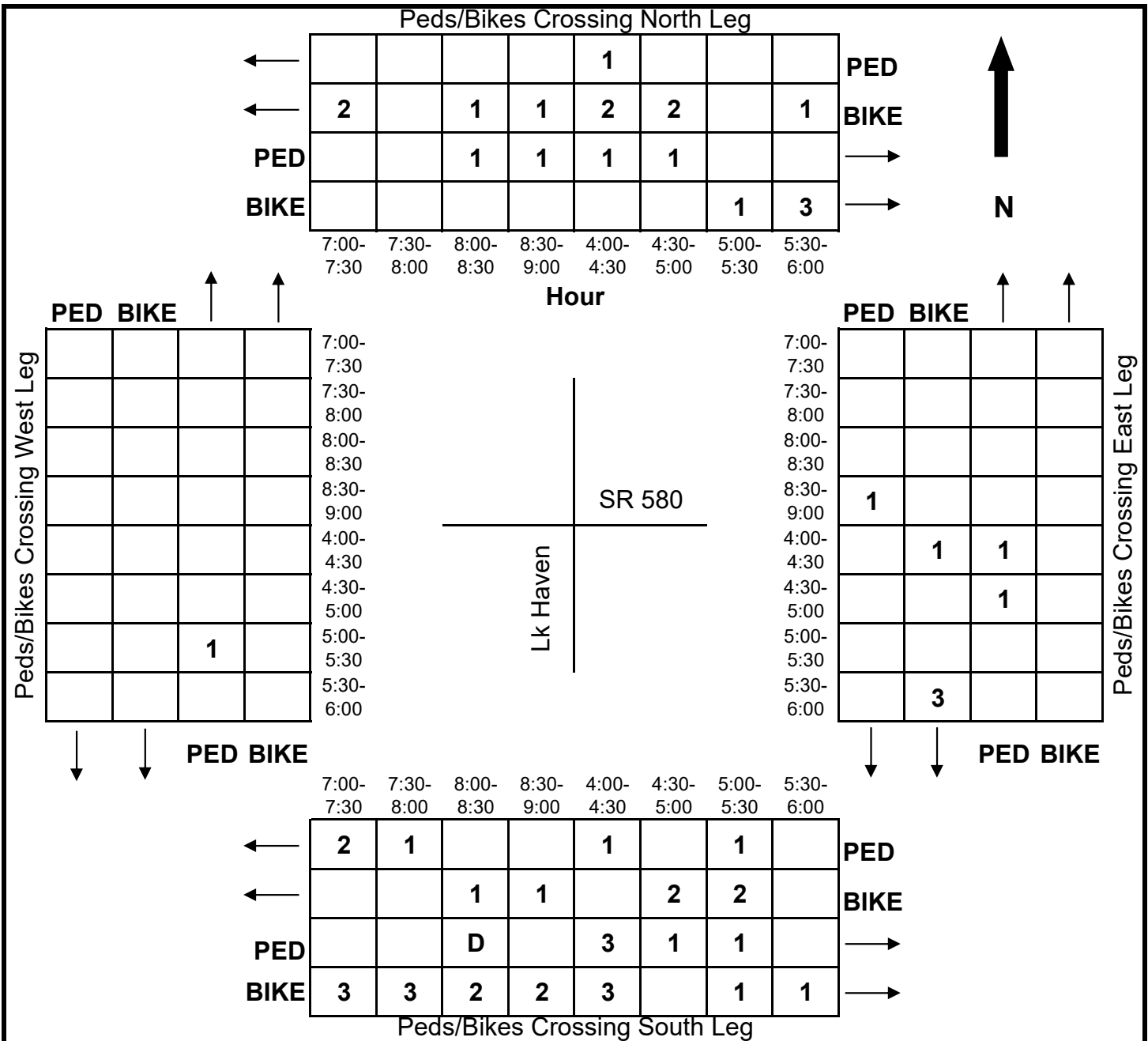
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Lake Haven Road

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Keene
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	CR 1 Southbound					SR 580 Westbound					KEENE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	62	78	2	15	157	30	121	17	18	186	32	58	8	15	113	10	110	10	3	133	589
07:15 AM	61	108	7	28	204	35	190	33	16	274	28	52	5	12	97	9	136	25	0	170	745
07:30 AM	54	124	2	19	199	43	213	22	12	290	17	56	11	26	110	14	157	18	4	193	792
07:45 AM	81	124	11	31	247	44	198	34	12	288	21	85	22	29	157	12	181	10	2	205	897
Total	258	434	22	93	807	152	722	106	58	1038	98	251	46	82	477	45	584	63	9	701	3023
08:00 AM	69	93	12	19	193	46	169	22	15	252	20	80	7	17	124	18	170	10	1	199	768
08:15 AM	66	117	7	21	211	53	205	29	26	313	27	85	23	28	163	22	204	16	2	244	931
08:30 AM	95	141	13	25	274	36	186	26	27	275	24	78	18	13	133	17	173	17	1	208	890
08:45 AM	84	108	19	15	226	25	193	23	22	263	21	78	10	28	137	13	165	15	1	194	820
Total	314	459	51	80	904	160	753	100	90	1103	92	321	58	86	557	70	712	58	5	845	3409
*** BREAK ***																					
04:00 PM	74	68	5	17	164	46	210	53	47	356	27	117	19	38	201	36	222	25	1	284	1005
04:15 PM	78	66	2	30	176	54	257	56	26	393	35	126	6	31	198	32	254	14	2	302	1069
04:30 PM	87	62	2	17	168	46	231	76	27	380	39	127	22	38	226	35	209	17	1	262	1036
04:45 PM	86	81	5	17	189	39	223	57	34	353	29	119	4	31	183	33	243	14	0	290	1015
Total	325	277	14	81	697	185	921	242	134	1482	130	489	51	138	808	136	928	70	4	1138	4125
05:00 PM	93	106	8	22	229	60	205	51	29	345	39	114	24	21	198	68	252	23	1	344	1116
05:15 PM	59	63	5	22	149	34	283	75	43	435	35	166	19	31	251	48	264	24	1	337	1172
05:30 PM	76	83	5	21	185	47	170	25	40	282	29	153	14	34	230	52	203	17	2	274	971
05:45 PM	68	73	4	11	156	38	218	47	17	320	44	114	13	28	199	29	180	18	1	228	903
Total	296	325	22	76	719	179	876	198	129	1382	147	547	70	114	878	197	899	82	5	1183	4162
Grand Total	1193	1495	109	330	3127	676	3272	646	411	5005	467	1608	225	420	2720	448	3123	273	23	3867	14719
Apprch %	38.2	47.8	3.5	10.6		13.5	65.4	12.9	8.2		17.2	59.1	8.3	15.4		11.6	80.8	7.1	0.6		
Total %	8.1	10.2	0.7	2.2	21.2	4.6	22.2	4.4	2.8	34	3.2	10.9	1.5	2.9	18.5	3	21.2	1.9	0.2	26.3	
Passenger Vehicles	1166	1467	106	328	3067	662	3193	628	405	4888	458	1593	218	411	2680	424	3056	262	23	3765	14400
% Passenger Vehicles	97.7	98.1	97.2	99.4	98.1	97.9	97.6	97.2	98.5	97.7	98.1	99.1	96.9	97.9	98.5	94.6	97.9	96	100	97.4	97.8
Heavy Vehicles	25	28	3	2	58	12	79	18	6	115	7	15	7	9	38	13	67	11	0	91	302
% Heavy Vehicles	2.1	1.9	2.8	0.6	1.9	1.8	2.4	2.8	1.5	2.3	1.5	0.9	3.1	2.1	1.4	2.9	2.1	4	0	2.4	2.1
Uturns	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	11	0	0	0	11	17
% Uturns	0.2	0	0	0	0.1	0.3	0	0	0	0	0.4	0	0	0	0.1	2.5	0	0	0	0.3	0.1

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Keene
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	CR 1 Southbound					SR 580 Westbound					KEENE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	81	124	11	31	247	44	198	34	12	288	21	85	22	29	157	12	181	10	2	205	897
08:00 AM	69	93	12	19	193	46	169	22	15	252	20	80	7	17	124	18	170	10	1	199	768
08:15 AM	66	117	7	21	211	53	205	29	26	313	27	85	23	28	163	22	204	16	2	244	931
08:30 AM	95	141	13	25	274	36	186	26	27	275	24	78	18	13	133	17	173	17	1	208	890
Total Volume	311	475	43	96	925	179	758	111	80	1128	92	328	70	87	577	69	728	53	6	856	3486
% App. Total	33.6	51.4	4.6	10.4		15.9	67.2	9.8	7.1		15.9	56.8	12.1	15.1		8.1	85	6.2	0.7		
PHF	.818	.842	.827	.774	.844	.844	.924	.816	.741	.901	.852	.965	.761	.750	.885	.784	.892	.779	.750	.877	.936

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM					07:30 AM					07:45 AM					07:45 AM				
+0 mins.	81	124	11	31	247	43	213	22	12	290	21	85	22	29	157	12	181	10	2	205
+15 mins.	69	93	12	19	193	44	198	34	12	288	20	80	7	17	124	18	170	10	1	199
+30 mins.	66	117	7	21	211	46	169	22	15	252	27	85	23	28	163	22	204	16	2	244
+45 mins.	95	141	13	25	274	53	205	29	26	313	24	78	18	13	133	17	173	17	1	208
Total Volume	311	475	43	96	925	186	785	107	65	1143	92	328	70	87	577	69	728	53	6	856
% App. Total	33.6	51.4	4.6	10.4		16.3	68.7	9.4	5.7		15.9	56.8	12.1	15.1		8.1	85	6.2	0.7	
PHF	.818	.842	.827	.774	.844	.877	.921	.787	.625	.913	.852	.965	.761	.750	.885	.784	.892	.779	.750	.877

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	87	62	2	17	168	46	231	76	27	380	39	127	22	38	226	35	209	17	1	262	1036
04:45 PM	86	81	5	17	189	39	223	57	34	353	29	119	4	31	183	33	243	14	0	290	1015
05:00 PM	93	106	8	22	229	60	205	51	29	345	39	114	24	21	198	68	252	23	1	344	1116
05:15 PM	59	63	5	22	149	34	283	75	43	435	35	166	19	31	251	48	264	24	1	337	1172
Total Volume	325	312	20	78	735	179	942	259	133	1513	142	526	69	121	858	184	968	78	3	1233	4339
% App. Total	44.2	42.4	2.7	10.6		11.8	62.3	17.1	8.8		16.6	61.3	8	14.1		14.9	78.5	6.3	0.2		
PHF	.874	.736	.625	.886	.802	.746	.832	.852	.773	.870	.910	.792	.719	.796	.855	.676	.917	.813	.750	.896	.926

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM					04:30 PM					05:00 PM					04:45 PM				
+0 mins.	78	66	2	30	176	46	231	76	27	380	39	114	24	21	198	33	243	14	0	290
+15 mins.	87	62	2	17	168	39	223	57	34	353	35	166	19	31	251	68	252	23	1	344
+30 mins.	86	81	5	17	189	60	205	51	29	345	29	153	14	34	230	48	264	24	1	337
+45 mins.	93	106	8	22	229	34	283	75	43	435	44	114	13	28	199	52	203	17	2	274
Total Volume	344	315	17	86	762	179	942	259	133	1513	147	547	70	114	878	201	962	78	4	1245
% App. Total	45.1	41.3	2.2	11.3		11.8	62.3	17.1	8.8		16.7	62.3	8	13		16.1	77.3	6.3	0.3	
PHF	.925	.743	.531	.717	.832	.746	.832	.852	.773	.870	.835	.824	.729	.838	.875	.739	.911	.813	.500	.905

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Keene
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	CR 1 Southbound					SR 580 Westbound					KEENE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	62	78	1	15	156	28	113	16	16	173	31	55	8	15	109	10	108	10	3	131	569
07:15 AM	60	106	5	28	199	35	183	33	16	267	26	51	5	11	93	7	132	22	0	161	720
07:30 AM	51	119	2	19	191	42	205	22	12	281	17	55	10	22	104	10	153	17	4	184	760
07:45 AM	75	122	11	31	239	42	193	33	12	280	20	85	22	27	154	9	175	9	2	195	868
Total	248	425	19	93	785	147	694	104	56	1001	94	246	45	75	460	36	568	58	9	671	2917
08:00 AM	67	93	12	18	190	45	161	19	15	240	18	80	6	16	120	17	167	9	1	194	744
08:15 AM	63	113	7	21	204	52	197	25	26	300	27	83	23	28	161	21	194	16	2	233	898
08:30 AM	92	137	13	25	267	35	180	24	26	265	22	74	16	13	125	16	170	16	1	203	860
08:45 AM	84	103	19	15	221	24	184	20	20	248	21	77	10	27	135	12	156	15	1	184	788
Total	306	446	51	79	882	156	722	88	87	1053	88	314	55	84	541	66	687	56	5	814	3290
*** BREAK ***																					
04:00 PM	72	66	5	17	160	46	206	52	46	350	27	116	19	38	200	36	219	23	1	279	989
04:15 PM	76	66	2	29	173	52	254	56	26	388	35	125	6	31	197	28	248	14	2	292	1050
04:30 PM	85	62	2	17	166	46	227	75	27	375	39	126	21	38	224	33	206	17	1	257	1022
04:45 PM	85	78	5	17	185	39	222	57	34	352	29	119	4	31	183	33	236	13	0	282	1002
Total	318	272	14	80	684	183	909	240	133	1465	130	486	50	138	804	130	909	67	4	1110	4063
05:00 PM	92	105	8	22	227	59	203	50	29	341	39	114	23	21	197	67	250	22	1	340	1105
05:15 PM	59	63	5	22	149	34	282	74	43	433	35	166	19	31	251	46	262	24	1	333	1166
05:30 PM	75	83	5	21	184	46	167	25	40	278	29	153	13	34	229	51	202	17	2	272	963
05:45 PM	68	73	4	11	156	37	216	47	17	317	43	114	13	28	198	28	178	18	1	225	896
Total	294	324	22	76	716	176	868	196	129	1369	146	547	68	114	875	192	892	81	5	1170	4130
Grand Total	1166	1467	106	328	3067	662	3193	628	405	4888	458	1593	218	411	2680	424	3056	262	23	3765	14400
Apprch %	38	47.8	3.5	10.7		13.5	65.3	12.8	8.3		17.1	59.4	8.1	15.3		11.3	81.2	7	0.6		
Total %	8.1	10.2	0.7	2.3	21.3	4.6	22.2	4.4	2.8	33.9	3.2	11.1	1.5	2.9	18.6	2.9	21.2	1.8	0.2	26.1	

Start Time	CR 1 Southbound					SR 580 Westbound					KEENE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	75	122	11	31	239	42	193	33	12	280	20	85	22	27	154	9	175	9	2	195	868
08:00 AM	67	93	12	18	190	45	161	19	15	240	18	80	6	16	120	17	167	9	1	194	744
08:15 AM	63	113	7	21	204	52	197	25	26	300	27	83	23	28	161	21	194	16	2	233	898
08:30 AM	92	137	13	25	267	35	180	24	26	265	22	74	16	13	125	16	170	16	1	203	860
Total Volume	297	465	43	95	900	174	731	101	79	1085	87	322	67	84	560	63	706	50	6	825	3370
% App. Total	33	51.7	4.8	10.6		16	67.4	9.3	7.3		15.5	57.5	12	15		7.6	85.6	6.1	0.7		
PHF	.807	.849	.827	.766	.843	.837	.928	.765	.760	.904	.806	.947	.728	.750	.870	.750	.910	.781	.750	.885	.938

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:30 AM					07:45 AM					07:45 AM				
+0 mins.	75	122	11	31	239	42	205	22	12	281	20	85	22	27	154	9	175	9	2	195
+15 mins.	67	93	12	18	190	42	193	33	12	280	18	80	6	16	120	17	167	9	1	194
+30 mins.	63	113	7	21	204	45	161	19	15	240	27	83	23	28	161	21	194	16	2	233
+45 mins.	92	137	13	25	267	52	197	25	26	300	22	74	16	13	125	16	170	16	1	203
Total Volume	297	465	43	95	900	181	756	99	65	1101	87	322	67	84	560	63	706	50	6	825
% App. Total	33	51.7	4.8	10.6		16.4	68.7	9	5.9		15.5	57.5	12	15		7.6	85.6	6.1	0.7	
PHF	.807	.849	.827	.766	.843	.870	.922	.750	.625	.918	.806	.947	.728	.750	.870	.750	.910	.781	.750	.885

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	85	62	2	17	166	46	227	75	27	375	39	126	21	38	224	33	206	17	1	257	1022
04:45 PM	85	78	5	17	185	39	222	57	34	352	29	119	4	31	183	33	236	13	0	282	1002
05:00 PM	92	105	8	22	227	59	203	50	29	341	39	114	23	21	197	67	250	22	1	340	1105
05:15 PM	59	63	5	22	149	34	282	74	43	433	35	166	19	31	251	46	262	24	1	333	1166
Total Volume	321	308	20	78	727	178	934	256	133	1501	142	525	67	121	855	179	954	76	3	1212	4295
% App. Total	44.2	42.4	2.8	10.7		11.9	62.2	17.1	8.9		16.6	61.4	7.8	14.2		14.8	78.7	6.3	0.2		
PHF	.872	.733	.625	.886	.801	.754	.828	.853	.773	.867	.910	.791	.728	.796	.852	.668	.910	.792	.750	.891	.921

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:30 PM					05:00 PM					04:45 PM				
+0 mins.	76	66	2	29	173	46	227	75	27	375	39	114	23	21	197	33	236	13	0	282
+15 mins.	85	62	2	17	166	39	222	57	34	352	35	166	19	31	251	67	250	22	1	340
+30 mins.	85	78	5	17	185	59	203	50	29	341	29	153	13	34	229	46	262	24	1	333
+45 mins.	92	105	8	22	227	34	282	74	43	433	43	114	13	28	198	51	202	17	2	272
Total Volume	338	311	17	85	751	178	934	256	133	1501	146	547	68	114	875	197	950	76	4	1227
% App. Total	45	41.4	2.3	11.3		11.9	62.2	17.1	8.9		16.7	62.5	7.8	13		16.1	77.4	6.2	0.3	
PHF	.918	.740	.531	.733	.827	.754	.828	.853	.773	.867	.849	.824	.739	.838	.872	.735	.906	.792	.500	.902

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Keene
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 1 Southbound					SR 580 Westbound					KEENE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	1	0	1	2	8	1	2	13	1	3	0	0	4	0	2	0	0	2	20
07:15 AM	1	2	2	0	5	0	7	0	0	7	2	1	0	1	4	2	4	3	0	9	25
07:30 AM	3	5	0	0	8	1	8	0	0	9	0	1	1	4	6	4	4	1	0	9	32
07:45 AM	6	2	0	0	8	2	5	1	0	8	1	0	0	2	3	1	6	1	0	8	27
Total	10	9	3	0	22	5	28	2	2	37	4	5	1	7	17	7	16	5	0	28	104
08:00 AM	2	0	0	1	3	1	8	3	0	12	1	0	1	1	3	1	3	1	0	5	23
08:15 AM	3	4	0	0	7	1	8	4	0	13	0	2	0	0	2	1	10	0	0	11	33
08:30 AM	2	4	0	0	6	1	6	2	1	10	2	4	2	0	8	1	3	1	0	5	29
08:45 AM	0	5	0	0	5	1	9	3	2	15	0	1	0	1	2	0	9	0	0	9	31
Total	7	13	0	1	21	4	31	12	3	50	3	7	3	2	15	3	25	2	0	30	116
*** BREAK ***																					
04:00 PM	2	2	0	0	4	0	4	1	1	6	0	1	0	0	1	0	3	2	0	5	16
04:15 PM	1	0	0	1	2	1	3	0	0	4	0	1	0	0	1	2	6	0	0	8	15
04:30 PM	2	0	0	0	2	0	4	1	0	5	0	1	1	0	2	0	3	0	0	3	12
04:45 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	7	1	0	8	13
Total	6	5	0	1	12	1	12	2	1	16	0	3	1	0	4	2	19	3	0	24	56
05:00 PM	1	1	0	0	2	0	2	1	0	3	0	0	1	0	1	0	2	1	0	3	9
05:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4
05:30 PM	1	0	0	0	1	1	3	0	0	4	0	0	1	0	1	1	1	0	0	2	8
05:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	2	1	0	0	3	2	8	2	0	12	0	0	2	0	2	1	7	1	0	9	26
Grand Total	25	28	3	2	58	12	79	18	6	115	7	15	7	9	38	13	67	11	0	91	302
Apprch %	43.1	48.3	5.2	3.4		10.4	68.7	15.7	5.2		18.4	39.5	18.4	23.7		14.3	73.6	12.1	0		
Total %	8.3	9.3	1	0.7	19.2	4	26.2	6	2	38.1	2.3	5	2.3	3	12.6	4.3	22.2	3.6	0	30.1	

Start Time	CR 1 Southbound					SR 580 Westbound					KEENE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	0	0	1	3	1	8	3	0	12	1	0	1	1	3	1	3	1	0	5	23
08:15 AM	3	4	0	0	7	1	8	4	0	13	0	2	0	0	2	1	10	0	0	11	33
08:30 AM	2	4	0	0	6	1	6	2	1	10	2	4	2	0	8	1	3	1	0	5	29
08:45 AM	0	5	0	0	5	1	9	3	2	15	0	1	0	1	2	0	9	0	0	9	31
Total Volume	7	13	0	1	21	4	31	12	3	50	3	7	3	2	15	3	25	2	0	30	116
% App. Total	33.3	61.9	0	4.8		8	62	24	6		20	46.7	20	13.3		10	83.3	6.7	0		
PHF	.583	.650	.000	.250	.750	1.00	.861	.750	.375	.833	.375	.438	.375	.500	.469	.750	.625	.500	.000	.682	.879

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					08:00 AM					07:00 AM					07:30 AM				
+0 mins.	3	5	0	0	8	1	8	3	0	12	1	3	0	0	4	4	4	1	0	9
+15 mins.	6	2	0	0	8	1	8	4	0	13	2	1	0	1	4	1	6	1	0	8
+30 mins.	2	0	0	1	3	1	6	2	1	10	0	1	1	4	6	1	3	1	0	5
+45 mins.	3	4	0	0	7	1	9	3	2	15	1	0	0	2	3	1	10	0	0	11
Total Volume	14	11	0	1	26	4	31	12	3	50	4	5	1	7	17	7	23	3	0	33
% App. Total	53.8	42.3	0	3.8		8	62	24	6		23.5	29.4	5.9	41.2		21.2	69.7	9.1	0	
PHF	.583	.550	.000	.250	.813	1.000	.861	.750	.375	.833	.500	.417	.250	.438	.708	.438	.575	.750	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	2	2	0	0	4	0	4	1	1	6	0	1	0	0	1	0	3	2	0	5	16
04:15 PM	1	0	0	1	2	1	3	0	0	4	0	1	0	0	1	2	6	0	0	8	15
04:30 PM	2	0	0	0	2	0	4	1	0	5	0	1	1	0	2	0	3	0	0	3	12
04:45 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	7	1	0	8	13
Total Volume	6	5	0	1	12	1	12	2	1	16	0	3	1	0	4	2	19	3	0	24	56
% App. Total	50	41.7	0	8.3		6.2	75	12.5	6.2		0	75	25	0		8.3	79.2	12.5	0		
PHF	.750	.417	.000	.250	.750	.250	.750	.500	.250	.667	.000	.750	.250	.000	.500	.250	.679	.375	.000	.750	.875

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM				
+0 mins.	2	2	0	0	4	0	4	1	1	6	0	1	0	0	1	0	3	2	0	5
+15 mins.	1	0	0	1	2	1	3	0	0	4	0	1	0	0	1	2	6	0	0	8
+30 mins.	2	0	0	0	2	0	4	1	0	5	0	1	1	0	2	0	3	0	0	3
+45 mins.	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	7	1	0	8
Total Volume	6	5	0	1	12	1	12	2	1	16	0	3	1	0	4	2	19	3	0	24
% App. Total	50	41.7	0	8.3		6.2	75	12.5	6.2		0	75	25	0		8.3	79.2	12.5	0	
PHF	.750	.417	.000	.250	.750	.250	.750	.500	.250	.667	.000	.750	.250	.000	.500	.250	.679	.375	.000	.750

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Keene
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Uturns

Start Time	CR 1 Southbound					SR 580 Westbound					KEENE ROAD Northbound					SR 580 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
*** BREAK ***																						
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
*** BREAK ***																						
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	3
*** BREAK ***																						
04:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
*** BREAK ***																						
Total	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	4	6
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
*** BREAK ***																						
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	2
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	4	0	0	0	0	4	6
Grand Total	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	11	0	0	0	0	11	17
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0	0		
Total %	11.8	0	0	0	11.8	11.8	0	0	0	11.8	11.8	0	0	0	11.8	64.7	0	0	0	0	64.7	

Start Time	CR 1 Southbound					SR 580 Westbound					KEENE ROAD Northbound					SR 580 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	4
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.500	

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Keene
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	CR 1 Southbound					SR 580 Westbound					KEENE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:00 AM					07:15 AM					07:00 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	0	0	0	2
Total Volume	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	0	0	0	2
% App. Total	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2
Total Volume	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	5	0	0	0	0	5	0	0	0	8
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.625	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:15 PM					05:00 PM					04:15 PM									
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2
+15 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	1	0	0	0	1
Total Volume	1	0	0	0	1	2	0	0	0	2	1	0	0	0	1	5	0	0	0	0	5	0	0	0	5
% App. Total	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.250	.000	.000	.000	.250	.625	.000	.000	.000	.625	.625	.000	.000	.000	.625

Intersection Pedestrian & Bicycle Count

Date: 9/1/20

Day: Tuesday

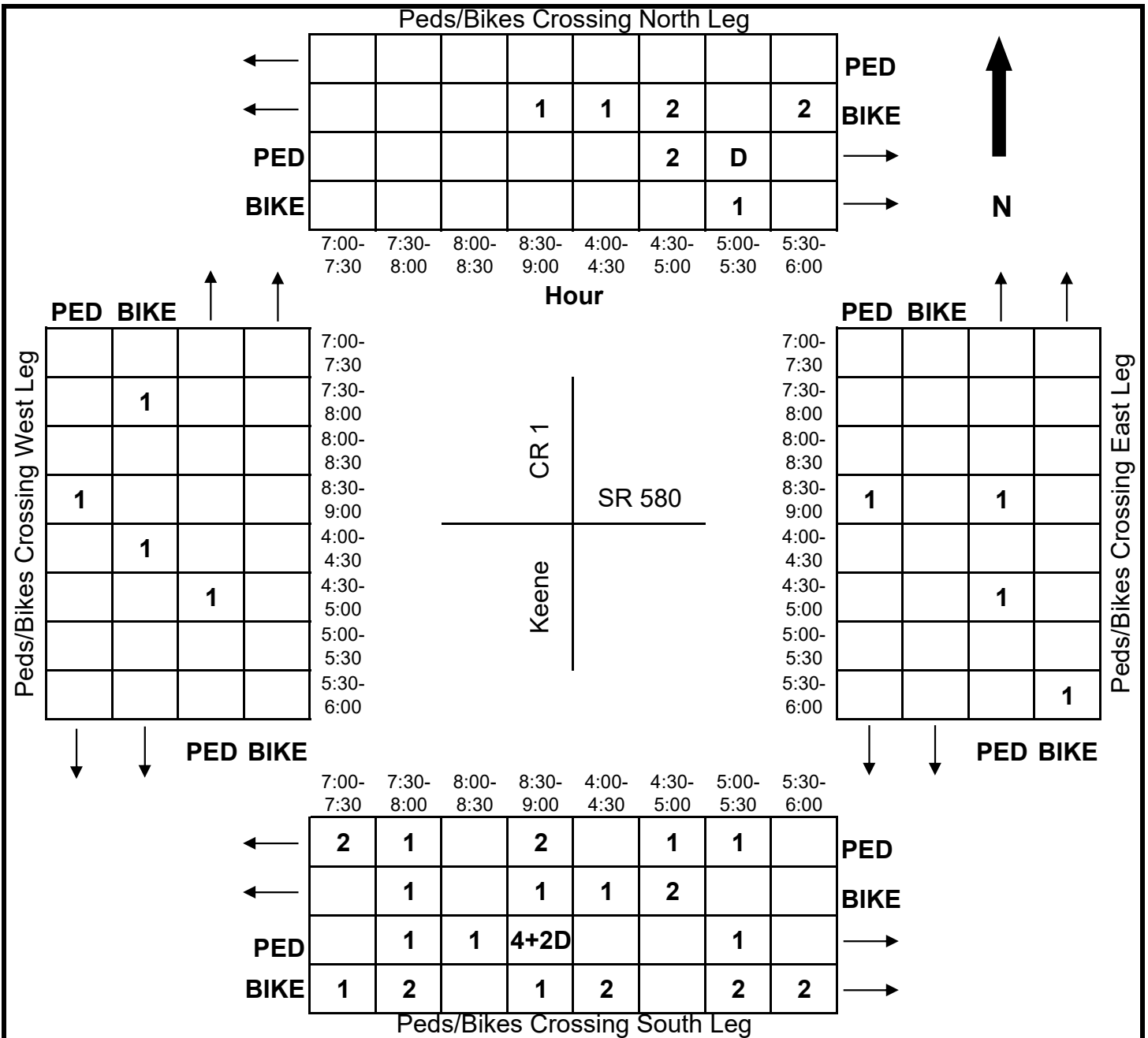
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Keene Road/CR 1

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Sunlight
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SUNLIGHT DRIVE Southbound					SR 580 Westbound					ACHIEVA WAY Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	6	3	0	3	12	28	209	0	0	237	13	0	7	39	59	0	187	6	2	195	503
07:15 AM	4	2	2	0	8	43	262	2	0	307	9	0	23	32	64	0	192	4	0	196	575
07:30 AM	15	1	0	2	18	38	303	4	0	345	15	2	11	58	86	1	250	12	1	264	713
07:45 AM	8	3	0	6	17	28	282	2	1	313	12	5	32	38	87	5	299	7	0	311	728
Total	33	9	2	11	55	137	1056	8	1	1202	49	7	73	167	296	6	928	29	3	966	2519
08:00 AM	12	7	0	4	23	36	260	1	0	297	11	7	21	46	85	5	237	8	0	250	655
08:15 AM	10	6	3	4	23	38	296	3	0	337	20	6	15	48	89	4	316	9	0	329	778
08:30 AM	15	3	0	3	21	34	238	6	0	278	18	5	21	49	93	5	273	5	3	286	678
08:45 AM	11	9	2	0	22	38	268	1	0	307	16	5	22	42	85	6	277	10	0	293	707
Total	48	25	5	11	89	146	1062	11	0	1219	65	23	79	185	352	20	1103	32	3	1158	2818
*** BREAK ***																					
04:00 PM	4	5	2	11	22	46	411	16	0	473	9	6	9	57	81	15	354	12	0	381	957
04:15 PM	8	2	2	8	20	47	393	17	0	457	12	7	29	47	95	7	337	16	0	360	932
04:30 PM	3	6	0	6	15	42	365	12	0	419	18	12	28	48	106	6	354	17	2	379	919
04:45 PM	8	1	1	7	17	45	370	10	0	425	14	6	25	55	100	8	354	20	0	382	924
Total	23	14	5	32	74	180	1539	55	0	1774	53	31	91	207	382	36	1399	65	2	1502	3732
05:00 PM	12	5	1	2	20	47	357	6	1	411	24	8	30	48	110	9	367	16	2	394	935
05:15 PM	8	15	6	2	31	42	373	12	0	427	19	5	18	55	97	7	386	18	0	411	966
05:30 PM	6	10	5	9	30	40	298	18	1	357	14	11	41	50	116	4	308	17	1	330	833
05:45 PM	11	7	2	4	24	52	326	9	0	387	14	4	16	57	91	6	265	13	4	288	790
Total	37	37	14	17	105	181	1354	45	2	1582	71	28	105	210	414	26	1326	64	7	1423	3524
Grand Total	141	85	26	71	323	644	5011	119	3	5777	238	89	348	769	1444	88	4756	190	15	5049	12593
Apprch %	43.7	26.3	8	22		11.1	86.7	2.1	0.1		16.5	6.2	24.1	53.3		1.7	94.2	3.8	0.3		
Total %	1.1	0.7	0.2	0.6	2.6	5.1	39.8	0.9	0	45.9	1.9	0.7	2.8	6.1	11.5	0.7	37.8	1.5	0.1	40.1	
Passenger Vehicles	141	83	26	71	321	633	4890	117	3	5643	214	89	345	760	1408	83	4648	186	15	4932	12304
% Passenger Vehicles	100	97.6	100	100	99.4	98.3	97.6	98.3	100	97.7	89.9	100	99.1	98.8	97.5	94.3	97.7	97.9	100	97.7	97.7
Heavy Vehicles	0	2	0	0	2	8	121	2	0	131	4	0	3	9	16	0	108	4	0	112	261
% Heavy Vehicles	0	2.4	0	0	0.6	1.2	2.4	1.7	0	2.3	1.7	0	0.9	1.2	1.1	0	2.3	2.1	0	2.2	2.1
UTurns	0	0	0	0	0	3	0	0	0	3	20	0	0	0	20	5	0	0	0	5	28
% UTurns	0	0	0	0	0	0.5	0	0	0	0.1	8.4	0	0	0	1.4	5.7	0	0	0	0.1	0.2

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Sunlight
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	SUNLIGHT DRIVE Southbound					SR 580 Westbound					ACHIEVA WAY Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	15	1	0	2	18	38	303	4	0	345	15	2	11	58	86	1	250	12	1	264	713
07:45 AM	8	3	0	6	17	28	282	2	1	313	12	5	32	38	87	5	299	7	0	311	728
08:00 AM	12	7	0	4	23	36	260	1	0	297	11	7	21	46	85	5	237	8	0	250	655
08:15 AM	10	6	3	4	23	38	296	3	0	337	20	6	15	48	89	4	316	9	0	329	778
Total Volume	45	17	3	16	81	140	1141	10	1	1292	58	20	79	190	347	15	1102	36	1	1154	2874
% App. Total	55.6	21	3.7	19.8		10.8	88.3	0.8	0.1		16.7	5.8	22.8	54.8		1.3	95.5	3.1	0.1		
PHF	.750	.607	.250	.667	.880	.921	.941	.625	.250	.936	.725	.714	.617	.819	.975	.750	.872	.750	.250	.877	.924

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM					07:30 AM					07:45 AM					07:45 AM				
+0 mins.	12	7	0	4	23	38	303	4	0	345	12	5	32	38	87	5	299	7	0	311
+15 mins.	10	6	3	4	23	28	282	2	1	313	11	7	21	46	85	5	237	8	0	250
+30 mins.	15	3	0	3	21	36	260	1	0	297	20	6	15	48	89	4	316	9	0	329
+45 mins.	11	9	2	0	22	38	296	3	0	337	18	5	21	49	93	5	273	5	3	286
Total Volume	48	25	5	11	89	140	1141	10	1	1292	61	23	89	181	354	19	1125	29	3	1176
% App. Total	53.9	28.1	5.6	12.4		10.8	88.3	0.8	0.1		17.2	6.5	25.1	51.1		1.6	95.7	2.5	0.3	
PHF	.800	.694	.417	.688	.967	.921	.941	.625	.250	.936	.763	.821	.695	.923	.952	.950	.890	.806	.250	.894

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	3	6	0	6	15	42	365	12	0	419	18	12	28	48	106	6	354	17	2	379	919
04:45 PM	8	1	1	7	17	45	370	10	0	425	14	6	25	55	100	8	354	20	0	382	924
05:00 PM	12	5	1	2	20	47	357	6	1	411	24	8	30	48	110	9	367	16	2	394	935
05:15 PM	8	15	6	2	31	42	373	12	0	427	19	5	18	55	97	7	386	18	0	411	966
Total Volume	31	27	8	17	83	176	1465	40	1	1682	75	31	101	206	413	30	1461	71	4	1566	3744
% App. Total	37.3	32.5	9.6	20.5		10.5	87.1	2.4	0.1		18.2	7.5	24.5	49.9		1.9	93.3	4.5	0.3		
PHF	.646	.450	.333	.607	.669	.936	.982	.833	.250	.985	.781	.646	.842	.936	.939	.833	.946	.888	.500	.953	.969

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM					04:00 PM					04:45 PM					04:30 PM				
+0 mins.	12	5	1	2	20	46	411	16	0	473	14	6	25	55	100	6	354	17	2	379
+15 mins.	8	15	6	2	31	47	393	17	0	457	24	8	30	48	110	8	354	20	0	382
+30 mins.	6	10	5	9	30	42	365	12	0	419	19	5	18	55	97	9	367	16	2	394
+45 mins.	11	7	2	4	24	45	370	10	0	425	14	11	41	50	116	7	386	18	0	411
Total Volume	37	37	14	17	105	180	1539	55	0	1774	71	30	114	208	423	30	1461	71	4	1566
% App. Total	35.2	35.2	13.3	16.2		10.1	86.8	3.1	0		16.8	7.1	27	49.2		1.9	93.3	4.5	0.3	
PHF	.771	.617	.583	.472	.847	.957	.936	.809	.000	.938	.740	.682	.695	.945	.912	.833	.946	.888	.500	.953

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Sunlight
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SUNLIGHT DRIVE Southbound					SR 580 Westbound					ACHIEVA WAY Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	6	3	0	3	12	25	193	0	0	218	13	0	7	37	57	0	186	5	2	193	480
07:15 AM	4	2	2	0	8	41	255	2	0	298	7	0	23	31	61	0	187	4	0	191	558
07:30 AM	15	1	0	2	18	38	295	3	0	336	13	2	11	58	84	1	240	11	1	253	691
07:45 AM	8	3	0	6	17	28	274	1	1	304	12	5	31	38	86	5	284	7	0	296	703
Total	33	9	2	11	55	132	1017	6	1	1156	45	7	72	164	288	6	897	27	3	933	2432
08:00 AM	12	5	0	4	21	36	245	1	0	282	8	7	21	46	82	5	230	8	0	243	628
08:15 AM	10	6	3	4	23	38	284	3	0	325	19	6	15	48	88	4	301	9	0	314	750
08:30 AM	15	3	0	3	21	34	228	6	0	268	15	5	21	48	89	5	268	5	3	281	659
08:45 AM	11	9	2	0	22	38	252	1	0	291	15	5	22	42	84	5	267	10	0	282	679
Total	48	23	5	11	87	146	1009	11	0	1166	57	23	79	184	343	19	1066	32	3	1120	2716
*** BREAK ***																					
04:00 PM	4	5	2	11	22	46	404	16	0	466	6	6	9	55	76	15	348	12	0	375	939
04:15 PM	8	2	2	8	20	45	389	17	0	451	9	7	28	47	91	5	330	16	0	351	913
04:30 PM	3	6	0	6	15	42	361	12	0	415	15	12	28	47	102	6	347	17	2	372	904
04:45 PM	8	1	1	7	17	44	369	10	0	423	13	6	25	54	98	7	346	20	0	373	911
Total	23	14	5	32	74	177	1523	55	0	1755	43	31	90	203	367	33	1371	65	2	1471	3667
05:00 PM	12	5	1	2	20	46	354	6	1	407	24	8	29	47	108	8	364	15	2	389	924
05:15 PM	8	15	6	2	31	41	370	12	0	423	18	5	18	55	96	7	384	18	0	409	959
05:30 PM	6	10	5	9	30	40	293	18	1	352	14	11	41	50	116	4	305	17	1	327	825
05:45 PM	11	7	2	4	24	51	324	9	0	384	13	4	16	57	90	6	261	12	4	283	781
Total	37	37	14	17	105	178	1341	45	2	1566	69	28	104	209	410	25	1314	62	7	1408	3489
Grand Total	141	83	26	71	321	633	4890	117	3	5643	214	89	345	760	1408	83	4648	186	15	4932	12304
Apprch %	43.9	25.9	8.1	22.1		11.2	86.7	2.1	0.1		15.2	6.3	24.5	54		1.7	94.2	3.8	0.3		
Total %	1.1	0.7	0.2	0.6	2.6	5.1	39.7	1	0	45.9	1.7	0.7	2.8	6.2	11.4	0.7	37.8	1.5	0.1	40.1	

Start Time	SUNLIGHT DRIVE Southbound					SR 580 Westbound					ACHIEVA WAY Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	15	1	0	2	18	38	295	3	0	336	13	2	11	58	84	1	240	11	1	253	691
07:45 AM	8	3	0	6	17	28	274	1	1	304	12	5	31	38	86	5	284	7	0	296	703
08:00 AM	12	5	0	4	21	36	245	1	0	282	8	7	21	46	82	5	230	8	0	243	628
08:15 AM	10	6	3	4	23	38	284	3	0	325	19	6	15	48	88	4	301	9	0	314	750
Total Volume	45	15	3	16	79	140	1098	8	1	1247	52	20	78	190	340	15	1055	35	1	1106	2772
% App. Total	57	19	3.8	20.3		11.2	88.1	0.6	0.1		15.3	5.9	22.9	55.9		1.4	95.4	3.2	0.1		
PHF	.750	.625	.250	.667	.859	.921	.931	.667	.250	.928	.684	.714	.629	.819	.966	.750	.876	.795	.250	.881	.924

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:30 AM					07:45 AM					07:45 AM				
+0 mins.	12	5	0	4	21	38	295	3	0	336	12	5	31	38	86	5	284	7	0	296
+15 mins.	10	6	3	4	23	28	274	1	1	304	8	7	21	46	82	5	230	8	0	243
+30 mins.	15	3	0	3	21	36	245	1	0	282	19	6	15	48	88	4	301	9	0	314
+45 mins.	11	9	2	0	22	38	284	3	0	325	15	5	21	48	89	5	268	5	3	281
Total Volume	48	23	5	11	87	140	1098	8	1	1247	54	23	88	180	345	19	1083	29	3	1134
% App. Total	55.2	26.4	5.7	12.6		11.2	88.1	0.6	0.1		15.7	6.7	25.5	52.2		1.7	95.5	2.6	0.3	
PHF	.800	.639	.417	.688	.946	.921	.931	.667	.250	.928	.711	.821	.710	.938	.969	.950	.900	.806	.250	.903

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	3	6	0	6	15	42	361	12	0	415	15	12	28	47	102	6	347	17	2	372	904
04:45 PM	8	1	1	7	17	44	369	10	0	423	13	6	25	54	98	7	346	20	0	373	911
05:00 PM	12	5	1	2	20	46	354	6	1	407	24	8	29	47	108	8	364	15	2	389	924
05:15 PM	8	15	6	2	31	41	370	12	0	423	18	5	18	55	96	7	384	18	0	409	959
Total Volume	31	27	8	17	83	173	1454	40	1	1668	70	31	100	203	404	28	1441	70	4	1543	3698
% App. Total	37.3	32.5	9.6	20.5		10.4	87.2	2.4	0.1		17.3	7.7	24.8	50.2		1.8	93.4	4.5	0.3		
PHF	.646	.450	.333	.607	.669	.940	.982	.833	.250	.986	.729	.646	.862	.923	.935	.875	.938	.875	.500	.943	.964

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:00 PM					04:45 PM					04:30 PM				
+0 mins.	12	5	1	2	20	46	404	16	0	466	13	6	25	54	98	6	347	17	2	372
+15 mins.	8	15	6	2	31	45	389	17	0	451	24	8	29	47	108	7	346	20	0	373
+30 mins.	6	10	5	9	30	42	361	12	0	415	18	5	18	55	96	8	364	15	2	389
+45 mins.	11	7	2	4	24	44	369	10	0	423	14	11	41	50	116	7	384	18	0	409
Total Volume	37	37	14	17	105	177	1523	55	0	1755	69	30	113	206	418	28	1441	70	4	1543
% App. Total	35.2	35.2	13.3	16.2		10.1	86.8	3.1	0		16.5	7.2	27	49.3		1.8	93.4	4.5	0.3	
PHF	.771	.617	.583	.472	.847	.962	.942	.809	.000	.942	.719	.682	.689	.936	.901	.875	.938	.875	.500	.943

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Sunlight
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	SUNLIGHT DRIVE Southbound					SR 580 Westbound					ACHIEVA WAY Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	3	16	0	0	19	0	0	0	2	2	0	1	1	0	2	23
07:15 AM	0	0	0	0	0	2	7	0	0	9	1	0	0	1	2	0	5	0	0	5	16
07:30 AM	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	0	10	1	0	11	21
07:45 AM	0	0	0	0	0	0	8	1	0	9	0	0	1	0	1	0	15	0	0	15	25
Total	0	0	0	0	0	5	39	2	0	46	2	0	1	3	6	0	31	2	0	33	85
08:00 AM	0	2	0	0	2	0	15	0	0	15	1	0	0	0	1	0	7	0	0	7	25
08:15 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	27
08:30 AM	0	0	0	0	0	0	10	0	0	10	1	0	0	1	2	0	5	0	0	5	17
08:45 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	26
Total	0	2	0	0	2	0	53	0	0	53	2	0	0	1	3	0	37	0	0	37	95
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	2	2	0	6	0	0	6	15
04:15 PM	0	0	0	0	0	2	4	0	0	6	0	0	1	0	1	0	7	0	0	7	14
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	7	0	0	7	12
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	8	0	0	8	10
Total	0	0	0	0	0	2	16	0	0	18	0	0	1	4	5	0	28	0	0	28	51
05:00 PM	0	0	0	0	0	1	3	0	0	4	0	0	1	1	2	0	3	1	0	4	10
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
05:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	7
Total	0	0	0	0	0	1	13	0	0	14	0	0	1	1	2	0	12	2	0	14	30
Grand Total	0	2	0	0	2	8	121	2	0	131	4	0	3	9	16	0	108	4	0	112	261
Apprch %	0	100	0	0		6.1	92.4	1.5	0		25	0	18.8	56.2		0	96.4	3.6	0		
Total %	0	0.8	0	0	0.8	3.1	46.4	0.8	0	50.2	1.5	0	1.1	3.4	6.1	0	41.4	1.5	0	42.9	

Start Time	SUNLIGHT DRIVE Southbound					SR 580 Westbound					ACHIEVA WAY Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	0	10	1	0	11	21
07:45 AM	0	0	0	0	0	0	8	1	0	9	0	0	1	0	1	0	15	0	0	15	25
08:00 AM	0	2	0	0	2	0	15	0	0	15	1	0	0	0	1	0	7	0	0	7	25
08:15 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	27
Total Volume	0	2	0	0	2	0	43	2	0	45	2	0	1	0	3	0	47	1	0	48	98
% App. Total	0	100	0	0		0	95.6	4.4	0		66.7	0	33.3	0		0	97.9	2.1	0		
PHF	.000	.250	.000	.000	.250	.000	.717	.500	.000	.750	.500	.000	.250	.000	.750	.000	.783	.250	.000	.800	.907

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					08:00 AM					07:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	0	15	0	0	15	0	0	0	2	2	0	10	1	0	11
+15 mins.	0	0	0	0	0	0	12	0	0	12	1	0	0	1	2	0	15	0	0	15
+30 mins.	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	7	0	0	7
+45 mins.	0	2	0	0	2	0	16	0	0	16	0	0	1	0	1	0	15	0	0	15
Total Volume	0	2	0	0	2	0	53	0	0	53	2	0	1	3	6	0	47	1	0	48
% App. Total	0	100	0	0	0	0	100	0	0	0	33.3	0	16.7	50	0	0	97.9	2.1	0	0
PHF	.000	.250	.000	.000	.250	.000	.828	.000	.000	.828	.500	.000	.250	.375	.750	.000	.783	.250	.000	.800

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	2	2	0	6	0	0	6	15
04:15 PM	0	0	0	0	0	2	4	0	0	6	0	0	1	0	1	0	7	0	0	7	14
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	7	0	0	7	12
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	8	0	0	8	10
Total Volume	0	0	0	0	0	2	16	0	0	18	0	0	1	4	5	0	28	0	0	28	51
% App. Total	0	0	0	0	0	11.1	88.9	0	0	0	0	0	20	80	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.571	.000	.000	.643	.000	.000	.250	.500	.625	.000	.875	.000	.000	.875	.850

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM									
+0 mins.	0	0	0	0	0	0	7	0	0	7	0	0	0	2	2	0	6	0	0	6
+15 mins.	0	0	0	0	0	2	4	0	0	6	0	0	1	0	1	0	7	0	0	7
+30 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	7	0	0	7
+45 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	8	0	0	8
Total Volume	0	0	0	0	0	2	16	0	0	18	0	0	1	4	5	0	28	0	0	28
% App. Total	0	0	0	0	0	11.1	88.9	0	0	0	0	0	20	80	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.571	.000	.000	.643	.000	.000	.250	.500	.625	.000	.875	.000	.000	.875

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Sunlight
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- UTurns

Start Time	SUNLIGHT DRIVE Southbound					SR 580 Westbound					ACHIEVA WAY Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	0	0	0	0	7
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	3
Total	0	0	0	0	0	1	0	0	0	1	10	0	0	0	10	3	0	0	0	0	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
05:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	1	0	0	0	0	5
Grand Total	0	0	0	0	0	3	0	0	0	3	20	0	0	0	20	5	0	0	0	0	28
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	10.7	0	0	0	10.7	71.4	0	0	0	71.4	17.9	0	0	0	0	17.9

Start Time	SUNLIGHT DRIVE Southbound					SR 580 Westbound					ACHIEVA WAY Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	0	0	0	0	7
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	100	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250	.875

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					08:00 AM					08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
Total Volume	0	0	0	0	0	1	0	0	0	1	10	0	0	0	10	3	0	0	0	3	14
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.833	.000	.000	.000	.833	.375	.000	.000	.000	.375	.700

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:00 PM					04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2
+15 mins.	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1
+45 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	0	2	0	0	0	2	10	0	0	0	10	4	0	0	0	4
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.833	.000	.000	.000	.833	.500	.000	.000	.000	.500

Intersection Pedestrian & Bicycle Count

Date: 9/1/20

Day: Tuesday

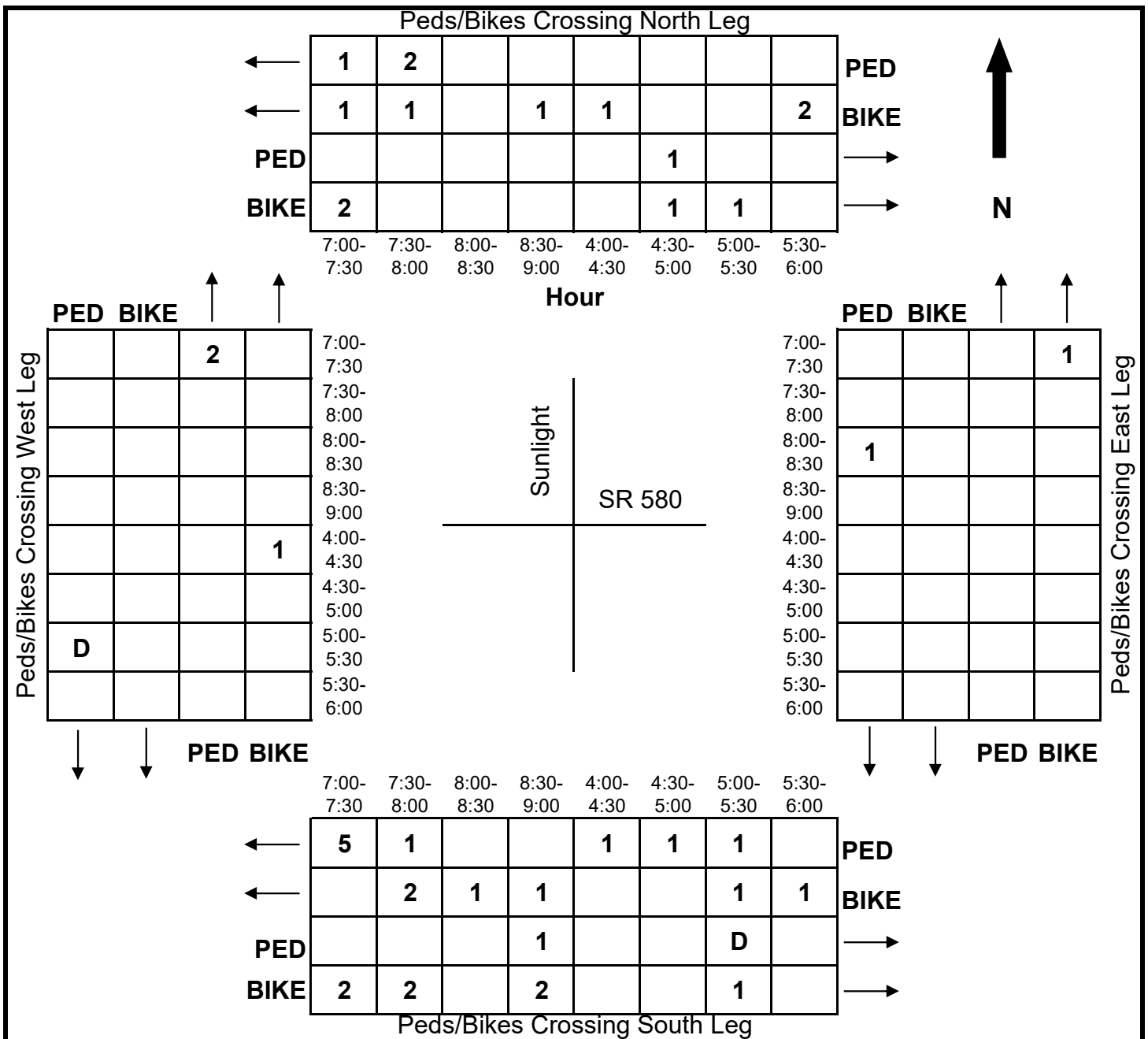
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Sunlight Drive/Achieva Way

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Overcash
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	OVERCASH DRIVE Southbound					SR 580 Westbound					CONTEMPO APTS/STARBUCKS/FEDEX Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	10	0	1	6	17	8	230	1	0	239	3	1	2	4	10	6	233	0	0	239	505
07:15 AM	10	1	2	10	23	10	284	1	0	295	7	0	0	7	14	7	245	0	0	252	584
07:30 AM	8	0	1	12	21	12	328	5	1	346	9	0	0	7	16	12	325	4	0	341	724
07:45 AM	9	2	1	6	18	12	324	4	0	340	10	0	0	6	16	7	354	2	0	363	737
Total	37	3	5	34	79	42	1166	11	1	1220	29	1	2	24	56	32	1157	6	0	1195	2550
08:00 AM	5	1	3	3	12	15	293	11	1	320	16	0	6	6	28	12	311	3	0	326	686
08:15 AM	9	0	0	13	22	12	297	8	1	318	11	1	2	7	21	16	339	6	0	361	722
08:30 AM	6	1	3	7	17	17	263	9	0	289	4	1	1	12	18	14	338	0	1	353	677
08:45 AM	13	0	3	6	22	8	291	7	3	309	20	0	6	9	35	9	326	5	0	340	706
Total	33	2	9	29	73	52	1144	35	5	1236	51	2	15	34	102	51	1314	14	1	1380	2791
*** BREAK ***																					
04:00 PM	16	0	6	11	33	16	437	9	4	466	7	1	1	3	12	15	406	4	0	425	936
04:15 PM	17	1	7	16	41	16	405	7	4	432	8	2	1	6	17	19	397	8	0	424	914
04:30 PM	14	1	4	18	37	9	397	11	4	421	10	1	6	7	24	24	400	3	0	427	909
04:45 PM	11	0	6	10	27	9	437	7	0	453	11	1	3	11	26	27	396	1	0	424	930
Total	58	2	23	55	138	50	1676	34	12	1772	36	5	11	27	79	85	1599	16	0	1700	3689
05:00 PM	10	1	2	10	23	18	388	20	3	429	4	0	4	9	17	16	433	5	0	454	923
05:15 PM	14	1	1	7	23	25	406	14	5	450	7	0	3	4	14	26	437	2	0	465	952
05:30 PM	21	0	6	13	40	12	340	15	2	369	9	1	1	6	17	29	386	0	0	415	841
05:45 PM	21	1	3	7	32	8	379	9	2	398	10	0	2	8	20	21	328	2	1	352	802
Total	66	3	12	37	118	63	1513	58	12	1646	30	1	10	27	68	92	1584	9	1	1686	3518
Grand Total	194	10	49	155	408	207	5499	138	30	5874	146	9	38	112	305	260	5654	45	2	5961	12548
Apprch %	47.5	2.5	12	38		3.5	93.6	2.3	0.5		47.9	3	12.5	36.7		4.4	94.8	0.8	0		
Total %	1.5	0.1	0.4	1.2	3.3	1.6	43.8	1.1	0.2	46.8	1.2	0.1	0.3	0.9	2.4	2.1	45.1	0.4	0	47.5	
Passenger Vehicles	190	10	47	155	402	191	5381	136	30	5738	144	9	35	110	298	199	5543	41	2	5785	12223
% Passenger Vehicles	97.9	100	95.9	100	98.5	92.3	97.9	98.6	100	97.7	98.6	100	92.1	98.2	97.7	76.5	98	91.1	100	97	97.4
Heavy Vehicles	3	0	2	0	5	4	118	2	0	124	1	0	3	2	6	0	111	4	0	115	250
% Heavy Vehicles	1.5	0	4.1	0	1.2	1.9	2.1	1.4	0	2.1	0.7	0	7.9	1.8	2	0	2	8.9	0	1.9	2
Uturns	1	0	0	0	1	12	0	0	0	12	1	0	0	0	1	61	0	0	0	61	75
% Uturns	0.5	0	0	0	0.2	5.8	0	0	0	0.2	0.7	0	0	0	0.3	23.5	0	0	0	1	0.6

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Overcash
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	OVERCASH DRIVE Southbound					SR 580 Westbound					CONTEMPO APTS/STARBUCKS/FEDEX Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	0	1	12	21	12	328	5	1	346	9	0	0	7	16	12	325	4	0	341	724
07:45 AM	9	2	1	6	18	12	324	4	0	340	10	0	0	6	16	7	354	2	0	363	737
08:00 AM	5	1	3	3	12	15	293	11	1	320	16	0	6	6	28	12	311	3	0	326	686
08:15 AM	9	0	0	13	22	12	297	8	1	318	11	1	2	7	21	16	339	6	0	361	722
Total Volume	31	3	5	34	73	51	1242	28	3	1324	46	1	8	26	81	47	1329	15	0	1391	2869
% App. Total	42.5	4.1	6.8	46.6		3.9	93.8	2.1	0.2		56.8	1.2	9.9	32.1		3.4	95.5	1.1	0		
PHF	.861	.375	.417	.654	.830	.850	.947	.636	.750	.957	.719	.250	.333	.929	.723	.734	.939	.625	.000	.958	.973

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					08:00 AM					07:45 AM					
+0 mins.	10	0	1	6	17	12	328	5	1	346	16	0	6	6	28	7	354	2	0	363	
+15 mins.	10	1	2	10	23	12	324	4	0	340	11	1	2	7	21	12	311	3	0	326	
+30 mins.	8	0	1	12	21	15	293	11	1	320	4	1	1	12	18	16	339	6	0	361	
+45 mins.	9	2	1	6	18	12	297	8	1	318	20	0	6	9	35	14	338	0	1	353	
Total Volume	37	3	5	34	79	51	1242	28	3	1324	51	2	15	34	102	49	1342	11	1	1403	
% App. Total	46.8	3.8	6.3	43		3.9	93.8	2.1	0.2		50	2	14.7	33.3		3.5	95.7	0.8	0.1		
PHF	.925	.375	.625	.708	.859	.850	.947	.636	.750	.957	.638	.500	.625	.708	.729	.766	.948	.458	.250	.966	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	14	1	4	18	37	9	397	11	4	421	10	1	6	7	24	24	400	3	0	427	909
04:45 PM	11	0	6	10	27	9	437	7	0	453	11	1	3	11	26	27	396	1	0	424	930
05:00 PM	10	1	2	10	23	18	388	20	3	429	4	0	4	9	17	16	433	5	0	454	923
05:15 PM	14	1	1	7	23	25	406	14	5	450	7	0	3	4	14	26	437	2	0	465	952
Total Volume	49	3	13	45	110	61	1628	52	12	1753	32	2	16	31	81	93	1666	11	0	1770	3714
% App. Total	44.5	2.7	11.8	40.9		3.5	92.9	3	0.7		39.5	2.5	19.8	38.3		5.3	94.1	0.6	0		
PHF	.875	.750	.542	.625	.743	.610	.931	.650	.600	.967	.727	.500	.667	.705	.779	.861	.953	.550	.000	.952	.975

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:15 PM					04:30 PM										
+0 mins.	16	0	6	11	33	16	437	9	4	466	8	2	1	6	17	24	400	3	0	427	
+15 mins.	17	1	7	16	41	16	405	7	4	432	10	1	6	7	24	27	396	1	0	424	
+30 mins.	14	1	4	18	37	9	397	11	4	421	11	1	3	11	26	16	433	5	0	454	
+45 mins.	11	0	6	10	27	9	437	7	0	453	4	0	4	9	17	26	437	2	0	465	
Total Volume	58	2	23	55	138	50	1676	34	12	1772	33	4	14	33	84	93	1666	11	0	1770	
% App. Total	42	1.4	16.7	39.9		2.8	94.6	1.9	0.7		39.3	4.8	16.7	39.3		5.3	94.1	0.6	0		
PHF	.853	.500	.821	.764	.841	.781	.959	.773	.750	.951	.750	.500	.583	.750	.808	.861	.953	.550	.000	.952	

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Overcash
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OVERCASH DRIVE Southbound					SR 580 Westbound					CONTEMPO APTS/STARBUCKS/FEDEX Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	8	0	0	6	14	8	212	1	0	221	3	1	2	4	10	2	230	0	0	232	477
07:15 AM	10	1	1	10	22	8	278	1	0	287	7	0	0	7	14	3	239	0	0	242	565
07:30 AM	8	0	1	12	21	12	318	5	1	336	9	0	0	7	16	6	315	4	0	325	698
07:45 AM	9	2	1	6	18	11	316	4	0	331	10	0	0	6	16	3	338	2	0	343	708
Total	35	3	3	34	75	39	1124	11	1	1175	29	1	2	24	56	14	1122	6	0	1142	2448
08:00 AM	5	1	3	3	12	15	278	11	1	305	16	0	6	6	28	6	305	3	0	314	659
08:15 AM	9	0	0	13	22	12	288	8	1	309	11	1	1	7	20	10	328	6	0	344	695
08:30 AM	6	1	3	7	17	15	256	9	0	280	4	1	1	11	17	7	331	0	1	339	653
08:45 AM	13	0	3	6	22	8	275	7	3	293	20	0	5	9	34	3	315	5	0	323	672
Total	33	2	9	29	73	50	1097	35	5	1187	51	2	13	33	99	26	1279	14	1	1320	2679
*** BREAK ***																					
04:00 PM	16	0	6	11	33	14	431	9	4	458	7	1	1	3	12	14	396	4	0	414	917
04:15 PM	16	1	7	16	40	15	399	6	4	424	7	2	1	6	16	17	391	6	0	414	894
04:30 PM	14	1	4	18	37	9	393	11	4	417	10	1	6	7	24	22	391	3	0	416	894
04:45 PM	11	0	6	10	27	8	436	7	0	451	11	1	3	11	26	24	390	0	0	414	918
Total	57	2	23	55	137	46	1659	33	12	1750	35	5	11	27	78	77	1568	13	0	1658	3623
05:00 PM	10	1	2	10	23	14	384	20	3	421	3	0	3	8	14	16	430	5	0	451	909
05:15 PM	14	1	1	7	23	22	404	14	5	445	7	0	3	4	14	22	435	2	0	459	941
05:30 PM	21	0	6	13	40	12	336	14	2	364	9	1	1	6	17	24	384	0	0	408	829
05:45 PM	20	1	3	7	31	8	377	9	2	396	10	0	2	8	20	20	325	1	1	347	794
Total	65	3	12	37	117	56	1501	57	12	1626	29	1	9	26	65	82	1574	8	1	1665	3473
Grand Total	190	10	47	155	402	191	5381	136	30	5738	144	9	35	110	298	199	5543	41	2	5785	12223
Apprch %	47.3	2.5	11.7	38.6		3.3	93.8	2.4	0.5		48.3	3	11.7	36.9		3.4	95.8	0.7	0		
Total %	1.6	0.1	0.4	1.3	3.3	1.6	44	1.1	0.2	46.9	1.2	0.1	0.3	0.9	2.4	1.6	45.3	0.3	0	47.3	

Start Time	OVERCASH DRIVE Southbound					SR 580 Westbound					CONTEMPO APTS/STARBUCKS/FEDEX Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	0	1	12	21	12	318	5	1	336	9	0	0	7	16	6	315	4	0	325	698
07:45 AM	9	2	1	6	18	11	316	4	0	331	10	0	0	6	16	3	338	2	0	343	708
08:00 AM	5	1	3	3	12	15	278	11	1	305	16	0	6	6	28	6	305	3	0	314	659
08:15 AM	9	0	0	13	22	12	288	8	1	309	11	1	1	7	20	10	328	6	0	344	695
Total Volume	31	3	5	34	73	50	1200	28	3	1281	46	1	7	26	80	25	1286	15	0	1326	2760
% App. Total	42.5	4.1	6.8	46.6		3.9	93.7	2.2	0.2		57.5	1.2	8.8	32.5		1.9	97	1.1	0		
PHF	.861	.375	.417	.654	.830	.833	.943	.636	.750	.953	.719	.250	.292	.929	.714	.625	.951	.625	.000	.964	.975

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					08:00 AM					07:45 AM				
+0 mins.	8	0	0	6	14	12	318	5	1	336	16	0	6	6	28	3	338	2	0	343
+15 mins.	10	1	1	10	22	11	316	4	0	331	11	1	1	7	20	6	305	3	0	314
+30 mins.	8	0	1	12	21	15	278	11	1	305	4	1	1	11	17	10	328	6	0	344
+45 mins.	9	2	1	6	18	12	288	8	1	309	20	0	5	9	34	7	331	0	1	339
Total Volume	35	3	3	34	75	50	1200	28	3	1281	51	2	13	33	99	26	1302	11	1	1340
% App. Total	46.7	4	4	45.3		3.9	93.7	2.2	0.2		51.5	2	13.1	33.3		1.9	97.2	0.8	0.1	
PHF	.875	.375	.750	.708	.852	.833	.943	.636	.750	.953	.638	.500	.542	.750	.728	.650	.963	.458	.250	.974

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	14	1	4	18	37	9	393	11	4	417	10	1	6	7	24	22	391	3	0	416	894
04:45 PM	11	0	6	10	27	8	436	7	0	451	11	1	3	11	26	24	390	0	0	414	918
05:00 PM	10	1	2	10	23	14	384	20	3	421	3	0	3	8	14	16	430	5	0	451	909
05:15 PM	14	1	1	7	23	22	404	14	5	445	7	0	3	4	14	22	435	2	0	459	941
Total Volume	49	3	13	45	110	53	1617	52	12	1734	31	2	15	30	78	84	1646	10	0	1740	3662
% App. Total	44.5	2.7	11.8	40.9		3.1	93.3	3	0.7		39.7	2.6	19.2	38.5		4.8	94.6	0.6	0		
PHF	.875	.750	.542	.625	.743	.602	.927	.650	.600	.961	.705	.500	.625	.682	.750	.875	.946	.500	.000	.948	.973

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:15 PM					04:30 PM				
+0 mins.	16	0	6	11	33	14	431	9	4	458	7	2	1	6	16	22	391	3	0	416
+15 mins.	16	1	7	16	40	15	399	6	4	424	10	1	6	7	24	24	390	0	0	414
+30 mins.	14	1	4	18	37	9	393	11	4	417	11	1	3	11	26	16	430	5	0	451
+45 mins.	11	0	6	10	27	8	436	7	0	451	3	0	3	8	14	22	435	2	0	459
Total Volume	57	2	23	55	137	46	1659	33	12	1750	31	4	13	32	80	84	1646	10	0	1740
% App. Total	41.6	1.5	16.8	40.1		2.6	94.8	1.9	0.7		38.8	5	16.2	40		4.8	94.6	0.6	0	
PHF	.891	.500	.821	.764	.856	.767	.951	.750	.750	.955	.705	.500	.542	.727	.769	.875	.946	.500	.000	.948

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Overcash
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OVERCASH DRIVE Southbound					SR 580 Westbound					CONTEMPO APTS/STARBUCKS/FEDEX Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	0	1	0	3	0	18	0	0	18	0	0	0	0	0	0	3	0	0	3	24
07:15 AM	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	0	6	0	0	6	14
07:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	20
07:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	16	0	0	16	24
Total	2	0	2	0	4	1	42	0	0	43	0	0	0	0	0	0	35	0	0	35	82
08:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	21
08:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	11	0	0	11	21
08:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	1	1	0	7	0	0	7	15
08:45 AM	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	0	11	0	0	11	28
Total	0	0	0	0	0	0	47	0	0	47	0	0	2	1	3	0	35	0	0	35	85
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	10	0	0	10	17
04:15 PM	1	0	0	0	1	1	6	1	0	8	1	0	0	0	1	0	6	2	0	8	18
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	13
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	1	0	7	8
Total	1	0	0	0	1	2	17	1	0	20	1	0	0	0	1	0	31	3	0	34	56
05:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	1	1	2	0	3	0	0	3	10
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
05:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	7
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6
Total	0	0	0	0	0	1	12	1	0	14	0	0	1	1	2	0	10	1	0	11	27
Grand Total	3	0	2	0	5	4	118	2	0	124	1	0	3	2	6	0	111	4	0	115	250
Apprch %	60	0	40	0		3.2	95.2	1.6	0		16.7	0	50	33.3		0	96.5	3.5	0		
Total %	1.2	0	0.8	0	2	1.6	47.2	0.8	0	49.6	0.4	0	1.2	0.8	2.4	0	44.4	1.6	0	46	

Start Time	OVERCASH DRIVE Southbound					SR 580 Westbound					CONTEMPO APTS/STARBUCKS/FEDEX Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	20
07:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	16	0	0	16	24
08:00 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	21
08:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	11	0	0	11	21
Total Volume	0	0	0	0	0	0	42	0	0	42	0	0	1	0	1	0	43	0	0	43	86
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	100	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.700	.000	.000	.700	.000	.000	.250	.000	.250	.000	.672	.000	.000	.672	.896

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					08:00 AM					07:30 AM				
+0 mins.	2	0	1	0	3	0	15	0	0	15	0	0	0	0	0	0	10	0	0	10
+15 mins.	0	0	1	0	1	0	9	0	0	9	0	0	1	0	1	0	16	0	0	16
+30 mins.	0	0	0	0	0	0	7	0	0	7	0	0	0	1	1	0	6	0	0	6
+45 mins.	0	0	0	0	0	0	16	0	0	16	0	0	1	0	1	0	11	0	0	11
Total Volume	2	0	2	0	4	0	47	0	0	47	0	0	2	1	3	0	43	0	0	43
% App. Total	50	0	50	0		0	100	0	0		0	0	66.7	33.3		0	100	0	0	
PHF	.250	.000	.500	.000	.333	.000	.734	.000	.000	.734	.000	.000	.500	.250	.750	.000	.672	.000	.000	.672

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	04:00 PM					04:15 PM					04:30 PM					04:45 PM					
04:00 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	10	0	0	10	17
04:15 PM	1	0	0	0	1	1	6	1	0	8	1	0	0	0	1	0	6	2	0	8	18
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	13
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	1	0	7	8
Total Volume	1	0	0	0	1	2	17	1	0	20	1	0	0	0	1	0	31	3	0	34	56
% App. Total	100	0	0	0		10	85	5	0		100	0	0	0		0	91.2	8.8	0		
PHF	.250	.000	.000	.000	.250	.500	.708	.250	.000	.625	.250	.000	.000	.000	.250	.000	.775	.375	.000	.850	.778

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:15 PM					04:00 PM				
+0 mins.	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	0	10	0	0	10
+15 mins.	1	0	0	0	1	1	6	1	0	8	0	0	0	0	0	0	6	2	0	8
+30 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9
+45 mins.	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	0	6	1	0	7
Total Volume	1	0	0	0	1	2	17	1	0	20	1	0	1	1	3	0	31	3	0	34
% App. Total	100	0	0	0		10	85	5	0		33.3	0	33.3	33.3		0	91.2	8.8	0	
PHF	.250	.000	.000	.000	.250	.500	.708	.250	.000	.625	.250	.000	.250	.250	.375	.000	.775	.375	.000	.850

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Overcash
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Uturns

Start Time	OVERCASH DRIVE Southbound					SR 580 Westbound					CONTEMPO APTS/STARBUCKS/FEDEX Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	5
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	18	0	0	0	18	20
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
08:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	9
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	25	0	0	0	25	27
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8	10
05:00 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	1	0	0	0	1	6	0	0	0	6	1	0	0	0	1	10	0	0	0	10	18
Grand Total	1	0	0	0	1	12	0	0	0	12	1	0	0	0	1	61	0	0	0	61	75
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	1.3	0	0	0	1.3	16	0	0	0	16	1.3	0	0	0	1.3	81.3	0	0	0	81.3	

Start Time	OVERCASH DRIVE Southbound					SR 580 Westbound					CONTEMPO APTS/STARBUCKS/FEDEX Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
08:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	9
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Total Volume	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	25	0	0	0	25	27
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.893	.000	.000	.000	.893	.750

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:00 AM					08:00 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
+45 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6	0	0	0	6
Total Volume	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	25	0	0	0	25
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.893	.000	.000	.000	.893

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

	04:45 PM					05:00 PM					05:15 PM					05:30 PM					
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
05:00 PM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Total Volume	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	12	0	0	0	12	20
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.000	.583	.250	.000	.000	.000	.250	.600	.000	.000	.000	.600	.714

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:30 PM					04:15 PM					04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4
+45 mins.	1	0	0	0	1	3	0	0	0	3	1	0	0	0	1	5	0	0	0	5
Total Volume	1	0	0	0	1	7	0	0	0	7	1	0	0	0	1	12	0	0	0	12
% App. Total	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.250	.000	.000	.000	.250	.583	.000	.000	.000	.583	.250	.000	.000	.000	.250	.600	.000	.000	.000	.600

Intersection Pedestrian & Bicycle Count

Date: 9/1/20

Day: Tuesday

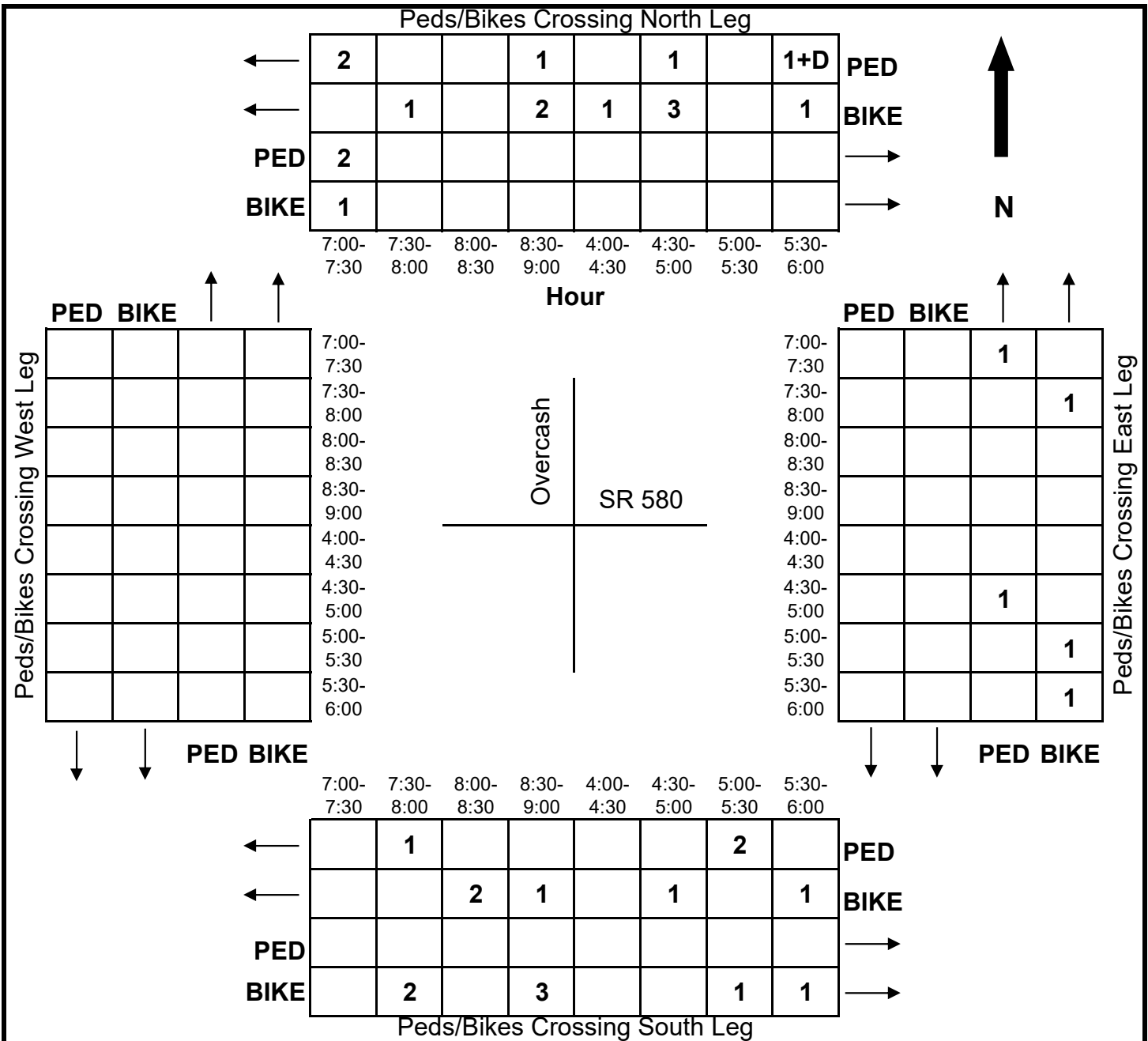
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Overcash Drive

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&KingArthur
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	KING ARTHUR COURT Southbound					SR 580 Westbound					PINEWOOD DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	4	2	1	8	15	0	270	7	0	277	3	1	0	4	8	5	241	1	0	247	547
07:15 AM	2	0	0	2	4	2	282	4	0	288	5	0	0	0	5	9	329	3	0	341	638
07:30 AM	9	2	1	4	16	0	309	5	0	314	4	3	2	1	10	9	323	2	1	335	675
07:45 AM	7	0	1	4	12	0	377	9	0	386	5	0	0	3	8	9	361	1	2	373	779
Total	22	4	3	18	47	2	1238	25	0	1265	17	4	2	8	31	32	1254	7	3	1296	2639
08:00 AM	13	1	3	9	26	4	303	1	0	308	5	0	0	3	8	12	298	2	0	312	654
08:15 AM	12	0	4	6	22	2	271	5	1	279	4	2	3	0	9	20	352	4	0	376	686
08:30 AM	7	1	1	5	14	1	314	3	0	318	1	1	1	1	4	9	341	1	0	351	687
08:45 AM	7	1	2	6	16	0	327	4	0	331	1	2	0	3	6	11	315	3	0	329	682
Total	39	3	10	26	78	7	1215	13	1	1236	11	5	4	7	27	52	1306	10	0	1368	2709
*** BREAK ***																					
04:00 PM	15	5	6	14	40	3	409	9	0	421	9	0	2	1	12	17	431	3	0	451	924
04:15 PM	17	1	0	16	34	3	366	7	0	376	10	4	0	4	18	25	449	1	0	475	903
04:30 PM	8	1	5	11	25	4	381	2	0	387	11	2	0	2	15	19	441	2	0	462	889
04:45 PM	11	2	2	14	29	5	412	5	0	422	5	4	2	2	13	14	380	4	0	398	862
Total	51	9	13	55	128	15	1568	23	0	1606	35	10	4	9	58	75	1701	10	0	1786	3578
05:00 PM	22	0	3	12	37	3	442	10	0	455	13	2	3	2	20	31	462	2	0	495	1007
05:15 PM	13	3	3	22	41	5	420	8	0	433	12	4	1	2	19	22	500	5	0	527	1020
05:30 PM	13	4	3	9	29	4	418	6	0	428	6	1	1	3	11	19	434	3	0	456	924
05:45 PM	9	0	3	14	26	0	381	8	0	389	6	3	0	3	12	23	415	5	0	443	870
Total	57	7	12	57	133	12	1661	32	0	1705	37	10	5	10	62	95	1811	15	0	1921	3821
Grand Total	169	23	38	156	386	36	5682	93	1	5812	100	29	15	34	178	254	6072	42	3	6371	12747
Apprch %	43.8	6	9.8	40.4		0.6	97.8	1.6	0		56.2	16.3	8.4	19.1		4	95.3	0.7	0		
Total %	1.3	0.2	0.3	1.2	3	0.3	44.6	0.7	0	45.6	0.8	0.2	0.1	0.3	1.4	2	47.6	0.3	0	50	
Passenger Vehicles	169	23	37	156	385	32	5568	90	1	5691	98	29	14	33	174	248	5969	42	3	6262	12512
% Passenger Vehicles	100	100	97.4	100	99.7	88.9	98	96.8	100	97.9	98	100	93.3	97.1	97.8	97.6	98.3	100	100	98.3	98.2
Heavy Vehicles	0	0	1	0	1	0	114	3	0	117	2	0	1	1	4	1	103	0	0	104	226
% Heavy Vehicles	0	0	2.6	0	0.3	0	2	3.2	0	2	2	0	6.7	2.9	2.2	0.4	1.7	0	0	1.6	1.8
UTurns	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	9
% UTurns	0	0	0	0	0	11.1	0	0	0	0.1	0	0	0	0	0	2	0	0	0	0.1	0.1

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&KingArthur
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	KING ARTHUR COURT Southbound					SR 580 Westbound					PINWOOD DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	7	0	1	4	12	0	377	9	0	386	5	0	0	3	8	9	361	1	2	373	779
08:00 AM	13	1	3	9	26	4	303	1	0	308	5	0	0	3	8	12	298	2	0	312	654
08:15 AM	12	0	4	6	22	2	271	5	1	279	4	2	3	0	9	20	352	4	0	376	686
08:30 AM	7	1	1	5	14	1	314	3	0	318	1	1	1	1	4	9	341	1	0	351	687
Total Volume	39	2	9	24	74	7	1265	18	1	1291	15	3	4	7	29	50	1352	8	2	1412	2806
% App. Total	52.7	2.7	12.2	32.4		0.5	98	1.4	0.1		51.7	10.3	13.8	24.1		3.5	95.8	0.6	0.1		
PHF	.750	.500	.563	.667	.712	.438	.839	.500	.250	.836	.750	.375	.333	.583	.806	.625	.936	.500	.250	.939	.901

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM					07:15 AM					07:30 AM					07:45 AM				
+0 mins.	13	1	3	9	26	2	282	4	0	288	4	3	2	1	10	9	361	1	2	373
+15 mins.	12	0	4	6	22	0	309	5	0	314	5	0	0	3	8	12	298	2	0	312
+30 mins.	7	1	1	5	14	0	377	9	0	386	5	0	0	3	8	20	352	4	0	376
+45 mins.	7	1	2	6	16	4	303	1	0	308	4	2	3	0	9	9	341	1	0	351
Total Volume	39	3	10	26	78	6	1271	19	0	1296	18	5	5	7	35	50	1352	8	2	1412
% App. Total	50	3.8	12.8	33.3		0.5	98.1	1.5	0		51.4	14.3	14.3	20		3.5	95.8	0.6	0.1	
PHF	.750	.750	.625	.722	.750	.375	.843	.528	.000	.839	.900	.417	.417	.583	.875	.625	.936	.500	.250	.939

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	22	0	3	12	37	3	442	10	0	455	13	2	3	2	20	31	462	2	0	495	1007
05:15 PM	13	3	3	22	41	5	420	8	0	433	12	4	1	2	19	22	500	5	0	527	1020
05:30 PM	13	4	3	9	29	4	418	6	0	428	6	1	1	3	11	19	434	3	0	456	924
05:45 PM	9	0	3	14	26	0	381	8	0	389	6	3	0	3	12	23	415	5	0	443	870
Total Volume	57	7	12	57	133	12	1661	32	0	1705	37	10	5	10	62	95	1811	15	0	1921	3821
% App. Total	42.9	5.3	9	42.9		0.7	97.4	1.9	0		59.7	16.1	8.1	16.1		4.9	94.3	0.8	0		
PHF	.648	.438	1.00	.648	.811	.600	.939	.800	.000	.937	.712	.625	.417	.833	.775	.766	.906	.750	.000	.911	.937

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:30 PM					05:00 PM				
+0 mins.	11	2	2	14	29	5	412	5	0	422	11	2	0	2	15	31	462	2	0	495
+15 mins.	22	0	3	12	37	3	442	10	0	455	5	4	2	2	13	22	500	5	0	527
+30 mins.	13	3	3	22	41	5	420	8	0	433	13	2	3	2	20	19	434	3	0	456
+45 mins.	13	4	3	9	29	4	418	6	0	428	12	4	1	2	19	23	415	5	0	443
Total Volume	59	9	11	57	136	17	1692	29	0	1738	41	12	6	8	67	95	1811	15	0	1921
% App. Total	43.4	6.6	8.1	41.9		1	97.4	1.7	0		61.2	17.9	9	11.9		4.9	94.3	0.8	0	
PHF	.670	.563	.917	.648	.829	.850	.957	.725	.000	.955	.788	.750	.500	1.000	.838	.766	.906	.750	.000	.911

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&KingArthur
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	KING ARTHUR COURT Southbound					SR 580 Westbound					PINEWOOD DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	4	2	1	8	15	0	257	6	0	263	3	1	0	4	8	5	237	1	0	243	529
07:15 AM	2	0	0	2	4	1	274	4	0	279	5	0	0	0	5	9	323	3	0	335	623
07:30 AM	9	2	1	4	16	0	303	5	0	308	4	3	2	1	10	9	312	2	1	324	658
07:45 AM	7	0	0	4	11	0	366	8	0	374	5	0	0	3	8	9	352	1	2	364	757
Total	22	4	2	18	46	1	1200	23	0	1224	17	4	2	8	31	32	1224	7	3	1266	2567
08:00 AM	13	1	3	9	26	4	292	1	0	297	5	0	0	3	8	12	290	2	0	304	635
08:15 AM	12	0	4	6	22	2	262	5	1	270	3	2	2	0	7	19	344	4	0	367	666
08:30 AM	7	1	1	5	14	1	302	2	0	305	1	1	1	1	4	8	331	1	0	340	663
08:45 AM	7	1	2	6	16	0	319	4	0	323	1	2	0	2	5	11	305	3	0	319	663
Total	39	3	10	26	78	7	1175	12	1	1195	10	5	3	6	24	50	1270	10	0	1330	2627
*** BREAK ***																					
04:00 PM	15	5	6	14	40	3	405	9	0	417	9	0	2	1	12	17	425	3	0	445	914
04:15 PM	17	1	0	16	34	3	360	7	0	370	9	4	0	4	17	24	441	1	0	466	887
04:30 PM	8	1	5	11	25	4	374	2	0	380	11	2	0	2	15	18	436	2	0	456	876
04:45 PM	11	2	2	14	29	4	410	5	0	419	5	4	2	2	13	14	378	4	0	396	857
Total	51	9	13	55	128	14	1549	23	0	1586	34	10	4	9	57	73	1680	10	0	1763	3534
05:00 PM	22	0	3	12	37	3	438	10	0	451	13	2	3	2	20	31	456	2	0	489	997
05:15 PM	13	3	3	22	41	4	416	8	0	428	12	4	1	2	19	22	496	5	0	523	1011
05:30 PM	13	4	3	9	29	3	414	6	0	423	6	1	1	3	11	17	431	3	0	451	914
05:45 PM	9	0	3	14	26	0	376	8	0	384	6	3	0	3	12	23	412	5	0	440	862
Total	57	7	12	57	133	10	1644	32	0	1686	37	10	5	10	62	93	1795	15	0	1903	3784
Grand Total	169	23	37	156	385	32	5568	90	1	5691	98	29	14	33	174	248	5969	42	3	6262	12512
Apprch %	43.9	6	9.6	40.5		0.6	97.8	1.6	0		56.3	16.7	8	19		4	95.3	0.7	0		
Total %	1.4	0.2	0.3	1.2	3.1	0.3	44.5	0.7	0	45.5	0.8	0.2	0.1	0.3	1.4	2	47.7	0.3	0	50	

Start Time	KING ARTHUR COURT Southbound					SR 580 Westbound					PINEWOOD DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	7	0	0	4	11	0	366	8	0	374	5	0	0	3	8	9	352	1	2	364	757
08:00 AM	13	1	3	9	26	4	292	1	0	297	5	0	0	3	8	12	290	2	0	304	635
08:15 AM	12	0	4	6	22	2	262	5	1	270	3	2	2	0	7	19	344	4	0	367	666
08:30 AM	7	1	1	5	14	1	302	2	0	305	1	1	1	1	4	8	331	1	0	340	663
Total Volume	39	2	8	24	73	7	1222	16	1	1246	14	3	3	7	27	48	1317	8	2	1375	2721
% App. Total	53.4	2.7	11	32.9		0.6	98.1	1.3	0.1		51.9	11.1	11.1	25.9		3.5	95.8	0.6	0.1		
PHF	.750	.500	.500	.667	.702	.438	.835	.500	.250	.833	.700	.375	.375	.583	.844	.632	.935	.500	.250	.937	.899

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:15 AM					07:30 AM					07:45 AM				
+0 mins.	13	1	3	9	26	1	274	4	0	279	4	3	2	1	10	9	352	1	2	364
+15 mins.	12	0	4	6	22	0	303	5	0	308	5	0	0	3	8	12	290	2	0	304
+30 mins.	7	1	1	5	14	0	366	8	0	374	5	0	0	3	8	19	344	4	0	367
+45 mins.	7	1	2	6	16	4	292	1	0	297	3	2	2	0	7	8	331	1	0	340
Total Volume	39	3	10	26	78	5	1235	18	0	1258	17	5	4	7	33	48	1317	8	2	1375
% App. Total	50	3.8	12.8	33.3		0.4	98.2	1.4	0		51.5	15.2	12.1	21.2		3.5	95.8	0.6	0.1	
PHF	.750	.750	.625	.722	.750	.313	.844	.563	.000	.841	.850	.417	.500	.583	.825	.632	.935	.500	.250	.937

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	22	0	3	12	37	3	438	10	0	451	13	2	3	2	20	31	456	2	0	489	997
05:15 PM	13	3	3	22	41	4	416	8	0	428	12	4	1	2	19	22	496	5	0	523	1011
05:30 PM	13	4	3	9	29	3	414	6	0	423	6	1	1	3	11	17	431	3	0	451	914
05:45 PM	9	0	3	14	26	0	376	8	0	384	6	3	0	3	12	23	412	5	0	440	862
Total Volume	57	7	12	57	133	10	1644	32	0	1686	37	10	5	10	62	93	1795	15	0	1903	3784
% App. Total	42.9	5.3	9	42.9		0.6	97.5	1.9	0		59.7	16.1	8.1	16.1		4.9	94.3	0.8	0		
PHF	.648	.438	1.00	.648	.811	.625	.938	.800	.000	.935	.712	.625	.417	.833	.775	.750	.905	.750	.000	.910	.936

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:30 PM					05:00 PM				
+0 mins.	11	2	2	14	29	4	410	5	0	419	11	2	0	2	15	31	456	2	0	489
+15 mins.	22	0	3	12	37	3	438	10	0	451	5	4	2	2	13	22	496	5	0	523
+30 mins.	13	3	3	22	41	4	416	8	0	428	13	2	3	2	20	17	431	3	0	451
+45 mins.	13	4	3	9	29	3	414	6	0	423	12	4	1	2	19	23	412	5	0	440
Total Volume	59	9	11	57	136	14	1678	29	0	1721	41	12	6	8	67	93	1795	15	0	1903
% App. Total	43.4	6.6	8.1	41.9		0.8	97.5	1.7	0		61.2	17.9	9	11.9		4.9	94.3	0.8	0	
PHF	.670	.563	.917	.648	.829	.875	.958	.725	.000	.954	.788	.750	.500	1.000	.838	.750	.905	.750	.000	.910

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&KingArthur
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	KING ARTHUR COURT Southbound					SR 580 Westbound					PINWOOD DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	4	0	0	4	18
07:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	17
07:45 AM	0	0	1	0	1	0	11	1	0	12	0	0	0	0	0	0	9	0	0	9	22
Total	0	0	1	0	1	0	38	2	0	40	0	0	0	0	0	0	30	0	0	30	71
08:00 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	19
08:15 AM	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	1	8	0	0	9	20
08:30 AM	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	0	10	0	0	10	23
08:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	1	1	0	10	0	0	10	19
Total	0	0	0	0	0	0	40	1	0	41	1	0	1	1	3	1	36	0	0	37	81
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
04:15 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	8	0	0	8	15
04:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	0	21	0	0	21	41
05:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
05:45 PM	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	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	33
Grand Total	0	0	1	0	1	0	114	3	0	117	2	0	1	1	4	1	103	0	0	104	226
Apprch %	0	0	100	0		0	97.4	2.6	0		50	0	25	25		1	99	0	0		
Total %	0	0	0.4	0	0.4	0	50.4	1.3	0	51.8	0.9	0	0.4	0.4	1.8	0.4	45.6	0	0	46	

Start Time	KING ARTHUR COURT Southbound					SR 580 Westbound					PINWOOD DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	1	0	1	0	11	1	0	12	0	0	0	0	0	0	9	0	0	9	22
08:00 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	19
08:15 AM	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	1	8	0	0	9	20
08:30 AM	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	0	10	0	0	10	23
Total Volume	0	0	1	0	1	0	43	2	0	45	1	0	1	0	2	1	35	0	0	36	84
% App. Total	0	0	100	0		0	95.6	4.4	0		50	0	50	0		2.8	97.2	0	0		
PHF	.000	.000	.250	.000	.250	.000	.896	.500	.000	.865	.250	.000	.250	.000	.250	.250	.875	.000	.000	.900	.913

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					08:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	0	11	0	0	11
+15 mins.	0	0	0	0	0	0	11	0	0	11	1	0	1	0	2	0	9	0	0	9
+30 mins.	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8
+45 mins.	0	0	1	0	1	0	12	1	0	13	0	0	0	1	1	1	8	0	0	9
Total Volume	0	0	1	0	1	0	43	2	0	45	1	0	1	1	3	1	36	0	0	37
% App. Total	0	0	100	0		0	95.6	4.4	0		33.3	0	33.3	33.3		2.7	97.3	0	0	
PHF	.000	.000	.250	.000	.250	.000	.896	.500	.000	.865	.250	.000	.250	.250	.375	.250	.818	.000	.000	.841

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
04:15 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	8	0	0	8	15
04:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total Volume	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	0	21	0	0	21	41
% App. Total	0	0	0	0	0	0	100	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.679	.000	.000	.679	.250	.000	.000	.000	.250	.000	.656	.000	.000	.656	.683

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM				
+0 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6
+15 mins.	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	8	0	0	8
+30 mins.	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5
+45 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
Total Volume	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	0	21	0	0	21
% App. Total	0	0	0	0	0	0	100	0	0		100	0	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.679	.000	.000	.679	.250	.000	.000	.000	.250	.000	.656	.000	.000	.656

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&KingArthur
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- UTurns

Start Time	KING ARTHUR COURT Southbound					SR 580 Westbound					PINEWOOD DRIVE Northbound					SR 580 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
*** BREAK ***																						
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
*** BREAK ***																						
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3	
*** BREAK ***																						
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3	
*** BREAK ***																						
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4	
Grand Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	9	
Apprch %	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0			
Total %	0	0	0	0	0	44.4	0	0	0	44.4	0	0	0	0	0	55.6	0	0	0	55.6		

Start Time	KING ARTHUR COURT Southbound					SR 580 Westbound					PINEWOOD DRIVE Northbound					SR 580 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0			
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&KingArthur
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	KING ARTHUR COURT Southbound					SR 580 Westbound					PINEWOOD DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:45 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	3	
Total Volume	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	0	2	0	0	0	5	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.000	.417	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:45 PM					04:00 PM					04:00 PM									
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.000	.500

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Belcher
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	BELCHER ROAD Southbound					SR 580 Westbound					BELCHER ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	24	78	13	26	141	21	187	16	9	233	10	25	11	14	60	27	222	8	9	266	700
07:15 AM	45	166	29	34	274	17	267	14	15	313	14	51	12	23	100	26	229	9	7	271	958
07:30 AM	57	128	18	49	252	18	222	10	15	265	20	66	13	18	117	44	229	8	13	294	928
07:45 AM	38	102	11	52	203	28	287	14	19	348	17	65	23	9	114	62	332	6	10	410	1075
Total	164	474	71	161	870	84	963	54	58	1159	61	207	59	64	391	159	1012	31	39	1241	3661
08:00 AM	51	96	17	42	206	29	229	28	23	309	17	79	11	16	123	42	273	7	13	335	973
08:15 AM	61	141	16	44	262	19	226	22	18	285	25	104	13	28	170	54	282	8	17	361	1078
08:30 AM	38	96	23	27	184	25	200	14	25	264	29	82	15	18	144	58	292	6	17	373	965
08:45 AM	45	102	24	35	206	28	282	21	22	353	24	61	4	25	114	57	274	10	20	361	1034
Total	195	435	80	148	858	101	937	85	88	1211	95	326	43	87	551	211	1121	31	67	1430	4050
*** BREAK ***																					
04:00 PM	43	76	21	32	172	45	328	29	32	434	38	156	8	27	229	80	303	15	18	416	1251
04:15 PM	52	75	27	19	173	36	329	58	30	453	46	172	10	21	249	87	272	13	19	391	1266
04:30 PM	33	66	12	30	141	42	330	52	43	467	27	160	13	14	214	103	359	11	25	498	1320
04:45 PM	41	76	10	30	157	38	375	73	33	519	41	163	10	18	232	83	315	19	16	433	1341
Total	169	293	70	111	643	161	1362	212	138	1873	152	651	41	80	924	353	1249	58	78	1738	5178
05:00 PM	62	94	25	35	216	52	320	82	22	476	51	196	8	21	276	101	309	18	18	446	1414
05:15 PM	54	85	19	40	198	42	302	67	38	449	48	195	12	20	275	110	353	11	27	501	1423
05:30 PM	36	68	11	38	153	45	307	59	33	444	34	150	4	30	218	112	284	16	15	427	1242
05:45 PM	43	54	11	27	135	36	348	31	45	460	32	109	9	15	165	66	311	14	13	404	1164
Total	195	301	66	140	702	175	1277	239	138	1829	165	650	33	86	934	389	1257	59	73	1778	5243
Grand Total	723	1503	287	560	3073	521	4539	590	422	6072	473	1834	176	317	2800	1112	4639	179	257	6187	18132
Apprch %	23.5	48.9	9.3	18.2		8.6	74.8	9.7	6.9		16.9	65.5	6.3	11.3		18	75	2.9	4.2		
Total %	4	8.3	1.6	3.1	16.9	2.9	25	3.3	2.3	33.5	2.6	10.1	1	1.7	15.4	6.1	25.6	1	1.4	34.1	
Passenger Vehicles	702	1485	283	556	3026	490	4424	583	413	5910	469	1816	171	312	2768	1085	4533	177	251	6046	17750
% Passenger Vehicles	97.1	98.8	98.6	99.3	98.5	94	97.5	98.8	97.9	97.3	99.2	99	97.2	98.4	98.9	97.6	97.7	98.9	97.7	97.7	97.9
Heavy Vehicles	9	18	4	4	35	10	115	7	9	141	4	18	5	5	32	5	106	2	6	119	327
% Heavy Vehicles	1.2	1.2	1.4	0.7	1.1	1.9	2.5	1.2	2.1	2.3	0.8	1	2.8	1.6	1.1	0.4	2.3	1.1	2.3	1.9	1.8
Uturns	12	0	0	0	12	21	0	0	0	21	0	0	0	0	0	22	0	0	0	22	55
% Uturns	1.7	0	0	0	0.4	4	0	0	0	0.3	0	0	0	0	0	2	0	0	0	0.4	0.3

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Belcher
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	BELCHER ROAD Southbound					SR 580 Westbound					BELCHER ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	38	102	11	52	203	28	287	14	19	348	17	65	23	9	114	62	332	6	10	410	1075
08:00 AM	51	96	17	42	206	29	229	28	23	309	17	79	11	16	123	42	273	7	13	335	973
08:15 AM	61	141	16	44	262	19	226	22	18	285	25	104	13	28	170	54	282	8	17	361	1078
08:30 AM	38	96	23	27	184	25	200	14	25	264	29	82	15	18	144	58	292	6	17	373	965
Total Volume	188	435	67	165	855	101	942	78	85	1206	88	330	62	71	551	216	1179	27	57	1479	4091
% App. Total	22	50.9	7.8	19.3		8.4	78.1	6.5	7		16	59.9	11.3	12.9		14.6	79.7	1.8	3.9		
PHF	.770	.771	.728	.793	.816	.871	.821	.696	.850	.866	.759	.793	.674	.634	.810	.871	.888	.844	.838	.902	.949

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:45 AM					07:45 AM				
+0 mins.	45	166	29	34	274	17	267	14	15	313	17	65	23	9	114	62	332	6	10	410
+15 mins.	57	128	18	49	252	18	222	10	15	265	17	79	11	16	123	42	273	7	13	335
+30 mins.	38	102	11	52	203	28	287	14	19	348	25	104	13	28	170	54	282	8	17	361
+45 mins.	51	96	17	42	206	29	229	28	23	309	29	82	15	18	144	58	292	6	17	373
Total Volume	191	492	75	177	935	92	1005	66	72	1235	88	330	62	71	551	216	1179	27	57	1479
% App. Total	20.4	52.6	8	18.9		7.4	81.4	5.3	5.8		16	59.9	11.3	12.9		14.6	79.7	1.8	3.9	
PHF	.838	.741	.647	.851	.853	.793	.875	.589	.783	.887	.759	.793	.674	.634	.810	.871	.888	.844	.838	.902

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	33	66	12	30	141	42	330	52	43	467	27	160	13	14	214	103	359	11	25	498	1320
04:45 PM	41	76	10	30	157	38	375	73	33	519	41	163	10	18	232	83	315	19	16	433	1341
05:00 PM	62	94	25	35	216	52	320	82	22	476	51	196	8	21	276	101	309	18	18	446	1414
05:15 PM	54	85	19	40	198	42	302	67	38	449	48	195	12	20	275	110	353	11	27	501	1423
Total Volume	190	321	66	135	712	174	1327	274	136	1911	167	714	43	73	997	397	1336	59	86	1878	5498
% App. Total	26.7	45.1	9.3	19		9.1	69.4	14.3	7.1		16.8	71.6	4.3	7.3		21.1	71.1	3.1	4.6		
PHF	.766	.854	.660	.844	.824	.837	.885	.835	.791	.921	.819	.911	.827	.869	.903	.902	.930	.776	.796	.937	.966

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM					04:15 PM					04:45 PM					04:30 PM				
+0 mins.	41	76	10	30	157	36	329	58	30	453	41	163	10	18	232	103	359	11	25	498
+15 mins.	62	94	25	35	216	42	330	52	43	467	51	196	8	21	276	83	315	19	16	433
+30 mins.	54	85	19	40	198	38	375	73	33	519	48	195	12	20	275	101	309	18	18	446
+45 mins.	36	68	11	38	153	52	320	82	22	476	34	150	4	30	218	110	353	11	27	501
Total Volume	193	323	65	143	724	168	1354	265	128	1915	174	704	34	89	1001	397	1336	59	86	1878
% App. Total	26.7	44.6	9	19.8		8.8	70.7	13.8	6.7		17.4	70.3	3.4	8.9		21.1	71.1	3.1	4.6	
PHF	.778	.859	.650	.894	.838	.808	.903	.808	.744	.922	.853	.898	.708	.742	.907	.902	.930	.776	.796	.937

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Belcher
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BELCHER ROAD Southbound					SR 580 Westbound					BELCHER ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	23	78	12	25	138	21	175	15	9	220	9	25	11	14	59	25	217	8	9	259	676
07:15 AM	44	166	28	34	272	17	258	14	15	304	14	49	11	23	97	25	221	9	7	262	935
07:30 AM	57	126	18	49	250	18	214	9	15	256	19	64	12	18	113	42	223	8	12	285	904
07:45 AM	37	102	11	51	201	26	279	14	18	337	17	64	22	9	112	60	324	5	9	398	1048
Total	161	472	69	159	861	82	926	52	57	1117	59	202	56	64	381	152	985	30	37	1204	3563
08:00 AM	50	96	16	42	204	25	217	27	21	290	15	77	11	16	119	40	263	7	13	323	936
08:15 AM	61	138	16	44	259	18	216	20	16	270	25	102	13	27	167	53	274	8	14	349	1045
08:30 AM	37	93	23	27	180	23	192	14	23	252	29	79	15	18	141	56	280	5	17	358	931
08:45 AM	44	99	24	35	202	26	267	21	21	335	24	59	4	25	112	55	263	10	20	348	997
Total	192	426	79	148	845	92	892	82	81	1147	93	317	43	86	539	204	1080	30	64	1378	3909
*** BREAK ***																					
04:00 PM	42	75	21	32	170	42	322	29	32	425	38	156	8	26	228	77	295	15	18	405	1228
04:15 PM	49	73	27	19	168	34	324	57	30	445	46	171	10	20	247	86	267	13	19	385	1245
04:30 PM	31	65	12	30	138	41	325	52	43	461	27	160	13	13	213	99	352	11	24	486	1298
04:45 PM	40	75	10	30	155	35	374	72	32	513	41	163	9	18	231	81	308	19	16	424	1323
Total	162	288	70	111	631	152	1345	210	137	1844	152	650	40	77	919	343	1222	58	77	1700	5094
05:00 PM	59	94	24	34	211	47	316	82	22	467	51	196	8	21	276	100	305	18	18	441	1395
05:15 PM	52	84	19	40	195	40	297	67	38	442	48	194	12	19	273	109	351	11	27	498	1408
05:30 PM	34	68	11	37	150	42	303	59	33	437	34	149	3	30	216	112	282	16	15	425	1228
05:45 PM	42	53	11	27	133	35	345	31	45	456	32	108	9	15	164	65	308	14	13	400	1153
Total	187	299	65	138	689	164	1261	239	138	1802	165	647	32	85	929	386	1246	59	73	1764	5184
Grand Total	702	1485	283	556	3026	490	4424	583	413	5910	469	1816	171	312	2768	1085	4533	177	251	6046	17750
Apprch %	23.2	49.1	9.4	18.4		8.3	74.9	9.9	7		16.9	65.6	6.2	11.3		17.9	75	2.9	4.2		
Total %	4	8.4	1.6	3.1	17	2.8	24.9	3.3	2.3	33.3	2.6	10.2	1	1.8	15.6	6.1	25.5	1	1.4	34.1	

Start Time	BELCHER ROAD Southbound					SR 580 Westbound					BELCHER ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	37	102	11	51	201	26	279	14	18	337	17	64	22	9	112	60	324	5	9	398	1048
08:00 AM	50	96	16	42	204	25	217	27	21	290	15	77	11	16	119	40	263	7	13	323	936
08:15 AM	61	138	16	44	259	18	216	20	16	270	25	102	13	27	167	53	274	8	14	349	1045
08:30 AM	37	93	23	27	180	23	192	14	23	252	29	79	15	18	141	56	280	5	17	358	931
Total Volume	185	429	66	164	844	92	904	75	78	1149	86	322	61	70	539	209	1141	25	53	1428	3960
% App. Total	21.9	50.8	7.8	19.4		8	78.7	6.5	6.8		16	59.7	11.3	13		14.6	79.9	1.8	3.7		
PHF	.758	.777	.717	.804	.815	.885	.810	.694	.848	.852	.741	.789	.693	.648	.807	.871	.880	.781	.779	.897	.945

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:45 AM					07:45 AM				
+0 mins.	44	166	28	34	272	17	258	14	15	304	17	64	22	9	112	60	324	5	9	398
+15 mins.	57	126	18	49	250	18	214	9	15	256	15	77	11	16	119	40	263	7	13	323
+30 mins.	37	102	11	51	201	26	279	14	18	337	25	102	13	27	167	53	274	8	14	349
+45 mins.	50	96	16	42	204	25	217	27	21	290	29	79	15	18	141	56	280	5	17	358
Total Volume	188	490	73	176	927	86	968	64	69	1187	86	322	61	70	539	209	1141	25	53	1428
% App. Total	20.3	52.9	7.9	19		7.2	81.6	5.4	5.8		16	59.7	11.3	13		14.6	79.9	1.8	3.7	
PHF	.825	.738	.652	.863	.852	.827	.867	.593	.821	.881	.741	.789	.693	.648	.807	.871	.880	.781	.779	.897

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	31	65	12	30	138	41	325	52	43	461	27	160	13	13	213	99	352	11	24	486	1298
04:45 PM	40	75	10	30	155	35	374	72	32	513	41	163	9	18	231	81	308	19	16	424	1323
05:00 PM	59	94	24	34	211	47	316	82	22	467	51	196	8	21	276	100	305	18	18	441	1395
05:15 PM	52	84	19	40	195	40	297	67	38	442	48	194	12	19	273	109	351	11	27	498	1408
Total Volume	182	318	65	134	699	163	1312	273	135	1883	167	713	42	71	993	389	1316	59	85	1849	5424
% App. Total	26	45.5	9.3	19.2		8.7	69.7	14.5	7.2		16.8	71.8	4.2	7.2		21	71.2	3.2	4.6		
PHF	.771	.846	.677	.838	.828	.867	.877	.832	.785	.918	.819	.909	.808	.845	.899	.892	.935	.776	.787	.928	.963

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:15 PM					04:45 PM					04:30 PM				
+0 mins.	40	75	10	30	155	34	324	57	30	445	41	163	9	18	231	99	352	11	24	486
+15 mins.	59	94	24	34	211	41	325	52	43	461	51	196	8	21	276	81	308	19	16	424
+30 mins.	52	84	19	40	195	35	374	72	32	513	48	194	12	19	273	100	305	18	18	441
+45 mins.	34	68	11	37	150	47	316	82	22	467	34	149	3	30	216	109	351	11	27	498
Total Volume	185	321	64	141	711	157	1339	263	127	1886	174	702	32	88	996	389	1316	59	85	1849
% App. Total	26	45.1	9	19.8		8.3	71	13.9	6.7		17.5	70.5	3.2	8.8		21	71.2	3.2	4.6	
PHF	.784	.854	.667	.881	.842	.835	.895	.802	.738	.919	.853	.895	.667	.733	.902	.892	.935	.776	.787	.928

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Belcher
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BELCHER ROAD Southbound					SR 580 Westbound					BELCHER ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	1	1	2	0	12	1	0	13	1	0	0	0	1	0	5	0	0	5	21
07:15 AM	1	0	1	0	2	0	9	0	0	9	0	2	1	0	3	0	8	0	0	8	22
07:30 AM	0	2	0	0	2	0	8	1	0	9	1	2	1	0	4	1	6	0	1	8	23
07:45 AM	1	0	0	1	2	2	8	0	1	11	0	1	1	0	2	0	8	1	1	10	25
Total	2	2	2	2	8	2	37	2	1	42	2	5	3	0	10	1	27	1	2	31	91
08:00 AM	1	0	1	0	2	2	12	1	2	17	2	2	0	0	4	0	10	0	0	10	33
08:15 AM	0	3	0	0	3	0	10	2	2	14	0	2	0	1	3	1	8	0	3	12	32
08:30 AM	1	3	0	0	4	1	8	0	2	11	0	3	0	0	3	0	12	1	0	13	31
08:45 AM	1	3	0	0	4	1	15	0	1	17	0	2	0	0	2	0	11	0	0	11	34
Total	3	9	1	0	13	4	45	3	7	59	2	9	0	1	12	1	41	1	3	46	130
*** BREAK ***																					
04:00 PM	0	1	0	0	1	1	6	0	0	7	0	0	0	1	1	0	8	0	0	8	17
04:15 PM	1	2	0	0	3	0	5	1	0	6	0	1	0	1	2	1	5	0	0	6	17
04:30 PM	2	1	0	0	3	0	5	0	0	5	0	0	0	1	1	1	7	0	1	9	18
04:45 PM	0	1	0	0	1	1	1	1	1	4	0	0	1	0	1	0	7	0	0	7	13
Total	3	5	0	0	8	2	17	2	1	22	0	1	1	3	5	2	27	0	1	30	65
05:00 PM	1	0	1	1	3	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	12
05:15 PM	0	1	0	0	1	1	5	0	0	6	0	1	0	1	2	0	2	0	0	2	11
05:30 PM	0	0	0	1	1	0	4	0	0	4	0	1	1	0	2	0	2	0	0	2	9
05:45 PM	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	1	3	0	0	4	9
Total	1	2	1	2	6	2	16	0	0	18	0	3	1	1	5	1	11	0	0	12	41
Grand Total	9	18	4	4	35	10	115	7	9	141	4	18	5	5	32	5	106	2	6	119	327
Apprch %	25.7	51.4	11.4	11.4		7.1	81.6	5	6.4		12.5	56.2	15.6	15.6		4.2	89.1	1.7	5		
Total %	2.8	5.5	1.2	1.2	10.7	3.1	35.2	2.1	2.8	43.1	1.2	5.5	1.5	1.5	9.8	1.5	32.4	0.6	1.8	36.4	

Start Time	BELCHER ROAD Southbound					SR 580 Westbound					BELCHER ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	1	0	2	2	12	1	2	17	2	2	0	0	4	0	10	0	0	10	33
08:15 AM	0	3	0	0	3	0	10	2	2	14	0	2	0	1	3	1	8	0	3	12	32
08:30 AM	1	3	0	0	4	1	8	0	2	11	0	3	0	0	3	0	12	1	0	13	31
08:45 AM	1	3	0	0	4	1	15	0	1	17	0	2	0	0	2	0	11	0	0	11	34
Total Volume	3	9	1	0	13	4	45	3	7	59	2	9	0	1	12	1	41	1	3	46	130
% App. Total	23.1	69.2	7.7	0		6.8	76.3	5.1	11.9		16.7	75	0	8.3		2.2	89.1	2.2	6.5		
PHF	.750	.750	.250	.000	.813	.500	.750	.375	.875	.868	.250	.750	.000	.250	.750	.250	.854	.250	.250	.885	.956

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					07:15 AM					08:00 AM				
+0 mins.	1	0	1	0	2	2	12	1	2	17	0	2	1	0	3	0	10	0	0	10
+15 mins.	0	3	0	0	3	0	10	2	2	14	1	2	1	0	4	1	8	0	3	12
+30 mins.	1	3	0	0	4	1	8	0	2	11	0	1	1	0	2	0	12	1	0	13
+45 mins.	1	3	0	0	4	1	15	0	1	17	2	2	0	0	4	0	11	0	0	11
Total Volume	3	9	1	0	13	4	45	3	7	59	3	7	3	0	13	1	41	1	3	46
% App. Total	23.1	69.2	7.7	0		6.8	76.3	5.1	11.9		23.1	53.8	23.1	0		2.2	89.1	2.2	6.5	
PHF	.750	.750	.250	.000	.813	.500	.750	.375	.875	.868	.375	.875	.750	.000	.813	.250	.854	.250	.250	.885

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	1	0	0	1	1	6	0	0	7	0	0	0	1	1	0	8	0	0	8	17
04:15 PM	1	2	0	0	3	0	5	1	0	6	0	1	0	1	2	1	5	0	0	6	17
04:30 PM	2	1	0	0	3	0	5	0	0	5	0	0	0	1	1	1	7	0	1	9	18
04:45 PM	0	1	0	0	1	1	1	1	1	4	0	0	1	0	1	0	7	0	0	7	13
Total Volume	3	5	0	0	8	2	17	2	1	22	0	1	1	3	5	2	27	0	1	30	65
% App. Total	37.5	62.5	0	0		9.1	77.3	9.1	4.5		0	20	20	60		6.7	90	0	3.3		
PHF	.375	.625	.000	.000	.667	.500	.708	.500	.250	.786	.000	.250	.250	.750	.625	.500	.844	.000	.250	.833	.903

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					04:00 PM					04:00 PM				
+0 mins.	1	2	0	0	3	1	6	0	0	7	0	0	0	1	1	0	8	0	0	8
+15 mins.	2	1	0	0	3	0	5	1	0	6	0	1	0	1	2	1	5	0	0	6
+30 mins.	0	1	0	0	1	0	5	0	0	5	0	0	0	1	1	1	7	0	1	9
+45 mins.	1	0	1	1	3	1	1	1	1	4	0	0	1	0	1	0	7	0	0	7
Total Volume	4	4	1	1	10	2	17	2	1	22	0	1	1	3	5	2	27	0	1	30
% App. Total	40	40	10	10		9.1	77.3	9.1	4.5		0	20	20	60		6.7	90	0	3.3	
PHF	.500	.500	.250	.250	.833	.500	.708	.500	.250	.786	.000	.250	.250	.750	.625	.500	.844	.000	.250	.833

Intersection Turning Movement Count

City/County: Dunedin/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Belcher
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Utturns

Start Time	BELCHER ROAD Southbound					SR 580 Westbound					BELCHER ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	7
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	11
*** BREAK ***																					
04:00 PM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	6
04:15 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
04:45 PM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	5
Total	4	0	0	0	4	7	0	0	0	7	0	0	0	0	0	8	0	0	0	8	19
05:00 PM	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	7
05:15 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	4
05:30 PM	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	7	0	0	0	7	9	0	0	0	9	0	0	0	0	0	2	0	0	0	2	18
Grand Total	12	0	0	0	12	21	0	0	0	21	0	0	0	0	0	22	0	0	0	22	55
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	21.8	0	0	0	21.8	38.2	0	0	0	38.2	0	0	0	0	0	40	0	0	0	40	

Start Time	BELCHER ROAD Southbound					SR 580 Westbound					BELCHER ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Total Volume	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	11
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.688

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					08:00 AM					07:00 AM					07:00 AM				
+0 mins.	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2
Total Volume	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.250	.000	.000	.000	.250	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

	04:45 PM					05:00 PM					05:15 PM					05:30 PM					
04:45 PM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	5
05:00 PM	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	7
05:15 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	4
05:30 PM	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total Volume	7	0	0	0	7	10	0	0	0	10	0	0	0	0	0	4	0	0	0	4	21
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	
PHF	.875	.000	.000	.000	.875	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:00 PM					04:00 PM									
+0 mins.	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3
+15 mins.	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3
+45 mins.	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2
Total Volume	7	0	0	0	7	10	0	0	0	10	0	0	0	0	0	8	0	0	0	8
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.875	.000	.000	.000	.875	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.667	.000	.000	.000	.667

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Enterprise
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	285	0	287	2	0	1	3	0	295	7	302	592
07:15 AM	0	0	0	0	12	280	0	292	4	0	3	7	0	320	12	332	631
07:30 AM	0	0	0	0	3	313	0	316	2	0	1	3	0	310	20	330	649
07:45 AM	0	0	0	0	7	372	0	379	4	0	6	10	0	313	14	327	716
Total	0	0	0	0	24	1250	0	1274	12	0	11	23	0	1238	53	1291	2588
08:00 AM	0	0	0	0	9	291	0	300	11	0	5	16	0	325	21	346	662
08:15 AM	0	0	0	0	5	288	0	293	4	0	3	7	0	322	12	334	634
08:30 AM	0	0	0	0	0	296	0	296	12	0	5	17	0	304	13	317	630
08:45 AM	0	0	0	0	3	334	0	337	12	0	7	19	0	365	12	377	733
Total	0	0	0	0	17	1209	0	1226	39	0	20	59	0	1316	58	1374	2659
*** BREAK ***																	
04:00 PM	0	0	1	1	2	410	0	412	15	0	8	23	0	382	12	394	830
04:15 PM	1	0	0	1	6	470	0	476	19	0	13	32	0	383	6	389	898
04:30 PM	0	0	0	0	9	436	0	445	15	0	8	23	0	348	10	358	826
04:45 PM	0	0	0	0	11	462	0	473	9	0	3	12	0	409	14	423	908
Total	1	0	1	2	28	1778	0	1806	58	0	32	90	0	1522	42	1564	3462
05:00 PM	0	0	0	0	4	473	1	478	12	0	11	23	1	418	14	433	934
05:15 PM	0	0	0	0	6	536	0	542	18	0	7	25	0	384	6	390	957
05:30 PM	0	0	2	2	6	437	1	444	10	0	6	16	0	408	9	417	879
05:45 PM	0	0	1	1	3	429	1	433	6	0	10	16	2	343	19	364	814
Total	0	0	3	3	19	1875	3	1897	46	0	34	80	3	1553	48	1604	3584
Grand Total	1	0	4	5	88	6112	3	6203	155	0	97	252	3	5629	201	5833	12293
Apprch %	20	0	80		1.4	98.5	0		61.5	0	38.5		0.1	96.5	3.4		
Total %	0	0	0	0	0.7	49.7	0	50.5	1.3	0	0.8	2	0	45.8	1.6	47.4	
Passenger Vehicles %	1	0	4	5	70	5986	3	6059	149	0	88	237	3	5520	195	5718	12019
Passenger Vehicles %	100	0	100	100	79.5	97.9	100	97.7	96.1	0	90.7	94	100	98.1	97	98	97.8
Heavy Vehicles %	0	0	0	0	6	126	0	132	6	0	9	15	0	109	6	115	262
Heavy Vehicles %	0	0	0	0	6.8	2.1	0	2.1	3.9	0	9.3	6	0	1.9	3	2	2.1
Uturns %	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	12
Uturns %	0	0	0	0	13.6	0	0	0.2	0	0	0	0	0	0	0	0	0.1

Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	3	313	0	316	2	0	1	3	0	310	20	330	649
07:45 AM	0	0	0	0	7	372	0	379	4	0	6	10	0	313	14	327	716
08:00 AM	0	0	0	0	9	291	0	300	11	0	5	16	0	325	21	346	662
08:15 AM	0	0	0	0	5	288	0	293	4	0	3	7	0	322	12	334	634
Total Volume	0	0	0	0	24	1264	0	1288	21	0	15	36	0	1270	67	1337	2661
% App. Total	0	0	0	0	1.9	98.1	0		58.3	0	41.7		0	95	5		
PHF	.000	.000	.000	.000	.667	.849	.000	.850	.477	.000	.625	.563	.000	.977	.798	.966	.929

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Enterprise
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	3	313	0	316	11	0	5	16	0	325	21	346
+15 mins.	0	0	0	0	7	372	0	379	4	0	3	7	0	322	12	334
+30 mins.	0	0	0	0	9	291	0	300	12	0	5	17	0	304	13	317
+45 mins.	0	0	0	0	5	288	0	293	12	0	7	19	0	365	12	377
Total Volume	0	0	0	0	24	1264	0	1288	39	0	20	59	0	1316	58	1374
% App. Total	0	0	0	0	1.9	98.1	0		66.1	0	33.9		0	95.8	4.2	
PHF	.000	.000	.000	.000	.667	.849	.000	.850	.813	.000	.714	.776	.000	.901	.690	.911

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	0	0	0	11	462	0	473	9	0	3	12	0	409	14	423	908
05:00 PM	0	0	0	0	4	473	1	478	12	0	11	23	1	418	14	433	934
05:15 PM	0	0	0	0	6	536	0	542	18	0	7	25	0	384	6	390	957
05:30 PM	0	0	2	2	6	437	1	444	10	0	6	16	0	408	9	417	879
Total Volume	0	0	2	2	27	1908	2	1937	49	0	27	76	1	1619	43	1663	3678
% App. Total	0	0	100		1.4	98.5	0.1		64.5	0	35.5		0.1	97.4	2.6		
PHF	.000	.000	.250	.250	.614	.890	.500	.893	.681	.000	.614	.760	.250	.968	.768	.960	.961

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	9	436	0	445	15	0	8	23	0	409	14	423
+15 mins.	0	0	0	0	11	462	0	473	19	0	13	32	1	418	14	433
+30 mins.	0	0	2	2	4	473	1	478	15	0	8	23	0	384	6	390
+45 mins.	0	0	1	1	6	536	0	542	9	0	3	12	0	408	9	417
Total Volume	0	0	3	3	30	1907	1	1938	58	0	32	90	1	1619	43	1663
% App. Total	0	0	100		1.5	98.4	0.1		64.4	0	35.6		0.1	97.4	2.6	
PHF	.000	.000	.375	.375	.682	.889	.250	.894	.763	.000	.615	.703	.250	.968	.768	.960

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Enterprise
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	273	0	275	2	0	0	2	0	290	6	296	573
07:15 AM	0	0	0	0	12	273	0	285	4	0	3	7	0	312	12	324	616
07:30 AM	0	0	0	0	3	304	0	307	2	0	1	3	0	303	19	322	632
07:45 AM	0	0	0	0	6	354	0	360	4	0	4	8	0	305	14	319	687
Total	0	0	0	0	23	1204	0	1227	12	0	8	20	0	1210	51	1261	2508
08:00 AM	0	0	0	0	7	277	0	284	9	0	3	12	0	320	21	341	637
08:15 AM	0	0	0	0	4	275	0	279	2	0	3	5	0	312	11	323	607
08:30 AM	0	0	0	0	0	283	0	283	11	0	4	15	0	293	13	306	604
08:45 AM	0	0	0	0	3	326	0	329	12	0	7	19	0	355	12	367	715
Total	0	0	0	0	14	1161	0	1175	34	0	17	51	0	1280	57	1337	2563
*** BREAK ***																	
04:00 PM	0	0	1	1	1	404	0	405	15	0	7	22	0	376	12	388	816
04:15 PM	1	0	0	1	3	465	0	468	18	0	13	31	0	372	6	378	878
04:30 PM	0	0	0	0	6	428	0	434	15	0	8	23	0	344	9	353	810
04:45 PM	0	0	0	0	9	462	0	471	9	0	3	12	0	401	13	414	897
Total	1	0	1	2	19	1759	0	1778	57	0	31	88	0	1493	40	1533	3401
05:00 PM	0	0	0	0	3	470	1	474	12	0	10	22	1	414	14	429	925
05:15 PM	0	0	0	0	4	535	0	539	18	0	7	25	0	379	6	385	949
05:30 PM	0	0	2	2	4	434	1	439	10	0	5	15	0	405	9	414	870
05:45 PM	0	0	1	1	3	423	1	427	6	0	10	16	2	339	18	359	803
Total	0	0	3	3	14	1862	3	1879	46	0	32	78	3	1537	47	1587	3547
Grand Total	1	0	4	5	70	5986	3	6059	149	0	88	237	3	5520	195	5718	12019
Apprch %	20	0	80		1.2	98.8	0		62.9	0	37.1		0.1	96.5	3.4		
Total %	0	0	0	0	0.6	49.8	0	50.4	1.2	0	0.7	2	0	45.9	1.6	47.6	

Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	12	273	0	285	4	0	3	7	0	312	12	324	616
07:30 AM	0	0	0	0	3	304	0	307	2	0	1	3	0	303	19	322	632
07:45 AM	0	0	0	0	6	354	0	360	4	0	4	8	0	305	14	319	687
08:00 AM	0	0	0	0	7	277	0	284	9	0	3	12	0	320	21	341	637
Total Volume	0	0	0	0	28	1208	0	1236	19	0	11	30	0	1240	66	1306	2572
% App. Total	0	0	0	0	2.3	97.7	0		63.3	0	36.7		0	94.9	5.1		
PHF	.000	.000	.000	.000	.583	.853	.000	.858	.528	.000	.688	.625	.000	.969	.786	.957	.936

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	12	273	0	285	9	0	3	12	0	320	21	341
+15 mins.	0	0	0	0	3	304	0	307	2	0	3	5	0	312	11	323
+30 mins.	0	0	0	0	6	354	0	360	11	0	4	15	0	293	13	306
+45 mins.	0	0	0	0	7	277	0	284	12	0	7	19	0	355	12	367
Total Volume	0	0	0	0	28	1208	0	1236	34	0	17	51	0	1280	57	1337
% App. Total	0	0	0	0	2.3	97.7	0		66.7	0	33.3		0	95.7	4.3	
PHF	.000	.000	.000	.000	.583	.853	.000	.858	.708	.000	.607	.671	.000	.901	.679	.911

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Enterprise
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	9	462	0	471	9	0	3	12	0	401	13	414	897
05:00 PM	0	0	0	0	3	470	1	474	12	0	10	22	1	414	14	429	925
05:15 PM	0	0	0	0	4	535	0	539	18	0	7	25	0	379	6	385	949
05:30 PM	0	0	2	2	4	434	1	439	10	0	5	15	0	405	9	414	870
Total Volume	0	0	2	2	20	1901	2	1923	49	0	25	74	1	1599	42	1642	3641
% App. Total	0	0	100		1	98.9	0.1		66.2	0	33.8		0.1	97.4	2.6		
PHF	.000	.000	.250	.250	.556	.888	.500	.892	.681	.000	.625	.740	.250	.966	.750	.957	.959

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	9	462	0	471	15	0	7	22	0	401	13	414
+15 mins.	0	0	0	0	3	470	1	474	18	0	13	31	1	414	14	429
+30 mins.	0	0	2	2	4	535	0	539	15	0	8	23	0	379	6	385
+45 mins.	0	0	1	1	4	434	1	439	9	0	3	12	0	405	9	414
Total Volume	0	0	3	3	20	1901	2	1923	57	0	31	88	1	1599	42	1642
% App. Total	0	0	100		1	98.9	0.1		64.8	0	35.2		0.1	97.4	2.6	
PHF	.000	.000	.375	.375	.556	.888	.500	.892	.792	.000	.596	.710	.250	.966	.750	.957

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Enterprise
 Site Code : 19034
 Start Date : 8/27/2020
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Groups Printed- Heavy Vehicles

Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	12	0	12	0	0	1	1	0	5	1	6	19
07:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
07:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	1	8	17
07:45 AM	0	0	0	0	0	18	0	18	0	0	2	2	0	8	0	8	28
Total	0	0	0	0	0	46	0	46	0	0	3	3	0	28	2	30	79
08:00 AM	0	0	0	0	1	14	0	15	2	0	2	4	0	5	0	5	24
08:15 AM	0	0	0	0	1	13	0	14	2	0	0	2	0	10	1	11	27
08:30 AM	0	0	0	0	0	13	0	13	1	0	1	2	0	11	0	11	26
08:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	10	0	10	18
Total	0	0	0	0	2	48	0	50	5	0	3	8	0	36	1	37	95
*** BREAK ***																	
04:00 PM	0	0	0	0	0	6	0	6	0	0	1	1	0	6	0	6	13
04:15 PM	0	0	0	0	1	5	0	6	1	0	0	1	0	11	0	11	18
04:30 PM	0	0	0	0	1	8	0	9	0	0	0	0	0	4	1	5	14
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	8	1	9	10
Total	0	0	0	0	3	19	0	22	1	0	1	2	0	29	2	31	55
05:00 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	4	0	4	8
05:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	5	0	5	7
05:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	3	0	3	7
05:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	1	5	11
Total	0	0	0	0	1	13	0	14	0	0	2	2	0	16	1	17	33
Grand Total	0	0	0	0	6	126	0	132	6	0	9	15	0	109	6	115	262
Apprch %	0	0	0		4.5	95.5	0		40	0	60		0	94.8	5.2		
Total %	0	0	0		2.3	48.1	0	50.4	2.3	0	3.4	5.7	0	41.6	2.3	43.9	

Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	18	0	18	0	0	2	2	0	8	0	8	28
08:00 AM	0	0	0	0	1	14	0	15	2	0	2	4	0	5	0	5	24
08:15 AM	0	0	0	0	1	13	0	14	2	0	0	2	0	10	1	11	27
08:30 AM	0	0	0	0	0	13	0	13	1	0	1	2	0	11	0	11	26
Total Volume	0	0	0	0	2	58	0	60	5	0	5	10	0	34	1	35	105
% App. Total	0	0	0		3.3	96.7	0		50	0	50		0	97.1	2.9		
PHF	.000	.000	.000	.000	.500	.806	.000	.833	.625	.000	.625	.625	.000	.773	.250	.795	.938

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:45 AM				08:00 AM			
+0 mins.	0	0	0	0	0	18	0	18	0	0	2	2	0	5	0	5
+15 mins.	0	0	0	0	1	14	0	15	2	0	2	4	0	10	1	11
+30 mins.	0	0	0	0	1	13	0	14	2	0	0	2	0	11	0	11
+45 mins.	0	0	0	0	0	13	0	13	1	0	1	2	0	10	0	10
Total Volume	0	0	0	0	2	58	0	60	5	0	5	10	0	36	1	37
% App. Total	0	0	0		3.3	96.7	0		50	0	50		0	97.3	2.7	
PHF	.000	.000	.000	.000	.500	.806	.000	.833	.625	.000	.625	.625	.000	.818	.250	.841

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Enterprise
 Site Code : 19034
 Start Date : 8/27/2020
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Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	6	0	6	0	0	1	1	0	6	0	6	13
04:15 PM	0	0	0	0	1	5	0	6	1	0	0	1	0	11	0	11	18
04:30 PM	0	0	0	0	1	8	0	9	0	0	0	0	0	4	1	5	14
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	8	1	9	10
Total Volume	0	0	0	0	3	19	0	22	1	0	1	2	0	29	2	31	55
% App. Total	0	0	0	0	13.6	86.4	0		50	0	50		0	93.5	6.5		
PHF	.000	.000	.000	.000	.750	.594	.000	.611	.250	.000	.250	.500	.000	.659	.500	.705	.764

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	1	1	0	6	0	6
+15 mins.	0	0	0	0	1	5	0	6	1	0	0	1	0	11	0	11
+30 mins.	0	0	0	0	1	8	0	9	0	0	0	0	0	4	1	5
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	8	1	9
Total Volume	0	0	0	0	3	19	0	22	1	0	1	2	0	29	2	31
% App. Total	0	0	0	0	13.6	86.4	0		50	0	50		0	93.5	6.5	
PHF	.000	.000	.000	.000	.750	.594	.000	.611	.250	.000	.250	.500	.000	.659	.500	.705

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Enterprise
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Uturns

Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	12
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0		100	0	0	100	0	0	0		0	0	0		

Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:15 AM				07:00 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.750

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Enterprise
 Site Code : 19034
 Start Date : 8/27/2020
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Start Time	DRIVEWAY Southbound				SR 580 Westbound				ENTERPRISE ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

Date: 8/27/20

Day: Thursday

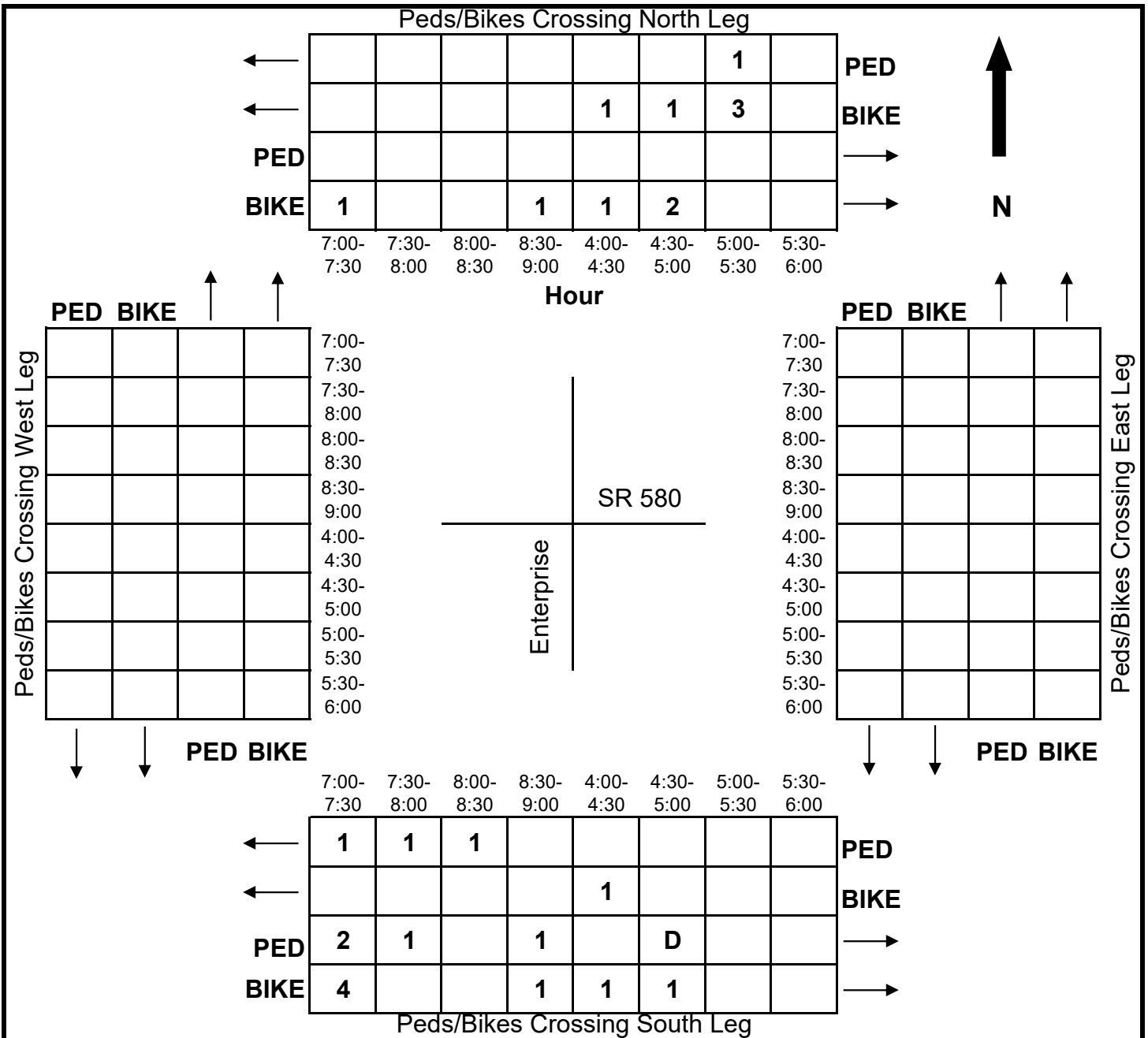
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Enterprise Road

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&US19FrontageRd
 Site Code : 19034
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	US 19 FRONTAGE ROAD Southbound					SR 580 Westbound					US 19 FRONTAGE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	55	55	17	38	165	102	109	15	8	234	78	26	18	30	152	51	120	48	73	292	843
07:15 AM	60	60	17	53	190	117	153	24	6	300	98	37	16	35	186	45	123	54	58	280	956
07:30 AM	66	77	14	35	192	110	187	13	6	316	135	38	15	37	225	59	179	70	77	385	1118
07:45 AM	56	67	32	45	200	135	165	21	14	335	142	48	11	24	225	60	135	57	67	319	1079
Total	237	259	80	171	747	464	614	73	34	1185	453	149	60	126	788	215	557	229	275	1276	3996
08:00 AM	51	74	16	58	199	97	144	11	12	264	92	43	9	28	172	54	172	62	37	325	960
08:15 AM	62	65	25	44	196	121	142	13	6	282	135	39	12	39	225	67	153	84	45	349	1052
08:30 AM	42	71	26	51	190	115	184	28	15	342	100	47	17	36	200	60	148	102	37	347	1079
08:45 AM	56	66	17	48	187	134	135	19	10	298	149	51	14	40	254	68	201	89	26	384	1123
Total	211	276	84	201	772	467	605	71	43	1186	476	180	52	143	851	249	674	337	145	1405	4214
*** BREAK ***																					
04:00 PM	65	57	31	61	214	104	169	36	24	333	175	100	41	62	378	89	227	85	30	431	1356
04:15 PM	120	76	33	48	277	116	144	31	19	310	177	83	27	61	348	57	176	84	34	351	1286
04:30 PM	100	78	30	60	268	127	224	43	6	400	201	74	19	74	368	70	204	81	35	390	1426
04:45 PM	83	71	33	68	255	123	187	28	15	353	214	78	31	71	394	89	245	95	40	469	1471
Total	368	282	127	237	1014	470	724	138	64	1396	767	335	118	268	1488	305	852	345	139	1641	5539
05:00 PM	87	69	36	61	253	147	226	25	14	412	246	94	17	76	433	72	191	78	53	394	1492
05:15 PM	105	75	38	43	261	125	266	49	9	449	166	62	33	54	315	77	213	77	24	391	1416
05:30 PM	84	80	36	40	240	154	185	33	19	391	157	60	22	63	302	86	211	61	51	409	1342
05:45 PM	82	66	38	23	209	142	183	19	29	373	215	87	22	56	380	72	189	54	44	359	1321
Total	358	290	148	167	963	568	860	126	71	1625	784	303	94	249	1430	307	804	270	172	1553	5571
Grand Total	1174	1107	439	776	3496	1969	2803	408	212	5392	2480	967	324	786	4557	1076	2887	1181	731	5875	19320
Apprch %	33.6	31.7	12.6	22.2		36.5	52	7.6	3.9		54.4	21.2	7.1	17.2		18.3	49.1	20.1	12.4		
Total %	6.1	5.7	2.3	4	18.1	10.2	14.5	2.1	1.1	27.9	12.8	5	1.7	4.1	23.6	5.6	14.9	6.1	3.8	30.4	
Passenger Vehicles	866	1095	430	756	3147	1927	2742	392	208	5269	2195	939	310	749	4193	1034	2829	1148	710	5721	18330
% Passenger Vehicles	73.8	98.9	97.9	97.4	90	97.9	97.8	96.1	98.1	97.7	88.5	97.1	95.7	95.3	92	96.1	98	97.2	97.1	97.4	94.9
Heavy Vehicles	20	12	9	20	61	42	61	16	4	123	72	28	14	37	151	24	58	33	21	136	471
% Heavy Vehicles	1.7	1.1	2.1	2.6	1.7	2.1	2.2	3.9	1.9	2.3	2.9	2.9	4.3	4.7	3.3	2.2	2	2.8	2.9	2.3	2.4
Uturns	288	0	0	0	288	0	0	0	0	0	213	0	0	0	213	18	0	0	0	18	519
% Uturns	24.5	0	0	0	8.2	0	0	0	0	0	8.6	0	0	0	4.7	1.7	0	0	0	0.3	2.7

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&US19FrontageRd
 Site Code : 19034
 Start Date : 9/3/2020
 Page No : 2

Start Time	US 19 FRONTAGE ROAD Southbound					SR 580 Westbound					US 19 FRONTAGE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	51	74	16	58	199	97	144	11	12	264	92	43	9	28	172	54	172	62	37	325	960
08:15 AM	62	65	25	44	196	121	142	13	6	282	135	39	12	39	225	67	153	84	45	349	1052
08:30 AM	42	71	26	51	190	115	184	28	15	342	100	47	17	36	200	60	148	102	37	347	1079
08:45 AM	56	66	17	48	187	134	135	19	10	298	149	51	14	40	254	68	201	89	26	384	1123
Total Volume	211	276	84	201	772	467	605	71	43	1186	476	180	52	143	851	249	674	337	145	1405	4214
% App. Total	27.3	35.8	10.9	26		39.4	51	6	3.6		55.9	21.2	6.1	16.8		17.7	48	24	10.3		
PHF	.851	.932	.808	.866	.970	.871	.822	.634	.717	.867	.799	.882	.765	.894	.838	.915	.838	.826	.806	.915	.938

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					08:00 AM					08:00 AM					
+0 mins.	66	77	14	35	192	135	165	21	14	335	92	43	9	28	172	54	172	62	37	325	
+15 mins.	56	67	32	45	200	97	144	11	12	264	135	39	12	39	225	67	153	84	45	349	
+30 mins.	51	74	16	58	199	121	142	13	6	282	100	47	17	36	200	60	148	102	37	347	
+45 mins.	62	65	25	44	196	115	184	28	15	342	149	51	14	40	254	68	201	89	26	384	
Total Volume	235	283	87	182	787	468	635	73	47	1223	476	180	52	143	851	249	674	337	145	1405	
% App. Total	29.9	36	11.1	23.1		38.3	51.9	6	3.8		55.9	21.2	6.1	16.8		17.7	48	24	10.3		
PHF	.890	.919	.680	.784	.984	.867	.863	.652	.783	.894	.799	.882	.765	.894	.838	.915	.838	.826	.806	.915	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	100	78	30	60	268	127	224	43	6	400	201	74	19	74	368	70	204	81	35	390	1426
04:45 PM	83	71	33	68	255	123	187	28	15	353	214	78	31	71	394	89	245	95	40	469	1471
05:00 PM	87	69	36	61	253	147	226	25	14	412	246	94	17	76	433	72	191	78	53	394	1492
05:15 PM	105	75	38	43	261	125	266	49	9	449	166	62	33	54	315	77	213	77	24	391	1416
Total Volume	375	293	137	232	1037	522	903	145	44	1614	827	308	100	275	1510	308	853	331	152	1644	5805
% App. Total	36.2	28.3	13.2	22.4		32.3	55.9	9	2.7		54.8	20.4	6.6	18.2		18.7	51.9	20.1	9.2		
PHF	.893	.939	.901	.853	.967	.888	.849	.740	.733	.899	.840	.819	.758	.905	.872	.865	.870	.871	.717	.876	.973

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM					05:00 PM					04:15 PM					04:45 PM					
+0 mins.	120	76	33	48	277	147	226	25	14	412	177	83	27	61	348	89	245	95	40	469	
+15 mins.	100	78	30	60	268	125	266	49	9	449	201	74	19	74	368	72	191	78	53	394	
+30 mins.	83	71	33	68	255	154	185	33	19	391	214	78	31	71	394	77	213	77	24	391	
+45 mins.	87	69	36	61	253	142	183	19	29	373	246	94	17	76	433	86	211	61	51	409	
Total Volume	390	294	132	237	1053	568	860	126	71	1625	838	329	94	282	1543	324	860	311	168	1663	
% App. Total	37	27.9	12.5	22.5		35	52.9	7.8	4.4		54.3	21.3	6.1	18.3		19.5	51.7	18.7	10.1		
PHF	.813	.942	.917	.871	.950	.922	.808	.643	.612	.905	.852	.875	.758	.928	.891	.910	.878	.818	.792	.886	

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&US19FrontageRd
 Site Code : 19034
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 19 FRONTAGE ROAD Southbound					SR 580 Westbound					US 19 FRONTAGE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	38	55	16	35	144	101	107	14	8	230	72	23	18	28	141	50	118	47	71	286	801
07:15 AM	31	60	17	51	159	115	148	24	5	292	87	36	14	30	167	43	120	53	55	271	889
07:30 AM	42	76	13	32	163	103	183	12	6	304	122	37	13	35	207	57	176	68	75	376	1050
07:45 AM	40	65	30	43	178	129	157	19	13	318	118	46	11	22	197	58	132	57	65	312	1005
Total	151	256	76	161	644	448	595	69	32	1144	399	142	56	115	712	208	546	225	266	1245	3745
08:00 AM	32	73	15	58	178	94	137	11	12	254	71	40	8	26	145	53	169	58	35	315	892
08:15 AM	42	65	24	44	175	118	134	13	6	271	117	36	12	36	201	67	150	82	45	344	991
08:30 AM	26	70	25	51	172	111	179	28	15	333	90	46	16	34	186	53	142	99	36	330	1021
08:45 AM	34	65	16	48	163	130	134	17	9	290	131	50	13	36	230	63	195	84	25	367	1050
Total	134	273	80	201	688	453	584	69	42	1148	409	172	49	132	762	236	656	323	141	1356	3954
*** BREAK ***																					
04:00 PM	47	57	31	58	193	100	165	36	23	324	151	99	38	61	349	86	220	82	30	418	1284
04:15 PM	98	76	33	47	254	115	138	30	19	302	162	82	27	58	329	56	171	82	33	342	1227
04:30 PM	90	75	29	58	252	122	221	38	6	387	184	72	18	73	347	69	199	77	35	380	1366
04:45 PM	68	70	33	66	237	122	184	27	15	348	191	77	30	69	367	87	242	94	38	461	1413
Total	303	278	126	229	936	459	708	131	63	1361	688	330	113	261	1392	298	832	335	136	1601	5290
05:00 PM	64	68	36	61	229	147	225	25	14	411	217	92	17	74	400	68	188	77	49	382	1422
05:15 PM	90	74	38	41	243	125	266	47	9	447	146	62	32	51	291	72	211	76	24	383	1364
05:30 PM	58	80	36	40	214	153	181	32	19	385	140	57	21	60	278	83	210	59	51	403	1280
05:45 PM	66	66	38	23	193	142	183	19	29	373	196	84	22	56	358	69	186	53	43	351	1275
Total	278	288	148	165	879	567	855	123	71	1616	699	295	92	241	1327	292	795	265	167	1519	5341
Grand Total	866	1095	430	756	3147	1927	2742	392	208	5269	2195	939	310	749	4193	1034	2829	1148	710	5721	18330
Apprch %	27.5	34.8	13.7	24		36.6	52	7.4	3.9		52.3	22.4	7.4	17.9		18.1	49.4	20.1	12.4		
Total %	4.7	6	2.3	4.1	17.2	10.5	15	2.1	1.1	28.7	12	5.1	1.7	4.1	22.9	5.6	15.4	6.3	3.9	31.2	

Start Time	US 19 FRONTAGE ROAD Southbound					SR 580 Westbound					US 19 FRONTAGE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	32	73	15	58	178	94	137	11	12	254	71	40	8	26	145	53	169	58	35	315	892
08:15 AM	42	65	24	44	175	118	134	13	6	271	117	36	12	36	201	67	150	82	45	344	991
08:30 AM	26	70	25	51	172	111	179	28	15	333	90	46	16	34	186	53	142	99	36	330	1021
08:45 AM	34	65	16	48	163	130	134	17	9	290	131	50	13	36	230	63	195	84	25	367	1050
Total Volume	134	273	80	201	688	453	584	69	42	1148	409	172	49	132	762	236	656	323	141	1356	3954
% App. Total	19.5	39.7	11.6	29.2		39.5	50.9	6	3.7		53.7	22.6	6.4	17.3		17.4	48.4	23.8	10.4		
PHF	.798	.935	.800	.866	.966	.871	.816	.616	.700	.862	.781	.860	.766	.917	.828	.881	.841	.816	.783	.924	.941

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					08:00 AM					08:00 AM				
+0 mins.	40	65	30	43	178	129	157	19	13	318	71	40	8	26	145	53	169	58	35	315
+15 mins.	32	73	15	58	178	94	137	11	12	254	117	36	12	36	201	67	150	82	45	344
+30 mins.	42	65	24	44	175	118	134	13	6	271	90	46	16	34	186	53	142	99	36	330
+45 mins.	26	70	25	51	172	111	179	28	15	333	131	50	13	36	230	63	195	84	25	367
Total Volume	140	273	94	196	703	452	607	71	46	1176	409	172	49	132	762	236	656	323	141	1356
% App. Total	19.9	38.8	13.4	27.9		38.4	51.6	6	3.9		53.7	22.6	6.4	17.3		17.4	48.4	23.8	10.4	
PHF	.833	.935	.783	.845	.987	.876	.848	.634	.767	.883	.781	.860	.766	.917	.828	.881	.841	.816	.783	.924

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	90	75	29	58	252	122	221	38	6	387	184	72	18	73	347	69	199	77	35	380	1366
04:45 PM	68	70	33	66	237	122	184	27	15	348	191	77	30	69	367	87	242	94	38	461	1413
05:00 PM	64	68	36	61	229	147	225	25	14	411	217	92	17	74	400	68	188	77	49	382	1422
05:15 PM	90	74	38	41	243	125	266	47	9	447	146	62	32	51	291	72	211	76	24	383	1364
Total Volume	312	287	136	226	961	516	896	137	44	1593	738	303	97	267	1405	296	840	324	146	1606	5565
% App. Total	32.5	29.9	14.2	23.5		32.4	56.2	8.6	2.8		52.5	21.6	6.9	19		18.4	52.3	20.2	9.1		
PHF	.867	.957	.895	.856	.953	.878	.842	.729	.733	.891	.850	.823	.758	.902	.878	.851	.868	.862	.745	.871	.978

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					05:00 PM					04:15 PM					04:45 PM				
+0 mins.	98	76	33	47	254	147	225	25	14	411	162	82	27	58	329	87	242	94	38	461
+15 mins.	90	75	29	58	252	125	266	47	9	447	184	72	18	73	347	68	188	77	49	382
+30 mins.	68	70	33	66	237	153	181	32	19	385	191	77	30	69	367	72	211	76	24	383
+45 mins.	64	68	36	61	229	142	183	19	29	373	217	92	17	74	400	83	210	59	51	403
Total Volume	320	289	131	232	972	567	855	123	71	1616	754	323	92	274	1443	310	851	306	162	1629
% App. Total	32.9	29.7	13.5	23.9		35.1	52.9	7.6	4.4		52.3	22.4	6.4	19		19	52.2	18.8	9.9	
PHF	.816	.951	.910	.879	.957	.926	.804	.654	.612	.904	.869	.878	.767	.926	.902	.891	.879	.814	.794	.883

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&US19FrontageRd
 Site Code : 19034
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 19 FRONTAGE ROAD Southbound					SR 580 Westbound					US 19 FRONTAGE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	0	1	3	6	1	2	1	0	4	3	3	0	2	8	1	2	1	2	6	24
07:15 AM	1	0	0	2	3	2	5	0	1	8	3	1	2	5	11	0	3	1	3	7	29
07:30 AM	2	1	1	3	7	7	4	1	0	12	4	1	2	2	9	2	3	2	2	9	37
07:45 AM	1	2	2	2	7	6	8	2	1	17	8	2	0	2	12	1	3	0	2	6	42
Total	6	3	4	10	23	16	19	4	2	41	18	7	4	11	40	4	11	4	9	28	132
08:00 AM	1	1	1	0	3	3	7	0	0	10	9	3	1	2	15	1	3	4	2	10	38
08:15 AM	2	0	1	0	3	3	8	0	0	11	8	3	0	3	14	0	3	2	0	5	33
08:30 AM	0	1	1	0	2	4	5	0	0	9	5	1	1	2	9	3	6	3	1	13	33
08:45 AM	2	1	1	0	4	4	1	2	1	8	8	1	1	4	14	4	6	5	1	16	42
Total	5	3	4	0	12	14	21	2	1	38	30	8	3	11	52	8	18	14	4	44	146
*** BREAK ***																					
04:00 PM	1	0	0	3	4	4	4	0	1	9	4	1	3	1	9	2	7	3	0	12	34
04:15 PM	1	0	0	1	2	1	6	1	0	8	1	1	0	3	5	1	5	2	1	9	24
04:30 PM	1	3	1	2	7	5	3	5	0	13	2	2	1	1	6	1	5	4	0	10	36
04:45 PM	2	1	0	2	5	1	3	1	0	5	2	1	1	2	6	1	3	1	2	7	23
Total	5	4	1	8	18	11	16	7	1	35	9	5	5	7	26	5	20	10	3	38	117
05:00 PM	0	1	0	0	1	0	1	0	0	1	5	2	0	2	9	2	3	1	4	10	21
05:15 PM	1	1	0	2	4	0	0	2	0	2	4	0	1	3	8	4	2	1	0	7	21
05:30 PM	2	0	0	0	2	1	4	1	0	6	3	3	1	3	10	1	1	2	0	4	22
05:45 PM	1	0	0	0	1	0	0	0	0	0	3	3	0	0	6	0	3	1	1	5	12
Total	4	2	0	2	8	1	5	3	0	9	15	8	2	8	33	7	9	5	5	26	76
Grand Total	20	12	9	20	61	42	61	16	4	123	72	28	14	37	151	24	58	33	21	136	471
Apprch %	32.8	19.7	14.8	32.8		34.1	49.6	13	3.3		47.7	18.5	9.3	24.5		17.6	42.6	24.3	15.4		
Total %	4.2	2.5	1.9	4.2	13	8.9	13	3.4	0.8	26.1	15.3	5.9	3	7.9	32.1	5.1	12.3	7	4.5	28.9	

Start Time	US 19 FRONTAGE ROAD Southbound					SR 580 Westbound					US 19 FRONTAGE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	1	1	3	7	7	4	1	0	12	4	1	2	2	9	2	3	2	2	9	37
07:45 AM	1	2	2	2	7	6	8	2	1	17	8	2	0	2	12	1	3	0	2	6	42
08:00 AM	1	1	1	0	3	3	7	0	0	10	9	3	1	2	15	1	3	4	2	10	38
08:15 AM	2	0	1	0	3	3	8	0	0	11	8	3	0	3	14	0	3	2	0	5	33
Total Volume	6	4	5	5	20	19	27	3	1	50	29	9	3	9	50	4	12	8	6	30	150
% App. Total	30	20	25	25		38	54	6	2		58	18	6	18		13.3	40	26.7	20		
PHF	.750	.500	.625	.417	.714	.679	.844	.375	.250	.735	.806	.750	.375	.750	.833	.500	1.00	.500	.750	.750	.893

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					08:00 AM					08:00 AM				
+0 mins.	2	0	1	3	6	7	4	1	0	12	9	3	1	2	15	1	3	4	2	10
+15 mins.	1	0	0	2	3	6	8	2	1	17	8	3	0	3	14	0	3	2	0	5
+30 mins.	2	1	1	3	7	3	7	0	0	10	5	1	1	2	9	3	6	3	1	13
+45 mins.	1	2	2	2	7	3	8	0	0	11	8	1	1	4	14	4	6	5	1	16
Total Volume	6	3	4	10	23	19	27	3	1	50	30	8	3	11	52	8	18	14	4	44
% App. Total	26.1	13	17.4	43.5		38	54	6	2		57.7	15.4	5.8	21.2		18.2	40.9	31.8	9.1	
PHF	.750	.375	.500	.833	.821	.679	.844	.375	.250	.735	.833	.667	.750	.688	.867	.500	.750	.700	.500	.688

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	04:00 PM					04:15 PM					04:30 PM					04:45 PM					
04:00 PM	1	0	0	3	4	4	4	0	1	9	4	1	3	1	9	2	7	3	0	12	34
04:15 PM	1	0	0	1	2	1	6	1	0	8	1	1	0	3	5	1	5	2	1	9	24
04:30 PM	1	3	1	2	7	5	3	5	0	13	2	2	1	1	6	1	5	4	0	10	36
04:45 PM	2	1	0	2	5	1	3	1	0	5	2	1	1	2	6	1	3	1	2	7	23
Total Volume	5	4	1	8	18	11	16	7	1	35	9	5	5	7	26	5	20	10	3	38	117
% App. Total	27.8	22.2	5.6	44.4		31.4	45.7	20	2.9		34.6	19.2	19.2	26.9		13.2	52.6	26.3	7.9		
PHF	.625	.333	.250	.667	.643	.550	.667	.350	.250	.673	.563	.625	.417	.583	.722	.625	.714	.625	.375	.792	.813

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:45 PM					04:00 PM				
+0 mins.	1	0	0	3	4	4	4	0	1	9	2	1	1	2	6	2	7	3	0	12
+15 mins.	1	0	0	1	2	1	6	1	0	8	5	2	0	2	9	1	5	2	1	9
+30 mins.	1	3	1	2	7	5	3	5	0	13	4	0	1	3	8	1	5	4	0	10
+45 mins.	2	1	0	2	5	1	3	1	0	5	3	3	1	3	10	1	3	1	2	7
Total Volume	5	4	1	8	18	11	16	7	1	35	14	6	3	10	33	5	20	10	3	38
% App. Total	27.8	22.2	5.6	44.4		31.4	45.7	20	2.9		42.4	18.2	9.1	30.3		13.2	52.6	26.3	7.9	
PHF	.625	.333	.250	.667	.643	.550	.667	.350	.250	.673	.700	.500	.750	.833	.825	.625	.714	.625	.375	.792

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&US19FrontageRd
 Site Code : 19034
 Start Date : 9/3/2020
 Page No : 1

Groups Printed- Uturns

Start Time	US 19 FRONTAGE ROAD Southbound					SR 580 Westbound					US 19 FRONTAGE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	15	0	0	0	15	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	18
07:15 AM	28	0	0	0	28	0	0	0	0	0	8	0	0	0	8	2	0	0	0	0	38
07:30 AM	22	0	0	0	22	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	31
07:45 AM	15	0	0	0	15	0	0	0	0	0	16	0	0	0	16	1	0	0	0	0	32
Total	80	0	0	0	80	0	0	0	0	0	36	0	0	0	36	3	0	0	0	3	119
08:00 AM	18	0	0	0	18	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	30
08:15 AM	18	0	0	0	18	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	28
08:30 AM	16	0	0	0	16	0	0	0	0	0	5	0	0	0	5	4	0	0	0	0	25
08:45 AM	20	0	0	0	20	0	0	0	0	0	10	0	0	0	10	1	0	0	0	0	31
Total	72	0	0	0	72	0	0	0	0	0	37	0	0	0	37	5	0	0	0	5	114
*** BREAK ***																					
04:00 PM	17	0	0	0	17	0	0	0	0	0	20	0	0	0	20	1	0	0	0	0	38
04:15 PM	21	0	0	0	21	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	35
04:30 PM	9	0	0	0	9	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	24
04:45 PM	13	0	0	0	13	0	0	0	0	0	21	0	0	0	21	1	0	0	0	0	35
Total	60	0	0	0	60	0	0	0	0	0	70	0	0	0	70	2	0	0	0	2	132
05:00 PM	23	0	0	0	23	0	0	0	0	0	24	0	0	0	24	2	0	0	0	0	49
05:15 PM	14	0	0	0	14	0	0	0	0	0	16	0	0	0	16	1	0	0	0	0	31
05:30 PM	24	0	0	0	24	0	0	0	0	0	14	0	0	0	14	2	0	0	0	0	40
05:45 PM	15	0	0	0	15	0	0	0	0	0	16	0	0	0	16	3	0	0	0	0	34
Total	76	0	0	0	76	0	0	0	0	0	70	0	0	0	70	8	0	0	0	8	154
Grand Total	288	0	0	0	288	0	0	0	0	0	213	0	0	0	213	18	0	0	0	18	519
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	55.5	0	0	0	55.5	0	0	0	0	0	41	0	0	0	41	3.5	0	0	0	3.5	

Start Time	US 19 FRONTAGE ROAD Southbound					SR 580 Westbound					US 19 FRONTAGE ROAD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	28	0	0	0	28	0	0	0	0	0	8	0	0	0	8	2	0	0	0	2	38
07:30 AM	22	0	0	0	22	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	31
07:45 AM	15	0	0	0	15	0	0	0	0	0	16	0	0	0	16	1	0	0	0	1	32
08:00 AM	18	0	0	0	18	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	30
Total Volume	83	0	0	0	83	0	0	0	0	0	45	0	0	0	45	3	0	0	0	3	131
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.741	.000	.000	.000	.741	.000	.000	.000	.000	.000	.703	.000	.000	.000	.703	.375	.000	.000	.000	.375	.862

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:30 AM					07:45 AM				
+0 mins.	28	0	0	0	28	0	0	0	0	0	9	0	0	0	9	1	0	0	0	1
+15 mins.	22	0	0	0	22	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0
+30 mins.	15	0	0	0	15	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0
+45 mins.	18	0	0	0	18	0	0	0	0	0	10	0	0	0	10	4	0	0	0	4
Total Volume	83	0	0	0	83	0	0	0	0	0	47	0	0	0	47	5	0	0	0	5
% App. Total	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.741	.000	.000	.000	.741	.000	.000	.000	.000	.000	.734	.000	.000	.000	.734	.313	.000	.000	.000	.313

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	13	0	0	0	13	0	0	0	0	0	21	0	0	0	21	1	0	0	0	1	35
05:00 PM	23	0	0	0	23	0	0	0	0	0	24	0	0	0	24	2	0	0	0	2	49
05:15 PM	14	0	0	0	14	0	0	0	0	0	16	0	0	0	16	1	0	0	0	1	31
05:30 PM	24	0	0	0	24	0	0	0	0	0	14	0	0	0	14	2	0	0	0	2	40
Total Volume	74	0	0	0	74	0	0	0	0	0	75	0	0	0	75	6	0	0	0	6	155
% App. Total	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0
PHF	.771	.000	.000	.000	.771	.000	.000	.000	.000	.000	.781	.000	.000	.000	.781	.750	.000	.000	.000	.750	.791

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:00 PM					04:30 PM					05:00 PM				
+0 mins.	23	0	0	0	23	0	0	0	0	0	15	0	0	0	15	2	0	0	0	2
+15 mins.	14	0	0	0	14	0	0	0	0	0	21	0	0	0	21	1	0	0	0	1
+30 mins.	24	0	0	0	24	0	0	0	0	0	24	0	0	0	24	2	0	0	0	2
+45 mins.	15	0	0	0	15	0	0	0	0	0	16	0	0	0	16	3	0	0	0	3
Total Volume	76	0	0	0	76	0	0	0	0	0	76	0	0	0	76	8	0	0	0	8
% App. Total	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.792	.000	.000	.000	.792	.000	.000	.000	.000	.000	.792	.000	.000	.000	.792	.667	.000	.000	.000	.667

Intersection Pedestrian & Bicycle Count

Date: 9/3/20

Day: Thursday

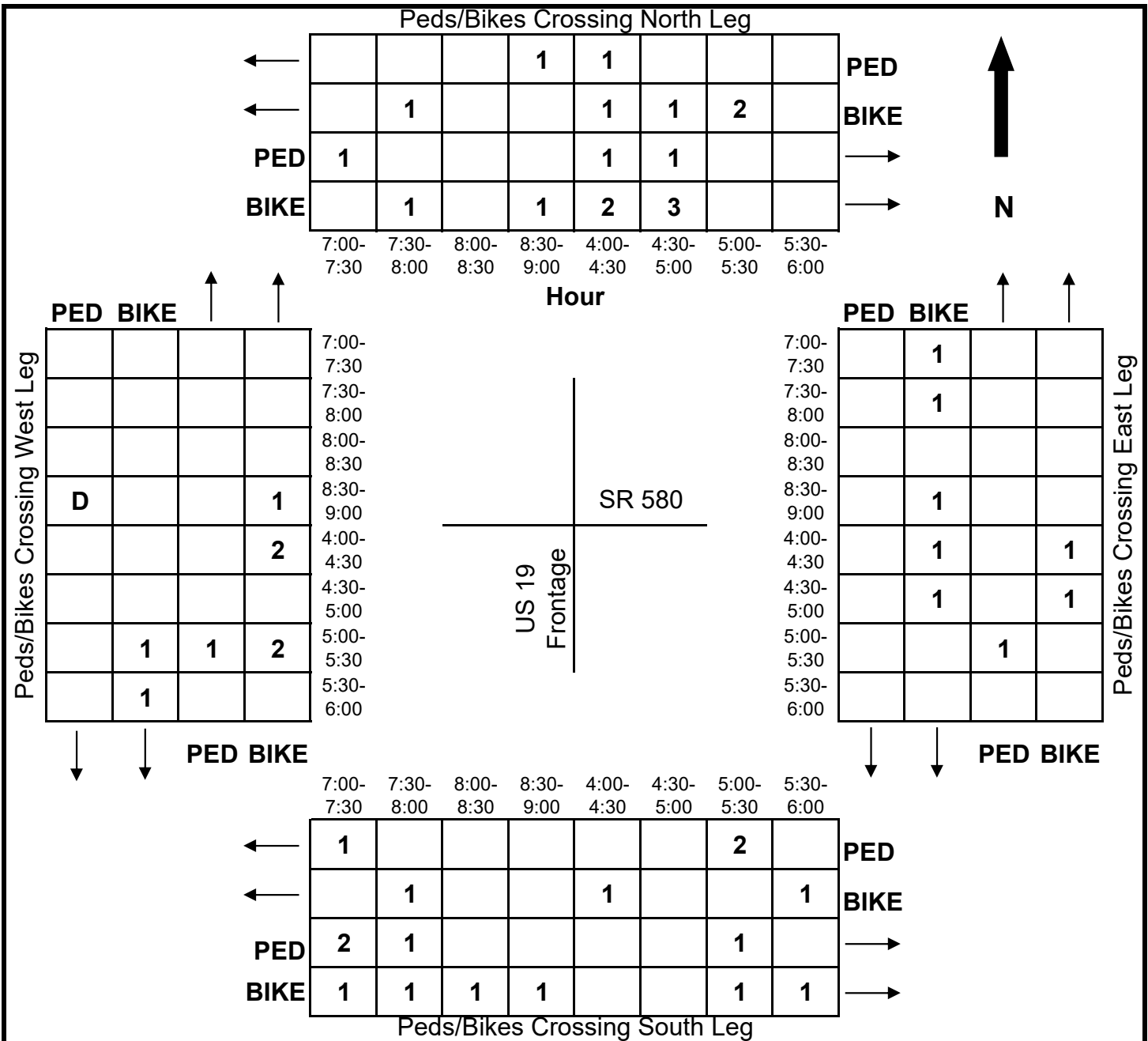
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at US 19 Frontage Roads

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Summerdale
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	SUMMERDALE DRIVE Southbound					SR 580 Westbound					SUMMERDALE DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	11	0	3	19	33	4	291	4	0	299	6	1	0	1	8	11	202	1	0	214	554
07:15 AM	10	0	3	17	30	0	306	7	2	315	2	0	0	1	3	12	203	0	0	215	563
07:30 AM	7	0	3	11	21	0	265	12	3	280	3	2	0	0	5	11	189	2	0	202	508
07:45 AM	3	0	0	14	17	0	316	7	0	323	1	1	0	0	2	6	188	4	0	198	540
Total	31	0	9	61	101	4	1178	30	5	1217	12	4	0	2	18	40	782	7	0	829	2165
08:00 AM	4	0	2	23	29	0	262	6	0	268	1	0	1	0	2	15	211	2	0	228	527
08:15 AM	10	1	4	14	29	0	274	8	2	284	0	2	1	0	3	12	206	3	1	222	538
08:30 AM	9	0	2	8	19	0	308	12	2	322	1	3	0	0	4	10	221	1	0	232	577
08:45 AM	14	0	7	7	28	0	254	13	0	267	4	0	0	3	7	27	150	3	0	180	482
Total	37	1	15	52	105	0	1098	39	4	1141	6	5	2	3	16	64	788	9	1	862	2124
*** BREAK ***																					
04:00 PM	15	5	15	20	55	3	272	10	2	287	26	7	6	4	43	38	279	19	1	337	722
04:15 PM	23	7	18	19	67	11	272	18	3	304	24	10	4	5	43	31	303	12	2	348	762
04:30 PM	26	6	16	11	59	5	338	13	0	356	24	7	3	2	36	39	262	17	2	320	771
04:45 PM	32	5	32	20	89	6	304	17	1	328	26	5	4	1	36	40	263	17	1	321	774
Total	96	23	81	70	270	25	1186	58	6	1275	100	29	17	12	158	148	1107	65	6	1326	3029
05:00 PM	24	3	20	27	74	7	355	16	0	378	18	5	1	8	32	46	344	11	2	403	887
05:15 PM	17	0	12	17	46	8	316	19	3	346	20	2	2	5	29	37	278	17	0	332	753
05:30 PM	22	3	11	23	59	9	271	6	1	287	21	8	2	3	34	34	220	15	3	272	652
05:45 PM	17	3	18	13	51	6	230	8	1	245	25	5	2	4	36	38	226	21	0	285	617
Total	80	9	61	80	230	30	1172	49	5	1256	84	20	7	20	131	155	1068	64	5	1292	2909
Grand Total	244	33	166	263	706	59	4634	176	20	4889	202	58	26	37	323	407	3745	145	12	4309	10227
Apprch %	34.6	4.7	23.5	37.3		1.2	94.8	3.6	0.4		62.5	18	8	11.5		9.4	86.9	3.4	0.3		
Total %	2.4	0.3	1.6	2.6	6.9	0.6	45.3	1.7	0.2	47.8	2	0.6	0.3	0.4	3.2	4	36.6	1.4	0.1	42.1	
Passenger Vehicles	242	33	163	255	693	58	4554	175	18	4805	202	58	23	35	318	397	3646	143	12	4198	10014
% Passenger Vehicles	99.2	100	98.2	97	98.2	98.3	98.3	99.4	90	98.3	100	100	88.5	94.6	98.5	97.5	97.4	98.6	100	97.4	97.9
Heavy Vehicles	2	0	3	8	13	0	80	1	2	83	0	0	3	2	5	4	99	2	0	105	206
% Heavy Vehicles	0.8	0	1.8	3	1.8	0	1.7	0.6	10	1.7	0	0	11.5	5.4	1.5	1	2.6	1.4	0	2.4	2
Uturns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
% Uturns	0	0	0	0	0	1.7	0	0	0	0	0	0	0	0	0	1.5	0	0	0	0.1	0.1

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Summerdale
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	SUMMERDALE DRIVE Southbound					SR 580 Westbound					SUMMERDALE DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	0	0	14	17	0	316	7	0	323	1	1	0	0	2	6	188	4	0	198	540
08:00 AM	4	0	2	23	29	0	262	6	0	268	1	0	1	0	2	15	211	2	0	228	527
08:15 AM	10	1	4	14	29	0	274	8	2	284	0	2	1	0	3	12	206	3	1	222	538
08:30 AM	9	0	2	8	19	0	308	12	2	322	1	3	0	0	4	10	221	1	0	232	577
Total Volume	26	1	8	59	94	0	1160	33	4	1197	3	6	2	0	11	43	826	10	1	880	2182
% App. Total	27.7	1.1	8.5	62.8		0	96.9	2.8	0.3		27.3	54.5	18.2	0		4.9	93.9	1.1	0.1		
PHF	.650	.250	.500	.641	.810	.000	.918	.688	.500	.926	.750	.500	.500	.000	.688	.717	.934	.625	.250	.948	.945

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					07:00 AM					07:45 AM				
+0 mins.	4	0	2	23	29	4	291	4	0	299	6	1	0	1	8	6	188	4	0	198
+15 mins.	10	1	4	14	29	0	306	7	2	315	2	0	0	1	3	15	211	2	0	228
+30 mins.	9	0	2	8	19	0	265	12	3	280	3	2	0	0	5	12	206	3	1	222
+45 mins.	14	0	7	7	28	0	316	7	0	323	1	1	0	0	2	10	221	1	0	232
Total Volume	37	1	15	52	105	4	1178	30	5	1217	12	4	0	2	18	43	826	10	1	880
% App. Total	35.2	1	14.3	49.5		0.3	96.8	2.5	0.4		66.7	22.2	0	11.1		4.9	93.9	1.1	0.1	
PHF	.661	.250	.536	.565	.905	.250	.932	.625	.417	.942	.500	.500	.000	.500	.563	.717	.934	.625	.250	.948

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	23	7	18	19	67	11	272	18	3	304	24	10	4	5	43	31	303	12	2	348	762
04:30 PM	26	6	16	11	59	5	338	13	0	356	24	7	3	2	36	39	262	17	2	320	771
04:45 PM	32	5	32	20	89	6	304	17	1	328	26	5	4	1	36	40	263	17	1	321	774
05:00 PM	24	3	20	27	74	7	355	16	0	378	18	5	1	8	32	46	344	11	2	403	887
Total Volume	105	21	86	77	289	29	1269	64	4	1366	92	27	12	16	147	156	1172	57	7	1392	3194
% App. Total	36.3	7.3	29.8	26.6		2.1	92.9	4.7	0.3		62.6	18.4	8.2	10.9		11.2	84.2	4.1	0.5		
PHF	.820	.750	.672	.713	.812	.659	.894	.889	.333	.903	.885	.675	.750	.500	.855	.848	.852	.838	.875	.864	.900

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM					04:30 PM					04:00 PM					04:15 PM				
+0 mins.	23	7	18	19	67	5	338	13	0	356	26	7	6	4	43	31	303	12	2	348
+15 mins.	26	6	16	11	59	6	304	17	1	328	24	10	4	5	43	39	262	17	2	320
+30 mins.	32	5	32	20	89	7	355	16	0	378	24	7	3	2	36	40	263	17	1	321
+45 mins.	24	3	20	27	74	8	316	19	3	346	26	5	4	1	36	46	344	11	2	403
Total Volume	105	21	86	77	289	26	1313	65	4	1408	100	29	17	12	158	156	1172	57	7	1392
% App. Total	36.3	7.3	29.8	26.6		1.8	93.3	4.6	0.3		63.3	18.4	10.8	7.6		11.2	84.2	4.1	0.5	
PHF	.820	.750	.672	.713	.812	.813	.925	.855	.333	.931	.962	.725	.708	.600	.919	.848	.852	.838	.875	.864

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Summerdale
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SUMMERDALE DRIVE Southbound					SR 580 Westbound					SUMMERDALE DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	11	0	2	18	31	4	285	4	0	293	6	1	0	1	8	11	194	1	0	206	538
07:15 AM	10	0	3	15	28	0	302	7	1	310	2	0	0	1	3	12	193	0	0	205	546
07:30 AM	7	0	3	9	19	0	262	12	3	277	3	2	0	0	5	11	182	2	0	195	496
07:45 AM	3	0	0	14	17	0	301	7	0	308	1	1	0	0	2	6	183	4	0	193	520
Total	31	0	8	56	95	4	1150	30	4	1188	12	4	0	2	18	40	752	7	0	799	2100
08:00 AM	4	0	2	21	27	0	249	6	0	255	1	0	0	0	1	15	203	1	0	219	502
08:15 AM	10	1	4	14	29	0	269	8	1	278	0	2	0	0	2	11	200	2	1	214	523
08:30 AM	9	0	2	8	19	0	298	11	2	311	1	3	0	0	4	10	217	1	0	228	562
08:45 AM	13	0	7	6	26	0	247	13	0	260	4	0	0	3	7	26	140	3	0	169	462
Total	36	1	15	49	101	0	1063	38	3	1104	6	5	0	3	14	62	760	7	1	830	2049
*** BREAK ***																					
04:00 PM	15	5	15	20	55	3	268	10	2	283	26	7	6	3	42	37	272	19	1	329	709
04:15 PM	23	7	18	19	67	11	270	18	3	302	24	10	3	4	41	29	298	12	2	341	751
04:30 PM	25	6	16	11	58	5	335	13	0	353	24	7	3	2	36	38	255	17	2	312	759
04:45 PM	32	5	31	20	88	6	301	17	1	325	26	5	4	1	36	40	260	17	1	318	767
Total	95	23	80	70	268	25	1174	58	6	1263	100	29	16	10	155	144	1085	65	6	1300	2986
05:00 PM	24	3	20	27	74	7	354	16	0	377	18	5	1	8	32	46	336	11	2	395	878
05:15 PM	17	0	11	17	45	8	315	19	3	345	20	2	2	5	29	36	273	17	0	326	745
05:30 PM	22	3	11	23	59	9	271	6	1	287	21	8	2	3	34	33	216	15	3	267	647
05:45 PM	17	3	18	13	51	5	227	8	1	241	25	5	2	4	36	36	224	21	0	281	609
Total	80	9	60	80	229	29	1167	49	5	1250	84	20	7	20	131	151	1049	64	5	1269	2879
Grand Total	242	33	163	255	693	58	4554	175	18	4805	202	58	23	35	318	397	3646	143	12	4198	10014
Apprch %	34.9	4.8	23.5	36.8		1.2	94.8	3.6	0.4		63.5	18.2	7.2	11		9.5	86.9	3.4	0.3		
Total %	2.4	0.3	1.6	2.5	6.9	0.6	45.5	1.7	0.2	48	2	0.6	0.2	0.3	3.2	4	36.4	1.4	0.1	41.9	

Start Time	SUMMERDALE DRIVE Southbound					SR 580 Westbound					SUMMERDALE DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	0	0	14	17	0	301	7	0	308	1	1	0	0	2	6	183	4	0	193	520
08:00 AM	4	0	2	21	27	0	249	6	0	255	1	0	0	0	1	15	203	1	0	219	502
08:15 AM	10	1	4	14	29	0	269	8	1	278	0	2	0	0	2	11	200	2	1	214	523
08:30 AM	9	0	2	8	19	0	298	11	2	311	1	3	0	0	4	10	217	1	0	228	562
Total Volume	26	1	8	57	92	0	1117	32	3	1152	3	6	0	0	9	42	803	8	1	854	2107
% App. Total	28.3	1.1	8.7	62		0	97	2.8	0.3		33.3	66.7	0	0		4.9	94	0.9	0.1		
PHF	.650	.250	.500	.679	.793	.000	.928	.727	.375	.926	.750	.500	.000	.000	.563	.700	.925	.500	.250	.936	.937

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					07:00 AM					07:45 AM				
+0 mins.	4	0	2	21	27	4	285	4	0	293	6	1	0	1	8	6	183	4	0	193
+15 mins.	10	1	4	14	29	0	302	7	1	310	2	0	0	1	3	15	203	1	0	219
+30 mins.	9	0	2	8	19	0	262	12	3	277	3	2	0	0	5	11	200	2	1	214
+45 mins.	13	0	7	6	26	0	301	7	0	308	1	1	0	0	2	10	217	1	0	228
Total Volume	36	1	15	49	101	4	1150	30	4	1188	12	4	0	2	18	42	803	8	1	854
% App. Total	35.6	1	14.9	48.5		0.3	96.8	2.5	0.3		66.7	22.2	0	11.1		4.9	94	0.9	0.1	
PHF	.692	.250	.536	.583	.871	.250	.952	.625	.333	.958	.500	.500	.000	.500	.563	.700	.925	.500	.250	.936

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	23	7	18	19	67	11	270	18	3	302	24	10	3	4	41	29	298	12	2	341	751
04:30 PM	25	6	16	11	58	5	335	13	0	353	24	7	3	2	36	38	255	17	2	312	759
04:45 PM	32	5	31	20	88	6	301	17	1	325	26	5	4	1	36	40	260	17	1	318	767
05:00 PM	24	3	20	27	74	7	354	16	0	377	18	5	1	8	32	46	336	11	2	395	878
Total Volume	104	21	85	77	287	29	1260	64	4	1357	92	27	11	15	145	153	1149	57	7	1366	3155
% App. Total	36.2	7.3	29.6	26.8		2.1	92.9	4.7	0.3		63.4	18.6	7.6	10.3		11.2	84.1	4.2	0.5		
PHF	.813	.750	.685	.713	.815	.659	.890	.889	.333	.900	.885	.675	.688	.469	.884	.832	.855	.838	.875	.865	.898

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:30 PM					04:00 PM					04:15 PM				
+0 mins.	23	7	18	19	67	5	335	13	0	353	26	7	6	3	42	29	298	12	2	341
+15 mins.	25	6	16	11	58	6	301	17	1	325	24	10	3	4	41	38	255	17	2	312
+30 mins.	32	5	31	20	88	7	354	16	0	377	24	7	3	2	36	40	260	17	1	318
+45 mins.	24	3	20	27	74	8	315	19	3	345	26	5	4	1	36	46	336	11	2	395
Total Volume	104	21	85	77	287	26	1305	65	4	1400	100	29	16	10	155	153	1149	57	7	1366
% App. Total	36.2	7.3	29.6	26.8		1.9	93.2	4.6	0.3		64.5	18.7	10.3	6.5		11.2	84.1	4.2	0.5	
PHF	.813	.750	.685	.713	.815	.813	.922	.855	.333	.928	.962	.725	.667	.625	.923	.832	.855	.838	.875	.865

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Summerdale
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	SUMMERDALE DRIVE Southbound					SR 580 Westbound					SUMMERDALE DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	1	1	2	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	16
07:15 AM	0	0	0	2	2	0	4	0	1	5	0	0	0	0	0	0	10	0	0	10	17
07:30 AM	0	0	0	2	2	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	12
07:45 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	5	0	0	5	20
Total	0	0	1	5	6	0	28	0	1	29	0	0	0	0	0	0	30	0	0	30	65
08:00 AM	0	0	0	2	2	0	13	0	0	13	0	0	1	0	1	0	8	1	0	9	25
08:15 AM	0	0	0	0	0	0	5	0	1	6	0	0	1	0	1	1	6	1	0	8	15
08:30 AM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	4	0	0	4	15
08:45 AM	1	0	0	1	2	0	7	0	0	7	0	0	0	0	0	1	10	0	0	11	20
Total	1	0	0	3	4	0	35	1	1	37	0	0	2	0	2	2	28	2	0	32	75
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	7	0	0	7	12
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	1	2	2	5	0	0	7	11
04:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	11
04:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
Total	1	0	1	0	2	0	12	0	0	12	0	0	1	2	3	2	22	0	0	24	41
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	9
05:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	19	0	0	19	25
Grand Total	2	0	3	8	13	0	80	1	2	83	0	0	3	2	5	4	99	2	0	105	206
Apprch %	15.4	0	23.1	61.5		0	96.4	1.2	2.4		0	0	60	40		3.8	94.3	1.9	0		
Total %	1	0	1.5	3.9	6.3	0	38.8	0.5	1	40.3	0	0	1.5	1	2.4	1.9	48.1	1	0	51	

Start Time	SUMMERDALE DRIVE Southbound					SR 580 Westbound					SUMMERDALE DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	5	0	0	5	20
08:00 AM	0	0	0	2	2	0	13	0	0	13	0	0	1	0	1	0	8	1	0	9	25
08:15 AM	0	0	0	0	0	0	5	0	1	6	0	0	1	0	1	1	6	1	0	8	15
08:30 AM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	4	0	0	4	15
Total Volume	0	0	0	2	2	0	43	1	1	45	0	0	2	0	2	1	23	2	0	26	75
% App. Total	0	0	0	100		0	95.6	2.2	2.2		0	0	100	0		3.8	88.5	7.7	0		
PHF	.000	.000	.000	.250	.250	.000	.717	.250	.250	.750	.000	.000	.500	.000	.500	.250	.719	.500	.000	.722	.750

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:30 AM					08:00 AM				
+0 mins.	0	0	1	1	2	0	15	0	0	15	0	0	0	0	0	0	8	1	0	9
+15 mins.	0	0	0	2	2	0	13	0	0	13	0	0	0	0	0	1	6	1	0	8
+30 mins.	0	0	0	2	2	0	5	0	1	6	0	0	1	0	1	0	4	0	0	4
+45 mins.	0	0	0	0	0	0	10	1	0	11	0	0	1	0	1	1	10	0	0	11
Total Volume	0	0	1	5	6	0	43	1	1	45	0	0	2	0	2	2	28	2	0	32
% App. Total	0	0	16.7	83.3		0	95.6	2.2	2.2		0	0	100	0		6.2	87.5	6.2	0	
PHF	.000	.000	.250	.625	.750	.000	.717	.250	.250	.750	.000	.000	.500	.000	.500	.500	.700	.500	.000	.727

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	7	0	0	7	12
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	1	2	2	5	0	0	7	11
04:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	11
04:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
Total Volume	1	0	1	0	2	0	12	0	0	12	0	0	1	2	3	2	22	0	0	24	41
% App. Total	50	0	50	0		0	100	0	0		0	0	33.3	66.7		8.3	91.7	0	0		
PHF	.250	.000	.250	.000	.500	.000	.750	.000	.000	.750	.000	.000	.250	.500	.375	.250	.786	.000	.000	.857	.854

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:00 PM					04:00 PM					04:15 PM				
+0 mins.	1	0	0	0	1	0	4	0	0	4	0	0	0	1	1	2	5	0	0	7
+15 mins.	0	0	1	0	1	0	2	0	0	2	0	0	1	1	2	0	7	0	0	7
+30 mins.	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3
+45 mins.	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8
Total Volume	1	0	2	0	3	0	12	0	0	12	0	0	1	2	3	2	23	0	0	25
% App. Total	33.3	0	66.7	0		0	100	0	0		0	0	33.3	66.7		8	92	0	0	
PHF	.250	.000	.500	.000	.750	.000	.750	.000	.000	.750	.000	.000	.250	.500	.375	.250	.719	.000	.000	.781

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Summerdale
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Uturns

Start Time	SUMMERDALE DRIVE Southbound					SR 580 Westbound					SUMMERDALE DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	5
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
Total %	0	0	0	0	0	14.3	0	0	0	14.3	0	0	0	0	0	85.7	0	0	0	85.7	0

Start Time	SUMMERDALE DRIVE Southbound					SR 580 Westbound					SUMMERDALE DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Summerdale
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	SUMMERDALE DRIVE Southbound					SR 580 Westbound					SUMMERDALE DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	3
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	4	0	0	0	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.000	.417

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:00 PM					05:00 PM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	4	0	0	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.000	.500

Intersection Pedestrian & Bicycle Count

Date: 8/27/20

Day: Thursday

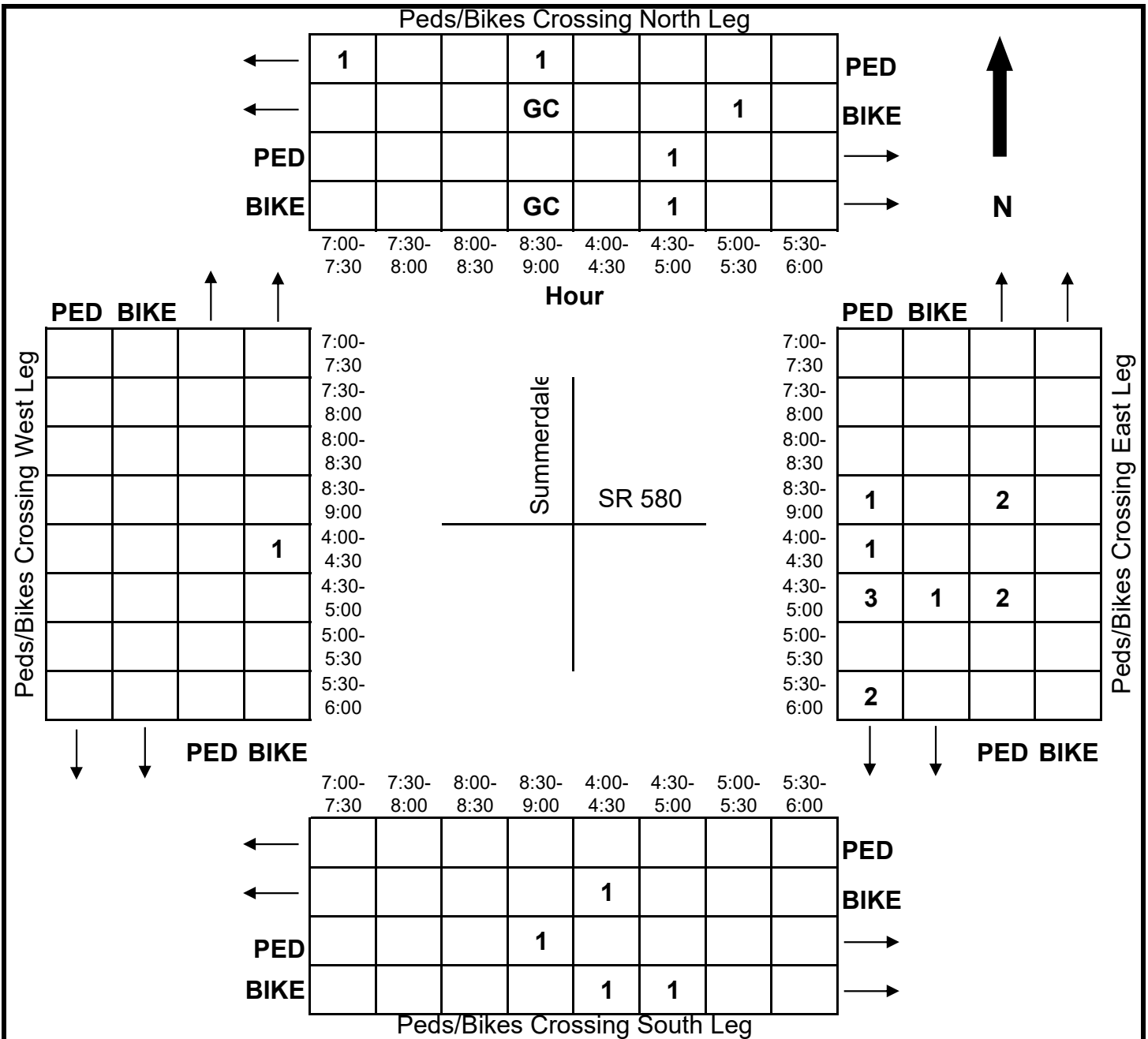
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Summerdale Drive

Comments: GC - Golf Cart

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Countryside
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	COUNTRYSIDE BOULEVARD Southbound					SR 580 Westbound					COUNTRYSIDE BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	44	52	17	26	139	105	213	11	2	331	6	9	48	60	123	6	170	4	1	181	774
07:15 AM	28	55	12	37	132	100	212	8	1	321	13	8	35	67	123	10	183	5	1	199	775
07:30 AM	11	60	20	33	124	106	246	7	2	361	2	9	59	66	136	8	195	5	1	209	830
07:45 AM	18	67	17	32	134	119	263	9	0	391	5	17	47	82	151	11	177	5	1	194	870
Total	101	234	66	128	529	430	934	35	5	1404	26	43	189	275	533	35	725	19	4	783	3249
08:00 AM	26	50	14	31	121	63	211	15	0	289	6	21	35	77	139	12	170	4	0	186	735
08:15 AM	18	48	13	41	120	85	230	14	0	329	9	24	46	82	161	17	197	8	0	222	832
08:30 AM	23	35	11	39	108	80	253	13	3	349	5	23	28	99	155	19	160	7	5	191	803
08:45 AM	27	35	9	40	111	85	259	16	1	361	7	20	30	80	137	19	184	7	1	211	820
Total	94	168	47	151	460	313	953	58	4	1328	27	88	139	338	592	67	711	26	6	810	3190
*** BREAK ***																					
04:00 PM	23	31	12	28	94	65	231	21	0	317	9	68	52	83	212	31	228	16	5	280	903
04:15 PM	19	38	9	31	97	78	287	17	2	384	11	70	58	85	224	43	234	21	2	300	1005
04:30 PM	14	32	8	32	86	83	277	17	1	378	12	75	90	59	236	35	227	15	1	278	978
04:45 PM	20	42	14	30	106	78	294	30	3	405	10	65	92	71	238	51	240	18	1	310	1059
Total	76	143	43	121	383	304	1089	85	6	1484	42	278	292	298	910	160	929	70	9	1168	3945
05:00 PM	21	64	24	43	152	63	274	27	1	365	8	64	80	98	250	47	268	22	0	337	1104
05:15 PM	24	32	10	32	98	93	360	29	0	482	18	109	92	90	309	60	273	25	2	360	1249
05:30 PM	27	54	19	27	127	61	244	26	1	332	13	65	85	77	240	41	237	11	1	290	989
05:45 PM	17	36	13	24	90	68	240	16	6	330	6	42	58	76	182	44	211	21	1	277	879
Total	89	186	66	126	467	285	1118	98	8	1509	45	280	315	341	981	192	989	79	4	1264	4221
Grand Total	360	731	222	526	1839	1332	4094	276	23	5725	140	689	935	1252	3016	454	3354	194	23	4025	14605
Aprch %	19.6	39.7	12.1	28.6		23.3	71.5	4.8	0.4		4.6	22.8	31	41.5		11.3	83.3	4.8	0.6		
Total %	2.5	5	1.5	3.6	12.6	9.1	28	1.9	0.2	39.2	1	4.7	6.4	8.6	20.7	3.1	23	1.3	0.2	27.6	
Passenger Vehicles	354	720	220	520	1814	1296	4026	268	23	5613	136	686	917	1228	2967	446	3295	155	17	3913	14307
% Passenger Vehicles	98.3	98.5	99.1	98.9	98.6	97.3	98.3	97.1	100	98	97.1	99.6	98.1	98.1	98.4	98.2	98.2	79.9	73.9	97.2	98
Heavy Vehicles	5	11	2	6	24	33	68	8	0	109	4	3	18	24	49	5	59	39	6	109	291
% Heavy Vehicles	1.4	1.5	0.9	1.1	1.3	2.5	1.7	2.9	0	1.9	2.9	0.4	1.9	1.9	1.6	1.1	1.8	20.1	26.1	2.7	2
Uturns	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	7
% Uturns	0.3	0	0	0	0.1	0.2	0	0	0	0.1	0	0	0	0	0	0.7	0	0	0	0.1	0

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Countryside
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	COUNTRYSIDE BOULEVARD Southbound					SR 580 Westbound					COUNTRYSIDE BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	11	60	20	33	124	106	246	7	2	361	2	9	59	66	136	8	195	5	1	209	830
07:45 AM	18	67	17	32	134	119	263	9	0	391	5	17	47	82	151	11	177	5	1	194	870
08:00 AM	26	50	14	31	121	63	211	15	0	289	6	21	35	77	139	12	170	4	0	186	735
08:15 AM	18	48	13	41	120	85	230	14	0	329	9	24	46	82	161	17	197	8	0	222	832
Total Volume	73	225	64	137	499	373	950	45	2	1370	22	71	187	307	587	48	739	22	2	811	3267
% App. Total	14.6	45.1	12.8	27.5		27.2	69.3	3.3	0.1		3.7	12.1	31.9	52.3		5.9	91.1	2.7	0.2		
PHF	.702	.840	.800	.835	.931	.784	.903	.750	.250	.876	.611	.740	.792	.936	.911	.706	.938	.688	.500	.913	.939

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:45 AM					07:30 AM				
+0 mins.	44	52	17	26	139	105	213	11	2	331	5	17	47	82	151	8	195	5	1	209
+15 mins.	28	55	12	37	132	100	212	8	1	321	6	21	35	77	139	11	177	5	1	194
+30 mins.	11	60	20	33	124	106	246	7	2	361	9	24	46	82	161	12	170	4	0	186
+45 mins.	18	67	17	32	134	119	263	9	0	391	5	23	28	99	155	17	197	8	0	222
Total Volume	101	234	66	128	529	430	934	35	5	1404	25	85	156	340	606	48	739	22	2	811
% App. Total	19.1	44.2	12.5	24.2		30.6	66.5	2.5	0.4		4.1	14	25.7	56.1		5.9	91.1	2.7	0.2	
PHF	.574	.873	.825	.865	.951	.903	.888	.795	.625	.898	.694	.885	.830	.859	.941	.706	.938	.688	.500	.913

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	20	42	14	30	106	78	294	30	3	405	10	65	92	71	238	51	240	18	1	310	1059
05:00 PM	21	64	24	43	152	63	274	27	1	365	8	64	80	98	250	47	268	22	0	337	1104
05:15 PM	24	32	10	32	98	93	360	29	0	482	18	109	92	90	309	60	273	25	2	360	1249
05:30 PM	27	54	19	27	127	61	244	26	1	332	13	65	85	77	240	41	237	11	1	290	989
Total Volume	92	192	67	132	483	295	1172	112	5	1584	49	303	349	336	1037	199	1018	76	4	1297	4401
% App. Total	19	39.8	13.9	27.3		18.6	74	7.1	0.3		4.7	29.2	33.7	32.4		15.3	78.5	5.9	0.3		
PHF	.852	.750	.698	.767	.794	.793	.814	.933	.417	.822	.681	.695	.948	.857	.839	.829	.932	.760	.500	.901	.881

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM					04:30 PM					04:45 PM					04:45 PM				
+0 mins.	20	42	14	30	106	83	277	17	1	378	10	65	92	71	238	51	240	18	1	310
+15 mins.	21	64	24	43	152	78	294	30	3	405	8	64	80	98	250	47	268	22	0	337
+30 mins.	24	32	10	32	98	63	274	27	1	365	18	109	92	90	309	60	273	25	2	360
+45 mins.	27	54	19	27	127	93	360	29	0	482	13	65	85	77	240	41	237	11	1	290
Total Volume	92	192	67	132	483	317	1205	103	5	1630	49	303	349	336	1037	199	1018	76	4	1297
% App. Total	19	39.8	13.9	27.3		19.4	73.9	6.3	0.3		4.7	29.2	33.7	32.4		15.3	78.5	5.9	0.3	
PHF	.852	.750	.698	.767	.794	.852	.837	.858	.417	.845	.681	.695	.948	.857	.839	.829	.932	.760	.500	.901

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&CountrySide
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	COUNTRYSIDE BOULEVARD Southbound					SR 580 Westbound					COUNTRYSIDE BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	43	52	17	26	138	104	212	11	2	329	6	9	46	59	120	6	168	1	0	175	762
07:15 AM	28	55	12	37	132	99	207	8	1	315	12	8	34	67	121	10	176	3	0	189	757
07:30 AM	11	60	20	33	124	102	240	7	2	351	2	9	56	65	132	8	190	3	1	202	809
07:45 AM	18	67	17	32	134	116	251	9	0	376	5	17	45	79	146	10	173	3	1	187	843
Total	100	234	66	128	528	421	910	35	5	1371	25	43	181	270	519	34	707	10	2	753	3171
08:00 AM	25	50	14	30	119	63	205	14	0	282	5	21	34	76	136	11	167	2	0	180	717
08:15 AM	18	47	12	40	117	81	220	12	0	313	9	24	45	78	156	16	194	4	0	214	800
08:30 AM	23	35	11	38	107	75	245	12	3	335	4	23	27	96	150	19	159	5	4	187	779
08:45 AM	26	35	8	39	108	82	254	15	1	352	7	20	30	76	133	19	179	6	1	205	798
Total	92	167	45	147	451	301	924	53	4	1282	25	88	136	326	575	65	699	17	5	786	3094
*** BREAK ***																					
04:00 PM	23	28	12	28	91	61	228	21	0	310	8	66	52	80	206	31	220	14	4	269	876
04:15 PM	18	38	9	31	96	78	283	16	2	379	11	70	57	84	222	42	231	17	2	292	989
04:30 PM	13	31	8	31	83	81	275	17	1	374	12	74	88	59	233	34	223	12	1	270	960
04:45 PM	20	41	14	30	105	75	293	29	3	400	10	65	91	70	236	51	237	15	1	304	1045
Total	74	138	43	120	375	295	1079	83	6	1463	41	275	288	293	897	158	911	58	8	1135	3870
05:00 PM	20	60	24	43	147	59	272	27	1	359	8	64	79	97	248	46	266	19	0	331	1085
05:15 PM	24	32	10	31	97	92	360	29	0	481	18	109	90	90	307	58	267	23	1	349	1234
05:30 PM	27	54	19	27	127	61	244	26	1	332	13	65	85	76	239	41	234	10	1	286	984
05:45 PM	17	35	13	24	89	67	237	15	6	325	6	42	58	76	182	44	211	18	0	273	869
Total	88	181	66	125	460	279	1113	97	8	1497	45	280	312	339	976	189	978	70	2	1239	4172
Grand Total	354	720	220	520	1814	1296	4026	268	23	5613	136	686	917	1228	2967	446	3295	155	17	3913	14307
Apprch %	19.5	39.7	12.1	28.7		23.1	71.7	4.8	0.4		4.6	23.1	30.9	41.4		11.4	84.2	4	0.4		
Total %	2.5	5	1.5	3.6	12.7	9.1	28.1	1.9	0.2	39.2	1	4.8	6.4	8.6	20.7	3.1	23	1.1	0.1	27.4	

Start Time	COUNTRYSIDE BOULEVARD Southbound					SR 580 Westbound					COUNTRYSIDE BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	43	52	17	26	138	104	212	11	2	329	6	9	46	59	120	6	168	1	0	175	762
07:15 AM	28	55	12	37	132	99	207	8	1	315	12	8	34	67	121	10	176	3	0	189	757
07:30 AM	11	60	20	33	124	102	240	7	2	351	2	9	56	65	132	8	190	3	1	202	809
07:45 AM	18	67	17	32	134	116	251	9	0	376	5	17	45	79	146	10	173	3	1	187	843
Total Volume	100	234	66	128	528	421	910	35	5	1371	25	43	181	270	519	34	707	10	2	753	3171
% App. Total	18.9	44.3	12.5	24.2		30.7	66.4	2.6	0.4		4.8	8.3	34.9	52		4.5	93.9	1.3	0.3		
PHF	.581	.873	.825	.865	.957	.907	.906	.795	.625	.912	.521	.632	.808	.854	.889	.850	.930	.833	.500	.932	.940

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:45 AM					08:00 AM				
+0 mins.	43	52	17	26	138	104	212	11	2	329	5	17	45	79	146	11	167	2	0	180
+15 mins.	28	55	12	37	132	99	207	8	1	315	5	21	34	76	136	16	194	4	0	214
+30 mins.	11	60	20	33	124	102	240	7	2	351	9	24	45	78	156	19	159	5	4	187
+45 mins.	18	67	17	32	134	116	251	9	0	376	4	23	27	96	150	19	179	6	1	205
Total Volume	100	234	66	128	528	421	910	35	5	1371	23	85	151	329	588	65	699	17	5	786
% App. Total	18.9	44.3	12.5	24.2		30.7	66.4	2.6	0.4		3.9	14.5	25.7	56		8.3	88.9	2.2	0.6	
PHF	.581	.873	.825	.865	.957	.907	.906	.795	.625	.912	.639	.885	.839	.857	.942	.855	.901	.708	.313	.918

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	20	41	14	30	105	75	293	29	3	400	10	65	91	70	236	51	237	15	1	304	1045
05:00 PM	20	60	24	43	147	59	272	27	1	359	8	64	79	97	248	46	266	19	0	331	1085
05:15 PM	24	32	10	31	97	92	360	29	0	481	18	109	90	90	307	58	267	23	1	349	1234
05:30 PM	27	54	19	27	127	61	244	26	1	332	13	65	85	76	239	41	234	10	1	286	984
Total Volume	91	187	67	131	476	287	1169	111	5	1572	49	303	345	333	1030	196	1004	67	3	1270	4348
% App. Total	19.1	39.3	14.1	27.5		18.3	74.4	7.1	0.3		4.8	29.4	33.5	32.3		15.4	79.1	5.3	0.2		
PHF	.843	.779	.698	.762	.810	.780	.812	.957	.417	.817	.681	.695	.948	.858	.839	.845	.940	.728	.750	.910	.881

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:30 PM					04:45 PM					04:45 PM				
+0 mins.	20	41	14	30	105	81	275	17	1	374	10	65	91	70	236	51	237	15	1	304
+15 mins.	20	60	24	43	147	75	293	29	3	400	8	64	79	97	248	46	266	19	0	331
+30 mins.	24	32	10	31	97	59	272	27	1	359	18	109	90	90	307	58	267	23	1	349
+45 mins.	27	54	19	27	127	92	360	29	0	481	13	65	85	76	239	41	234	10	1	286
Total Volume	91	187	67	131	476	307	1200	102	5	1614	49	303	345	333	1030	196	1004	67	3	1270
% App. Total	19.1	39.3	14.1	27.5		19	74.3	6.3	0.3		4.8	29.4	33.5	32.3		15.4	79.1	5.3	0.2	
PHF	.843	.779	.698	.762	.810	.834	.833	.879	.417	.839	.681	.695	.948	.858	.839	.845	.940	.728	.750	.910

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Countryside
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	COUNTRYSIDE BOULEVARD Southbound					SR 580 Westbound					COUNTRYSIDE BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	0	0	0	1	1	1	0	0	2	0	0	2	1	3	0	2	3	1	6	12
07:15 AM	0	0	0	0	0	1	5	0	0	6	1	0	1	0	2	0	7	2	1	10	18
07:30 AM	0	0	0	0	0	4	6	0	0	10	0	0	3	1	4	0	5	2	0	7	21
07:45 AM	0	0	0	0	0	3	12	0	0	15	0	0	2	3	5	1	4	2	0	7	27
Total	1	0	0	0	1	9	24	0	0	33	1	0	8	5	14	1	18	9	2	30	78
08:00 AM	1	0	0	1	2	0	6	1	0	7	1	0	1	1	3	1	3	2	0	6	18
08:15 AM	0	1	1	1	3	4	10	2	0	16	0	0	1	4	5	1	3	4	0	8	32
08:30 AM	0	0	0	1	1	5	8	1	0	14	1	0	1	3	5	0	1	2	1	4	24
08:45 AM	0	0	1	1	2	1	5	1	0	7	0	0	0	4	4	0	5	1	0	6	19
Total	1	1	2	4	8	10	29	5	0	44	2	0	3	12	17	2	12	9	1	24	93
*** BREAK ***																					
04:00 PM	0	3	0	0	3	4	3	0	0	7	1	2	0	3	6	0	8	2	1	11	27
04:15 PM	1	0	0	0	1	0	4	1	0	5	0	0	1	1	2	0	3	4	0	7	15
04:30 PM	1	1	0	1	3	2	2	0	0	4	0	1	2	0	3	1	4	3	0	8	18
04:45 PM	0	1	0	0	1	3	1	1	0	5	0	0	1	1	2	0	3	3	0	6	14
Total	2	5	0	1	8	9	10	2	0	21	1	3	4	5	13	1	18	12	1	32	74
05:00 PM	1	4	0	0	5	4	2	0	0	6	0	0	1	1	2	0	2	3	0	5	18
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	1	6	2	1	10	13
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	1	0	4	5
05:45 PM	0	1	0	0	1	1	3	1	0	5	0	0	0	0	0	0	0	3	1	4	10
Total	1	5	0	1	7	5	5	1	0	11	0	0	3	2	5	1	11	9	2	23	46
Grand Total	5	11	2	6	24	33	68	8	0	109	4	3	18	24	49	5	59	39	6	109	291
Apprch %	20.8	45.8	8.3	25		30.3	62.4	7.3	0		8.2	6.1	36.7	49		4.6	54.1	35.8	5.5		
Total %	1.7	3.8	0.7	2.1	8.2	11.3	23.4	2.7	0	37.5	1.4	1	6.2	8.2	16.8	1.7	20.3	13.4	2.1	37.5	

Start Time	COUNTRYSIDE BOULEVARD Southbound					SR 580 Westbound					COUNTRYSIDE BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	3	12	0	0	15	0	0	2	3	5	1	4	2	0	7	27
08:00 AM	1	0	0	1	2	0	6	1	0	7	1	0	1	1	3	1	3	2	0	6	18
08:15 AM	0	1	1	1	3	4	10	2	0	16	0	0	1	4	5	1	3	4	0	8	32
08:30 AM	0	0	0	1	1	5	8	1	0	14	1	0	1	3	5	0	1	2	1	4	24
Total Volume	1	1	1	3	6	12	36	4	0	52	2	0	5	11	18	3	11	10	1	25	101
% App. Total	16.7	16.7	16.7	50		23.1	69.2	7.7	0		11.1	0	27.8	61.1		12	44	40	4		
PHF	.250	.250	.250	.750	.500	.600	.750	.500	.000	.813	.500	.000	.625	.688	.900	.750	.688	.625	.250	.781	.789

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:45 AM					07:45 AM					07:00 AM				
+0 mins.	1	0	0	1	2	3	12	0	0	15	0	0	2	3	5	0	2	3	1	6
+15 mins.	0	1	1	1	3	0	6	1	0	7	1	0	1	1	3	0	7	2	1	10
+30 mins.	0	0	0	1	1	4	10	2	0	16	0	0	1	4	5	0	5	2	0	7
+45 mins.	0	0	1	1	2	5	8	1	0	14	1	0	1	3	5	1	4	2	0	7
Total Volume	1	1	2	4	8	12	36	4	0	52	2	0	5	11	18	1	18	9	2	30
% App. Total	12.5	12.5	25	50		23.1	69.2	7.7	0		11.1	0	27.8	61.1		3.3	60	30	6.7	
PHF	.250	.250	.500	1.000	.667	.600	.750	.500	.000	.813	.500	.000	.625	.688	.900	.250	.643	.750	.500	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	3	0	0	3	4	3	0	0	7	1	2	0	3	6	0	8	2	1	11	27
04:15 PM	1	0	0	0	1	0	4	1	0	5	0	0	1	1	2	0	3	4	0	7	15
04:30 PM	1	1	0	1	3	2	2	0	0	4	0	1	2	0	3	1	4	3	0	8	18
04:45 PM	0	1	0	0	1	3	1	1	0	5	0	0	1	1	2	0	3	3	0	6	14
Total Volume	2	5	0	1	8	9	10	2	0	21	1	3	4	5	13	1	18	12	1	32	74
% App. Total	25	62.5	0	12.5		42.9	47.6	9.5	0		7.7	23.1	30.8	38.5		3.1	56.2	37.5	3.1		
PHF	.500	.417	.000	.250	.667	.563	.625	.500	.000	.750	.250	.375	.500	.417	.542	.250	.563	.750	.250	.727	.685

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					04:00 PM					04:00 PM				
+0 mins.	1	0	0	0	1	4	3	0	0	7	1	2	0	3	6	0	8	2	1	11
+15 mins.	1	1	0	1	3	0	4	1	0	5	0	0	1	1	2	0	3	4	0	7
+30 mins.	0	1	0	0	1	2	2	0	0	4	0	1	2	0	3	1	4	3	0	8
+45 mins.	1	4	0	0	5	3	1	1	0	5	0	0	1	1	2	0	3	3	0	6
Total Volume	3	6	0	1	10	9	10	2	0	21	1	3	4	5	13	1	18	12	1	32
% App. Total	30	60	0	10		42.9	47.6	9.5	0		7.7	23.1	30.8	38.5		3.1	56.2	37.5	3.1	
PHF	.750	.375	.000	.250	.500	.563	.625	.500	.000	.750	.250	.375	.500	.417	.542	.250	.563	.750	.250	.727

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Countryside
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Uturns

Start Time	COUNTRYSIDE BOULEVARD Southbound					SR 580 Westbound					COUNTRYSIDE BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
08:45 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Grand Total	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	7
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	14.3	0	0	0	14.3	42.9	0	0	0	42.9	0	0	0	0	0	42.9	0	0	0	42.9	

Start Time	COUNTRYSIDE BOULEVARD Southbound					SR 580 Westbound					COUNTRYSIDE BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Countryside
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	COUNTRYSIDE BOULEVARD Southbound					SR 580 Westbound					COUNTRYSIDE BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					07:00 AM					07:00 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.000	.375

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:00 PM					04:15 PM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.000	.500

Intersection Pedestrian & Bicycle Count

Date: 8/27/20

Day: Thursday

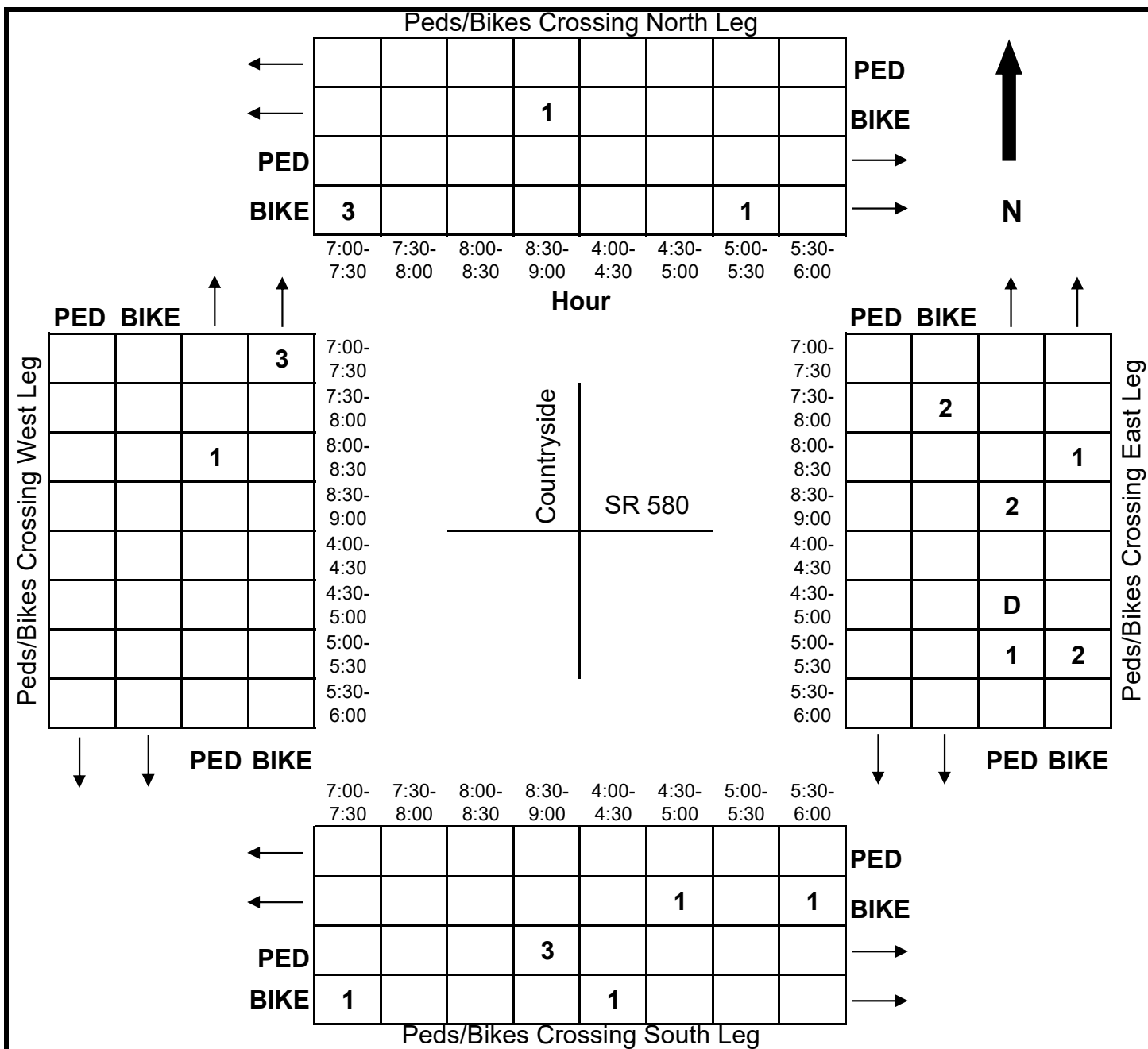
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Countryside Boulevard

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Landmark
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	LANDMARK DRIVE Southbound					SR 580 Westbound					LANDMARK DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	26	19	4	12	61	18	275	10	0	303	19	0	2	11	32	5	253	36	2	296	692
07:15 AM	10	39	16	11	76	13	306	11	0	330	19	4	0	7	30	5	271	49	1	326	762
07:30 AM	14	22	8	22	66	8	257	2	1	268	21	15	3	3	42	9	255	42	5	311	687
07:45 AM	8	12	11	13	44	5	372	3	0	380	13	5	2	4	24	15	288	37	2	342	790
Total	58	92	39	58	247	44	1210	26	1	1281	72	24	7	25	128	34	1067	164	10	1275	2931
08:00 AM	11	14	8	12	45	8	269	9	0	286	20	7	2	2	31	12	222	45	2	281	643
08:15 AM	10	25	9	9	53	11	263	6	0	280	21	14	5	2	42	13	259	58	1	331	706
08:30 AM	15	28	6	8	57	10	280	8	0	298	33	13	5	2	53	12	257	61	2	332	740
08:45 AM	10	35	7	14	66	7	298	8	1	314	57	38	11	1	107	24	251	61	2	338	825
Total	46	102	30	43	221	36	1110	31	1	1178	131	72	23	7	233	61	989	225	7	1282	2914
*** BREAK ***																					
04:00 PM	5	14	4	9	32	6	279	9	0	294	35	44	7	2	88	30	323	51	0	404	818
04:15 PM	2	13	8	6	29	4	322	15	0	341	47	37	2	2	88	19	283	44	2	348	806
04:30 PM	8	16	10	7	41	10	315	12	0	337	58	30	5	5	98	25	322	44	1	392	868
04:45 PM	8	20	4	13	45	5	323	12	0	340	46	40	10	2	98	27	337	52	5	421	904
Total	23	63	26	35	147	25	1239	48	0	1312	186	151	24	11	372	101	1265	191	8	1565	3396
05:00 PM	5	18	5	9	37	6	347	4	1	358	39	50	5	1	95	26	358	53	1	438	928
05:15 PM	5	13	11	13	42	8	354	8	1	371	58	37	6	1	102	34	390	67	1	492	1007
05:30 PM	10	23	7	9	49	3	253	14	2	272	66	41	2	1	110	26	274	50	0	350	781
05:45 PM	2	13	1	13	29	2	289	12	0	303	35	27	2	1	65	16	337	45	3	401	798
Total	22	67	24	44	157	19	1243	38	4	1304	198	155	15	4	372	102	1359	215	5	1681	3514
Grand Total	149	324	119	180	772	124	4802	143	6	5075	587	402	69	47	1105	298	4680	795	30	5803	12755
Apprch %	19.3	42	15.4	23.3		2.4	94.6	2.8	0.1		53.1	36.4	6.2	4.3		5.1	80.6	13.7	0.5		
Total %	1.2	2.5	0.9	1.4	6.1	1	37.6	1.1	0	39.8	4.6	3.2	0.5	0.4	8.7	2.3	36.7	6.2	0.2	45.5	
Passenger Vehicles	148	320	118	179	765	118	4694	134	6	4952	581	397	64	47	1089	281	4583	787	29	5680	12486
% Passenger Vehicles	99.3	98.8	99.2	99.4	99.1	95.2	97.8	93.7	100	97.6	99	98.8	92.8	100	98.6	94.3	97.9	99	96.7	97.9	97.9
Heavy Vehicles	1	4	1	1	7	5	108	9	0	122	6	5	5	0	16	2	97	8	1	108	253
% Heavy Vehicles	0.7	1.2	0.8	0.6	0.9	4	2.2	6.3	0	2.4	1	1.2	7.2	0	1.4	0.7	2.1	1	3.3	1.9	2
UTurns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	15	0	0	0	15	16
% UTurns	0	0	0	0	0	0.8	0	0	0	0	0	0	0	0	0	5	0	0	0	0.3	0.1

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Landmark
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	LANDMARK DRIVE Southbound					SR 580 Westbound					LANDMARK DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	26	19	4	12	61	18	275	10	0	303	19	0	2	11	32	5	253	36	2	296	692
07:15 AM	10	39	16	11	76	13	306	11	0	330	19	4	0	7	30	5	271	49	1	326	762
07:30 AM	14	22	8	22	66	8	257	2	1	268	21	15	3	3	42	9	255	42	5	311	687
07:45 AM	8	12	11	13	44	5	372	3	0	380	13	5	2	4	24	15	288	37	2	342	790
Total Volume	58	92	39	58	247	44	1210	26	1	1281	72	24	7	25	128	34	1067	164	10	1275	2931
% App. Total	23.5	37.2	15.8	23.5		3.4	94.5	2	0.1		56.2	18.8	5.5	19.5		2.7	83.7	12.9	0.8		
PHF	.558	.590	.609	.659	.813	.611	.813	.591	.250	.843	.857	.400	.583	.568	.762	.567	.926	.837	.500	.932	.928

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					08:00 AM					07:45 AM					
+0 mins.	26	19	4	12	61	18	275	10	0	303	20	7	2	2	31	15	288	37	2	342	
+15 mins.	10	39	16	11	76	13	306	11	0	330	21	14	5	2	42	12	222	45	2	281	
+30 mins.	14	22	8	22	66	8	257	2	1	268	33	13	5	2	53	13	259	58	1	331	
+45 mins.	8	12	11	13	44	5	372	3	0	380	57	38	11	1	107	12	257	61	2	332	
Total Volume	58	92	39	58	247	44	1210	26	1	1281	131	72	23	7	233	52	1026	201	7	1286	
% App. Total	23.5	37.2	15.8	23.5		3.4	94.5	2	0.1		56.2	30.9	9.9	3		4	79.8	15.6	0.5		
PHF	.558	.590	.609	.659	.813	.611	.813	.591	.250	.843	.575	.474	.523	.875	.544	.867	.891	.824	.875	.940	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	8	16	10	7	41	10	315	12	0	337	58	30	5	5	98	25	322	44	1	392	868
04:45 PM	8	20	4	13	45	5	323	12	0	340	46	40	10	2	98	27	337	52	5	421	904
05:00 PM	5	18	5	9	37	6	347	4	1	358	39	50	5	1	95	26	358	53	1	438	928
05:15 PM	5	13	11	13	42	8	354	8	1	371	58	37	6	1	102	34	390	67	1	492	1007
Total Volume	26	67	30	42	165	29	1339	36	2	1406	201	157	26	9	393	112	1407	216	8	1743	3707
% App. Total	15.8	40.6	18.2	25.5		2.1	95.2	2.6	0.1		51.1	39.9	6.6	2.3		6.4	80.7	12.4	0.5		
PHF	.813	.838	.682	.808	.917	.725	.946	.750	.500	.947	.866	.785	.650	.450	.963	.824	.902	.806	.400	.886	.920

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM					04:30 PM					04:45 PM					04:30 PM					
+0 mins.	8	20	4	13	45	10	315	12	0	337	46	40	10	2	98	25	322	44	1	392	
+15 mins.	5	18	5	9	37	5	323	12	0	340	39	50	5	1	95	27	337	52	5	421	
+30 mins.	5	13	11	13	42	6	347	4	1	358	58	37	6	1	102	26	358	53	1	438	
+45 mins.	10	23	7	9	49	8	354	8	1	371	66	41	2	1	110	34	390	67	1	492	
Total Volume	28	74	27	44	173	29	1339	36	2	1406	209	168	23	5	405	112	1407	216	8	1743	
% App. Total	16.2	42.8	15.6	25.4		2.1	95.2	2.6	0.1		51.6	41.5	5.7	1.2		6.4	80.7	12.4	0.5		
PHF	.700	.804	.614	.846	.883	.725	.946	.750	.500	.947	.792	.840	.575	.625	.920	.824	.902	.806	.400	.886	

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Landmark
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	LANDMARK DRIVE Southbound					SR 580 Westbound					LANDMARK DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	26	19	4	12	61	17	271	10	0	298	19	0	2	11	32	5	247	35	2	289	680
07:15 AM	10	39	16	11	76	13	300	11	0	324	19	4	0	7	30	5	260	48	1	314	744
07:30 AM	14	22	8	22	66	8	249	2	1	260	21	15	3	3	42	9	248	42	5	304	672
07:45 AM	8	12	11	13	44	4	355	3	0	362	13	4	2	4	23	14	275	37	2	328	757
Total	58	92	39	58	247	42	1175	26	1	1244	72	23	7	25	127	33	1030	162	10	1235	2853
08:00 AM	11	14	8	12	45	7	260	8	0	275	20	6	1	2	29	12	219	44	1	276	625
08:15 AM	10	25	9	8	52	10	249	5	0	264	19	14	5	2	40	12	253	56	1	322	678
08:30 AM	15	28	6	8	57	9	269	6	0	284	31	12	4	2	49	11	253	61	2	327	717
08:45 AM	10	35	7	14	66	6	291	6	1	304	57	38	9	1	105	22	246	60	2	330	805
Total	46	102	30	42	220	32	1069	25	1	1127	127	70	19	7	223	57	971	221	6	1255	2825
*** BREAK ***																					
04:00 PM	5	13	4	9	31	6	272	9	0	287	34	44	7	2	87	29	311	51	0	391	796
04:15 PM	2	12	8	6	28	4	317	14	0	335	47	36	2	2	87	17	279	44	2	342	792
04:30 PM	8	15	9	7	39	10	310	11	0	331	58	30	4	5	97	20	316	44	1	381	848
04:45 PM	8	19	4	13	44	5	317	12	0	334	45	40	10	2	97	27	333	52	5	417	892
Total	23	59	25	35	142	25	1216	46	0	1287	184	150	23	11	368	93	1239	191	8	1531	3328
05:00 PM	4	18	5	9	36	6	342	4	1	353	39	49	5	1	94	24	355	52	1	432	915
05:15 PM	5	13	11	13	42	8	354	8	1	371	58	37	6	1	102	33	382	66	1	482	997
05:30 PM	10	23	7	9	49	3	253	14	2	272	66	41	2	1	110	25	270	50	0	345	776
05:45 PM	2	13	1	13	29	2	285	11	0	298	35	27	2	1	65	16	336	45	3	400	792
Total	21	67	24	44	156	19	1234	37	4	1294	198	154	15	4	371	98	1343	213	5	1659	3480
Grand Total	148	320	118	179	765	118	4694	134	6	4952	581	397	64	47	1089	281	4583	787	29	5680	12486
Apprch %	19.3	41.8	15.4	23.4		2.4	94.8	2.7	0.1		53.4	36.5	5.9	4.3		4.9	80.7	13.9	0.5		
Total %	1.2	2.6	0.9	1.4	6.1	0.9	37.6	1.1	0	39.7	4.7	3.2	0.5	0.4	8.7	2.3	36.7	6.3	0.2	45.5	

Start Time	LANDMARK DRIVE Southbound					SR 580 Westbound					LANDMARK DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	26	19	4	12	61	17	271	10	0	298	19	0	2	11	32	5	247	35	2	289	680
07:15 AM	10	39	16	11	76	13	300	11	0	324	19	4	0	7	30	5	260	48	1	314	744
07:30 AM	14	22	8	22	66	8	249	2	1	260	21	15	3	3	42	9	248	42	5	304	672
07:45 AM	8	12	11	13	44	4	355	3	0	362	13	4	2	4	23	14	275	37	2	328	757
Total Volume	58	92	39	58	247	42	1175	26	1	1244	72	23	7	25	127	33	1030	162	10	1235	2853
% App. Total	23.5	37.2	15.8	23.5		3.4	94.5	2.1	0.1		56.7	18.1	5.5	19.7		2.7	83.4	13.1	0.8		
PHF	.558	.590	.609	.659	.813	.618	.827	.591	.250	.859	.857	.383	.583	.568	.756	.589	.936	.844	.500	.941	.942

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					08:00 AM					08:00 AM				
+0 mins.	26	19	4	12	61	17	271	10	0	298	20	6	1	2	29	12	219	44	1	276
+15 mins.	10	39	16	11	76	13	300	11	0	324	19	14	5	2	40	12	253	56	1	322
+30 mins.	14	22	8	22	66	8	249	2	1	260	31	12	4	2	49	11	253	61	2	327
+45 mins.	8	12	11	13	44	4	355	3	0	362	57	38	9	1	105	22	246	60	2	330
Total Volume	58	92	39	58	247	42	1175	26	1	1244	127	70	19	7	223	57	971	221	6	1255
% App. Total	23.5	37.2	15.8	23.5		3.4	94.5	2.1	0.1		57	31.4	8.5	3.1		4.5	77.4	17.6	0.5	
PHF	.558	.590	.609	.659	.813	.618	.827	.591	.250	.859	.557	.461	.528	.875	.531	.648	.959	.906	.750	.951

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	8	15	9	7	39	10	310	11	0	331	58	30	4	5	97	20	316	44	1	381	848
04:45 PM	8	19	4	13	44	5	317	12	0	334	45	40	10	2	97	27	333	52	5	417	892
05:00 PM	4	18	5	9	36	6	342	4	1	353	39	49	5	1	94	24	355	52	1	432	915
05:15 PM	5	13	11	13	42	8	354	8	1	371	58	37	6	1	102	33	382	66	1	482	997
Total Volume	25	65	29	42	161	29	1323	35	2	1389	200	156	25	9	390	104	1386	214	8	1712	3652
% App. Total	15.5	40.4	18	26.1		2.1	95.2	2.5	0.1		51.3	40	6.4	2.3		6.1	81	12.5	0.5		
PHF	.781	.855	.659	.808	.915	.725	.934	.729	.500	.936	.862	.796	.625	.450	.956	.788	.907	.811	.400	.888	.916

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:30 PM					04:45 PM					04:30 PM				
+0 mins.	8	19	4	13	44	10	310	11	0	331	45	40	10	2	97	20	316	44	1	381
+15 mins.	4	18	5	9	36	5	317	12	0	334	39	49	5	1	94	27	333	52	5	417
+30 mins.	5	13	11	13	42	6	342	4	1	353	58	37	6	1	102	24	355	52	1	432
+45 mins.	10	23	7	9	49	8	354	8	1	371	66	41	2	1	110	33	382	66	1	482
Total Volume	27	73	27	44	171	29	1323	35	2	1389	208	167	23	5	403	104	1386	214	8	1712
% App. Total	15.8	42.7	15.8	25.7		2.1	95.2	2.5	0.1		51.6	41.4	5.7	1.2		6.1	81	12.5	0.5	
PHF	.675	.793	.614	.846	.872	.725	.934	.729	.500	.936	.788	.852	.575	.625	.916	.788	.907	.811	.400	.888

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Landmark
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	LANDMARK DRIVE Southbound					SR 580 Westbound					LANDMARK DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	11
07:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11	1	0	12	18
07:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	15
07:45 AM	0	0	0	0	0	1	17	0	0	18	0	1	0	0	1	1	13	0	0	14	33
Total	0	0	0	0	0	1	35	0	0	36	0	1	0	0	1	1	37	2	0	40	77
08:00 AM	0	0	0	0	0	1	9	1	0	11	0	1	1	0	2	0	3	1	1	5	18
08:15 AM	0	0	0	1	1	1	14	1	0	16	2	0	0	0	2	0	6	2	0	8	27
08:30 AM	0	0	0	0	0	1	11	2	0	14	2	1	1	0	4	0	4	0	0	4	22
08:45 AM	0	0	0	0	0	1	7	2	0	10	0	0	2	0	2	0	5	1	0	6	18
Total	0	0	0	1	1	4	41	6	0	51	4	2	4	0	10	0	18	4	1	23	85
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	7	0	0	7	1	0	0	0	1	0	12	0	0	12	21
04:15 PM	0	1	0	0	1	0	5	1	0	6	0	1	0	0	1	0	4	0	0	4	12
04:30 PM	0	1	1	0	2	0	5	1	0	6	0	0	1	0	1	1	6	0	0	7	16
04:45 PM	0	1	0	0	1	0	6	0	0	6	1	0	0	0	1	0	4	0	0	4	12
Total	0	4	1	0	5	0	23	2	0	25	2	1	1	0	4	1	26	0	0	27	61
05:00 PM	1	0	0	0	1	0	5	0	0	5	0	1	0	0	1	0	3	1	0	4	11
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
05:45 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	6
Total	1	0	0	0	1	0	9	1	0	10	0	1	0	0	1	0	16	2	0	18	30
Grand Total	1	4	1	1	7	5	108	9	0	122	6	5	5	0	16	2	97	8	1	108	253
Apprch %	14.3	57.1	14.3	14.3		4.1	88.5	7.4	0		37.5	31.2	31.2	0		1.9	89.8	7.4	0.9		
Total %	0.4	1.6	0.4	0.4	2.8	2	42.7	3.6	0	48.2	2.4	2	2	0	6.3	0.8	38.3	3.2	0.4	42.7	

Start Time	LANDMARK DRIVE Southbound					SR 580 Westbound					LANDMARK DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	1	17	0	0	18	0	1	0	0	1	1	13	0	0	14	33
08:00 AM	0	0	0	0	0	1	9	1	0	11	0	1	1	0	2	0	3	1	1	5	18
08:15 AM	0	0	0	1	1	1	14	1	0	16	2	0	0	0	2	0	6	2	0	8	27
08:30 AM	0	0	0	0	0	1	11	2	0	14	2	1	1	0	4	0	4	0	0	4	22
Total Volume	0	0	0	1	1	4	51	4	0	59	4	3	2	0	9	1	26	3	1	31	100
% App. Total	0	0	0	100		6.8	86.4	6.8	0		44.4	33.3	22.2	0		3.2	83.9	9.7	3.2		
PHF	.000	.000	.000	.250	.250	1.00	.750	.500	.000	.819	.500	.750	.500	.000	.563	.250	.500	.375	.250	.554	.758

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					08:00 AM					07:00 AM				
+0 mins.	0	0	0	0	0	1	17	0	0	18	0	1	1	0	2	0	6	1	0	7
+15 mins.	0	0	0	0	0	1	9	1	0	11	2	0	0	0	2	0	11	1	0	12
+30 mins.	0	0	0	0	0	1	14	1	0	16	2	1	1	0	4	0	7	0	0	7
+45 mins.	0	0	0	1	1	1	11	2	0	14	0	0	2	0	2	1	13	0	0	14
Total Volume	0	0	0	1	1	4	51	4	0	59	4	2	4	0	10	1	37	2	0	40
% App. Total	0	0	0	100		6.8	86.4	6.8	0		40	20	40	0		2.5	92.5	5	0	
PHF	.000	.000	.000	.250	.250	1.000	.750	.500	.000	.819	.500	.500	.500	.000	.625	.250	.712	.500	.000	.714

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	1	0	0	1	0	7	0	0	7	1	0	0	0	1	0	12	0	0	12	21
04:15 PM	0	1	0	0	1	0	5	1	0	6	0	1	0	0	1	0	4	0	0	4	12
04:30 PM	0	1	1	0	2	0	5	1	0	6	0	0	1	0	1	1	6	0	0	7	16
04:45 PM	0	1	0	0	1	0	6	0	0	6	1	0	0	0	1	0	4	0	0	4	12
Total Volume	0	4	1	0	5	0	23	2	0	25	2	1	1	0	4	1	26	0	0	27	61
% App. Total	0	80	20	0		0	92	8	0		50	25	25	0		3.7	96.3	0	0		
PHF	.000	1.00	.250	.000	.625	.000	.821	.500	.000	.893	.500	.250	.250	.000	1.00	.250	.542	.000	.000	.563	.726

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM				
+0 mins.	0	1	0	0	1	0	7	0	0	7	1	0	0	0	1	0	12	0	0	12
+15 mins.	0	1	0	0	1	0	5	1	0	6	0	1	0	0	1	0	4	0	0	4
+30 mins.	0	1	1	0	2	0	5	1	0	6	0	0	1	0	1	1	6	0	0	7
+45 mins.	0	1	0	0	1	0	6	0	0	6	1	0	0	0	1	0	4	0	0	4
Total Volume	0	4	1	0	5	0	23	2	0	25	2	1	1	0	4	1	26	0	0	27
% App. Total	0	80	20	0		0	92	8	0		50	25	25	0		3.7	96.3	0	0	
PHF	.000	1.000	.250	.000	.625	.000	.821	.500	.000	.893	.500	.250	.250	.000	1.000	.250	.542	.000	.000	.563

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Landmark
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- UTurns

Start Time	LANDMARK DRIVE Southbound					SR 580 Westbound					LANDMARK DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
Grand Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	15	0	0	0	0	15
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100
Total %	0	0	0	0	0	6.2	0	0	0	6.2	0	0	0	0	0	93.8	0	0	0	0	93.8

Start Time	LANDMARK DRIVE Southbound					SR 580 Westbound					LANDMARK DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.500

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Landmark
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	LANDMARK DRIVE Southbound					SR 580 Westbound					LANDMARK DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					08:00 AM									
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	4	0	0	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:15 PM											
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.500

Intersection Pedestrian & Bicycle Count

Date: 8/27/20

Day: Thursday

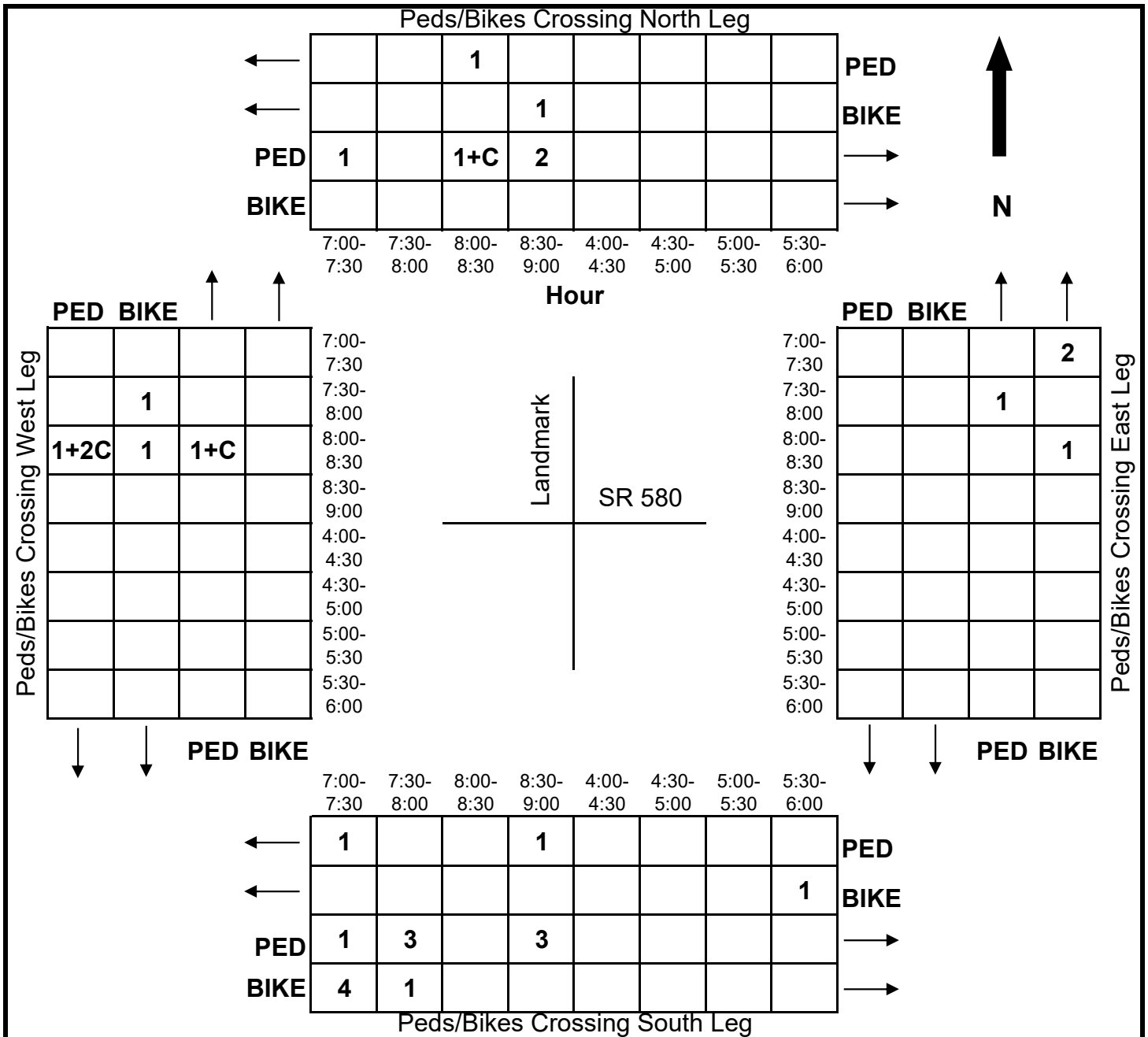
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Landmark Drive

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Charles
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	COUNTRYSIDE HIGH SCHOOL Southbound					SR 580 Westbound					CHARLES AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	30	229	32	6	297	3	3	0	2	8	77	195	6	0	278	583
07:15 AM	0	0	0	0	0	39	266	10	9	324	1	2	0	1	4	58	251	10	0	319	647
07:30 AM	3	2	0	1	6	6	324	0	0	330	4	1	2	1	8	4	290	1	1	296	640
07:45 AM	0	1	0	0	1	9	295	1	1	306	1	0	0	1	2	3	283	7	1	294	603
Total	3	3	0	1	7	84	1114	43	16	1257	9	6	2	5	22	142	1019	24	2	1187	2473
08:00 AM	0	0	0	1	1	10	266	5	0	281	5	0	1	0	6	4	257	9	0	270	558
08:15 AM	1	0	0	2	3	5	257	0	0	262	3	0	1	0	4	1	276	7	1	285	554
08:30 AM	0	0	0	3	3	3	300	1	1	305	3	0	1	1	5	3	269	9	1	282	595
08:45 AM	1	1	0	1	3	3	259	1	0	263	8	0	1	0	9	4	249	12	1	266	541
Total	2	1	0	7	10	21	1082	7	1	1111	19	0	4	1	24	12	1051	37	3	1103	2248
*** BREAK ***																					
04:00 PM	0	0	0	0	0	3	269	0	0	272	7	0	0	2	9	3	336	3	0	342	623
04:15 PM	2	0	1	2	5	6	289	0	0	295	7	0	0	1	8	8	327	9	0	344	652
04:30 PM	2	5	0	5	12	2	305	1	0	308	9	1	2	1	13	5	324	6	0	335	668
04:45 PM	2	3	1	2	8	6	342	1	1	350	5	0	2	1	8	2	312	6	1	321	687
Total	6	8	2	9	25	17	1205	2	1	1225	28	1	4	5	38	18	1299	24	1	1342	2630
05:00 PM	3	3	1	1	8	3	328	0	0	331	13	0	5	2	20	5	387	8	0	400	759
05:15 PM	2	0	0	1	3	0	353	0	0	353	8	0	3	1	12	1	386	11	0	398	766
05:30 PM	0	0	0	2	2	3	289	0	0	292	6	0	1	1	8	0	305	5	0	310	612
05:45 PM	0	0	0	1	1	4	279	2	0	285	2	0	1	1	4	3	314	2	0	319	609
Total	5	3	1	5	14	10	1249	2	0	1261	29	0	10	5	44	9	1392	26	0	1427	2746
Grand Total	16	15	3	22	56	132	4650	54	18	4854	85	7	20	16	128	181	4761	111	6	5059	10097
Apprch %	28.6	26.8	5.4	39.3		2.7	95.8	1.1	0.4		66.4	5.5	15.6	12.5		3.6	94.1	2.2	0.1		
Total %	0.2	0.1	0	0.2	0.6	1.3	46.1	0.5	0.2	48.1	0.8	0.1	0.2	0.2	1.3	1.8	47.2	1.1	0.1	50.1	
Passenger Vehicles	15	15	3	22	55	45	4552	54	17	4668	80	7	20	14	121	170	4661	111	6	4948	9792
% Passenger Vehicles	93.8	100	100	100	98.2	34.1	97.9	100	94.4	96.2	94.1	100	100	87.5	94.5	93.9	97.9	100	100	97.8	97
Heavy Vehicles	1	0	0	0	1	3	98	0	1	102	5	0	0	2	7	0	100	0	0	100	210
% Heavy Vehicles	6.2	0	0	0	1.8	2.3	2.1	0	5.6	2.1	5.9	0	0	12.5	5.5	0	2.1	0	0	2	2.1
Uturns	0	0	0	0	0	84	0	0	0	84	0	0	0	0	0	11	0	0	0	11	95
% Uturns	0	0	0	0	0	63.6	0	0	0	1.7	0	0	0	0	0	6.1	0	0	0	0.2	0.9

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Charles
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	COUNTRYSIDE HIGH SCHOOL Southbound					SR 580 Westbound					CHARLES AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	30	229	32	6	297	3	3	0	2	8	77	195	6	0	278	583
07:15 AM	0	0	0	0	0	39	266	10	9	324	1	2	0	1	4	58	251	10	0	319	647
07:30 AM	3	2	0	1	6	6	324	0	0	330	4	1	2	1	8	4	290	1	1	296	640
07:45 AM	0	1	0	0	1	9	295	1	1	306	1	0	0	1	2	3	283	7	1	294	603
Total Volume	3	3	0	1	7	84	1114	43	16	1257	9	6	2	5	22	142	1019	24	2	1187	2473
% App. Total	42.9	42.9	0	14.3		6.7	88.6	3.4	1.3		40.9	27.3	9.1	22.7		12	85.8	2	0.2		
PHF	.250	.375	.000	.250	.292	.538	.860	.336	.444	.952	.563	.500	.250	.625	.688	.461	.878	.600	.500	.930	.956

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM					07:00 AM					08:00 AM					07:00 AM				
+0 mins.	3	2	0	1	6	30	229	32	6	297	5	0	1	0	6	77	195	6	0	278
+15 mins.	0	1	0	0	1	39	266	10	9	324	3	0	1	0	4	58	251	10	0	319
+30 mins.	0	0	0	1	1	6	324	0	0	330	3	0	1	1	5	4	290	1	1	296
+45 mins.	1	0	0	2	3	9	295	1	1	306	8	0	1	0	9	3	283	7	1	294
Total Volume	4	3	0	4	11	84	1114	43	16	1257	19	0	4	1	24	142	1019	24	2	1187
% App. Total	36.4	27.3	0	36.4		6.7	88.6	3.4	1.3		79.2	0	16.7	4.2		12	85.8	2	0.2	
PHF	.333	.375	.000	.500	.458	.538	.860	.336	.444	.952	.594	.000	1.000	.250	.667	.461	.878	.600	.500	.930

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	2	5	0	5	12	2	305	1	0	308	9	1	2	1	13	5	324	6	0	335	668
04:45 PM	2	3	1	2	8	6	342	1	1	350	5	0	2	1	8	2	312	6	1	321	687
05:00 PM	3	3	1	1	8	3	328	0	0	331	13	0	5	2	20	5	387	8	0	400	759
05:15 PM	2	0	0	1	3	0	353	0	0	353	8	0	3	1	12	1	386	11	0	398	766
Total Volume	9	11	2	9	31	11	1328	2	1	1342	35	1	12	5	53	13	1409	31	1	1454	2880
% App. Total	29	35.5	6.5	29		0.8	99	0.1	0.1		66	1.9	22.6	9.4		0.9	96.9	2.1	0.1		
PHF	.750	.550	.500	.450	.646	.458	.941	.500	.250	.950	.673	.250	.600	.625	.663	.650	.910	.705	.250	.909	.940

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	2	0	1	2	5	2	305	1	0	308	9	1	2	1	13	5	324	6	0	335
+15 mins.	2	5	0	5	12	6	342	1	1	350	5	0	2	1	8	2	312	6	1	321
+30 mins.	2	3	1	2	8	3	328	0	0	331	13	0	5	2	20	5	387	8	0	400
+45 mins.	3	3	1	1	8	0	353	0	0	353	8	0	3	1	12	1	386	11	0	398
Total Volume	9	11	3	10	33	11	1328	2	1	1342	35	1	12	5	53	13	1409	31	1	1454
% App. Total	27.3	33.3	9.1	30.3		0.8	99	0.1	0.1		66	1.9	22.6	9.4		0.9	96.9	2.1	0.1	
PHF	.750	.550	.750	.500	.688	.458	.941	.500	.250	.950	.673	.250	.600	.625	.663	.650	.910	.705	.250	.909

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Charles
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	COUNTRYSIDE HIGH SCHOOL Southbound					SR 580 Westbound					CHARLES AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	10	222	32	6	270	3	3	0	2	8	77	190	6	0	273	551
07:15 AM	0	0	0	0	0	8	255	10	9	282	1	2	0	0	3	58	245	10	0	313	598
07:30 AM	3	2	0	1	6	2	313	0	0	315	2	1	2	1	6	3	284	1	1	289	616
07:45 AM	0	1	0	0	1	5	289	1	1	296	1	0	0	0	1	3	277	7	1	288	586
Total	3	3	0	1	7	25	1079	43	16	1163	7	6	2	3	18	141	996	24	2	1163	2351
08:00 AM	0	0	0	1	1	6	254	5	0	265	4	0	1	0	5	4	248	9	0	261	532
08:15 AM	1	0	0	2	3	1	248	0	0	249	3	0	1	0	4	1	269	7	1	278	534
08:30 AM	0	0	0	3	3	2	288	1	0	291	3	0	1	1	5	3	260	9	1	273	572
08:45 AM	0	1	0	1	2	0	252	1	0	253	7	0	1	0	8	3	240	12	1	256	519
Total	1	1	0	7	9	9	1042	7	0	1058	17	0	4	1	22	11	1017	37	3	1068	2157
*** BREAK ***																					
04:00 PM	0	0	0	0	0	2	265	0	0	267	7	0	0	2	9	2	328	3	0	333	609
04:15 PM	2	0	1	2	5	3	285	0	0	288	7	0	0	1	8	6	320	9	0	335	636
04:30 PM	2	5	0	5	12	0	301	1	0	302	9	1	2	1	13	4	312	6	0	322	649
04:45 PM	2	3	1	2	8	3	337	1	1	342	5	0	2	1	8	2	308	6	1	317	675
Total	6	8	2	9	25	8	1188	2	1	1199	28	1	4	5	38	14	1268	24	1	1307	2569
05:00 PM	3	3	1	1	8	1	326	0	0	327	12	0	5	2	19	2	382	8	0	392	746
05:15 PM	2	0	0	1	3	0	352	0	0	352	8	0	3	1	12	0	382	11	0	393	760
05:30 PM	0	0	0	2	2	1	288	0	0	289	6	0	1	1	8	0	304	5	0	309	608
05:45 PM	0	0	0	1	1	1	277	2	0	280	2	0	1	1	4	2	312	2	0	316	601
Total	5	3	1	5	14	3	1243	2	0	1248	28	0	10	5	43	4	1380	26	0	1410	2715
Grand Total	15	15	3	22	55	45	4552	54	17	4668	80	7	20	14	121	170	4661	111	6	4948	9792
Apprch %	27.3	27.3	5.5	40		1	97.5	1.2	0.4		66.1	5.8	16.5	11.6		3.4	94.2	2.2	0.1		
Total %	0.2	0.2	0	0.2	0.6	0.5	46.5	0.6	0.2	47.7	0.8	0.1	0.2	0.1	1.2	1.7	47.6	1.1	0.1	50.5	

Start Time	COUNTRYSIDE HIGH SCHOOL Southbound					SR 580 Westbound					CHARLES AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	10	222	32	6	270	3	3	0	2	8	77	190	6	0	273	551
07:15 AM	0	0	0	0	0	8	255	10	9	282	1	2	0	0	3	58	245	10	0	313	598
07:30 AM	3	2	0	1	6	2	313	0	0	315	2	1	2	1	6	3	284	1	1	289	616
07:45 AM	0	1	0	0	1	5	289	1	1	296	1	0	0	0	1	3	277	7	1	288	586
Total Volume	3	3	0	1	7	25	1079	43	16	1163	7	6	2	3	18	141	996	24	2	1163	2351
% App. Total	42.9	42.9	0	14.3		2.1	92.8	3.7	1.4		38.9	33.3	11.1	16.7		12.1	85.6	2.1	0.2		
PHF	.250	.375	.000	.250	.292	.625	.862	.336	.444	.923	.583	.500	.250	.375	.563	.458	.877	.600	.500	.929	.954

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:00 AM					08:00 AM					07:00 AM				
+0 mins.	3	2	0	1	6	10	222	32	6	270	4	0	1	0	5	77	190	6	0	273
+15 mins.	0	1	0	0	1	8	255	10	9	282	3	0	1	0	4	58	245	10	0	313
+30 mins.	0	0	0	1	1	2	313	0	0	315	3	0	1	1	5	3	284	1	1	289
+45 mins.	1	0	0	2	3	5	289	1	1	296	7	0	1	0	8	3	277	7	1	288
Total Volume	4	3	0	4	11	25	1079	43	16	1163	17	0	4	1	22	141	996	24	2	1163
% App. Total	36.4	27.3	0	36.4		2.1	92.8	3.7	1.4		77.3	0	18.2	4.5		12.1	85.6	2.1	0.2	
PHF	.333	.375	.000	.500	.458	.625	.862	.336	.444	.923	.607	.000	1.000	.250	.688	.458	.877	.600	.500	.929

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	2	5	0	5	12	0	301	1	0	302	9	1	2	1	13	4	312	6	0	322	649
04:45 PM	2	3	1	2	8	3	337	1	1	342	5	0	2	1	8	2	308	6	1	317	675
05:00 PM	3	3	1	1	8	1	326	0	0	327	12	0	5	2	19	2	382	8	0	392	746
05:15 PM	2	0	0	1	3	0	352	0	0	352	8	0	3	1	12	0	382	11	0	393	760
Total Volume	9	11	2	9	31	4	1316	2	1	1323	34	1	12	5	52	8	1384	31	1	1424	2830
% App. Total	29	35.5	6.5	29		0.3	99.5	0.2	0.1		65.4	1.9	23.1	9.6		0.6	97.2	2.2	0.1		
PHF	.750	.550	.500	.450	.646	.333	.935	.500	.250	.940	.708	.250	.600	.625	.684	.500	.906	.705	.250	.906	.931

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	2	0	1	2	5	0	301	1	0	302	9	1	2	1	13	4	312	6	0	322
+15 mins.	2	5	0	5	12	3	337	1	1	342	5	0	2	1	8	2	308	6	1	317
+30 mins.	2	3	1	2	8	1	326	0	0	327	12	0	5	2	19	2	382	8	0	392
+45 mins.	3	3	1	1	8	0	352	0	0	352	8	0	3	1	12	0	382	11	0	393
Total Volume	9	11	3	10	33	4	1316	2	1	1323	34	1	12	5	52	8	1384	31	1	1424
% App. Total	27.3	33.3	9.1	30.3		0.3	99.5	0.2	0.1		65.4	1.9	23.1	9.6		0.6	97.2	2.2	0.1	
PHF	.750	.550	.750	.500	.688	.333	.935	.500	.250	.940	.708	.250	.600	.625	.684	.500	.906	.705	.250	.906

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Charles
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	COUNTRYSIDE HIGH SCHOOL Southbound					SR 580 Westbound					CHARLES AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
07:15 AM	0	0	0	0	0	1	11	0	0	12	0	0	0	1	1	0	6	0	0	6	19
07:30 AM	0	0	0	0	0	0	11	0	0	11	2	0	0	0	2	0	6	0	0	6	19
07:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	1	1	0	6	0	0	6	13
Total	0	0	0	0	0	1	35	0	0	36	2	0	0	2	4	0	23	0	0	23	63
08:00 AM	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	0	9	0	0	9	22
08:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	16
08:30 AM	0	0	0	0	0	0	12	0	1	13	0	0	0	0	0	0	9	0	0	9	22
08:45 AM	1	0	0	0	1	1	7	0	0	8	1	0	0	0	1	0	9	0	0	9	19
Total	1	0	0	0	1	1	40	0	1	42	2	0	0	0	2	0	34	0	0	34	79
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	12
04:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	12
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	16
04:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
Total	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	31	0	0	31	49
05:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	8
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	12	0	0	12	19
Grand Total	1	0	0	0	1	3	98	0	1	102	5	0	0	2	7	0	100	0	0	100	210
Apprch %	100	0	0	0		2.9	96.1	0	1		71.4	0	0	28.6		0	100	0	0		
Total %	0.5	0	0	0	0.5	1.4	46.7	0	0.5	48.6	2.4	0	0	1	3.3	0	47.6	0	0	47.6	

Start Time	COUNTRYSIDE HIGH SCHOOL Southbound					SR 580 Westbound					CHARLES AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	0	9	0	0	9	22
08:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	16
08:30 AM	0	0	0	0	0	0	12	0	1	13	0	0	0	0	0	0	9	0	0	9	22
08:45 AM	1	0	0	0	1	1	7	0	0	8	1	0	0	0	1	0	9	0	0	9	19
Total Volume	1	0	0	0	1	1	40	0	1	42	2	0	0	0	2	0	34	0	0	34	79
% App. Total	100	0	0	0		2.4	95.2	0	2.4		100	0	0	0		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.250	.833	.000	.250	.808	.500	.000	.000	.000	.500	.000	.944	.000	.000	.944	.898

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					07:15 AM					08:00 AM				
+0 mins.	0	0	0	0	0	0	12	0	0	12	0	0	0	1	1	0	9	0	0	9
+15 mins.	0	0	0	0	0	0	9	0	0	9	2	0	0	0	2	0	7	0	0	7
+30 mins.	0	0	0	0	0	0	12	0	1	13	0	0	0	1	1	0	9	0	0	9
+45 mins.	1	0	0	0	1	1	7	0	0	8	1	0	0	0	1	0	9	0	0	9
Total Volume	1	0	0	0	1	1	40	0	1	42	3	0	0	2	5	0	34	0	0	34
% App. Total	100	0	0	0	0	2.4	95.2	0	2.4		60	0	0	40		0	100	0	0	
PHF	.250	.000	.000	.000	.250	.250	.833	.000	.250	.808	.375	.000	.000	.500	.625	.000	.944	.000	.000	.944

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	12
04:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	12
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	16
04:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
Total Volume	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	31	0	0	31	49
% App. Total	0	0	0	0	0	5.6	94.4	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.850	.000	.000	.900	.000	.000	.000	.000	.000	.000	.646	.000	.000	.646	.766

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:15 PM					04:00 PM				
+0 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8
+15 mins.	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7
+30 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12
+45 mins.	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	4	0	0	4
Total Volume	0	0	0	0	0	1	17	0	0	18	1	0	0	0	1	0	31	0	0	31
% App. Total	0	0	0	0	0	5.6	94.4	0	0		100	0	0	0		0	100	0	0	
PHF	.000	.000	.000	.000	.000	.250	.850	.000	.000	.900	.250	.000	.000	.000	.250	.000	.646	.000	.000	.646

Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Charles
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 1

Groups Printed- Utturns

Start Time	COUNTRYSIDE HIGH SCHOOL Southbound					SR 580 Westbound					CHARLES AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	20
07:15 AM	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0	30
07:30 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
07:45 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	58	0	0	0	58	0	0	0	0	0	1	0	0	0	1	59
08:00 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	1	0	0	0	1	12
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	4	0	0	0	4	12
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
Total	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	5	0	0	0	5	12
Grand Total	0	0	0	0	0	84	0	0	0	84	0	0	0	0	0	11	0	0	0	11	95
Apprch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	88.4	0	0	0	88.4	0	0	0	0	0	11.6	0	0	0	11.6	

Start Time	COUNTRYSIDE HIGH SCHOOL Southbound					SR 580 Westbound					CHARLES AVENUE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0	20
07:15 AM	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0	30
07:30 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
07:45 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	58	0	0	0	58	0	0	0	0	0	1	0	0	0	1	59
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.483	.000	.000	.000	.483	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.492

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM									
+0 mins.	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	58	0	0	0	58	0	0	0	0	0	1	0	0	0	1
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.483	.000	.000	.000	.483	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

	04:15 PM					04:15 PM					04:15 PM										
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	5
Total Volume	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	6	0	0	0	6	15
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:15 PM					04:00 PM					04:15 PM				
+0 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3
Total Volume	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	6	0	0	0	6
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500

Intersection Pedestrian & Bicycle Count

Date: 9/1/20

Day: Tuesday

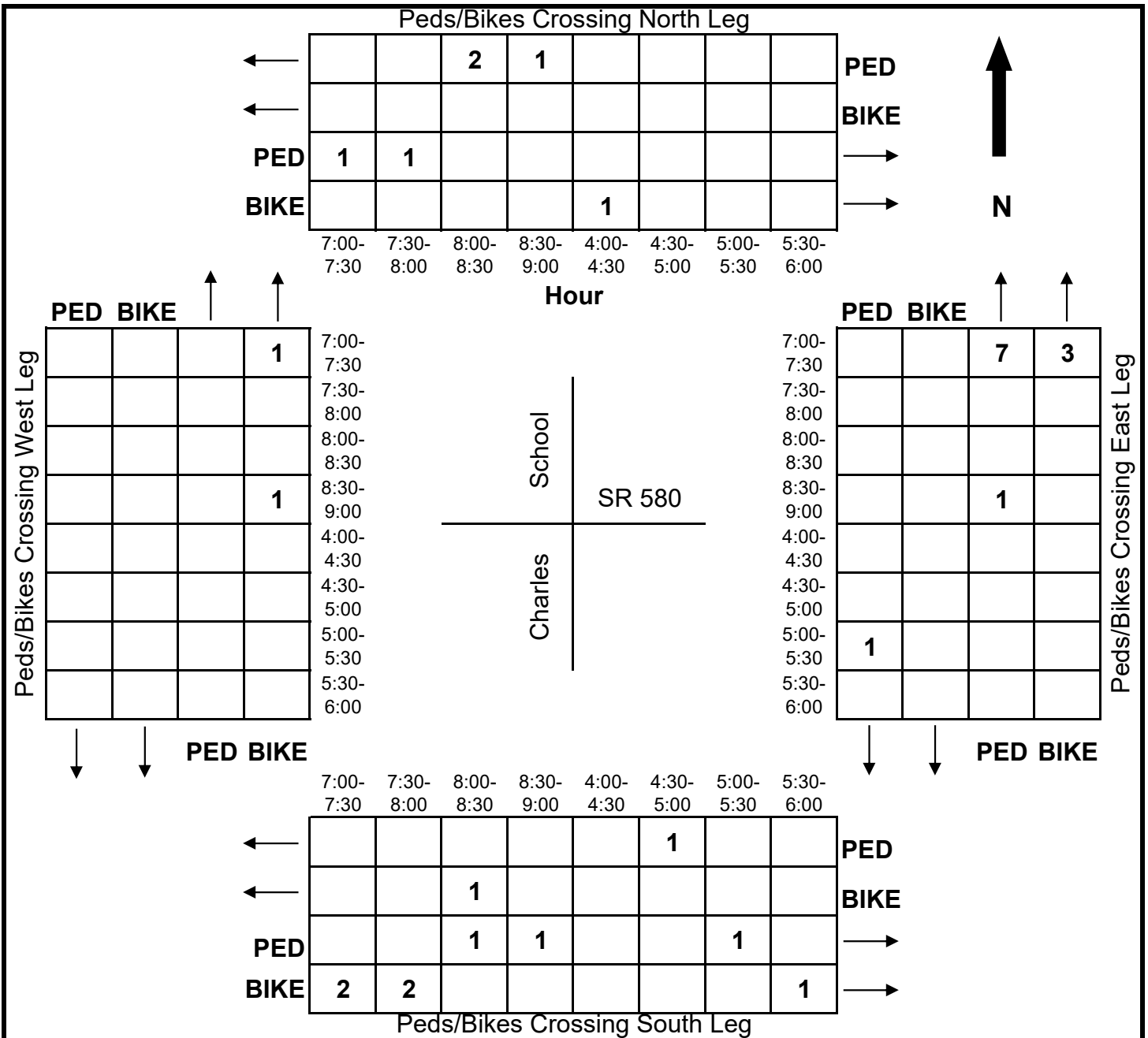
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Charles Avenue

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Clearwater/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&SchoolDW
 Site Code : 19034
 Start Date : 9/1/2020
 Page No : 2

Start Time	SCHOOL DRIVEWAY Southbound				SR 580 Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1									
Peak Hour for Entire Intersection Begins at 07:00 AM									
07:00 AM	0	0	60	60	0	0	81	81	141
07:15 AM	0	0	65	65	0	0	43	43	108
07:30 AM	0	0	11	11	0	0	13	13	24
07:45 AM	0	0	6	6	0	0	4	4	10
Total Volume	0	0	142	142	0	0	141	141	283
% App. Total	0	0	100		0	0	100		
PHF	.000	.000	.546	.546	.000	.000	.435	.435	.502

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM			
+0 mins.	0	0	60	60	0	0	81	81
+15 mins.	0	0	65	65	0	0	43	43
+30 mins.	0	0	11	11	0	0	13	13
+45 mins.	0	0	6	6	0	0	4	4
Total Volume	0	0	142	142	0	0	141	141
% App. Total	0	0	100		0	0	100	
PHF	.000	.000	.546	.546	.000	.000	.435	.435

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	3	3	0	0	4	4	7
04:15 PM	0	0	3	3	0	0	0	0	3
04:30 PM	0	0	3	3	0	0	1	1	4
04:45 PM	0	0	4	4	0	0	2	2	6
Total Volume	0	0	13	13	0	0	7	7	20
% App. Total	0	0	100		0	0	100		
PHF	.000	.000	.813	.813	.000	.000	.438	.438	.714

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM			
+0 mins.	0	0	3	3	0	0	4	4
+15 mins.	0	0	3	3	0	0	0	0
+30 mins.	0	0	3	3	0	0	1	1
+45 mins.	0	0	4	4	0	0	2	2
Total Volume	0	0	13	13	0	0	7	7
% App. Total	0	0	100		0	0	100	
PHF	.000	.000	.813	.813	.000	.000	.438	.438

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&McMullenBooth
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	MCMULLEN BOOTH ROAD Southbound				SR 580 Westbound				MCMULLEN BOOTH ROAD Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	272	117	398	106	172	39	317	60	156	46	21	283	64	117	23	204	1202
07:15 AM	6	379	111	496	112	157	31	300	37	158	59	31	285	85	172	32	289	1370
07:30 AM	23	346	108	477	108	211	38	357	21	218	61	33	333	56	185	26	267	1434
07:45 AM	18	302	130	450	125	192	44	361	33	219	65	40	357	99	156	24	279	1447
Total	56	1299	466	1821	451	732	152	1335	151	751	231	125	1258	304	630	105	1039	5453
08:00 AM	18	277	112	407	100	157	40	297	24	174	58	29	285	76	147	35	258	1247
08:15 AM	31	302	101	434	109	134	39	282	30	147	58	26	261	92	172	19	283	1260
08:30 AM	24	301	109	434	107	184	34	325	34	178	56	28	296	82	129	25	236	1291
08:45 AM	20	285	124	429	96	124	36	256	48	152	52	36	288	104	156	34	294	1267
Total	93	1165	446	1704	412	599	149	1160	136	651	224	119	1130	354	604	113	1071	5065
*** BREAK ***																		
04:00 PM	35	213	99	347	78	155	36	269	41	351	64	65	521	90	152	29	271	1408
04:15 PM	40	205	93	338	102	182	42	326	38	366	66	64	534	127	204	21	352	1550
04:30 PM	36	192	121	349	116	172	53	341	32	314	67	61	474	103	192	45	340	1504
04:45 PM	21	224	100	345	122	176	39	337	46	365	93	80	584	120	223	26	369	1635
Total	132	834	413	1379	418	685	170	1273	157	1396	290	270	2113	440	771	121	1332	6097
05:00 PM	41	250	128	419	122	180	40	342	44	315	84	55	498	119	211	35	365	1624
05:15 PM	39	242	110	391	102	202	33	337	44	403	79	76	602	149	211	41	401	1731
05:30 PM	18	189	94	301	110	193	43	346	49	379	77	63	568	116	213	34	363	1578
05:45 PM	30	209	71	310	98	135	32	265	33	330	71	69	503	125	179	28	332	1410
Total	128	890	403	1421	432	710	148	1290	170	1427	311	263	2171	509	814	138	1461	6343
Grand Total	409	4188	1728	6325	1713	2726	619	5058	614	4225	1056	777	6672	1607	2819	477	4903	22958
Apprch %	6.5	66.2	27.3		33.9	53.9	12.2		9.2	63.3	15.8	11.6		32.8	57.5	9.7		
Total %	1.8	18.2	7.5	27.6	7.5	11.9	2.7	22	2.7	18.4	4.6	3.4	29.1	7	12.3	2.1	21.4	
Passenger Vehicles	400	4105	1687	6192	1644	2671	608	4923	545	4127	1022	764	6458	1558	2776	458	4792	22365
% Passenger Vehicles	97.8	98	97.6	97.9	96	98	98.2	97.3	88.8	97.7	96.8	98.3	96.8	97	98.5	96	97.7	97.4
Heavy Vehicles	7	83	41	131	58	55	11	124	25	98	34	13	170	41	43	19	103	528
% Heavy Vehicles	1.7	2	2.4	2.1	3.4	2	1.8	2.5	4.1	2.3	3.2	1.7	2.5	2.6	1.5	4	2.1	2.3
Uturns	2	0	0	2	11	0	0	11	44	0	0	0	44	8	0	0	8	65
% Uturns	0.5	0	0	0	0.6	0	0	0.2	7.2	0	0	0	0.7	0.5	0	0	0.2	0.3

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&McMullenBooth
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	MCMULLEN BOOTH ROAD Southbound				SR 580 Westbound				MCMULLEN BOOTH ROAD Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	6	379	111	496	112	157	31	300	37	158	59	31	285	85	172	32	289	1370
07:30 AM	23	346	108	477	108	211	38	357	21	218	61	33	333	56	185	26	267	1434
07:45 AM	18	302	130	450	125	192	44	361	33	219	65	40	357	99	156	24	279	1447
08:00 AM	18	277	112	407	100	157	40	297	24	174	58	29	285	76	147	35	258	1247
Total Volume	65	1304	461	1830	445	717	153	1315	115	769	243	133	1260	316	660	117	1093	5498
% App. Total	3.6	71.3	25.2		33.8	54.5	11.6		9.1	61	19.3	10.6		28.9	60.4	10.7		
PHF	.707	.860	.887	.922	.890	.850	.869	.911	.777	.878	.935	.831	.882	.798	.892	.836	.946	.950

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM					
+0 mins.	6	379	111	496	106	172	39	317	37	158	59	31	285	85	172	32	289	
+15 mins.	23	346	108	477	112	157	31	300	21	218	61	33	333	56	185	26	267	
+30 mins.	18	302	130	450	108	211	38	357	33	219	65	40	357	99	156	24	279	
+45 mins.	18	277	112	407	125	192	44	361	24	174	58	29	285	76	147	35	258	
Total Volume	65	1304	461	1830	451	732	152	1335	115	769	243	133	1260	316	660	117	1093	
% App. Total	3.6	71.3	25.2		33.8	54.8	11.4		9.1	61	19.3	10.6		28.9	60.4	10.7		
PHF	.707	.860	.887	.922	.902	.867	.864	.925	.777	.878	.935	.831	.882	.798	.892	.836	.946	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	21	224	100	345	122	176	39	337	46	365	93	80	584	120	223	26	369	1635
05:00 PM	41	250	128	419	122	180	40	342	44	315	84	55	498	119	211	35	365	1624
05:15 PM	39	242	110	391	102	202	33	337	44	403	79	76	602	149	211	41	401	1731
05:30 PM	18	189	94	301	110	193	43	346	49	379	77	63	568	116	213	34	363	1578
Total Volume	119	905	432	1456	456	751	155	1362	183	1462	333	274	2252	504	858	136	1498	6568
% App. Total	8.2	62.2	29.7		33.5	55.1	11.4		8.1	64.9	14.8	12.2		33.6	57.3	9.1		
PHF	.726	.905	.844	.869	.934	.929	.901	.984	.934	.907	.895	.856	.935	.846	.962	.829	.934	.949

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:45 PM					
+0 mins.	36	192	121	349	122	176	39	337	46	365	93	80	584	120	223	26	369	
+15 mins.	21	224	100	345	122	180	40	342	44	315	84	55	498	119	211	35	365	
+30 mins.	41	250	128	419	102	202	33	337	44	403	79	76	602	149	211	41	401	
+45 mins.	39	242	110	391	110	193	43	346	49	379	77	63	568	116	213	34	363	
Total Volume	137	908	459	1504	456	751	155	1362	183	1462	333	274	2252	504	858	136	1498	
% App. Total	9.1	60.4	30.5		33.5	55.1	11.4		8.1	64.9	14.8	12.2		33.6	57.3	9.1		
PHF	.835	.908	.896	.897	.934	.929	.901	.984	.934	.907	.895	.856	.935	.846	.962	.829	.934	

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&McMullenBooth
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	MCMULLEN BOOTH ROAD Southbound				SR 580 Westbound				MCMULLEN BOOTH ROAD Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	264	113	386	99	171	38	308	58	142	44	21	265	60	115	23	198	1157
07:15 AM	6	370	108	484	108	156	30	294	36	148	57	30	271	78	168	30	276	1325
07:30 AM	23	342	103	468	106	207	37	350	14	204	58	31	307	52	182	26	260	1385
07:45 AM	18	293	125	436	121	185	43	349	26	211	63	39	339	92	153	24	269	1393
Total	56	1269	449	1774	434	719	148	1301	134	705	222	121	1182	282	618	103	1003	5260
08:00 AM	18	277	108	403	95	149	39	283	23	161	53	29	266	72	146	35	253	1205
08:15 AM	29	299	97	425	106	128	38	272	24	140	58	25	247	91	168	17	276	1220
08:30 AM	21	289	106	416	102	177	34	313	30	171	53	27	281	79	127	25	231	1241
08:45 AM	19	279	121	419	94	119	36	249	38	148	50	35	271	98	151	32	281	1220
Total	87	1144	432	1663	397	573	147	1117	115	620	214	116	1065	340	592	109	1041	4886
*** BREAK ***																		
04:00 PM	35	211	96	342	71	153	35	259	38	348	63	65	514	89	147	26	262	1377
04:15 PM	39	202	91	332	94	180	40	314	36	360	65	64	525	125	201	20	346	1517
04:30 PM	36	187	120	343	114	169	53	336	30	311	67	58	466	103	189	42	334	1479
04:45 PM	21	212	99	332	115	173	37	325	43	363	90	80	576	115	222	24	361	1594
Total	131	812	406	1349	394	675	165	1234	147	1382	285	267	2081	432	759	112	1303	5967
05:00 PM	41	247	126	414	113	177	40	330	37	313	81	53	484	117	210	32	359	1587
05:15 PM	38	238	110	386	101	202	33	336	44	400	75	76	595	146	210	40	396	1713
05:30 PM	17	188	94	299	108	192	43	343	40	378	75	63	556	116	209	34	359	1557
05:45 PM	30	207	70	307	97	133	32	262	28	329	70	68	495	125	178	28	331	1395
Total	126	880	400	1406	419	704	148	1271	149	1420	301	260	2130	504	807	134	1445	6252
Grand Total	400	4105	1687	6192	1644	2671	608	4923	545	4127	1022	764	6458	1558	2776	458	4792	22365
Apprch %	6.5	66.3	27.2		33.4	54.3	12.4		8.4	63.9	15.8	11.8		32.5	57.9	9.6		
Total %	1.8	18.4	7.5	27.7	7.4	11.9	2.7	22	2.4	18.5	4.6	3.4	28.9	7	12.4	2	21.4	

Start Time	MCMULLEN BOOTH ROAD Southbound				SR 580 Westbound				MCMULLEN BOOTH ROAD Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	6	370	108	484	108	156	30	294	36	148	57	30	271	78	168	30	276	1325
07:30 AM	23	342	103	468	106	207	37	350	14	204	58	31	307	52	182	26	260	1385
07:45 AM	18	293	125	436	121	185	43	349	26	211	63	39	339	92	153	24	269	1393
08:00 AM	18	277	108	403	95	149	39	283	23	161	53	29	266	72	146	35	253	1205
Total Volume	65	1282	444	1791	430	697	149	1276	99	724	231	129	1183	294	649	115	1058	5308
% App. Total	3.6	71.6	24.8		33.7	54.6	11.7		8.4	61.2	19.5	10.9		27.8	61.3	10.9		
PHF	.707	.866	.888	.925	.888	.842	.866	.911	.688	.858	.917	.827	.872	.799	.891	.821	.958	.953

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM				
+0 mins.	6	370	108	484	99	171	38	308	36	148	57	30	271	78	168	30	276
+15 mins.	23	342	103	468	108	156	30	294	14	204	58	31	307	52	182	26	260
+30 mins.	18	293	125	436	106	207	37	350	26	211	63	39	339	92	153	24	269
+45 mins.	18	277	108	403	121	185	43	349	23	161	53	29	266	72	146	35	253
Total Volume	65	1282	444	1791	434	719	148	1301	99	724	231	129	1183	294	649	115	1058
% App. Total	3.6	71.6	24.8		33.4	55.3	11.4		8.4	61.2	19.5	10.9		27.8	61.3	10.9	
PHF	.707	.866	.888	.925	.897	.868	.860	.929	.688	.858	.917	.827	.872	.799	.891	.821	.958

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	21	212	99	332	115	173	37	325	43	363	90	80	576	115	222	24	361	1594
05:00 PM	41	247	126	414	113	177	40	330	37	313	81	53	484	117	210	32	359	1587
05:15 PM	38	238	110	386	101	202	33	336	44	400	75	76	595	146	210	40	396	1713
05:30 PM	17	188	94	299	108	192	43	343	40	378	75	63	556	116	209	34	359	1557
Total Volume	117	885	429	1431	437	744	153	1334	164	1454	321	272	2211	494	851	130	1475	6451
% App. Total	8.2	61.8	30		32.8	55.8	11.5		7.4	65.8	14.5	12.3		33.5	57.7	8.8		
PHF	.713	.896	.851	.864	.950	.921	.890	.972	.932	.909	.892	.850	.929	.846	.958	.813	.931	.941

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	36	187	120	343	115	173	37	325	43	363	90	80	576	115	222	24	361
+15 mins.	21	212	99	332	113	177	40	330	37	313	81	53	484	117	210	32	359
+30 mins.	41	247	126	414	101	202	33	336	44	400	75	76	595	146	210	40	396
+45 mins.	38	238	110	386	108	192	43	343	40	378	75	63	556	116	209	34	359
Total Volume	136	884	455	1475	437	744	153	1334	164	1454	321	272	2211	494	851	130	1475
% App. Total	9.2	59.9	30.8		32.8	55.8	11.5		7.4	65.8	14.5	12.3		33.5	57.7	8.8	
PHF	.829	.895	.903	.891	.950	.921	.890	.972	.932	.909	.892	.850	.929	.846	.958	.813	.931

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&McMullenBooth
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	MCMULLEN BOOTH ROAD Southbound				SR 580 Westbound				MCMULLEN BOOTH ROAD Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	8	4	12	7	1	1	9	1	14	2	0	17	4	2	0	6	44
07:15 AM	0	9	3	12	4	1	1	6	1	10	2	1	14	2	4	2	8	40
07:30 AM	0	4	5	9	2	4	1	7	3	14	3	2	22	4	3	0	7	45
07:45 AM	0	9	5	14	3	7	1	11	3	8	2	1	14	7	3	0	10	49
Total	0	30	17	47	16	13	4	33	8	46	9	4	67	17	12	2	31	178
08:00 AM	0	0	4	4	4	8	1	13	1	13	5	0	19	4	1	0	5	41
08:15 AM	1	3	4	8	3	6	1	10	4	7	0	1	12	1	4	2	7	37
08:30 AM	3	12	3	18	4	7	0	11	3	7	3	1	14	3	2	0	5	48
08:45 AM	1	6	3	10	0	5	0	5	3	4	2	1	10	5	5	2	12	37
Total	5	21	14	40	11	26	2	39	11	31	10	3	55	13	12	4	29	163
*** BREAK ***																		
04:00 PM	0	2	3	5	4	2	1	7	1	3	1	0	5	1	5	3	9	26
04:15 PM	1	3	2	6	6	2	2	10	2	6	1	0	9	2	3	1	6	31
04:30 PM	0	5	1	6	1	3	0	4	1	3	0	3	7	0	3	3	6	23
04:45 PM	0	12	1	13	7	3	2	12	1	2	3	0	6	4	1	2	7	38
Total	1	22	7	30	18	10	5	33	5	14	5	3	27	7	12	9	28	118
05:00 PM	0	3	2	5	9	3	0	12	0	2	3	2	7	1	1	3	5	29
05:15 PM	0	4	0	4	1	0	0	1	0	3	4	0	7	3	1	1	5	17
05:30 PM	1	1	0	2	2	1	0	3	1	1	2	0	4	0	4	0	4	13
05:45 PM	0	2	1	3	1	2	0	3	0	1	1	1	3	0	1	0	1	10
Total	1	10	3	14	13	6	0	19	1	7	10	3	21	4	7	4	15	69
Grand Total	7	83	41	131	58	55	11	124	25	98	34	13	170	41	43	19	103	528
Apprch %	5.3	63.4	31.3		46.8	44.4	8.9		14.7	57.6	20	7.6		39.8	41.7	18.4		
Total %	1.3	15.7	7.8	24.8	11	10.4	2.1	23.5	4.7	18.6	6.4	2.5	32.2	7.8	8.1	3.6	19.5	

Start Time	MCMULLEN BOOTH ROAD Southbound				SR 580 Westbound				MCMULLEN BOOTH ROAD Northbound					SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	8	4	12	7	1	1	9	1	14	2	0	17	4	2	0	6	44
07:15 AM	0	9	3	12	4	1	1	6	1	10	2	1	14	2	4	2	8	40
07:30 AM	0	4	5	9	2	4	1	7	3	14	3	2	22	4	3	0	7	45
07:45 AM	0	9	5	14	3	7	1	11	3	8	2	1	14	7	3	0	10	49
Total Volume	0	30	17	47	16	13	4	33	8	46	9	4	67	17	12	2	31	178
% App. Total	0	63.8	36.2		48.5	39.4	12.1		11.9	68.7	13.4	6		54.8	38.7	6.5		
PHF	.000	.833	.850	.839	.571	.464	1.00	.750	.667	.821	.750	.500	.761	.607	.750	.250	.775	.908

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:15 AM				07:00 AM				
+0 mins.	0	8	4	12	3	7	1	11	1	10	2	1	14	4	2	0	6
+15 mins.	0	9	3	12	4	8	1	13	3	14	3	2	22	2	4	2	8
+30 mins.	0	4	5	9	3	6	1	10	3	8	2	1	14	4	3	0	7
+45 mins.	0	9	5	14	4	7	0	11	1	13	5	0	19	7	3	0	10
Total Volume	0	30	17	47	14	28	3	45	8	45	12	4	69	17	12	2	31
% App. Total	0	63.8	36.2		31.1	62.2	6.7		11.6	65.2	17.4	5.8		54.8	38.7	6.5	
PHF	.000	.833	.850	.839	.875	.875	.750	.865	.667	.804	.600	.500	.784	.607	.750	.250	.775

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	1	3	2	6	6	2	2	10	2	6	1	0	9	2	3	1	6	31
04:30 PM	0	5	1	6	1	3	0	4	1	3	0	3	7	0	3	3	6	23
04:45 PM	0	12	1	13	7	3	2	12	1	2	3	0	6	4	1	2	7	38
05:00 PM	0	3	2	5	9	3	0	12	0	2	3	2	7	1	1	3	5	29
Total Volume	1	23	6	30	23	11	4	38	4	13	7	5	29	7	8	9	24	121
% App. Total	3.3	76.7	20		60.5	28.9	10.5		13.8	44.8	24.1	17.2		29.2	33.3	37.5		
PHF	.250	.479	.750	.577	.639	.917	.500	.792	.500	.542	.583	.417	.806	.438	.667	.750	.857	.796

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				04:00 PM				
+0 mins.	0	2	3	5	6	2	2	10	2	6	1	0	9	1	5	3	9
+15 mins.	1	3	2	6	1	3	0	4	1	3	0	3	7	2	3	1	6
+30 mins.	0	5	1	6	7	3	2	12	1	2	3	0	6	0	3	3	6
+45 mins.	0	12	1	13	9	3	0	12	0	2	3	2	7	4	1	2	7
Total Volume	1	22	7	30	23	11	4	38	4	13	7	5	29	7	12	9	28
% App. Total	3.3	73.3	23.3		60.5	28.9	10.5		13.8	44.8	24.1	17.2		25	42.9	32.1	
PHF	.250	.458	.583	.577	.639	.917	.500	.792	.500	.542	.583	.417	.806	.438	.600	.750	.778

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&McMullenBooth
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Uturns

Start Time	MCMULLEN BOOTH ROAD Southbound				SR 580 Westbound				MCMULLEN BOOTH ROAD Northbound					SR 580 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	
07:30 AM	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4	
07:45 AM	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	0	0	4	
Total	0	0	0	0	1	0	0	1	9	0	0	0	9	5	0	0	0	5	15
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
08:30 AM	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	2	0	0	2	7	0	0	0	7	1	0	0	0	1	10
Total	1	0	0	1	4	0	0	4	10	0	0	0	10	1	0	0	0	1	16
*** BREAK ***																			
04:00 PM	0	0	0	0	3	0	0	3	2	0	0	0	2	0	0	0	0	0	5
04:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
Total	0	0	0	0	6	0	0	6	5	0	0	0	5	1	0	0	0	1	12
05:00 PM	0	0	0	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	8
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
05:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
Total	1	0	0	1	0	0	0	0	20	0	0	0	20	1	0	0	0	1	22
Grand Total	2	0	0	2	11	0	0	11	44	0	0	0	44	8	0	0	0	8	65
Apprch %	100	0	0		100	0	0		100	0	0	0		100	0	0			
Total %	3.1	0	0	3.1	16.9	0	0	16.9	67.7	0	0	0	67.7	12.3	0	0	12.3		

Start Time	MCMULLEN BOOTH ROAD Southbound				SR 580 Westbound				MCMULLEN BOOTH ROAD Northbound					SR 580 Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM																			
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
08:30 AM	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	2	0	0	2	7	0	0	0	7	1	0	0	0	1	10
Total Volume	1	0	0	1	4	0	0	4	10	0	0	0	10	1	0	0	0	1	16
% App. Total	100	0	0	100	100	0	0	100	100	0	0	0	100	100	0	0	100		
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.357	.000	.000	.000	.357	.250	.000	.000	.250	.400	

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:30 AM				07:00 AM				
+0 mins.	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	4	0	0	0	4	5	0	0	5
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	2	0	0	2	2	0	0	0	2	0	0	0	0
Total Volume	1	0	0	1	4	0	0	4	10	0	0	0	10	5	0	0	5
% App. Total	100	0	0		100	0	0		100	0	0	0		100	0	0	
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.625	.000	.000	.000	.625	.250	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	0	0	0	0	0	0	0	7	0	0	0	7	1	0	0	1	8
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	8
05:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	5
Total Volume	1	0	0	1	0	0	0	0	20	0	0	0	20	1	0	0	1	22
% App. Total	100	0	0		0	0	0		100	0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.625	.000	.000	.000	.625	.250	.000	.000	.250	.688

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:15 PM				
+0 mins.	0	0	0	0	3	0	0	3	7	0	0	0	7	0	0	0	0
+15 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	8	0	0	0	8	1	0	0	1
+45 mins.	1	0	0	1	0	0	0	0	5	0	0	0	5	1	0	0	1
Total Volume	1	0	0	1	6	0	0	6	20	0	0	0	20	2	0	0	2
% App. Total	100	0	0		100	0	0		100	0	0	0		100	0	0	
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.625	.000	.000	.000	.625	.500	.000	.000	.500

Intersection Pedestrian & Bicycle Count

Date: 8/27/20

Day: Thursday

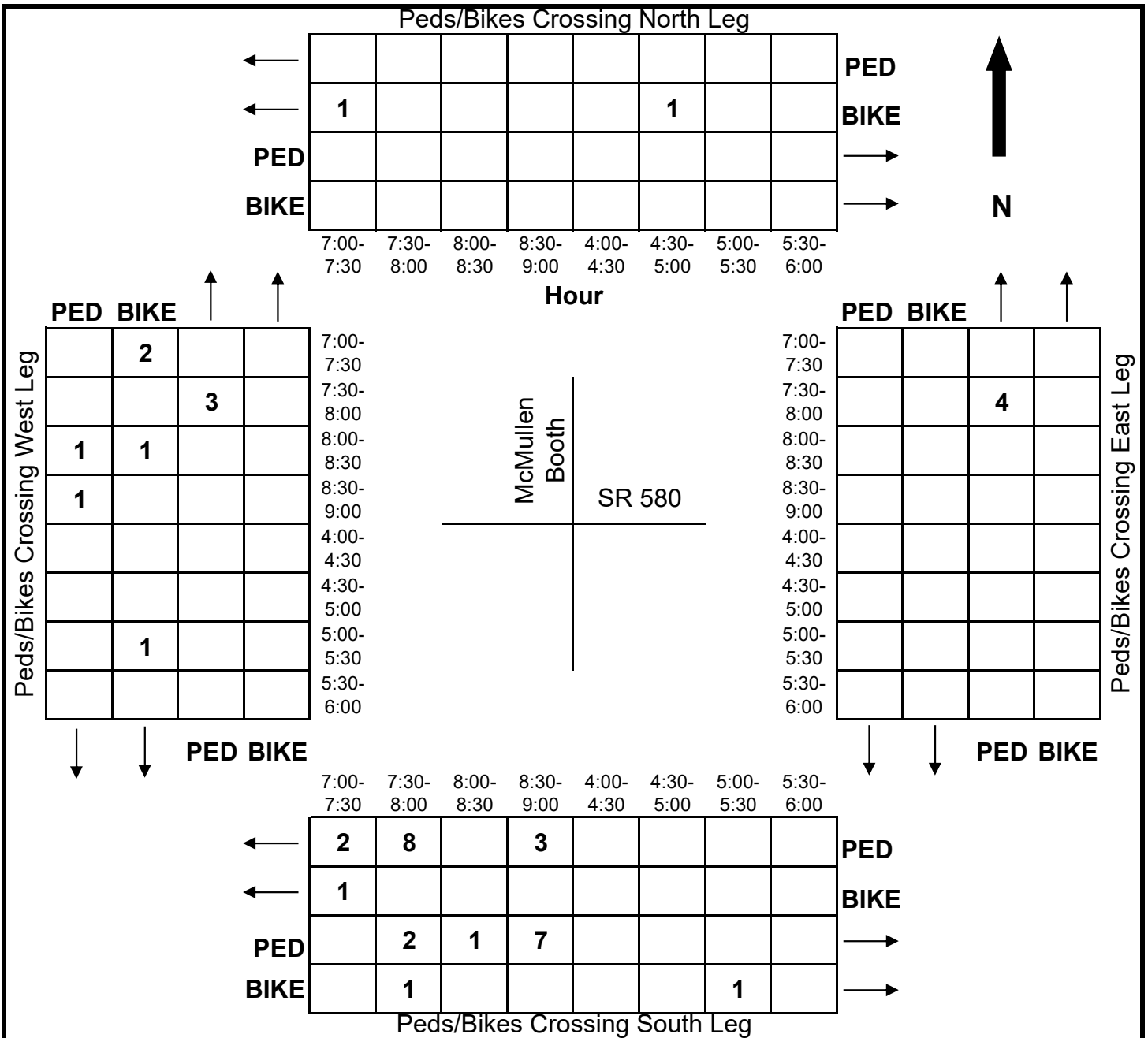
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at McMullen Booth Road

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Rigsby
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	0	2	2	301	0	303	2	0	3	5	1	182	0	183	493
07:15 AM	0	1	1	2	3	305	1	309	3	0	0	3	0	239	3	242	556
07:30 AM	0	0	4	4	3	342	1	346	1	0	5	6	2	275	6	283	639
07:45 AM	0	0	2	2	2	349	0	351	0	0	6	6	1	279	3	283	642
Total	2	1	7	10	10	1297	2	1309	6	0	14	20	4	975	12	991	2330
08:00 AM	0	0	1	1	2	292	0	294	3	0	2	5	1	220	1	222	522
08:15 AM	0	0	3	3	3	321	0	324	2	0	5	7	1	270	3	274	608
08:30 AM	0	0	0	0	2	320	0	322	2	0	4	6	0	242	5	247	575
08:45 AM	1	0	0	1	4	261	1	266	1	0	3	4	2	277	4	283	554
Total	1	0	4	5	11	1194	1	1206	8	0	14	22	4	1009	13	1026	2259
*** BREAK ***																	
04:00 PM	1	0	0	1	5	295	0	300	0	0	0	0	0	301	6	307	608
04:15 PM	1	0	2	3	5	310	2	317	1	0	2	3	1	354	12	367	690
04:30 PM	0	0	1	1	1	324	1	326	3	0	1	4	0	345	7	352	683
04:45 PM	0	0	0	0	8	330	0	338	4	0	7	11	1	394	10	405	754
Total	2	0	3	5	19	1259	3	1281	8	0	10	18	2	1394	35	1431	2735
05:00 PM	0	1	0	1	8	332	0	340	2	0	6	8	1	366	5	372	721
05:15 PM	0	0	0	0	2	319	0	321	5	0	4	9	0	385	6	391	721
05:30 PM	1	0	0	1	6	313	0	319	1	0	6	7	3	374	5	382	709
05:45 PM	0	0	1	1	4	272	0	276	3	0	3	6	1	350	5	356	639
Total	1	1	1	3	20	1236	0	1256	11	0	19	30	5	1475	21	1501	2790
Grand Total	6	2	15	23	60	4986	6	5052	33	0	57	90	15	4853	81	4949	10114
Apprch %	26.1	8.7	65.2		1.2	98.7	0.1		36.7	0	63.3		0.3	98.1	1.6		
Total %	0.1	0	0.1	0.2	0.6	49.3	0.1	50	0.3	0	0.6	0.9	0.1	48	0.8	48.9	
Passenger Vehicles	6	2	11	19	55	4867	6	4928	33	0	56	89	8	4758	79	4845	9881
% Passenger Vehicles	100	100	73.3	82.6	91.7	97.6	100	97.5	100	0	98.2	98.9	53.3	98	97.5	97.9	97.7
Heavy Vehicles	0	0	4	4	0	119	0	119	0	0	1	1	0	95	2	97	221
% Heavy Vehicles	0	0	26.7	17.4	0	2.4	0	2.4	0	0	1.8	1.1	0	2	2.5	2	2.2
Uturns	0	0	0	0	5	0	0	5	0	0	0	0	7	0	0	7	12
% Uturns	0	0	0	0	8.3	0	0	0.1	0	0	0	0	46.7	0	0	0.1	0.1

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Rigsby
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	4	4	3	342	1	346	1	0	5	6	2	275	6	283	639
07:45 AM	0	0	2	2	2	349	0	351	0	0	6	6	1	279	3	283	642
08:00 AM	0	0	1	1	2	292	0	294	3	0	2	5	1	220	1	222	522
08:15 AM	0	0	3	3	3	321	0	324	2	0	5	7	1	270	3	274	608
Total Volume	0	0	10	10	10	1304	1	1315	6	0	18	24	5	1044	13	1062	2411
% App. Total	0	0	100		0.8	99.2	0.1		25	0	75		0.5	98.3	1.2		
PHF	.000	.000	.625	.625	.833	.934	.250	.937	.500	.000	.750	.857	.625	.935	.542	.938	.939

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	0	0	2	3	342	1	346	1	0	5	6	2	275	6	283
+15 mins.	0	1	1	2	2	349	0	351	0	0	6	6	1	279	3	283
+30 mins.	0	0	4	4	2	292	0	294	3	0	2	5	1	220	1	222
+45 mins.	0	0	2	2	3	321	0	324	2	0	5	7	1	270	3	274
Total Volume	2	1	7	10	10	1304	1	1315	6	0	18	24	5	1044	13	1062
% App. Total	20	10	70		0.8	99.2	0.1		25	0	75		0.5	98.3	1.2	
PHF	.250	.250	.438	.625	.833	.934	.250	.937	.500	.000	.750	.857	.625	.935	.542	.938

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	0	0	0	8	330	0	338	4	0	7	11	1	394	10	405	754
05:00 PM	0	1	0	1	8	332	0	340	2	0	6	8	1	366	5	372	721
05:15 PM	0	0	0	0	2	319	0	321	5	0	4	9	0	385	6	391	721
05:30 PM	1	0	0	1	6	313	0	319	1	0	6	7	3	374	5	382	709
Total Volume	1	1	0	2	24	1294	0	1318	12	0	23	35	5	1519	26	1550	2905
% App. Total	50	50	0		1.8	98.2	0		34.3	0	65.7		0.3	98	1.7		
PHF	.250	.250	.000	.500	.750	.974	.000	.969	.600	.000	.821	.795	.417	.964	.650	.957	.963

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	1	0	0	1	1	324	1	326	4	0	7	11	1	394	10	405
+15 mins.	1	0	2	3	8	330	0	338	2	0	6	8	1	366	5	372
+30 mins.	0	0	1	1	8	332	0	340	5	0	4	9	0	385	6	391
+45 mins.	0	0	0	0	2	319	0	321	1	0	6	7	3	374	5	382
Total Volume	2	0	3	5	19	1305	1	1325	12	0	23	35	5	1519	26	1550
% App. Total	40	0	60		1.4	98.5	0.1		34.3	0	65.7		0.3	98	1.7	
PHF	.500	.000	.375	.417	.594	.983	.250	.974	.600	.000	.821	.795	.417	.964	.650	.957

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Rigsby
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	0	2	2	292	0	294	2	0	3	5	1	178	0	179	480
07:15 AM	0	1	0	1	3	300	1	304	3	0	0	3	0	233	3	236	544
07:30 AM	0	0	4	4	3	336	1	340	1	0	5	6	1	268	5	274	624
07:45 AM	0	0	1	1	1	338	0	339	0	0	5	5	1	272	3	276	621
Total	2	1	5	8	9	1266	2	1277	6	0	13	19	3	951	11	965	2269
08:00 AM	0	0	1	1	2	280	0	282	3	0	2	5	1	214	1	216	504
08:15 AM	0	0	1	1	3	311	0	314	2	0	5	7	1	263	3	267	589
08:30 AM	0	0	0	0	2	308	0	310	2	0	4	6	0	234	5	239	555
08:45 AM	1	0	0	1	4	255	1	260	1	0	3	4	1	270	3	274	539
Total	1	0	2	3	11	1154	1	1166	8	0	14	22	3	981	12	996	2187
*** BREAK ***																	
04:00 PM	1	0	0	1	5	287	0	292	0	0	0	0	0	294	6	300	593
04:15 PM	1	0	2	3	4	301	2	307	1	0	2	3	0	350	12	362	675
04:30 PM	0	0	1	1	1	318	1	320	3	0	1	4	0	337	7	344	669
04:45 PM	0	0	0	0	7	318	0	325	4	0	7	11	0	390	10	400	736
Total	2	0	3	5	17	1224	3	1244	8	0	10	18	0	1371	35	1406	2673
05:00 PM	0	1	0	1	7	325	0	332	2	0	6	8	1	360	5	366	707
05:15 PM	0	0	0	0	2	318	0	320	5	0	4	9	0	379	6	385	714
05:30 PM	1	0	0	1	6	310	0	316	1	0	6	7	1	368	5	374	698
05:45 PM	0	0	1	1	3	270	0	273	3	0	3	6	0	348	5	353	633
Total	1	1	1	3	18	1223	0	1241	11	0	19	30	2	1455	21	1478	2752
Grand Total	6	2	11	19	55	4867	6	4928	33	0	56	89	8	4758	79	4845	9881
Apprch %	31.6	10.5	57.9		1.1	98.8	0.1		37.1	0	62.9		0.2	98.2	1.6		
Total %	0.1	0	0.1	0.2	0.6	49.3	0.1	49.9	0.3	0	0.6	0.9	0.1	48.2	0.8	49	

Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	4	4	3	336	1	340	1	0	5	6	1	268	5	274	624
07:45 AM	0	0	1	1	1	338	0	339	0	0	5	5	1	272	3	276	621
08:00 AM	0	0	1	1	2	280	0	282	3	0	2	5	1	214	1	216	504
08:15 AM	0	0	1	1	3	311	0	314	2	0	5	7	1	263	3	267	589
Total Volume	0	0	7	7	9	1265	1	1275	6	0	17	23	4	1017	12	1033	2338
% App. Total	0	0	100		0.7	99.2	0.1		26.1	0	73.9		0.4	98.5	1.2		
PHF	.000	.000	.438	.438	.750	.936	.250	.938	.500	.000	.850	.821	1.00	.935	.600	.936	.937

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Rigsby
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	2	0	0	2	2	292	0	294	1	0	5	6	1	268	5	274
+15 mins.	0	1	0	1	3	300	1	304	0	0	5	5	1	272	3	276
+30 mins.	0	0	4	4	3	336	1	340	3	0	2	5	1	214	1	216
+45 mins.	0	0	1	1	1	338	0	339	2	0	5	7	1	263	3	267
Total Volume	2	1	5	8	9	1266	2	1277	6	0	17	23	4	1017	12	1033
% App. Total	25	12.5	62.5		0.7	99.1	0.2		26.1	0	73.9		0.4	98.5	1.2	
PHF	.250	.250	.313	.500	.750	.936	.500	.939	.500	.000	.850	.821	1.000	.935	.600	.936

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	0	0	0	7	318	0	325	4	0	7	11	0	390	10	400	736
05:00 PM	0	1	0	1	7	325	0	332	2	0	6	8	1	360	5	366	707
05:15 PM	0	0	0	0	2	318	0	320	5	0	4	9	0	379	6	385	714
05:30 PM	1	0	0	1	6	310	0	316	1	0	6	7	1	368	5	374	698
Total Volume	1	1	0	2	22	1271	0	1293	12	0	23	35	2	1497	26	1525	2855
% App. Total	50	50	0		1.7	98.3	0		34.3	0	65.7		0.1	98.2	1.7		
PHF	.250	.250	.000	.500	.786	.978	.000	.974	.600	.000	.821	.795	.500	.960	.650	.953	.970

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	1	0	0	1	1	318	1	320	4	0	7	11	0	390	10	400
+15 mins.	1	0	2	3	7	318	0	325	2	0	6	8	1	360	5	366
+30 mins.	0	0	1	1	7	325	0	332	5	0	4	9	0	379	6	385
+45 mins.	0	0	0	0	2	318	0	320	1	0	6	7	1	368	5	374
Total Volume	2	0	3	5	17	1279	1	1297	12	0	23	35	2	1497	26	1525
% App. Total	40	0	60		1.3	98.6	0.1		34.3	0	65.7		0.1	98.2	1.7	
PHF	.500	.000	.375	.417	.607	.984	.250	.977	.600	.000	.821	.795	.500	.960	.650	.953

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Rigsby
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
07:15 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	6	0	6	12
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	1	8	14
07:45 AM	0	0	1	1	0	11	0	11	0	0	1	1	0	7	0	7	20
Total	0	0	2	2	0	31	0	31	0	0	1	1	0	24	1	25	59
08:00 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	6	0	6	18
08:15 AM	0	0	2	2	0	10	0	10	0	0	0	0	0	7	0	7	19
08:30 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	8	0	8	20
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	1	8	14
Total	0	0	2	2	0	40	0	40	0	0	0	0	0	28	1	29	71
*** BREAK ***																	
04:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
04:15 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	4	0	4	16
Total	0	0	0	0	0	35	0	35	0	0	0	0	0	23	0	23	58
05:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	6	0	6	13
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	20	0	20	33
Grand Total	0	0	4	4	0	119	0	119	0	0	1	1	0	95	2	97	221
Apprch %	0	0	100		0	100	0		0	0	100		0	97.9	2.1		
Total %	0	0	1.8	1.8	0	53.8	0	53.8	0	0	0.5	0.5	0	43	0.9	43.9	

Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	1	1	0	11	0	11	0	0	1	1	0	7	0	7	20
08:00 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	6	0	6	18
08:15 AM	0	0	2	2	0	10	0	10	0	0	0	0	0	7	0	7	19
08:30 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	8	0	8	20
Total Volume	0	0	3	3	0	45	0	45	0	0	1	1	0	28	0	28	77
% App. Total	0	0	100		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.375	.375	.000	.938	.000	.938	.000	.000	.250	.250	.000	.875	.000	.875	.963

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

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Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	11	0	11	0	0	0	0	0	6	0	6
+15 mins.	0	0	1	1	0	12	0	12	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	10	0	10	0	0	0	0	0	8	0	8
+45 mins.	0	0	2	2	0	12	0	12	0	0	1	1	0	7	1	8
Total Volume	0	0	3	3	0	45	0	45	0	0	1	1	0	28	1	29
% App. Total	0	0	100		0	100	0		0	0	100		0	96.6	3.4	
PHF	.000	.000	.375	.375	.000	.938	.000	.938	.000	.000	.250	.250	.000	.875	.250	.906

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	7	0	7	15
04:15 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	4	0	4	16
Total Volume	0	0	0	0	0	35	0	35	0	0	0	0	0	23	0	23	58
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.729	.000	.729	.000	.000	.000	.000	.000	.719	.000	.719	.906

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8
+15 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	0	12	0	12	0	0	0	0	0	6	0	6
Total Volume	0	0	0	0	0	35	0	35	0	0	0	0	0	24	0	24
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.729	.000	.729	.000	.000	.000	.000	.000	.750	.000	.750

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Rigsby
 Site Code : 19034
 Start Date : 8/27/2020
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Groups Printed- Uturns

Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
Grand Total	0	0	0	0	5	0	0	5	0	0	0	0	7	0	0	7	12
Apprch %	0	0	0		100	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	41.7	0	0	41.7	0	0	0	0	58.3	0	0	58.3	

Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
% App. Total	0	0	0	0	100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.500

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Rigsby
 Site Code : 19034
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Start Time	RIGSBY LANE Southbound				SR 580 Westbound				RIGSBY LANE Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0	2	5
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	100
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.500	.000	.000	.500	.625

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.375	.000	.000	.375

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&2nd
 Site Code : 19034
 Start Date : 8/27/2020
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	2ND STREET Southbound					SR 580 Westbound					SR 590 Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	0	0	2	4	81	242	3	0	326	46	0	10	13	69	0	148	11	12	171	570
07:15 AM	2	1	1	0	4	106	238	0	0	344	35	0	21	29	85	0	246	14	4	264	697
07:30 AM	0	1	1	1	3	67	329	0	0	396	30	0	44	25	99	1	264	13	7	285	783
07:45 AM	0	0	0	6	6	62	273	1	0	336	24	1	37	14	76	3	262	9	13	287	705
Total	4	2	2	9	17	316	1082	4	0	1402	135	1	112	81	329	4	920	47	36	1007	2755
08:00 AM	1	1	2	0	4	42	262	0	0	304	23	0	22	14	59	0	199	12	5	216	583
08:15 AM	0	1	0	4	5	51	252	1	0	304	26	0	22	13	61	2	226	16	16	260	630
08:30 AM	2	3	0	3	8	51	272	2	0	325	27	0	29	13	69	0	227	10	11	248	650
08:45 AM	3	2	3	0	8	49	215	0	0	264	24	1	29	22	76	3	230	14	8	255	603
Total	6	7	5	7	25	193	1001	3	0	1197	100	1	102	62	265	5	882	52	40	979	2466
*** BREAK ***																					
04:00 PM	2	0	0	6	8	38	271	1	0	310	24	1	25	39	89	5	266	19	3	293	700
04:15 PM	1	0	0	1	2	47	268	4	0	319	40	0	35	34	109	5	307	23	8	343	773
04:30 PM	2	1	0	3	6	43	286	5	0	334	33	0	39	37	109	1	298	23	5	327	776
04:45 PM	4	2	3	1	10	57	314	3	0	374	29	3	33	35	100	6	360	28	4	398	882
Total	9	3	3	11	26	185	1139	13	0	1337	126	4	132	145	407	17	1231	93	20	1361	3131
05:00 PM	2	0	0	5	7	46	318	2	0	366	20	1	33	35	89	3	320	22	4	349	811
05:15 PM	0	1	0	2	3	63	304	3	1	371	25	1	50	34	110	2	332	25	2	361	845
05:30 PM	1	1	0	1	3	65	276	1	0	342	32	0	39	35	106	2	317	23	3	345	796
05:45 PM	1	0	0	2	3	47	266	1	0	314	21	0	39	41	101	3	287	27	2	319	737
Total	4	2	0	10	16	221	1164	7	1	1393	98	2	161	145	406	10	1256	97	11	1374	3189
Grand Total	23	14	10	37	84	915	4386	27	1	5329	459	8	507	433	1407	36	4289	289	107	4721	11541
Apprch %	27.4	16.7	11.9	44		17.2	82.3	0.5	0		32.6	0.6	36	30.8		0.8	90.8	6.1	2.3		
Total %	0.2	0.1	0.1	0.3	0.7	7.9	38	0.2	0	46.2	4	0.1	4.4	3.8	12.2	0.3	37.2	2.5	0.9	40.9	
Passenger Vehicles	23	14	10	36	83	899	4285	27	1	5212	448	8	500	430	1386	35	4206	281	103	4625	11306
% Passenger Vehicles	100	100	100	97.3	98.8	98.3	97.7	100	100	97.8	97.6	100	98.6	99.3	98.5	97.2	98.1	97.2	96.3	98	98
Heavy Vehicles	0	0	0	1	1	16	101	0	0	117	8	0	7	3	18	1	83	8	4	96	232
% Heavy Vehicles	0	0	0	2.7	1.2	1.7	2.3	0	0	2.2	1.7	0	1.4	0.7	1.3	2.8	1.9	2.8	3.7	2	2
UTurns	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
% UTurns	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0	0.2	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&2nd
 Site Code : 19034
 Start Date : 8/27/2020
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Start Time	2ND STREET Southbound					SR 580 Westbound					SR 590 Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	1	1	0	4	106	238	0	0	344	35	0	21	29	85	0	246	14	4	264	697
07:30 AM	0	1	1	1	3	67	329	0	0	396	30	0	44	25	99	1	264	13	7	285	783
07:45 AM	0	0	0	6	6	62	273	1	0	336	24	1	37	14	76	3	262	9	13	287	705
08:00 AM	1	1	2	0	4	42	262	0	0	304	23	0	22	14	59	0	199	12	5	216	583
Total Volume	3	3	4	7	17	277	1102	1	0	1380	112	1	124	82	319	4	971	48	29	1052	2768
% App. Total	17.6	17.6	23.5	41.2		20.1	79.9	0.1	0		35.1	0.3	38.9	25.7		0.4	92.3	4.6	2.8		
PHF	.375	.750	.500	.292	.708	.653	.837	.250	.000	.871	.800	.250	.705	.707	.806	.333	.920	.857	.558	.916	.884

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					07:00 AM					07:15 AM				
+0 mins.	1	1	2	0	4	81	242	3	0	326	46	0	10	13	69	0	246	14	4	264
+15 mins.	0	1	0	4	5	106	238	0	0	344	35	0	21	29	85	1	264	13	7	285
+30 mins.	2	3	0	3	8	67	329	0	0	396	30	0	44	25	99	3	262	9	13	287
+45 mins.	3	2	3	0	8	62	273	1	0	336	24	1	37	14	76	0	199	12	5	216
Total Volume	6	7	5	7	25	316	1082	4	0	1402	135	1	112	81	329	4	971	48	29	1052
% App. Total	24	28	20	28		22.5	77.2	0.3	0		41	0.3	34	24.6		0.4	92.3	4.6	2.8	
PHF	.500	.583	.417	.438	.781	.745	.822	.333	.000	.885	.734	.250	.636	.698	.831	.333	.920	.857	.558	.916

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	4	2	3	1	10	57	314	3	0	374	29	3	33	35	100	6	360	28	4	398	882
05:00 PM	2	0	0	5	7	46	318	2	0	366	20	1	33	35	89	3	320	22	4	349	811
05:15 PM	0	1	0	2	3	63	304	3	1	371	25	1	50	34	110	2	332	25	2	361	845
05:30 PM	1	1	0	1	3	65	276	1	0	342	32	0	39	35	106	2	317	23	3	345	796
Total Volume	7	4	3	9	23	231	1212	9	1	1453	106	5	155	139	405	13	1329	98	13	1453	3334
% App. Total	30.4	17.4	13	39.1		15.9	83.4	0.6	0.1		26.2	1.2	38.3	34.3		0.9	91.5	6.7	0.9		
PHF	.438	.500	.250	.450	.575	.888	.953	.750	.250	.971	.828	.417	.775	.993	.920	.542	.923	.875	.813	.913	.945

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:45 PM					04:30 PM					04:45 PM				
+0 mins.	2	0	0	6	8	57	314	3	0	374	33	0	39	37	109	6	360	28	4	398
+15 mins.	1	0	0	1	2	46	318	2	0	366	29	3	33	35	100	3	320	22	4	349
+30 mins.	2	1	0	3	6	63	304	3	1	371	20	1	33	35	89	2	332	25	2	361
+45 mins.	4	2	3	1	10	65	276	1	0	342	25	1	50	34	110	2	317	23	3	345
Total Volume	9	3	3	11	26	231	1212	9	1	1453	107	5	155	141	408	13	1329	98	13	1453
% App. Total	34.6	11.5	11.5	42.3		15.9	83.4	0.6	0.1		26.2	1.2	38	34.6		0.9	91.5	6.7	0.9	
PHF	.563	.375	.250	.458	.650	.888	.953	.750	.250	.971	.811	.417	.775	.953	.927	.542	.923	.875	.813	.913

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&2nd
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	2ND STREET Southbound					SR 580 Westbound					SR 590 Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	0	0	2	4	79	236	3	0	318	45	0	10	13	68	0	145	11	12	168	558
07:15 AM	2	1	1	0	4	106	233	0	0	339	34	0	21	28	83	0	238	14	4	256	682
07:30 AM	0	1	1	1	3	66	324	0	0	390	30	0	43	25	98	1	257	13	6	277	768
07:45 AM	0	0	0	5	5	60	264	1	0	325	23	1	36	14	74	2	256	8	13	279	683
Total	4	2	2	8	16	311	1057	4	0	1372	132	1	110	80	323	3	896	46	35	980	2691
08:00 AM	1	1	2	0	4	38	250	0	0	288	23	0	21	14	58	0	195	11	5	211	561
08:15 AM	0	1	0	4	5	50	245	1	0	296	26	0	21	12	59	2	221	13	16	252	612
08:30 AM	2	3	0	3	8	51	261	2	0	314	26	0	28	13	67	0	221	10	9	240	629
08:45 AM	3	2	3	0	8	48	209	0	0	257	23	1	29	22	75	3	225	13	8	249	589
Total	6	7	5	7	25	187	965	3	0	1155	98	1	99	61	259	5	862	47	38	952	2391
*** BREAK ***																					
04:00 PM	2	0	0	6	8	38	266	1	0	305	23	1	25	38	87	5	260	18	3	286	686
04:15 PM	1	0	0	1	2	46	260	4	0	310	39	0	34	34	107	5	303	23	8	339	758
04:30 PM	2	1	0	3	6	42	280	5	0	327	31	0	39	37	107	1	292	23	5	321	761
04:45 PM	4	2	3	1	10	57	304	3	0	364	27	3	32	35	97	6	357	27	3	393	864
Total	9	3	3	11	26	183	1110	13	0	1306	120	4	130	144	398	17	1212	91	19	1339	3069
05:00 PM	2	0	0	5	7	46	312	2	0	360	20	1	33	35	89	3	314	22	4	343	799
05:15 PM	0	1	0	2	3	61	303	3	1	368	25	1	50	34	110	2	326	25	2	355	836
05:30 PM	1	1	0	1	3	64	274	1	0	339	32	0	39	35	106	2	312	23	3	340	788
05:45 PM	1	0	0	2	3	47	264	1	0	312	21	0	39	41	101	3	284	27	2	316	732
Total	4	2	0	10	16	218	1153	7	1	1379	98	2	161	145	406	10	1236	97	11	1354	3155
Grand Total	23	14	10	36	83	899	4285	27	1	5212	448	8	500	430	1386	35	4206	281	103	4625	11306
Apprch %	27.7	16.9	12	43.4		17.2	82.2	0.5	0		32.3	0.6	36.1	31		0.8	90.9	6.1	2.2		
Total %	0.2	0.1	0.1	0.3	0.7	8	37.9	0.2	0	46.1	4	0.1	4.4	3.8	12.3	0.3	37.2	2.5	0.9	40.9	

Start Time	2ND STREET Southbound					SR 580 Westbound					SR 590 Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	1	1	0	4	106	233	0	0	339	34	0	21	28	83	0	238	14	4	256	682
07:30 AM	0	1	1	1	3	66	324	0	0	390	30	0	43	25	98	1	257	13	6	277	768
07:45 AM	0	0	0	5	5	60	264	1	0	325	23	1	36	14	74	2	256	8	13	279	683
08:00 AM	1	1	2	0	4	38	250	0	0	288	23	0	21	14	58	0	195	11	5	211	561
Total Volume	3	3	4	6	16	270	1071	1	0	1342	110	1	121	81	313	3	946	46	28	1023	2694
% App. Total	18.8	18.8	25	37.5		20.1	79.8	0.1	0		35.1	0.3	38.7	25.9		0.3	92.5	4.5	2.7		
PHF	.375	.750	.500	.300	.800	.637	.826	.250	.000	.860	.809	.250	.703	.723	.798	.375	.920	.821	.538	.917	.877

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:00 AM					07:00 AM					07:15 AM				
+0 mins.	1	1	2	0	4	79	236	3	0	318	45	0	10	13	68	0	238	14	4	256
+15 mins.	0	1	0	4	5	106	233	0	0	339	34	0	21	28	83	1	257	13	6	277
+30 mins.	2	3	0	3	8	66	324	0	0	390	30	0	43	25	98	2	256	8	13	279
+45 mins.	3	2	3	0	8	60	264	1	0	325	23	1	36	14	74	0	195	11	5	211
Total Volume	6	7	5	7	25	311	1057	4	0	1372	132	1	110	80	323	3	946	46	28	1023
% App. Total	24	28	20	28		22.7	77	0.3	0		40.9	0.3	34.1	24.8		0.3	92.5	4.5	2.7	
PHF	.500	.583	.417	.438	.781	.733	.816	.333	.000	.879	.733	.250	.640	.714	.824	.375	.920	.821	.538	.917

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	4	2	3	1	10	57	304	3	0	364	27	3	32	35	97	6	357	27	3	393	864
05:00 PM	2	0	0	5	7	46	312	2	0	360	20	1	33	35	89	3	314	22	4	343	799
05:15 PM	0	1	0	2	3	61	303	3	1	368	25	1	50	34	110	2	326	25	2	355	836
05:30 PM	1	1	0	1	3	64	274	1	0	339	32	0	39	35	106	2	312	23	3	340	788
Total Volume	7	4	3	9	23	228	1193	9	1	1431	104	5	154	139	402	13	1309	97	12	1431	3287
% App. Total	30.4	17.4	13	39.1		15.9	83.4	0.6	0.1		25.9	1.2	38.3	34.6		0.9	91.5	6.8	0.8		
PHF	.438	.500	.250	.450	.575	.891	.956	.750	.250	.972	.813	.417	.770	.993	.914	.542	.917	.898	.750	.910	.951

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:45 PM					05:00 PM					04:45 PM				
+0 mins.	2	0	0	6	8	57	304	3	0	364	20	1	33	35	89	6	357	27	3	393
+15 mins.	1	0	0	1	2	46	312	2	0	360	25	1	50	34	110	3	314	22	4	343
+30 mins.	2	1	0	3	6	61	303	3	1	368	32	0	39	35	106	2	326	25	2	355
+45 mins.	4	2	3	1	10	64	274	1	0	339	21	0	39	41	101	2	312	23	3	340
Total Volume	9	3	3	11	26	228	1193	9	1	1431	98	2	161	145	406	13	1309	97	12	1431
% App. Total	34.6	11.5	11.5	42.3		15.9	83.4	0.6	0.1		24.1	0.5	39.7	35.7		0.9	91.5	6.8	0.8	
PHF	.563	.375	.250	.458	.650	.891	.956	.750	.250	.972	.766	.500	.805	.884	.923	.542	.917	.898	.750	.910

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&2nd
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	2ND STREET Southbound					SR 580 Westbound					SR 590 Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	2	6	0	0	8	1	0	0	0	1	0	3	0	0	3	12
07:15 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	1	2	0	8	0	0	8	15
07:30 AM	0	0	0	0	0	1	5	0	0	6	0	0	1	0	1	0	7	0	1	8	15
07:45 AM	0	0	0	1	1	2	9	0	0	11	0	0	1	0	1	1	6	1	0	8	21
Total	0	0	0	1	1	5	25	0	0	30	2	0	2	1	5	1	24	1	1	27	63
08:00 AM	0	0	0	0	0	4	12	0	0	16	0	0	1	0	1	0	4	1	0	5	22
08:15 AM	0	0	0	0	0	1	7	0	0	8	0	0	1	1	2	0	5	3	0	8	18
08:30 AM	0	0	0	0	0	0	11	0	0	11	1	0	1	0	2	0	6	0	2	8	21
08:45 AM	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	0	5	1	0	6	14
Total	0	0	0	0	0	6	36	0	0	42	2	0	3	1	6	0	20	5	2	27	75
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	1	2	0	6	1	0	7	14
04:15 PM	0	0	0	0	0	1	8	0	0	9	1	0	1	0	2	0	4	0	0	4	15
04:30 PM	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	0	6	0	0	6	14
04:45 PM	0	0	0	0	0	0	10	0	0	10	1	0	1	0	2	0	3	1	1	5	17
Total	0	0	0	0	0	2	29	0	0	31	4	0	2	1	7	0	19	2	1	22	60
05:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
05:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	6	0	0	6	9
05:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	8
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	3	11	0	0	14	0	0	0	0	0	0	20	0	0	20	34
Grand Total	0	0	0	1	1	16	101	0	0	117	8	0	7	3	18	1	83	8	4	96	232
Apprch %	0	0	0	100		13.7	86.3	0	0		44.4	0	38.9	16.7		1	86.5	8.3	4.2		
Total %	0	0	0	0.4	0.4	6.9	43.5	0	0	50.4	3.4	0	3	1.3	7.8	0.4	35.8	3.4	1.7	41.4	

Start Time	2ND STREET Southbound					SR 580 Westbound					SR 590 Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	1	1	2	9	0	0	11	0	0	1	0	1	1	6	1	0	8	21
08:00 AM	0	0	0	0	0	4	12	0	0	16	0	0	1	0	1	0	4	1	0	5	22
08:15 AM	0	0	0	0	0	1	7	0	0	8	0	0	1	1	2	0	5	3	0	8	18
08:30 AM	0	0	0	0	0	0	11	0	0	11	1	0	1	0	2	0	6	0	2	8	21
Total Volume	0	0	0	1	1	7	39	0	0	46	1	0	4	1	6	1	21	5	2	29	82
% App. Total	0	0	0	100		15.2	84.8	0	0		16.7	0	66.7	16.7		3.4	72.4	17.2	6.9		
PHF	.000	.000	.000	.250	.250	.438	.813	.000	.000	.719	.250	.000	1.00	.250	.750	.250	.875	.417	.250	.906	.932

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:15 AM									
+0 mins.	0	0	0	0	0	2	9	0	0	11	0	0	1	0	1	0	8	0	0	8
+15 mins.	0	0	0	0	0	4	12	0	0	16	0	0	1	0	1	0	7	0	1	8
+30 mins.	0	0	0	0	0	1	7	0	0	8	0	0	1	1	2	1	6	1	0	8
+45 mins.	0	0	0	1	1	0	11	0	0	11	1	0	1	0	2	0	4	1	0	5
Total Volume	0	0	0	1	1	7	39	0	0	46	1	0	4	1	6	1	25	2	1	29
% App. Total	0	0	0	100		15.2	84.8	0	0		16.7	0	66.7	16.7		3.4	86.2	6.9	3.4	
PHF	.000	.000	.000	.250	.250	.438	.813	.000	.000	.719	.250	.000	1.000	.250	.750	.250	.781	.500	.250	.906

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	1	2	0	6	1	0	7	14
04:15 PM	0	0	0	0	0	1	8	0	0	9	1	0	1	0	2	0	4	0	0	4	15
04:30 PM	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	0	6	0	0	6	14
04:45 PM	0	0	0	0	0	0	10	0	0	10	1	0	1	0	2	0	3	1	1	5	17
Total Volume	0	0	0	0	0	2	29	0	0	31	4	0	2	1	7	0	19	2	1	22	60
% App. Total	0	0	0	0	0	6.5	93.5	0	0		57.1	0	28.6	14.3		0	86.4	9.1	4.5		
PHF	.000	.000	.000	.000	.000	.500	.725	.000	.000	.775	1.00	.000	.500	.250	.875	.000	.792	.500	.250	.786	.882

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:15 PM					04:00 PM					04:30 PM				
+0 mins.	0	0	0	0	0	1	8	0	0	9	1	0	0	1	2	0	6	0	0	6
+15 mins.	0	0	0	0	0	1	6	0	0	7	1	0	1	0	2	0	3	1	1	5
+30 mins.	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	6	0	0	6
+45 mins.	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	6	0	0	6
Total Volume	0	0	0	0	0	2	30	0	0	32	4	0	2	1	7	0	21	1	1	23
% App. Total	0	0	0	0	0	6.2	93.8	0	0		57.1	0	28.6	14.3		0	91.3	4.3	4.3	
PHF	.000	.000	.000	.000	.000	.500	.750	.000	.000	.800	1.000	.000	.500	.250	.875	.000	.875	.250	.250	.958

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&2nd
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- UTurns

Start Time	2ND STREET Southbound					SR 580 Westbound					SR 590 Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Apprch %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100

Start Time	2ND STREET Southbound					SR 580 Westbound					SR 590 Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Safety Harbor/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&2nd
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	2ND STREET Southbound					SR 580 Westbound					SR 590 Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 8/27/20

Day: Thursday

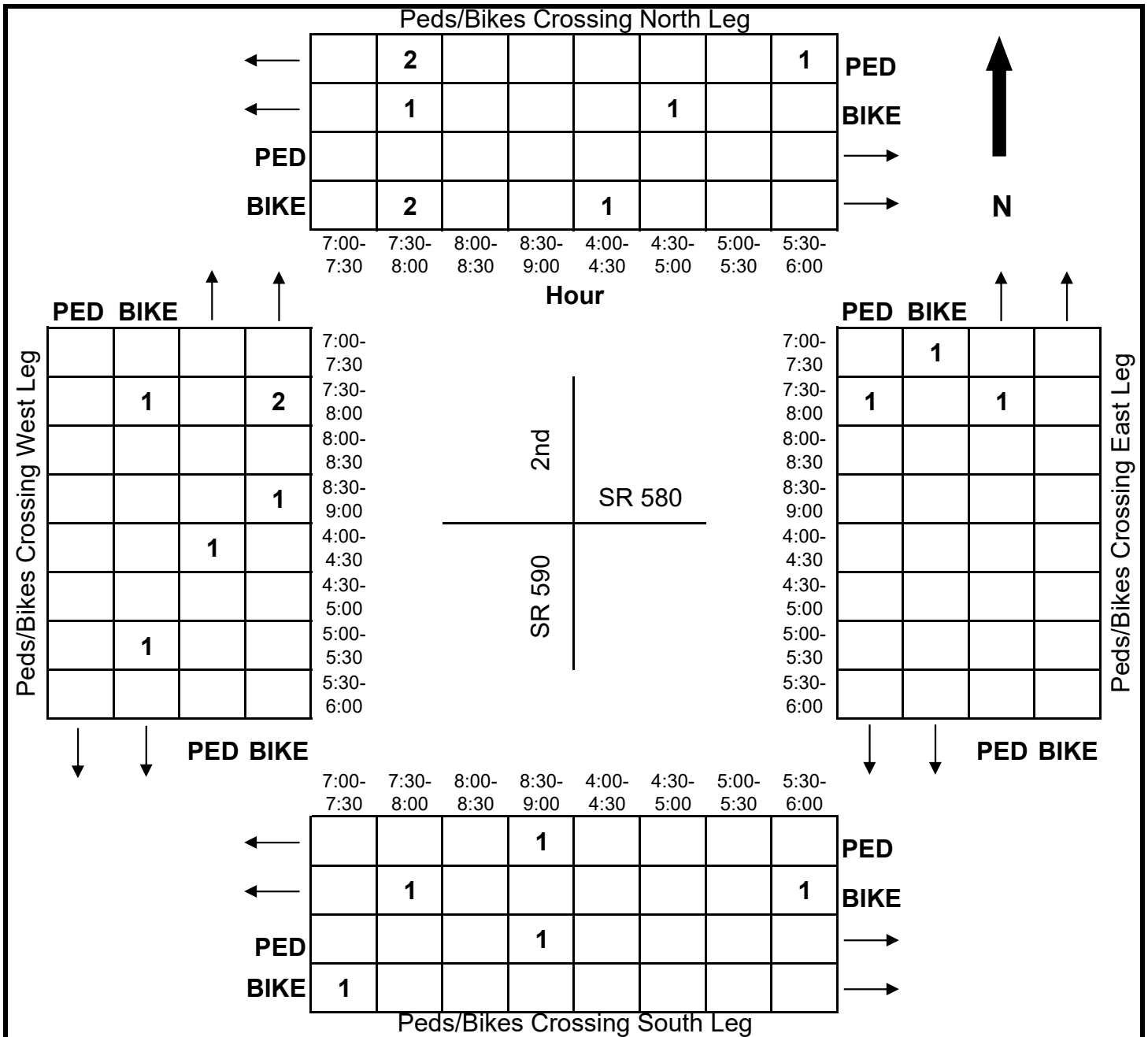
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at 2nd Street/SR 590

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&ForestLakes
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Uturns

Start Time	FOREST LAKES BOULEVARD Southbound					SR 580 Westbound					ST PETERSBURG DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	4	5	130	24	163	0	142	2	4	148	26	7	0	0	33	54	130	7	0	191	535
07:15 AM	4	5	104	35	148	1	160	0	3	164	34	7	0	0	41	82	193	12	1	288	641
07:30 AM	5	5	139	20	169	0	209	1	3	213	23	11	0	0	34	97	229	11	7	344	760
07:45 AM	5	14	117	18	154	0	169	3	4	176	26	14	0	0	40	85	183	18	4	290	660
Total	18	29	490	97	634	1	680	6	14	701	109	39	0	0	148	318	735	48	12	1113	2596
08:00 AM	7	16	91	21	135	0	162	3	1	166	22	4	0	0	26	70	195	10	1	276	603
08:15 AM	7	15	95	17	134	0	149	5	5	159	24	21	0	0	45	92	160	11	2	265	603
08:30 AM	4	9	112	19	144	1	147	4	9	161	25	14	0	0	39	101	186	9	5	301	645
08:45 AM	1	8	94	24	127	0	145	0	3	148	11	8	0	0	19	89	163	10	3	265	559
Total	19	48	392	81	540	1	603	12	18	634	82	47	0	0	129	352	704	40	11	1107	2410
*** BREAK ***																					
04:00 PM	3	14	119	34	170	2	170	5	2	179	23	9	1	1	34	105	195	19	6	325	708
04:15 PM	4	15	98	30	147	1	160	2	2	165	25	12	0	0	37	86	212	30	8	336	685
04:30 PM	7	15	102	25	149	1	205	5	3	214	25	10	0	0	35	125	223	25	14	387	785
04:45 PM	3	17	100	30	150	1	192	3	7	203	24	8	0	0	32	126	249	29	8	412	797
Total	17	61	419	119	616	5	727	15	14	761	97	39	1	1	138	442	879	103	36	1460	2975
05:00 PM	7	25	129	15	176	0	216	10	5	231	21	7	1	0	29	119	235	23	10	387	823
05:15 PM	5	12	109	18	144	1	229	3	1	234	18	16	0	0	34	109	255	31	7	402	814
05:30 PM	0	17	124	16	157	1	171	1	3	176	27	19	1	0	47	120	243	17	5	385	765
05:45 PM	4	19	73	29	125	2	154	2	3	161	24	8	0	1	33	120	220	25	10	375	694
Total	16	73	435	78	602	4	770	16	12	802	90	50	2	1	143	468	953	96	32	1549	3096
Grand Total	70	211	1736	375	2392	11	2780	49	58	2898	378	175	3	2	558	1580	3271	287	91	5229	11077
Apprch %	2.9	8.8	72.6	15.7		0.4	95.9	1.7	2		67.7	31.4	0.5	0.4		30.2	62.6	5.5	1.7		
Total %	0.6	1.9	15.7	3.4	21.6	0.1	25.1	0.4	0.5	26.2	3.4	1.6	0	0	5	14.3	29.5	2.6	0.8	47.2	
Passenger Vehicles	70	202	1697	364	2333	9	2713	46	57	2825	370	168	3	2	543	1558	3207	277	88	5130	10831
% Passenger Vehicles	100	95.7	97.8	97.1	97.5	81.8	97.6	93.9	98.3	97.5	97.9	96	100	100	97.3	98.6	98	96.5	96.7	98.1	97.8
Heavy Vehicles	0	9	39	11	59	0	67	3	1	71	8	7	0	0	15	21	64	10	3	98	243
% Heavy Vehicles	0	4.3	2.2	2.9	2.5	0	2.4	6.1	1.7	2.4	2.1	4	0	0	2.7	1.3	2	3.5	3.3	1.9	2.2
Uturns	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
% Uturns	0	0	0	0	0	18.2	0	0	0	0.1	0	0	0	0	0	0.1	0	0	0	0	0

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&ForestLakes
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	FOREST LAKES BOULEVARD Southbound					SR 580 Westbound					ST PETERSBURG DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	5	104	35	148	1	160	0	3	164	34	7	0	0	41	82	193	12	1	288	641
07:30 AM	5	5	139	20	169	0	209	1	3	213	23	11	0	0	34	97	229	11	7	344	760
07:45 AM	5	14	117	18	154	0	169	3	4	176	26	14	0	0	40	85	183	18	4	290	660
08:00 AM	7	16	91	21	135	0	162	3	1	166	22	4	0	0	26	70	195	10	1	276	603
Total Volume	21	40	451	94	606	1	700	7	11	719	105	36	0	0	141	334	800	51	13	1198	2664
% App. Total	3.5	6.6	74.4	15.5		0.1	97.4	1	1.5		74.5	25.5	0	0		27.9	66.8	4.3	1.1		
PHF	.750	.625	.811	.671	.896	.250	.837	.583	.688	.844	.772	.643	.000	.000	.860	.861	.873	.708	.464	.871	.876

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					07:45 AM					07:15 AM				
+0 mins.	4	5	130	24	163	1	160	0	3	164	26	14	0	0	40	82	193	12	1	288
+15 mins.	4	5	104	35	148	0	209	1	3	213	22	4	0	0	26	97	229	11	7	344
+30 mins.	5	5	139	20	169	0	169	3	4	176	24	21	0	0	45	85	183	18	4	290
+45 mins.	5	14	117	18	154	0	162	3	1	166	25	14	0	0	39	70	195	10	1	276
Total Volume	18	29	490	97	634	1	700	7	11	719	97	53	0	0	150	334	800	51	13	1198
% App. Total	2.8	4.6	77.3	15.3		0.1	97.4	1	1.5		64.7	35.3	0	0		27.9	66.8	4.3	1.1	
PHF	.900	.518	.881	.693	.938	.250	.837	.583	.688	.844	.933	.631	.000	.000	.833	.861	.873	.708	.464	.871

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	7	15	102	25	149	1	205	5	3	214	25	10	0	0	35	125	223	25	14	387	785
04:45 PM	3	17	100	30	150	1	192	3	7	203	24	8	0	0	32	126	249	29	8	412	797
05:00 PM	7	25	129	15	176	0	216	10	5	231	21	7	1	0	29	119	235	23	10	387	823
05:15 PM	5	12	109	18	144	1	229	3	1	234	18	16	0	0	34	109	255	31	7	402	814
Total Volume	22	69	440	88	619	3	842	21	16	882	88	41	1	0	130	479	962	108	39	1588	3219
% App. Total	3.6	11.1	71.1	14.2		0.3	95.5	2.4	1.8		67.7	31.5	0.8	0		30.2	60.6	6.8	2.5		
PHF	.786	.690	.853	.733	.879	.750	.919	.525	.571	.942	.880	.641	.250	.000	.929	.950	.943	.871	.696	.964	.978

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM					04:30 PM					05:00 PM					04:30 PM				
+0 mins.	3	17	100	30	150	1	205	5	3	214	21	7	1	0	29	125	223	25	14	387
+15 mins.	7	25	129	15	176	1	192	3	7	203	18	16	0	0	34	126	249	29	8	412
+30 mins.	5	12	109	18	144	0	216	10	5	231	27	19	1	0	47	119	235	23	10	387
+45 mins.	0	17	124	16	157	1	229	3	1	234	24	8	0	1	33	109	255	31	7	402
Total Volume	15	71	462	79	627	3	842	21	16	882	90	50	2	1	143	479	962	108	39	1588
% App. Total	2.4	11.3	73.7	12.6		0.3	95.5	2.4	1.8		62.9	35	1.4	0.7		30.2	60.6	6.8	2.5	
PHF	.536	.710	.895	.658	.891	.750	.919	.525	.571	.942	.833	.658	.500	.250	.761	.950	.943	.871	.696	.964

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&ForestLakes
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FOREST LAKES BOULEVARD Southbound					SR 580 Westbound					ST PETERSBURG DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	4	5	127	24	160	0	139	2	3	144	25	7	0	0	32	54	129	6	0	189	525
07:15 AM	4	5	103	34	146	1	157	0	3	161	34	7	0	0	41	80	187	12	1	280	628
07:30 AM	5	5	136	19	165	0	205	1	3	209	23	11	0	0	34	94	224	11	7	336	744
07:45 AM	5	13	114	17	149	0	163	3	4	170	26	14	0	0	40	83	180	18	4	285	644
Total	18	28	480	94	620	1	664	6	13	684	108	39	0	0	147	311	720	47	12	1090	2541
08:00 AM	7	16	83	21	127	0	153	3	1	157	20	4	0	0	24	69	189	8	1	267	575
08:15 AM	7	13	92	14	126	0	143	5	5	153	24	21	0	0	45	90	157	11	2	260	584
08:30 AM	4	8	110	19	141	1	139	3	9	152	25	11	0	0	36	97	183	8	3	291	620
08:45 AM	1	7	91	22	121	0	141	0	3	144	11	7	0	0	18	89	159	9	3	260	543
Total	19	44	376	76	515	1	576	11	18	606	80	43	0	0	123	345	688	36	9	1078	2322
*** BREAK ***																					
04:00 PM	3	13	118	34	168	0	164	5	2	171	22	8	1	1	32	105	193	16	5	319	690
04:15 PM	4	15	96	29	144	1	158	2	2	163	24	11	0	0	35	85	207	29	8	329	671
04:30 PM	7	14	99	25	145	1	200	3	3	207	25	10	0	0	35	120	221	25	14	380	767
04:45 PM	3	17	96	28	144	1	186	3	7	197	24	8	0	0	32	126	244	29	8	407	780
Total	17	59	409	116	601	3	708	13	14	738	95	37	1	1	134	436	865	99	35	1435	2908
05:00 PM	7	23	127	15	172	0	215	10	5	230	19	6	1	0	26	119	229	23	10	381	809
05:15 PM	5	12	109	18	144	1	228	3	1	233	18	16	0	0	34	108	248	31	7	394	805
05:30 PM	0	17	123	16	156	1	170	1	3	175	26	19	1	0	46	119	239	16	5	379	756
05:45 PM	4	19	73	29	125	2	152	2	3	159	24	8	0	1	33	120	218	25	10	373	690
Total	16	71	432	78	597	4	765	16	12	797	87	49	2	1	139	466	934	95	32	1527	3060
Grand Total	70	202	1697	364	2333	9	2713	46	57	2825	370	168	3	2	543	1558	3207	277	88	5130	10831
Apprch %	3	8.7	72.7	15.6		0.3	96	1.6	2		68.1	30.9	0.6	0.4		30.4	62.5	5.4	1.7		
Total %	0.6	1.9	15.7	3.4	21.5	0.1	25	0.4	0.5	26.1	3.4	1.6	0	0	5	14.4	29.6	2.6	0.8	47.4	

Start Time	FOREST LAKES BOULEVARD Southbound					SR 580 Westbound					ST PETERSBURG DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	5	103	34	146	1	157	0	3	161	34	7	0	0	41	80	187	12	1	280	628
07:30 AM	5	5	136	19	165	0	205	1	3	209	23	11	0	0	34	94	224	11	7	336	744
07:45 AM	5	13	114	17	149	0	163	3	4	170	26	14	0	0	40	83	180	18	4	285	644
08:00 AM	7	16	83	21	127	0	153	3	1	157	20	4	0	0	24	69	189	8	1	267	575
Total Volume	21	39	436	91	587	1	678	7	11	697	103	36	0	0	139	326	780	49	13	1168	2591
% App. Total	3.6	6.6	74.3	15.5		0.1	97.3	1	1.6		74.1	25.9	0	0		27.9	66.8	4.2	1.1		
PHF	.750	.609	.801	.669	.889	.250	.827	.583	.688	.834	.757	.643	.000	.000	.848	.867	.871	.681	.464	.869	.871

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					07:00 AM					07:15 AM				
+0 mins.	4	5	127	24	160	1	157	0	3	161	25	7	0	0	32	80	187	12	1	280
+15 mins.	4	5	103	34	146	0	205	1	3	209	34	7	0	0	41	94	224	11	7	336
+30 mins.	5	5	136	19	165	0	163	3	4	170	23	11	0	0	34	83	180	18	4	285
+45 mins.	5	13	114	17	149	0	153	3	1	157	26	14	0	0	40	69	189	8	1	267
Total Volume	18	28	480	94	620	1	678	7	11	697	108	39	0	0	147	326	780	49	13	1168
% App. Total	2.9	4.5	77.4	15.2		0.1	97.3	1	1.6		73.5	26.5	0	0		27.9	66.8	4.2	1.1	
PHF	.900	.538	.882	.691	.939	.250	.827	.583	.688	.834	.794	.696	.000	.000	.896	.867	.871	.681	.464	.869

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	7	14	99	25	145	1	200	3	3	207	25	10	0	0	35	120	221	25	14	380	767
04:45 PM	3	17	96	28	144	1	186	3	7	197	24	8	0	0	32	126	244	29	8	407	780
05:00 PM	7	23	127	15	172	0	215	10	5	230	19	6	1	0	26	119	229	23	10	381	809
05:15 PM	5	12	109	18	144	1	228	3	1	233	18	16	0	0	34	108	248	31	7	394	805
Total Volume	22	66	431	86	605	3	829	19	16	867	86	40	1	0	127	473	942	108	39	1562	3161
% App. Total	3.6	10.9	71.2	14.2		0.3	95.6	2.2	1.8		67.7	31.5	0.8	0		30.3	60.3	6.9	2.5		
PHF	.786	.717	.848	.768	.879	.750	.909	.475	.571	.930	.860	.625	.250	.000	.907	.938	.950	.871	.696	.959	.977

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:30 PM					05:00 PM					04:30 PM				
+0 mins.	3	17	96	28	144	1	200	3	3	207	19	6	1	0	26	120	221	25	14	380
+15 mins.	7	23	127	15	172	1	186	3	7	197	18	16	0	0	34	126	244	29	8	407
+30 mins.	5	12	109	18	144	0	215	10	5	230	26	19	1	0	46	119	229	23	10	381
+45 mins.	0	17	123	16	156	1	228	3	1	233	24	8	0	1	33	108	248	31	7	394
Total Volume	15	69	455	77	616	3	829	19	16	867	87	49	2	1	139	473	942	108	39	1562
% App. Total	2.4	11.2	73.9	12.5		0.3	95.6	2.2	1.8		62.6	35.3	1.4	0.7		30.3	60.3	6.9	2.5	
PHF	.536	.750	.896	.688	.895	.750	.909	.475	.571	.930	.837	.645	.500	.250	.755	.938	.950	.871	.696	.959

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&ForestLakes
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	FOREST LAKES BOULEVARD Southbound					SR 580 Westbound					ST PETERSBURG DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	3	0	3	0	3	0	1	4	1	0	0	0	1	0	1	1	0	2	10
07:15 AM	0	0	1	1	2	0	3	0	0	3	0	0	0	0	0	2	6	0	0	8	13
07:30 AM	0	0	3	1	4	0	4	0	0	4	0	0	0	0	0	3	5	0	0	8	16
07:45 AM	0	1	3	1	5	0	6	0	0	6	0	0	0	0	0	2	3	0	0	5	16
Total	0	1	10	3	14	0	16	0	1	17	1	0	0	0	1	7	15	1	0	23	55
08:00 AM	0	0	8	0	8	0	9	0	0	9	2	0	0	0	2	1	6	2	0	9	28
08:15 AM	0	2	3	3	8	0	6	0	0	6	0	0	0	0	0	2	3	0	0	5	19
08:30 AM	0	1	2	0	3	0	8	1	0	9	0	3	0	0	3	4	3	1	2	10	25
08:45 AM	0	1	3	2	6	0	4	0	0	4	0	1	0	0	1	0	4	1	0	5	16
Total	0	4	16	5	25	0	27	1	0	28	2	4	0	0	6	7	16	4	2	29	88
*** BREAK ***																					
04:00 PM	0	1	1	0	2	0	6	0	0	6	1	1	0	0	2	0	2	3	1	6	16
04:15 PM	0	0	2	1	3	0	2	0	0	2	1	1	0	0	2	1	5	1	0	7	14
04:30 PM	0	1	3	0	4	0	5	2	0	7	0	0	0	0	0	4	2	0	0	6	17
04:45 PM	0	0	4	2	6	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	17
Total	0	2	10	3	15	0	19	2	0	21	2	2	0	0	4	5	14	4	1	24	64
05:00 PM	0	2	2	0	4	0	1	0	0	1	2	1	0	0	3	0	6	0	0	6	14
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7	0	0	8	9
05:30 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	1	4	1	0	6	9
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	2	3	0	5	0	5	0	0	5	3	1	0	0	4	2	19	1	0	22	36
Grand Total	0	9	39	11	59	0	67	3	1	71	8	7	0	0	15	21	64	10	3	98	243
Apprch %	0	15.3	66.1	18.6		0	94.4	4.2	1.4		53.3	46.7	0	0		21.4	65.3	10.2	3.1		
Total %	0	3.7	16	4.5	24.3	0	27.6	1.2	0.4	29.2	3.3	2.9	0	0	6.2	8.6	26.3	4.1	1.2	40.3	

Start Time	FOREST LAKES BOULEVARD Southbound					SR 580 Westbound					ST PETERSBURG DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	1	3	1	5	0	6	0	0	6	0	0	0	0	0	2	3	0	0	5	16
08:00 AM	0	0	8	0	8	0	9	0	0	9	2	0	0	0	2	1	6	2	0	9	28
08:15 AM	0	2	3	3	8	0	6	0	0	6	0	0	0	0	0	2	3	0	0	5	19
08:30 AM	0	1	2	0	3	0	8	1	0	9	0	3	0	0	3	4	3	1	2	10	25
Total Volume	0	4	16	4	24	0	29	1	0	30	2	3	0	0	5	9	15	3	2	29	88
% App. Total	0	16.7	66.7	16.7		0	96.7	3.3	0		40	60	0	0		31	51.7	10.3	6.9		
PHF	.000	.500	.500	.333	.750	.000	.806	.250	.000	.833	.250	.250	.000	.000	.417	.563	.625	.375	.250	.725	.786

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					08:00 AM					07:15 AM				
+0 mins.	0	0	3	1	4	0	6	0	0	6	2	0	0	0	2	2	6	0	0	8
+15 mins.	0	1	3	1	5	0	9	0	0	9	0	0	0	0	0	3	5	0	0	8
+30 mins.	0	0	8	0	8	0	6	0	0	6	0	3	0	0	3	2	3	0	0	5
+45 mins.	0	2	3	3	8	0	8	1	0	9	0	1	0	0	1	1	6	2	0	9
Total Volume	0	3	17	5	25	0	29	1	0	30	2	4	0	0	6	8	20	2	0	30
% App. Total	0	12	68	20		0	96.7	3.3	0		33.3	66.7	0	0		26.7	66.7	6.7	0	
PHF	.000	.375	.531	.417	.781	.000	.806	.250	.000	.833	.250	.333	.000	.000	.500	.667	.833	.250	.000	.833

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	1	1	0	2	0	6	0	0	6	1	1	0	0	2	0	2	3	1	6	16
04:15 PM	0	0	2	1	3	0	2	0	0	2	1	1	0	0	2	1	5	1	0	7	14
04:30 PM	0	1	3	0	4	0	5	2	0	7	0	0	0	0	0	4	2	0	0	6	17
04:45 PM	0	0	4	2	6	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	17
Total Volume	0	2	10	3	15	0	19	2	0	21	2	2	0	0	4	5	14	4	1	24	64
% App. Total	0	13.3	66.7	20		0	90.5	9.5	0		50	50	0	0		20.8	58.3	16.7	4.2		
PHF	.000	.500	.625	.375	.625	.000	.792	.250	.000	.750	.500	.500	.000	.000	.500	.313	.700	.333	.250	.857	.941

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:00 PM					04:15 PM					04:30 PM				
+0 mins.	0	0	2	1	3	0	6	0	0	6	1	1	0	0	2	4	2	0	0	6
+15 mins.	0	1	3	0	4	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5
+30 mins.	0	0	4	2	6	0	5	2	0	7	0	0	0	0	0	0	6	0	0	6
+45 mins.	0	2	2	0	4	0	6	0	0	6	2	1	0	0	3	1	7	0	0	8
Total Volume	0	3	11	3	17	0	19	2	0	21	3	2	0	0	5	5	20	0	0	25
% App. Total	0	17.6	64.7	17.6		0	90.5	9.5	0		60	40	0	0		20	80	0	0	
PHF	.000	.375	.688	.375	.708	.000	.792	.250	.000	.750	.375	.500	.000	.000	.417	.313	.714	.000	.000	.781

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&ForestLakes
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Uturns

Start Time	FOREST LAKES BOULEVARD Southbound					SR 580 Westbound					ST PETERSBURG DRIVE Northbound					SR 580 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
*** BREAK ***																						
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																						
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
*** BREAK ***																						
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	3
*** BREAK ***																						
Grand Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	3
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	
Total %	0	0	0	0	0	66.7	0	0	0	66.7	0	0	0	0	0	33.3	0	0	0	0	33.3	

Start Time	FOREST LAKES BOULEVARD Southbound					SR 580 Westbound					ST PETERSBURG DRIVE Northbound					SR 580 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&ForestLakes
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	FOREST LAKES BOULEVARD Southbound					SR 580 Westbound					ST PETERSBURG DRIVE Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.375

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
+0 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

Date: 8/27/20

Day: Thursday

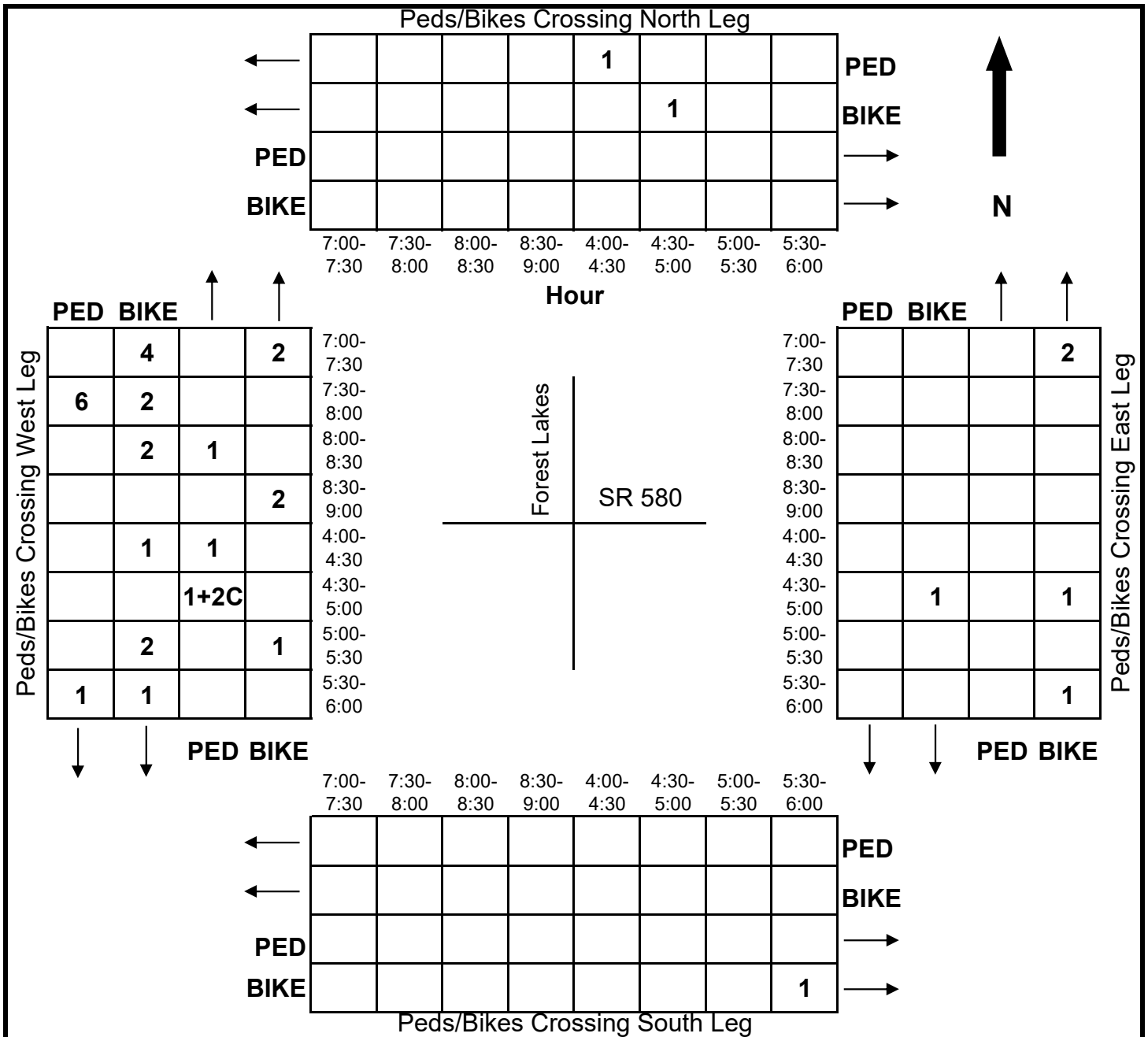
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at Forest Lakes Blvd/St Petersburg Dr

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bayview
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	S BAYVIEW BOULEVARD Southbound					SR 580 Westbound					S BAYVIEW BOULEVARD Northbound					SR 580 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
07:00 AM	1	5	2	4	12	0	144	0	0	144	5	6	2	1	14	27	119	0	0	146	316	
07:15 AM	7	23	5	10	45	0	162	1	0	163	2	10	1	0	13	51	123	3	0	177	398	
07:30 AM	4	12	3	12	31	7	172	1	1	181	5	6	1	2	14	36	176	0	0	212	438	
07:45 AM	4	14	14	9	41	5	141	4	0	150	6	18	2	1	27	58	154	0	0	212	430	
Total	16	54	24	35	129	12	619	6	1	638	18	40	6	4	68	172	572	3	0	747	1582	
08:00 AM	9	19	9	10	47	2	133	3	0	138	5	10	2	1	18	43	134	2	0	179	382	
08:15 AM	3	44	20	6	73	4	115	5	4	128	6	23	10	1	40	39	133	3	0	175	416	
08:30 AM	5	18	7	11	41	3	148	4	0	155	9	30	4	0	43	42	149	0	0	191	430	
08:45 AM	5	8	8	7	28	0	98	6	0	104	5	14	1	0	20	32	151	1	0	184	336	
Total	22	89	44	34	189	9	494	18	4	525	25	77	17	2	121	156	567	6	0	729	1564	
*** BREAK ***																						
04:00 PM	0	16	25	19	60	3	124	7	0	134	4	10	1	2	17	19	181	0	0	200	411	
04:15 PM	1	16	9	19	45	2	134	3	2	141	4	10	2	1	17	26	196	2	0	224	427	
04:30 PM	5	12	30	25	72	1	150	3	1	155	5	8	0	1	14	18	207	3	0	228	469	
04:45 PM	2	16	23	13	54	2	158	4	0	164	4	9	1	2	16	26	235	3	0	264	498	
Total	8	60	87	76	231	8	566	17	3	594	17	37	4	6	64	89	819	8	0	916	1805	
05:00 PM	2	19	33	14	68	3	200	3	0	206	8	13	0	1	22	8	230	5	0	243	539	
05:15 PM	0	19	21	13	53	4	166	2	1	173	4	6	1	0	11	20	241	2	0	263	500	
05:30 PM	3	12	12	20	47	1	164	2	0	167	2	10	1	0	13	15	234	2	0	251	478	
05:45 PM	1	14	17	12	44	0	110	5	1	116	0	11	1	4	16	10	209	0	0	219	395	
Total	6	64	83	59	212	8	640	12	2	662	14	40	3	5	62	53	914	9	0	976	1912	
Grand Total	52	267	238	204	761	37	2319	53	10	2419	74	194	30	17	315	470	2872	26	0	3368	6863	
Apprch %	6.8	35.1	31.3	26.8		1.5	95.9	2.2	0.4		23.5	61.6	9.5	5.4		14	85.3	0.8	0			
Total %	0.8	3.9	3.5	3	11.1	0.5	33.8	0.8	0.1	35.2	1.1	2.8	0.4	0.2	4.6	6.8	41.8	0.4	0	49.1		
Passenger Vehicles	50	261	224	195	730	35	2273	50	9	2367	73	191	30	17	311	432	2834	25	0	3291	6699	
% Passenger Vehicles	96.2	97.8	94.1	95.6	95.9	94.6	98	94.3	90	97.9	98.6	98.5	100	100	98.7	91.9	98.7	96.2	0	97.7	97.6	
Heavy Vehicles	2	6	14	9	31	0	46	3	1	50	1	3	0	0	4	21	38	1	0	60	145	
% Heavy Vehicles	3.8	2.2	5.9	4.4	4.1	0	2	5.7	10	2.1	1.4	1.5	0	0	1.3	4.5	1.3	3.8	0	1.8	2.1	
UTurns	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	17	0	0	0	17	19	
% UTurns	0	0	0	0	0	5.4	0	0	0	0.1	0	0	0	0	0	3.6	0	0	0	0.5	0.3	

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bayview
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	S BAYVIEW BOULEVARD Southbound					SR 580 Westbound					S BAYVIEW BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	12	3	12	31	7	172	1	1	181	5	6	1	2	14	36	176	0	0	212	438
07:45 AM	4	14	14	9	41	5	141	4	0	150	6	18	2	1	27	58	154	0	0	212	430
08:00 AM	9	19	9	10	47	2	133	3	0	138	5	10	2	1	18	43	134	2	0	179	382
08:15 AM	3	44	20	6	73	4	115	5	4	128	6	23	10	1	40	39	133	3	0	175	416
Total Volume	20	89	46	37	192	18	561	13	5	597	22	57	15	5	99	176	597	5	0	778	1666
% App. Total	10.4	46.4	24	19.3		3	94	2.2	0.8		22.2	57.6	15.2	5.1		22.6	76.7	0.6	0		
PHF	.556	.506	.575	.771	.658	.643	.815	.650	.313	.825	.917	.620	.375	.625	.619	.759	.848	.417	.000	.917	.951

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM					07:00 AM					07:45 AM					07:15 AM				
+0 mins.	4	14	14	9	41	0	144	0	0	144	6	18	2	1	27	51	123	3	0	177
+15 mins.	9	19	9	10	47	0	162	1	0	163	5	10	2	1	18	36	176	0	0	212
+30 mins.	3	44	20	6	73	7	172	1	1	181	6	23	10	1	40	58	154	0	0	212
+45 mins.	5	18	7	11	41	5	141	4	0	150	9	30	4	0	43	43	134	2	0	179
Total Volume	21	95	50	36	202	12	619	6	1	638	26	81	18	3	128	188	587	5	0	780
% App. Total	10.4	47	24.8	17.8		1.9	97	0.9	0.2		20.3	63.3	14.1	2.3		24.1	75.3	0.6	0	
PHF	.583	.540	.625	.818	.692	.429	.900	.375	.250	.881	.722	.675	.450	.750	.744	.810	.834	.417	.000	.920

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	2	16	23	13	54	2	158	4	0	164	4	9	1	2	16	26	235	3	0	264	498
05:00 PM	2	19	33	14	68	3	200	3	0	206	8	13	0	1	22	8	230	5	0	243	539
05:15 PM	0	19	21	13	53	4	166	2	1	173	4	6	1	0	11	20	241	2	0	263	500
05:30 PM	3	12	12	20	47	1	164	2	0	167	2	10	1	0	13	15	234	2	0	251	478
Total Volume	7	66	89	60	222	10	688	11	1	710	18	38	3	3	62	69	940	12	0	1021	2015
% App. Total	3.2	29.7	40.1	27		1.4	96.9	1.5	0.1		29	61.3	4.8	4.8		6.8	92.1	1.2	0		
PHF	.583	.868	.674	.750	.816	.625	.860	.688	.250	.862	.563	.731	.750	.375	.705	.663	.975	.600	.000	.967	.935

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:15 PM					04:45 PM				
+0 mins.	5	12	30	25	72	2	158	4	0	164	4	10	2	1	17	26	235	3	0	264
+15 mins.	2	16	23	13	54	3	200	3	0	206	5	8	0	1	14	8	230	5	0	243
+30 mins.	2	19	33	14	68	4	166	2	1	173	4	9	1	2	16	20	241	2	0	263
+45 mins.	0	19	21	13	53	1	164	2	0	167	8	13	0	1	22	15	234	2	0	251
Total Volume	9	66	107	65	247	10	688	11	1	710	21	40	3	5	69	69	940	12	0	1021
% App. Total	3.6	26.7	43.3	26.3		1.4	96.9	1.5	0.1		30.4	58	4.3	7.2		6.8	92.1	1.2	0	
PHF	.450	.868	.811	.650	.858	.625	.860	.688	.250	.862	.656	.769	.375	.625	.784	.663	.975	.600	.000	.967

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bayview
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	S BAYVIEW BOULEVARD Southbound					SR 580 Westbound					S BAYVIEW BOULEVARD Northbound					SR 580 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
07:00 AM	1	5	2	4	12	0	140	0	0	140	5	6	2	1	14	27	117	0	0	144	310	
07:15 AM	6	23	5	8	42	0	162	1	0	163	2	10	1	0	13	49	119	3	0	171	389	
07:30 AM	4	12	3	12	31	7	167	1	1	176	5	5	1	2	13	35	173	0	0	208	428	
07:45 AM	4	14	11	7	36	5	137	4	0	146	6	18	2	1	27	58	151	0	0	209	418	
Total	15	54	21	31	121	12	606	6	1	625	18	39	6	4	67	169	560	3	0	732	1545	
08:00 AM	9	15	7	9	40	2	130	3	0	135	5	9	2	1	17	40	131	2	0	173	365	
08:15 AM	3	44	19	5	71	4	110	2	3	119	6	23	10	1	40	35	131	3	0	169	399	
08:30 AM	5	18	6	10	39	2	141	4	0	147	9	30	4	0	43	34	148	0	0	182	411	
08:45 AM	5	8	7	7	27	0	95	6	0	101	5	13	1	0	19	30	148	0	0	178	325	
Total	22	85	39	31	177	8	476	15	3	502	25	75	17	2	119	139	558	5	0	702	1500	
*** BREAK ***																						
04:00 PM	0	16	23	18	57	3	121	7	0	131	4	10	1	2	17	17	179	0	0	196	401	
04:15 PM	1	16	9	19	45	2	133	3	2	140	4	10	2	1	17	23	194	2	0	219	421	
04:30 PM	5	11	30	25	71	1	145	3	1	150	4	8	0	1	13	16	207	3	0	226	460	
04:45 PM	2	15	22	13	52	2	154	4	0	160	4	9	1	2	16	22	233	3	0	258	486	
Total	8	58	84	75	225	8	553	17	3	581	16	37	4	6	63	78	813	8	0	899	1768	
05:00 PM	2	19	33	14	68	3	198	3	0	204	8	13	0	1	22	6	226	5	0	237	531	
05:15 PM	0	19	21	13	53	3	166	2	1	172	4	6	1	0	11	17	238	2	0	257	493	
05:30 PM	3	12	11	20	46	1	164	2	0	167	2	10	1	0	13	14	231	2	0	247	473	
05:45 PM	0	14	15	11	40	0	110	5	1	116	0	11	1	4	16	9	208	0	0	217	389	
Total	5	64	80	58	207	7	638	12	2	659	14	40	3	5	62	46	903	9	0	958	1886	
Grand Total	50	261	224	195	730	35	2273	50	9	2367	73	191	30	17	311	432	2834	25	0	3291	6699	
Apprch %	6.8	35.8	30.7	26.7		1.5	96	2.1	0.4		23.5	61.4	9.6	5.5		13.1	86.1	0.8	0			
Total %	0.7	3.9	3.3	2.9	10.9	0.5	33.9	0.7	0.1	35.3	1.1	2.9	0.4	0.3	4.6	6.4	42.3	0.4	0	49.1		

Start Time	S BAYVIEW BOULEVARD Southbound					SR 580 Westbound					S BAYVIEW BOULEVARD Northbound					SR 580 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	4	12	3	12	31	7	167	1	1	176	5	5	1	2	13	35	173	0	0	208	428	
07:45 AM	4	14	11	7	36	5	137	4	0	146	6	18	2	1	27	58	151	0	0	209	418	
08:00 AM	9	15	7	9	40	2	130	3	0	135	5	9	2	1	17	40	131	2	0	173	365	
08:15 AM	3	44	19	5	71	4	110	2	3	119	6	23	10	1	40	35	131	3	0	169	399	
Total Volume	20	85	40	33	178	18	544	10	4	576	22	55	15	5	97	168	586	5	0	759	1610	
% App. Total	11.2	47.8	22.5	18.5		3.1	94.4	1.7	0.7		22.7	56.7	15.5	5.2		22.1	77.2	0.7	0			
PHF	.556	.483	.526	.688	.627	.643	.814	.625	.333	.818	.917	.598	.375	.625	.606	.724	.847	.417	.000	.908	.940	

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:00 AM					07:45 AM					07:15 AM				
+0 mins.	4	14	11	7	36	0	140	0	0	140	6	18	2	1	27	49	119	3	0	171
+15 mins.	9	15	7	9	40	0	162	1	0	163	5	9	2	1	17	35	173	0	0	208
+30 mins.	3	44	19	5	71	7	167	1	1	176	6	23	10	1	40	58	151	0	0	209
+45 mins.	5	18	6	10	39	5	137	4	0	146	9	30	4	0	43	40	131	2	0	173
Total Volume	21	91	43	31	186	12	606	6	1	625	26	80	18	3	127	182	574	5	0	761
% App. Total	11.3	48.9	23.1	16.7		1.9	97	1	0.2		20.5	63	14.2	2.4		23.9	75.4	0.7	0	
PHF	.583	.517	.566	.775	.655	.429	.907	.375	.250	.888	.722	.667	.450	.750	.738	.784	.829	.417	.000	.910

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	2	15	22	13	52	2	154	4	0	160	4	9	1	2	16	22	233	3	0	258	486
05:00 PM	2	19	33	14	68	3	198	3	0	204	8	13	0	1	22	6	226	5	0	237	531
05:15 PM	0	19	21	13	53	3	166	2	1	172	4	6	1	0	11	17	238	2	0	257	493
05:30 PM	3	12	11	20	46	1	164	2	0	167	2	10	1	0	13	14	231	2	0	247	473
Total Volume	7	65	87	60	219	9	682	11	1	703	18	38	3	3	62	59	928	12	0	999	1983
% App. Total	3.2	29.7	39.7	27.4		1.3	97	1.6	0.1		29	61.3	4.8	4.8		5.9	92.9	1.2	0		
PHF	.583	.855	.659	.750	.805	.750	.861	.688	.250	.862	.563	.731	.750	.375	.705	.670	.975	.600	.000	.968	.934

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:15 PM					04:45 PM				
+0 mins.	5	11	30	25	71	2	154	4	0	160	4	10	2	1	17	22	233	3	0	258
+15 mins.	2	15	22	13	52	3	198	3	0	204	4	8	0	1	13	6	226	5	0	237
+30 mins.	2	19	33	14	68	3	166	2	1	172	4	9	1	2	16	17	238	2	0	257
+45 mins.	0	19	21	13	53	1	164	2	0	167	8	13	0	1	22	14	231	2	0	247
Total Volume	9	64	106	65	244	9	682	11	1	703	20	40	3	5	68	59	928	12	0	999
% App. Total	3.7	26.2	43.4	26.6		1.3	97	1.6	0.1		29.4	58.8	4.4	7.4		5.9	92.9	1.2	0	
PHF	.450	.842	.803	.650	.859	.750	.861	.688	.250	.862	.625	.769	.375	.625	.773	.670	.975	.600	.000	.968

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bayview
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	S BAYVIEW BOULEVARD Southbound					SR 580 Westbound					S BAYVIEW BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
07:15 AM	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	9
07:30 AM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	3	0	0	3	9
07:45 AM	0	0	3	2	5	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	12
Total	1	0	3	4	8	0	13	0	0	13	0	1	0	0	1	2	12	0	0	14	36
08:00 AM	0	4	2	1	7	0	3	0	0	3	0	1	0	0	1	3	3	0	0	6	17
08:15 AM	0	0	1	1	2	0	5	3	1	9	0	0	0	0	0	1	2	0	0	3	14
08:30 AM	0	0	1	1	2	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	10
08:45 AM	0	0	1	0	1	0	3	0	0	3	0	1	0	0	1	0	3	1	0	4	9
Total	0	4	5	3	12	0	18	3	1	22	0	2	0	0	2	4	9	1	0	14	50
*** BREAK ***																					
04:00 PM	0	0	2	1	3	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	9
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	5
04:30 PM	0	1	0	0	1	0	5	0	0	5	1	0	0	0	1	2	0	0	0	2	9
04:45 PM	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	3	2	0	0	5	11
Total	0	2	3	1	6	0	13	0	0	13	1	0	0	0	1	8	6	0	0	14	34
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	4	0	0	6	8
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	6
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	5
05:45 PM	1	0	2	1	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	6
Total	1	0	3	1	5	0	2	0	0	2	0	0	0	0	0	7	11	0	0	18	25
Grand Total	2	6	14	9	31	0	46	3	1	50	1	3	0	0	4	21	38	1	0	60	145
Apprch %	6.5	19.4	45.2	29		0	92	6	2		25	75	0	0		35	63.3	1.7	0		
Total %	1.4	4.1	9.7	6.2	21.4	0	31.7	2.1	0.7	34.5	0.7	2.1	0	0	2.8	14.5	26.2	0.7	0	41.4	

Start Time	S BAYVIEW BOULEVARD Southbound					SR 580 Westbound					S BAYVIEW BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	3	2	5	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	12
08:00 AM	0	4	2	1	7	0	3	0	0	3	0	1	0	0	1	3	3	0	0	6	17
08:15 AM	0	0	1	1	2	0	5	3	1	9	0	0	0	0	0	1	2	0	0	3	14
08:30 AM	0	0	1	1	2	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	10
Total Volume	0	4	7	5	16	0	19	3	1	23	0	1	0	0	1	4	9	0	0	13	53
% App. Total	0	25	43.8	31.2		0	82.6	13	4.3		0	100	0	0		30.8	69.2	0	0		
PHF	.000	.250	.583	.625	.571	.000	.679	.250	.250	.639	.000	.250	.000	.000	.250	.333	.750	.000	.000	.542	.779

Intersection Turning Movement Count

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					07:15 AM					07:15 AM					
+0 mins.	0	0	3	2	5	0	4	0	0	4	0	0	0	0	0	0	2	4	0	0	6
+15 mins.	0	4	2	1	7	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	
+30 mins.	0	0	1	1	2	0	5	3	1	9	0	0	0	0	0	0	3	0	0	3	
+45 mins.	0	0	1	1	2	0	7	0	0	7	0	1	0	0	1	3	3	0	0	6	
Total Volume	0	4	7	5	16	0	19	3	1	23	0	2	0	0	2	5	13	0	0	18	
% App. Total	0	25	43.8	31.2		0	82.6	13	4.3		0	100	0	0		27.8	72.2	0	0		
PHF	.000	.250	.583	.625	.571	.000	.679	.250	.250	.639	.000	.500	.000	.000	.500	.417	.813	.000	.000	.750	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	2	1	3	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	9
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	5
04:30 PM	0	1	0	0	1	0	5	0	0	5	1	0	0	0	1	2	0	0	0	2	9
04:45 PM	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	3	2	0	0	5	11
Total Volume	0	2	3	1	6	0	13	0	0	13	1	0	0	0	1	8	6	0	0	14	34
% App. Total	0	33.3	50	16.7		0	100	0	0		100	0	0	0		57.1	42.9	0	0		
PHF	.000	.500	.375	.250	.500	.000	.650	.000	.000	.650	.250	.000	.000	.000	.250	.667	.750	.000	.000	.700	.773

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:45 PM				
+0 mins.	0	0	2	1	3	0	3	0	0	3	0	0	0	0	0	3	2	0	0	5
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	4	0	0	6
+30 mins.	0	1	0	0	1	0	5	0	0	5	1	0	0	0	1	3	3	0	0	6
+45 mins.	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4
Total Volume	0	2	3	1	6	0	13	0	0	13	1	0	0	0	1	9	12	0	0	21
% App. Total	0	33.3	50	16.7		0	100	0	0		100	0	0	0		42.9	57.1	0	0	
PHF	.000	.500	.375	.250	.500	.000	.650	.000	.000	.650	.250	.000	.000	.000	.250	.750	.750	.000	.000	.875

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bayview
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- UTurns

Start Time	S BAYVIEW BOULEVARD Southbound					SR 580 Westbound					S BAYVIEW BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8	9
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	13	0	0	0	13	14
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
*** BREAK ***																					
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	17	0	0	0	17	19
Apprch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	10.5	0	0	0	10.5	0	0	0	0	0	89.5	0	0	0	89.5	

Start Time	S BAYVIEW BOULEVARD Southbound					SR 580 Westbound					S BAYVIEW BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8	9
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	13	0	0	0	13	14
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.406	.000	.000	.000	.406	.389

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Bayview
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	S BAYVIEW BOULEVARD Southbound					SR 580 Westbound					S BAYVIEW BOULEVARD Northbound					SR 580 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:45 AM					07:00 AM					08:00 AM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	2	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	13	0	0	0	0	13	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.406	.000	.000	.000	.000	.406	.000	.000	.000	.406

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

	04:00 PM					04:15 PM					04:30 PM					04:45 PM					Int. Total				
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		1	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.000	.000	.750	.000	.000	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:30 PM					04:00 PM					04:00 PM									
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	0	0	0	0	3	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.750	.000	.000	.000	.000	.750	.000	.000	.000	.750

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&State
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	146	0	146	8	0	0	8	0	121	3	124	278
07:15 AM	0	144	0	144	7	0	1	8	2	116	9	127	279
07:30 AM	0	180	0	180	9	0	0	9	0	172	20	192	381
07:45 AM	0	139	0	139	6	0	0	6	0	149	17	166	311
Total	0	609	0	609	30	0	1	31	2	558	49	609	1249
08:00 AM	0	130	0	130	11	0	0	11	0	135	11	146	287
08:15 AM	0	111	0	111	12	0	0	12	1	133	13	147	270
08:30 AM	0	153	0	153	7	0	2	9	0	154	7	161	323
08:45 AM	0	109	0	109	10	0	0	10	0	143	11	154	273
Total	0	503	0	503	40	0	2	42	1	565	42	608	1153
*** BREAK ***													
04:00 PM	0	126	0	126	10	0	0	10	1	180	4	185	321
04:15 PM	0	140	0	140	14	0	2	16	0	190	7	197	353
04:30 PM	0	122	0	122	19	0	1	20	0	203	6	209	351
04:45 PM	0	149	0	149	14	0	1	15	0	237	2	239	403
Total	0	537	0	537	57	0	4	61	1	810	19	830	1428
05:00 PM	0	189	0	189	21	0	4	25	0	227	7	234	448
05:15 PM	1	165	0	166	12	0	1	13	0	245	5	250	429
05:30 PM	0	151	0	151	9	0	1	10	0	235	11	246	407
05:45 PM	0	106	0	106	8	0	0	8	0	213	5	218	332
Total	1	611	0	612	50	0	6	56	0	920	28	948	1616
Grand Total	1	2260	0	2261	177	0	13	190	4	2853	138	2995	5446
Aprch %	0	100	0		93.2	0	6.8		0.1	95.3	4.6		
Total %	0	41.5	0	41.5	3.3	0	0.2	3.5	0.1	52.4	2.5	55	
Passenger Vehicles	0	2213	0	2213	174	0	13	187	0	2818	137	2955	5355
% Passenger Vehicles	0	97.9	0	97.9	98.3	0	100	98.4	0	98.8	99.3	98.7	98.3
Heavy Vehicles	0	47	0	47	3	0	0	3	0	35	1	36	86
% Heavy Vehicles	0	2.1	0	2.1	1.7	0	0	1.6	0	1.2	0.7	1.2	1.6
UTurns	1	0	0	1	0	0	0	0	4	0	0	4	5
% UTurns	100	0	0	0	0	0	0	0	100	0	0	0.1	0.1

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&State
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	144	0	144	7	0	1	8	2	116	9	127	279
07:30 AM	0	180	0	180	9	0	0	9	0	172	20	192	381
07:45 AM	0	139	0	139	6	0	0	6	0	149	17	166	311
08:00 AM	0	130	0	130	11	0	0	11	0	135	11	146	287
Total Volume	0	593	0	593	33	0	1	34	2	572	57	631	1258
% App. Total	0	100	0		97.1	0	2.9		0.3	90.6	9		
PHF	.000	.824	.000	.824	.750	.000	.250	.773	.250	.831	.713	.822	.825

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:30 AM			
+0 mins.	0	146	0	146	11	0	0	11	0	172	20	192
+15 mins.	0	144	0	144	12	0	0	12	0	149	17	166
+30 mins.	0	180	0	180	7	0	2	9	0	135	11	146
+45 mins.	0	139	0	139	10	0	0	10	1	133	13	147
Total Volume	0	609	0	609	40	0	2	42	1	589	61	651
% App. Total	0	100	0		95.2	0	4.8		0.2	90.5	9.4	
PHF	.000	.846	.000	.846	.833	.000	.250	.875	.250	.856	.763	.848

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	149	0	149	14	0	1	15	0	237	2	239	403
05:00 PM	0	189	0	189	21	0	4	25	0	227	7	234	448
05:15 PM	1	165	0	166	12	0	1	13	0	245	5	250	429
05:30 PM	0	151	0	151	9	0	1	10	0	235	11	246	407
Total Volume	1	654	0	655	56	0	7	63	0	944	25	969	1687
% App. Total	0.2	99.8	0		88.9	0	11.1		0	97.4	2.6		
PHF	.250	.865	.000	.866	.667	.000	.438	.630	.000	.963	.568	.969	.941

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:45 PM			
+0 mins.	0	149	0	149	14	0	2	16	0	237	2	239
+15 mins.	0	189	0	189	19	0	1	20	0	227	7	234
+30 mins.	1	165	0	166	14	0	1	15	0	245	5	250
+45 mins.	0	151	0	151	21	0	4	25	0	235	11	246
Total Volume	1	654	0	655	68	0	8	76	0	944	25	969
% App. Total	0.2	99.8	0		89.5	0	10.5		0	97.4	2.6	
PHF	.250	.865	.000	.866	.810	.000	.500	.760	.000	.963	.568	.969

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&State
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	142	0	142	8	0	0	8	0	119	3	122	272
07:15 AM	0	144	0	144	7	0	1	8	0	112	9	121	273
07:30 AM	0	175	0	175	9	0	0	9	0	169	20	189	373
07:45 AM	0	135	0	135	6	0	0	6	0	146	17	163	304
Total	0	596	0	596	30	0	1	31	0	546	49	595	1222
08:00 AM	0	125	0	125	11	0	0	11	0	133	11	144	280
08:15 AM	0	107	0	107	9	0	0	9	0	131	13	144	260
08:30 AM	0	146	0	146	7	0	2	9	0	153	7	160	315
08:45 AM	0	106	0	106	10	0	0	10	0	140	11	151	267
Total	0	484	0	484	37	0	2	39	0	557	42	599	1122
*** BREAK ***													
04:00 PM	0	123	0	123	10	0	0	10	0	178	4	182	315
04:15 PM	0	137	0	137	14	0	2	16	0	188	7	195	348
04:30 PM	0	118	0	118	19	0	1	20	0	203	6	209	347
04:45 PM	0	146	0	146	14	0	1	15	0	236	2	238	399
Total	0	524	0	524	57	0	4	61	0	805	19	824	1409
05:00 PM	0	187	0	187	21	0	4	25	0	223	7	230	442
05:15 PM	0	165	0	165	12	0	1	13	0	243	5	248	426
05:30 PM	0	151	0	151	9	0	1	10	0	232	11	243	404
05:45 PM	0	106	0	106	8	0	0	8	0	212	4	216	330
Total	0	609	0	609	50	0	6	56	0	910	27	937	1602
Grand Total	0	2213	0	2213	174	0	13	187	0	2818	137	2955	5355
Apprch %	0	100	0		93	0	7		0	95.4	4.6		
Total %	0	41.3	0	41.3	3.2	0	0.2	3.5	0	52.6	2.6	55.2	

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	144	0	144	7	0	1	8	0	112	9	121	273
07:30 AM	0	175	0	175	9	0	0	9	0	169	20	189	373
07:45 AM	0	135	0	135	6	0	0	6	0	146	17	163	304
08:00 AM	0	125	0	125	11	0	0	11	0	133	11	144	280
Total Volume	0	579	0	579	33	0	1	34	0	560	57	617	1230
% App. Total	0	100	0		97.1	0	2.9		0	90.8	9.2		
PHF	.000	.827	.000	.827	.750	.000	.250	.773	.000	.828	.713	.816	.824

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&State
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				08:00 AM				07:30 AM			
+0 mins.	0	142	0	142	11	0	0	11	0	169	20	189
+15 mins.	0	144	0	144	9	0	0	9	0	146	17	163
+30 mins.	0	175	0	175	7	0	2	9	0	133	11	144
+45 mins.	0	135	0	135	10	0	0	10	0	131	13	144
Total Volume	0	596	0	596	37	0	2	39	0	579	61	640
% App. Total	0	100	0		94.9	0	5.1		0	90.5	9.5	
PHF	.000	.851	.000	.851	.841	.000	.250	.886	.000	.857	.763	.847

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	146	0	146	14	0	1	15	0	236	2	238	399
05:00 PM	0	187	0	187	21	0	4	25	0	223	7	230	442
05:15 PM	0	165	0	165	12	0	1	13	0	243	5	248	426
05:30 PM	0	151	0	151	9	0	1	10	0	232	11	243	404
Total Volume	0	649	0	649	56	0	7	63	0	934	25	959	1671
% App. Total	0	100	0		88.9	0	11.1		0	97.4	2.6		
PHF	.000	.868	.000	.868	.667	.000	.438	.630	.000	.961	.568	.967	.945

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:45 PM			
+0 mins.	0	146	0	146	14	0	2	16	0	236	2	238
+15 mins.	0	187	0	187	19	0	1	20	0	223	7	230
+30 mins.	0	165	0	165	14	0	1	15	0	243	5	248
+45 mins.	0	151	0	151	21	0	4	25	0	232	11	243
Total Volume	0	649	0	649	68	0	8	76	0	934	25	959
% App. Total	0	100	0		89.5	0	10.5		0	97.4	2.6	
PHF	.000	.868	.000	.868	.810	.000	.500	.760	.000	.961	.568	.967

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&State
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	6
07:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
07:30 AM	0	5	0	5	0	0	0	0	0	3	0	3	8
07:45 AM	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	13	0	13	0	0	0	0	0	12	0	12	25
08:00 AM	0	5	0	5	0	0	0	0	0	2	0	2	7
08:15 AM	0	4	0	4	3	0	0	3	0	2	0	2	9
08:30 AM	0	7	0	7	0	0	0	0	0	1	0	1	8
08:45 AM	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	19	0	19	3	0	0	3	0	8	0	8	30
*** BREAK ***													
04:00 PM	0	3	0	3	0	0	0	0	0	2	0	2	5
04:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	5
04:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	13	0	13	0	0	0	0	0	5	0	5	18
05:00 PM	0	2	0	2	0	0	0	0	0	4	0	4	6
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	0	2	0	2	0	0	0	0	0	10	1	11	13
Grand Total	0	47	0	47	3	0	0	3	0	35	1	36	86
Apprch %	0	100	0		100	0	0		0	97.2	2.8		
Total %	0	54.7	0	54.7	3.5	0	0	3.5	0	40.7	1.2	41.9	

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	5	0	5	0	0	0	0	0	3	0	3	8
07:45 AM	0	4	0	4	0	0	0	0	0	3	0	3	7
08:00 AM	0	5	0	5	0	0	0	0	0	2	0	2	7
08:15 AM	0	4	0	4	3	0	0	3	0	2	0	2	9
Total Volume	0	18	0	18	3	0	0	3	0	10	0	10	31
% App. Total	0	100	0		100	0	0		0	100	0		
PHF	.000	.900	.000	.900	.250	.000	.000	.250	.000	.833	.000	.833	.861

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&State
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:00 AM			
+0 mins.	0	4	0	4	0	0	0	0	0	2	0	2
+15 mins.	0	5	0	5	0	0	0	0	0	4	0	4
+30 mins.	0	4	0	4	0	0	0	0	0	3	0	3
+45 mins.	0	7	0	7	3	0	0	3	0	3	0	3
Total Volume	0	20	0	20	3	0	0	3	0	12	0	12
% App. Total	0	100	0		100	0	0		0	100	0	
PHF	.000	.714	.000	.714	.250	.000	.000	.250	.000	.750	.000	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	5
04:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
04:45 PM	0	3	0	3	0	0	0	0	0	1	0	1	4
05:00 PM	0	2	0	2	0	0	0	0	0	4	0	4	6
Total Volume	0	12	0	12	0	0	0	0	0	7	0	7	19
% App. Total	0	100	0		0	0	0		0	100	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.438	.000	.438	.792

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	4	0	4
+15 mins.	0	3	0	3	0	0	0	0	0	2	0	2
+30 mins.	0	4	0	4	0	0	0	0	0	3	0	3
+45 mins.	0	3	0	3	0	0	0	0	0	1	1	2
Total Volume	0	13	0	13	0	0	0	0	0	10	1	11
% App. Total	0	100	0		0	0	0		0	90.9	9.1	
PHF	.000	.813	.000	.813	.000	.000	.000	.000	.000	.625	.250	.688

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&State
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- UTurns

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***													
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***													
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	0	0	0	4	0	0	4	5
Apprch %	100	0	0		0	0	0		100	0	0		
Total %	20	0	0	20	0	0	0	0	80	0	0	80	

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&State
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	SR 580 Westbound				STATE STREET Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	1	0	0	1
% App. Total	100	0	0	100	0	0	0	0	100	0	0	100
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250

Intersection Pedestrian & Bicycle Count

Date: 8/27/20

Day: Thursday

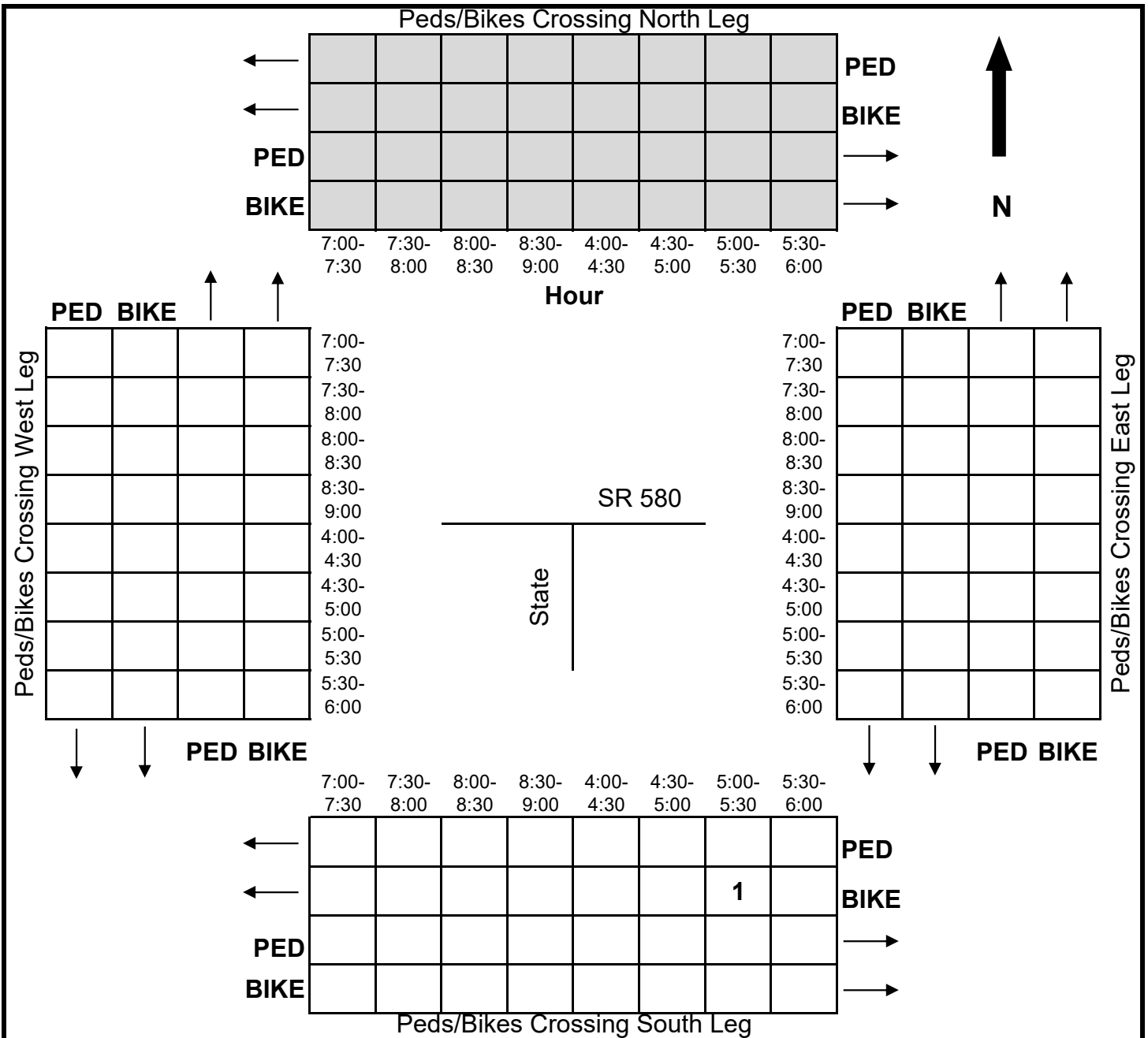
Count Times: 7-9am & 4-6pm

Weather: Clear

Intersection: SR 580 at State Street

Comments: _____

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Tampa
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	TAMPA ROAD Southbound				TAMPA ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	315	0	315	180	252	0	432	0	0	166	166	913
07:45 AM	0	251	0	251	139	240	0	379	0	0	152	152	782
08:00 AM	0	333	0	333	130	256	0	386	0	0	138	138	857
08:15 AM	0	290	0	290	128	270	0	398	0	0	134	134	822
Total Volume	0	1189	0	1189	577	1018	0	1595	0	0	590	590	3374
% App. Total	0	100	0		36.2	63.8	0		0	0	100		
PHF	.000	.893	.000	.893	.801	.943	.000	.923	.000	.000	.889	.889	.924

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM			
+0 mins.	0	319	0	319	180	252	0	432	0	0	166	166
+15 mins.	0	315	0	315	139	240	0	379	0	0	152	152
+30 mins.	0	251	0	251	130	256	0	386	0	0	138	138
+45 mins.	0	333	0	333	128	270	0	398	0	0	134	134
Total Volume	0	1218	0	1218	577	1018	0	1595	0	0	590	590
% App. Total	0	100	0		36.2	63.8	0		0	0	100	
PHF	.000	.914	.000	.914	.801	.943	.000	.923	.000	.000	.889	.889

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	318	0	318	152	387	0	539	0	0	241	241	1098
05:00 PM	0	387	0	387	188	394	0	582	0	0	238	238	1207
05:15 PM	0	332	0	332	175	344	0	519	0	0	248	248	1099
05:30 PM	0	365	0	365	148	366	0	514	0	0	237	237	1116
Total Volume	0	1402	0	1402	663	1491	0	2154	0	0	964	964	4520
% App. Total	0	100	0		30.8	69.2	0		0	0	100		
PHF	.000	.906	.000	.906	.882	.946	.000	.925	.000	.000	.972	.972	.936

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	318	0	318	152	387	0	539	0	0	241	241
+15 mins.	0	387	0	387	188	394	0	582	0	0	238	238
+30 mins.	0	332	0	332	175	344	0	519	0	0	248	248
+45 mins.	0	365	0	365	148	366	0	514	0	0	237	237
Total Volume	0	1402	0	1402	663	1491	0	2154	0	0	964	964
% App. Total	0	100	0		30.8	69.2	0		0	0	100	
PHF	.000	.906	.000	.906	.882	.946	.000	.925	.000	.000	.972	.972

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Tampa
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	TAMPA ROAD Southbound				TAMPA ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	262	0	262	144	169	0	313	0	0	120	120	695
07:15 AM	0	315	0	315	142	202	0	344	0	0	113	113	772
07:30 AM	0	310	0	310	175	240	0	415	0	0	163	163	888
07:45 AM	0	251	0	251	135	229	0	364	0	0	149	149	764
Total	0	1138	0	1138	596	840	0	1436	0	0	545	545	3119
08:00 AM	0	328	0	328	125	245	0	370	0	0	136	136	834
08:15 AM	0	288	0	288	124	258	0	382	0	0	132	132	802
08:30 AM	0	273	0	273	130	238	0	368	0	0	149	149	790
08:45 AM	0	289	0	289	107	203	0	310	0	0	144	144	743
Total	0	1178	0	1178	486	944	0	1430	0	0	561	561	3169
*** BREAK ***													
04:00 PM	0	299	0	299	123	361	0	484	0	0	181	181	964
04:15 PM	0	251	0	251	136	353	0	489	0	0	191	191	931
04:30 PM	0	344	0	344	118	343	0	461	0	0	204	204	1009
04:45 PM	0	309	0	309	148	380	0	528	0	0	240	240	1077
Total	0	1203	0	1203	525	1437	0	1962	0	0	816	816	3981
05:00 PM	0	378	0	378	186	392	0	578	0	0	235	235	1191
05:15 PM	0	324	0	324	175	342	0	517	0	0	246	246	1087
05:30 PM	0	359	0	359	148	363	0	511	0	0	233	233	1103
05:45 PM	0	288	0	288	108	331	0	439	0	0	217	217	944
Total	0	1349	0	1349	617	1428	0	2045	0	0	931	931	4325
Grand Total	0	4868	0	4868	2224	4649	0	6873	0	0	2853	2853	14594
Apprch %	0	100	0		32.4	67.6	0		0	0	100		
Total %	0	33.4	0	33.4	15.2	31.9	0	47.1	0	0	19.5	19.5	

Start Time	TAMPA ROAD Southbound				TAMPA ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	310	0	310	175	240	0	415	0	0	163	163	888
07:45 AM	0	251	0	251	135	229	0	364	0	0	149	149	764
08:00 AM	0	328	0	328	125	245	0	370	0	0	136	136	834
08:15 AM	0	288	0	288	124	258	0	382	0	0	132	132	802
Total Volume	0	1177	0	1177	559	972	0	1531	0	0	580	580	3288
% App. Total	0	100	0		36.5	63.5	0		0	0	100		
PHF	.000	.897	.000	.897	.799	.942	.000	.922	.000	.000	.890	.890	.926

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Tampa
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	TAMPA ROAD Southbound				TAMPA ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM			
+0 mins.	0	315	0	315	175	240	0	415	0	0	163	163
+15 mins.	0	310	0	310	135	229	0	364	0	0	149	149
+30 mins.	0	251	0	251	125	245	0	370	0	0	136	136
+45 mins.	0	328	0	328	124	258	0	382	0	0	132	132
Total Volume	0	1204	0	1204	559	972	0	1531	0	0	580	580
% App. Total	0	100	0		36.5	63.5	0		0	0	100	
PHF	.000	.918	.000	.918	.799	.942	.000	.922	.000	.000	.890	.890

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	309	0	309	148	380	0	528	0	0	240	240	1077
05:00 PM	0	378	0	378	186	392	0	578	0	0	235	235	1191
05:15 PM	0	324	0	324	175	342	0	517	0	0	246	246	1087
05:30 PM	0	359	0	359	148	363	0	511	0	0	233	233	1103
Total Volume	0	1370	0	1370	657	1477	0	2134	0	0	954	954	4458
% App. Total	0	100	0		30.8	69.2	0		0	0	100		
PHF	.000	.906	.000	.906	.883	.942	.000	.923	.000	.000	.970	.970	.936

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	309	0	309	148	380	0	528	0	0	240	240
+15 mins.	0	378	0	378	186	392	0	578	0	0	235	235
+30 mins.	0	324	0	324	175	342	0	517	0	0	246	246
+45 mins.	0	359	0	359	148	363	0	511	0	0	233	233
Total Volume	0	1370	0	1370	657	1477	0	2134	0	0	954	954
% App. Total	0	100	0		30.8	69.2	0		0	0	100	
PHF	.000	.906	.000	.906	.883	.942	.000	.923	.000	.000	.970	.970

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Tampa
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	TAMPA ROAD Southbound				TAMPA ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	0	5	4	6	0	10	0	0	2	2	17
07:15 AM	0	4	0	4	0	12	0	12	0	0	4	4	20
07:30 AM	0	5	0	5	5	12	0	17	0	0	3	3	25
07:45 AM	0	0	0	0	4	11	0	15	0	0	3	3	18
Total	0	14	0	14	13	41	0	54	0	0	12	12	80
08:00 AM	0	5	0	5	5	11	0	16	0	0	2	2	23
08:15 AM	0	2	0	2	4	12	0	16	0	0	2	2	20
08:30 AM	0	5	0	5	7	16	0	23	0	0	1	1	29
08:45 AM	0	7	0	7	3	10	0	13	0	0	3	3	23
Total	0	19	0	19	19	49	0	68	0	0	8	8	95
*** BREAK ***													
04:00 PM	0	9	0	9	3	8	0	11	0	0	2	2	22
04:15 PM	0	8	0	8	3	3	0	6	0	0	2	2	16
04:30 PM	0	8	0	8	4	1	0	5	0	0	0	0	13
04:45 PM	0	9	0	9	3	7	0	10	0	0	1	1	20
Total	0	34	0	34	13	19	0	32	0	0	5	5	71
05:00 PM	0	9	0	9	2	2	0	4	0	0	3	3	16
05:15 PM	0	8	0	8	0	2	0	2	0	0	2	2	12
05:30 PM	0	6	0	6	0	3	0	3	0	0	4	4	13
05:45 PM	0	5	0	5	0	2	0	2	0	0	1	1	8
Total	0	28	0	28	2	9	0	11	0	0	10	10	49
Grand Total	0	95	0	95	47	118	0	165	0	0	35	35	295
Apprch %	0	100	0		28.5	71.5	0		0	0	100		
Total %	0	32.2	0	32.2	15.9	40	0	55.9	0	0	11.9	11.9	

Start Time	TAMPA ROAD Southbound				TAMPA ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	5	0	5	5	11	0	16	0	0	2	2	23
08:15 AM	0	2	0	2	4	12	0	16	0	0	2	2	20
08:30 AM	0	5	0	5	7	16	0	23	0	0	1	1	29
08:45 AM	0	7	0	7	3	10	0	13	0	0	3	3	23
Total Volume	0	19	0	19	19	49	0	68	0	0	8	8	95
% App. Total	0	100	0		27.9	72.1	0		0	0	100		
PHF	.000	.679	.000	.679	.679	.766	.000	.739	.000	.000	.667	.667	.819

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Tampa
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	TAMPA ROAD Southbound				TAMPA ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:00 AM			
+0 mins.	0	5	0	5	4	11	0	15	0	0	2	2
+15 mins.	0	2	0	2	5	11	0	16	0	0	4	4
+30 mins.	0	5	0	5	4	12	0	16	0	0	3	3
+45 mins.	0	7	0	7	7	16	0	23	0	0	3	3
Total Volume	0	19	0	19	20	50	0	70	0	0	12	12
% App. Total	0	100	0		28.6	71.4	0		0	0	100	
PHF	.000	.679	.000	.679	.714	.781	.000	.761	.000	.000	.750	.750

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	9	0	9	3	8	0	11	0	0	2	2	22
04:15 PM	0	8	0	8	3	3	0	6	0	0	2	2	16
04:30 PM	0	8	0	8	4	1	0	5	0	0	0	0	13
04:45 PM	0	9	0	9	3	7	0	10	0	0	1	1	20
Total Volume	0	34	0	34	13	19	0	32	0	0	5	5	71
% App. Total	0	100	0		40.6	59.4	0		0	0	100		
PHF	.000	.944	.000	.944	.813	.594	.000	.727	.000	.000	.625	.625	.807

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM			
+0 mins.	0	9	0	9	3	8	0	11	0	0	1	1
+15 mins.	0	8	0	8	3	3	0	6	0	0	3	3
+30 mins.	0	8	0	8	4	1	0	5	0	0	2	2
+45 mins.	0	9	0	9	3	7	0	10	0	0	4	4
Total Volume	0	34	0	34	13	19	0	32	0	0	10	10
% App. Total	0	100	0		40.6	59.4	0		0	0	100	
PHF	.000	.944	.000	.944	.813	.594	.000	.727	.000	.000	.625	.625

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Tampa
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 1

Groups Printed- UTurns

Start Time	TAMPA ROAD Southbound				TAMPA ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***													
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	2
*** BREAK ***													
Grand Total	0	0	0	0	3	0	0	3	0	0	0	0	3
Apprch %	0	0	0	0	100	0	0	100	0	0	0	0	100
Total %	0	0	0	0	100	0	0	100	0	0	0	0	100

Start Time	TAMPA ROAD Southbound				TAMPA ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Oldsmar/Pinellas
 Weather: Clear
 Comments:

File Name : SR580&Tampa
 Site Code : 19034
 Start Date : 8/27/2020
 Page No : 2

Start Time	TAMPA ROAD Southbound				TAMPA ROAD Northbound				SR 580 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	2
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0
% App. Total	0	0	0	0	100	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 8/27/20

Day: Thursday

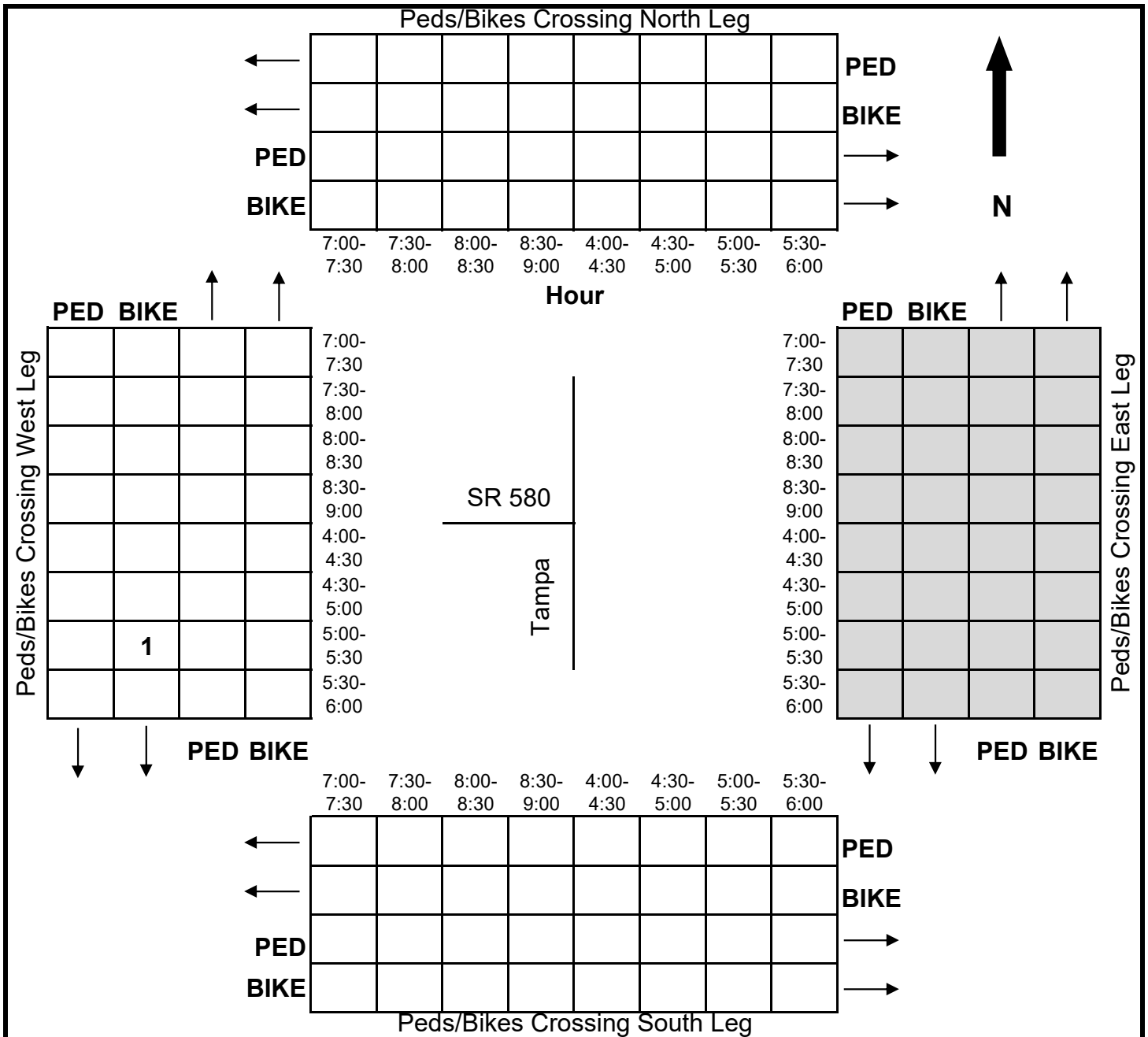
Count Times: 7-9am & 4-6pm

Weather: Clear

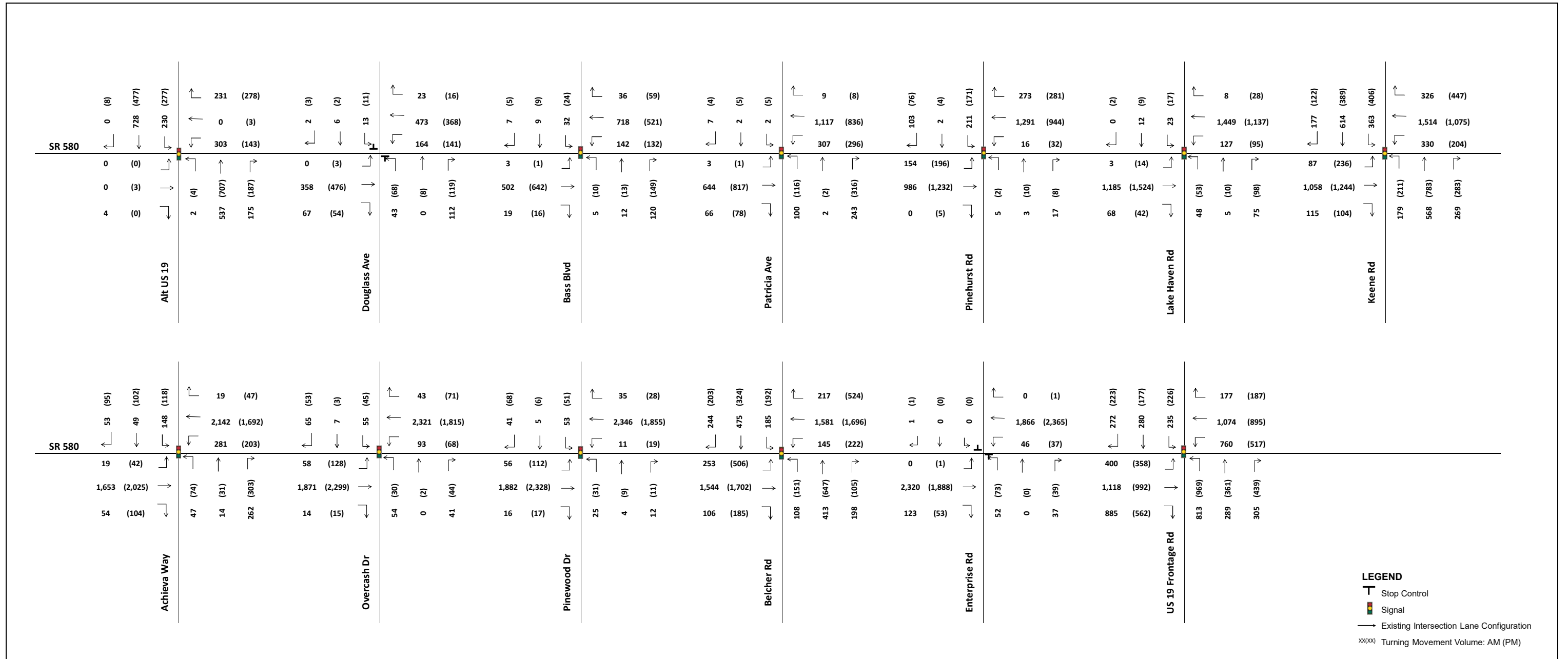
Intersection: SR 580 at Tampa Road

Comments: _____

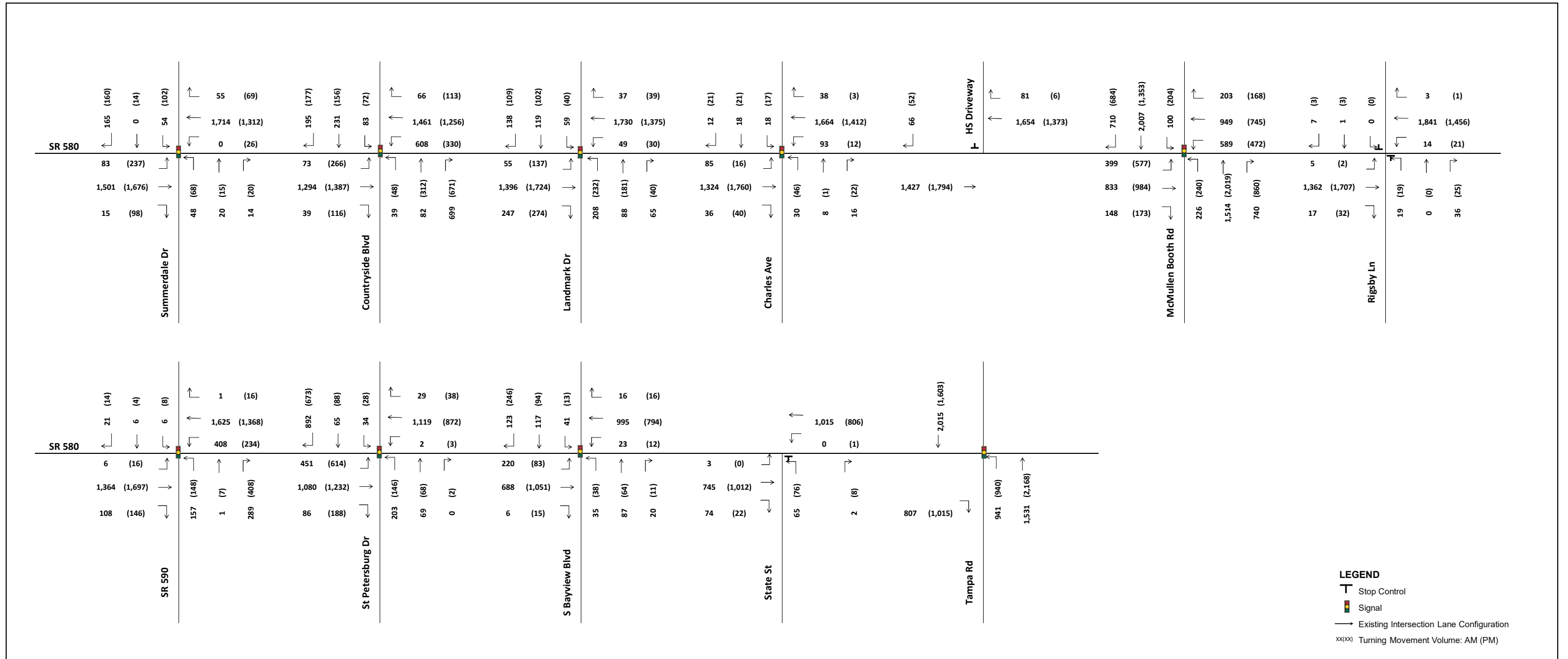
C - Children under 12; S - Seniors 65 or over; D - Physical Disability



APPENDIX B Existing Year (2020) Turning Movement Volumes



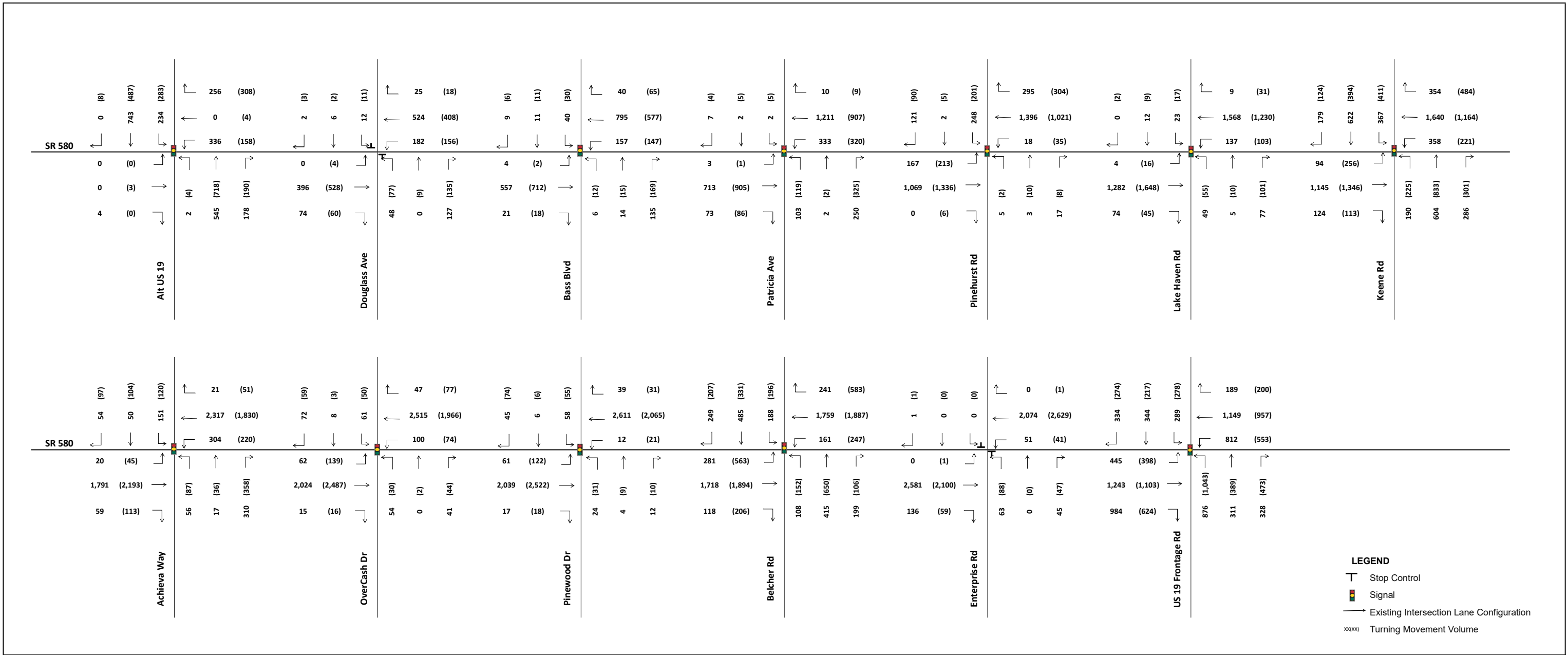
LEGEND
 T Stop Control
 Signal
 Existing Intersection Lane Configuration
 xx(xx) Turning Movement Volume: AM (PM)

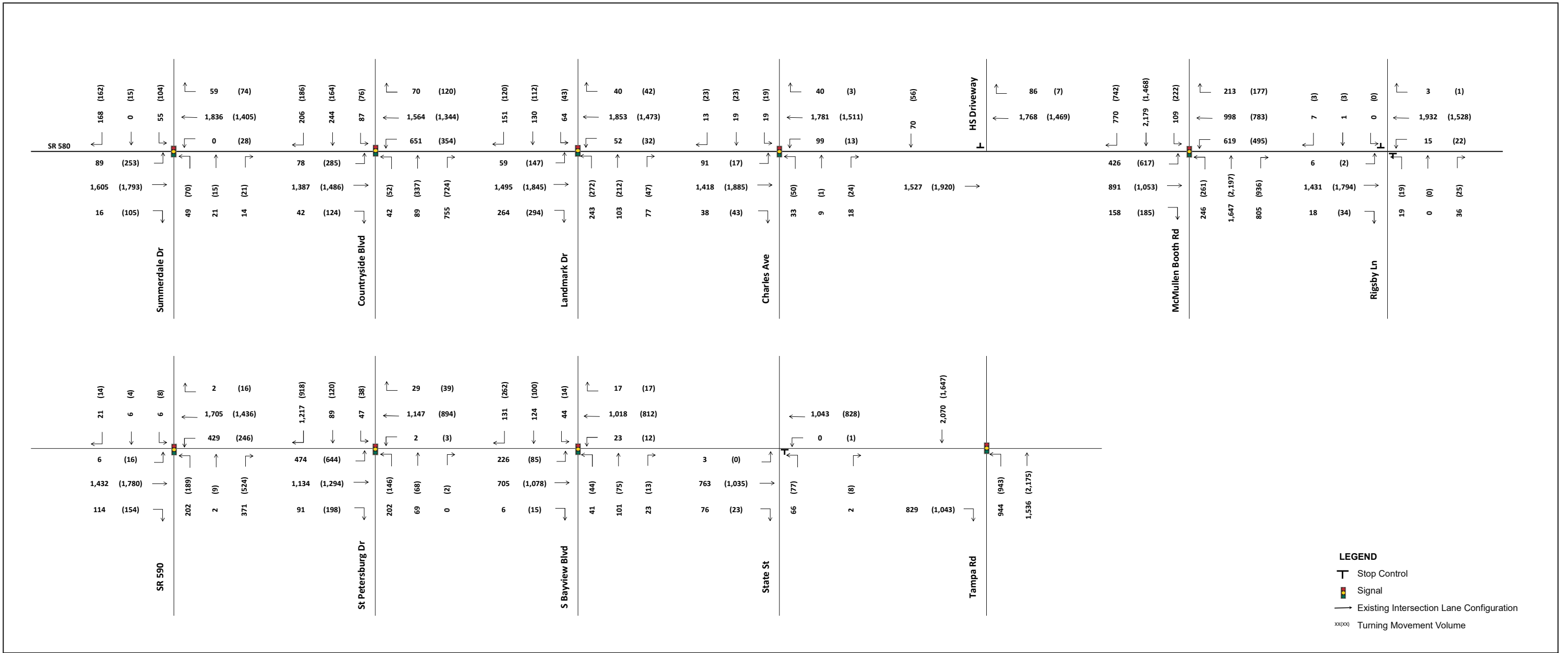


SR 580 Corridor Planning and Concept Development Study
Pinellas County, Florida

Existing 2020 AM and PM Peak Hour Traffic Volumes
Figure 2

APPENDIX C Future Year (2045) Turning Movement Volumes





SR 580 Corridor Planning and Concept Development Study
 Pinellas County, Florida

Future 2045 AM and PM Peak Hour Traffic Volumes
Figure 2

Roadway		2045 Peak Hour TMV for U-turn & Left-turn				
		AM		PM		
		U	L	U	L	
A	Alt US 19/Broadway	EB	-	-	-	-
		WB	2	334	-	158
		NB	2	-	1	3
		SB	-	234	-	283
B	Douglas Ave	EB	-	-	-	4
		WB	2	181	-	156
		NB	-	48	-	77
		SB	-	12	-	11
C	Bass Blvd	EB	-	4	-	2
		WB	-	157	1	145
		NB	-	6	-	12
		SB	-	40	-	30
D	Patricia Ave	EB	2	2	-	1
		WB	8	325	10	310
		NB	5	98	2	116
		SB	-	2	-	5
E	Pinehurst Rd/Crosley Dr	EB	4	162	7	205
		WB	-	18	3	32
		NB	-	5	-	2
		SB	-	248	-	201
F	Lake Haven Rd	EB	-	4	8	8
		WB	5	132	7	96
		NB	-	49	-	55
		SB	-	23	-	17
G	Keene Road	EB	4	91	7	249
		WB	-	358	1	220
		NB	2	188	-	225
		SB	-	367	-	411
H	Sunlight Dr/Achieva Way	EB	-	20	3	42
		WB	-	304	2	217
		NB	5	51	6	82
		SB	-	151	-	120
I	Overcash Dr	EB	33	30	13	125
		WB	4	96	8	65
		NB	-	54	1	29
		SB	-	61	-	50
J	King Arthur Ct/Pinewood Dr	EB	-	61	1	120
		WB	2	10	2	19
		NB	-	24	-	31
		SB	-	58	-	55
K	Belcher Road	EB	10	272	10	553
		WB	3	157	11	236
		NB	-	108	-	152
		SB	-	188	5	191
L	Enterprise Road	EB	-	-	-	1
		WB	3	48	7	34
		NB	-	63	-	88
		SB	-	-	-	-

Roadway			2045 Peak Hour TMV for U-turn & Left-turn			
			AM		PM	
			U	L	U	L
M	US 19 Frontage Roads	EB	6	439	5	393
		WB	-	812	-	553
		NB	84	791	96	947
		SB	103	186	44	234
N	Summerdale Dr	EB	-	89	3	250
		WB	-	-	-	28
		NB	-	49	-	70
		SB	-	55	-	104
O	Countryside Blvd	EB	-	78	3	282
		WB	-	651	1	352
		NB	-	42	-	52
		SB	-	87	-	76
P	Landmark Dr	EB	-	59	9	138
		WB	-	52	-	32
		NB	-	243	-	272
		SB	-	64	-	43
Q	Charles Ave	EB	1	89	7	11
		WB	65	34	8	5
		NB	-	33	-	50
		SB	-	19	-	19
R	School DW	EB	-	-	-	-
		WB	-	-	-	-
		SB	-	-	-	-
S	McMullen Booth Road	EB	7	420	3	615
		WB	3	616	1	494
		NB	17	229	16	245
		SB	-	109	2	220
T	Rigby Lane	EB	1	4	1	1
		WB	2	14	2	20
		NB	-	19	-	19
		SB	-	-	-	-
U	SR 590/2nd St	EB	-	6	-	16
		WB	-	429	-	246
		NB	2	200	4	186
		SB	-	6	-	8
V	Forest Lakes Blvd./St Petersburg Dr W	EB	-	474	1	643
		WB	-	2	-	3
		NB	-	202	-	146
		SB	-	47	-	38
W	S Bayview Blvd	EB	1	225	1	84
		WB	-	23	1	11
		NB	-	41	-	44
		SB	-	44	-	14
X	State Street	EB	3	-	-	-
		WB	-	-	1	-
		NB	-	66	-	77
Y	Tampa Rd	EB	-	-	-	-
		NB	-	944	1	942
		SB	-	-	-	-

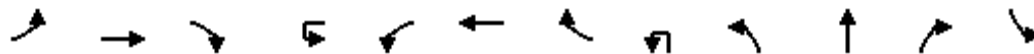
APPENDIX D LOS Year 2020 SYNCHRO Output

2020 AM Peak Hour Synchro Report

HCM Signalized Intersection Capacity Analysis

3: Alt 19 & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations		↕				↕	↕			↕	↕	↕
Traffic Volume (vph)	0	0	4	2	301	0	231	2	0	537	175	230
Future Volume (vph)	0	0	4	2	301	0	231	2	0	537	175	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.3				6.7	6.7			6.7	6.7	6.5
Lane Util. Factor		1.00				1.00	1.00			0.95	1.00	1.00
Frt		0.86				1.00	0.85			1.00	0.85	1.00
Flt Protected		1.00				0.95	1.00			1.00	1.00	0.95
Satd. Flow (prot)		1611				1770	1583			3539	1583	1770
Flt Permitted		1.00				0.76	1.00			0.95	1.00	0.29
Satd. Flow (perm)		1611				1407	1583			3370	1583	540
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	4	2	324	0	248	2	0	577	188	247
RTOR Reduction (vph)	0	3	0	0	0	0	180	0	0	0	129	0
Lane Group Flow (vph)	0	1	0	0	0	326	68	0	0	579	59	247
Turn Type		NA		Perm	Perm	NA	Perm	Perm		NA	Perm	pm+pt
Protected Phases		8				4				6		5
Permitted Phases	8			4	4		4	6	6		6	2
Actuated Green, G (s)		18.0				18.6	18.6			21.5	21.5	36.0
Effective Green, g (s)		18.0				18.6	18.6			21.5	21.5	36.0
Actuated g/C Ratio		0.26				0.27	0.27			0.32	0.32	0.53
Clearance Time (s)		7.3				6.7	6.7			6.7	6.7	6.5
Vehicle Extension (s)		3.0				3.0	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		426				384	432			1065	500	430
v/s Ratio Prot		0.00										0.07
v/s Ratio Perm						0.23	0.04			0.17	0.04	0.24
v/c Ratio		0.00				0.85	0.16			0.54	0.12	0.57
Uniform Delay, d1		18.4				23.4	18.7			19.2	16.5	9.7
Progression Factor		1.00				1.00	1.00			1.00	1.00	1.00
Incremental Delay, d2		0.0				15.9	0.2			2.0	0.5	1.9
Delay (s)		18.4				39.3	18.9			21.2	17.0	11.5
Level of Service		B				D	B			C	B	B
Approach Delay (s)		18.4				30.5				20.2		
Approach LOS		B				C				C		

Intersection Summary

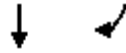
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	95.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Alt 19 & SR 580

02/11/2021




























Movement	SBT	SBR
Lane Configurations	⤴	
Traffic Volume (vph)	728	0
Future Volume (vph)	728	0
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.7	
Lane Util. Factor	1.00	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	1863	
Flt Permitted	1.00	
Satd. Flow (perm)	1863	
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	783	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	783	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	36.0	
Effective Green, g (s)	36.0	
Actuated g/C Ratio	0.53	
Clearance Time (s)	6.7	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	986	
v/s Ratio Prot	c0.42	
v/s Ratio Perm		
v/c Ratio	0.79	
Uniform Delay, d1	13.0	
Progression Factor	1.00	
Incremental Delay, d2	6.6	
Delay (s)	19.6	
Level of Service	B	
Approach Delay (s)	17.6	
Approach LOS	B	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

4: Main St/Bass Blvd & SR 580

02/11/2021

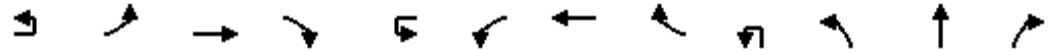
													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 				 		 		
Traffic Volume (vph)	3	502	19	142	718	36	5	12	120	32	9	7	
Future Volume (vph)	3	502	19	142	718	36	5	12	120	32	9	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	7.1	7.1		7.1	7.1			9.1	9.1	7.0	7.0		
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00	1.00	1.00		
Frt	1.00	0.99		1.00	0.99			1.00	0.85	1.00	0.93		
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00	0.95	1.00		
Satd. Flow (prot)	1593	3168		1593	3162			1654	1425	1593	1565		
Flt Permitted	0.95	1.00		0.95	1.00			0.99	1.00	0.95	1.00		
Satd. Flow (perm)	1593	3168		1593	3162			1654	1425	1593	1565		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	3	540	20	153	772	39	5	13	129	34	10	8	
RTOR Reduction (vph)	0	2	0	0	2	0	0	0	123	0	8	0	
Lane Group Flow (vph)	3	558	0	153	809	0	0	18	6	34	10	0	
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA		
Protected Phases	1	6		5	2		4	4		8	8		
Permitted Phases									4				
Actuated Green, G (s)	1.0	52.7		21.1	72.8			5.5	5.5	5.4	5.4		
Effective Green, g (s)	1.0	52.7		21.1	72.8			5.5	5.5	5.4	5.4		
Actuated g/C Ratio	0.01	0.46		0.18	0.63			0.05	0.05	0.05	0.05		
Clearance Time (s)	7.1	7.1		7.1	7.1			9.1	9.1	7.0	7.0		
Vehicle Extension (s)	1.0	1.0		1.0	1.0			1.0	1.0	1.0	1.0		
Lane Grp Cap (vph)	13	1451		292	2001			79	68	74	73		
v/s Ratio Prot	0.00	0.18		c0.10	c0.26			c0.01		c0.02	0.01		
v/s Ratio Perm									0.00				
v/c Ratio	0.23	0.38		0.52	0.40			0.23	0.09	0.46	0.14		
Uniform Delay, d1	56.6	20.5		42.4	10.4			52.7	52.4	53.4	52.6		
Progression Factor	1.00	1.00		1.21	0.76			1.00	1.00	1.00	1.00		
Incremental Delay, d2	3.3	0.8		0.7	0.5			0.5	0.2	1.6	0.3		
Delay (s)	59.9	21.3		52.1	8.4			53.2	52.6	55.0	52.9		
Level of Service	E	C		D	A			D	D	E	D		
Approach Delay (s)		21.5			15.4			52.7			54.3		
Approach LOS		C			B			D			D		
Intersection Summary													
HCM 2000 Control Delay			21.7									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.45										
Actuated Cycle Length (s)			115.0									Sum of lost time (s)	30.3
Intersection Capacity Utilization			53.8%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

13: Patricia Ave & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR		
Lane Configurations														
Traffic Volume (vph)	1	1	644	66	7	300	1117	9	5	96	2	243		
Future Volume (vph)	1	1	644	66	7	300	1117	9	5	96	2	243		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.9	6.9	6.9		6.9	6.9				6.7	6.7		
Lane Util. Factor		1.00	0.95	1.00		0.97	0.95				1.00	0.88		
Frt		1.00	1.00	0.85		1.00	1.00				1.00	0.85		
Flt Protected		0.95	1.00	1.00		0.95	1.00				0.95	1.00		
Satd. Flow (prot)		1770	3539	1583		3433	3535				1776	2787		
Flt Permitted		0.95	1.00	1.00		0.95	1.00				0.72	1.00		
Satd. Flow (perm)		1770	3539	1583		3433	3535				1344	2787		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Adj. Flow (vph)	1	1	692	71	8	323	1201	10	5	103	2	261		
RTOR Reduction (vph)	0	0	0	54	0	0	0	0	0	0	0	232		
Lane Group Flow (vph)	0	2	692	17	0	331	1211	0	0	0	110	29		
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA		Perm	Perm	NA	Perm		
Protected Phases	1	1	6		5	5	2				4			
Permitted Phases				6					4	4		4		
Actuated Green, G (s)		1.0	28.0	28.0		44.7	71.7				12.8	12.8		
Effective Green, g (s)		1.0	28.0	28.0		44.7	71.7				12.8	12.8		
Actuated g/C Ratio		0.01	0.24	0.24		0.39	0.62				0.11	0.11		
Clearance Time (s)		6.9	6.9	6.9		6.9	6.9				6.7	6.7		
Vehicle Extension (s)		1.0	1.0	1.0		1.0	1.0				1.0	1.0		
Lane Grp Cap (vph)		15	861	385		1334	2203				149	310		
v/s Ratio Prot		0.00	c0.20			0.10	c0.34							
v/s Ratio Perm				0.01							c0.08	0.01		
v/c Ratio		0.13	0.80	0.04		0.25	0.55				0.74	0.09		
Uniform Delay, d1		56.6	40.9	33.3		23.8	12.4				49.5	45.9		
Progression Factor		0.70	0.68	1.00		0.90	1.11				1.00	1.00		
Incremental Delay, d2		1.4	5.0	0.0		0.0	0.9				15.1	0.0		
Delay (s)		40.8	32.9	33.3		21.4	14.6				64.6	45.9		
Level of Service		D	C	C		C	B				E	D		
Approach Delay (s)			32.9				16.1				51.5			
Approach LOS			C				B				D			
Intersection Summary														
HCM 2000 Control Delay			25.8									HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio			0.66											
Actuated Cycle Length (s)			115.0								27.5		Sum of lost time (s)	
Intersection Capacity Utilization			64.8%										ICU Level of Service	C
Analysis Period (min)			15											

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

13: Patricia Ave & SR 580

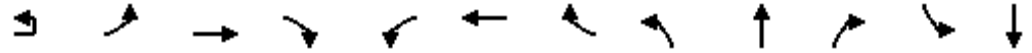
02/11/2021



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	2	2	7
Future Volume (vph)	2	2	7
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)		7.0	
Lane Util. Factor		1.00	
Frt		0.91	
Flt Protected		0.99	
Satd. Flow (prot)		1681	
Flt Permitted		0.96	
Satd. Flow (perm)		1629	
Peak-hour factor, PHF	0.93	0.93	0.93
Adj. Flow (vph)	2	2	8
RTOR Reduction (vph)	0	7	0
Lane Group Flow (vph)	0	5	0
Turn Type	Perm	NA	
Protected Phases		3 8	
Permitted Phases	3 8		
Actuated Green, G (s)		21.5	
Effective Green, g (s)		21.5	
Actuated g/C Ratio		0.19	
Clearance Time (s)			
Vehicle Extension (s)			
Lane Grp Cap (vph)		304	
v/s Ratio Prot			
v/s Ratio Perm		c0.00	
v/c Ratio		0.02	
Uniform Delay, d1		38.1	
Progression Factor		1.00	
Incremental Delay, d2		0.0	
Delay (s)		38.1	
Level of Service		D	
Approach Delay (s)		38.1	
Approach LOS		D	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis
 18: Crosley Dr/Pinehurst Rd & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↖	↕		↗	↕	↖		↖	↖	↗	↖
Traffic Volume (vph)	4	150	986	0	16	1291	273	5	3	17	211	2
Future Volume (vph)	4	150	986	0	16	1291	273	5	3	17	211	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2		6.8	7.2	7.2		7.4	7.4	7.5	7.5
Lane Util. Factor		1.00	0.95		1.00	0.95	1.00		1.00	1.00	0.95	0.95
Frt		1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00		0.95	1.00	1.00		0.97	1.00	0.95	0.95
Satd. Flow (prot)		1770	3539		1770	3539	1583		1806	1583	1681	1687
Flt Permitted		0.16	1.00		0.23	1.00	1.00		0.97	1.00	0.95	0.95
Satd. Flow (perm)		305	3539		428	3539	1583		1806	1583	1681	1687
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	161	1060	0	17	1388	294	5	3	18	227	2
RTOR Reduction (vph)	0	0	0	0	0	0	45	0	0	18	0	0
Lane Group Flow (vph)	0	165	1060	0	17	1388	249	0	8	0	113	116
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	1	6		5	2		4	4		8	8
Permitted Phases	6	6			2		2			4		
Actuated Green, G (s)		174.5	174.5		167.5	167.5	167.5		4.3	4.3	19.3	19.3
Effective Green, g (s)		174.5	174.5		167.5	167.5	167.5		4.3	4.3	19.3	19.3
Actuated g/C Ratio		0.76	0.76		0.73	0.73	0.73		0.02	0.02	0.08	0.08
Clearance Time (s)		7.2	7.2		6.8	7.2	7.2		7.4	7.4	7.5	7.5
Vehicle Extension (s)		1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0
Lane Grp Cap (vph)		292	2685		329	2577	1152		33	29	141	141
v/s Ratio Prot		c0.02	0.30		0.00	c0.39			c0.00		0.07	c0.07
v/s Ratio Perm		c0.40			0.04		0.16			0.00		
v/c Ratio		0.57	0.39		0.05	0.54	0.22		0.24	0.01	0.80	0.82
Uniform Delay, d1		26.3	9.6		9.9	14.0	10.1		111.2	110.8	103.5	103.7
Progression Factor		0.73	0.46		0.39	0.29	0.19		1.00	1.00	1.00	1.00
Incremental Delay, d2		1.4	0.0		0.0	0.8	0.4		1.4	0.1	25.6	29.3
Delay (s)		20.6	4.4		3.9	4.8	2.3		112.6	110.8	129.1	133.0
Level of Service		C	A		A	A	A		F	F	F	F
Approach Delay (s)			6.6			4.4			111.4			120.0
Approach LOS			A			A			F			F

Intersection Summary

HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	29.3
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 18: Crosley Dr/Pinehurst Rd & SR 580

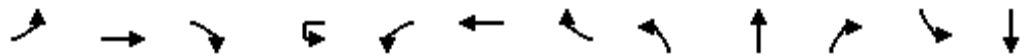
02/11/2021

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	103
Future Volume (vph)	103
Ideal Flow (vphpl)	1900
Total Lost time (s)	7.5
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	111
RTOR Reduction (vph)	102
Lane Group Flow (vph)	9
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	19.3
Effective Green, g (s)	19.3
Actuated g/C Ratio	0.08
Clearance Time (s)	7.5
Vehicle Extension (s)	1.0
Lane Grp Cap (vph)	132
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.07
Uniform Delay, d1	97.1
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	97.2
Level of Service	F
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

20: Lake Haven Rd & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↗	↑↑↑	↘		↖	↑↑↑			↑	↘	↗	↘
Traffic Volume (vph)	3	1185	68	5	122	1449	8	48	5	75	23	12
Future Volume (vph)	3	1185	68	5	122	1449	8	48	5	75	23	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8		6.8	6.8			8.0	8.0	8.0	8.0
Lane Util. Factor	1.00	0.91	1.00		1.00	0.91			1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85		1.00	1.00			1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00			0.96	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1583		1770	5081			1781	1583	1770	1863
Flt Permitted	0.15	1.00	1.00		0.20	1.00			0.74	1.00	0.72	1.00
Satd. Flow (perm)	273	5085	1583		378	5081			1370	1583	1341	1863
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	1274	73	5	131	1558	9	52	5	81	25	13
RTOR Reduction (vph)	0	0	9	0	0	0	0	0	0	76	0	0
Lane Group Flow (vph)	3	1274	64	0	136	1567	0	0	57	5	25	13
Turn Type	Perm	NA	Perm	Perm	Perm	NA		Perm	NA	Perm	Perm	NA
Protected Phases		6				2			4			8
Permitted Phases	6		6	2	2			4		4	8	
Actuated Green, G (s)	202.2	202.2	202.2		202.2	202.2			13.0	13.0	13.0	13.0
Effective Green, g (s)	202.2	202.2	202.2		202.2	202.2			13.0	13.0	13.0	13.0
Actuated g/C Ratio	0.88	0.88	0.88		0.88	0.88			0.06	0.06	0.06	0.06
Clearance Time (s)	6.8	6.8	6.8		6.8	6.8			8.0	8.0	8.0	8.0
Vehicle Extension (s)	1.0	1.0	1.0		1.0	1.0			1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	240	4470	1391		332	4466			77	89	75	105
v/s Ratio Prot		0.25				0.31						0.01
v/s Ratio Perm	0.01		0.04		c0.36				c0.04	0.00	0.02	
v/c Ratio	0.01	0.29	0.05		0.41	0.35			0.74	0.05	0.33	0.12
Uniform Delay, d1	1.7	2.2	1.8		2.6	2.4			106.8	102.7	104.3	103.1
Progression Factor	1.05	0.84	1.61		0.81	0.13			1.00	1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0	0.0		2.6	0.2			28.0	0.1	1.0	0.2
Delay (s)	1.8	1.9	2.8		4.7	0.5			134.8	102.8	105.3	103.3
Level of Service	A	A	A		A	A			F	F	F	F
Approach Delay (s)		2.0				0.8			116.0			104.6
Approach LOS		A				A			F			F

Intersection Summary

HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	14.8
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 20: Lake Haven Rd & SR 580

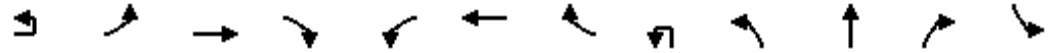
02/11/2021



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 23: Keene Rd/CR 1 & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	
Lane Configurations		↔↔	↔↔↔		↔↔	↔↔↔	↔		↔	↔↔	↔	↔	
Traffic Volume (vph)	3	84	1058	115	330	1514	326	2	177	568	269	363	
Future Volume (vph)	3	84	1058	115	330	1514	326	2	177	568	269	363	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		7.3	7.3		7.3	7.3	7.3		7.1	7.1	7.1	7.4	
Lane Util. Factor		0.97	0.91		0.97	0.91	1.00		1.00	0.95	1.00	0.91	
Frt		1.00	0.99		1.00	1.00	0.85		1.00	1.00	0.85	1.00	
Flt Protected		0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95	
Satd. Flow (prot)		3433	5010		3433	5085	1583		1770	3539	1583	1610	
Flt Permitted		0.95	1.00		0.95	1.00	1.00		0.95	1.00	1.00	0.95	
Satd. Flow (perm)		3433	5010		3433	5085	1583		1770	3539	1583	1610	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	3	90	1138	124	355	1628	351	2	190	611	289	390	
RTOR Reduction (vph)	0	0	5	0	0	0	52	0	0	0	112	0	
Lane Group Flow (vph)	0	93	1257	0	355	1628	299	0	192	611	177	339	
Turn Type	Prot	Prot	NA		Prot	NA	Perm	Split	Split	NA	Perm	Split	
Protected Phases	1	1	6		5	2		4	4	4		8	
Permitted Phases							2					4	
Actuated Green, G (s)		9.3	78.3		27.0	96.0	96.0		42.6	42.6	42.6	53.0	
Effective Green, g (s)		9.3	78.3		27.0	96.0	96.0		42.6	42.6	42.6	53.0	
Actuated g/C Ratio		0.04	0.34		0.12	0.42	0.42		0.19	0.19	0.19	0.23	
Clearance Time (s)		7.3	7.3		7.3	7.3	7.3		7.1	7.1	7.1	7.4	
Vehicle Extension (s)		1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0	
Lane Grp Cap (vph)		138	1705		403	2122	660		327	655	293	371	
v/s Ratio Prot		0.03	0.25		c0.10	c0.32			0.11	c0.17		c0.21	
v/s Ratio Perm							0.19					0.11	
v/c Ratio		0.67	0.74		0.88	0.77	0.45		0.59	0.93	0.61	0.91	
Uniform Delay, d1		108.9	66.8		99.9	57.4	48.1		85.7	92.3	86.0	86.3	
Progression Factor		1.00	0.71		0.74	0.63	0.48		1.00	1.00	1.00	1.00	
Incremental Delay, d2		9.5	2.8		16.3	2.2	1.8		1.7	20.1	2.4	25.9	
Delay (s)		118.8	50.3		89.9	38.5	24.9		87.4	112.3	88.4	112.1	
Level of Service		F	D		F	D	C		F	F	F	F	
Approach Delay (s)			55.0			44.3				101.6			
Approach LOS			E			D				F			
Intersection Summary													
HCM 2000 Control Delay			68.4									HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio			0.87										
Actuated Cycle Length (s)			230.0									Sum of lost time (s)	29.1
Intersection Capacity Utilization			91.7%									ICU Level of Service	F
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

23: Keene Rd/CR 1 & SR 580

02/11/2021



Movement	SBT	SBR
Lane Configurations	↔↑↑	↔↑
Traffic Volume (vph)	614	171
Future Volume (vph)	614	171
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.4	7.4
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3378	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3378	1583
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	660	184
RTOR Reduction (vph)	0	142
Lane Group Flow (vph)	711	42
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Actuated Green, G (s)	53.0	53.0
Effective Green, g (s)	53.0	53.0
Actuated g/C Ratio	0.23	0.23
Clearance Time (s)	7.4	7.4
Vehicle Extension (s)	1.0	1.0
Lane Grp Cap (vph)	778	364
v/s Ratio Prot	0.21	
v/s Ratio Perm		0.03
v/c Ratio	0.91	0.12
Uniform Delay, d1	86.3	70.0
Progression Factor	1.00	1.00
Incremental Delay, d2	14.9	0.1
Delay (s)	101.1	70.0
Level of Service	F	E
Approach Delay (s)	99.5	
Approach LOS	F	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

26: Achieva Way/Sunlight Dr & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↖	↑	↗	↖	↑
Traffic Volume (vph)	19	1653	54	281	2142	19	4	43	14	262	148	49
Future Volume (vph)	19	1653	54	281	2142	19	4	43	14	262	148	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.2	7.2		7.2	7.2			7.6	7.6	7.6	7.6	7.6
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00			1.00	1.00	0.85	1.00	0.92
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5061		1770	5079			1770	1863	1583	1770	1718
Flt Permitted	0.06	1.00		0.07	1.00			0.56	1.00	1.00	0.75	1.00
Satd. Flow (perm)	114	5061		137	5079			1045	1863	1583	1393	1718
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	20	1777	58	302	2303	20	4	46	15	282	159	53
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	245	0	18
Lane Group Flow (vph)	20	1834	0	302	2323	0	0	50	15	37	159	92
Turn Type	pm+pt	NA		pm+pt	NA		Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2				4			8
Permitted Phases	6			2			4	4		4	8	
Actuated Green, G (s)	146.2	142.0		185.4	174.0			29.8	29.8	29.8	29.8	29.8
Effective Green, g (s)	146.2	142.0		185.4	174.0			29.8	29.8	29.8	29.8	29.8
Actuated g/C Ratio	0.64	0.62		0.81	0.76			0.13	0.13	0.13	0.13	0.13
Clearance Time (s)	7.2	7.2		7.2	7.2			7.6	7.6	7.6	7.6	7.6
Vehicle Extension (s)	1.0	1.0		1.0	1.0			1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	102	3124		367	3842			135	241	205	180	222
v/s Ratio Prot	0.00	0.36		c0.13	0.46				0.01			0.05
v/s Ratio Perm	0.12			c0.53				0.05		0.02	c0.11	
v/c Ratio	0.20	0.59		0.82	0.60			0.37	0.06	0.18	0.88	0.41
Uniform Delay, d1	15.8	26.4		61.4	12.6			91.5	87.8	89.2	98.4	92.1
Progression Factor	0.29	0.29		0.76	1.03			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.5		10.7	0.6			0.6	0.0	0.2	35.4	0.5
Delay (s)	4.8	8.3		57.5	13.6			92.1	87.9	89.3	133.8	92.5
Level of Service	A	A		E	B			F	F	F	F	F
Approach Delay (s)		8.2			18.6				89.7			116.9
Approach LOS		A			B				F			F

Intersection Summary

HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 26: Achieva Way/Sunlight Dr & SR 580

02/11/2021



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	53
Future Volume (vph)	53
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	57
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

29: Overcash Dr & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↑↑↑			↖	↑↑↑	↗		↑	↗	
Traffic Volume (vph)	30	27	1871	14	4	89	2321	43	54	0	41	55
Future Volume (vph)	30	27	1871	14	4	89	2321	43	54	0	41	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2			7.2	7.2	7.2		7.6	7.6	
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00		1.00	1.00	
Frt		1.00	1.00			1.00	1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00	1.00		0.95	1.00	
Satd. Flow (prot)		1770	5080			1770	5085	1583		1770	1583	
Flt Permitted		0.04	1.00			0.07	1.00	1.00		0.68	1.00	
Satd. Flow (perm)		83	5080			139	5085	1583		1266	1583	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	32	29	2012	15	4	96	2496	46	58	0	44	59
RTOR Reduction (vph)	0	0	0	0	0	0	0	11	0	0	41	0
Lane Group Flow (vph)	0	61	2027	0	0	100	2496	35	0	58	3	0
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Perm	NA	Perm	Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases	6	6			2	2		2	4		4	8
Actuated Green, G (s)		184.5	184.5			177.1	177.1	177.1		15.1	15.1	
Effective Green, g (s)		184.5	184.5			177.1	177.1	177.1		15.1	15.1	
Actuated g/C Ratio		0.80	0.80			0.77	0.77	0.77		0.07	0.07	
Clearance Time (s)		7.2	7.2			7.2	7.2	7.2		7.6	7.6	
Vehicle Extension (s)		1.0	1.0			1.0	1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)		182	4075			166	3915	1218		83	103	
v/s Ratio Prot		0.02	c0.40			0.02	c0.49					
v/s Ratio Perm		0.24				0.44		0.02		0.05	0.00	
v/c Ratio		0.34	0.50			0.60	0.64	0.03		0.70	0.03	
Uniform Delay, d1		32.1	7.5			11.8	11.9	6.2		105.2	100.6	
Progression Factor		0.54	0.59			2.15	0.34	0.33		1.00	1.00	
Incremental Delay, d2		0.3	0.4			3.1	0.6	0.0		18.7	0.0	
Delay (s)		17.8	4.8			28.3	4.7	2.1		123.9	100.6	
Level of Service		B	A			C	A	A		F	F	
Approach Delay (s)			5.2				5.6			113.8		
Approach LOS			A				A			F		

Intersection Summary

HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 29: Overcash Dr & SR 580

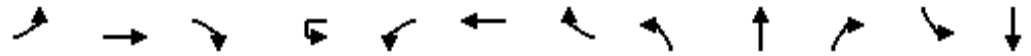
02/11/2021



Movement	SBT	SBR
Lane Configurations	↕	↗
Traffic Volume (vph)	7	65
Future Volume (vph)	7	65
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.6	7.6
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.96	1.00
Satd. Flow (prot)	1784	1583
Flt Permitted	0.71	1.00
Satd. Flow (perm)	1323	1583
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	8	70
RTOR Reduction (vph)	0	65
Lane Group Flow (vph)	67	5
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Actuated Green, G (s)	15.1	15.1
Effective Green, g (s)	15.1	15.1
Actuated g/C Ratio	0.07	0.07
Clearance Time (s)	7.6	7.6
Vehicle Extension (s)	1.0	1.0
Lane Grp Cap (vph)	86	103
v/s Ratio Prot		
v/s Ratio Perm	c0.05	0.00
v/c Ratio	0.78	0.04
Uniform Delay, d1	105.8	100.7
Progression Factor	1.00	1.00
Incremental Delay, d2	32.3	0.1
Delay (s)	138.1	100.8
Level of Service	F	F
Approach Delay (s)	119.0	
Approach LOS	F	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
 32: Pinewood Dr/King Arthur Ct & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑↑↑			↖	↑↑↑			↕			↗
Traffic Volume (vph)	56	1882	16	2	9	2346	35	25	4	12	53	5
Future Volume (vph)	56	1882	16	2	9	2346	35	25	4	12	53	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4			7.4	7.4			7.2			7.2
Lane Util. Factor	1.00	0.91			1.00	0.91			1.00			1.00
Frt	1.00	1.00			1.00	1.00			0.96			1.00
Flt Protected	0.95	1.00			0.95	1.00			0.97			0.96
Satd. Flow (prot)	1770	5079			1770	5074			1735			1781
Flt Permitted	0.95	1.00			0.95	1.00			0.78			0.71
Satd. Flow (perm)	1770	5079			1770	5074			1388			1325
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	60	2024	17	2	10	2523	38	27	4	13	57	5
RTOR Reduction (vph)	0	1	0	0	0	1	0	0	12	0	0	0
Lane Group Flow (vph)	60	2040	0	0	12	2560	0	0	32	0	0	62
Turn Type	Prot	NA		Prot	Prot	NA		Perm	NA		Perm	NA
Protected Phases	1	6		5	5	2			4			8
Permitted Phases								4			8	
Actuated Green, G (s)	10.7	83.5			1.4	74.2			8.1			8.1
Effective Green, g (s)	10.7	83.5			1.4	74.2			8.1			8.1
Actuated g/C Ratio	0.09	0.73			0.01	0.65			0.07			0.07
Clearance Time (s)	7.4	7.4			7.4	7.4			7.2			7.2
Vehicle Extension (s)	1.0	1.0			1.0	1.0			1.0			1.0
Lane Grp Cap (vph)	164	3687			21	3273			97			93
v/s Ratio Prot	0.03	c0.40			0.01	c0.50						
v/s Ratio Perm									0.02			c0.05
v/c Ratio	0.37	0.55			0.57	0.78			0.33			0.67
Uniform Delay, d1	49.0	7.2			56.5	14.6			50.9			52.1
Progression Factor	0.94	1.30			1.43	0.50			1.00			1.00
Incremental Delay, d2	0.4	0.5			16.1	1.4			0.7			13.1
Delay (s)	46.6	9.9			96.9	8.7			51.6			65.2
Level of Service	D	A			F	A			D			E
Approach Delay (s)		11.0				9.1			51.6			58.8
Approach LOS		B				A			D			E

Intersection Summary

HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 32: Pinewood Dr/King Arthur Ct & SR 580

02/11/2021

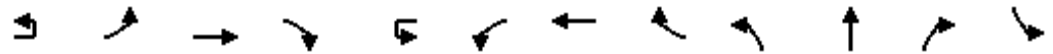


Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	41
Future Volume (vph)	41
Ideal Flow (vphpl)	1900
Total Lost time (s)	7.2
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	44
RTOR Reduction (vph)	41
Lane Group Flow (vph)	3
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	8.1
Effective Green, g (s)	8.1
Actuated g/C Ratio	0.07
Clearance Time (s)	7.2
Vehicle Extension (s)	1.0
Lane Grp Cap (vph)	111
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.03
Uniform Delay, d1	49.8
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	49.8
Level of Service	D
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

35: Belcher Rd & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↘↘	↑↑↑	↗		↘↘	↑↑↑	↗	↘	↑↑	↗	↘
Traffic Volume (vph)	9	244	1544	106	3	142	1581	217	108	413	198	185
Future Volume (vph)	9	244	1544	106	3	142	1581	217	108	413	198	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	7.4	7.4		7.4	7.4	7.4	7.4	7.4	7.4	7.4
Lane Util. Factor		0.97	0.91	1.00		0.97	0.91	1.00	1.00	0.95	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)		3433	5085	1583		3433	5085	1583	1770	3539	1583	1770
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)		3433	5085	1583		3433	5085	1583	1770	3539	1583	1770
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	10	262	1660	114	3	153	1700	233	116	444	213	199
RTOR Reduction (vph)	0	0	0	68	0	0	0	144	0	0	182	0
Lane Group Flow (vph)	0	272	1660	46	0	156	1700	89	116	444	31	199
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot
Protected Phases	1	1	6		5	5	2		7	4		3
Permitted Phases				6				2			4	
Actuated Green, G (s)		10.5	46.8	46.8		7.6	43.9	43.9	9.7	16.7	16.7	14.3
Effective Green, g (s)		10.5	46.8	46.8		7.6	43.9	43.9	9.7	16.7	16.7	14.3
Actuated g/C Ratio		0.09	0.41	0.41		0.07	0.38	0.38	0.08	0.15	0.15	0.12
Clearance Time (s)		7.4	7.4	7.4		7.4	7.4	7.4	7.4	7.4	7.4	7.4
Vehicle Extension (s)		1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)		313	2069	644		226	1941	604	149	513	229	220
v/s Ratio Prot		0.08	c0.33			0.05	c0.33		0.07	c0.13		0.11
v/s Ratio Perm				0.03				0.06			0.02	
v/c Ratio		0.87	0.80	0.07		0.69	0.88	0.15	0.78	0.87	0.14	0.90
Uniform Delay, d1		51.6	30.0	20.8		52.5	33.0	23.3	51.6	48.1	42.9	49.7
Progression Factor		0.99	0.95	1.00		0.78	0.84	0.75	1.00	1.00	1.00	1.00
Incremental Delay, d2		19.1	3.0	0.2		3.6	3.1	0.3	20.4	13.8	0.1	35.0
Delay (s)		70.1	31.5	21.0		44.4	30.7	17.7	72.0	61.8	43.0	84.7
Level of Service		E	C	C		D	C	B	E	E	D	F
Approach Delay (s)			36.0			30.2			58.1			
Approach LOS			D			C			E			

Intersection Summary

HCM 2000 Control Delay	39.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

35: Belcher Rd & SR 580

02/11/2021

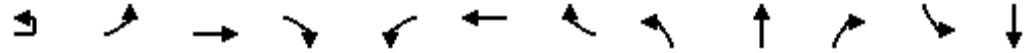


Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	475	244
Future Volume (vph)	475	244
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.4	7.4
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1583
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	511	262
RTOR Reduction (vph)	0	205
Lane Group Flow (vph)	511	57
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Actuated Green, G (s)	21.3	21.3
Effective Green, g (s)	21.3	21.3
Actuated g/C Ratio	0.19	0.19
Clearance Time (s)	7.4	7.4
Vehicle Extension (s)	1.0	1.0
Lane Grp Cap (vph)	655	293
v/s Ratio Prot	c0.14	
v/s Ratio Perm		0.04
v/c Ratio	0.78	0.19
Uniform Delay, d1	44.6	39.6
Progression Factor	1.00	1.00
Incremental Delay, d2	5.5	0.1
Delay (s)	50.2	39.7
Level of Service	D	D
Approach Delay (s)	54.4	
Approach LOS	D	

Intersection Summary

HCM Signalized Intersection Capacity Analysis
 38: US 19 Frontage & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔↔	↔↔↔		↔↔	↔↔↔		↔	↔↔	↔	↔	↔↔
Traffic Volume (vph)	6	395	1118	885	760	1074	177	735	289	305	151	280
Future Volume (vph)	6	395	1118	885	760	1074	177	735	289	305	151	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		10.5	10.5		10.5	10.5		10.1	10.1	10.1	10.1	10.1
Lane Util. Factor		0.97	0.91		0.97	0.91		0.91	0.91	1.00	0.91	0.91
Frt		1.00	0.93		1.00	0.98		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00		0.95	1.00		0.95	0.97	1.00	0.95	1.00
Satd. Flow (prot)		3433	4748		3433	4978		1610	3298	1583	1610	3382
Flt Permitted		0.95	1.00		0.95	1.00		0.95	0.97	1.00	0.95	1.00
Satd. Flow (perm)		3433	4748		3433	4978		1610	3298	1583	1610	3382
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	6	425	1202	952	817	1155	190	790	311	328	162	301
RTOR Reduction (vph)	0	0	62	0	0	10	0	0	0	146	0	0
Lane Group Flow (vph)	0	431	2092	0	817	1335	0	395	706	182	146	317
Turn Type	Prot	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	1	1	6		5	2		4	4		8	8
Permitted Phases										4		
Actuated Green, G (s)		38.8	80.5		42.5	84.2		45.9	45.9	45.9	19.9	19.9
Effective Green, g (s)		38.8	80.5		42.5	84.2		45.9	45.9	45.9	19.9	19.9
Actuated g/C Ratio		0.17	0.35		0.18	0.37		0.20	0.20	0.20	0.09	0.09
Clearance Time (s)		10.5	10.5		10.5	10.5		10.1	10.1	10.1	10.1	10.1
Vehicle Extension (s)		1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)		579	1661		634	1822		321	658	315	139	292
v/s Ratio Prot		0.13	c0.44		c0.24	0.27		c0.25	0.21		0.09	c0.09
v/s Ratio Perm										0.11		
v/c Ratio		0.74	1.55dr		1.29	0.73		1.23	1.18dl	0.58	1.05	1.09
Uniform Delay, d1		90.9	74.8		93.8	63.2		92.0	92.0	83.3	105.0	105.0
Progression Factor		0.83	0.79		0.80	0.96		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		3.7	120.8		140.2	2.3		128.0	56.3	1.6	90.4	77.4
Delay (s)		79.2	179.7		215.2	62.7		220.0	148.3	84.8	195.4	182.5
Level of Service		E	F		F	E		F	F	F	F	F
Approach Delay (s)			162.9			120.3			153.6			153.2
Approach LOS			F			F			F			F

Intersection Summary

HCM 2000 Control Delay	146.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	41.2
Intersection Capacity Utilization	125.9%	ICU Level of Service	H
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 38: US 19 Frontage & SR 580

02/11/2021



Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	272
Future Volume (vph)	272
Ideal Flow (vphpl)	1900
Total Lost time (s)	10.1
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	292
RTOR Reduction (vph)	237
Lane Group Flow (vph)	55
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	19.9
Effective Green, g (s)	19.9
Actuated g/C Ratio	0.09
Clearance Time (s)	10.1
Vehicle Extension (s)	1.0
Lane Grp Cap (vph)	136
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.41
Uniform Delay, d1	99.5
Progression Factor	1.00
Incremental Delay, d2	0.7
Delay (s)	100.2
Level of Service	F
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

41: Summerdale Dr & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑		↖	↑		↗	↑	
Traffic Volume (vph)	83	1501	15	0	1714	55	48	20	14	54	0	165
Future Volume (vph)	83	1501	15	0	1714	55	48	20	14	54	0	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	7.0			7.0		7.5	7.5		7.5	7.5	
Lane Util. Factor	1.00	0.91			0.91		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	0.94		1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5078			5062		1770	1749		1770	1583	
Flt Permitted	0.08	1.00			1.00		0.42	1.00		0.73	1.00	
Satd. Flow (perm)	146	5078			5062		784	1749		1365	1583	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	89	1614	16	0	1843	59	52	22	15	58	0	177
RTOR Reduction (vph)	0	0	0	0	2	0	0	14	0	0	162	0
Lane Group Flow (vph)	89	1630	0	0	1900	0	52	23	0	58	15	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	91.0	91.0			79.6		9.5	9.5		9.5	9.5	
Effective Green, g (s)	91.0	91.0			79.6		9.5	9.5		9.5	9.5	
Actuated g/C Ratio	0.79	0.79			0.69		0.08	0.08		0.08	0.08	
Clearance Time (s)	6.8	7.0			7.0		7.5	7.5		7.5	7.5	
Vehicle Extension (s)	1.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	180	4018			3503		64	144		112	130	
v/s Ratio Prot	0.02	c0.32			c0.38			0.01			0.01	
v/s Ratio Perm	0.37						c0.07			0.04		
v/c Ratio	0.49	0.41			0.54		0.81	0.16		0.52	0.11	
Uniform Delay, d1	6.5	3.7			8.7		51.9	49.0		50.6	48.8	
Progression Factor	4.78	0.37			1.21		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.0			0.5		50.3	0.2		1.7	0.1	
Delay (s)	31.3	1.4			11.1		102.1	49.2		52.2	49.0	
Level of Service	C	A			B		F	D		D	D	
Approach Delay (s)		2.9			11.1			80.1			49.8	
Approach LOS		A			B			F			D	

Intersection Summary

HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	21.4
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

44: Countryside Blvd & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕↕↕		↗	↕↕↕		↗	↕↕	↗	↗	↕↕	↗
Traffic Volume (vph)	73	1294	39	608	1461	66	39	82	699	83	231	195
Future Volume (vph)	73	1294	39	608	1461	66	39	82	699	83	231	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	7.2		7.0	7.2		6.9	7.3	7.3	6.7	7.3	7.3
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5063		1770	5052		1770	3539	1583	1770	3539	1583
Flt Permitted	0.14	1.00		0.06	1.00		0.48	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	260	5063		109	5052		902	3539	1583	1255	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	78	1391	42	654	1571	71	42	88	752	89	248	210
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	532	0	0	124
Lane Group Flow (vph)	78	1432	0	654	1640	0	42	88	220	89	248	86
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	81.2	80.9		148.5	148.5		39.1	35.0	35.0	41.7	36.2	36.2
Effective Green, g (s)	81.2	80.9		148.5	148.5		39.1	35.0	35.0	41.7	36.2	36.2
Actuated g/C Ratio	0.35	0.35		0.65	0.65		0.17	0.15	0.15	0.18	0.16	0.16
Clearance Time (s)	6.9	7.2		7.0	7.2		6.9	7.3	7.3	6.7	7.3	7.3
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	176	1780		651	3261		168	538	240	239	557	249
v/s Ratio Prot	0.02	c0.28		c0.35	0.32		0.00	0.02		c0.01	0.07	
v/s Ratio Perm	0.13			c0.30			0.04		c0.14	0.06		0.05
v/c Ratio	0.44	0.80		1.00	0.50		0.25	0.16	0.92	0.37	0.45	0.35
Uniform Delay, d1	68.8	67.4		68.6	21.4		81.9	84.8	96.1	82.0	87.8	86.4
Progression Factor	0.73	0.70		0.94	1.01		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	3.7		31.5	0.4		0.3	0.1	35.8	0.4	0.2	0.3
Delay (s)	51.1	50.6		96.2	22.1		82.2	84.8	131.9	82.3	88.0	86.7
Level of Service	D	D		F	C		F	F	F	F	F	F
Approach Delay (s)		50.6			43.2			124.8			86.6	
Approach LOS		D			D			F			F	

Intersection Summary

HCM 2000 Control Delay	63.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	28.4
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

47: Landmark Dr & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↗	↑↑↑		↗	↑↑		↗	↑↑	
Traffic Volume (vph)	55	1396	247	49	1730	37	208	88	65	59	119	138
Future Volume (vph)	55	1396	247	49	1730	37	208	88	65	59	119	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9		6.9	6.9		6.2	6.8		6.2	6.8	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	1.00		1.00	0.94		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	4970		1770	5069		1770	3314		1770	3255	
Flt Permitted	0.07	1.00		0.10	1.00		0.27	1.00		0.65	1.00	
Satd. Flow (perm)	133	4970		180	5069		499	3314		1206	3255	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	59	1501	266	53	1860	40	224	95	70	63	128	148
RTOR Reduction (vph)	0	18	0	0	1	0	0	59	0	0	122	0
Lane Group Flow (vph)	59	1749	0	53	1899	0	224	106	0	63	154	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	61.0	61.0		60.3	60.3		29.3	18.5		14.4	9.8	
Effective Green, g (s)	61.0	61.0		60.3	60.3		29.3	18.5		14.4	9.8	
Actuated g/C Ratio	0.53	0.53		0.52	0.52		0.25	0.16		0.13	0.09	
Clearance Time (s)	6.9	6.9		6.9	6.9		6.2	6.8		6.2	6.8	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lane Grp Cap (vph)	138	2636		151	2657		274	533		173	277	
v/s Ratio Prot	0.02	c0.35		0.01	c0.37		c0.09	0.03		0.01	0.05	
v/s Ratio Perm	0.21			0.17			c0.11			0.03		
v/c Ratio	0.43	0.66		0.35	0.71		0.82	0.20		0.36	0.56	
Uniform Delay, d1	19.4	19.6		25.0	20.8		37.0	41.8		45.6	50.5	
Progression Factor	1.59	0.88		0.64	0.61		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.8		0.5	1.5		16.2	0.1		0.5	1.4	
Delay (s)	31.2	17.9		16.4	14.2		53.1	41.9		46.1	51.9	
Level of Service	C	B		B	B		D	D		D	D	
Approach Delay (s)		18.3			14.3			48.4			50.8	
Approach LOS		B			B			D			D	

Intersection Summary

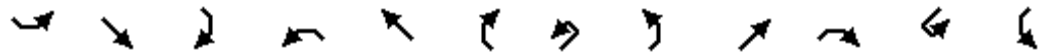
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	26.8
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

51: SR 580 & Charles Ave

02/11/2021



Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations		↕	↕		↕			↕	↕↕↕			↕
Traffic Volume (vph)	18	18	12	30	8	16	1	83	1324	36	61	32
Future Volume (vph)	18	18	12	30	8	16	1	83	1324	36	61	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.6	7.6		7.6			6.9	6.9			7.1
Lane Util. Factor		1.00	1.00		1.00			1.00	0.91			1.00
Frt		1.00	0.85		0.96			1.00	1.00			1.00
Flt Protected		0.98	1.00		0.97			0.95	1.00			0.95
Satd. Flow (prot)		1817	1583		1741			1770	5065			1770
Flt Permitted		0.81	1.00		0.81			0.11	1.00			0.13
Satd. Flow (perm)		1512	1583		1445			211	5065			234
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	19	19	13	32	9	17	1	89	1424	39	66	34
RTOR Reduction (vph)	0	0	12	0	15	0	0	0	2	0	0	0
Lane Group Flow (vph)	0	38	1	0	43	0	0	90	1461	0	0	100
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases		8			4		1	1	6		5	5
Permitted Phases	8		8	4			6	6			2	2
Actuated Green, G (s)		8.6	8.6		8.6			75.7	75.7			75.3
Effective Green, g (s)		8.6	8.6		8.6			75.7	75.7			75.3
Actuated g/C Ratio		0.07	0.07		0.07			0.66	0.66			0.65
Clearance Time (s)		7.6	7.6		7.6			6.9	6.9			7.1
Vehicle Extension (s)		4.0	4.0		4.0			4.0	5.0			4.0
Lane Grp Cap (vph)		113	118		108			270	3334			274
v/s Ratio Prot								0.03	c0.29			0.03
v/s Ratio Perm		0.03	0.00		c0.03			0.19				0.21
v/c Ratio		0.34	0.01		0.40			0.33	0.44			0.36
Uniform Delay, d1		50.5	49.3		50.7			11.9	9.4			9.1
Progression Factor		1.00	1.00		1.00			0.32	0.26			1.16
Incremental Delay, d2		2.4	0.0		3.3			0.8	0.3			0.7
Delay (s)		52.9	49.3		54.0			4.6	2.8			11.2
Level of Service		D	D		D			A	A			B
Approach Delay (s)		52.0			54.0				2.9			
Approach LOS		D			D				A			

Intersection Summary

HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	21.6
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

51: SR 580 & Charles Ave

02/11/2021



Movement	SWT	SWR
Lane Configurations	↑↑↑	↔
Traffic Volume (vph)	1664	38
Future Volume (vph)	1664	38
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.9	
Lane Util. Factor	0.91	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5068	
Flt Permitted	1.00	
Satd. Flow (perm)	5068	
Peak-hour factor, PHF	0.93	0.93
Adj. Flow (vph)	1789	41
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	1829	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	75.3	
Effective Green, g (s)	75.3	
Actuated g/C Ratio	0.65	
Clearance Time (s)	6.9	
Vehicle Extension (s)	5.0	
Lane Grp Cap (vph)	3318	
v/s Ratio Prot	c0.36	
v/s Ratio Perm		
v/c Ratio	0.55	
Uniform Delay, d1	10.7	
Progression Factor	0.50	
Incremental Delay, d2	0.4	
Delay (s)	5.8	
Level of Service	A	
Approach Delay (s)	6.0	
Approach LOS	A	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

54: SR 580 & McMullen Booth Rd

02/11/2021

Movement	NBU	NBL	NBT	NBR	SBL	SBT	SBR	NEU	NEL	NET	NER	SWU
Lane Configurations												
Traffic Volume (vph)	16	211	1514	740	100	2007	710	6	392	833	148	3
Future Volume (vph)	16	211	1514	740	100	2007	710	6	392	833	148	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		9.8	9.8	9.8	9.8	9.8	9.8		9.8	9.8	9.8	
Lane Util. Factor		0.97	0.91	1.00	0.97	0.91	1.00		0.97	0.91	1.00	
Frt		1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		3433	5085	1583	3433	5085	1583		3433	5085	1583	
Flt Permitted		0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	
Satd. Flow (perm)		3433	5085	1583	3433	5085	1583		3433	5085	1583	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	17	227	1628	796	108	2158	763	6	422	896	159	3
RTOR Reduction (vph)	0	0	0	178	0	0	166	0	0	0	111	0
Lane Group Flow (vph)	0	244	1628	618	108	2158	597	0	428	896	48	0
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	1	1	6		5	2		3	3	8		7
Permitted Phases				6			2					8
Actuated Green, G (s)		15.2	89.0	89.0	7.6	81.4	81.4		38.2	69.0	69.0	
Effective Green, g (s)		15.2	89.0	89.0	7.6	81.4	81.4		38.2	69.0	69.0	
Actuated g/C Ratio		0.07	0.39	0.39	0.03	0.35	0.35		0.17	0.30	0.30	
Clearance Time (s)		9.8	9.8	9.8	9.8	9.8	9.8		9.8	9.8	9.8	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)		226	1967	612	113	1799	560		570	1525	474	
v/s Ratio Prot		0.07	0.32		0.03	c0.42			c0.12	0.18		
v/s Ratio Perm				c0.39			0.38					0.03
v/c Ratio		1.08	0.83	1.01	0.96	1.20	1.07		0.75	0.59	0.10	
Uniform Delay, d1		107.4	63.6	70.5	111.0	74.3	74.3		91.4	68.4	58.1	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00		0.71	0.65	2.15	
Incremental Delay, d2		82.7	4.2	38.7	70.1	95.5	56.8		5.1	0.5	0.1	
Delay (s)		190.1	67.8	109.2	181.1	169.8	131.1		69.8	44.8	125.2	
Level of Service		F	E	F	F	F	F		E	D	F	
Approach Delay (s)			91.3			160.4				60.6		
Approach LOS			F			F				E		
Intersection Summary												
HCM 2000 Control Delay			131.6									F
HCM 2000 Volume to Capacity ratio			1.10									
Actuated Cycle Length (s)			230.0							39.2		
Intersection Capacity Utilization			115.6%									H
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

54: SR 580 & McMullen Booth Rd

02/11/2021



Movement	SWL	SWT	SWR
Lane Configurations			
Traffic Volume (vph)	587	949	203
Future Volume (vph)	587	949	203
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	9.8	9.8	9.8
Lane Util. Factor	0.97	0.91	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583
Peak-hour factor, PHF	0.93	0.93	0.93
Adj. Flow (vph)	631	1020	218
RTOR Reduction (vph)	0	0	130
Lane Group Flow (vph)	634	1020	88
Turn Type	Prot	NA	Perm
Protected Phases	7	4	
Permitted Phases			4
Actuated Green, G (s)	25.2	56.0	56.0
Effective Green, g (s)	25.2	56.0	56.0
Actuated g/C Ratio	0.11	0.24	0.24
Clearance Time (s)	9.8	9.8	9.8
Vehicle Extension (s)	4.0	3.0	3.0
Lane Grp Cap (vph)	376	1238	385
v/s Ratio Prot	c0.18	c0.20	
v/s Ratio Perm			0.06
v/c Ratio	1.69	0.82	0.23
Uniform Delay, d1	102.4	82.3	69.7
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	320.1	4.6	0.3
Delay (s)	422.5	86.9	70.0
Level of Service	F	F	E
Approach Delay (s)		198.6	
Approach LOS		F	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis
 57: SR 580 & St Petersburg Dr/Forest Lakes Blvd

02/11/2021



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕	↕		↕		↕	↕↕	↕	↕	↕↕	↕
Traffic Volume (vph)	34	65	892	203	69	0	451	1080	86	2	1119	29
Future Volume (vph)	34	65	892	203	69	0	451	1080	86	2	1119	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2		7.2		6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00		0.96		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1831	1583		1796		1770	3539	1583	1770	3539	1583
Flt Permitted		0.82	1.00		0.71		0.07	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1534	1583		1327		127	3539	1583	1770	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	37	70	959	218	74	0	485	1161	92	2	1203	31
RTOR Reduction (vph)	0	0	234	0	0	0	0	0	39	0	0	21
Lane Group Flow (vph)	0	107	725	0	292	0	485	1161	53	2	1203	10
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5		2
Permitted Phases	8		8	4			6		6			2
Actuated Green, G (s)		53.8	53.8		53.8		87.6	79.7	79.7	1.0	51.6	51.6
Effective Green, g (s)		53.8	53.8		53.8		87.6	79.7	79.7	1.0	51.6	51.6
Actuated g/C Ratio		0.35	0.35		0.35		0.56	0.51	0.51	0.01	0.33	0.33
Clearance Time (s)		7.2	7.2		7.2		6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0	3.0		3.0		4.0	4.0	4.0	3.0	5.0	5.0
Lane Grp Cap (vph)		530	547		459		379	1813	811	11	1174	525
v/s Ratio Prot							c0.24	0.33		0.00	0.34	
v/s Ratio Perm		0.07	c0.46		0.22		c0.48		0.03			0.01
v/c Ratio		0.20	1.33		0.64		1.28	0.64	0.06	0.18	1.02	0.02
Uniform Delay, d1		35.8	50.9		42.6		52.5	27.5	19.1	76.8	52.0	34.9
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.2	158.7		2.9		144.8	1.7	0.2	7.8	32.7	0.1
Delay (s)		35.9	209.5		45.5		197.3	29.3	19.3	84.7	84.7	35.0
Level of Service		D	F		D		F	C	B	F	F	D
Approach Delay (s)		192.1			45.5			75.6			83.4	
Approach LOS		F			D			E			F	

Intersection Summary

HCM 2000 Control Delay	104.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	155.5	Sum of lost time (s)	21.0
Intersection Capacity Utilization	118.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

59: SR 590/2nd St & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↘			↖	↗		↖
Traffic Volume (vph)	6	1364	108	408	1625	1	1	156	1	289	6	6
Future Volume (vph)	6	1364	108	408	1625	1	1	156	1	289	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	6.9	6.9	6.9				8.3	8.3		8.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95				1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00				1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00				0.95	1.00		0.98
Satd. Flow (prot)	1770	3539	1583	1770	3539				1775	1583		1817
Flt Permitted	0.95	1.00	1.00	0.95	1.00				0.72	1.00		0.82
Satd. Flow (perm)	1770	3539	1583	1770	3539				1340	1583		1519
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	6	1467	116	439	1747	1	1	168	1	311	6	6
RTOR Reduction (vph)	0	0	65	0	0	0	0	0	0	268	0	0
Lane Group Flow (vph)	6	1467	51	439	1748	0	0	0	170	43	0	12
Turn Type	Prot	NA	Perm	Prot	NA		Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2				4			8
Permitted Phases			6				4	4		4	8	
Actuated Green, G (s)	1.4	55.4	55.4	30.1	84.1				17.2	17.2		17.2
Effective Green, g (s)	1.4	55.4	55.4	30.1	84.1				17.2	17.2		17.2
Actuated g/C Ratio	0.01	0.44	0.44	0.24	0.67				0.14	0.14		0.14
Clearance Time (s)	6.9	6.9	6.9	6.9	6.9				8.3	8.3		8.3
Vehicle Extension (s)	2.0	4.0	4.0	3.0	4.0				3.0	3.0		3.0
Lane Grp Cap (vph)	19	1570	702	426	2384				184	218		209
v/s Ratio Prot	0.00	c0.41		c0.25	0.49							
v/s Ratio Perm			0.03						c0.13	0.03		0.01
v/c Ratio	0.32	0.93	0.07	1.03	0.73				0.92	0.20		0.06
Uniform Delay, d1	61.2	33.0	19.9	47.3	13.1				53.2	47.7		46.8
Progression Factor	1.00	1.00	1.00	1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	3.5	11.7	0.2	51.7	2.0				44.8	0.4		0.1
Delay (s)	64.7	44.7	20.1	99.0	15.2				98.0	48.1		46.9
Level of Service	E	D	C	F	B				F	D		D
Approach Delay (s)		43.0			32.0				65.7			46.6
Approach LOS		D			C				E			D

Intersection Summary

HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	124.8	Sum of lost time (s)	22.1
Intersection Capacity Utilization	94.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

59: SR 590/2nd St & SR 580

02/11/2021

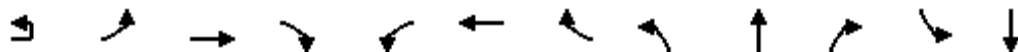


Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	21
Future Volume (vph)	21
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.3
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	23
RTOR Reduction (vph)	20
Lane Group Flow (vph)	3
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	17.2
Effective Green, g (s)	17.2
Actuated g/C Ratio	0.14
Clearance Time (s)	8.3
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	218
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.01
Uniform Delay, d1	46.5
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	46.5
Level of Service	D
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

68: S Bayview Blvd & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	219	688	6	23	995	16	35	87	20	41	117
Future Volume (vph)	1	219	688	6	23	995	16	35	87	20	41	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9	6.9		6.9	6.9		7.5	7.5			7.5
Lane Util. Factor		1.00	0.95		1.00	0.95		1.00	1.00			1.00
Frt		1.00	1.00		1.00	1.00		1.00	0.97			0.94
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00			0.99
Satd. Flow (prot)		1770	3535		1770	3531		1770	1810			1740
Flt Permitted		0.23	1.00		0.35	1.00		0.33	1.00			0.93
Satd. Flow (perm)		428	3535		658	3531		614	1810			1622
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	235	740	6	25	1070	17	38	94	22	44	126
RTOR Reduction (vph)	0	0	1	0	0	1	0	0	7	0	0	24
Lane Group Flow (vph)	0	236	745	0	25	1086	0	38	109	0	0	278
Turn Type	Perm	Perm	NA		Perm	NA		Perm	NA		Perm	NA
Protected Phases			6			2			4			8
Permitted Phases	6	6			2			4			8	
Actuated Green, G (s)		78.8	78.8		78.8	78.8		21.8	21.8			21.8
Effective Green, g (s)		78.8	78.8		78.8	78.8		21.8	21.8			21.8
Actuated g/C Ratio		0.69	0.69		0.69	0.69		0.19	0.19			0.19
Clearance Time (s)		6.9	6.9		6.9	6.9		7.5	7.5			7.5
Vehicle Extension (s)		5.0	5.0		5.0	5.0		4.0	4.0			4.0
Lane Grp Cap (vph)		293	2422		450	2419		116	343			307
v/s Ratio Prot			0.21			0.31			0.06			
v/s Ratio Perm		c0.55			0.04			0.06				c0.17
v/c Ratio		0.81	0.31		0.06	0.45		0.33	0.32			0.90
Uniform Delay, d1		12.7	7.2		5.9	8.2		40.3	40.2			45.6
Progression Factor		1.00	1.00		0.12	0.09		1.00	1.00			1.00
Incremental Delay, d2		20.6	0.3		0.2	0.4		2.3	0.7			28.7
Delay (s)		33.3	7.6		0.9	1.2		42.5	40.9			74.2
Level of Service		C	A		A	A		D	D			E
Approach Delay (s)			13.7			1.2			41.3			74.2
Approach LOS			B			A			D			E

Intersection Summary

HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	14.4
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 68: S Bayview Blvd & SR 580

02/11/2021

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	123
Future Volume (vph)	123
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	132
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

71: Tampa Rd & SR 580

02/11/2021



Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations		↑	↑↑↑		↑↑	↑↑↑
Traffic Volume (vph)	0	807	2015	0	941	1531
Future Volume (vph)	0	807	2015	0	941	1531
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.1	8.1		8.4	8.1
Lane Util. Factor		1.00	0.91		0.97	0.91
Frt		0.86	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		1611	5085		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		1611	5085		3433	5085
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	868	2167	0	1012	1646
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	868	2167	0	1012	1646
Turn Type		Perm	NA		Prot	NA
Protected Phases			6		5	2
Permitted Phases		2 5 6				
Actuated Green, G (s)		115.0	61.3		37.2	115.0
Effective Green, g (s)		115.0	61.3		37.2	115.0
Actuated g/C Ratio		1.00	0.53		0.32	1.00
Clearance Time (s)			8.1		8.4	8.1
Vehicle Extension (s)			1.0		1.0	1.0
Lane Grp Cap (vph)		1611	2710		1110	5085
v/s Ratio Prot			c0.43		c0.29	0.32
v/s Ratio Perm		0.54				
v/c Ratio		0.54	0.80		0.91	0.32
Uniform Delay, d1		0.0	21.9		37.3	0.0
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.2	2.6		11.0	0.2
Delay (s)		0.2	24.4		48.3	0.2
Level of Service		A	C		D	A
Approach Delay (s)	0.2		24.4			18.5
Approach LOS	A		C			B

Intersection Summary

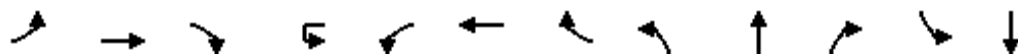
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	102.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

6: Douglass Ave & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	358	67	2	163	473	23	43	0	112	13	6
Future Volume (Veh/h)	0	358	67	2	163	473	23	43	0	112	13	6
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	385	72	0	175	509	25	46	0	120	14	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume												
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol												
tC, single (s)												
tC, 2 stage (s)												
tF (s)												
p0 queue free %												
cM capacity (veh/h)												

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	257	200	175	339	195	166	22
Volume Left	0	0	0	175	0	0	46	14
Volume Right	0	0	72	0	0	25	120	2
cSH	1700	1700	1700	1100	1700	1700	1071	275
Volume to Capacity	0.00	0.15	0.12	0.16	0.20	0.11	0.16	0.08
Queue Length 95th (ft)	0	0	0	14	0	0	14	6
Control Delay (s)	0.0	0.0	0.0	8.9	0.0	0.0	12.5	19.7
Lane LOS				A			B	C
Approach Delay (s)	0.0			2.2			12.5	19.7
Approach LOS							B	C

Intersection Summary

Average Delay	3.0
Intersection Capacity Utilization	44.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

6: Douglass Ave & SR 580

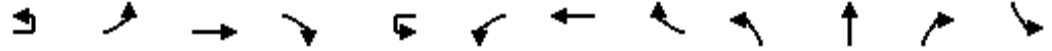
02/11/2021



Movement	SBR
Lane Configurations	7
Traffic Volume (veh/h)	2
Future Volume (Veh/h)	2
Sign Control	
Grade	
Peak Hour Factor	0.93
Hourly flow rate (vph)	2
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	4
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	267
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	267
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	100
cM capacity (veh/h)	731
Direction, Lane #	

HCM Unsignalized Intersection Capacity Analysis
 50: Rigsby Ln & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↑↑↑			↖	↑↑↑			↕		
Traffic Volume (veh/h)	1	4	1362	17	1	13	1841	3	19	0	36	0
Future Volume (Veh/h)	1	4	1362	17	1	13	1841	3	19	0	36	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	4	1465	18	0	14	1980	3	20	0	39	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1983			0	1483			2178	3493	497	2545
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1983			0	1483			2178	3493	497	2545
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	99			0	97			6	100	92	100
cM capacity (veh/h)	0	287			0	450			21	6	518	12
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1		
Volume Total	4	586	586	311	14	792	792	399	59	9		
Volume Left	4	0	0	0	14	0	0	0	20	0		
Volume Right	0	0	0	18	0	0	0	3	39	8		
cSH	287	1700	1700	1700	450	1700	1700	1700	58	48		
Volume to Capacity	0.01	0.34	0.34	0.18	0.03	0.47	0.47	0.23	1.02	0.19		
Queue Length 95th (ft)	1	0	0	0	2	0	0	0	119	15		
Control Delay (s)	17.7	0.0	0.0	0.0	13.3	0.0	0.0	0.0	238.8	97.5		
Lane LOS	C				B				F	F		
Approach Delay (s)	0.0				0.1				238.8	97.5		
Approach LOS									F	F		
Intersection Summary												
Average Delay			4.3									
Intersection Capacity Utilization			52.2%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 50: Rigsby Ln & SR 580

02/11/2021

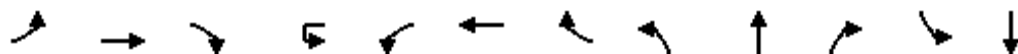


Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (veh/h)	1	7
Future Volume (Veh/h)	1	7
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.93	0.93
Hourly flow rate (vph)	1	8
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3500	662
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3500	662
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	83	98
cM capacity (veh/h)	6	405
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis

67: Enterprise Road & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↵	↑↑↑				↑↑↑			↑			↵
Traffic Volume (veh/h)	0	2320	123	3	43	1866	0	52	0	37	0	0
Future Volume (Veh/h)	0	2320	123	3	43	1866	0	52	0	37	0	0
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	2495	132	0	46	2006	0	56	0	40	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL					None						
Median storage veh	2											
Upstream signal (ft)						926						
pX, platoon unblocked	0.78			0.00				0.78	0.78		0.78	0.78
vC, conflicting volume	2006			0	2627			3323	4659	898	2970	4725
vC1, stage 1 conf vol								2561	2561		2098	2098
vC2, stage 2 conf vol								762	2098		872	2627
vCu, unblocked vol	1321			0	2627			2999	4703	898	2549	4787
tC, single (s)	4.1			0.0	4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)								6.5	5.5		6.5	5.5
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	100			0	71			0	100	86	100	100
cM capacity (veh/h)	407			0	160			26	45	283	71	3
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1			
Volume Total	0	998	998	631	548	1003	502	96	1			
Volume Left	0	0	0	0	46	0	0	56	0			
Volume Right	0	0	0	132	0	0	0	40	1			
cSH	1700	1700	1700	1700	160	1700	1700	42	851			
Volume to Capacity	0.00	0.59	0.59	0.37	0.29	0.59	0.29	2.30	0.00			
Queue Length 95th (ft)	0	0	0	0	28	0	0	257	0			
Control Delay (s)	0.0	0.0	0.0	0.0	16.7	0.0	0.0	802.4	9.2			
Lane LOS					C			F	A			
Approach Delay (s)	0.0				4.5			802.4	9.2			
Approach LOS								F	A			
Intersection Summary												
Average Delay			18.0									
Intersection Capacity Utilization		87.5%		ICU Level of Service	E							
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis

67: Enterprise Road & SR 580

02/11/2021



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	1
Future Volume (Veh/h)	1
Sign Control	
Grade	
Peak Hour Factor	0.93
Hourly flow rate (vph)	1
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	0.78
vC, conflicting volume	669
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	0
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	100
cM capacity (veh/h)	851
Direction, Lane #	

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 80: State Street & SR 580

02/11/2021



Movement	EBU	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	⇐	⇑		⇑	⇑	⇑	
Traffic Volume (veh/h)	3	745	74	0	1015	65	2
Future Volume (Veh/h)	3	745	74	0	1015	65	2
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	801	80	0	1091	70	2
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage (veh)							
Upstream signal (ft)		1225			915		
pX, platoon unblocked	0.00			0.93		0.93	0.93
vC, conflicting volume	0			881		1386	440
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			720		1264	246
tC, single (s)	0.0			4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)	0.0			2.2		3.5	3.3
p0 queue free %	0			100		53	100
cM capacity (veh/h)	0			815		150	701
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NW 1
Volume Total	534	347	0	0	546	546	72
Volume Left	0	0	0	0	0	0	70
Volume Right	0	80	0	0	0	0	2
cSH	1700	1700	1700	1700	1700	1700	153
Volume to Capacity	0.31	0.20	0.00	0.00	0.32	0.32	0.47
Queue Length 95th (ft)	0	0	0	0	0	0	55
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	47.7
Lane LOS							E
Approach Delay (s)	0.0			0.0			47.7
Approach LOS							E
Intersection Summary							
Average Delay			1.7				
Intersection Capacity Utilization			38.4%		ICU Level of Service		A
Analysis Period (min)			15				

Arterial Level of Service

02/11/2021

Arterial Level of Service: EB SR 580

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Main St	II	39	44.7	18.6	63.3	0.48	27.3	C
Patricia Ave	II	40	40.8	24.9	65.7	0.42	23.3	C
Crosley Dr	II	40	27.8	4.7	32.5	0.25	28.0	B
Lake Haven Rd	II	40	15.2	2.2	17.4	0.13	27.4	C
Keene Rd	II	45	35.4	51.3	86.7	0.37	15.3	E
Achieva Way	II	45	27.9	8.9	36.8	0.27	26.3	C
Overcash Dr	II	45	20.0	5.1	25.1	0.18	26.3	C
Pinewood Dr	II	45	30.8	7.7	38.5	0.31	29.1	B
Belcher Rd	II	45	26.4	33.5	59.9	0.25	15.2	E
US 19 Frontage	II	45	42.4	162.2	204.6	0.53	9.3	F
Summerdale Dr	II	45	26.8	1.5	28.3	0.26	32.8	B
Countryside Blvd	II	45	43.6	50.5	94.1	0.55	20.9	D
Landmark Dr	II	45	45.8	16.7	62.5	0.52	30.0	B
Charles Ave	II	45	32.5	2.8	35.3	0.34	34.5	B
McMullen Booth Rd	II	45	23.7	45.6	69.3	0.22	11.3	F
SR 590	II	45	75.7	56.7	132.4	0.95	25.7	C
St Petersburg Dr	II	45	97.2	26.9	124.1	1.22	35.3	A
S Bayview Blvd	II	45	58.7	7.7	66.4	0.73	39.8	A
Tampa Rd	II	45	38.1	4.2	42.3	0.41	34.5	B
Total	II		753.5	531.7	1285.2	8.39	23.5	C

Arterial Level of Service: WB SR 580

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
S Bayview Blvd	II	45	38.1	1.2	39.3	0.41	37.1	A
Forest Lakes Blvd	II	45	58.7	108.9	167.6	0.73	15.8	E
2nd St	II	45	97.2	13.3	110.5	1.22	39.6	A
McMullen Booth Rd	II	45	75.7	88.3	164.0	0.95	20.8	D
Charles Ave	II	45	23.7	6.0	29.7	0.22	26.4	C
Landmark Dr	II	45	32.5	13.5	46.0	0.34	26.5	C
Countryside Blvd	II	45	45.8	23.5	69.3	0.52	27.0	C
Summerdale Dr	II	45	43.6	11.4	55.0	0.55	35.7	A
US 19 Frontage	II	45	26.8	62.3	89.1	0.26	10.4	F
Belcher Rd	II	45	42.4	28.5	70.9	0.53	26.9	C
King Arthur Ct	II	45	26.4	7.7	34.1	0.25	26.8	C
Overcash Dr	II	45	30.8	4.7	35.5	0.31	31.5	B
Sunlight Dr	II	45	20.0	13.9	33.9	0.18	19.5	D
CR 1	II	45	27.9	39.7	67.6	0.27	14.3	E
Lake Haven Rd	II	45	35.4	0.5	35.9	0.37	37.0	A
Pinehurst Rd	II	40	15.2	4.6	19.8	0.13	24.0	C
Patricia Ave	II	40	27.8	11.3	39.1	0.25	23.3	C
Bass Blvd	II	40	40.8	6.7	47.5	0.42	32.2	B
Alt 19	II	39	44.7	0.0	44.7	0.48	38.7	A
Total	II		753.5	446.0	1199.5	8.39	25.2	C

2020 PM Peak Hour Synchro Report

HCM Signalized Intersection Capacity Analysis

3: Alt 19 & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔			↔	↔			↔	↔	↔	↔
Traffic Volume (vph)	0	3	0	143	3	278	1	3	707	187	277	477
Future Volume (vph)	0	3	0	143	3	278	1	3	707	187	277	477
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.3			6.7	6.7			6.7	6.7	6.5	6.7
Lane Util. Factor		1.00			1.00	1.00			0.95	1.00	1.00	1.00
Frt		1.00			1.00	0.85			1.00	0.85	1.00	1.00
Flt Protected		1.00			0.95	1.00			1.00	1.00	0.95	1.00
Satd. Flow (prot)		1863			1776	1583			3538	1583	1770	1858
Flt Permitted		1.00			0.73	1.00			0.95	1.00	0.21	1.00
Satd. Flow (perm)		1863			1358	1583			3369	1583	397	1858
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	3	0	152	3	296	1	3	752	199	295	507
RTOR Reduction (vph)	0	0	0	0	0	238	0	0	0	131	0	1
Lane Group Flow (vph)	0	3	0	0	155	58	0	0	756	68	295	515
Turn Type		NA		Perm	NA	Perm	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases		8			4				6			5
Permitted Phases	8			4		4	6	6		6		2
Actuated Green, G (s)		12.0			12.6	12.6			21.9	21.9	38.2	38.2
Effective Green, g (s)		12.0			12.6	12.6			21.9	21.9	38.2	38.2
Actuated g/C Ratio		0.19			0.20	0.20			0.34	0.34	0.60	0.60
Clearance Time (s)		7.3			6.7	6.7			6.7	6.7	6.5	6.7
Vehicle Extension (s)		3.0			3.0	3.0			3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		348			266	310			1149	539	445	1105
v/s Ratio Prot		0.00									c0.10	0.28
v/s Ratio Perm					c0.11	0.04			0.22	0.04	c0.29	
v/c Ratio		0.01			0.58	0.19			0.66	0.13	0.66	0.47
Uniform Delay, d1		21.3			23.4	21.5			18.0	14.6	8.2	7.3
Progression Factor		1.00			1.00	1.00			1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0			3.2	0.3			3.0	0.5	3.7	1.4
Delay (s)		21.3			26.6	21.8			20.9	15.0	11.9	8.7
Level of Service		C			C	C			C	B	B	A
Approach Delay (s)		21.3			23.5				19.7			9.9
Approach LOS		C			C				B			A

Intersection Summary

HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	64.2	Sum of lost time (s)	20.5
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Alt 19 & SR 580

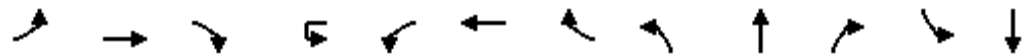
02/11/2021

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	8
Future Volume (vph)	8
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	9
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

4: Main St/Bass Blvd & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	642	16	1	131	521	59	10	13	149	24	9
Future Volume (vph)	1	642	16	1	131	521	59	10	13	149	24	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1			7.1	7.1			9.1	9.1	7.0	7.0
Lane Util. Factor	1.00	0.95			1.00	0.95			1.00	1.00	1.00	1.00
Frt	1.00	1.00			1.00	0.98			1.00	0.85	1.00	0.95
Flt Protected	0.95	1.00			0.95	1.00			0.98	1.00	0.95	1.00
Satd. Flow (prot)	1593	3174			1593	3137			1640	1425	1593	1593
Flt Permitted	0.95	1.00			0.95	1.00			0.98	1.00	0.95	1.00
Satd. Flow (perm)	1593	3174			1593	3137			1640	1425	1593	1593
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1	683	17	1	139	554	63	11	14	159	26	10
RTOR Reduction (vph)	0	1	0	0	0	5	0	0	0	151	0	5
Lane Group Flow (vph)	1	699	0	0	140	612	0	0	25	8	26	10
Turn Type	Prot	NA		Prot	Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	1	6		5	5	2		4	4		8	8
Permitted Phases										4		
Actuated Green, G (s)	1.2	65.8			14.0	78.6			5.9	5.9	4.0	4.0
Effective Green, g (s)	1.2	65.8			14.0	78.6			5.9	5.9	4.0	4.0
Actuated g/C Ratio	0.01	0.55			0.12	0.65			0.05	0.05	0.03	0.03
Clearance Time (s)	7.1	7.1			7.1	7.1			9.1	9.1	7.0	7.0
Vehicle Extension (s)	1.0	1.0			1.0	1.0			1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	15	1740			185	2054			80	70	53	53
v/s Ratio Prot	0.00	c0.22			c0.09	0.20			c0.02		c0.02	0.01
v/s Ratio Perm										0.01		
v/c Ratio	0.07	0.40			0.76	0.30			0.31	0.11	0.49	0.19
Uniform Delay, d1	58.8	15.7			51.4	8.9			55.1	54.5	57.0	56.4
Progression Factor	1.00	1.00			0.75	1.16			1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.7			13.7	0.4			0.8	0.3	2.6	0.6
Delay (s)	59.5	16.4			52.2	10.7			55.9	54.8	59.6	57.1
Level of Service	E	B			D	B			E	D	E	E
Approach Delay (s)		16.5				18.4			55.0			58.7
Approach LOS		B				B			D			E

Intersection Summary

HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	30.3
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: Main St/Bass Blvd & SR 580

02/11/2021

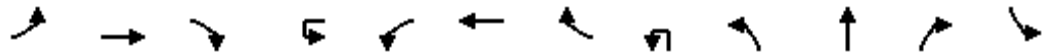


Movement	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	5
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

13: Patricia Ave & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations	↶	↷	↷		↶	↷				↷	↷	
Traffic Volume (vph)	1	817	78	10	286	836	8	2	113	2	316	5
Future Volume (vph)	1	817	78	10	286	836	8	2	113	2	316	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	6.9		6.9	6.9				6.7	6.7	
Lane Util. Factor	1.00	0.95	1.00		0.97	0.95				1.00	0.88	
Frt	1.00	1.00	0.85		1.00	1.00				1.00	0.85	
Flt Protected	0.95	1.00	1.00		0.95	1.00				0.95	1.00	
Satd. Flow (prot)	1770	3539	1583		3433	3534				1775	2787	
Flt Permitted	0.95	1.00	1.00		0.95	1.00				0.72	1.00	
Satd. Flow (perm)	1770	3539	1583		3433	3534				1341	2787	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1	869	83	11	304	889	9	2	120	2	336	5
RTOR Reduction (vph)	0	0	59	0	0	0	0	0	0	0	295	0
Lane Group Flow (vph)	1	869	24	0	315	898	0	0	0	124	41	0
Turn Type	Prot	NA	Perm	Prot	Prot	NA		Perm	Perm	NA	Perm	Perm
Protected Phases	1	6		5	5	2				4		
Permitted Phases			6					4	4		4	3 8
Actuated Green, G (s)	1.0	35.2	35.2		40.8	75.0				14.5	14.5	
Effective Green, g (s)	1.0	35.2	35.2		40.8	75.0				14.5	14.5	
Actuated g/C Ratio	0.01	0.29	0.29		0.34	0.62				0.12	0.12	
Clearance Time (s)	6.9	6.9	6.9		6.9	6.9				6.7	6.7	
Vehicle Extension (s)	1.0	1.0	1.0		1.0	1.0				1.0	1.0	
Lane Grp Cap (vph)	14	1038	464		1167	2208				162	336	
v/s Ratio Prot	0.00	c0.25			0.09	c0.25						
v/s Ratio Perm			0.02							c0.09	0.01	
v/c Ratio	0.07	0.84	0.05		0.27	0.41				0.77	0.12	
Uniform Delay, d1	59.0	39.7	30.4		28.8	11.3				51.1	47.1	
Progression Factor	1.53	0.67	1.00		0.88	0.54				1.00	1.00	
Incremental Delay, d2	0.8	5.5	0.0		0.0	0.5				17.4	0.1	
Delay (s)	91.2	32.1	30.4		25.3	6.7				68.5	47.1	
Level of Service	F	C	C		C	A				E	D	
Approach Delay (s)		32.0			11.5					52.9		
Approach LOS		C			B					D		

Intersection Summary

HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

13: Patricia Ave & SR 580

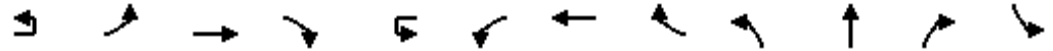
02/11/2021



Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (vph)	5	4
Future Volume (vph)	5	4
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.0	
Lane Util. Factor	1.00	
Frt	0.96	
Flt Protected	0.98	
Satd. Flow (prot)	1759	
Flt Permitted	0.91	
Satd. Flow (perm)	1626	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	5	4
RTOR Reduction (vph)	3	0
Lane Group Flow (vph)	11	0
Turn Type	NA	
Protected Phases	3 8	
Permitted Phases		
Actuated Green, G (s)	23.2	
Effective Green, g (s)	23.2	
Actuated g/C Ratio	0.19	
Clearance Time (s)		
Vehicle Extension (s)		
Lane Grp Cap (vph)	314	
v/s Ratio Prot		
v/s Ratio Perm	c0.01	
v/c Ratio	0.03	
Uniform Delay, d1	39.3	
Progression Factor	1.00	
Incremental Delay, d2	0.0	
Delay (s)	39.3	
Level of Service	D	
Approach Delay (s)	39.3	
Approach LOS	D	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
 18: Crosley Dr/Pinehurst Rd & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	190	1232	5	2	30	944	281	2	10	8	171
Future Volume (vph)	7	190	1232	5	2	30	944	281	2	10	8	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2				6.8	7.2		7.4	7.4	7.5
Lane Util. Factor		1.00	0.95				1.00	0.95		1.00	1.00	0.95
Frt		1.00	1.00				1.00	1.00		1.00	0.85	1.00
Flt Protected		0.95	1.00				0.95	1.00		0.99	1.00	0.95
Satd. Flow (prot)		1770	3537				1770	3539		1849	1583	1681
Flt Permitted		0.25	1.00				0.18	1.00		0.99	1.00	0.95
Satd. Flow (perm)		467	3537				345	3539		1849	1583	1681
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	202	1311	5	2	32	1004	299	2	11	9	182
RTOR Reduction (vph)	0	0	0	0	0	0	0	48	0	0	9	0
Lane Group Flow (vph)	0	209	1316	0	0	34	1004	251	0	13	0	93
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	1	1	6		5	5	2		4	4		8
Permitted Phases	6	6			2	2		2				4
Actuated Green, G (s)		195.8	186.6				185.2	181.1		181.1		16.7
Effective Green, g (s)		195.8	186.6				185.2	181.1		181.1		16.7
Actuated g/C Ratio		0.82	0.78				0.77	0.75		0.75		0.07
Clearance Time (s)		7.2	7.2				6.8	7.2		7.2		7.5
Vehicle Extension (s)		1.0	1.0				1.0	1.0		1.0		1.0
Lane Grp Cap (vph)		430	2750				290	2670		1194		116
v/s Ratio Prot		c0.02	c0.37				0.00	0.28		c0.01		c0.06
v/s Ratio Perm		c0.38					0.09			0.16		0.00
v/c Ratio		0.49	0.48				0.12	0.38		0.21		0.80
Uniform Delay, d1		6.4	9.5				7.4	10.1		8.6		110.0
Progression Factor		1.07	0.37				0.75	0.56		0.29		1.00
Incremental Delay, d2		0.3	0.0				0.1	0.4		0.4		30.0
Delay (s)		7.1	3.5				5.6	6.1		2.8		140.1
Level of Service		A	A				A	A		A		F
Approach Delay (s)			4.0					5.3		119.4		
Approach LOS			A					A		F		

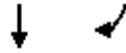
Intersection Summary

HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	240.0	Sum of lost time (s)	29.3
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 18: Crosley Dr/Pinehurst Rd & SR 580

02/11/2021



Movement	SBT	SBR
Lane Configurations	↶ ↷	↶ ↷
Traffic Volume (vph)	4	76
Future Volume (vph)	4	76
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.5	7.5
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	0.95	1.00
Satd. Flow (prot)	1689	1583
Flt Permitted	0.95	1.00
Satd. Flow (perm)	1689	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	4	81
RTOR Reduction (vph)	0	75
Lane Group Flow (vph)	93	6
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Actuated Green, G (s)	16.7	16.7
Effective Green, g (s)	16.7	16.7
Actuated g/C Ratio	0.07	0.07
Clearance Time (s)	7.5	7.5
Vehicle Extension (s)	1.0	1.0
Lane Grp Cap (vph)	117	110
v/s Ratio Prot	0.06	
v/s Ratio Perm		0.00
v/c Ratio	0.79	0.05
Uniform Delay, d1	110.0	104.3
Progression Factor	1.00	1.00
Incremental Delay, d2	28.3	0.1
Delay (s)	138.3	104.3
Level of Service	F	F
Approach Delay (s)	128.6	
Approach LOS	F	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

20: Lake Haven Rd & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↖	↗	↘		↖	↗			↖	↗	↘
Traffic Volume (vph)	7	7	1524	42	7	89	1137	28	53	10	98	17
Future Volume (vph)	7	7	1524	42	7	89	1137	28	53	10	98	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8		6.8	6.8			8.0	8.0	8.0
Lane Util. Factor		1.00	0.91	1.00		1.00	0.91			1.00	1.00	1.00
Frt		1.00	1.00	0.85		1.00	1.00			1.00	0.85	1.00
Flt Protected		0.95	1.00	1.00		0.95	1.00			0.96	1.00	0.95
Satd. Flow (prot)		1770	5085	1583		1770	5067			1788	1583	1770
Flt Permitted		0.21	1.00	1.00		0.14	1.00			0.75	1.00	0.68
Satd. Flow (perm)		391	5085	1583		256	5067			1402	1583	1266
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	7	1621	45	7	95	1210	30	56	11	104	18
RTOR Reduction (vph)	0	0	0	6	0	0	1	0	0	0	75	0
Lane Group Flow (vph)	0	14	1621	39	0	102	1239	0	0	67	29	18
Turn Type	Perm	Perm	NA	Perm	Perm	Perm	NA		Perm	NA	Perm	Perm
Protected Phases			6				2			4		
Permitted Phases	6	6		6	2	2			4		4	8
Actuated Green, G (s)		210.3	210.3	210.3		210.3	210.3			14.9	14.9	14.9
Effective Green, g (s)		210.3	210.3	210.3		210.3	210.3			14.9	14.9	14.9
Actuated g/C Ratio		0.88	0.88	0.88		0.88	0.88			0.06	0.06	0.06
Clearance Time (s)		6.8	6.8	6.8		6.8	6.8			8.0	8.0	8.0
Vehicle Extension (s)		1.0	1.0	1.0		1.0	1.0			1.0	1.0	1.0
Lane Grp Cap (vph)		342	4455	1387		224	4439			87	98	78
v/s Ratio Prot			0.32				0.24					
v/s Ratio Perm		0.04		0.02		c0.40				c0.05	0.02	0.01
v/c Ratio		0.04	0.36	0.03		0.46	0.28			0.77	0.30	0.23
Uniform Delay, d1		1.9	2.7	1.9		3.1	2.4			110.9	107.5	107.1
Progression Factor		0.55	1.14	0.91		2.86	0.11			1.00	1.00	1.00
Incremental Delay, d2		0.0	0.0	0.0		5.4	0.1			30.9	0.6	0.6
Delay (s)		1.1	3.1	1.7		14.2	0.4			141.8	108.2	107.6
Level of Service		A	A	A		B	A			F	F	F
Approach Delay (s)			3.0				1.4			121.3		
Approach LOS			A				A			F		

Intersection Summary

HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	240.0	Sum of lost time (s)	14.8
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 20: Lake Haven Rd & SR 580

02/11/2021

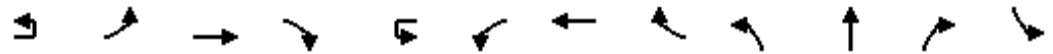


Movement	SBT	SBR
Lane Configurations	⤴	
Traffic Volume (vph)	9	2
Future Volume (vph)	9	2
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	8.0	
Lane Util. Factor	1.00	
Frt	0.97	
Flt Protected	1.00	
Satd. Flow (prot)	1816	
Flt Permitted	1.00	
Satd. Flow (perm)	1816	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	10	2
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	10	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	14.9	
Effective Green, g (s)	14.9	
Actuated g/C Ratio	0.06	
Clearance Time (s)	8.0	
Vehicle Extension (s)	1.0	
Lane Grp Cap (vph)	112	
v/s Ratio Prot	0.01	
v/s Ratio Perm		
v/c Ratio	0.09	
Uniform Delay, d1	106.2	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	106.3	
Level of Service	F	
Approach Delay (s)	107.1	
Approach LOS	F	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

23: Keene Rd/CR 1 & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↘↘	↑↑↑			↘↘	↑↑↑	↗	↘	↑↑	↗	↘
Traffic Volume (vph)	6	230	1244	104	1	203	1075	447	211	783	283	406
Future Volume (vph)	6	230	1244	104	1	203	1075	447	211	783	283	406
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.3	7.3			7.3	7.3	7.3	7.1	7.1	7.1	7.4
Lane Util. Factor		0.97	0.91			0.97	0.91	1.00	1.00	0.95	1.00	0.91
Frt		1.00	0.99			1.00	1.00	0.85	1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)		3433	5026			3433	5085	1583	1770	3539	1583	1610
Flt Permitted		0.95	1.00			0.95	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)		3433	5026			3433	5085	1583	1770	3539	1583	1610
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	6	245	1323	111	1	216	1144	476	224	833	301	432
RTOR Reduction (vph)	0	0	4	0	0	0	0	92	0	0	90	0
Lane Group Flow (vph)	0	251	1430	0	0	217	1144	384	224	833	211	276
Turn Type	Prot	Prot	NA		Prot	Prot	NA	Perm	Split	NA	Perm	Split
Protected Phases	1	1	6		5	5	2		4	4		8
Permitted Phases								2				4
Actuated Green, G (s)		19.9	86.1			19.7	85.9	85.9	60.1	60.1	60.1	45.0
Effective Green, g (s)		19.9	86.1			19.7	85.9	85.9	60.1	60.1	60.1	45.0
Actuated g/C Ratio		0.08	0.36			0.08	0.36	0.36	0.25	0.25	0.25	0.19
Clearance Time (s)		7.3	7.3			7.3	7.3	7.3	7.1	7.1	7.1	7.4
Vehicle Extension (s)		1.0	1.0			1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)		284	1803			281	1820	566	443	886	396	301
v/s Ratio Prot		0.07	c0.28			c0.06	0.22		0.13	c0.24		c0.17
v/s Ratio Perm								0.24				0.13
v/c Ratio		0.88	0.79			0.77	0.63	0.68	0.51	0.94	0.53	0.92
Uniform Delay, d1		108.9	69.0			108.0	63.8	65.3	77.2	88.2	77.8	95.7
Progression Factor		1.09	0.72			0.77	0.69	0.68	1.00	1.00	1.00	1.00
Incremental Delay, d2		24.4	3.5			10.0	1.4	5.6	0.3	17.3	0.7	30.5
Delay (s)		143.2	53.3			93.1	45.6	50.1	77.5	105.5	78.5	126.1
Level of Service		F	D			F	D	D	E	F	E	F
Approach Delay (s)			66.7				52.3			94.9		
Approach LOS			E				D			F		

Intersection Summary

HCM 2000 Control Delay	76.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	240.0	Sum of lost time (s)	29.1
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

23: Keene Rd/CR 1 & SR 580

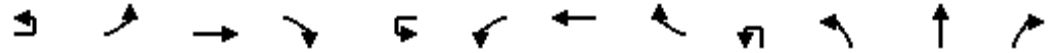
02/11/2021



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	389	122
Future Volume (vph)	389	122
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.4	7.4
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	0.99	1.00
Satd. Flow (prot)	3344	1583
Flt Permitted	0.99	1.00
Satd. Flow (perm)	3344	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	414	130
RTOR Reduction (vph)	0	106
Lane Group Flow (vph)	570	24
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Actuated Green, G (s)	45.0	45.0
Effective Green, g (s)	45.0	45.0
Actuated g/C Ratio	0.19	0.19
Clearance Time (s)	7.4	7.4
Vehicle Extension (s)	1.0	1.0
Lane Grp Cap (vph)	627	296
v/s Ratio Prot	0.17	
v/s Ratio Perm		0.02
v/c Ratio	0.91	0.08
Uniform Delay, d1	95.5	80.5
Progression Factor	1.00	1.00
Incremental Delay, d2	16.7	0.0
Delay (s)	112.2	80.5
Level of Service	F	F
Approach Delay (s)	111.9	
Approach LOS	F	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
 26: Achieva Way/Sunlight Dr & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	3	39	2025	104	2	201	1692	47	5	69	31	303
Future Volume (vph)	3	39	2025	104	2	201	1692	47	5	69	31	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2			7.2	7.2			7.6	7.6	7.6
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00	1.00	1.00
Frt		1.00	0.99			1.00	1.00			1.00	1.00	0.85
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	1.00
Satd. Flow (prot)		1770	5048			1770	5065			1770	1863	1583
Flt Permitted		0.11	1.00			0.04	1.00			0.23	1.00	1.00
Satd. Flow (perm)		208	5048			72	5065			425	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	3	41	2154	111	2	214	1800	50	5	73	33	322
RTOR Reduction (vph)	0	0	2	0	0	0	1	0	0	0	0	236
Lane Group Flow (vph)	0	44	2263	0	0	216	1849	0	0	78	33	86
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	Perm	NA	Perm
Protected Phases	1	1	6		5	5	2				4	
Permitted Phases	6	6			2	2			4	4		4
Actuated Green, G (s)		159.2	159.2			178.8	178.8			31.4	31.4	31.4
Effective Green, g (s)		159.2	159.2			178.8	178.8			31.4	31.4	31.4
Actuated g/C Ratio		0.66	0.66			0.75	0.75			0.13	0.13	0.13
Clearance Time (s)		7.2	7.2			7.2	7.2			7.6	7.6	7.6
Vehicle Extension (s)		1.0	1.0			1.0	1.0			1.0	1.0	1.0
Lane Grp Cap (vph)		188	3348			247	3773			55	243	207
v/s Ratio Prot		0.01	c0.45			c0.10	0.37				0.02	
v/s Ratio Perm		0.15				c0.55				c0.18		0.05
v/c Ratio		0.23	0.68			0.87	0.49			1.42	0.14	0.41
Uniform Delay, d1		17.3	24.7			80.3	12.3			104.3	92.3	95.8
Progression Factor		0.29	0.24			0.87	0.54			1.00	1.00	1.00
Incremental Delay, d2		0.2	0.8			24.6	0.4			266.5	0.1	0.5
Delay (s)		5.2	6.7			94.6	7.1			370.8	92.4	96.3
Level of Service		A	A			F	A			F	F	F
Approach Delay (s)			6.6				16.3				145.5	
Approach LOS			A				B				F	

Intersection Summary

HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	240.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	102.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 26: Achieva Way/Sunlight Dr & SR 580

02/11/2021



Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	118	102	95
Future Volume (vph)	118	102	95
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	7.6	7.6	
Lane Util. Factor	1.00	1.00	
Frt	1.00	0.93	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1770	1728	
Flt Permitted	0.74	1.00	
Satd. Flow (perm)	1370	1728	
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	126	109	101
RTOR Reduction (vph)	0	15	0
Lane Group Flow (vph)	126	195	0
Turn Type	Perm	NA	
Protected Phases		8	
Permitted Phases	8		
Actuated Green, G (s)	31.4	31.4	
Effective Green, g (s)	31.4	31.4	
Actuated g/C Ratio	0.13	0.13	
Clearance Time (s)	7.6	7.6	
Vehicle Extension (s)	1.0	1.0	
Lane Grp Cap (vph)	179	226	
v/s Ratio Prot		0.11	
v/s Ratio Perm	0.09		
v/c Ratio	0.70	0.86	
Uniform Delay, d1	99.8	102.2	
Progression Factor	1.00	1.00	
Incremental Delay, d2	9.8	26.4	
Delay (s)	109.6	128.6	
Level of Service	F	F	
Approach Delay (s)		121.5	
Approach LOS		F	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

29: Overcash Dr & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations		↘	↑↑↑			↘	↑↑↑	↗			↖	↗
Traffic Volume (vph)	12	116	2299	15	8	60	1815	71	1	29	2	44
Future Volume (vph)	12	116	2299	15	8	60	1815	71	1	29	2	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2			7.2	7.2	7.2			7.6	7.6
Lane Util. Factor		1.00	0.91			1.00	0.91	1.00			1.00	1.00
Frt		1.00	1.00			1.00	1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00			0.95	1.00	1.00			0.96	1.00
Satd. Flow (prot)		1770	5080			1770	5085	1583			1779	1583
Flt Permitted		0.09	1.00			0.05	1.00	1.00			0.70	1.00
Satd. Flow (perm)		167	5080			88	5085	1583			1307	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	13	123	2446	16	9	64	1931	76	1	31	2	47
RTOR Reduction (vph)	0	0	0	0	0	0	0	14	0	0	0	45
Lane Group Flow (vph)	0	136	2462	0	0	73	1931	62	0	0	34	2
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm	NA	Perm
Protected Phases	1	1	6		5	5	2				4	
Permitted Phases	6	6			2	2		2	4	4		4
Actuated Green, G (s)		207.7	197.4			202.9	195.0	195.0			12.7	12.7
Effective Green, g (s)		207.7	197.4			202.9	195.0	195.0			12.7	12.7
Actuated g/C Ratio		0.87	0.82			0.85	0.81	0.81			0.05	0.05
Clearance Time (s)		7.2	7.2			7.2	7.2	7.2			7.6	7.6
Vehicle Extension (s)		1.0	1.0			1.0	1.0	1.0			1.0	1.0
Lane Grp Cap (vph)		213	4178			129	4131	1286			69	83
v/s Ratio Prot		c0.03	0.48			0.02	0.38					
v/s Ratio Perm		c0.53				0.46		0.04			0.03	0.00
v/c Ratio		0.64	0.59			0.57	0.47	0.05			0.49	0.03
Uniform Delay, d1		6.7	7.3			10.3	6.8	4.4			110.5	107.8
Progression Factor		3.76	0.13			1.86	0.53	2.14			1.00	1.00
Incremental Delay, d2		3.4	0.5			2.8	0.3	0.1			2.0	0.1
Delay (s)		28.6	1.4			22.0	3.9	9.4			112.5	107.9
Level of Service		C	A			C	A	A			F	F
Approach Delay (s)			2.9				4.7				109.8	
Approach LOS			A				A				F	

Intersection Summary

HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	240.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 29: Overcash Dr & SR 580

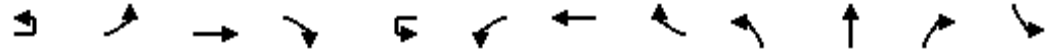
02/11/2021



Movement	SBL	SBT	SBR
Lane Configurations		↕	↗
Traffic Volume (vph)	45	3	53
Future Volume (vph)	45	3	53
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)		7.6	7.6
Lane Util. Factor		1.00	1.00
Frt		1.00	0.85
Flt Protected		0.96	1.00
Satd. Flow (prot)		1779	1583
Flt Permitted		0.71	1.00
Satd. Flow (perm)		1329	1583
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	48	3	56
RTOR Reduction (vph)	0	0	53
Lane Group Flow (vph)	0	51	3
Turn Type	Perm	NA	Perm
Protected Phases		8	
Permitted Phases	8		8
Actuated Green, G (s)		12.7	12.7
Effective Green, g (s)		12.7	12.7
Actuated g/C Ratio		0.05	0.05
Clearance Time (s)		7.6	7.6
Vehicle Extension (s)		1.0	1.0
Lane Grp Cap (vph)		70	83
v/s Ratio Prot			
v/s Ratio Perm		0.04	0.00
v/c Ratio		0.73	0.04
Uniform Delay, d1		112.0	107.8
Progression Factor		1.00	1.00
Incremental Delay, d2		27.1	0.1
Delay (s)		139.1	107.9
Level of Service		F	F
Approach Delay (s)		122.8	
Approach LOS		F	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis
 32: Pinewood Dr/King Arthur Ct & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	111	2328	17	2	17	1855	28	31	9	11	51
Future Volume (vph)	1	111	2328	17	2	17	1855	28	31	9	11	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	7.4			7.4	7.4			7.2		
Lane Util. Factor		1.00	0.91			1.00	0.91			1.00		
Frt		1.00	1.00			1.00	1.00			0.97		
Flt Protected		0.95	1.00			0.95	1.00			0.97		
Satd. Flow (prot)		1770	5080			1770	5074			1755		
Flt Permitted		0.95	1.00			0.95	1.00			0.78		
Satd. Flow (perm)		1770	5080			1770	5074			1413		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1	118	2477	18	2	18	1973	30	33	10	12	54
RTOR Reduction (vph)	0	0	1	0	0	0	1	0	0	9	0	0
Lane Group Flow (vph)	0	119	2494	0	0	20	2002	0	0	46	0	0
Turn Type	Prot	Prot	NA		Prot	Prot	NA		Perm	NA		Perm
Protected Phases	1	1	6		5	5	2			4		
Permitted Phases									4			8
Actuated Green, G (s)		11.6	87.1			2.8	78.3			8.1		
Effective Green, g (s)		11.6	87.1			2.8	78.3			8.1		
Actuated g/C Ratio		0.10	0.73			0.02	0.65			0.07		
Clearance Time (s)		7.4	7.4			7.4	7.4			7.2		
Vehicle Extension (s)		1.0	1.0			1.0	1.0			1.0		
Lane Grp Cap (vph)		171	3687			41	3310			95		
v/s Ratio Prot		c0.07	c0.49			0.01	0.39					
v/s Ratio Perm										0.03		
v/c Ratio		0.70	0.68			0.49	0.60			0.48		
Uniform Delay, d1		52.5	8.9			57.9	12.0			53.9		
Progression Factor		1.08	1.20			0.86	1.18			1.00		
Incremental Delay, d2		8.0	0.8			1.7	0.4			1.4		
Delay (s)		64.8	11.5			51.2	14.5			55.3		
Level of Service		E	B			D	B			E		
Approach Delay (s)			13.9				14.9			55.3		
Approach LOS			B				B			E		
Intersection Summary												
HCM 2000 Control Delay			16.0			HCM 2000 Level of Service					B	
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)					22.0	
Intersection Capacity Utilization			79.1%			ICU Level of Service					D	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 32: Pinewood Dr/King Arthur Ct & SR 580

02/11/2021

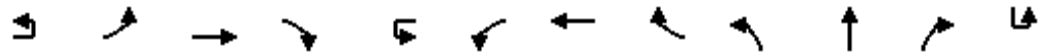


Movement	SBT	SBR
Lane Configurations	↔	↗
Traffic Volume (vph)	6	68
Future Volume (vph)	6	68
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.2	7.2
Lane Util. Factor	1.00	1.00
Frt	1.00	0.85
Flt Protected	0.96	1.00
Satd. Flow (prot)	1783	1583
Flt Permitted	0.77	1.00
Satd. Flow (perm)	1428	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	6	72
RTOR Reduction (vph)	0	67
Lane Group Flow (vph)	60	5
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Actuated Green, G (s)	8.1	8.1
Effective Green, g (s)	8.1	8.1
Actuated g/C Ratio	0.07	0.07
Clearance Time (s)	7.2	7.2
Vehicle Extension (s)	1.0	1.0
Lane Grp Cap (vph)	96	106
v/s Ratio Prot		
v/s Ratio Perm	c0.04	0.00
v/c Ratio	0.62	0.05
Uniform Delay, d1	54.5	52.3
Progression Factor	1.00	1.00
Incremental Delay, d2	8.8	0.1
Delay (s)	63.3	52.4
Level of Service	E	D
Approach Delay (s)	57.3	
Approach LOS	E	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

35: Belcher Rd & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations		↘ ↙	↑ ↑ ↑	↗		↘ ↙	↑ ↑ ↑	↗	↘	↑ ↑	↗	
Traffic Volume (vph)	9	497	1702	185	10	212	1696	524	151	647	105	5
Future Volume (vph)	9	497	1702	185	10	212	1696	524	151	647	105	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	7.4	7.4		7.4	7.4	7.4	7.4	7.4	7.4	
Lane Util. Factor		0.97	0.91	1.00		0.97	0.91	1.00	1.00	0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		3433	5085	1583		3433	5085	1583	1770	3539	1583	
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)		3433	5085	1583		3433	5085	1583	1770	3539	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	10	529	1811	197	11	226	1804	557	161	688	112	5
RTOR Reduction (vph)	0	0	0	64	0	0	0	188	0	0	90	0
Lane Group Flow (vph)	0	539	1811	133	0	237	1804	369	161	688	22	0
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot
Protected Phases	1	1	6		5	5	2		7	4		3
Permitted Phases				6				2			4	
Actuated Green, G (s)		39.3	113.3	113.3		19.8	93.8	93.8	25.2	48.2	48.2	
Effective Green, g (s)		39.3	113.3	113.3		19.8	93.8	93.8	25.2	48.2	48.2	
Actuated g/C Ratio		0.16	0.47	0.47		0.08	0.39	0.39	0.10	0.20	0.20	
Clearance Time (s)		7.4	7.4	7.4		7.4	7.4	7.4	7.4	7.4	7.4	
Vehicle Extension (s)		1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lane Grp Cap (vph)		562	2400	747		283	1987	618	185	710	317	
v/s Ratio Prot		c0.16	0.36			0.07	c0.35		0.09	c0.19		
v/s Ratio Perm				0.08				0.23			0.01	
v/c Ratio		0.96	0.75	0.18		0.84	0.91	0.60	0.87	0.97	0.07	
Uniform Delay, d1		99.6	51.9	36.5		108.5	69.0	58.1	105.8	95.2	77.7	
Progression Factor		0.91	1.05	1.58		0.98	0.65	0.60	1.00	1.00	1.00	
Incremental Delay, d2		23.7	1.8	0.4		14.0	5.7	3.1	32.2	25.8	0.0	
Delay (s)		114.3	56.4	58.0		120.6	50.6	38.0	138.0	121.0	77.8	
Level of Service		F	E	E		F	D	D	F	F	E	
Approach Delay (s)			68.8				54.3			118.8		
Approach LOS			E				D			F		
Intersection Summary												
HCM 2000 Control Delay			73.7				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			240.0				Sum of lost time (s)			29.6		
Intersection Capacity Utilization			100.4%				ICU Level of Service			G		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

35: Belcher Rd & SR 580

02/11/2021

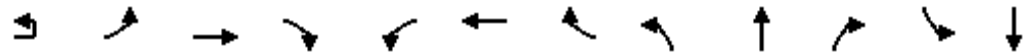


Movement	SBL	SBT	SBR
Lane Configurations	↵	↑↑	↵
Traffic Volume (vph)	187	324	203
Future Volume (vph)	187	324	203
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	7.4	7.4	7.4
Lane Util. Factor	1.00	0.95	1.00
Frt	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583
Flt Permitted	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1583
Peak-hour factor, PHF	0.94	0.94	0.94
Adj. Flow (vph)	199	345	216
RTOR Reduction (vph)	0	0	169
Lane Group Flow (vph)	204	345	47
Turn Type	Prot	NA	Perm
Protected Phases	3	8	
Permitted Phases			8
Actuated Green, G (s)	29.1	52.1	52.1
Effective Green, g (s)	29.1	52.1	52.1
Actuated g/C Ratio	0.12	0.22	0.22
Clearance Time (s)	7.4	7.4	7.4
Vehicle Extension (s)	1.0	1.0	1.0
Lane Grp Cap (vph)	214	768	343
v/s Ratio Prot	c0.12	0.10	
v/s Ratio Perm			0.03
v/c Ratio	0.95	0.45	0.14
Uniform Delay, d1	104.8	81.5	75.8
Progression Factor	1.00	1.00	1.00
Incremental Delay, d2	47.7	0.2	0.1
Delay (s)	152.5	81.7	75.9
Level of Service	F	F	E
Approach Delay (s)		98.9	
Approach LOS		F	
Intersection Summary			

HCM Signalized Intersection Capacity Analysis

38: US 19 Frontage & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔↔	↔↔↔		↔↔	↔↔↔		↔	↔↔	↔	↔	↔↔
Traffic Volume (vph)	5	354	992	562	517	895	187	880	361	439	191	177
Future Volume (vph)	5	354	992	562	517	895	187	880	361	439	191	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		10.5	10.5		10.5	10.5		10.1	10.1	10.1	10.1	10.1
Lane Util. Factor		0.97	0.91		0.97	0.91		0.91	0.91	1.00	0.91	0.91
Frt		1.00	0.95		1.00	0.97		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00		0.95	1.00		0.95	0.97	1.00	0.95	0.99
Satd. Flow (prot)		3433	4809		3433	4953		1610	3300	1583	1610	3343
Flt Permitted		0.95	1.00		0.95	1.00		0.95	0.97	1.00	0.95	0.99
Satd. Flow (perm)		3433	4809		3433	4953		1610	3300	1583	1610	3343
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	5	377	1055	598	550	952	199	936	384	467	203	188
RTOR Reduction (vph)	0	0	43	0	0	14	0	0	0	165	0	0
Lane Group Flow (vph)	0	382	1610	0	550	1137	0	468	852	302	128	263
Turn Type	Prot	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA
Protected Phases	1	1	6		5	2		4	4		8	8
Permitted Phases										4		
Actuated Green, G (s)		36.1	77.5		36.5	77.9		65.9	65.9	65.9	18.9	18.9
Effective Green, g (s)		36.1	77.5		36.5	77.9		65.9	65.9	65.9	18.9	18.9
Actuated g/C Ratio		0.15	0.32		0.15	0.32		0.27	0.27	0.27	0.08	0.08
Clearance Time (s)		10.5	10.5		10.5	10.5		10.1	10.1	10.1	10.1	10.1
Vehicle Extension (s)		1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)		516	1552		522	1607		442	906	434	126	263
v/s Ratio Prot		0.11	c0.33		c0.16	0.23		c0.29	0.26		c0.08	0.08
v/s Ratio Perm										0.19		
v/c Ratio		0.74	1.08dr		1.05	0.71		1.06	1.02dl	0.70	1.02	1.00
Uniform Delay, d1		97.5	81.2		101.8	71.1		87.0	85.1	78.1	110.5	110.5
Progression Factor		0.65	0.55		0.72	0.87		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		3.4	29.4		52.3	2.4		59.2	17.1	3.9	84.5	55.5
Delay (s)		66.7	74.4		125.5	64.0		146.3	102.2	82.0	195.0	166.0
Level of Service		E	E		F	E		F	F	F	F	F
Approach Delay (s)			73.0			83.9			108.5			148.3
Approach LOS			E			F			F			F

Intersection Summary

HCM 2000 Control Delay	94.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	240.0	Sum of lost time (s)	41.2
Intersection Capacity Utilization	112.2%	ICU Level of Service	H
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 38: US 19 Frontage & SR 580

02/11/2021

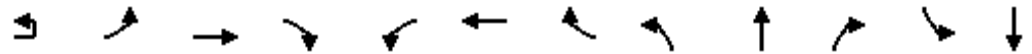


Movement	SBR
Lane Configurations	
Traffic Volume (vph)	223
Future Volume (vph)	223
Ideal Flow (vphpl)	1900
Total Lost time (s)	10.1
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	237
RTOR Reduction (vph)	216
Lane Group Flow (vph)	21
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	18.9
Effective Green, g (s)	18.9
Actuated g/C Ratio	0.08
Clearance Time (s)	10.1
Vehicle Extension (s)	1.0
Lane Grp Cap (vph)	124
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.17
Uniform Delay, d1	103.2
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	103.4
Level of Service	F
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

41: Summerdale Dr & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↖	↗		↖	↗		↖	↗		↖	↗
Traffic Volume (vph)	3	234	1676	98	26	1312	69	68	15	20	102	14
Future Volume (vph)	3	234	1676	98	26	1312	69	68	15	20	102	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	7.0		6.9	7.0		7.5	7.5		7.5	7.5
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00
Frt		1.00	0.99		1.00	0.99		1.00	0.91		1.00	0.86
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	5043		1770	5047		1770	1704		1770	1606
Flt Permitted		0.12	1.00		0.10	1.00		0.41	1.00		0.73	1.00
Satd. Flow (perm)		230	5043		185	5047		757	1704		1365	1606
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	3	249	1783	104	28	1396	73	72	16	21	109	15
RTOR Reduction (vph)	0	0	4	0	0	3	0	0	19	0	0	152
Lane Group Flow (vph)	0	252	1883	0	28	1466	0	72	18	0	109	33
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases	1	1	6		5	2			4			8
Permitted Phases	6	6			2			4			8	
Actuated Green, G (s)		92.5	82.6		74.4	71.4		13.0	13.0		13.0	13.0
Effective Green, g (s)		92.5	82.6		74.4	71.4		13.0	13.0		13.0	13.0
Actuated g/C Ratio		0.77	0.69		0.62	0.60		0.11	0.11		0.11	0.11
Clearance Time (s)		6.8	7.0		6.9	7.0		7.5	7.5		7.5	7.5
Vehicle Extension (s)		1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lane Grp Cap (vph)		360	3471		154	3002		82	184		147	173
v/s Ratio Prot		c0.08	0.37		0.00	0.29			0.01			0.02
v/s Ratio Perm		c0.45			0.11			c0.10			0.08	
v/c Ratio		0.70	0.54		0.18	0.49		0.88	0.10		0.74	0.19
Uniform Delay, d1		13.8	9.3		8.9	13.9		52.7	48.2		51.9	48.7
Progression Factor		2.33	0.45		0.60	0.65		1.00	1.00		1.00	1.00
Incremental Delay, d2		2.9	0.4		0.2	0.4		58.6	0.1		16.0	0.2
Delay (s)		35.2	4.5		5.5	9.5		111.3	48.3		67.9	48.9
Level of Service		D	A		A	A		F	D		E	D
Approach Delay (s)			8.1			9.4			89.9			56.0
Approach LOS			A			A			F			E

Intersection Summary

HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.4
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 41: Summerdale Dr & SR 580

02/11/2021



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	160
Future Volume (vph)	160
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	170
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

44: Countryside Blvd & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↗	↑↑↑			↗	↑↑↑		↗	↑↑	↗	↗
Traffic Volume (vph)	3	263	1387	116	1	329	1256	113	48	312	671	72
Future Volume (vph)	3	263	1387	116	1	329	1256	113	48	312	671	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9	7.2			7.0	7.2		6.9	7.3	7.3	6.7
Lane Util. Factor		1.00	0.91			1.00	0.91		1.00	0.95	1.00	1.00
Frt		1.00	0.99			1.00	0.99		1.00	1.00	0.85	1.00
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00	1.00	0.95
Satd. Flow (prot)		1770	5027			1770	5022		1770	3539	1583	1770
Flt Permitted		0.09	1.00			0.04	1.00		0.64	1.00	1.00	0.47
Satd. Flow (perm)		174	5027			76	5022		1184	3539	1583	867
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	3	280	1476	123	1	350	1336	120	51	332	714	77
RTOR Reduction (vph)	0	0	4	0	0	0	4	0	0	0	261	0
Lane Group Flow (vph)	0	283	1595	0	0	351	1452	0	51	332	453	77
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		pm+pt	NA	Perm	pm+pt
Protected Phases	1	1	6		5	5	2		7	4		3
Permitted Phases	6	6			2	2			4		4	8
Actuated Green, G (s)		125.7	91.3			142.6	101.3		75.9	70.5	70.5	76.3
Effective Green, g (s)		125.7	91.3			142.6	101.3		75.9	70.5	70.5	76.3
Actuated g/C Ratio		0.52	0.38			0.59	0.42		0.32	0.29	0.29	0.32
Clearance Time (s)		6.9	7.2			7.0	7.2		6.9	7.3	7.3	6.7
Vehicle Extension (s)		1.0	1.0			1.0	1.0		1.0	1.0	1.0	1.0
Lane Grp Cap (vph)		319	1912			357	2119		387	1039	465	297
v/s Ratio Prot		0.13	0.32			c0.18	0.29		0.00	0.09		c0.01
v/s Ratio Perm		0.34				c0.40			0.04		c0.29	0.08
v/c Ratio		0.89	0.83			0.98	0.69		0.13	0.32	0.98	0.26
Uniform Delay, d1		64.4	67.5			85.7	56.4		57.8	66.1	83.9	60.7
Progression Factor		1.06	0.84			0.77	0.95		1.00	1.00	1.00	1.00
Incremental Delay, d2		21.3	3.9			37.8	1.5		0.1	0.1	34.9	0.2
Delay (s)		89.4	60.3			103.8	55.1		57.8	66.1	118.7	60.8
Level of Service		F	E			F	E		E	E	F	E
Approach Delay (s)			64.7			64.6			100.0			
Approach LOS			E			E			F			

Intersection Summary

HCM 2000 Control Delay	71.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	240.0	Sum of lost time (s)	28.4
Intersection Capacity Utilization	116.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 44: Countryside Blvd & SR 580

02/11/2021

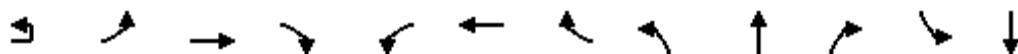


Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	156	177
Future Volume (vph)	156	177
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.3	7.3
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3539	1583
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3539	1583
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	166	188
RTOR Reduction (vph)	0	133
Lane Group Flow (vph)	166	55
Turn Type	NA	Perm
Protected Phases	8	
Permitted Phases		8
Actuated Green, G (s)	70.6	70.6
Effective Green, g (s)	70.6	70.6
Actuated g/C Ratio	0.29	0.29
Clearance Time (s)	7.3	7.3
Vehicle Extension (s)	1.0	1.0
Lane Grp Cap (vph)	1041	465
v/s Ratio Prot	0.05	
v/s Ratio Perm		0.03
v/c Ratio	0.16	0.12
Uniform Delay, d1	62.7	62.0
Progression Factor	1.00	1.00
Incremental Delay, d2	0.0	0.0
Delay (s)	62.8	62.0
Level of Service	E	E
Approach Delay (s)	62.1	
Approach LOS	E	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

47: Landmark Dr & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	9	129	1724	274	30	1375	39	232	181	40	40	102
Future Volume (vph)	9	129	1724	274	30	1375	39	232	181	40	40	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9	6.9		6.9	6.9		6.2	6.8		6.2	6.8
Lane Util. Factor		1.00	0.91		1.00	0.91		1.00	0.95		1.00	0.95
Frt		1.00	0.98		1.00	1.00		1.00	0.97		1.00	0.92
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1770	4981		1770	5064		1770	3442		1770	3266
Flt Permitted		0.11	1.00		0.07	1.00		0.32	1.00		0.60	1.00
Satd. Flow (perm)		204	4981		130	5064		602	3442		1127	3266
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	10	137	1834	291	32	1463	41	247	193	43	43	109
RTOR Reduction (vph)	0	0	15	0	0	2	0	0	17	0	0	107
Lane Group Flow (vph)	0	147	2110	0	32	1502	0	247	219	0	43	118
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6			2			4			8	
Actuated Green, G (s)		77.4	67.5		60.5	57.5		28.9	18.6		13.2	9.1
Effective Green, g (s)		77.4	67.5		60.5	57.5		28.9	18.6		13.2	9.1
Actuated g/C Ratio		0.65	0.56		0.50	0.48		0.24	0.16		0.11	0.08
Clearance Time (s)		6.9	6.9		6.9	6.9		6.2	6.8		6.2	6.8
Vehicle Extension (s)		1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0
Lane Grp Cap (vph)		301	2801		106	2426		277	533		145	247
v/s Ratio Prot		c0.05	c0.42		0.01	0.30		c0.10	0.06		0.01	0.04
v/s Ratio Perm		0.26			0.14			c0.11			0.02	
v/c Ratio		0.49	0.75		0.30	0.62		0.89	0.41		0.30	0.48
Uniform Delay, d1		28.5	19.9		39.9	23.1		41.0	45.8		48.7	53.2
Progression Factor		0.71	0.78		1.29	0.92		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.2	1.0		0.6	1.1		27.4	0.2		0.4	0.5
Delay (s)		20.5	16.6		52.0	22.4		68.5	45.9		49.1	53.7
Level of Service		C	B		D	C		E	D		D	D
Approach Delay (s)			16.8			23.0			57.5			53.0
Approach LOS			B			C			E			D
Intersection Summary												
HCM 2000 Control Delay			25.4									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			120.0									Sum of lost time (s) 26.8
Intersection Capacity Utilization			85.1%									ICU Level of Service E
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 47: Landmark Dr & SR 580

02/11/2021

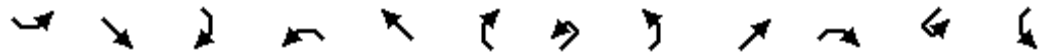


Movement	SBR
Lane Configurations	
Traffic Volume (vph)	109
Future Volume (vph)	109
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	116
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

51: SR 580 & Charles Ave

02/11/2021



Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations		↔	↔		↔			↔	↔↔↔			↔
Traffic Volume (vph)	17	21	21	46	1	22	6	10	1760	40	7	4
Future Volume (vph)	17	21	21	46	1	22	6	10	1760	40	7	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.6	7.6		7.6			6.9	6.9			7.1
Lane Util. Factor		1.00	1.00		1.00			1.00	0.91			1.00
Frt		1.00	0.85		0.96			1.00	1.00			1.00
Flt Protected		0.98	1.00		0.97			0.95	1.00			0.95
Satd. Flow (prot)		1822	1583		1726			1770	5068			1770
Flt Permitted		0.86	1.00		0.77			0.14	1.00			0.09
Satd. Flow (perm)		1600	1583		1380			270	5068			161
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	18	22	22	49	1	23	6	11	1872	43	7	4
RTOR Reduction (vph)	0	0	20	0	16	0	0	0	1	0	0	0
Lane Group Flow (vph)	0	40	2	0	57	0	0	17	1914	0	0	11
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	pm+pt	NA		pm+pt	pm+pt
Protected Phases		8			4		1	1	6		5	5
Permitted Phases	8		8	4			6	6			2	2
Actuated Green, G (s)		10.0	10.0		10.0			91.3	87.1			85.7
Effective Green, g (s)		10.0	10.0		10.0			91.3	87.1			85.7
Actuated g/C Ratio		0.08	0.08		0.08			0.76	0.73			0.71
Clearance Time (s)		7.6	7.6		7.6			6.9	6.9			7.1
Vehicle Extension (s)		4.0	4.0		4.0			4.0	5.0			4.0
Lane Grp Cap (vph)		133	131		115			257	3678			132
v/s Ratio Prot								c0.00	c0.38			0.00
v/s Ratio Perm		0.03	0.00		c0.04			0.05				0.06
v/c Ratio		0.30	0.01		0.50			0.07	0.52			0.08
Uniform Delay, d1		51.7	50.5		52.6			6.2	7.2			10.4
Progression Factor		1.00	1.00		1.00			0.14	0.29			0.77
Incremental Delay, d2		1.7	0.1		4.6			0.1	0.4			0.3
Delay (s)		53.4	50.5		57.2			1.0	2.5			8.2
Level of Service		D	D		E			A	A			A
Approach Delay (s)		52.4			57.2				2.5			
Approach LOS		D			E				A			

Intersection Summary

HCM 2000 Control Delay	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.6
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 51: SR 580 & Charles Ave

02/11/2021



Movement	SWT	SWR
Lane Configurations	↑↑↑	↔
Traffic Volume (vph)	1412	3
Future Volume (vph)	1412	3
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.9	
Lane Util. Factor	0.91	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5084	
Flt Permitted	1.00	
Satd. Flow (perm)	5084	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	1502	3
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	1505	0
Turn Type	NA	
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	84.4	
Effective Green, g (s)	84.4	
Actuated g/C Ratio	0.70	
Clearance Time (s)	6.9	
Vehicle Extension (s)	5.0	
Lane Grp Cap (vph)	3575	
v/s Ratio Prot	0.30	
v/s Ratio Perm		
v/c Ratio	0.42	
Uniform Delay, d1	7.5	
Progression Factor	0.99	
Incremental Delay, d2	0.2	
Delay (s)	7.6	
Level of Service	A	
Approach Delay (s)	7.7	
Approach LOS	A	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis
 54: SR 580 & McMullen Booth Rd

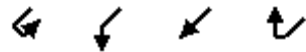
02/11/2021

Movement	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NEU	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	14	225	2019	860	1	203	1353	684	2	575	984	173
Future Volume (vph)	14	225	2019	860	1	203	1353	684	2	575	984	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		9.8	9.8	9.8		9.8	9.8	9.8		9.8	9.8	9.8
Lane Util. Factor		0.97	0.91	1.00		0.97	0.91	1.00		0.97	0.91	1.00
Frt		1.00	1.00	0.85		1.00	1.00	0.85		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3433	5085	1583		3433	5085	1583		3433	5085	1583
Flt Permitted		0.95	1.00	1.00		0.95	1.00	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3433	5085	1583		3433	5085	1583		3433	5085	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	15	239	2148	915	1	216	1439	728	2	612	1047	184
RTOR Reduction (vph)	0	0	0	135	0	0	0	149	0	0	0	90
Lane Group Flow (vph)	0	254	2148	780	0	217	1439	579	0	614	1047	94
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm
Protected Phases	1	1	6		5	5	2		3	3	8	
Permitted Phases				6				2				8
Actuated Green, G (s)		17.3	108.1	108.1		10.2	101.0	101.0		27.2	59.3	59.3
Effective Green, g (s)		17.3	108.1	108.1		10.2	101.0	101.0		27.2	59.3	59.3
Actuated g/C Ratio		0.07	0.45	0.45		0.04	0.42	0.42		0.11	0.25	0.25
Clearance Time (s)		9.8	9.8	9.8		9.8	9.8	9.8		9.8	9.8	9.8
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		247	2290	713		145	2139	666		389	1256	391
v/s Ratio Prot		c0.07	0.42			c0.06	0.28			c0.18	c0.21	
v/s Ratio Perm				c0.49				0.37				0.06
v/c Ratio		1.03	0.94	1.09		1.50	0.67	0.87		1.58	0.83	0.24
Uniform Delay, d1		111.3	62.8	66.0		114.9	56.1	63.5		106.4	85.7	72.3
Progression Factor		1.00	1.00	1.00		1.00	1.00	1.00		1.22	0.82	0.91
Incremental Delay, d2		64.8	9.0	62.4		256.1	1.7	14.5		271.2	4.4	0.3
Delay (s)		176.1	71.8	128.4		371.0	57.9	77.9		400.7	74.4	66.2
Level of Service		F	E	F		F	E	E		F	E	E
Approach Delay (s)			95.4				92.5				182.2	
Approach LOS			F				F				F	
Intersection Summary												
HCM 2000 Control Delay			125.6				HCM 2000 Level of Service				F	
HCM 2000 Volume to Capacity ratio			1.15									
Actuated Cycle Length (s)			240.0				Sum of lost time (s)			39.2		
Intersection Capacity Utilization			124.2%				ICU Level of Service			H		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

54: SR 580 & McMullen Booth Rd

02/11/2021



Movement	SWU	SWL	SWT	SWR
Lane Configurations				
Traffic Volume (vph)	1	471	745	168
Future Volume (vph)	1	471	745	168
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		9.8	9.8	9.8
Lane Util. Factor		0.97	0.91	1.00
Frt		1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00
Satd. Flow (prot)		3433	5085	1583
Flt Permitted		0.95	1.00	1.00
Satd. Flow (perm)		3433	5085	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1	501	793	179
RTOR Reduction (vph)	0	0	0	92
Lane Group Flow (vph)	0	502	793	87
Turn Type	Prot	Prot	NA	Perm
Protected Phases	7	7	4	
Permitted Phases				4
Actuated Green, G (s)		23.2	55.3	55.3
Effective Green, g (s)		23.2	55.3	55.3
Actuated g/C Ratio		0.10	0.23	0.23
Clearance Time (s)		9.8	9.8	9.8
Vehicle Extension (s)		4.0	3.0	3.0
Lane Grp Cap (vph)		331	1171	364
v/s Ratio Prot		0.15	0.16	
v/s Ratio Perm				0.05
v/c Ratio		1.52	0.68	0.24
Uniform Delay, d1		108.4	84.2	75.2
Progression Factor		1.00	1.00	1.00
Incremental Delay, d2		247.5	1.6	0.3
Delay (s)		355.9	85.8	75.5
Level of Service		F	F	E
Approach Delay (s)			176.5	
Approach LOS			F	
Intersection Summary				

HCM Signalized Intersection Capacity Analysis

57: SR 580 & St Petersburg Dr/Forest Lakes Blvd

02/11/2021



Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations		↕	↕		↕			↕	↕	↕	↕	↕
Traffic Volume (vph)	28	88	673	146	68	2	1	612	1232	188	3	872
Future Volume (vph)	28	88	673	146	68	2	1	612	1232	188	3	872
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2		7.2			6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00	1.00	0.95
Frt		1.00	0.85		1.00			1.00	1.00	0.85	1.00	1.00
Flt Protected		0.99	1.00		0.97			0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1840	1583		1800			1770	3539	1583	1770	3539
Flt Permitted		0.88	1.00		0.72			0.13	1.00	1.00	0.95	1.00
Satd. Flow (perm)		1645	1583		1343			251	3539	1583	1770	3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	30	94	716	155	72	2	1	651	1311	200	3	928
RTOR Reduction (vph)	0	0	521	0	0	0	0	0	0	60	0	0
Lane Group Flow (vph)	0	124	195	0	229	0	0	652	1311	140	3	928
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	pm+pt	NA	Perm	Prot	NA
Protected Phases		8			4		1	1	6		5	2
Permitted Phases	8		8	4			6	6		6		
Actuated Green, G (s)		23.6	23.6		23.6			74.4	74.4	74.4	1.0	30.7
Effective Green, g (s)		23.6	23.6		23.6			74.4	74.4	74.4	1.0	30.7
Actuated g/C Ratio		0.20	0.20		0.20			0.62	0.62	0.62	0.01	0.26
Clearance Time (s)		7.2	7.2		7.2			6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0	3.0		3.0			4.0	4.0	4.0	3.0	5.0
Lane Grp Cap (vph)		323	311		264			721	2194	981	14	905
v/s Ratio Prot								c0.34	0.37		0.00	c0.26
v/s Ratio Perm		0.08	0.12		c0.17			0.22		0.09		
v/c Ratio		0.38	0.63		0.87			0.90	0.60	0.14	0.21	1.03
Uniform Delay, d1		41.9	44.2		46.7			30.1	13.8	9.5	59.1	44.6
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00	1.31	0.42
Incremental Delay, d2		0.8	3.9		24.5			15.0	1.2	0.3	7.0	35.5
Delay (s)		42.6	48.1		71.2			45.1	15.0	9.8	84.5	54.4
Level of Service		D	D		E			D	B	A	F	D
Approach Delay (s)		47.3			71.2				23.6			53.6
Approach LOS		D			E				C			D

Intersection Summary

HCM 2000 Control Delay	37.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	135.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 57: SR 580 & St Petersburg Dr/Forest Lakes Blvd

02/11/2021



Movement	SWR
Lane Configurations	
Traffic Volume (vph)	38
Future Volume (vph)	38
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.9
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	40
RTOR Reduction (vph)	30
Lane Group Flow (vph)	10
Turn Type	Perm
Protected Phases	
Permitted Phases	2
Actuated Green, G (s)	30.7
Effective Green, g (s)	30.7
Actuated g/C Ratio	0.26
Clearance Time (s)	6.9
Vehicle Extension (s)	5.0
Lane Grp Cap (vph)	404
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.03
Uniform Delay, d1	33.4
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	33.6
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

59: SR 590/2nd St & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	16	1697	146	234	1368	16	3	145	7	408	8	4
Future Volume (vph)	16	1697	146	234	1368	16	3	145	7	408	8	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	6.9	6.9	6.9				8.3	8.3		8.3
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95				1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00				1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00				0.95	1.00		0.97
Satd. Flow (prot)	1770	3539	1583	1770	3533				1778	1583		1800
Flt Permitted	0.95	1.00	1.00	0.95	1.00				0.73	1.00		0.78
Satd. Flow (perm)	1770	3539	1583	1770	3533				1352	1583		1459
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	17	1805	155	249	1455	17	3	154	7	434	9	4
RTOR Reduction (vph)	0	0	69	0	1	0	0	0	0	145	0	0
Lane Group Flow (vph)	17	1805	86	249	1471	0	0	0	164	289	0	13
Turn Type	Prot	NA	Perm	Prot	NA		Perm	Perm	NA	Perm	Perm	NA
Protected Phases	1	6		5	2				4			8
Permitted Phases			6				4	4		4	8	
Actuated Green, G (s)	2.8	77.8	77.8	20.1	95.1				24.1	24.1		24.1
Effective Green, g (s)	2.8	77.8	77.8	20.1	95.1				24.1	24.1		24.1
Actuated g/C Ratio	0.02	0.54	0.54	0.14	0.66				0.17	0.17		0.17
Clearance Time (s)	6.9	6.9	6.9	6.9	6.9				8.3	8.3		8.3
Vehicle Extension (s)	2.0	4.0	4.0	3.0	4.0				3.0	3.0		3.0
Lane Grp Cap (vph)	34	1910	854	246	2331				226	264		244
v/s Ratio Prot	0.01	c0.51		c0.14	0.42							
v/s Ratio Perm			0.05						0.12	c0.18		0.01
v/c Ratio	0.50	0.95	0.10	1.01	0.63				0.73	1.10		0.05
Uniform Delay, d1	70.0	31.1	16.1	62.0	14.3				56.9	60.0		50.4
Progression Factor	1.00	1.00	1.00	1.00	1.00				1.00	1.00		1.00
Incremental Delay, d2	4.2	11.2	0.2	60.5	1.3				11.0	83.2		0.1
Delay (s)	74.1	42.3	16.4	122.5	15.6				67.9	143.2		50.5
Level of Service	E	D	B	F	B				E	F		D
Approach Delay (s)		40.5			31.1				122.5			50.3
Approach LOS		D			C				F			D

Intersection Summary

HCM 2000 Control Delay	48.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	144.1	Sum of lost time (s)	22.1
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

59: SR 590/2nd St & SR 580

02/11/2021



Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	14
Future Volume (vph)	14
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.3
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	15
RTOR Reduction (vph)	12
Lane Group Flow (vph)	3
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Actuated Green, G (s)	24.1
Effective Green, g (s)	24.1
Actuated g/C Ratio	0.17
Clearance Time (s)	8.3
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	264
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.01
Uniform Delay, d1	50.0
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	50.1
Level of Service	D
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis

68: S Bayview Blvd & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	82	1051	15	1	11	794	16	38	64	11	13
Future Volume (vph)	1	82	1051	15	1	11	794	16	38	64	11	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9	6.9			6.9	6.9		7.5	7.5		
Lane Util. Factor		1.00	0.95			1.00	0.95		1.00	1.00		
Frt		1.00	1.00			1.00	1.00		1.00	0.98		
Flt Protected		0.95	1.00			0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1770	3532			1770	3529		1770	1821		
Flt Permitted		0.30	1.00			0.21	1.00		0.27	1.00		
Satd. Flow (perm)		555	3532			384	3529		497	1821		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1	87	1118	16	1	12	845	17	40	68	12	14
RTOR Reduction (vph)	0	0	1	0	0	0	1	0	0	6	0	0
Lane Group Flow (vph)	0	88	1133	0	0	13	861	0	40	74	0	0
Turn Type	Perm	Perm	NA		Perm	Perm	NA		Perm	NA		Perm
Protected Phases			6				2			4		
Permitted Phases	6	6			2	2			4			8
Actuated Green, G (s)		78.0	78.0			78.0	78.0		27.6	27.6		
Effective Green, g (s)		78.0	78.0			78.0	78.0		27.6	27.6		
Actuated g/C Ratio		0.65	0.65			0.65	0.65		0.23	0.23		
Clearance Time (s)		6.9	6.9			6.9	6.9		7.5	7.5		
Vehicle Extension (s)		5.0	5.0			5.0	5.0		4.0	4.0		
Lane Grp Cap (vph)		360	2295			249	2293		114	418		
v/s Ratio Prot			c0.32				0.24			0.04		
v/s Ratio Perm		0.16				0.03			0.08			
v/c Ratio		0.24	0.49			0.05	0.38		0.35	0.18		
Uniform Delay, d1		8.7	10.8			7.6	9.7		38.7	37.1		
Progression Factor		0.36	0.32			0.10	0.13		1.00	1.00		
Incremental Delay, d2		1.4	0.6			0.3	0.4		2.5	0.3		
Delay (s)		4.5	4.1			1.1	1.6		41.2	37.4		
Level of Service		A	A			A	A		D	D		
Approach Delay (s)			4.2				1.6			38.7		
Approach LOS			A				A			D		

Intersection Summary

HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.4
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 68: S Bayview Blvd & SR 580

02/11/2021



Movement	SBT	SBR
Lane Configurations	↕	
Traffic Volume (vph)	94	246
Future Volume (vph)	94	246
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.5	
Lane Util. Factor	1.00	
Frt	0.91	
Flt Protected	1.00	
Satd. Flow (prot)	1684	
Flt Permitted	0.99	
Satd. Flow (perm)	1666	
Peak-hour factor, PHF	0.94	0.94
Adj. Flow (vph)	100	262
RTOR Reduction (vph)	83	0
Lane Group Flow (vph)	293	0
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	27.6	
Effective Green, g (s)	27.6	
Actuated g/C Ratio	0.23	
Clearance Time (s)	7.5	
Vehicle Extension (s)	4.0	
Lane Grp Cap (vph)	383	
v/s Ratio Prot		
v/s Ratio Perm	c0.18	
v/c Ratio	0.76	
Uniform Delay, d1	43.2	
Progression Factor	1.00	
Incremental Delay, d2	9.3	
Delay (s)	52.5	
Level of Service	D	
Approach Delay (s)	52.5	
Approach LOS	D	
Intersection Summary		

HCM Signalized Intersection Capacity Analysis

71: Tampa Rd

02/11/2021























Movement	EBL	EBR	SET	SER	NWU	NWL	NWT
Lane Configurations		↑	↑↑↑			↑↑	↑↑↑
Traffic Volume (vph)	0	1015	1603	0	1	939	2168
Future Volume (vph)	0	1015	1603	0	1	939	2168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.1	8.1			8.4	8.1
Lane Util. Factor		1.00	0.91			0.97	0.91
Frt		0.86	1.00			1.00	1.00
Flt Protected		1.00	1.00			0.95	1.00
Satd. Flow (prot)		1611	5085			3433	5085
Flt Permitted		1.00	1.00			0.95	1.00
Satd. Flow (perm)		1611	5085			3433	5085
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1080	1705	0	1	999	2306
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1080	1705	0	0	1000	2306
Turn Type		Perm	NA		Prot	Prot	NA
Protected Phases			6		5	5	2
Permitted Phases		2 5 6					
Actuated Green, G (s)		120.0	63.6			39.9	120.0
Effective Green, g (s)		120.0	63.6			39.9	120.0
Actuated g/C Ratio		1.00	0.53			0.33	1.00
Clearance Time (s)			8.1			8.4	8.1
Vehicle Extension (s)			1.0			1.0	1.0
Lane Grp Cap (vph)		1611	2695			1141	5085
v/s Ratio Prot			0.34			c0.29	0.45
v/s Ratio Perm		c0.67					
v/c Ratio		0.67	0.63			0.88	0.45
Uniform Delay, d1		0.0	19.9			37.7	0.0
Progression Factor		1.00	1.00			1.00	1.00
Incremental Delay, d2		0.8	1.1			7.5	0.3
Delay (s)		0.8	21.1			45.3	0.3
Level of Service		A	C			D	A
Approach Delay (s)	0.8		21.1				13.9
Approach LOS	A		C				B
Intersection Summary							
HCM 2000 Control Delay			13.6			HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.80				
Actuated Cycle Length (s)			120.0			Sum of lost time (s)	16.5
Intersection Capacity Utilization			141.1%			ICU Level of Service	H
Analysis Period (min)			15				

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

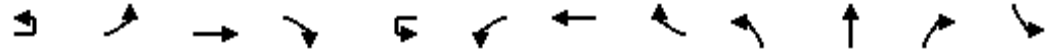
6: Douglass Ave & SR 580

02/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	476	54	141	368	16	68	8	119	11	2	3
Future Volume (Veh/h)	3	476	54	141	368	16	68	8	119	11	2	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	3	506	57	150	391	17	72	9	127	12	2	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									4			4
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)		618										
pX, platoon unblocked												
vC, conflicting volume	408			563			1037	1248	282	963	1268	204
vC1, stage 1 conf vol							540	540		700	700	
vC2, stage 2 conf vol							496	708		264	569	
vCu, unblocked vol	408			563			1037	1248	282	963	1268	204
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			85			80	97	82	96	99	100
cM capacity (veh/h)	1147			1005			354	320	716	290	282	803
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	3	337	226	150	261	147	208	17				
Volume Left	3	0	0	150	0	0	72	12				
Volume Right	0	0	57	0	0	17	127	3				
cSH	1147	1700	1700	1005	1700	1700	898	351				
Volume to Capacity	0.00	0.20	0.13	0.15	0.15	0.09	0.23	0.05				
Queue Length 95th (ft)	0	0	0	13	0	0	22	4				
Control Delay (s)	8.1	0.0	0.0	9.2	0.0	0.0	13.9	16.6				
Lane LOS	A			A			B	C				
Approach Delay (s)	0.0			2.5			13.9	16.6				
Approach LOS							B	C				
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utilization		43.5%		ICU Level of Service	A							
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis
50: Rigsby Ln & SR 580

02/11/2021



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↙	↑↑↑			↙	↑↑↑			↕		
Traffic Volume (veh/h)	1	1	1707	32	2	19	1456	1	19	0	25	0
Future Volume (Veh/h)	1	1	1707	32	2	19	1456	1	19	0	25	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	1	1816	34	0	20	1549	1	20	0	27	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1550			0	1850			2396	3425	622	2224
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1550			0	1850			2396	3425	622	2224
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	94			0	100	94	100
cM capacity (veh/h)	0	424			0	324			10	7	429	21
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1		
Volume Total	1	726	726	397	20	620	620	311	47	6		
Volume Left	1	0	0	0	20	0	0	0	20	0		
Volume Right	0	0	0	34	0	0	0	1	27	3		
cSH	424	1700	1700	1700	324	1700	1700	1700	24	13		
Volume to Capacity	0.00	0.43	0.43	0.23	0.06	0.36	0.36	0.18	1.97	0.48		
Queue Length 95th (ft)	0	0	0	0	5	0	0	0	147	29		
Control Delay (s)	13.5	0.0	0.0	0.0	16.8	0.0	0.0	0.0	801.2	450.3		
Lane LOS	B				C				F	F		
Approach Delay (s)	0.0				0.2				801.2	450.3		
Approach LOS									F	F		
Intersection Summary												
Average Delay			11.7									
Intersection Capacity Utilization			49.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

50: Rigsby Ln & SR 580

02/11/2021

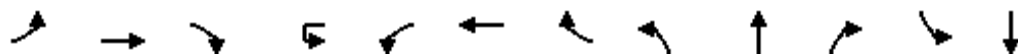


Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	3	3
Future Volume (Veh/h)	3	3
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	3	3
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage (veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3442	517
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3442	517
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	53	99
cM capacity (veh/h)	6	503
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis

67: Enterprise Road & SR 580

02/11/2021



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	1888	53	6	31	2365	1	73	0	39	0	0
Future Volume (Veh/h)	1	1888	53	6	31	2365	1	73	0	39	0	0
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	2009	56	0	33	2516	1	78	0	41	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL					None						
Median storage (veh)	2											
Upstream signal (ft)						926						
pX, platoon unblocked	0.81			0.00				0.81	0.81		0.81	0.81
vC, conflicting volume	2517			0	2065			2945	4622	698	3295	4650
vC1, stage 1 conf vol								2039	2039		2582	2582
vC2, stage 2 conf vol								906	2583		713	2067
vCu, unblocked vol	2058			0	2065			2584	4650	698	3016	4684
tC, single (s)	4.1			0.0	4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)								6.5	5.5		6.5	5.5
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	100			0	88			0	100	89	100	100
cM capacity (veh/h)	218			0	267			56	48	383	35	41
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1		
Volume Total	1	804	804	458	33	1006	1006	504	119	1		
Volume Left	1	0	0	0	33	0	0	0	78	0		
Volume Right	0	0	0	56	0	0	0	1	41	1		
cSH	218	1700	1700	1700	267	1700	1700	1700	80	880		
Volume to Capacity	0.00	0.47	0.47	0.27	0.12	0.59	0.59	0.30	1.49	0.00		
Queue Length 95th (ft)	0	0	0	0	10	0	0	0	239	0		
Control Delay (s)	21.6	0.0	0.0	0.0	20.4	0.0	0.0	0.0	368.2	9.1		
Lane LOS	C				C				F	A		
Approach Delay (s)	0.0				0.3				368.2	9.1		
Approach LOS									F	A		
Intersection Summary												
Average Delay			9.4									
Intersection Capacity Utilization		65.5%		ICU Level of Service	C							
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
 67: Enterprise Road & SR 580

02/11/2021



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	1
Future Volume (Veh/h)	1
Sign Control	
Grade	
Peak Hour Factor	0.94
Hourly flow rate (vph)	1
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	0.81
vC, conflicting volume	839
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	0
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	100
cM capacity (veh/h)	880
Direction, Lane #	

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis

80: State Street & SR 580

02/11/2021



Movement	EBU	EBT	EBR	WBU	WBL	WBT	NWL	NWR
Lane Configurations	↔	↑↑			↔	↑↑	↔	
Traffic Volume (veh/h)	0	1012	22	1	0	806	76	8
Future Volume (Veh/h)	0	1012	22	1	0	806	76	8
Sign Control		Free				Free	Stop	
Grade		0%				0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	1077	23	0	0	857	81	9
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type	None				None			
Median storage (veh)								
Upstream signal (ft)	1225				915			
pX, platoon unblocked	0.00			0.00	0.84		0.84	0.84
vC, conflicting volume	0			0	1100		1517	550
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	0			0	729		1227	72
tC, single (s)	0.0			0.0	4.1		6.8	6.9
tC, 2 stage (s)								
tF (s)	0.0			0.0	2.2		3.5	3.3
p0 queue free %	0			0	100		43	99
cM capacity (veh/h)	0			0	728		143	817
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NW 1	
Volume Total	718	382	0	0	428	428	90	
Volume Left	0	0	0	0	0	0	81	
Volume Right	0	23	0	0	0	0	9	
cSH	1700	1700	1700	1700	1700	1700	155	
Volume to Capacity	0.42	0.22	0.00	0.00	0.25	0.25	0.58	
Queue Length 95th (ft)	0	0	0	0	0	0	75	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	55.9	
Lane LOS							F	
Approach Delay (s)	0.0			0.0			55.9	
Approach LOS							F	
Intersection Summary								
Average Delay			2.5					
Intersection Capacity Utilization			40.0%		ICU Level of Service		A	
Analysis Period (min)			15					

Arterial Level of Service: EB SR 580

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Main St	II	39	44.7	17.0	61.7	0.48	28.0	B
Patricia Ave	II	40	40.8	23.9	64.7	0.42	23.6	C
Crosley Dr	II	40	27.9	4.0	31.9	0.25	28.6	B
Lake Haven Rd	II	40	15.2	3.5	18.7	0.13	25.4	C
Keene Rd	II	45	35.4	54.3	89.7	0.37	14.8	E
Achieva Way	II	45	27.9	7.2	35.1	0.27	27.5	C
Overcash Dr	II	45	20.0	1.5	21.5	0.18	30.7	B
Pinewood Dr	II	45	30.8	10.3	41.1	0.31	27.2	C
Belcher Rd	II	45	26.4	57.6	84.0	0.25	10.9	F
US 19 Frontage	II	45	42.4	70.8	113.2	0.53	16.9	E
Summerdale Dr	II	45	26.8	4.4	31.2	0.26	29.8	B
Countryside Blvd	II	45	43.6	61.4	105.0	0.55	18.7	D
Landmark Dr	II	45	45.8	14.7	60.5	0.52	31.0	B
Charles Ave	II	45	32.5	2.0	34.5	0.34	35.3	A
McMullen Booth Rd	II	45	23.7	75.6	99.3	0.22	7.9	F
SR 590	II	45	75.7	46.9	122.6	0.95	27.8	C
St Petersburg Dr	II	45	97.2	12.8	110.0	1.22	39.8	A
S Bayview Blvd	II	45	58.7	4.6	63.3	0.73	41.7	A
Tampa Rd	II	45	38.1	12.0	50.1	0.41	29.1	B
Total	II		753.6	484.5	1238.1	8.39	24.4	C

Arterial Level of Service: WB SR 580

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
S Bayview Blvd	II	45	38.1	1.7	39.8	0.41	36.7	A
Forest Lakes Blvd	II	45	58.7	27.2	85.9	0.73	30.7	B
2nd St	II	45	97.2	14.6	111.8	1.22	39.1	A
McMullen Booth Rd	II	45	75.7	86.9	162.6	0.95	20.9	D
Charles Ave	II	45	23.7	6.5	30.2	0.22	25.9	C
Landmark Dr	II	45	32.5	20.2	52.7	0.34	23.1	C
Countryside Blvd	II	45	45.8	56.7	102.5	0.52	18.3	D
Summerdale Dr	II	45	43.6	10.3	53.9	0.55	36.4	A
US 19 Frontage	II	45	26.8	63.2	90.0	0.26	10.3	F
Belcher Rd	II	45	42.4	51.1	93.5	0.53	20.4	D
King Arthur Ct	II	45	26.4	15.3	41.7	0.25	21.9	D
Overcash Dr	II	45	30.8	4.2	35.0	0.31	32.0	B
Sunlight Dr	II	45	20.0	7.4	27.4	0.18	24.1	C
CR 1	II	45	27.9	46.8	74.7	0.27	12.9	F
Lake Haven Rd	II	45	35.4	0.4	35.8	0.37	37.1	A
Pinehurst Rd	II	40	15.2	6.2	21.4	0.13	22.2	C
Patricia Ave	II	40	27.9	5.3	33.2	0.25	27.5	C
Bass Blvd	II	40	40.8	8.2	49.0	0.42	31.2	B
Alt 19	II	39	44.7	32.3	77.0	0.48	22.5	C
Total	II		753.6	464.5	1218.1	8.39	24.8	C



Prepared for:

Florida Department of Transportation
District Seven
11201 N. McKinley Drive
Tampa, Florida 33612-6456

